



JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Whole No. 182

Vol. 18 No. 2

April, 1981



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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

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

66 East Bawtry Road, Rotherham, Yorkshire

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

Published five times a year by the Canadian Philatelic Society of Great Britain

Issued Free to Members

Additional copies £1.00 each

Vol. 18 No. 2

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EDITORIAL

Convention 1981

The usual hotel booking form/competition entry form is enclosed with this issue. Members intending to attend Convention this year are urged to complete this and return it to the President, at the address stated, as soon as possible. We say this in everyone's interests. Primarily it helps the Convention organisers immensely if early notification is made, and secondly late applications may have to be refused because all the accommodation has been taken up by the 'early birds'. Having said this it bears repetition to say that it is NOT necessary to use accommodation at the Crown and Mitre Hotel in order to be able to attend Convention. Members may stay where they like and visit Convention whenever they like. There is no obligation to stay for the whole duration of Convention, and members who wish, for any reason, to use alternative accommodation are perfectly free to do so. In this connection, if any help is required in finding alternative accommodation, Jim Bacon will be only too pleased to provide suggestions. In a nutshell: members may come, go and stay where they please. The important thing is to attend Convention and enjoy it!

Volume 17

We are indebted to Mr. C. G. Thompson for the reminder that Mr. M. J. Martin, of Solihull Bindery, 45 Thurlston Avenue, Solihull, West Midlands is willing to undertake to bind the twelve issues of *Maple Leaves* which go to make up Volume 17. Mr. Martin is a skilled book-binder and has undertaken

the work of binding previous volumes for a number of members, including Mr. Thompson, who thoroughly recommends him. It should be noted, however, that members should write to Mr. Martin first, before sending their material. They should also mention Mr. Thompson's name. This will help Mr. Martin to refer to details of previous work undertaken when Volume 16 was bound in maroon covers with the title and volume number in gold blocking on the spine. It is undoubtedly significant that Mr. Thompson adds a warning when he says that Mr. Martin is very busy and members must not expect instant service! It will, of course, be a question of 'first come, first served', however.

Leaf Cancellation on 2 cents 'Quebec' issue

We are also indebted to four members who have very kindly replied to Mr. Greenhill's letter (October, 1980 *Maple Leaves*) regarding the above 'fancy' cancellation. All are agreed that it emanated from Souris East, P.E.I. Dr. Carstairs has this cancellation on cover, dated November 7th, 1905; our respondents are, therefore, "beyond peradventure of a doubt" correct. It PAYS to advertise in MAPLE LEAVES!

British Aerophilatelic Federation

An inaugural meeting of the above was held last October with the main aim of promoting the study of aerophilately in all its aspects. A note from our President, Jim Bacon, states that as an aerophilatelist he has studied the constitution and minutes of this first meeting and that he can recommend interested members to apply for details to: The Secretary, B.Ae.F., 338 City Road, London, E.C.1.

The London Group

Unfortunately details of the 1981 programme of the above group of the Society were received too late for publication in our last issue. The remaining meetings for this year, namely on 27th April and 18th May will be held in the group's new 'home' at the headquarters of the Royal Trust Co. of Canada, 48-50 Cannon Street, London, E.C.4 at 6.30 p.m. Any members who may wish to attend will be welcomed. The thanks of the group are extended to our member Bob Traquair, Vice-President of the company, who has made it possible for members to meet in the new boardroom. Members who have received a programme through the post are asked to note that the Beaver Cup Competition will take place on 27th April and not the 20th, as advertised.

New Contributors

We are grateful to those few members who so kindly responded to our last appeal for contributions to future issues. This, uncontestably proves (a) that some members read editorial 'matter' and (b) that some do something about it. We have also made a note of the more numerous promises we have received as well!

SUBSCRIPTIONS

Members are asked to note that subscriptions for the year 1980/81 were due on 1st October, 1980. If you have not yet forwarded your subscription please send your remittance (£5.00) to the Assistant Treasurer, Mr. T. Almond, 2 Filbert Drive, Tilehurst, Reading, RG3 5DE.

It is regretted that Mr. Almond's address was wrongly printed in our last issue and we apologise for any inconvenience that may have been caused. In order to contain postage costs membership cards are not sent out automatically each year. If new cards are required please inform Mr. Almond at the time your remittance is made to him.

CONVENTION AUCTION 1981

Members are asked to note that all lots for the Convention Auction which will be held at the Crown & Mitre Hotel, Carlisle on Saturday, 10th October, 1981 should be sent to :-

Mr. J. M. H. Parkin, C.P.S.,
c/o Cavendish Philatelic Auctions,
Progressive Buildings,
Sitwell Street,
Derby, DE1 2JP.

NOT LATER THAN 1st JUNE, 1981. It is most important that ALL envelopes or packages containing material for the Convention Auction are clearly addressed EXACTLY as above in order to avoid confusion.

ONLY B.N.A. material is acceptable and lots must be accompanied by a brief description and estimate of value (minimum £2). Single stamps or small lots should be housed on paper or card (preferably the latter) not more than 5" by 6". **LOTS RECEIVED AFTER 1st JUNE WILL NOT BE INCLUDED IN THE AUCTION CATALOGUE.** They will, however, be disposed of at the conclusion of the sale of the lots which have been included in the catalogue. Prospective vendors are urged in their own interests, therefore, to ensure that their material is in Mr. Parkin's hands by the 1st June at the latest.

NO RESPONSIBILITY CAN BE ACCEPTED FOR MATERIAL WHICH IS EITHER LOOSELY MOUNTED OR BADLY PACKAGED.

ADMIRALS ON HORIZONTAL WOVE PAPER

In our October, 1980 issue (page 333) we published a letter from Mr. H. Reiche on the above subject and which referred erroneously to his article which appeared subsequently in the January issue, 1981 (page 8). Considerations of space precluded the earlier publication of his article and the letter, therefore, appeared prematurely. The letter, which amplifies the article, should of course be read in conjunction with it. We apologise for this error, both to Mr. Reiche and readers. The responsibility for this error is entirely ours, not the printers nor, least of all Mr. Reiche.

