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JOURNAL OF THE  
CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN

# Maple Leaves

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# MAPLE LEAVES

Journal of

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INCORPORATED 1946

**Founder:**

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

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

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## EDITORIAL

### QUERIES AND PROBLEMS

In our 'Letters to the Editor' columns in this issue we publish a letter from Mr. R. F. H. Baker who is seeking information about the use of Canadian stamps in the U.S.A. Readers of members' letters sent to us for publication will know that this method is frequently used by those who have queries or problems, and who hope, by these means to have them elucidated by others. Where the matter is of general interest we are frequently in the happy position of being able to publish replies which are sent to us for this purpose. In many cases we know that replies to letters are sent personally to the member who raised the query or problem in the first instance. It must be very seldom, if ever, that a query or problem arises that cannot be answered, either wholly or partially, by some member somewhere. Indeed it is the primary objective of the Society to associate and unite collectors or postal historians in the pursuit of their common interests. It is for this reason that Study Circles are organised, and Group Meetings arranged on a geographical basis. However inactive the former may be, or may appear to be, we know from personal experience that all the secretaries of the study circles are only too pleased to help members with their queries or problems. Their names and addresses are published in the handbook; all that enquiring members have to do is to write to the appropriate secretary, or, as

in the case mentioned above, to us. For the vast majority of our members it is *ONLY* by correspondence with others with similar interests that information can be exchanged, queries answered and knowledge in a particular field of B.N.A. philately or postal history extended. More important, in our humble opinion, is the happy consequence which is frequently brought about by the exchange of correspondence: correspondents become friends and we know of many instances where such 'pen' friendships have existed for several decades. With a membership which is literally scattered all over the world this is almost certainly the most positive benefit which the Society has to offer its members. To our new members especially we would say, therefore, "study the Society's Year Book and use it to your advantage. Someone, somewhere is waiting to hear from you".

### **STUDY CIRCLE OF STREET CANCELLATIONS**

A study circle on Street Cancellations under the chairmanship of Dr. C. W. Hollingsworth will be held at Convention on the 11th October. All members attending Convention who have any items of interest in this field are asked to bring them along.

### **OBITUARY**

#### **JAMES ALFRED GRANT, F.C.P.S.**

"Alfie" Grant died suddenly on Sunday 22nd April 1979. He was a faithful supporter of the Society and had until very recently been our Treasurer. He was President in 1973. All who attended Conventions and had any dealings with him will miss his friendly nature and sense of humour. The day before he died he had attended the Congress of Scottish Philatelic Societies at Stirling. He will also be missed by the Edinburgh and Scottish Societies of which he was a keen member. Our sincere sympathy goes to his wife, whom many of you will have met at Conventions, his son and daughter.

J.H.B.

## SOME OBSERVATIONS ON SQUARED CIRCLES: NEW FINDS AND ERROR INDICIA ON THE MAP STAMP

by R. B. Winmill



Following requests for information, many conscientious members reported their holdings of assorted cancels, and other map related material. Many contributors have raised enquiries concerning the availability of material generated through the gracious compliance to these requests by RPSC, BNAPS and CPS (GB) members. The largest number of such requests concerned the squared circle cancel on map. On the assumption that everybody interested is familiar with Dr. Moffat's map check list and his column in *BNA Topics*, some of the more interesting and relevant findings are sketched below.

Several persons are interested in the size and number of collections. About fifty holdings, of various sizes were reported, five of which exceeded one hundred towns: regrettably a roster is unavailable for the fourth largest collection. There is also a sixth collection which is barely under this mark. Moreover, there is a broad distribution amongst the scarcer strikes. For example, the three largest collections combined, between them lack ten known strikes and each one of them has about a half dozen strikes found nowhere else.

While London and Maccan were initially reported by Dr. Moffat, it is doubtful that anyone was fully aware of the magnitude of these finds. Not one, but two, strikes of London, have been confirmed and four off cover and one on cover strikes of Maccan are known! All of these strikes have been examined or reported by impeccable sources.

Similarly, two examples of Mitchell have been reported on map, one being owned by a party active in this study. A Charlottetown cover, long rumoured to exist, suddenly appeared for examination! It bears two strikes dated June ? '00. Cobourg was reported twice but the only one examined, proved to be a misread Gore Bay! Athens has been reported, however, since its whereabouts is now unknown, it is omitted.

In the notes to his checklist, Dr. Moffat makes the following observation "Merritton – Low Probability; known De 8/94 to Oc 12/98 and then MR 3/02 to No 13/02. Probably not in use during the Map stamp era." Fortunately for map collectors, this is incorrect and an example was recently located in an exciting new find. The strike, dated My 16 '00, is a free strike on the front of a cover. The stamp is barely tied by a distinctly ugly killer, also observed on one or two other (non map) covers from this office.

This rather remarkable lot, offered through a prominent dealer also yielded other important surprises, which combined with reports and observations, are elaborated upon, below.

- Acton: Fe '99 (No strikes are reported for this town in 1899).
- Lunenburg: Ju 3 '99 (This is apparently the latest date known for this hammer).
- Martintown: 25 Mr '9 (This arrangement is most peculiar to begin with, but why the missing "9"?).
- Picton: PM, Fe 1 '00 (While the use of PM is well documented in 1900, no map collector has any recollection of this timemark on map).
- Powassan: De 19 '98 (No strikes were previously reported on any stamp in 1898).
- St. Hyacinthe: AM Fe 23 '99 (No map collectors contacted had ever witnessed this timemark on what is a common strike on map stamp).

Several other errors were examined and oddities noted. They include inverted "8's" as follows : Brockville, De PM 19 '98; Montreal (Ste. Cune-gonde), PM De 15 '98; Sarnia, PM No 18 '99; Williamstown, De 24 '98; Brandon, No 18 '99; and Victoria, NT Au 18 '99. Two other possible inverted "8's" are reported: those being Lakefield 2 De 8 '99 and Picton, 2 De 28 '99. Both of the strikes lack the clarity necessary to confirm this.

