

MAPLE LEAVES

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EDITORIAL

Philatelic Follies?

In February, 1973 we had occasion to comment in these columns on what some collectors of Canadian stamps regarded as 'unnecessary issues'. At that time one of our members, Mr. R. McCallum, made it plain that, as far as he was concerned, he was 'contracting out' of the Canadian stamp race, and that he would only buy, in future, the stamps that he needed for postage purposes.

If our postbag is anything to go by there are not many collectors who shared his sentiments, and after more than two years, during which the spate of new issues has continued remorselessly, we can only conclude that Mr. McCallum was voicing the opinion of a minority.

At the time we commented that collectors had the remedy in their own hands; they either indulged themselves or denied themselves, according to their fancy. We also hazarded the opinion that the Canadian Post Office, or 'Canada Post' would continue its policy of satisfying the demand for new issues as long as it was profitable to do so. Apparently it is.

It is perhaps idle to speculate upon the number of 'special' issues or commemorative stamps which are actually used for the ostensible purpose for which they were designed, i.e. to prepay postage. When one considers the quantities bought by dealers at home (and abroad at *LESS* than face value) or purchased directly from post office counters or the Philatelic Bureau by collectors, not to

mention the complete sheets purchased by speculators and the huge quantities which go to adorn first day covers, frequently in blocks of four at a time, it is not unreasonable to suppose that a great deal of 'easy money' accrues to the revenue of Canada Post.

Indeed many would deduce from the demonstrable fact that it is by no means always easy to obtain a good used copy of a modern Canadian commemorative stamp *EXCEPT* at a price which exceeds its face value, that comparatively few are genuinely used and of these the majority are machine cancelled and therefore unacceptable to the condition fiend.

It may well then be argued that philatelists by their prodigality help materially to subsidize the cost of genuine postage and that without their willing and eager assistance the deficit of Canada Post would be all that larger, and by inference, postage charges possibly higher.

We confess that this argument may be based on a false premise. Canada Post, in marked distinction to the British Post Office, may not be in the red. In which case we can still conclude that stamp collectors at least make *SOME* contribution to that happy state of affairs!

This brings us back to the point which we made more than two years ago and that we have reiterated: commemorative stamps or special issues are a 'good thing' for everyone apparently, including philatelists. Whether or not they will prove to be a 'good thing' for philately remains to be seen.

If we cast a shadow of doubt over the blessings so liberally showered upon collectors of Canadian stamps during the past ten years, we may look with an equally jaundiced eye at the conservative estimate that some five hundred 'errors' and varieties have also 'emerged' during the same period of time, all apparently available to the keen-eyed hunter, or more plausibly, to those with long purses.

If the colour shifts on the venerable map stamps continue to elude the modern collector he can always console himself with the 8 cents Christmas stamp of much more recent vintage. For some reason this stamp (or rather about one hundred of them!) have an abnormally large amount of red in them.

The 3 cents small queen 'indian red', quite credibly 'missing from most collections', will perhaps not be so bitterly missed by those who secure the 'paleface Indian' variety on the 8 cents U.P.U. issue, and if two of the current 8 cents coil stamps imperforated do not *QUITE* measure up to a pair of 'Farley's Follies' they may well do in time.

Moreover, if the pence issues on laid paper do not grace many album leaves (and we suspect that they do not!) there are always modern fluorescent papers, 'hybrites', dull papers and toned papers to gladden the heart instead. If a 'weeping queen' is not quite so highly desirable as a lachrymose princess no one should cry too much if the latter has lingered long on the 'wants lists'; somewhere along the line the thoughtful printers have provided an updated substitute, and a cheaper one at that, with a 'scarface Merritt' (shades of Jacques Cartier!) thrown in for good measure.

Here indeed is a chapter of accidents far too long to relate in detail and if there is no handbook about them all yet, there soon will be. One final fling, and perhaps the unkindest cut of all, pointedly reserved for our Admiral specialists: we have been told on good authority that hairlines are to be found on the current definitive issue. *Plus ça change . . .*

Sir Sandford Fleming, K.C.M.G.

By Jane Moubray

One of Canada's best loved stamps must be the threepence value of the 1851 Pence Issue. With its successor, the five cent, it has been studied minutely for differences of shade, paper and printing flaws. Much has been discovered about it but little has been said about its creator. There is little information to be gleaned from philatelic sources, and none at all about his origins and early life.

Sandford Fleming was born in Kirkcaldy, Fife, on 7th January, 1827, and was one of eight children. Not much is known of his father, but his mother, Elizabeth Arnot, possessed a grandfather who had fought at Culloden and who afterwards with seven others rowed Prince Charlie to meet the ship which took him to France. There was also an uncle who had fought under General Wolfe at Quebec.

One of Sandford's first schoolmasters was a Mr. Bethune who later emigrated to Canada and became Master of the High School in Montreal. Sandford began his professional training as a surveyor and engineer at the age of fourteen. His talent for mathematics and his capacity for persistence and hard work much facilitated his path. What leisure he did have he devoted to fishing and chess — both lifelong recreations.

Why he decided to emigrate is not known except that work was hard to find in Scotland in 1845, but by January of that year, when he was just eighteen, the decision was made, and on 22nd April, with his elder brother David, he crossed the Firth to Edinburgh and left by the five o'clock train for Glasgow. The boys sailed for Quebec in the ship "Brilliant" — the ticket cost thirteen pounds ten shillings for the pair of them and one other — food, water and cooking facilities were provided, but no bedding — that being the responsibility of the passengers. Storms in mid-Atlantic caused Sandford to write what he firmly believed would be his last letter home to his parents. It was consigned in a bottle and flung into villainous seas in the fervent hope that it would reach them. It did, having been washed ashore on the coast of Bideford, Devon, and was sent by the finder to the elder Flemings seven months after it had begun its journey.

Sandford and David spent two months with a Dr. Hutchinson in Peterborough before moving to Toronto to "seek their fortunes". David found work almost immediately but Sandford had more difficulty. There was no prospect of employment as an engineer or surveyor in Toronto at that time. Deciding to look up Mr. Bethune who had bought land between Hamilton and Port Dover, he spent several months assisting the latter to make a new home for himself and his family. On his return to Peterborough late in 1845 temporary work as a draughtsman came his way with a surveyor in the town, and in February, 1846, he articulated himself to Stoughton Dennis of Weston. During the next two years he made surveys of several towns in the Newcastle area and one of Toronto harbour. These were reproduced by means of lithography, a process learnt in Scotland and which was little known in Canada until then.

Sandford received a Government Commission as a provincial land surveyor from Lord Elgin in Montreal in 1849. He was given it on the day of the riot

over the Rebellion Losses Bill. During the evening he went out into the street to watch the rioters and followed them on their way to burn the Parliament building. Worried that the library of rare books would be lost, he tried to save some of them but was too late. He turned his attention to the portrait of the young Queen Victoria by John Partridge. It was a huge weight, but with the help of three other people he managed to carry it to safety. Several days later, a Montreal newspaper, having muddled its facts, reported that the Queen's portrait had been "carried off by four scoundrels". Fleming said that at the time he knew nothing of his companions in "crime" but he later discovered all their identities and that one had been a former Chief of Police.

