



JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Whole No. 183

Vol. 18 No. 3

June, 1981



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MAPLE LEAVES

Journal of
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INCORPORATED 1946

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

Edited by L. F. Gillam, F.C.P.S.
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and are not necessarily endorsed by the Society

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Vol. 18 No. 3

JUNE, 1981

Whole No. 183

EDITORIAL

CONVENTION 1981

Elsewhere in this issue members will find details of the Convention Programme as devised by the President, Jim Bacon. There is no doubt that a very great deal of time and care has been expended by Jim and his team of volunteers in order to ensure that it is as varied and interesting as human ingenuity will allow. A nicely blended mixture of 'all sorts' designed to cater for all tastes, philatelic and otherwise, fairly sums it up. Appropriately enough our Secretary will start the proceedings with some flag-wagging on the Wednesday evening, and by late Saturday night (or early Sunday morning!) we suspect that everyone will be 'flagging' in another sense from the surfeit of good things that have been 'laid on'. There may be a few exceptions; those with super-human stamina may survive unscathed from the continuous round of displays, coach tours, visits and meetings, not to mention the Exhibition, Auction, Banquet and presentation of awards. 'Flagging' or not we can be certain that *All* will have enjoyed themselves immensely.

To those for whom this will be the first time and who may feel daunted by the awesome round of events we must say that just as accommodation at the 'Crown and Mitre' is by choice so is indeed participation in the various 'happenings'. No one is dragooned into anything. Do or not do as you will, come and go as you please is, and always has been the order of the day. The important thing is to enjoy the Society's annual meeting of like minds, to meet new and old friends and cast dull care away.

If you have not already done so, the booking form enclosed must, however be sent to Jim Bacon as soon as possible. Accommodation at the Convention hotel is limited and bookings so far taken up indicate that it will shortly be more limited still! Members who wish to take advantage of alternative accommodation and who are, for any reason, unable to make their own arrangements should also contact Jim. He will be only too ready and pleased to help.

ANNUAL EXHIBITION

Those who intend to enter the competition for the various awards are asked to note that the rules governing these were printed in the last issue of *MAPLE LEAVES* (page 46). The competition entry form is contained on the reverse of the hotel booking form, and as with the latter should be sent to Jim Bacon at the address stated not later than 31st July. Exhibits themselves should also be sent not later than 31st August *UNLESS IT IS INTENDED TO BRING THEM TO CONVENTION PERSONALLY*.

ANNUAL AUCTION

Finally, as stated in our last issue, the closing date for the receipt of lots intended for the Convention Auction was 1st June. By the time, therefore, that this notice is in members' hands it will be too late for lots sent subsequently to be included in the auction catalogue. This *DOES NOT* preclude lots from being sent to John Parkin even at this late date. They will, however, be offered for sale at the conclusion of the auction when lots printed in the catalogue have been sold.

MESSAGE FROM THE PRESIDENT

Arrangements for Convention are now well advanced. The Convention programme is included in this issue and you will see that Study Circles have been replaced by displays. This was a decision taken at the 1980 Committee meeting and I feel sure will be welcomed. The decision to have two coach tours is mine; this to get in as much as possible of the beauty of Cumberland.

The shops, the Cathedral, the Castle, Border Regiment Museum and many other places of historical interest are within ten minutes walk of the hotel.

John Parkin tells me that we already have 500 lots for the auction and with such a start please send in your surplus material and help to make this the biggest auction ever.

For anyone travelling by train a substantial fare reduction is available. Application forms for this reduction should be requested from me. For those travelling by car the hotel has an adjoining garage, daily tariff 55p, but please notify me of your requirements when submitting your booking form.

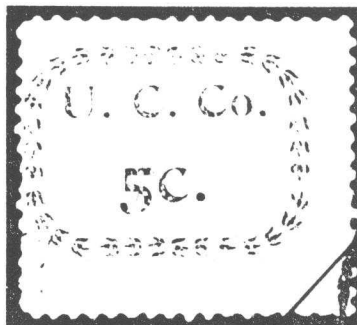
Jim. Bacon.