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FIVE CENTS RE-ENTRY ON SIX CENTS

by W. E. Lea

This unusual variety, which Winthrop S. Boggs calls the most remarkable variety in Canadian stamps, is certainly of great interest to students of Canadian issues.

The first copy of this stamp which I had the opportunity of examining, was shown to me by R. W. T. Lees-Jones, and having at the time read the description as presented by Boggs in his famous book on Canada, I could not reconcile his theory with the evidence shown on the stamp. Boggs states:

“The plates were of unhardened steel, and when through wear or damage, it was necessary to strengthen or deepen any subject on the plate, it was only necessary to rock the transfer roller over the subject needing attention. It is obvious therefore that in a series with similar designs such as the small Queens, it is possible that in re-entering the plate or subject, the siderographer used the wrong roller – the one with the relief of the 5c stamp, and began his re-entering with it. Discovering his mistake, he chose the roll bearing the 6c relief and proceeded to enter the correct design. There is also the possibility that the roller was a mixed relief roller, that is, it contained the designs of two or more stamps. In rocking-in the stamp above, the roller may have rocked too far down, and the upper part of the 5c relief was entered on the plate. Careful study, however, leads us to the theory of use of the wrong roll.”

After careful examination of the material at my disposal I cannot agree with Boggs that his theory of the use of the wrong roll is correct.

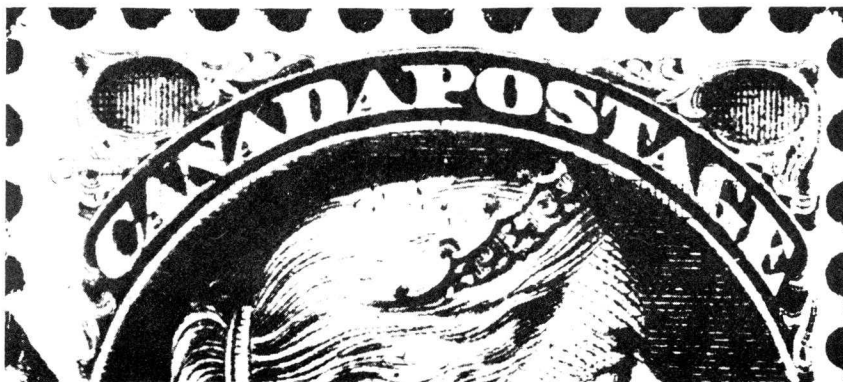
While at CAPEX I made every endeavour to obtain a copy of this most elusive stamp, without success, but on visiting New York, I was successful in purchasing a collection of Canadian stamps which contained this re-entry, and at the same time I started negotiations for a used block of six of the 6c in which the lower middle stamp was the 5c on 6c re-entry.

On examining the single stamp, I could not reconcile the fact that the siderographer had used the 5c transfer roll in error, as it occurred to me that the stamp would obviously show further evidence of re-entering, either on the head or through the numerals and value, as it would not have been possible for the siderographer to stop the transfer roller making the full impression on the plate, and in this event there would have been obvious signs of the burnishing-off of the wrong impression, but no such signs appear on any copies of this variety that I have seen.

Fortunately, I was successful in obtaining the block of six. On examination, this block shows the strengthening of the design of all subjects with the exception of the centre stamp on the top row. This stamp which is directly above the 5c on 6c re-entry is, in my estimation, the key stamp of the block; one is struck immediately by the exclusion of the upper part of the stamp from the re-entering operation, the top ornaments are very faint, and the lines are weak and worn. The top outer frame line is almost absent – more typical of a worn impression than a re-entry. It is apparent, therefore, that the transfer roller did not reach to the topmost limit of this subject. In the rocking-in the roller must have rocked too far down, and therefore covered the impression directly below. As this is the impression on which a portion of the 5c relief is entered, it is my contention that a mixed transfer roller (one bearing reliefs of the 5c and 6c at least), was used for the repair of the 6c plate, and that the 5c re-entry on the 6c was due not to the use of the wrong roller, but to the carelessness of the siderographer, who failed to observe that the correct roller was not fully registering on the subject which was being re-entered, so that the relief on the transfer roller directly below the 6c was entering an impression in the immediate lower vertical position on the plate. It is obvious that the short transfer of the re-entry on the upper stamp produced a new variety in Canadian Small Queens, and should eventually be of great help to students in determining the position on the plate of this remarkable variety.

The short transfer of the re-entry can easily be distinguished by the coloured mark which joins the frame and the vignette through the white circle immediately below the third A of “Canada”.

(Reprinted from “The Stamp Lover” with acknowledgement and thanks – Editor.)



THE EASTERN ARCTIC PATROL HAMMERS by A. M. Palochik

The "Eastern Arctic Patrol" comprised a number of expeditions into the Canadian Arctic Islands by sea. Its first purpose was to establish Canada's claims to the Arctic Islands; it was later used to re-supply the established settlements and R.C.M.P. posts.

The first voyage of the "E.A.P." was made in 1884 by a ship called the NEPTUNE, which later made several trips on behalf of the E.A.P. between 1884 and 1903. The ARCTIC followed in 1904, and made a number of trips in the period to 1920. In 1921, with the establishment of permanent R.C.M.P. posts in the Canadian Arctic, it became necessary to send the E.A.P. north on an annual basis. The ARCTIC made these annual trips from 1921 to 1925, while the BEOTHIC made them from 1926 to 1931. In 1932, because of the strain imposed by the depression, the Canadian government chartered space on board the Hudson's Bay Company ship, the UNGAVA.

The purpose of this article is to present a listing of the postmarks used on the mail carried aboard the E.A.P. ships. This listing will show only those hammers which have actually postmarked mail, as well as the official registration boxes used on board ship. Other cachets and markings are known, but are not listed because of their semi-official status. The only numbered listing of these hammers known to the author is that by Shaw and Ludlow in their book, "The Handbook of Canadian Transportation Postmarks". Because of the lack of organization in their list and omissions from it, a new numbering system is proposed here. This system is basically chronological, using the formate EAP. Along with the illustrations of strikes from the hammers, the earliest and latest usages of that hammer are also listed, the years for which the author has seen strikes of the hammer being underlined. Any assistance readers might provide in filling in the missing years would be appreciated.