Sandford's next achievement was the effort made towards the foundation of the Royal Canadian Institute, and in this he held an interest until the end of his life.

About his part in the production of Canada's first postage stamp we hear little in the biographies. He was only twenty-four when he wrote in his diary:

"Breakfasted at Ellah's Hotel with Mr. Rutten and Honble Jas. Morris, Postmaster General. Designing postage stamps for him".

According to Winthrop Boggs, Ellah's hotel was run by a Mrs. Ellah and was located at 72 King Street West, Toronto.

Fleming produced two similar essays, one for the threepenny stamp and one for the one shilling. A lithographic plate was made and a certain number of stamps printed. The Post Office authorities preferred the Recess-printed method of production but made use of the design for the threepence. It was thought that, as the higher value would be used on letters going abroad, it would be more suitable to use the Queen's likeness for the shilling and that of her Consort for the sixpence.

Sandford Fleming's work as a railway engineer is well known. In 1852 he joined the staff of the Ontario Simcoe and Huron Railroad, later known as the Northern Railway, first as assistant engineer and then as chief engineer. During this time he married, in 1855, Ann Jean Hall and, although we know very little about her, we do know that they had six children, one of whom, Minnie, accompanied Sandford on many of his later travels.

In 1863, Fleming was appointed by the Canadian Government to find a route for the proposed Intercolonial Railway, and received similar commissions from the Governments of Nova Scotia and New Brunswick. He was appointed chief engineer of the Canadian Pacific Railway in 1871 and in 1872 crossed the continent making a survey through the Yellowhead Pass. It was later decided to adopt a more southerly route, and Fleming made a second survey demonstrating how the line could be taken through Kicking Horse Pass.

In 1876 he took his entire family to visit Scotland and also in that year he was made Commander of the Order of St. Michael and St. George. Two years later he visited England again and made a special call on Thomas Carlyle who had been a master at Kirkcaldy Burgh School and whom he had always wanted to meet. Before returning to Canada, he went over to Paris for the Great Exhibition where he met and conversed with the Prince of Wales.

Amongst the honours which came his way were the Chancellorship of Queen's University in 1880 and the K.C.M.G. in 1897.

His many interests are far too numerous to cover in one short article, but they encompassed much hard and devoted work in connection with the Pacific Submarine Cable, and continuous efforts towards the introduction of Standard Time.

Sandford Fleming must have been a very charming man. Existing portraits of him show a face full of humour. His manners were always perfect. He was patient and friendly and grudged neither time nor effort for anyone who had need of the benefit of his vast knowledge and experience, and yet he was an intensely practical man as he demonstrated by writing a book entitled "Short Daily Prayers for Busy Households".

During his long life — he died in Halifax on Thursday, 22nd July, 1915, aged eighty-eight, he seems to have shared many of the characteristics with the delightful small animal whose portrait he has bequeathed to us.

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Postal History of the Canadian Forces in Jamaica, 1940-46

By Thomas Foster

In the spring of 1940, following the reverses suffered by the British Army on the Continent, it was considered necessary to withdraw the British infantry battalion stationed in Jamaica in order to strengthen the forces deployed throughout Britain. The Canadian Government agreed to replace these troops and those in British Guiana and, at a later date, supplied further forces for services in Iceland and Spitsbergen.

The Canadian battalion allocated to Jamaica was known as "Y" force, whilst the command established in Iceland and Spitsbergen became "Z" Force and "III" Force. The units sent to British Guiana were older troops considered unfit for combat duty. The Bermuda garrison consisted of one infantry company, at first on detachment from the Winnipeg Grenadiers stationed in Jamaica, but later an independent company.

All the Corps troops in the island remained British, but the Canadians were augmented by local troops of the British West Indies Regiment and the West India Regiment Units of the United States Army Air Force, Navy and Marines also served in the island for a considerable periods.

The Canadians took over the British base at Up Park Camp, near the village of Cross Roads on the outskirts of Kingston and the cantonment at Newcastle in the Blue Mountains. They did not possess army postal services of their own and these facilities were provided by Corps Troops and the Jamaica Post Office.

All mail, whether for Canada or destinations within the island, was subjected to unit censorship and after posting at the Camp Post Office, was taken either to Cross Roads or the Kingston G.P.O., and there passed through the hands of the Jamaica Military Censor before being sent on its way. No letters from the Canadian Forces are known postmarked from Newcastle.

The first postage rates charges were 1/- per $\frac{1}{2}$ oz. on airmail letters to Canada and 2½d. per oz. on surface mail letters, but by 20th May 1942, the latter rate had been reduced to 2d. per oz. Mail for inland addresses was sent at the current local rate of 1½d. per oz.

By 17th May 1942, the airmail rate to Canada had been reduced to 6d. per oz., (many 1 oz. letters bearing 1/- in stamps exist), and in all cases, prepayment was by means of Jamaican Postage stamps. The Registration Fee was 3d. and such letters bear Kingston registration labels and Canadian Customs handstamps.

Some authorities state that Air Letter Forms were available after about 1942, but none have so far been recorded.

In the early days, units censored their own mail and applied either unit censor markings or ordinary unit handstamps to the envelopes. In addition, letters going overseas were handstamped with the "Y" Forces Military Censor markings,

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M-CA1



M-CAU1

type "M-CA1". This was a double lined circle with a saw toothed diameter of 50 mm., the wording reading "MILITARY CENSOR" around the top with below it is the legend, "Y"/FORCE/No. 3, in three lines.

Several of these handstamps were made, each identified by the number and the author has recorded Nos. 2, 3, 4, 5, 6 and 8. Nos. 1 and 7 are not known and No. 4 differs from the remainder in not having quotes around the "Y". In addition, a further handstamp exists in which the number has been erased or omitted, possibly in an attempt to make an auxiliary handstamp for use by any censor. All these handstamps were probably manufactured locally in the island.

1. WINNIPEG GRENADIERS

The first battalion to serve in Jamaica was the Winnipeg Grenadiers, a machine-gun regiment, who arrived on 27th May 1940 and relieved the British battalion. They were in residence until 13th September 1941, when they moved to Hong Kong and took part in the gallant, but hopeless defence of that colony.

Letters from this regiment usually bear the unit handstamp, type "M-CAU1" a double-lined oval of 56×36 mm., enclosing the legend "MILITARY CENSOR/WINNIPEG GRENADIERS (M.G.) and with a dotted line across the centre for the examining officer's name.