UPPER COLUMBIA TRAMWAY & NAVIGATION CO.

by A. F. Judd

The facts are on record concerning the type set local issue of stamps or labels issued in 1897 by the above company, and it is not the writer who put them together; the labour was done by Dr. Robert Carr whose researches led to an article in B.N.A.P.S. TOPICS of January, 1964.

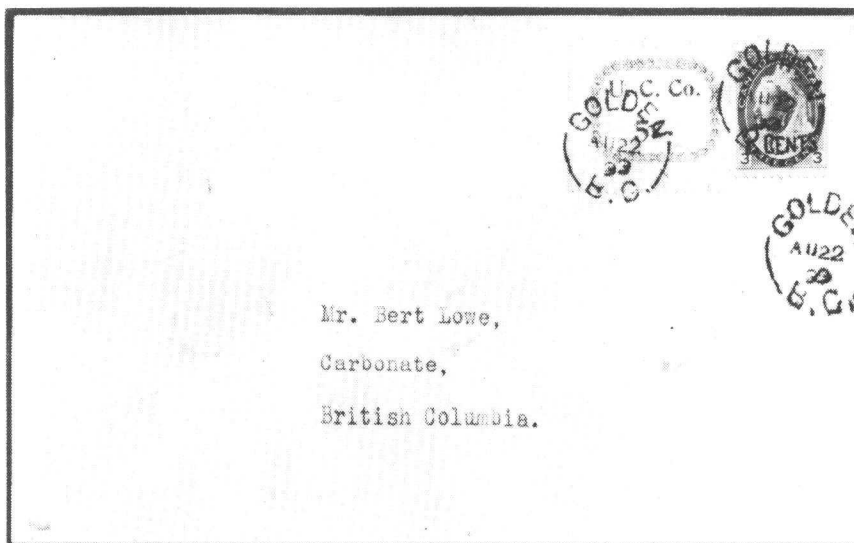
His article is a model of scrupulously documented investigation and I draw gratefully upon it in this resume of a little known subject. Those who are interested in detailed information concerning the types and varieties of these 5 cents crimson labels (illustrated in the heading) are referred to Dr. Carr's work.



The company was formed by the late Captain Francis Patrick Armstrong in 1891. He inaugurated a steamship service on the Columbia River and carried mail by boat between Golden and Windermere. Additionally he cultivated land on the east shore of the Columbia Lake in 1882 in order to grow potatoes for which he was paid \$40 a ton at Golden, 120 miles or so downstream. Produce was transported in Indian bateaux with native oarsmen until he contrived a more convenient method of transport in the form of 'The Duchess', a ramshackle vessel built of rough wood with a boiler brought from Eastern Canada. The keel was laid in 1886, the first of a fleet of paddle steamers to ply upon the upper Columbia. Subsequently the company was awarded a contract to carry mail between Golden and Fort Steel until 1897 when it was taken over by a stage coach company.

Because of the frequent and continual requests of settlers along the Columbia River for Captain Armstrong to post letters for them (after purchasing stamps on their behalf and attaching them to their letters) he devised these labels and sold them to cover the time and expense which such a service entailed. He may also, by such means, have intended to try to discourage settlers in this practice!

Two types of covers showing the use of the labels have been recorded. The first is addressed to T. C. Parsons, Esq., Secretary to the company, the second to Bert Lowe who was an old time prospector and bridge tender at Spillmachine, a town on the river between the lake and Golden. The former (dated 27th July, 1898) is probably 'non-philatelic'; but the latter (dated 22nd August, 1899) falls within the 'philatelic' group as apparently late in 1898 the company was ordered to discontinue the use of the labels. Dr. Carr, however, reports that no written record of the order has been found.



As mentioned above, there is little that I can add of a general nature to Dr. Carr's article; but since he mentioned the above cover without illustrating it, it is reproduced here 'for the record'.

In conclusion I must record my thanks to Mrs. T. N. Weir of Invermere, B.C. Captain Armstrong was her great uncle.

ANNUAL GENERAL MEETING

In accordance with Rule 17, notice is hereby given of the Society's Annual General Meeting to be held at the Crown & Mitre Hotel, Carlisle, on Saturday 10 October, 1981.