All Glencoe strikes on map, are nude. Goderich strikes often appear to lack a "9" in the year date and Ja 20 '99 was an even worse day than usual for the clerk – he also inverted the "2". Ja 9 '98 on North Sydney is a classic goof. The map stamp was not available for distribution to Postmasters until De 3 '98. Imperial Penny postage was not even finalized until mid July, 1898 and the stamp was not designed until much later. This is obviously a year date error. During the map era, Huntsville invariably employed a timemark, yet on Fe 3 '99, this timemark is lacking! Hence, it is possible to acquire AM, PM and blank strikes of this town on map. During the spring of 1899, Toronto clerks were rather careless because the year date reads "66" for some time.

From another source, Nels Pelletier, of Toronto, uncovered a decent strike of Kincardine, dated Oct 6 '99 on map. This is not only the first strike reported on map but also appears to be the latest date recorded for this hammer.

In addition, numerous covers have been found from many assorted towns, from whence none were previously recorded.

The co-operation of all members in this phase of the project has been appreciated and it is hoped that these titbits will prove to be of interest to the dozens who co-operated and provided us with information, photocopies, photographs or items for examination.

THE "GLASGOW PACKET PAID" HANDSTAMP  
by H. E. and H. W. Duckworth

|                |                |
|----------------|----------------|
| GLASGOW PACKET | GLASGOW PACKET |
| PAID           | UNPAID         |
| AP 26          | NO 27          |
| 1872           | 1863           |

The "Glasgow Packet Paid" handstamp – illustrated above is frequently found on Mail from Canada to Scotland in the 1860's and 1870's. A. W. Robertson (reference 1) has made the not unreasonable assumption that this handstamp was applied to Mail carried by the Allan Line on steamers plying directly between Quebec and Glasgow. We have recently had the occasion to check this assumption and to establish the (quite different) circumstances under which this handstamp was used. These circumstances will be described in detail in a forthcoming monograph *The Large Queens Stamps of Canada and Their Use, 1868-1872* but, in the meantime, we give a brief summary of them.

Soon after the Allan Line changed its Irish port of call (*en route* to Liverpool) from Queenstown to Londonderry in 1860, the route for forwarding the Scotch Mail was altered in accordance with the following letter (reference 2) from the Imperial Post Office to W. H. Griffin, the Canadian Deputy Postmaster General :—

7 July 1860

Sir,

As the correspondence from Canada for the whole of Scotland, forwarded by the Canadian Mail Packets and landed at Londonderry, would, in most cases, reach its destination earlier if sent by steamer from Belfast to Greenock, rather than if forwarded via Dublin and Holyhead, I am directed by the Postmaster General to request that each of the Canadian offices exchanging Mail with this country may be instructed to make up, in future, a Mail for *Glasgow* to contain all the Letters, Newspapers &c addressed to Scotland.

A distinct Letter Bill containing the particulars of the correspondence sent, should of course accompany each Mail for Glasgow.

This arrangement will only apply to Mails forwarded by the Canadian Mail Packets, as no other Packets call at Londonderry.

F. Hill

Hence, thereafter, the Scotch Mail was forwarded by train from Londonderry to Belfast and thence by regular Mail Packet to Greenock, *en route* to Glasgow where the distribution took place.

As the Allan liners carried Mail sorters, it was the hope that the Scotch Mail would be completely sorted during the Voyage from Quebec (or Portland, Maine, during the winter months) to London and could then be forwarded to its final destination immediately upon its arrival in Glasgow. This hope was

not always realized: instead, sacks of unsorted Scotch Mail often arrived in Glasgow and received an arrival handstamp there, as part of the sorting procedure. For example, we have seen an August 29, 1870 Circular from the Canadian P.O.D. to the Ocean Mail Clerks (who did the shipboard sorting) in which it is noted that “much inconvenience has arisen from the frequency with which mails from Scotland have recently been landed unsorted” (reference 3). The arrival handstamp used during this Glasgow sorting was the “Glasgow Packet” handstamp. Mail sorted on the ship simply passed through the Glasgow Post Office, already in bags for the several Scotch districts and towns, and received the arrival handstamps of its final destinations.

Approximately half of the letters from Canada to Scotland carried by the weekly sailings of the Allan Line during the period 1868-1872 received the “Glasgow Packet Paid” handstamp shown in Figure 1. Examples which we have recorded are shown in Table 1, together with the corresponding steamer arrival times at Londonderry (reference 4). In each example the date of the handstamp is consistent with a reasonable transit time from Londonderry to Glasgow, particularly when one keeps in mind that scheduled packet service was employed between Belfast and Greenock.

TABLE 1

| Date of Glasgow Packet Handstamp | Ship                | Arrival at Londonderry |
|----------------------------------|---------------------|------------------------|
| FE 20 1868                       | <b>Austrian</b>     | FE 19 afternoon        |
| MY 13 1868                       | <b>Austrian</b>     | MY 11 21:30            |
| JU 17 1868                       | <b>Nova Scotian</b> | JU 16 07:30            |
| OC 6 1868                        | <b>Peruvian</b>     | OC 4 22:30             |
| NO 26 1868                       | <b>Nestorian</b>    | NO 24 24:00            |
| DE 5 1868                        | <b>Nova Scotian</b> | DE 3 19:55             |
| MR 18 1870                       | <b>Peruvian</b>     | MR 16 23:50            |
| JU 15 1870                       | <b>Peruvian</b>     | JU 14 14:55            |
| 30 MY 1871                       | <b>Austrian</b>     | MY 30 02:45*           |
| JU 7 1871                        | <b>Prussian</b>     | JU 6 05:15             |
| NO 14 1871                       | <b>Sarmatian</b>    | NO 12 23:20            |
| AP 26 1872                       | <b>Prussian</b>     | AP 24 17:30            |

*\*The recorded arrival time in Liverpool would suggest that this date is MY 29.*

There is a corresponding “Glasgow Packet Unpaid” handstamp, shown on the right in Figure 1, for which we have seen earlier examples, but none in the period 1868-1872. Although they would be rare, examples probably exist. Not shown are the “Glasgow Col. Packet Paid” and “Unpaid” handstamps which were used in the early 1860’s, and which the handstamps under discussion replaced.



Finally, it should be acknowledged that Allan liners did make direct sailings between Canada and Glasgow during this period – using such steamers as the *St. David*, *St. Andrew*, *Damascus* (reference 5), *St. Patrick* and *Ottawa* – but we have seen no reference in Canadian Post Office records or in contemporary Canadian newspapers to suggest that they were ever used for the conveyance of Mail.