The UNGAVA was the first ship of the E.A.P. to carry an official post office hammer, EAP-1. From 1933 to 1947 the E.A.P. rented space on board another Hudson's Bay Company ship, the NASCOPIE. Hammers EAP-2 to 8 have been seen used on NASCOPIE covers. The change from EAP-2 to EAP-3 was necessary because the NASCOPIE became a "Royal Mail Ship".

With the sinking of the NASCOPIE on July 21, 1947 it became necessary to use other ships on the E.A.P. This must have been foreseen, because with the introduction of EAP-6 the ship's name was deleted from the hammer and replaced by "Canada". The NORTH PIONEER, the REGINA POLARIS, the N.B. MCLEAN, and the ICE HUNTER finished the 1947 E.A.P. voyage. The REGINA POLARIS, the ESKIMO, the TERRA NOVA, and the CLARENVILLE were used in 1948, while the RUPERTSLAND was used in 1949. Other ships were very probably also used during this period; at least one of them used an official Post Office hammer, as can be seen by the existence of EAP-9.

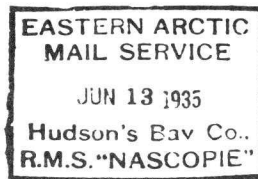
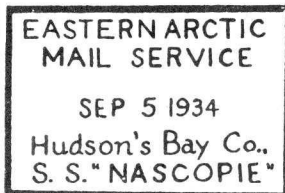
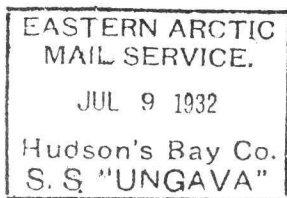
In 1950 the C. D. HOWE took over the duties of the E.A.P., and this association lasted until 1962.

With the introduction of air service in the Eastern Arctic, reliance on the delivery of mail by the E.A.P. diminished. There exist covers not mailed from an Eastern Arctic Patrol ship, which have nevertheless received an EAP-9 or EAP-10 box as a transit mark. The dates of these markings (March, April and May) are at a time when the waters of the Arctic are still frozen. This would indicate that the hammer was probably used in Ottawa during the off-season (the clearing house for Eastern Arctic mail was in Ottawa).

There is also some indication that more than one EAP-6 hammer was used, and that mail was cancelled on board ships other than the C. D. HOWE after 1950. Do any of the readers have information on this point?

EAP-11 is recorded in the "Pritchard Andrews Proof Book", but the author has never seen it used officially. It always appears as a back stamp, in an ink of a different colour than that used for the official cancels. Use of EAP-12 has never been recorded. There is one other Eastern Arctic hammer in the proof book, similar to EAP-6, but with H.M.S. in place of R.M.S. This is an error, and its use is not known to the author.

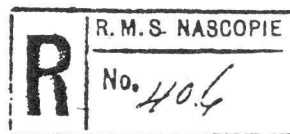
*These illustrations are taken from the proof book, and are slightly reduced in size in comparison with the other hammers. Proof dates were obtained by courtesy of the National Postal Museum, Ottawa, Ont.



EAP-1
 Proofed: June 22, 1932
 Usage: 1932

EAP-2
 Proofed: ?
 Usage: 1933, 34

EAP-3
 Proofed: June 13, 1935
 Usage: 1935



EAP-4
 Proofed: June 12, 1936
 Usage: 1936, 37, 38, 39, 40

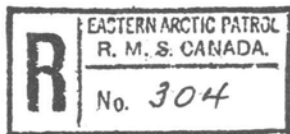
EAP-5
 Proofed: ?
 Usage: 1936 to 1943 (1939)



EAP-6

Proofed: May 13, 1941

Usage: 1941, 42, 43, 44, 45,
50, 51, 52, 53, 59, 60



EAP-7

Proofed: ?

Usage: 1944-

EAP-8

Proofed: July 29, 1947

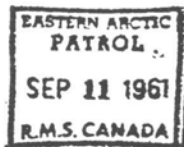
Usage: 1947-

EAP-9

Large EASTERN ARCTIC

Proofed: July 30, 1947

Usage: 1948, 54, 55

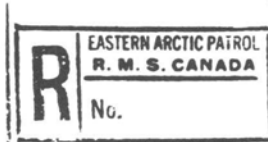


EAP-10

Small EASTERN ARCTIC

Proofed: ?

Usage: 1959, 60, 61, 62, 63, 64



EAP-11

Proofed: July 29, 1947

Usage: ?

EAP-12

R.M.S. CANADA aligned with
EASTERN ARCTIC PATROL

Proofed: July 29, 1947

Usage: ?

THE MAPLE LEAF ISSUE OF CANADA 1897–1898 (Part 2)

by C. R. McGuire,

Acting Curator,
National Postal Museum, Ottawa.



THE DESIGN

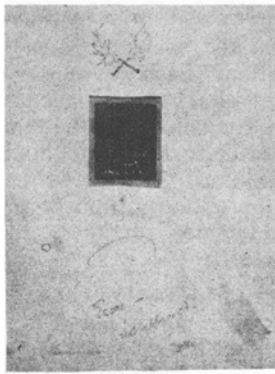
Preliminary designs were prepared by unknown ABNC artist(s). A series of essay-sketches were created with hand-painted watercolour borders and tipped-in engraved or photographic vignettes (Fig. 1). A half cent denomination was prepared with a vignette (missing when acquired by the National Postal Museum) depicting Alexandra, Princess of Wales (later Queen Alexandra). The border is carmine. There are two cent (green) and twenty cent (purple) denominations with engraved vignettes similar to the eight cent Small Queen issue. Finally, a fifty cent denomination was prepared with a photographic vignette of Edward, Prince of Wales (later King Edward VII). The border is blue and the photograph is black and white.