Nominations for the following offices are solicited :—

1. Vice President.
2. Secretary.
3. Treasurer.
4. Three committee members, one from each region.

The retiring committee members are A. S. Mackie, J. M. H. Parkin and Dr. D. Sanderson. They, together with the retiring secretary and treasurer, are eligible for re-election. However, it will be recalled that Mr. J. H. Bryce accepted the post of treasurer on a temporary basis until a satisfactory replacement could be found. Mr. N. J. A. Hillson has agreed that his name may be put forward this year for the post of treasurer.

Nominations to the Secretary please by 10 July, 1981.

AN EARLIER TORONTO — A HISTORY OF PORT HOPE, ONTARIO

by R. F. H. Baker



The inland mail service in the Canada of the late 18th century and early 19th century, developed as the population spread itself throughout the colony. In 1816 the first road between Kingston and Fort York (now known as Toronto) was completed and one of the resulting Post Offices was named Toronto (Smiths Creek) by its first Postmaster, Charles Fothergill. This caused considerable controversy and apparent confusion, due to several other claimants on the name, and the Executive Council of Upper Canada insisted that it be changed. On June 16th 1819 the citizens of the settlement held a meeting and selected the name of Port Hope and in 1834 York changed its name to Toronto without problems!

So began the postal history of the town of Port Hope, as it became officially incorporated on the 6th March 1834, in the County of Durham. (Population 517). Now it is a thriving small town 110 kilometres east of Toronto on the shore of Lake Ontario, with a population of 10,000, with a fine modern Post Office opened in 1967 handling approximately 6¾ million pieces of mail per annum.

The story of Port Hope between these two dates is a fascinating history representing I feel sure, in the postal history sense, many such early small towns in Eastern Canada. As mentioned above Charles Fotheringill was the first Postmaster, serving for three years before he moved on to become a local M.P. His office had been in his own house (we think) and between then and

the opening of the first Federal Building in 1882, the Port Hope Post Office was located in up to seven different locations (mostly in general stores) but all of these cannot be proved.

With all these changes of location smooth and standardised operation was hardly to be expected and the Port Hope cork duplex marks are illustrative of this. To put it at its simplest, and this it certainly was not, the postmaster cut a hole in his barred killer and inserted a cork. The result was everything from a four segment berry, through a star to a letter H.

By the 1880's Port Hope had become a small but thriving industrial and agriculture centre (Population 5,700) with three railway companies serving the town and its products, including railway carriages, timber and whisky! Until this decade the Postmaster had been as much a shop keeper as official of the Post Office but with the appointment of Ebenezer Baird in 1878 the situation changed and in 1883 he became the full time occupant of the post at the first Federal Building on Queen Street.

Even at this date and later, under a hundred years ago, the problems of Canadian Posts, in particular the rural mail, were numerous and to us (perhaps just the British readers anyway) slightly amazing. The Postmaster's record book (still preserved by the present occupant of the position) records many a winter's day when roads were impassable. On January 3rd 1904 Mr. Baird records that a member of his staff could not bring the mail to Port Hope because the horse had eaten it! Later on in 1919 the mail was not brought in safely because it had fallen out of the rig and later that year there was no collection, because an employee "wanted to attend the fair"!

Port Hope's position as a town of some significance throughout the last 100 years plus, is illustrated by the fact that it was one of those towns which had its own four ring numeral cancellation (No. 33) square circle and more recently the "Do it Now" cancellation in 1958.

In 1934 the town had its own centenary slogan "Centenary and Reunion". There are two distinct railway strikes associated with the town, "Port Hope and Toronto R.P.O." connected with Grand Trunk Railway's Lakeshore route (Nos. 0293,294,396-398) and the now defunct Midland Railway's service North from the town, "Port Hope and Midland M.C." (0292).

It was not until April 1st 1948 that the first official letter carrier service was introduced to the town. In fact the first letter sent has been preserved and bears the date March 1st. The modern Post Office (*see illustration*) situated on John Street, was opened in 1967 and employs 20 full time employees and 5 contractors and as well as Port Hope serves the surrounding areas of Bewdley, Campbellcroft, Kendal, Newtonville, Pontypool, Bethany, Cavan and Millbrook.

In the very recent past the Post Office in Port Hope has acquired a philatelic counter and associated "Philatelic Cancellation".