**References:**

1. A. W. Robertson, *A History of the Ship Letters of the British Isles*, 1955, page E95.
2. *America Letter Book No. 12*, Post 48,139, in British Post Office Records.
3. *Correspondence with Ocean Mail Clerks*, RG3-9-203 in National Archives of Canada. This aspect of the Ocean Mail Clerks' duties is also discussed in Kenneth S. Mackenzie *The Canadian Ocean Mail Clerk, 1860-1887* (National Postal Museum of Canada, 1978), page 21.
4. The arrival times shown are mostly from contemporary issues of the London *Times* and are actually the arrival times at Moville in Lough Foyle, as telegraphed from Greencastle. Steam tenders carried the Mail the 16 miles from Moville to Londonderry and arrivals at Londonderry were about 3 hours later.
5. The *Damascus* was used for one Mail Packet sailing from Portland on 12 December, 1868.

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## BOOK REVIEW

### LYMAN'S STANDARD CATALOGUE OF CANADA – B.N.A. POSTAGE STAMPS 29th EDITION

This is the second full colour edition of this well known catalogue. At first glance it is obvious that a large number of initial shortcomings of the first catalogue have now been overcome and this one is even a better catalogue than the one before. Colours are much better, even though some difficulties still exist on certain stamps. Again the cover is very attractive and we notice with interest the Canadian flag stamp has been replaced with the Maple Leaf stamp. We wonder why? Deletion of highly specialized material, such as rare imperfs, is a step in the right direction for a general purpose type catalogue. The addition of quantity issued for each stamp is valuable information. The identification of each stamp by a colour should be suggested for the next issue because the design information is not sufficient. The Grading Guide could have used a better selection of specimens as the very good stamp illustrated is not even good, the fine not even very good and very fine not even good. The separate listings of perforations used for the early stamps and the additional notes are very helpful to a beginner. As colour printing is not cheap, the price for the catalogue is a bargain at \$3.00. Certainly a must for any collector and dealer.

### THE CANADIAN LATHEWORK DESIGN by Hans Reiche

This new booklet which has been published should be of interest to many collectors who have often wondered what it is that makes this rather peculiar design on some stamp sheets so controversial. The booklet attempts to describe some of the various theories which have been expounded over the many years, adds some new dimensions to the problem and tries to rationalize all this into a possible solution. The number of illustrations not only give readers some impression of the lathework system but also indicates some of the difficulties which are inherent in this design. The 12 page booklet, printed by offset method, is clear and easy to read with an attractive cover. Certainly a booklet to be recommended to anyone collecting Canadian stamps.

Regardless of the final proof reading, the author informs us that the printers accidentally inverted one photo thus requiring an errata sheet to be inserted. The photo of the Narrow Band of Lathework appears as almost non-existent, but the very faint black bottom line is all that is left of this design on this interesting block. The booklet is available from Unitrade Associates, P.O. Box 172, Station "A", Toronto, Ont. M5W 1B2, price \$3.00 postpaid.

## NOTES ON THE CANADIAN POSTAGE DUE ISSUES FROM 1906 to 1966 (Part I)

by Gib Wallace

Until 1906 all unpaid or underpaid letters were handstruck with a number of marks, such as Short Paid, Over ½oz., Insufficiently Prepaid etc. which are shown in Boggs' and Jarrett's books. On July 1, 1906, the system was changed to adhesive stamps being affixed to letters and cancelled by the postmaster at the time of delivery. These stamps were to be used for no other purpose.

### First Issue 1906-30

The shades of this issue vary considerably during the twenty four years of use, the method of printing changed from the wet paper printings to the dry printings and even the paper changed to a thin wove for a short time. This gives us enough to think about as well as a few re-entries for fun.

The initial shades in use until 1924, as mentioned in Robson Lowe's Encyclopedia vol. V part 2, were deep lilac, reddish lilac and mauve. Using the limited number of dated copies I could find (the majority were pen or crayon cancelled) it would appear that the first shade was mauve and was used until early 1910. The last copy I have is dated Jan. 5, '10. Following on from this is a deep lilac which is much scarcer as it seems to have been used only during 1911. The colouring is deep but dull in appearance. The next order was brightened up with more red in the ink, giving a richer tone in reddish lilac. This was used early 1912 but due to lack of material I cannot tell when the main shade, which was red-violet, took over. The red-violet was the standard colour until 1928 and coincided with the 5 cent Admiral exactly.

Up until the end of 1922 these stamps were produced by the wet printing method, but in December the new method was introduced, wherein the paper was printed in a much drier state. This caused less shrinkage, so the overall measurements of the stamp were larger, from 20 x 17½mm to 21½ x 18mm. We now have all three values of the red-violet in both sizes. The dry printings continued from there onwards, except for the thin 'experimental' paper of 1924.

For a very short period only, a thin experimental paper was used, which will be readily distinguished by its marked grain. This paper was used in October 1924, as was the 5 cent Admiral, and measures 2.7 mils to 3.0 mils. According to Hans Reiche in his book on the Admirals, the reason for the appearance of these stamps on thin paper has never been explained, as the Post Office does not have records to show that these were ever issued.

In 1928, the last order given to the Canadian Bank Note Co., two new values were requested, 4 cents and 10 cents, along with a re-issue of the 2 and 4 cents values. These came in a deep violet, much darker than any previous orders. Robson Lowe suggests that the 1 cent was not issued in this shade and as yet I've not seen one. On all other shades the three values are to be had.

The only re-entry I have seen is on the 2 cents and occurs as a doubling of the outer left frame line from below centre to the bottom. The inner frame is doubled from the top to the bottom but with short breaks, the shift being to the left.

In Part 2 we will deal with the postage due issues of the thirties.

---

## THEFT OF STAMPLESS COVERS

We have been advised by the Department of Justice for New Brunswick that a large number of stampless covers of the period 1795-1841 have been surreptitiously removed from the Archives of the New Brunswick Museum, and also from other Archives in the Maritimes, for the suspected purpose of distribution for profit.