The "Y" Force marking was also applied (see details below), and in many cases, the letter also was handstamped with the Up Park Camp Military Post Office rubber date-stamp in violet ink, type (A). This mark is known used from 20th May to 25th November 1941, and is usually struck on the envelopes, although it can be found cancelling the stamps. It was also used as a receiving mark on incoming mail.

The following "Y" Force Censor markings are known:

No. 3 in black ink and No. 4 in red ink.

Outgoing letters were always taken to Kingston and postmarked on the automatic machine at the G.P.O. Letters from civilians in Jamaica are known addressed to members of this regiment after their move in September 1941. They are handstamped "Return to Sender", together with an explanatory cachet applied by the Canadian Post Office.

2. 1st Battalion, ARGYLE & SUTHERLAND HIGHLANDERS (CANADA)

This regiment took over the defence on 10th September 1941 and stayed until 20th May 1945. Letters from its servicemen usually have the unit handstamp, type "M-CAU2" struck in black ink on the reverse of the envelope. It is a double lined oval of 50×31 mm. with the legend "1st Bn. A & SH of C (PL) A.F./B Coy./Company Office" in three lines.

Occasionally, but very rarely, they bear the rubber handstamp, type "MCA2", reading "CANADIAN ARMY/OVERSEAS", struck in black ink and they always have "Y" Force markings as detailed below. Many of the envelopes used by the troops at this time were specially supplied and had the legend, "Canadian Legion War Forces" and its motif printed in the top left corner. Sometimes this was shown as "Canadian Legion War Services". Other envelopes have the unit designation printed in black in four lines on the flap of the envelope, i.e., "1st Battalion/ARGYLE & SUTHERLAND HIGHLANDERS/OF CANADA/(P.L.) (A) C.A".

The following "Y" Force Censor markings are known:

- No. 2 in black and red inks, No. 3 in black ink.
- No. 4 in red, black and purple ink.
- No. 5 in black ink.
- No. 6 in blue ink.
- No. 8 in black ink.

Letters sent to destinations inside the island are known from this regiment, but are extremely rare. They are always postmarked at Cross Roads P.O. and one such letter to Moneague, dated May 13th, 1942, bears a Jamaica Military Censor Marking, type (B), with a diameter of 33½ mm. and struck in violet ink. The marking is initialled in the centre by the examiner and in all probability more than one handstamp of this type exists, although only the No. 4 has been recorded. Such inland letters never have the "Y" Force Military Censor markings.



M-CAU2

CANADIAN ARMY
OVERSEAS

M ~~A~~-CA2

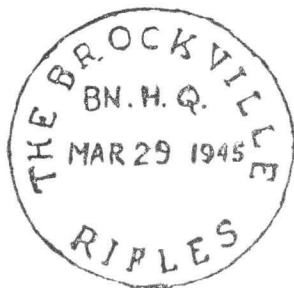
3. IRISH FUSILIERS OF CANADA (VANCOUVER REGIMENT)

Arrived on the island on 18th May 1943 and took over from the Argyles. They stayed until August 6th, 1944, but only one letter from this regiment has been recorded by the Author. It bears no unit handstamp and has the un-numbered "Y" Force Censor marking in purple ink.

4. BROCKVILLE RIFLES

The last of the Canadian Regiments to be stationed in Jamaica arrived on 5th August 1944 and remained in the island until February 1946, when they were relieved by the 8th Battalion, the Suffolk Regiment. Mail from this regiment is scarce and only one example is known bearing a unit handstamp, type "M-CAU4", this being a circular date-stamp with a diameter of 37 mm., and a legend reading "THE BROCKVILLE/BN. H. Q./MAR 29/RIFLES" struck in black ink. This letter carries no censor markings of any sort and although addressed to Canada, carries a 1½d rate, i.e. the current inland rate. It is however, endorsed in m/s "Canadian Army Active Service" and further in blue crayon underlined with red crayon, "R.A.F.". It carries a Kingston date-stamp of 31st March 1945 and was probably carried free by the Royal Air Force to Canada as part of a new service, in which case the inland rate was presumably necessary to pay postage to the Kingston G.P.O.

All other letters bear a new type of censor marking, type "M-CA3", struck in blue ink and consisting of a small circle surmounted by a crown and enclosing the legend, "CANADIAN ARMY 316". These letters are all posted at Kingston and unlike the majority of their predecessors, all appear to have been opened and resealed with printed gum strip bearing examination numbers in an incomprehensible sequence.



M-CAU4



(A)



(B)



M
-CA3

Members of the Canadian Forces stationed in Jamaica must have written many thousands of letters during their stay in the island, but very few have survived. By far the commonest items are the "Y" Force letters from the Argyle & Sutherland Highlanders and the Winnipeg Grenadiers, whilst the Brockville and Irish Fusiliers appear to have been poor correspondents.

The type numbers given the "M" prefix are all permanent and belong to the Canadian Section of Military Postmarks of Jamaica. The markings lettered (A) and (B) are probably British or Jamaican and permanent type numbers have yet to be allocated to them. Type "M-CAU3" has been reserved for the unit handstamp of the Irish Fusiliers, should one turn up.

The author invites anyone having such covers in his collection to send details of them to the author, who will be pleased to enter into correspondence on the subject.

The history of the BRITISH Forces in Jamaica is a far greater subject, but in the hope that one day it may be possible to unravel it, an appeal is made to anyone possessing letters bearing Royal Navy, Army or Air Force postal or unit markings of *any* period to communicate with the author. He would also be pleased to hear from anyone possessing items to or from Gibraltar Camp and the internment camps established in the island during both world wars.

ACKNOWLEDGEMENTS: The help of the following, among others, is gratefully acknowledged Dr. R. H. Blackburn; W. Bjork; A. Brown; L. A. Courtney; Dept. of National Defence, (Army); Canada; Forces Postal History Society; Reg. H. Lant; K. J. A. O. Manning; Colonel Fred F. Seifert; V. N. F. Surtees; R. Topaz; C. L. Von Pohle and Lt.-Col. R. H. Webb.

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“Prince Edward Island Lot Numbers”

By S. F. Cohen, F.C.P.S.

As a result of my article in Maple Leaves (February 1975) illustrating a cover with postmark 'LOT 46 KINGS', I have received the fascinating story and historical background of the P.E.I. 'Lot' numbers which forms the basis of this article. I am indebted to postal historians Douglas Murray of Charlottetown PEI and Mr. L. Gordon Buck of Montreal for this information, which is likely to be new to most Maple Leaves readers.

In order to understand the peculiar postal markings of 19th century Prince Edward Island, it is necessary to look into the historical background of this tiny corner of the vast Dominion of Canada.

St. John's Island

In February 1799, the name Prince Edward Island was given by the King of England to the territory formerly known as St. John's Island, being only nine miles from the Canadian mainland, running in length for 144 miles from tip to tip.

When Great Britain took possession of St. John's Island, it immediately concerned itself with the devising of ways and means for its settlement. A plan was devised for the Island to be surveyed and the land awarded to persons who deserved reward from the Crown for military or other public services.