In completing this brief story of Port Hope, I would like to point out that this article is very much in the nature of an initial report on the town's history and its postal service. If any readers are able to help me fill in many of the gaps in the story, their assistance would be much appreciated.

Finally I would like to thank Ralph Quigley, the Postmaster of Port Hope, and other citizens of the town for their help with the above.

BNAPEX '81

The 33rd Annual Convention of the British North America Philatelic Society will be held 24-26 September 1981 at the Skyline Hotel, Ottawa, Ontario. For information contact Mr. James E. Kraemer, General Chairman BNAPEX '81, Suite 200D, 350 Sparks Street, Ottawa, Ontario, K1R 7S8.

CONVENTION PROGRAMME 1981

WEDNESDAY 7th OCTOBER

Arrival of Members.

8.15 p.m. Display — Flag and Early Machine Cancellations — D. F. Sessions.

8.15 p.m. Ladies — at leisure.

THURSDAY 8th OCTOBER

10.00 a.m. Display — 1912 — 18 Admiral Dies and Plate Varieties — J. Hannah

2.00 p.m. Coach Tour — Keswick and Derwentwater.

8.00 p.m. Ladies — Visit to Castle and Archives.

8.00 p.m. Display — Advertising Covers — J. M. H. Parkin.

10.00 p.m. Auction material on view.

FRIDAY 9th OCTOBER

10.00 a.m. Display of Competition Entries.

11.00 a.m. Display — Victorian Covers and Cancels 1870-96 — R. Grigson.

2.00 p.m. Coach Tour — Hadrian's Wall and Lanercost Priory.

8.00 p.m. Ladies — A Cumbrian Home.

8.00 p.m. Display — Pence and 1859 Issues — G. Whitworth.

10.00 p.m. Auction material on view.

SATURDAY 10th OCTOBER

9.15 a.m. Meeting of Fellows.

9.30 a.m. Meeting of Committee.

11.15 a.m. Annual General Meeting.

2.30 p.m. Auction to be conducted by Geoffrey Manton.

7.00 p.m. Reception by President.

7.30 p.m. Annual Banquet and Presentation of Awards.

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BOOK REVIEW

LYMAN'S STANDARD CATALOGUE OF CANADA/BNA POSTAGE STAMPS, 33rd EDITION

The 33rd Edition of Lyman's Standard Catalogue of Canada-BNA Postage Stamps has just been published by The Charlton Press, price \$3.50.

This latest edition of Canada's most popular stamp catalogue introduces a completely new and revised format which will make it much more useful to the collector by listing all regularly-issued stamps in chronological order by issue date while at the same time maintaining the philatelic identity of individual sets and series. This includes the integration of definitives, commemoratives, semi-postal, airmail, special delivery and war tax issues.

Over 4,000 price revisions and 500 editorial changes and additions highlight this edition. For example, the 1977-1979 definitive issues have been completely revised, and included for the first time are quantities printed and dates of release for booklet and miniature panes.

Lyman's covers all issues for the Province and Dominion of Canada, pre-Confederation regions of British Columbia and Vancouver Island, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland. Although Lyman's is a standard catalogue several better-known varieties have been included, such as the Weeping Princess and the Shillingworth.

This new edition maintains the many outstanding features that have made Lyman's the most widely-used Canadian stamp catalogue for over 25 years. Every Canadian and B.N.A. stamp is illustrated in full-colour and there are three pricing grades, mint and used, where applicable, including a mint never hinged factor. The Photo Grading guide includes photographs and a chart which assists both novice and experienced collectors alike in grading their stamps.

The stamp illustrated on the cover of this edition is the 18th century mandora, an antique instrument which was the predecessor of the mandolin. Designed by Clive Webster of Toronto, this stamp was issued in a quantity of 22 million 500 thousand in conjunction with the "Look of Music" exhibition in Vancouver, British Columbia. Held from November 2, 1980 to April 5, 1981, this exhibition was the largest display of rare musical instruments (from 1500-1900) that has ever taken place.