These covers bear the following inscriptions:

|                 |                                                                                                                       |           |
|-----------------|-----------------------------------------------------------------------------------------------------------------------|-----------|
| <b>Group a.</b> | To: Messrs. John Ward & Sons<br>John Ward Jr.<br>Hon. Charles Ward<br>Caleb Ward<br>C. Ward<br>From: various writers. | 1828-1841 |
| <b>Group b.</b> | To: Lieut Col. Beverley Robinson<br>From: W. H. Robinson<br>C. Robinson<br>F. P. Robinson<br>and others.              | 1799-1810 |
| <b>Group c.</b> | To: Jonathan Bliss<br>From: Benedict Arnold                                                                           | 1793-1802 |
| <b>Group d.</b> | To: James Burns<br>From: A. Coates<br>Richard Hasluck                                                                 | 1836      |
| <b>Group e.</b> | To: R. F. Hazen<br>From: E. J. Jarvis                                                                                 | 1837      |

Needless to say the Museum is most anxious to recover this material, and the Department's solicitor has accordingly been instructed to take whatever legal steps may be necessary to recover this historically valuable property.

Any information which members might provide as to the whereabouts of these covers would be greatly appreciated and should be communicated to E. Joanne Oley, Solicitor, P.O. Box 6000, Centennial Building, Fredericton, N.B., Canada, E3B 5H1.

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**PLATING OF THE CANADA 1859 12½ Cents (Part 2)**  
**by Lt.-Col. D. M. C. Prichard, F.R.P.S.**

| Plate         |       |                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Group         | posn. |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5A<br>9N      | 19    | C dot – N ½<br>S dot – Rests on line above centre line, touching rim.<br>Compared with 18, N.E. cnr normal.<br>Nose flaw (small dash on bridge of nose); a progressive flaw, faint or non-existent early and strong later.<br>2 small dots and slightly bald patch in horizontal lined background 1mm S.E of secondary dot (v faint in early ptgs) and slightly bald ring round secondary dot (4 seen). |
| 2<br>9C       | 20    | C dot – C 2/3<br>S dot – Centred on line above centre line 1/3 in white oval.<br>Guide line runs N & S in vertical white border at right.<br>Dot east of “E” in POSTAGE in white vertical border.<br>Dot outside right frame at bottom.<br>Weak rocking-in of frame line at left of “12” in S.W. Cnr.<br>Recut later.                                                                                   |
| 3<br>5B<br>7  | 21    | C dot – None                      S dot – None<br>Very similar to 11 & 21.<br>Guide dot outside west margin opposite “C” in CANADA.<br>Spot of colour in white oval under “1” of N.E. 12 (3 seen).                                                                                                                                                                                                      |
| 6<br>9C       | 22    | C dot – C ½ about width of a dot away from top.<br>S dot – Small, centred on central line – touching rim.<br>Signs of weak rocking-in between “C” in N.W cnr and “1” of 12 in N.E. cnr. Recut later.<br>Late :- Dot on rim of head medallion 2mm south of normal dot.                                                                                                                                   |
| 5A<br>6<br>9S | 23    | C dot – S ½                      S dot – Centred on centre line touching rim.<br>Weak network from “c” of N.W. 12½C to top of “1” of N.W. 12 (depth of 1mm). Recut later.<br>Faint vertical scratch in inner oval just below “C” in CANADA (3 seen).                                                                                                                                                    |
| 5A<br>9N      | 24    | C dot – N ½<br>S dot – Rests on centre line width of a dot away from rim.<br>Plate scratch from ear to base of “L” in STERLING, curving eastwards thro’ “N” of STERLING.<br>Note:- This scratch seems only to show on early well printed copies. Seen 4 copies of this posn and the scratch is only visible on one early ptg and then only thro’ “LING”.                                                |
| 5A<br>9S      | 25    | C dot – S ½ width of a dot away from top.<br>S dot – Bisected by rim and centred on centre line.<br>Late state :- Scratch thro’ “2” in S.E. cnr extending upwards                                                                                                                                                                                                                                       |

- thro' the angle of "L" & onwards thro' "LING".
- 5A 26 C dot – None.  
7 S dot – Centred between 1st & 2nd lines above centre line – just breaking thro' rim.  
Smudge of colour in N.W. angle of "X" in SIX and spot of colour immediately above in white oval.
- 5A 27 C dot – None.  
6 S dot – Centred on centre line  $\frac{3}{4}$  in white oval.  
7 Tiny dot on rim above secondary dot.  
Dot in S.E. "2" (Not seen, 1 reported).  
Weak rocking-in under top, starting in "C" in N.W. cnr and ending short of "1" of 12 in N.E. cnr. – extends downwards to top of value oval. Recut later.
- 6 28 C dot – None.  
7 S dot – Large, resting on centre line and touching line but one over centre line – adjoining rim.  
Weak rocking-in N.E. cnr east of "2" of 12½ – v faint.
- 5A 29 C dot – None. S dot – Rests on centre line, touching rim.  
7 Spot of colour outside left margin about 1mm from bottom.  
Weak inner oval frame line below "K" in PACKET. (2 seen).
- 2 30 C dot – None.  
5D S dot – All in white oval. (c.f. 40 & 78).  
Guide dot in white oval border adjoining "E", almost touching outer rim of oval.  
Minute dot in white oval  $\frac{1}{2}$ mm S.W. of secondary dot. (3 seen, 2 reported).
- 3 31 C dot – None. S dot – None.  
7 Posn dot outside west frame line – central. V similar to 11 &  
5B 21.  
Guide line outside west frame (1 reported – not seen).  
Right frame line re-centred.  
Spot of colour in white oval under "1" of N.E. 12 (3 seen).
- 5A 32 C dot S  $\frac{2}{3}$ . S dot – Rests on centre line, touching rim.  
9S Secondary state :- Fishtail in last "E" in PENCE.  
N.W. cnr recut – outer frame lines prolonged N & S.
- 8 33 C dot – Two tiny dots (v similar to 35 & 37).  
S dot – Centred on centre line, touching rim.  
Late :- 2 copies – One shows dot in top of "2" in S.W. 12:  
Other shows cleft in S.E. "2" distinctly double.
- 9S 34 C dot – S base.  
S dot – On centre line and does not touch rim.  
East marginal frame heavily recut.
- 5A 35 C dot – Two (v similar to 33 & 37)  
8 S dot – Rests on centre line, bisected by rim.  
Dot outside frame line east of top of "E" in POSTAGE (2 seen).