Captain Samuel Holland was authorised in 1764 to make a survey of the land and to divide it up into counties, parishes and townships. This survey was completed in 1765 and divided the Island into three counties (Kings, Queens and Prince Counties), fourteen parishes and sixty-seven townships.

The townships, each averaging an area of 22,000 acres, were then immediately assigned by the Board of Trade and Plantations, but there were so many claimants that it was decided that the lands of the Island should be allotted by ballot.

A fateful day

On July 23rd 1767, the ballots were drawn for 64 of the 67 townships (or 'Lots'), one township having been reserved for the Crown, and the other two already granted. This fateful day in the history of the Island was to have far-reaching effects, which were, later on, to delay the entry into Confederation, from 1868 until July 1st, 1873.

The apportionment of the land in 1767 by way of 'Lots' meant that the vast majority of these were owned by absentee landlords and continued to be thus owned until 1875, when, as one of the conditions of Confederation, large farms were required to be sold to the tenants.

The Post Offices

These parcels of land, or townships, known as Lots, were numbered from Lot 1 in the most northern tip of the Island to Lot 67, located at Springton. The Lot names had become a way of life and are retained to some extent to this day.

The Island was essentially rural based and Post Offices, like schools, sprung up wherever there was a local need for them. Many Post Offices opened, for example, at an intersection of two roads, usually in a store or even in a farmhouse on the main road within a Lot. The Post Office and church were the community centres before there were any large populations in a centre. Thus, the Post Office became identified with the Lot, there being no village yet established to give the Post Office a name.

Sometimes there were stores or farms with Post Offices separated by only two or three miles, and so within the same Lot Number, it can be seen that several Post Offices may have flourished and grown. Later on, names were given to many of these, and a good number have now been identified.

For example, within Lot 46, Kings County, it has been established that in 1897-8 there were at least 4 Post Offices: at East Baltic; Bayfield; Rock Barra; and Little Harbour. There may, of course, have been others, but so far, these remain unidentified.

The scope of this article precludes a full listing of known Post Offices within the Lots, but if any reader wishes to have detailed information concerning these, the author will be happy to supply them.

Provincial Independence

Although the people of Prince Edward Island were to experience untold miseries from that fateful day in July 1767 when 'Lots were drawn' and their land handed over to political favourites of the Crown, most of whom remained absent from the Island, yet they owed their provincial independence to these proprietors.

In 1768 the majority of proprietors petitioned the King proposing that the Island should be separated from Nova Scotia and granted a separate government. They argued that Halifax was too far removed from the Island to serve as a satisfactory capital, and that it should be constituted as a separate province.

The King accepted their advice and, on June 28, 1769, the Island became a separate Colony. The history of the Island from then until the 1860's is another long and fascinating story involving great discontent and an outright refusal of the people to participate in the scheme of Confederation. After participation in the Charlottetown and Quebec Conferences, the Island withdrew from the Confederation Movement and embarked upon a policy of "splendid isolation".

There was unrelenting pressure brought about by the Imperial Government to secure the Island's adherence to Confederation, largely for reasons of defence, but steadfastly the people refused to budge. In 1866, a vigorous address to the Queen by the people, insisted that it would be in the island's best interests to remain independent.

The Dominion Government made determined efforts to induce the island to enter Confederation, offering all kinds of tempting inducements, but still the people refused. Indeed, the more the Dominion offered them, the more was demanded by the Islanders. In 1869, the islanders were offered efficient steam services and constant communications between the island and the mainland by the Dominion Government and a large loan to enable the Island to purchase the proprietary lands.

The Islanders demanded more, including a complete railway system throughout the Island and, further, a guarantee from the Imperial Government that the proprietors would be compelled to sell their land.

The old "Lot" numbers were the continuing source of trouble and the main reason why historically we find Prince Edward Island no part of the Confederation until 1873. But in the end, it was financial difficulties that forced the islanders to give way. Threatened by increased taxation to meet the island's many debts, the people finally gave up their 'splendid isolation' policy after receiving great concessions in return.

Entry into Confederation enabled the Island to settle the iniquitous land tenure question. In 1875, the Island Legislature passed a compulsory Land Purchase Act whereby the system of proprietorship was ultimately extinguished. In September, 1875, the Government purchased 187,699 of the total 381,720 acres still held by the proprietors at a cost of \$1.63 an acre. The last of these Estates was purchased by the government in 1895.

Thus ended the story of the famous "Lots" of the Island, and yet, even to this day, the Lot numbers still remain on the map of Prince Edward Island and many places are still referred to as such.

(Acknowledgements to "Momentous Issues in the Island Story" by Rev. Francis W. P. Bolger from "Canadian Antiques Collector". Vol. 8, Part 1. Published March 1973).

Book Review

"THE EDWARD VII ISSUE OF CANADA"

By George C. Marler, P.C., B.C.L., LL.D.

The publication of the first in its series of comprehensive books concerning various aspects of Canadian Philately and Postal History has been announced by Canada's National Postal Museum. The volume which was ready for distribution in August appertains to the postage stamp issue of Edward VII. It was written by one of the Canada's most prominent philatelists and well-known researchers, the Honourable George C. Marler, Montreal, Quebec. Mr. Marler is a fellow of the Royal Philatelic Society (London), The Royal Philatelic of Canada and the Canadian Philatelic Society of Great Britain.

The publication, size 8½" × 11", consists of 224 pages (245 pages in the French edition), printed on fine quality paper. There are 98 full colour reproductions plus several additional black and white reproductions, all enlarged to assist with variety identification and colour comparisons.

Two editions are available, one in English and one in French. The limited deluxe edition is specially quarter bound in Morocco with a protective slip case and is numbered, registered and autographed by the author. With a limited printing in both languages only a few copies are still available for sale at \$50.00 each post paid.

The standard edition is also attractively bound and sells for \$30.00 post paid in either the English or French text.

Both editions are available by mail from the National Postal Museum, Confederation Heights, Ottawa, Ont., K1A 0B1, Canada or in person at the Philatelic Sales Counter located in the Museum's recreated old style post office, Riverside Drive and Heron Road, Confederation Heights, Ottawa. The counter is opened Tuesday to Saturday 9.00 a.m. — 5.00 p.m. and is closed Sunday and Monday.

How It Strikes Me

Part V

By Dr. M. W. Carstairs

The 'Q' datestamps

In February 1860 the province designation at the base of Canadian datestamps was altered from U.C. (Upper Canada) to C.W. (Canada West) and L.C. (Lower Canada) to C.E. (Canada East).

No further change was made until just after Confederation when the Provinces of Ontario and Quebec came into being.

Mr. Berri of High Holborn, who manufactured some of Canada's datestamps at the time, was asked in requisition No. 102 of August 10th 1867 to make datestamps with 'Q' or 'ONT' at the base to replace C.W. and C.E.