Lyman's is available at bookstores and most stamp dealers, or directly from the publisher — The Charlton Press, 229 Queen St. W., Toronto, Ontario, M5V 1Z9. When ordering direct please send 50 cents for handling and postage. In the United States, Lyman's is available through Collectors Marketing Corp., 644 West 28th Street, New York, N.Y. 10001 and in Great Britain from Dr. M. W. Carstairs, Hamilton House, Green End Road, Radnage, High Wycombe, HP14 4BZ, price £1.80 postpaid.

THE MAPLE LEAF ISSUE OF CANADA 1897–1898 (Part 3)

by C. R. McGuire,

Acting Curator,
National Postal Museum, Ottawa.



THE PRESS PROOF SHEETS

The dates plates were approved in Appendix I are taken from proof sheets on backer paper. The sheets are printed in various shades of the colour of issue. Some sheets have no specimen overprints (a). Others have a single non-serifed "SPECIMEN." (probably a rubber stamp) 8mm high x 36mm long impressed on the top of the sheet in the selvedge (b). The remaining sheets have the "SPECIMEN." across all impressions of the postage stamp (c). All "SPECIMEN." overprints appear to have been made with the same instrument and are all struck in deep orange ink. The original plates one and two for the two cent value were retouched. As a consequence, the press proof sheets from the "new" plates have much sharper impressions.

There is an interesting inscription written on four lines in lovely old English script lettering with India ink on the reverse of the press proof sheet for plate four of the two cent value which was approved 9 February 1898:

"Last of / Maple Leaf / Series / Feb. 4.98"

The writer of the inscription obviously thought at the time that this was to be the last plate for the series. However, there is no conclusive evidence that it was in fact the last plate to be made. It is very possible that one of the later plates for the three cent denomination was laid down after because this value was printed up to August 1898 using six plates.

THE ISSUED STAMPS

A number of reports in the contemporary philatelic press culminated when advance notice of the long awaited new issue appeared in the 9 October 1897 edition of the *Weekly Philatelic Era*:

"A new general issue of Canadian postage stamps is
imminent"

The article continued with information about the new contract, the printers and speculation over the design and details of the issue.

On 25 October 1897, the official announcement of the issue was made in the following **Circular to Postmasters** from R. M. Coulter, Deputy Postmaster General :—

"NEW ISSUE OF POSTAGE STAMPS, ETC.

The Postmaster-General has made arrangements for a new issue of postage stamps, letter cards, stamped envelopes, post cards and post bands. These will be supplied to postmasters in the usual way.

Postmasters are, however, instructed not to sell the stamps of any denomination of the new issue until the stamps of the corresponding denomination of the present issue are disposed of. The filling of requisitions by the Postage Stamp Branch will be regulated by the same principle — that is to say, no item of the proposed issue will be sent out until the corresponding item of the present issue has been exhausted.....”

Details of the issue are recorded in Appendix II. Because of complaints from post office employees and the public concerning the difficulty in distinguishing the various values, which were only expressed in words, the “Maple Leaf” stamps were replaced a few months after they were released, by the “Numeral” issue. There was also a desire to artistically improve the stamp design by enlarging the oval containing the Queen’s portrait or by reducing the size of the vignette. (The author does not believe this was achieved with the “Numeral” design.) In addition, the Universal Postal Union was increasing pressure on its members to issue stamps with values expressed in arabic numerals. This was required for easy recognition when the stamps were used in mail addressed to foreign destinations.

THE PRINTINGS

The data in Appendix III is taken from the **American Bank Note Company, Post Office Department** orders register. All the stamps were printed in sheets of 200, cut and delivered in panes of 100. The ten cent is an exception, it was printed in sheets of 100. The figures represent the number of panes. The dates are assumed to be the day the stamps were shipped from the ABNC plant.

Unfortunately, the book only records beginning 20 January 1898. As a consequence, the dates and numbers of all previous shipments are unknown. Nevertheless, the balance appears in brackets and the sum equals the total printing for each denomination as recorded in a document recapitulating the **Issues of Postal Stamps and Cards Since January 1st 1897**, prepared by the Postage Stamp Branch and dated May 1899.