- 9N 36 C dot – N top.  
S dot – On centre line and just cuts thro' rim into white oval.
- 5A 37 C dot – Two (v similar to 33 & 35).  
8 S dot – Away from rim and centred on line above centre line –  
not touching centre line, but top of dot touches line next to one  
above centre line.  
Dot outside west frame about 2mm from base.
- 5A 38 C dot – S 1/5 half dot.  
6 S dot – Centred on centre line  
9S ¼ in white oval.  
Smudge of colour on top of outer frame line about 1½mm from  
N.W. cnr.  
Weak S.E. spandrel – recut later.
- 8 39 C dot – Two (large over small)  
S dot – Blurred, largish and indistinct – does not touch rim.  
East outer frame line strong.  
39 & 64 are v much alike as regards C dots.
- 2 40 C dot – Small at top.  
5A S dot – All in white oval central above centre line (larger and  
5D more central in white oval than 78 and no guide dot east of  
9S “E” as in 30).  
Dot under “E” in PENCE 2mm outside stamp (same dot as the  
one over 50).  
Small dot in outer oval below “LI” of “STERLING” (4 seen).  
Later :- Dots opposite N.E. “C” of 12½c.
- 3 41 C dot – None. S dot – None.  
5B Outer frame line (lower half at S.W.) v faint. (31 is v strong  
7 here). Vertical guide line thro' left posn dot which rests on line  
above centre.  
Spot of colour in white oval under “1” of N.E. 12 (2 seen).

*(To be continued)*

**CONTRIBUTIONS FOR FUTURE  
ISSUES ARE URGENTLY  
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## FROM OTHER MAGAZINES

### A CANADIAN NORTH WEST POST OFFICE

*(We are indebted to Mr. J. M. Loxston for this interesting extract from "The Postage Stamp" which is here reproduced by kind permission of Messrs. Stanley Gibbons Magazines Ltd. — Editor)*

During the summer of 1903 I spent some weeks with my brother and his family on their ranche in the north west of Canada, 300 miles beyond Winnipeg. We were forty-five miles from the railway, and although the letters for a great part of the district, were fetched from the station every morning by the man who drove "the stage", and took travellers and parcels to the trains, the letters were only taken for twenty miles of the way to the nearest town, Fort Qu'Appelle, and left at the post office there. Hence, if any of us chanced to go to "the Fort" during the week, we called and asked the post-master if he would kindly give them to us, otherwise we had to wait until Friday evening for them. Our letters for post had to be written and taken to our own post office, five miles away, on Wednesday, as our own post-master always drove off early on Thursday morning with the mails to Fort Qu'Appelle, which was thirty miles from his house, returning on Friday afternoons with the incoming mails.

Describing a visit to the post office, the writer continues :— "As the farmer, our postmaster, was out, my brother said to the wife, "We have come for our letters, Mrs. Mac; and please we will take all you have for Mrs. B—, and also for the H—s" (some of our neighbours living about three miles further away than we did). The good woman then disappeared, returning in a minute or two with several letters in her hand, which she gave to my brother. My sister then said, "and have you any newspapers or parcels for us?" At this Mrs. Mac again left the kitchen, and presently returned with a large basket (such as laundresses use to send home the washing in), and placing it upon the table, said, "Here they are; you can pick them out for yourselves!" and this we did. I then said, "As I am Mr. Jobson's sister, and have come from England, I want to see all I can. Please will you show me where you keep your letters?" "Oh, yes!" said Mrs. Mac, in a very pleased voice, and then she took me into her larder. It was funny to think of letters and parcels being kept in a larder! — *Gibbons' Stamp Weekly, 3.10.08.*

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**CONTRIBUTIONS FOR THE  
EXCHANGE PACKET ARE  
URGENTLY REQUIRED BY  
THE PACKET SECRETARY.**

## INTERNATIONAL AFFAIRS (Part 5)

by D. F. Sessions

*(Continued from Whole Number 170)*

In this instalment it is proposed to look at the markings of Newfoundland where only two post offices, both in St. Johns, utilised the "International" cancelling machines.

### ST. JOHNS

The main post office in St. Johns did not conform to the usual pattern of use of International machines at all. For a start, the earliest impression I have had reported is January 1911 whereas most major towns had been equipped by 1908. Dr. Willan (*Maple Leaves* Aug. 58, p.131) notes that two machines were installed in 1910, but I am still waiting for reports of 1910 usage. Secondly, St. Johns is the only town, apart from Medicine Hat, to commence use after 1908 with obliteration type 3. Other towns that started late all used obliteration 4. Another point, although two machines are alleged to have been in use, I have had no report yet of an obliteration 3 carrying die No. 2 although a die 2 has been reported for the 1918 slogan "Food Will Win the War, Don't Waste It".

In the field of slogans, St. Johns is unique as far as its Internationals are concerned. Whereas other towns used a slogan for a given period and then discarded it, St. Johns seemed to delight in re-introducing slogans after withdrawal which makes a chronology difficult to portray. By taking the extreme dates of usage reported, a number of slogans appear to have been used for five or even ten years. It is doubtful, however, that there were ever more than two machines in use so, as the periods of use overlap extensively it is apparent that the slogans' appearance were of sporadic nature.

In the circumstances it has been found necessary to log the earliest and latest dates noted for each slogan and to note individual dates of use during that period. I know there are a number of collectors of Newfoundland in the Society, some of whom (rightly) bewail the lack of Newfie articles in "Maple Leaves". It would be of great assistance if they would look at their collections and report the dates of their slogan cancellations, and confirm whether or not the cancellations are apparently from an International machine (see M.L. Oct. '78 p.32). Also please report early dates for obliteration 3 and dates of this obliteration from 1918 onwards. It is hoped that if enough people report enough material, a clearer pattern will emerge.