Very soon afterwards the 'Q' was replaced by 'QUE' and the Province designation for Quebec remained thus for many years until it was superseded by 'P.Q.' in 1914.

For many years now I have been searching for datestamps with the 'Q' at the base and have located very few. It would seem that datestamps manufactured for Quebec Province in 1867 and 1868 only bore the 'Q', although this is not entirely substantiated from published lists. At least one of the 'Q' datestamps remained in use for over forty years.

Boggs in listing Berri's requisition No. 102 records six, but three are incorrectly spelt which causes confusion, while Jarrett lists two for Montreal (J. 257 & 258) but one is dated 1863 instead of the more likely 1868.

To save further confusion the total number traced are as follows:

Campbell Type 7. The interrupted circle datestamp.

Adamsville. Post Offices established 1852. Recorded by Campbell AU 15 69. Still in use JU 17 07. Several copies seen.

Aston Station. Post Office established 1867. Recorded by Boggs only.

Boynton. Post Office established 1867. Recorded by Boggs only.

Chelsea. Post Office established 1837. Recorded by Campbell MR 17 74.

Father Point. Post Office established 1863. Known used SP 13 92 (But had 'QUE' datestamp in 1902).

Franklin Centre. Post Office established 1868. Recorded by Campbell MY 26 71.

Grantley (Fig. 1). Not listed by Campbell, but recorded by Boggs. Post Office probably established 1867. Known dated in manuscript August 29 1876 on 1c. card which confirms correct spelling.

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FIG 1



FIG 2



FIG 3

North Nation Mills. Post Office established 1867. Recorded by Boggs. Known used JA 15 75.

Pearceton. Post Office established 1876 (Error by Campbell for 1867?). Known used OC 17 97 (Cohen Collection).

St. Jean Baptiste de Montreal. Post Office established 1868. Recorded by Campbell.

St. Jean Baptiste de Rouville. Post Office established 1839. Known used JA 15 75

St. Leonard. Post Office established 1868. Recorded by Campbell 1868-75.

St. Wenceslas. Post Office established 1867. Recorded in Boggs requisition list only.

Campbell Type 6. Two part circle datestamp (Fig. 2).

Escuminac. Post Office established 1867. Recorded by Campbell JA 9 75.

Montreal. Post Office established 1763. Recorded by Jarrett AM OC 17 71, and Campbell PM FE 19 72. Further example AM AP 8 72. Generally used as receiving mark.

Full Circle with part inner circle (Fig. 3).

Montreal. Recorded by Jarrett with too early a date. Recorded by Campbell JY 15 68. Numerous examples seen 1870-73. A common receivers mark.

From the above listing of sixteen postmarks, it can be seen that eight of the Post Offices concerned were established in 1867-68, and only one possibly later (Pearceton), while the remainder are earlier.

I would be most grateful to hear from any members who have other 'Q' date-stamps or who can extend the patchy knowledge of them which is displayed here.

References:

Boggs: The Postage Stamps & Postal History of Canada Vol. II, page 7-E.

Campbell: Canada Postmark list to 1875. 1958 Edition.

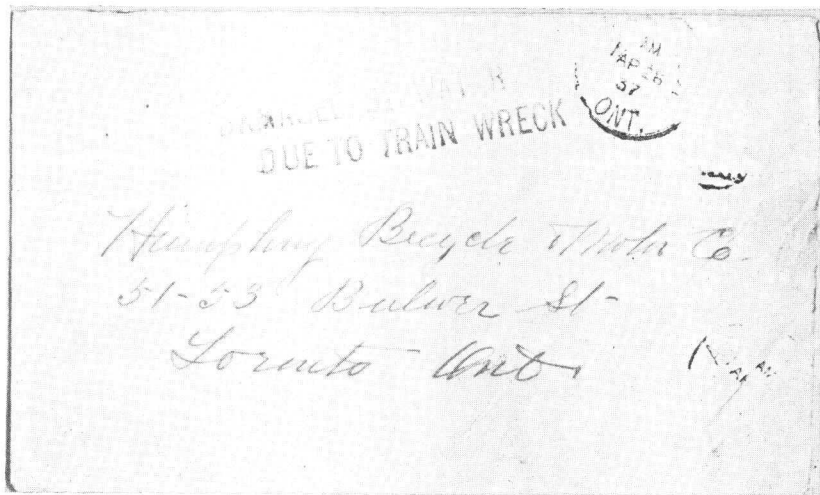
Campbell: Canada Post Offices 1755-1895.

Jarrett: B.N.A. Book 1929.

Train Wreck Cover

We are indebted to Mr. J. Hillson and to Mr. M. Millar for an interesting story which lies behind the "Train wreck" cover illustrated here.

According to the latter the cachet "Damaged by water due to train wreck" was probably applied at the London (Ont.) Postal District Office with an ordinary stamp making set with rubber letters set in the holder by hand. In explanation of this Mr. Millar comments that damage to mail through floods, fires, train wrecks, plane crashes etc. occur so seldom that incidents such as these would not warrant the manufacture of special steel handstamps. He adds, however, that all post offices with cancelling machines are equipped with "stamps" reading "Damaged in cancelling machine at".



Mr. Millar, who is a Postal Officer at Orillia, goes on to refer to a fire in the mail drop at Orillia Post Office in May, 1974. After the incident all recoverable mail was stamped "Damaged in fire at Orillia Ontario/12 May 1974". This was set up with a small two-line stamp maker kit. In the same way all the mail recovered from the Air Canada plane crash at Woodbridge, Ontario in July, 1970 was stamped to this effect at Toronto AMF, again with a handset stamp.

Mr. Hillson's cover was apparently, retrieved from the wreck of an eastbound C.N.R. passenger train which was derailed at Beachville, four miles west of Woodstock, Ontario, on the afternoon of Monday, 26th April, 1937. This was the Inter-City Limited (train 20). Apparently, although press reports do not state specifically, a part of the train ended up in the Thames River, which would account for the water damage and the consequent lack of adhesive stamp(s) on the cover.

At the time of the accident there had been extremely heavy rains with severe flooding in South Western Ontario; floods alone in London are estimated to have

caused damage to the extent of \$3,000,000, and Premier Hepburn is quoted in press reports as saying that the loss to the Province in washed out roads and bridges exceeded \$400,000.

The actual newspaper report to which Mr. Millar refers states: "An Eastbound Canadian National Railways passenger train was derailed at Beachville, four miles west of Woodstock, Monday afternoon. The fireman, Norman Aitken of Sarnia, was killed and the engineer, Malcolm Asbister, also of Sarnia, pinned in the engine, was seriously hurt. A transient, identified as H. J. Brett also lost his life.

No other injured were reported, although the train, the Inter-City Limited, running from Chicago to Montreal, was carrying a considerable number of passengers. They were given a severe shaking up but none was hurt. The baggageman was severely jolted but was able to walk to the quarry close by for assistance to the engine crew.