THE VARIETIES

Although unusual for stamps with such a short life, many minor and several major re-entries or re-touches and flaws exist. These varieties occur from slips of the engraver’s burin (a tool with a sharp pointed blade for cutting steel) made while working on the plate and, by re-touching portions of certain impressions when plate wear necessitated it. The varieties appear as:

- broadened, doubled or extended frame lines;
- strengthened portions of lettering or design;
- small dots; and
- smudges of colour.

The fact that the steel plates were unhardened (and the surfaces were not chrome plated for protection against wear as they are today) and, possibly

the poor “rocking-in” of the plates when they were laid down, also contributed to the existence of noticeable and constant varieties particularly, on the half, one, two and three cent stamps.

The most interesting constant plate flaw of the series appears on the fourteenth stamp on the left pane of the six cent value. Known as the “engraver’s slip”, the line was burnished off the original plate when it was discovered after 2,500 impressions were made. Initially, a slight trace remained which can be detected on the first examples printed from the corrected plate. After the corrected plate was used for some time, it wore and the “slip” completely disappeared. As a consequence, three examples of stamp fourteen of the left pane may be found.

THE PURPOSE FOR EACH DENOMINATION

Each of the stamps was issued for a specific purpose. Postal history items are normally found bearing combinations of the various denominations or with Small Queen, Jubilee, Numeral, Map or Edward issues. One of the finest formats, but often most difficult to obtain, is having each stamp used singly, in period, paying a proper postage rate (see Appendix IV). (*See opposite also for illustrations*).

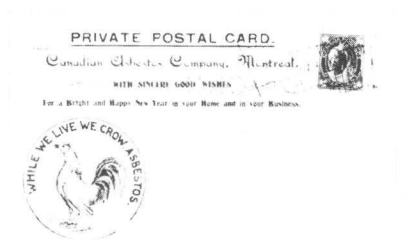
APPENDIX IV

Major Postage Rates

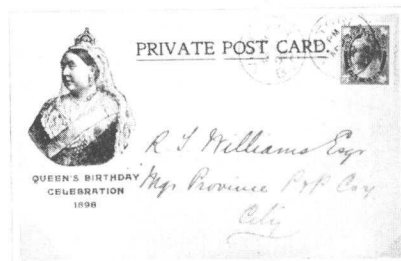
for which a single denomination of a Maple Leaf stamp could be used to pre-pay a rate or fee — January 1897 to 24 December 1898.

- | | |
|--------|--|
| ½ cent | — newspapers (weighing less than one ounce) |
| | — unaddressed circulars (“householder rate”) (not exceeding 2 ounces) |
| 1 cent | — addressed circulars (per 4 ounces) |
| | — books and individual newspapers (per 4 ounces) |
| | — sample newspapers (per pound) |
| | — domestic and U.S. postcards |
| | — *local (or “drop” letters) — without carrier delivery |
| | — unsealed international printed matter (per 2 ounces) |
| 2 cent | — * “drop” letters — with carrier delivery |
| | — international postcards (to certain destinations) (*3) |
| | — international sample rate (per four ounces) |
| | — letters to and from certain ranks of the militia on Active Service (maximum one ounce) |
| | — letters to and from certain ranks of soldiers and seamen on Active Service in Canada or elsewhere (maximum one half ounce) |
| 3 cent | — *domestic letters (*2) |
| 5 cent | — *1 international letters |
| | — international postcards (*3) |

Covers showing the proper single use of each denomination



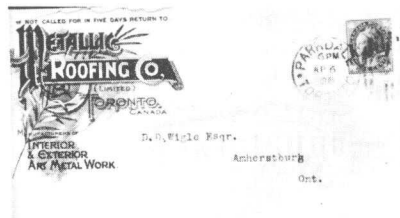
17-½ cents unaddressed circular or household rate. Note the Montreal flag without hub, used for cancelling third class matter.



18-1 cent postcard rate



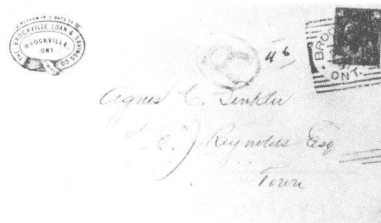
19-2 cent local or "drop" letter rate applicable to towns with letter carrier delivery.