Four other designs were prepared, also presumably by the ABNC. They include, a pencil and ink wash drawing, after a portrait of Queen Victoria by Heinrich von Angell similar to one used for the Jubilee issue (Fig. 2) and a series of photographic and wash drawings (Fig. 3). Two have pencil notation "not approved", the third, "approved" and source of vignette on the overlay which reads "Approved specimen taken from photo by W. & D. Downey, London, bearing autograph of the Queen and the dates 1837-1897".

The vignette for the chosen designs of the stamps was engraved by Charles Skinner (1845-1907) of ABNC, after an autographed photograph (Fig. 4) of Queen Victoria taken by W. & D. Downey, of Elbury Street, London during the Diamond Jubilee celebrations. The Downey firm was the official photographers for the British Royal Family for many years.

The models for the leaves in each of the corners were actual leaves from maple trees growing on Parliament Hill, Ottawa. The leaves in the design give the series the name by which it has become popularly known. The outer frame of all denominations consists of one broad line all round.

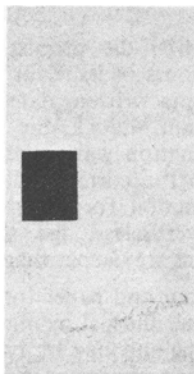




Original essay



Proposal for new frame



Retouched essay



Approved essay

THE METHOD OF PRODUCTION

The stamps were printed by the intaglio-engraved or recess method. A master die was made consisting of the vignette and "Canada Postage". Separate dies were made for the various denominations with the frame, leaves and values, individually engraved on each secondary die. The use of this procedure is substantiated by the minor differences in the shape and position of the leaves on each denomination. Transfer rolls, made from these working dies, were used to lay down the printing plates, made of unhardened steel. The plates were inked and the excess removed by wiping and burlap. The remaining ink was held in grooves cut below the surface of the plate. During printing, damp paper was forced under pressure, down into the depressions and retained the ink. As a result, lines on the face of engraved stamps are slightly raised and correspondingly depressed on the back. The adhesive was applied after the printing and dampened paper dried.

THE PROOF MATERIAL

Numerous die essays, proofs and colour trials exist printed on India paper, many are mounted or die sunk on card. With this material it is possible to trace the development of the issue through the various stages of design and colour selection to the issued stamps. However it is not practical in this article to illustrate all the material necessary to properly tell the complete story and it is difficult to describe the many pieces concerned.

One cannot, however, fail to mention the existence of the several essays – in various colours on India, unmounted and, mounted and/or die-sunk on card, for the unissued fifteen cent denomination. There also exists an unnumbered die proof essay (in vermilion) die sunk on large card which may be unique, for the unissued fifty cent value.

THE COLOURS

Colour trial die proofs, using the three cent die, were prepared in proposed colours of issue for the various denominations. Each was approved with comments written, dated (except the ten cent value) and initialled by "WM" (William Mulock, the Postmaster General). The colour for the three cent denomination was found unsatisfactory and Mulock decided it should be similar to the corresponding value of the Jubilee issue. He also wrote a similar instruction for the six cent stamp along the upper portion of this proof. Nevertheless, the shades of the issued stamps for these two denominations are deeper than their Jubilee counterparts.

The colour and paper for the five cent denomination was presented for approval in an unusual manner. The stamp was printed, perforated, affixed to an envelope and tied by two small odd-shaped punch holes, often used by printers for specimen purposes. The original approval was crossed out, indicating that the original submission may have been subject to changes before being approved by Mulock.

Denomina- tion	Colour	Date Colour Approved
half cent	N/A	Not known, however, it may be assumed it was decided to utilize the same black colour which was used for the previously issued half cent Large and Small Queen and Jubilee issues. Since Canada's next and last two, half cent stamps (the Numeral and Tercentenary issues) were also black, somewhat of a tradition appears to have been established and maintained.
one cent	blue green	21 October 1897.
two cent	purple	21 October 1897.
three cent	red	Originally approved 21 October 1897. Date Mulock made notes re: three cent and six cent colours is unknown.

five cent	deep blue	Undated.
six cent	N/A	See note for three cent above.
eight cent	orange	22 October 1897.
ten cent	brown	Undated.
	violet	

According to the Postmaster General's Report for 1898 :—

“To conform to the regulations of the Universal Postal Union, the colour of the new 1c. stamp is green and that of the 5c. a deep blue. This necessitated corresponding changes in the colours of the other stamps of the new series; for example, purple, instead of green, being selected for the 2c. denomination, and orange instead of slate for the 8c.”

The domestic letter rate value (3 cent) continued to be printed in a red-carmine-vermillion shade, as it had since the Province of Canada issued its first postage stamp — the three pence Beaver, in 1851. Incidentally, the Beaver stamp has the distinction of being the first issued with a pictorial design. Previously, all postage stamps depicted a geometric design, the vignette of a statesman or, a monarch (like the “Maple Leaf” issue).

THE PLATE LAYOUT

Because of a misunderstanding, the half cent value was originally printed with plate layout A. The imprint “OTTAWA-N^o-1” is over stamps ten and eleven. Five hundred sheets of 200 stamps were printed and guillotined into two panes of 100 stamps with imperforate edges between the tenth and eleventh vertical rows. Although, the imprint was burnished off the original plate, traces may be found on examples of 9,500 sheets printed with plate layout B. The imprint — “OTTAWA-N^o-1” (the same format was used for all denominations except that the width of the “W” of “OTTAWA” varies slightly) is over stamps five and six of each pane which, unlike layout A, were perforated between vertical rows ten and eleven. There is no gutter between the two panes. A third plate layout exists because, unlike the other values — all printed “200 on”, the ten cent denomination was printed “100 on” (Plate layout “C”). (*see over*)

The “Maple Leaves” were the first regular issues of Canada to have imprints with plate numbers. The Jubilees were actually the first stamps to have numbered printing plates and imprints on the selvage of each sheet.