Rushing to the scene of the accident to aid the injured, Dr. J. D. McDonald, of Ingersoll, drove over one end of the embankment and was drowned; his car disappeared under the muddy waters".

According to Mr. Millar, a one time railway mail clerk, there was no R.P.O. on the train; but there would certainly be mail in the baggage car, which would be next to the engine.

This then is the "story behind the stamp" or rather, in this case, the story behind the lack of stamps, made none the less interesting for that, and we are grateful to Mr. Millar for the very considerable trouble he has gone to in unfolding a little corner of the fascinating canvas of postal history, and to Mr. Hillson for making the story available to our readers.

From the Packet Secretary

The rate of commission charged on sales will not be increased to 12½% as proposed. Present figures show that the increases in printing and postage can be covered by retaining the present rate of 10%. Contributors please note that material sent for the packet will now take a little longer to be returned to them, as I am now recirculating certain packets when sales are low from the first circuit. Once again I point out that my stocks are very low, and in order to keep a regular supply of packets to the ten circuits I need more material, so please try to make an effort and send something along. With the postal charges going up yet again help is required in arranging the circuits so that the least amount of expense is incurred in passing packets on. So where possible let me know where you can pass it on by hand, and I will re-arrange the circuits. This is for your benefit so try to make the effort.

R. GRIGSON.

Canadian Railway Postmarks, Hammer Varieties — Part 11

By Philip R. Grey

This instalment takes us over the long stretch of country to the north of Lake Superior and into the prairies. It includes some of the longest R.P.O. runs in Canada, the C.P.R. Toronto-Fort William being 813 miles, North Bay-Fort William 630 miles, and Fort William-Winnipeg 420 miles.

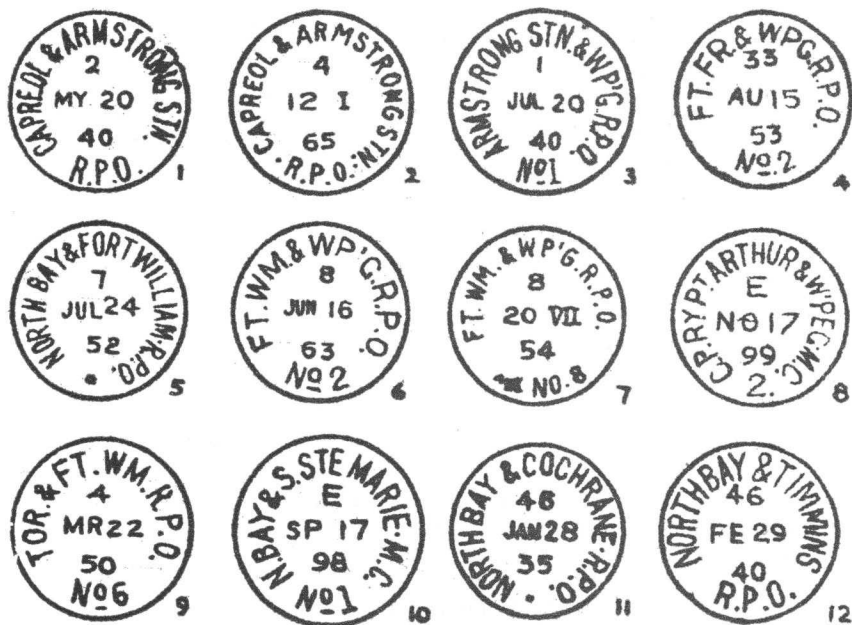
The C.P.R. Soo Line (the widely-used abbreviation of 'Sault Ste. Marie') connects with the United States 'Soo & Minneapolis R.P.O.'; the C.P.R. 'Boundary Line & Winnipeg' connects with the U.S. 'St. Paul & Noyes R.P.O.'

A. C.N.R. Lines

<i>Shaw No.</i>	<i>Shaw Type</i>		<i>Period Recorded</i>
0.56	17H	<i>Capreol & Armstrong Stn. R.P.O.</i>	
		(1) Equal space each side of "R.P.O." (Fig. 1)	1940-1954
		(2) No space to right of "R.P.O."	1952-1954
		(3) Small letters; central dot each side of "R.P.O." (Fig. 2)	1965
0.8	17A	<i>Armstrong Stn. & Wp'g R.P.O.</i>	
		(with fixed serial numbers)	
		No. 1 (Fig. 3)	1940-1952
		No. 2	1940-1954
		No. 3	1935-1954
		No. 4	1939-1952
0.71	17A	<i>Ft. Frances & W'peg R.P.O.</i> (fixed serial nos.)	
		No. 3 Squared ampersand	1908-1957
		No. 3 Longer bar under O of "No."; Rounded ampersand	1934-1957
0.72	17A	<i>Ft. Fr. & Wpg R.P.O.</i> (fixed serial numbers)	
		No. 1 R. Ampersand	1938-1957
		No. 2 R. Ampersand (Fig. 4)	1935-1957
		No. 4 Square Ampersand	1927-1946

B. C.P.R. Transcontinental Lines

0.192	17	<i>North Bay & Fort William R.P.O.</i>	
		(1) "Y &" normal; "P.O." close (Fig. 5)	1916-1952
		(2) "Y &" normal; "R.P.O." evenly spaced	1916-1955
		(3) "Y &" narrow	1934-1953
		(4) Rounded Ampersand	1932
0.74	17A	<i>Fort William & Winnipeg R.P.O.</i> (fixed nos.)	
		No. 1	1909-1912
		No. 2	1909
		No. 3	1909-1917
		No. 4	1930
		No. 5	1927
			No. 6
	No. 7	1907	
	No. 8	1908-1914	
	No. 9	1911-1935	
	No. 10	1918	



- 0.76 17A *Ft. Wm. & Wp'g. R.P.O.* (fixed serial nos.)
- | | | | |
|----------------|-----------|-----------------------|---------------|
| No. 1 | 1928-1956 | No. 7 | 1935-1954 |
| No. 2 (Fig. 6) | 1931-65 | No. 8 | 1940-1953 |
| No. 3 | 1933-1953 | No. 8 (Small letters) | (Fig. 7) 1954 |
| No. 4 | 1934-1953 | No. 9 | 1946-1954 |
| No. 5 | 1935-1954 | No. 10 | 1932-1953 |
| No. 6 | 1937-1950 | No. 11 | 1939-1960 |
- 0.280 10E *C.P.Ry. Pt. Arthur & W'peg M.C.* (fixed nos.)
 (Note: This R.P.O. connected with the Ottawa & Port Arthur run — see Instalment 7)
- | | | | |
|-----|--------------------|-------|-----------|
| (1) | 1893-1901 | (6) | 1891-1901 |
| (2) | 1895-1901 (Fig. 8) | No. 3 | 1899 |
| (3) | 1885-1902 | No. 4 | 1899 |
| (4) | 1891-1907 | No. 6 | 1894-1902 |
| (5) | 1891-1901 | | |
- 0.338 17A *Tor. & Ft. Wm. R.P.O.* (fixed serial numbers)
- | | | | |
|-------|-----------|--|-----------|
| No. 1 | 1917-1952 | No. 5 (Sq. Amp.) | 1918-1945 |
| No. 2 | 1929-1953 | No. 5 (R. Amp) | 1935-1947 |
| No. 3 | 1923-1946 | No. 6 (Fig. 9) | 1932-1950 |
| No. 4 | 1934-1955 | No. 7 | 1931-1952 |
| | | No. 8 | 1925-1955 |
| | | No. 9 (Sq. Amp.; bar under O of "No.") | 1943-1953 |
| | | No. 9 (R. Amp.; no bar) | 1952-1955 |