Most of the extreme dates listed below are from Daniel Meyerson's handbook. Meyerson notes that the Internationals were used until 1933 whereas Dr. Willan claims 1937. The slogan "Buy Goods Made in Newfoundland" has been noted in an International machine on 12.Oct.1935 and in a Universal on 11 March 1937 so reports of this slogan are particularly sought, as are those for the previously listed slogan "Keep Sunday Sacred".

## ST. JOHNS EAST

This post office conformed to pattern in that, starting as late as 1924, it used obliteration 4 and not 3. Presumably the post office was not a large one at this time and it is assumed that the machine used was one withdrawn from another post office. It is known that in some instances postmasters bought the machines for use in their own post offices. Only one slogan "Buy Made in Newfoundland Goods" has been noted and, with an 'earliest' date so far as 11 Sept. 1928 one is tempted to assume that the slogan was transferred from the main post office where it has been reported to 5th April 1928.

A split circle date stamp has been noted to 13 Jan. 1924 and a full circle date stamp 11 Feb to 24 Apr 24 so it seems likely that the machine was not in use much before May 1924.

Apart from basic notes and listing from Ken Barlow and the references in the text, data on the Newfoundland section has been gratefully received from Bill Robinson, Doug Murray, Matthew Carstairs and Pete Weideman. This is a very short listing, so if you can add something please write to

David Sessions, 32 Bayswater Avenue, Westbury Park, Bristol BS6 7NT.

Slogans are listed in order of earliest noted us, dates below slogan are reported dates of use.

### Key to Listing

Obliterator 3 – see illustration in Maple Leaves No. 164 p.210.

Obliterator 4 – is similar but with no indicia

Hub 6 – carries Town name and abbreviated Province with Year at foot.

### Chronology

#### Newfoundland – St. Johns

Standard obliteration 3 – Hub G

| Early Date | Late Date |
|------------|-----------|
| 24.1.11    | 20.5.27   |

### Slogans

Food Will Win the War Don't Waste It (Dies 0, 2)

8.2.18; 29.6.18; 25.7.18; 14.11.18; 21.12.18; 2.2.19.

6.2.18 3.1.19

Buy Made in Newfoundland Goods

23.8.21; 28.9.26; 14.1.22

10.6.21 5.4.28

Have You Contributed to the War Memorial

22.3.22; 23.3.22; 8.7.22; 14.9.22

(Also believed used 1921)

14.3.22 26.9.22

Address Mail to Street or Box Number

21.6.23; 17.5.24; 14.12.27; 7.1.29; 25.9.30;

27.1.33; 1.3.33; 15.4.33; 6.6.33; 4.8.32; 5.3.28; 28.11.35

1.3.23 2.11.33

British Empire Exhibition

27.11.23; 12.4.24; 23.10.23; 25.6.24

17.10.23 31.10.24

|                                                                                                                                                                                          |          |                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------|
| Wear a Poppy Remembrance Day<br>21.10.25                                                                                                                                                 | 31.10.24 | 11.11.29             |
| New Foundland For Your Vacation Write Tourist Bureau<br>(N.B. New Foundland two words) 18.4.26                                                                                           | 28.4.25  | 28.7.26              |
| Newfoundland For Your Vacation Write Tourist Bureau<br>(N.B. Newfoundland one word) 25.5.27; 15.9.27                                                                                     | 3.5.27   | 29.9.30              |
| Shop and Mail Early Insure Parcels<br>10.2.29; 6.1.29; 28.1.31                                                                                                                           | 20.11.28 | 14.4.32              |
| Commemorating First Transatlantic Air Mail June 14th 1919.                                                                                                                               |          | Sole date<br>14.6.29 |
| Prevent Forest Fires Save Our Forests<br>3.8.29; 23.8.31; 19.5.32; 27.2.33; 12.4.33;<br>4.5.33; 18.2.31; 1930 with blank date.                                                           | 18.7.29  | 12.2.34              |
| Keep Sunday Sacred<br>18.12.30                                                                                                                                                           | 2.11.30  | 18.2.31              |
| Buy Goods Made in Newfoundland<br>10.10.34; 15.1.35; 19.9.35; 1.5.35; 12.10.35<br>(N.B. Late date is probably Universal as 11.3.37 has been noted as Universal).                         | 16.5.34  | 2.11.37              |
| Standard Obliterations in "slogan" period.<br>9. 6.19 9.3.21 24.11.21 6. 2.26 8. 9.20 10.3.21 26.11.21<br>26.11.21 8.4.26 23. 2.21 17.11.21 18.11.21 2.1.26<br>20. 5.27 10.6.19 27. 9.20 |          |                      |
| <b>St. Johns East</b><br>Standard Obliteration 4 – Hub G                                                                                                                                 | 3.5.24   | 10.4.26              |
| <b>Slogan</b><br>Buy Made in Newfoundland Goods<br>21.1.32; 14.3.32; 28.7.32; 6.7.33; 27.1.33; 28.4.33;<br>26.8.29; 6.8.32; 19.2.31; 8.3.33; 6.5.33; 23.3.31                             | 11.9.28  | 20.2.34              |
| Standard obliteration 4 has not been noted during "slogan" period.                                                                                                                       |          |                      |

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\*

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## *Express Covers*

At the beginning of the Century there existed an arrangement with the U.K. Post Office which by payment of an additional fee urgent letters may be delivered by special messengers immediately after arrival at the office of destination. This fee cannot be prepaid but had to be collected from the addressee at the rate of 3d per mile.

I have enjoyed all sorts of weird covers – first day covers, sunken ship covers, train wreck covers, bed covers etc. – but never an express cover. I am curious to know if the above express service was ever utilized and whether there are any species in captivity. Since this is a U.K. destination cover, I request anyone in the U.K. who has information on this subject to please enlighten me. Moreover, anyone who may have such an express cover to trade for “bread” is invited to take full advantage of “The YELLOW PERIL”!



*STAN LUM,  
19 Bamber Court, Don Mills, Ontario,  
CANADA M3A 2N5*

## 10 CENTS FLOWER DEFINITIVE ISSUE

The 10-cent flower definitive has recently been issued with a Plate 2 inscription. This occurred before the change in printing contracts and the plate remains a Canadian Bank Note printing. However, this printing is perf. 13 in contrast to the perf. 12 x 12½ on the original Plate 1. In addition, the inscription has been moved from the top and bottom to the side margins.