(to be continued)

(Note: the copyright of this article, both in whole and in part, is vested in the author, Mr. C. R. McGuire, and may not be reproduced without his expressed permission — Editor.)

CANADIAN RAILWAY POSTMARKS

Part 7

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

Type 17H postmarks, of which an example is illustrated in the heading, have as their distinguishing feature, the abbreviation "R.P.O." at their base instead of, as with types 17 and 17A, immediately following the names of the termini inside the ring of the date-stamp. This is the controlling factor in determining the postmark type. Its existence, therefore, either wholly or partly in an incomplete strike is conclusive evidence with the following important proviso: postmarks with the abbreviations 'Ry.P.O.' or 'Rwy.P.O.' at their base also exist (type 20) and care must be taken when trying to identify partial strikes not to confuse the two kinds of postmarks.



It should also be noted that some pre-confederation Newfoundland postmarks have the lettering 'T.P.O.' at their base and these also have been allocated to type 17H by catalogue compilers. After 1949, however, whenever new hammers in type 17H were ordered for use in railway post offices operating over Newfoundland railways, they invariably bear the lettering 'R.P.O.'. This, of course, reflects the controlling influence of the federal postal authority and the loss of independence previously enjoyed by the Newfoundland Post Office.

As the third most commonly used Canadian railway postmark type its identification, therefore, can present difficulties. It is essential for this reason when attempting to identify partial strikes not to jump to conclusions. In the past some collectors have done precisely that with the consequence that some misreporting has taken place leading to difficulties which have not yet all been ironed out.

Furthermore it should also be noted that the United States Postal Authority also favoured type 17H as a style of railway postmark accompanied, fortunately, by a duplex killer usually containing the lettering 'R.M.S.' (Railway Mail Service). Despite this unique feature, peculiar to United States railway post offices, a few have been confused with Canadian railway postmarks and as a consequence have been included in both Shaw's and Ludlow's catalogues. They are notably Q133A, W4E, W133C and W154B. This confusion may possibly have arisen because they were used to cancel Canadian stamps, a practice which was by no means as uncommon as some might think.

It cannot be too strongly emphasized that duplex hammers were never used on Canadian railway post offices, apart from in isolated instances, notably on the Quebec and Campbellton R.P.O. when some mail clerks improvised their own during the closing years of the nineteenth century. Examples of these are rare (the Canadian postal authorities forbade the practice immediately it was drawn to their attention), unofficial (which is self evident) but eminently collectable!

Canadian railway postmarks were used at one and the same time throughout the entire history of the railway mail service as transit marks on mail sorted for distribution 'en route', to cancel stamps which had escaped the attentions of the despatching office and to cancel stamps on letters handed to mail clerks by members of the public or posted directly by the latter into a box provided on the side of the mail car.

Finally it should be noted that type 17H is a comparatively modern style of postmark. Only isolated examples of its use are known during the nineteenth century, the earliest recorded date being 1884 on the Victoria Railway in Ontario (R.167). Widespread use, however, is not evident until the 1930's and as with types 17 and 17A type 17H remained in use until 1971 when the railway mail service was abandoned in Canada.

It is interesting to note that probably the last hammer to be made in type 17H was M.11A (Campbellton & Lewis R.P.O.). It was certainly the last hammer in type 17H to be used because when train number 123 from Campbellton pulled into Quebec station on 24th April 1971 it brought to an end an era in Canadian postal history which had lasted for 118 years, and the like of which will never be seen again.

CANADA
Postage Rates during the reign of King George V
6 May 1910 to 20 Jan. 1936
 by K. Barlow

During this period first class postage rates varied but not extensively. Air mail rates were introduced with the first successful commercial flights, while registration and special delivery fees doubled. The following table summarizes the most commonly used rates, for convenience in assessing the combined rates found on registered and special delivery covers.

Date	FIRST CLASS POSTAGE					Air Mail	Regist. Fee	Spec. Del. Fee
	Local	Domestic	U.S.A.	U.K.	Foreign			
1911	1c	2c	2c	2c	5c		5c	10c
15 Apr. 1915	<u>2</u>	<u>3</u>	<u>3</u>	<u>3</u>	5		5	10
15 July 1920	2	3	3	3	5		<u>10</u>	10
1 Oct. 1921	2	3	3	<u>4</u>	<u>10</u>		10	<u>20</u>
1925	2	3	3	<u>4</u>	<u>8</u>		10	<u>20</u>
1 July 1926	2	<u>2</u>	<u>2</u>	<u>3</u>	8		10	20
25 Dec. 1928	2	<u>2</u>	<u>2</u>	<u>2</u>	8	<u>5</u>	10	20
1929	2	2	2	2	<u>5</u>	5	10	20
1 July 1931	2	<u>3</u>	<u>3</u>	<u>3</u>	5	<u>6</u>	10	20

Dates given are effective date of change.

Rates changed are underlined.

Stamps with odd denominations were issued for combinations.

SCHOONER ON "MOST BEAUTIFUL STAMP"

The little fishing village of Lunenburg, N.S., was the home of the world's fastest sailing schooners. The fastest of them all was the Bluenose, now immortalized on a Canadian 50-cent stamp and a 10-cent coin.



The stamp, appropriately blue in colour, was issued in 1929 in the middle of the fishing schooner's 20-year fishing and racing career under Captain Angus Walters. The engraving is taken from a photograph of the 1923 International Trophy Race showing the Bluenose and her American opponent, the Columbia.

To her invincible racing prowess — never beaten in an International Trophy challenge — Capt. Walters even added the record for the largest single catch of fish ever brought into Lunenburg.

In 1933 the Bluenose turned into a "showboat" for a period when she represented Canada officially at the Century of Progress Exposition in Chicago. Two years later the famous schooner sailed for England (taking 17 days) for the Jubilee of King George V and Queen Mary. She took part in a race around the Isle of Wight, traditional course of the Royal Yacht Squadron. She was almost lost in a storm on the way home.