20-3 cent domestic letter rate



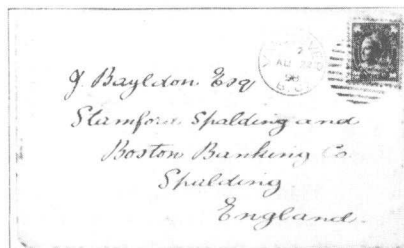
21-5 cent international letter rate



22-6 cent registered (5 cent) local or "drop" letter rate (1 cent) within a town with no letter carrier delivery



23-8 cent registered (5 cent) domestic letter rate (3 cent)



24-10 cent double weight international letter rate

- international commercial papers (per 10 ounces)
- registration fee
- acknowledgement of receipt (AR) fee
- 6 cent – parcel post (per 4 ounces)
- registered (5 cent), “drop” letter (1 cent)*
- double weight domestic letters (*2)
- 8 cent – registered (5 cent), domestic letter (3 cent) (*& *2)
- 10 cent – double weight international letter
- registered (5 cent), international letter (5 cent) *1

* per ounce or fraction thereof

*1 per half ounce or fraction thereof

*2 This rate also applied to letters to the United States and Newfoundland.

*3 The only countries to which the two cent postcard rate applied were: Austria, Belgium, France, Great Britain, Hungary, Italy, Newfoundland and Switzerland. Postcards addressed to other countries had to be prepaid at the five cent letter rate.

(To be continued)

N.B. The various appendices referred to (apart from Appendix IV) will be published in the concluding instalment of this article – Editor.

CALTAPEX '81

Jim Taylor, Chairman of the very popular 'CALTAPEX '81' Stamp Show and Bourse has announced that he has been able to arrange a change in show dates and location to meet the requests of numerous dealers and collectors. The show will be hosted again this year by the 'Calgary Philatelic Society'. Plans are well under way for what promises to be another super show!

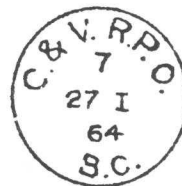
The new dates are as follows: October 16th, 17th and 18th, 1981. The location, the Marlborough Inn, 1316 – 33rd Street N.E., Calgary, has been selected because of the fine facilities offered.

Plan now to spend a few days in Canada's fastest growing city, and enjoy some "Calgary-Style" hospitality. For more information write J. R. Taylor, P.O. Box 1075, Calgary, Alberta, Canada, T2P 2K4.

CANADIAN RAILWAY POSTMARKS

Part 8

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



As with type 17H, which was the subject of the previous instalment of this series, and indeed with many other types of Canadian railway postmarks, the controlling factor in determining type 17F postmarks is to be found at the base of the enclosing ring of the datestamp where, in this instance, the name of the province in which R.P.O. operated appears, invariably in an abbreviated form. (See typical example illustrated in the heading.)

It is, perhaps, not a coincidence that the vast majority of such postmarks were used in Newfoundland and Prince Edward Island in the extreme east of the Dominion, and in British Columbia in the far west. Far removed from the seat of central government as all three provinces were, and independent until they confederated in 1949, 1873 and 1871 respectively, the postal administrations of these provinces, not surprisingly, appear to have continued to exercise a greater degree of autonomy in the administration of their internal postal affairs than is apparent in the provinces which constituted the original confederation in 1867. Both geographical and historical factors, therefore, combined to ensure that the further the long arm of Ottawa reached the weaker it became. That this did not, and still does not, apply merely to matters of postal administration does not concern us here!

As far as the provinces which made up the original confederation are concerned it only remains to be said that no type 17F postmarks have been reported used in R.P.O.'s originating in Ontario and only one and two in New Brunswick and Quebec respectively. On the other hand some 25 have been reported used in Newfoundland (all with one exception with the name of the province abbreviated NEWF'D). Significantly also they all appear from reported dates of usage to have been brought into use *BEFORE* confederation in 1949. The one exception (St. John's & Lewisport T.P.O.) has been abbreviation "NFLD". It appears to have been short lived (1953-1955) and can only be termed an aberration! Incidentally, the term 'travelling post office' (T.P.O.) was used in Newfoundland to differentiate those post offices which operated on board steam vessels from railway post offices (R.P.O.'s). This distinction, however, was not observed in British Columbia where vessels operating on Lake Okanagan (between Penticton and Okanagan Landing) used postmarks incorporating the misleading lettering "R.P.O.". The Robson & Arrowhead R.P.O. (sic) which operated on Lake Arrow is a similar example that is repeated in the numerous postmarks used on vessels which operated along the coast of British Columbia.