The 12-cent Jewelweed definitive issued on 6 July 1978 is now available in pre-cancelled format. This stamp is of British American Bank Note origin, and thus the pre-cancelling is in a different format from those previously produced by Canadian Bank Note. Both the marginal inscription and the cancellation bars are in red rather than black. The marginal "warning" inscriptions have been moved from the side margins to the top and bottom margins.

Collectors' Subscription Service customers who have a standing order for left- or right-hand strips of 20 stamps will receive the corresponding top or bottom strips; left-hand strips will be replaced by top-margin strips and right-hand ones by bottom-margin strips.

The fourth in the series of aerogrammes featuring Canadian sky scenes was released during September 1978. The 30-cent aerogramme features a Quebec sky scene.

## LOW-VALUE FLOWER DEFINITIVES

The low-value flower definitives, one cent to 10 cents inclusive, were printed by Canadian Bank Note Company, using a combination of one-colour steel engraving and three-colour lithography. It has been discovered that these stamps were printed with fugitive ink pigments, which have a strong tendency to change colour with continued exposure to ultraviolet light or even sunlight. This effect is most noticeable on the two-cent and 10-cent values, but also occurs on the other denominations. Collectors are advised to exercise caution when purchasing what would appear to be printing varieties of these stamps.

Because Canada Post is in the process of revising its definitive stamp-printing contracts, several denominations will be printed by a different security printer in future.

The British American Bank Note Company has been awarded the contract to print all future issues of the low-value flower definitives. These stamps will appear if and when they are required to replenish the Canadian Bank Note stamps currently in stock. They will be issued with a Plate 2 inscription and will be perf. 13; whereas the Canadian Bank Note Plate 1 printings were perf. 12 x 12½. In addition, the new printings will be similar to the current booklet stamps, steel engraving (one colour) and gravure (three colours).



The main difference between the two types of printing processes is the number of press runs required. The combination of steel engraving and lithography requires two separate press runs; the steel engraving and gravure combination is accomplished on a single run.

You may have noticed that the Canadian Bank Note sheet stamps have a sheen visible to the naked eye that is absent from the British American Bank Note booklet pane stamps. This calendered effect occurs when the paper is pressed between plates in order to smooth and glaze the various inks being applied.

It should also be noted that the printer has been changed for other denominations as well. The 50-cent Street Scene definitive is now being printed by Canadian Bank Note Company with a Plate 2 marginal inscription. The perforation will remain the same, but once again the printing process will change. The new printing will be a combination of one-colour steel engraving and three-colour lithography, replacing the British American Bank Note's combination of steel engraving and gravure.



### **\$1.25 CAPEX STAMP**

The new issue announcement stated that although the 13-cent and 30-cent values of the Capex issues would be issued with general tagging, both in sheet format and as contained on the souvenir sheet, the \$1.25 stamp would be untagged in both formats. An error occurred at the printer's during the printing run of these stamps, and the entire supply of the \$1.25 stamp in sheet form was tagged. The \$1.25 stamp issued as part of the souvenir sheet, however, was printed in untagged format.

## LETTERS TO THE EDITOR

Mr. R. F. H. Baker writes :—

### Canadian stamps used in U.S.A.

I have recently acquired two items which were apparently posted in the U.S.A. but which bear Canadian stamps. One, sent from Melville Square (postmarked August 13th, 1906) via San Francisco (postmarked August 22nd) and finally marked Suva (Fiji) September 25th. Two, a postcard sent from Seattle (postmarked August 23rd, 1910) to England with a K.E.VII 2 cents stamp.

I should be grateful to any members who could help in the following ways (a) by informing me of the whereabouts of Melville Square (b) explaining the necessity for a second cancellation at San Francisco, and (c) commenting on the use of Canadian stamps for the prepayment of postage in the U.S.A. Was this by accident or by agreement?

Major R. K. Malott writes :—

### Release of Plate No. 2 .50c Street Scene

The following data may be of interest to your readers.

On 13 December 1978 Canada Post released for sale at the National Postal Museum Post Office, Confederation Heights, Ottawa, Ontario plate number 2 of the .50c street scene stamp printed by Canadian Bank Note Company, the design by Mr. Tom Bjarnason. All the colours of the second plate are much darker in shade: for example the golden yellow colour of the grain storage elevators. The plate number 1 was printed by the British American Bank Note, Ottawa No. 1, designed by Tom Bjarnason, Engraving by Author Ponting. The stamps are tagged and appear to have a glossy finish that stamps of plate number 1 do not have on the surface.

Mr. H. Reiche writes:

### 2 cents Admiral Coil

Reference the letter by Mr. McSweeney on the 2c Admiral coil (Whole No. 170), I would like to mention that in my Admiral handbook I list a 1c War Tax stamp perforated similarly to the one he reports. The reported 2c appears to come from Sussex NB. It is suggested that a user cut sheets apart for easier dispensing and application and that may be these look like coils but actually are not. They certainly have not been officially issued.

## THE ADMIRALS

### Re-entering or retouching a plate that has been hardened and bent by The Hon. George C. Marler, P.C., F.C.P.S.

In the January number of *Maple Leaves* Hans Reiche has referred to the argument which he says has been raging for some time as to whether or not curved plates can be retouched or even re-entered. It has long been his opinion that it is possible to re-enter a curved plate and in support of this view cites what I said in my book on the Edward VII Issue of Canada.

It is a fact that in the early days of the Edward VII issue the manufacturers, using a curved bed on which the curved plate was placed, did re-enter worn subjects of the early plates, but the result was to produce numerous stamps in which a part of the subject was doubled.

The reason for this is easy to understand. When a steel plate has been entered the dimensions of each subject correspond exactly to those of the relief on the transfer roll, but the bending of the plate changes the situation radically. It not only increases the length of each subject, but it changes the engraved lines, particularly the horizontal, widening them if ever so slightly and bringing the bottom of the engraving closer to the surface. Due to the bending, the dimensions of the subjects no longer correspond exactly to the relief on the transfer roll, and if the plate is re-entered some lines will be doubled.

This indeed was what happened to the early plates of the Edward issue. The re-entering produced a host of stamps in which a part of the design — usually the upper part — was doubled.