During the early part of World War II, the Bluenose was tied up at Lunenburg to avoid the U-boats; but then the West Indian Trading Company bought her, and she became a freighter, carrying sugar, rum and bananas among the islands of the Caribbean.

In 1946, the Bluenose struck a ledge off Haiti. The crew removed the diesel engines the next day. That night a storm blew up and the Bluenose sank.

(Condensed from an article in the Stamp Collectors Exchange Club Magazine, Sept. — Dec. 1959. Vol. 24, No. 2, and reproduced with kind permission of the Editor of "The Buffalo", the official journal of the Winnipeg Philatelic Society.)

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THE CONVENTION EXHIBITION

The Annual Convention Exhibition provides an excellent opportunity for members to display their work in B.N.A. philately.

The competitive classes into which a display may be entered are as follows :-

- Class 1 Research and Study into any issue.
- Class 2 Displays entered by Regional or Study Groups.
- Class 3a Displays of B.N.A. up to 1897.
- Class 3b Displays of B.N.A. after 1897.

Members are urged to plan their exhibits and send in the Entry Form overleaf as soon as possible. Non-competitive displays will be welcome, subject to available space.

In addition the Society has several handsome trophies, which the judges can award, at their discretion, to displays entered in the above classes.

The rules applicable to the Exhibition awards are :-

1. Amateur collectors only are eligible to compete.
2. The trophy to be held by the winner for one year.
3. A previous winner is not eligible to win the trophy (with the same exhibit) until three years have elapsed.
4. Entries must not exceed the maximum of 18 sheets.
5. In making the award consideration will be given to Philatelic knowledge, presentation, condition and interest.

The STANLEY GODDEN Trophy

For the best display of the Classic issues, postal history or postal stationery of :-

- Canada to 1897 (to end of small cents issue).
- Newfoundland to 1897 (up to S.G. 65a)
- New Brunswick.
- Nova Scotia.
- British Columbia and Vancouver Island.
- Prince Edward Island.

The BUNNY Cup

For the best exhibit of the stamp issues, postal history stationery of Canada or Newfoundland after 1897.

The ADMIRAL Cup

For the best exhibit of the Admiral issues 1912-27, with emphasis on original research, or for the postal history or postal stationery of this period.

The LEE-JONES Trophy

For the best exhibit of the stamp issues, postal history or postal stationery of the Elizabethan period. Nine sheets will be accepted.

The MEMBERS Trophy

For the best exhibit submitted by a member who has not previously been awarded a silver trophy at the Society's Annual Convention Exhibition. All B.N.A. material will be eligible but should contain some theme on any subject or period, postal history, postal stationery, postmarks, or stamps. (Nine sheets will be accepted). Only rules 1, 2, 4 and 5 apply to this award.

The AIKINS Trophy

For the best article of research in B.N.A. philately printed in *Maple Leaves* during the year prior to the Convention.

1981 STAMP PROGRAMME

Date of Issue	Subject	Face Value
Monday, 19 January	Music – Antique Instrument	1 x 17c
Wednesday, 4 March	Henrietta Edwards, Feminist Louise McKinney, Feminist Idola Saint-Jean, Feminist Emily Stowe, Doctor and Feminist	4 x 17c
Monday, 6 April	Endangered Wildlife – Vancouver I Vancouver Island Marmot Wood Bison	1 x 17c 1 x 35c
Friday, 24 April	Kateri Tekakwitha Mere Marie de l'Incarnation	2 x 17c
Tuesday, 19 May	Frederick H. Varley, Painter Marc-Aurele Fortin, Painter Paul-Emile Borduas, Painter	1 x 17c 1 x 17c 1 x 35c
Canada Week	Canada Day – Canada from 1867 to today	4 x 17c
Mid-July	John Macoun, Botanist Frere Marie-Victorin, Botanist Floralies de Montreal	2 x 17c 1 x 17c
Friday, 31 July	Niagara-on-the-Lake	1 x 17c
Friday, 14 August	Acadians	1 x 17c
Thursday, 3 September	Aaron Mosher, Labour Leader	1 x 17c
Monday, 5 October	Jules Leger	1 x 17c
Friday, 16 October	Christmas – First Canadian Christmas Tree Bicentennial	1 x 15c 1 x 17c 1 x 35c
Tuesday, 10 November	Aircraft – Training and Transport Aircraft DHC Tiger Moth Canadair Tutor Dash-7 Avro Canada Jetliner	2 x 17c 2 x 17c 2 x 35c

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TETE-BECHE ADMIRALS by The Yellow Peril



(Photograph by courtesy of Bill McCann)

Of the few modest pieces of exotic philatelic material that I manage to acquire, none has excited me as much as the tete-beche pairs of the Admiral 3c (brown) and 7c (red brown) stamps . . . maybe it's because that I am a forgery and an Admiral "nut"! Although they are forgeries, I prefer to label them "philatelic art" by Andre Frodel.

According to one informed source, Frodel obtained the genuine stamps to create the tete-beche pairs by dissolving the paper on which the stamps were originally printed. He then transferred the ink impressions, one upside-down, on to new paper. Incredible! The late Doctor Adamson (Edmonton) told me that he once soaked a 3d beaver in a dish of water for ten days; and when he remembered the bathing stamp, he found that the entire design had separated from its paper and floated to the surface of the water! The usual method an "artist" follows to produce this type of variety is first to "skin" the stamps and then press the skinned stamps, one inverted, on to new paper.

An equally incredible and interesting fact is that (according to the informed source) the tete-beche pair of 1c Admiral War Tax stamps, perforated "SPECIMEN" (illustrated and listed as MRIPI-S in "THE ESSAYS AND PROOFS OF BRITISH NORTH AMERICA") is, in fact, the product of the same "artist". I can still recall the good old days when I used to collect Sperati stamps, an instance where an expert took the Sperati "stamp" to be the genuine and pronounced the genuine stamp a "forgery".

I wonder where this pair of War Tax tet-beche perforated *SPECIMEN* stamps is now and if Frodel made tete-beche pairs of all the Admiral stamps?