C. C.P.R. International Lines

0.199	9A	<i>N. Bay & S. Ste Marie M.C.</i> (fixed numbers) No. 1 (Fig. 10) 1896-1907	No. 2 1896-1902
0.200	17A	<i>N. Bay & S.S. Marie R.P.O.</i> (fixed serial nos.) No. 3 1903 No. 4 1903-1905 No. 5 1904	
0.197	17	<i>North Bay & S.S. Marie R.P.O.</i> (1) Square Ampersand (2) R. Amp.; "S.S." wide-spaced (3) As 2 but "S.S." slightly smaller (4) Round Amp.; tall letters	1916-1954 1943-1944 1926-1935 1934
0.201	17H	<i>North Bay & Soo R.P.O.</i> (1) Large letters; very tall Amp. (2) Normal letters	1939-1957 1939-1963
0.334	15A	<i>Sud. & S.S.M.</i> (with fixed serial nos.) No. 1 1895 No. 2 1894 (No "M.C." or "R.P.O." in postmarks)	
W.5	17A	<i>Bdry Line & Wpg. R.P.O.</i> (fixed serial nos.) No. 1 1939-1959 No. 2 1933-1942	

D. Ontario Northland Railway

0.186	17	North Bay & Cochrane R.P.O. (1) Line in space at foot (2) Dot in space at foot (Fig. 11)	1934 1934-1935
0.188	18	<i>Train No. N. Bay & Cochrane R.P.O.</i> (1) Central dot each side of "Train No." (2) Wider spaces each side of "Train No."	1932 1910-1918
0.202	17H	<i>North Bay & Timmins R.P.O.</i> (1) Wide space to right of "R.P.O." (2) Large letters (Fig. 12) (3) Small letters	1935-1954 1935-1945 1953-1958
0.203	17H	<i>N. Bay & Timmins R.P.O.</i> (1) "R.P.O." normal (2) "R.P.O." wide; smaller spaces	1936-1943 1948-1953

Mr. J. F. Wilsdon writes:

Montreal "killer"

Volume 13 of MAPLE LEAVES contained a series by Dr. C. W. Hollingsworth and Dr. M. W. Carstairs reporting their findings on early machine cancellations of Canada.

Part IV of the series in the October 1970 issue, concerned the 1902 Montreal machines of which eight varieties were described and listed.

I have an additional type also used in Montreal with the "killer" part consisting of a pattern of small diamonds.

Although the datestamp is characteristic of the International machine, I doubt that this firm, would have found it necessary to have conducted these experiments with the co-operation of the Montreal Post Office. An unknown manufacturer with political clout would seem to be responsible.

(Continued from page 324)

PRECANCELS ON THE ADMIRAL ISSUE
BRANDON

		<i>Precancel</i>
		<i>Type 1</i>
<i>1c. green</i>	Original die. 1912.	n a
	Original die retouched. 1913.	
<i>1c. yellow</i>	Original die retouched, wet. 1920.	n a
	Original die retouched, dry. 1926.	n
	New die, dry. 1925.	
<i>2c. red</i>	Original die. 1912.	n a
	Original die retouched. 1913....	
<i>2c. green</i>	Original die retouched, wet. 1922.	n a
	Original die retouched, dry. 1924.	
	Original die re-engraved, dry. 1925.	
	Thin paper. 1924.	
<i>3c. brown</i>	Original die, wet. 1918.	n a
	Original die retouched, dry. 1922.	
<i>3c. red</i>	Original die retouched. 1923.	n a
	New die. 1924.	

ESTEVAN

		<i>Precancel</i>
		<i>Type 1</i>
<i>1c. green</i>	Original die. 1912.	n
	Original die retouched. 1913....	
<i>1c. yellow</i>	Original die retouched, wet. 1920.	n
	Original die retouched, dry. 1926.	n
	New die, dry. 1925.	

Letters to the Editor

Mr. J. Hillson writes:

Small Queens, printing

It is always a pleasure to read what Mr. Williams has to say on the subject of the 'Small Queens' (see page 267 of the June issue). In this case, however, he seems to have been as confused as I was by my letter! I obviously did not make my point clear. It is not just a question of 'shades', but the correlation of shade and perforation which to me indicate the progressive transfer of plates from Ottawa to Montreal. May I recapitulate?

1. Mr. Williams argues that when matching was difficult, if the change of perforation from 12 to $11\frac{1}{2} \times 12$ is not significant, it would mean that shades were produced at Montreal identical to those produced at Ottawa. I think this highly unlikely.

2. The Indian Red and Rose Red shades of the 3 cents were printed at Ottawa and perforated 12 (approx.). This is not in question. None was produced perforated $11\frac{1}{2} \times 12$.

At the beginning of 1873 the stamp suddenly appears perforated $11\frac{1}{2} \times 12$ in a typically Montreal shade of orange red. The 1 cent, 2 cents and 6 cents continue to be produced perforated 12. In March, 1873 the 6 cents appears perforated $11\frac{1}{2} \times 12$, mid 1873 the 1 cent and finally the 2 cents. As each value appears $11\frac{1}{2} \times 12$ it is no longer found perforated 12, except in obvious cases of late use of early shades. By 1874 only perforated $11\frac{1}{2} \times 12$ is to be found, including the new 10 cents value. In 1875 the 5 cents Large Queen is produced, mainly perforated $11\frac{1}{2} \times 12$, but with perforation 12 being used as an occasional stand-by, which is why the latter is so rare. Then gradually, with increasing demand, from the end of 1875 perforation 12 comes more and more into evidence.

3. Finally, when printing was ordered back to Ottawa (using Montreal plates — the point Mr. Williams makes regarding the plates used in 1870-1874 eludes me) there are changes in shade, and even in perforation (to $12\frac{1}{4} \times 12$) right across the board, and the 3 cents "Small Queen" and 15 cents "Large Queen" values revert to shades remarkably similar to some of the early Ottawa printings, in spite of the fact that printing 'would be in accordance with instructions as to colour'.