That it was possible to re-enter these early plates cannot be denied — though the results would be considered unacceptable today — but re-entering the plates ceased to be possible when the manufacturers adopted the practice of hardening the plates and then bending them.

In the case of the Admiral issue it is possible that stamps from curved plates will be found with re-entries that do not show on the approved plate proof, as it is known that sometimes after the proof was approved further work on the plate was carried out. I know of subjects that were retouched after the plate proof was approved. I do not know of any re-entered subjects, but there was nothing, apart from the time, work and expense involved, to prevent the siderographer from putting the plate in the transfer press and re-entering as many subjects as he wished.

But once the plate was hardened and bent, it could no longer be re-entered.

Does this mean that a curved plate cannot be re-entered? The answer is that if the plate is curved when the subjects are transferred to it, it can be re-entered so long as it remains in its original state. Bend it further, strengthen it, or harden it and re-entering ceases to be possible.

What about retouching a plate after it has been hardened and bent? Obviously this is possible – a line may be etched on the plate, or the plate may be softened and a worn line recut – but the task is regarded as being more difficult than that of engraving a new plate.

\* \* \* \* \*

Mr. Reiche also touched on the TWO CENTS Carmine with hairlines. He is right in saying that it is common. He said, also, speaking of the intensity of these lines, that “The proof sheet in the Bank Note Company and blocks from the sheet do not show any change in the strength of these hairlines”. Having many times seen and examined the proof of Plate 4 from which the hairlines originated, I can affirm that this proof shows no hairlines at all, for the reason that they occurred only when the hardened plate was bent.

For a long time, a photograph on display in the Sir Alexander Campbell building which houses Canada Post in Ottawa showed a cylindrical plate in process of being engraved. But the plates for the Admirals were not cylindrical; they were flat when the subjects were transferred to them, and hardened and bent after the engraving had received final approval.

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2246 WHITE, Ian F. W., Chestnut Cottage, 8 Chestnut Avenue, High Wycombe, Bucks  
HP11 1DJ. C.  
2247 BUCKLER, Lester H., 6 Riverside Blvd., Thornhill, Ont., CANADA, L4J 1H3.  
RLS, CR2, F.  
2248 HARPAM, Paul., 14 Hilltop Avenue, Scunthorpe, Sth. Humberside, DN15 8LD.  
C, N, PH.

### Deceased

- 2244 JAMES, T.

### Change of Address

- 1462 CURTIS, W. R., P.O. Box 74, Postal Stn A, Toronto, Ont., CANADA M5W 1A2.  
1554 GROSS, J., M9 Kvetua E 143, 379 Oi Trebon, 11 Kopecek, Czechoslovakia, SSR.  
1979 HILL, D. R., 36 Sanderling Place, Don Mills, Ont., CANADA, M3C 2J1.  
1981 LOVE, A. G., 57 Castlewood Road, Toronto, Ont., CANADA, M5N 2L1.  
2046 MESSENGER, R. G., 8 Bally Haly Place, St. John's, Newfoundland, CANADA,  
A1A 2B4.  
1506 PARKIN, J. M. H., 12 Lime Grove, Ashbourne, Derbyshire.  
1315 ROSENBLAT, D. G., 6133 Ascot Drive, Oakland, California, U.S.A. 94611.  
1842 SMITH, A. D., Chelmtree, Upper London Road, Black Notley, Braintree, Essex,  
CM7 8QH.  
1952 TAYLOR, L., 13 Kilamaurs Road, Edinburgh, EH16 5DA.

Revised total – 703 members.

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FLAG CANCELLATIONS – Collector invites offers of covers period 1917-1934 Richardson Handbook Types 21-46; also 8-21 on Map cover. Coronation and WWII of interest. Please give type no., postmark date, price required. C. A. King, 43 Riddlesdown Road, Purley, Surrey CR2 1DJ.

Military covers, especially pre-1945. Philip Wolf, 10515 – Shillington Crescent Southwest, Calgary, Alberta, Canada T2W 0N8.

CANADIAN PIONEER AIR MAIL FLIGHT COVERS wanted for period 1909-1927, especially covers flown in British Columbia, 1919-1921. Also used Canadian aerogrammes and Forces Air Letter Forms to the United Kingdom 1942 to present, especially aerogrammes issued from 1970 to 1979. Please send offers to Major R. K. Malott, Ret'd, 16 Harwick Crescent, Ottawa, Ontario, K2H 6R1, Canada.

THE MACKENZIE DISTRICT OF N.W.T., Arctic Yukon, Old Athabasca, and Peace River, are my areas of interest. Please offer any covers, postcards, or other interesting oddments. Rob Woodall, Forest Cottage, Holtwood, Wimborne, Dorset.

CANADIAN PRECANCELLED Postal Stationery. Also Covers and Multiples of Early Bar precancels. Offers to George Manley, 126 Ebury Street, London, SW1W 9QQ.

CANADIAN PRECANCELS. Full catalogue plus 50% paid for dies, printings needed of Admiral issue. Offers to R. Chesire, 8 St. Margaret's Lane, Backwell, Bristol BS19 3JR.

ADMIRAL COVERS – wanted are registered, special delivery, soldier's parcel and other interesting 'rates'. Coil usages are particularly welcome. Similar material available for sale or exchange. Write John Linder, 734 Upper Belmont, Montreal, Canada H3Y 1K2.

CORRESPONDENTS IN GB to exchange GB new issues for Canada. S. A. Clark, 924 North Drive, Winnipeg R3T 0A8.

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# **PUGH MANUAL OF B.N.A. FAKES AND FORGERIES**

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Volume II Release Pages 6 and 7 are now to hand in a combined issue. This has been done to reduce printing costs and increased postages.

The combined pages total no less than 112 pages with revisions and photographs. Increased paper costs have caused the combined issue price to be little altered at £7.50p for the two sets (Postage included).

Release pages 5 and binders for Volume II still available. Place your order now as stocks cannot be replaced once sold.

No further Release pages are expected until late autumn 1979.

We hope that by the time this appears in print the long awaited 'Collect Canada Covers' by Ed. Richardson will have finally arrived here from U.S.A. Apologies to all those members who ordered their copies so long ago and have been kept waiting . . . price £3.95p. (Post paid).

---

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