WHEN WAS A POSTMASTER NOT A POSTMASTER?

by Max Rosenthal

When a road was completed from Quebec to Montreal in 1734, a post road system was established on it. The construction of the road was managed by the "grand voyer", or overseer of the roads. Post houses were located on it about every nine miles, with ferries across the wider rivers. There caleches or carriages were waiting to transport travellers.

A habitant (settler) was appointed "maire de poste" at each post house, and he carried passengers from his place to the next post house. He received his pay only from the persons he conveyed.

Now, *maitre de poste* means in a literal translation "postmaster", but there was no regular postal system in Canada during the French regime, although letters of the governor and intendant were carried by special messengers, who could include private correspondence. So, if there was no postal system, there could be no postmasters, at least as we understand the term. What was actually meant was that they were "masters of the post houses", where passengers were *posted* or sent on to their destinations.

After the British conquest, when actual post offices were established in 1763 at Quebec, Three Rivers and Montreal, having postmasters in the regular sense, the system of "masters of the posts" was continued. After the American Revolution, in 1783, another such post route was planned by Governor-General Haldimand. He sent a surveyor with 200 men to work on the Temiscouata portage, to establish a road between Quebec and Nova Scotia, through what was to become New Brunswick.

When this Portage Road had been completed, a postal route was established on it. The Historical Research Bulletin of December 1948, a French-language publication from Levis, P.Q., quotes the Quebec Gazette of May 1786 on the establishment of a relay system on this route:

"The Commander in Chief, having received a proposal to make communications between Quebec and the neighbouring Province, New Brunswick, easier for the employees in the service of His Majesty and other travellers, as well as to provide facilities for passengers who disembark from vessels coming to Quebec, has decided to order me to establish post houses from Point Levis downstream to the beginning of the new road which leads to Lake Temiscouata." (This was signed by the Quebec postmaster, Hugh Finlay.)

These "Post Houses" were not post offices, but an extension of the old system described above. The Bulletin continues:

"The grand voyer who signed this notice established the post houses at the houses of these persons: Baptiste Begin, at Point Levis; Captain Roy, St. Michel; Antoine Fortin, St. Vallier; Joseph Blais, Berthier (this is the lower of the two Berthiers); Jean-Baptiste Dupuis, St. Thomas; Joseph Fournier, Cap St. Ignace; Emmanuel Despres, L'Islet; Francois Duval, St. Jean-Port-Joli; Pierre Senechal, St. Roch des Aulnaies; Raphael Martin, Ste. Anne de la Pocatiere; Charles D'Auteuill, Riviere-Ouelle; Antoine Lebel. Haut Kamouraska; Alexis Desjardins, Bas-Kamouraska; Augustin Duplessis, Riviere-du-Loup (the lower one of that name).

Each post master received a shilling for their section of the route when the vehicle was drawn by a single horse, and 1sh. 6d. when it was drawn by two."

None of these places got post offices at that time, although they were all to receive such establishments in the 19th century. The "maitre de poste" at each point was there to carry passengers over his portion of the route, although these might also include couriers carrying mail between Quebec and the Maritimes.

THE EXCHANGE PACKET

Following the note in the January issue of *Maple Leaves* (P23), the Packet Secretary reports that arrangements have been made with a new insurer and a fresh policy will have been in effect from 1st February. As a result of material that has accumulated during the hiatus it is expected that, by the time this appears in print, some four or five new packets will have commenced their respective circuits.

(With acknowledgements and thanks to the author and the editor of 'The Postal History Society of Canada' Journal for kind permission to re-produce this article - Editor.)

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LETTERS TO THE EDITOR

Mr. H. K. Dodwell writes:

Canadian Northern Steamships Ltd.

According to Bonsor in his "North Atlantic Seaway", the Canadian Northern Railway started a steamship service of their own in 1909. They started with two modern, well-appointed steamers capable of 21 knots, and maintained a fortnightly service from Montreal and Quebec (Halifax in the winter) to Bristol, from May, 1910 until the disruption of the Great War in 1914.

Bonsor does not mention that these ships ever carried mail, but on several of the picture postcards that I have depicting the two ships (The "Royal George" and the "Royal Edward") they are given the title of "R.M.S." as opposed to "S.S.". I would be very interested to learn from members in the position to help whether in fact they did carry Canadian mails, and if so, did they do so regularly, and in quantity, or merely on occasions when the mails were not taken up, for some reason, by the regular Allan Line.

B.C. Mail before the opening of the C.P.R.

I had always understood that mails to the east of Canada from B.C. before the opening of the C.P.R. transcontinental line in 1885 went by coastal steamer to San Francisco, and then to New York by United States railway system (after the latter was opened right across to the Pacific in the late 1860's).

However, in the recent Sotheby-Parke-Benet sale in New York of the Simpson Small Queens collection there was a cover from Victoria, B.C. posted 1st August, 1873, franked 6 cents, addressed to England and with a Hamilton transit marking.

The franking is correct for the Allan Line transatlantic crossing, which in summer would have been from Montreal, as opposed to the 8 cents required for the shipment via New York. But is not a Windsor transit mark more usual than a Hamilton? All the covers which I have that have gone from Eastern Canada to Australasia and the Far East via San Francisco have Windsor transit markings; but this may not hold good for mail travelling in the opposite direction.

If any member has any information about the normal or recommended route for mail from B.C. (prior to 1885) to Europe; details of any instructions or agreements with the United States Postal Authority about this would be gratefully received by the writer. Furthermore, can anyone confirm that the ratio that I have read to the effect that in the 1860's about one fifth of European mail from Eastern Canada went via New York and the remainder via the St. Lawrence also applied to mail from British Columbia?

Mr. D. Avery writes :—

Montreal Registration, British & Foreign Mails

With reference to Mr. L. G. Asquith's letter in *Maple Leaves* August 1980 I cannot help with his Montreal "Registered" British & Foreign Mail oval postmark, but I can add that the only 2 postmarks I have of this type, but without registration, both emanate from Montreal.