To sum up: it is the progressive appearance of the perforated $11\frac{1}{2} \times 12$ stamps coincident with the progressive disappearance of stamps perforated 12, taken in conjunction with a usually marked change of shade that to my mind indicates the timing of the transfer of plates to Montreal during 1873/74.

(See page 322 for further letter — Editor)

New Stamps

International Women's Year

The eight-cent stamp commemorating International Women's Year features a graphic variation of the female symbol and was issued on July 14th, 1975.

The stamp was designed by Susan McPhee of Montreal, and measures 24 mm. by 30 mm. in a vertical format.

A total of 29 million stamps were printed in two-colour gravure and one-colour steel by the British American Bank Note Company of Ottawa. Marginal inscriptions, including the designer's name, appear on the four corners of each pane of 100 stamps.

The total production of these stamps will bear the general tagging and will not be available in any other form.

Mint stamps will be available to collectors through Philatelic Counters at selected post offices across Canada, as well as by mail order through the Philatelic Service, Canada Post Office, Ottawa, Ontario K1A 0B5.



Calgary Centennial

An eight-cent stamp to commemorate Calgary's Centennial was issued on 3rd July, 1975.

The stamp 40 mm. by 25 mm. was designed by Bernard Reilander from Walt Petriego's photograph "Untamed", featuring a wild horse being roped and saddled by wranglers.

A total of 25 million stamps, printed by the Canadian Bank Note Company of Ottawa, were issued. Printed in four-colour lithography, each pane of 50 stamps bears marginal inscriptions, including the designer's name, on the four corners.

The total production of these stamps bear the general tagging and are not available in any other form.

Supreme Court of Canada Centenary

The eight-cent stamp commemorating the hundredth anniversary of the Supreme Court of Canada features a statue called Justice, and was issued on 2nd September, 1975.

The stamp was designed by Allan Fleming and measures 24 mm. by 40 mm. in a vertical format.

A total of 25 million stamps were printed in five-colour lithography by Ashton-Potter Limited, Toronto.

Marginal inscriptions, including the designer's name, appear on the four corners of each pane of 50 stamps.

The total production of these stamps will bear the general tagging and will not be available in any other form.



Olympic Action Stamps, Combat Sports

The third issue of Olympic Action stamps features the combat sports of boxing, fencing and judo.

The denominations of the three stamps are eight cents plus two cents surcharge, ten cents plus five cents surcharge, and fifteen cents plus five cents surcharge.

The stamps were designed by James Hill of Toronto, and measure, 30 mm. by 36 mm. in a vertical format. A total of 24 million 8+2 cent stamps, 14 million 10+5 cent stamps, and 14 million 15+5 cent stamps were printed in three-colour lithography by the Canadian Bank Note Company of Ottawa and issued on August 6th, 1975.

Marginal inscriptions, including the designer's name, appear on the top and bottom margins of each pane of 50 stamps (one denomination per pane).

The total production of these stamps will bear the general tagging and will not be available in any other form.

(We regret that illustrations of the three Olympic Action stamps are not available — Editor)

Amendments to Membership to 14th August 1975

New Members

- 2059 HOPE, P. A., 80 Irene Ave., Stoney Creek, Ontario, Canada L8G 2B2 (CN)
- 2060 KARLSON, E. P., 70 S. Clinton Ave., Apt. C 8, Bay Shore, N.Y. 11706, U.S.A. (C,PS)
- 2061 WIKE, R. G., c/o Dunlop Trinidad Ltd., Point Fortin, Trinidad, W. Indies (C)
- 2062 STANWICK, R. S., 685 Bannatyne Ave., Winnipeg, Manitoba, Canada R3E 0W1 (C,PBL,CGEV)
- 2063 GREGORY, I. S., c/o Bader Al Mulla & Bros. (Computer Dept.), P.O. Box 177, Safat, Kuwait (C)
- 2064 CADWALLADER, J. D., 6A Forge Lane, Little Aston, Sutton Coldfield, W. Midlands (C)
- 2065 WAGGETT, P., Box 4414, Station D., Hamilton, Ontario, Canada (V)
- 2066 SCACE, Margaret E., 2416 Sandhurst Ave., S.W., Calgary, Alberta, Canada T3C 2M6 (C)
- 2067 ROBINSON, Mrs. Gladys V., 1 Bridport Road, Thornton Heath, Surrey CR4 7QJ (C)
- 2068 REYNOLDS, J. R., 18 Gardiner Drive, Longton, Stoke-on-Trent ST3 2RQ (CNB).

Reinstatement

- 1439 STEINHART, A. L., Apt. 915, 80 Grand Ravine Drive, Downsview, Ontario, Canada
- 1263 SIMPSON, W. L., P.O. Box 728, Chatham, Ontario, Canada N7M 5L1

Deceased

- 2037 GRUNDY, G. E.

Change of Address

- 1773 COX, M., 16 Springfield Ave., Mangotsfield, Bristol
- 1883 JARNICK, J. C., c/o Mrs. D. M. Hackbarth RR1, Box 260, Almond, Wisconsin, 54909, U.S.A.
- 780 LUM, S., 19 Bamber Court, Don Mills, Ontario, Canada M3A 2N5
- 1864 MOSS, J. S., 21 Alpine Drive, Latham, N.Y. 12110, U.S.A.
- 1724 SEAL, P. J., 3 Arnott Ave., Gorleston, Gt. Yarmouth, Norfolk

Net Changes add 11

New total 771

CLASSIFIED ANNOUNCEMENTS

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WANTED

ARCTIC WESTERN CANADA; All periods, Postal Items and other Ephemera required. Postmarks and stamps not always necessary on letters carried by favour of a traveller. Places on route also wanted (e.g. Mackenzie and Yukon Rivers, etc.) — Rob Woodall, Forest Cottage, Holtwood, Wimborne, Dorset, England.

ACCUMULATIONS of Canadian Airmail Flight Covers from 1918 to the present, Canadian crash covers, aerogrammes, Forces air letter forms, post cards depicting military and aviation events, Canadian military cancellations from any war period, including the United Nations and MCCD/ICCS Vietnam assignments, 1932 Canadian pictorial post

cards and Canadian semi-official and regular airmail stamps. Duplicates in the above wanted categories are available for trade or sale. Write: Major R. K. Malott, 16 Hardwick Crescent, Ottawa K2H 6R1, Ontario, Canada.

6c. BROWN small queen on 1875-97 double weight internal cover; 5c. blue Jubilee on 1897-8 cover to U.K. or Europe; 5c. blue Quebec on 1908-9 cover to Europe. Badly wanted to illustrate Postal Rates collection: damaged stamps acceptable provided cover not otherwise unattractive. — Dodwell, Stone-walls, Prescott, Baschurch, Salop.

CANADIAN pre-cancelled postal stationery and pre-cancelled perfins. Offers to George Manley, 126 Ebury Street, London SW1W 9QQ.