The double-lined oval measures approx. 30mm high x 50mm wide. The date rests horizontally on the centre line and above this, following the oval contour, Division Des Courriers Etrangers and below the date, following the oval contour 2 lines, is MONTREAL/British and Foreign Mail Br.

My first example, in black, cancels a 3c Red Admiral and is dated JUL 19 1927. The stamp partly covers a handstamped signature similar to those used on "Free" mail. Also on the piece is an incomplete strike of the St. Johns N.B. Duplex dated JUL (inverted) 16/27. Like that on Mr. Asquith's cover the stamp was evidently not cancelled at the office of posting.

My second example, in purple, cancels a 1c yellow and a 2c green admiral affixed to an Air Mail envelope, printed with 2 pairs of diagonal Red and Blue lines, addressed to London, England, and, according to a pencilled note on the reverse, was carried on the 1st experimental flight to Rimouski. The date is MAY 5 1928 and adjacent to the postmark is a rectangular boxed Air Mail also in purple.

It would seem that this type of postmark could be peculiar to Montreal. Perhaps some other member will prove me wrong and if so, let us hear from you.

THE POSTAL HISTORY SOCIETY OF CANADA

"The Rise and Fall of Niagara" is the featured article in the 23rd Postal History Society of Canada Journal. Niagara, now Niagara-on-the-Lake, Ontario, is located at the mouth of the Niagara River and was the original capital of Upper Canada. It was a major commercial centre on the Niagara Frontier until bypassed by the Welland Canal. The author draws upon contemporary accounts to trace the development of the Niagara post office and its transportation routes from the first settlement through the 19th Century. The role of the Niagara office in exchanging mails with the American postal system was of significant importance in the early days.

The Journal may be obtained for \$1.00 along with membership information in the society from the Secretary, Postal History Society of Canada, Box 3461, Station C, Ottawa, Ontario K1Y 4J6.

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C, CS.
2299 DRURY, Mrs. Elsie M., 127 Allenby Avenue, Rexdale, Ontario, CANADA, M9W
1T2. CG, PD.
2300 BOWEN, John, 'Roslyn', 3B Parklands Avenue, Bognor Regis, W. Sussex, PO21
2BA. C.
2301 FELTON, James, Box 52494, Sam Houston Station, Houston, Texas 77052,
USA. P.
2302 SLAUGHTER, D., Box 8002, London, Ontario, CANADA, N6G 2B0.
2303 SYLVESTER, Mrs. Veronica F., 18 Monteith Crescent, Boston, Lincs, PE21 9AX.
CGE.
2304 BARTLETT, David W., 350 East Mall #403, Islington, Ontario, CANADA, M9B
3Z7. C, MO, PBL, BS, V, A.
2305 HARRIS, Nigel S., 6 Bens Acre, Horsham, W. Sussex RH13 6LW. CL-CE V, FF.
2306 PENZER, Brian T., 7 Birch Croft Road, Sutton Coldfield, B75 6BP. CGE, P,
NWT, PB.
2307 HUGHES, John W., 15 Sycamore Avenue, Horsham, Sussex, RH12 4TP. C,
COV, PH.
2308 BROWN, Robert, Box 442, Harriston, Ontario, CANADA, N0G 1Z0. CG.
2309 BUTLER, P. A., 7 Jerome Drive, St. Albans, Herts AL3 4LT. B, FF, FDC.
2310 FLEMMING, William B., 111 Hillcrest Avenue, Willowdale, Ontario, CANADA,
M2N 3N8. C, CG, R.

Reinstatements

- 1260 DANE, Paul P. R. Lt. Cmdr. RN (Ret'd), 1 West End Road, Orton, Penrith,
Cumbria, CA10 3RT. C, N, RPO.
1833 SAMUEL, Edward A., 9 East View, Hadley Green, Herts, EN5 5TL.

Deceased

- 1209 Funston, D.
1282 Matejka, J. J.
2155 Tunna, N. C.

Resigned

- 1957 Bowden, Mrs. M.
1998 Goldstein, E. M.
2077 Guggenheim, M.
1723 Mayerovitch, D.
2119 Taylor, S. A.

Change of Address

- 2261 BRADLEY, W. L., 122 Sherwood Avenue, Kitchener, Ontario, CANADA, N2B
1K1.
2170 COOPER, D., 904-199 Academy Drive, Thunder Bay, Ontario, CANADA, P7B
5W2.
2272 COX, R. P. c/o Bank of Montreal, Verona, Ontario, CANADA, K0H 2W0.
2250 GORDON, Z. M., Suite 10, 2221 Keele Street, Toronto, Ontario, CANADA,
M6M 3Z5.
1876 McGUIRE, C. R. National Postal Museum, P.O. Dept., 180 Wellington Street,
Ottawa, Ontario, CANADA, K1A 1C6.
1046 TRAUQUAIR, R. S., 2 Sloane Court East, London SW3.

New Total 632.

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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.

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WANTED Canadian Die Proofs and Essays, by collector. All issues prior to 1947. Please send particulars to - Ray Simrak, P.O. Box 56, Maidstone, Ont., N0R 1K0.

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THE SMALL QUEENS OF CANADA

by John Hillson

This small monograph produces a valuable addition to the original work written by Winthrop Boggs in 1945. The theme of the author is that a change in the printing venue inevitably resulted in the change in appearance. As an example, the popular 3 cents rose-carmine, long considered to be an Ottawa printing is established as a Montreal printing.

The work deals with the sheet format and inscriptions which vary, re-entries and fresh entries, the papers, the watermarks, the gum and the colours. The main body is divided into the first Ottawa printings 1870-74, the Montreal printings 1873-1888 and the second Ottawa printings 1889-1897. Essays and proofs are touched on, bisects (legitimate and otherwise) carefully explained.

There are three appendices – the 1867 Contract, three plans showing the layout of the sheets and the positions of the imprints and the quantities of stamps issued. There are twelve-half-tone illustrations.

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