Apart from Newfoundland, type 17F postmarks are most frequently found in British Columbia, where at least 23 different postmarks, incorporating the abbreviation 'B.C.' (or, exceptionally "Brit. Col.") have

been reported. Four are also known to have been used in Prince Edward Island with the abbreviation P.E.I.

At this juncture it only needs to be added that other postmarks have been reported with the name of the province abbreviated at the base, but have been designated (wrongly in our opinion) as different types.

They are as follows: M68 (Inverness R'wy. N.S.) which belongs properly to the 'R' section of catalogues and has been listed as type 13B. R. 21, 22, 23 (C.P.Ry.M.C. British Columbia etc.) which have been listed as type 11, and R.29 (C.P.Ry. N.B.Div.) which has been listed as type 13B.

They appear to have been designated as different types from type 17F postmarks by virtue of the fact that they incorporate the names of railways as opposed to termini. This is surely an unnecessary and misleading distinction.

BOOKLETS — WITH GLUED-ON BOOKLET PANES

Some collectors are having a problem removing the glued-on booklet panes with the selvedge intact from the booklet cover, and it has been found that these panes, with the selvedge intact, can be removed using the following method.

Using the flat side of the handle of a pair of tongs, and with pressure, rub this glued-on selvedge back and forth at least 100 times. You can then slide the tip of the tongs (pointed) under the selvedge edge slowly easing it off the cover.

Also, should one wish a cancelled pane with selvedge attached, this method works: trim (cut) the cover, as close as you can, at the top and bottom of the selvedge, then apply glue to the cardboard strip, moisten the pane, and attach both to the envelope. The cardboard will float off leaving the selvedge attached to the pane when washed.

12 CENTS JEWELWEED DEFINITIVE ISSUE

This stamp is in short supply in used condition and is even more scarce pre-cancelled. Stuart Clark, our indefatigable contact member in Winnipeg, informs us that this is because it served for the short-lived (13 months) 3rd class letter rate (July, 1978 to August, 1979) when supplies of the 12 cents Queen and Parliament issues were still readily available. It was replaced in August, 1979 by the 15 cents Canada Violet issue designed to meet the new third class rate. We are also indebted to Stuart Clark for the useful "tip" above.

"INTERNATIONAL" AFFAIRS — Part 10

by D. F. Sessions

We now turn the spotlight on the Province of Quebec and shall deal initially with the two main users in the Province, Montreal and Quebec, both of which received their first International machine in 1902.

Montreal

The Post Office at Montreal used several 'experimental' machine cancellations in early and mid-1902 and it has been suggested that these were 'International' forerunners. The date hubs are in similar format to the standard International hub in most cases but the obliterations are remarkably crude when compared to the standard obliterator (TYPE 3) that had been used at Toronto since February 1902. Whilst it is quite possible that one

or more machines, including an International, were on trial it is also possible that obliterating dies were obtained locally as a replacement for the ailing flag dies that were finally withdrawn in March, 1902, after nearly 5 years service, by obliterations of 7 bars incorporating the word 'CANADA'.

The earliest regular 'International' marking so far recorded is 31 October, 1902, and this is consistent with the latest recorded Bickerdikey marking, also 31 October, 1902. Four International machines appear to have been delivered to Montreal and replacement took place in 1919 in the usual way; however, at least one Universal was put into use from 1913 although use seems somewhat sporadic.

Although the die numbers in the obliterations suggest that a second machine was delivered within a year of the first, study of a number of covers between 1902 and 1906 shows the die numbers to have been used in discreet periods with no apparent overlap.

Two different indicia '3' appear in the obliterating waves, the earlier 'wide' version being replaced by a 'narrow' version some time after 1909.

Two sub types of hub type Ea have been reported, 1905/6 impressions bearing 'Rec'd' and impressions from 1906/7 bearing 'REC'D'. Similarly with hub type Gb, which is noted in 1908 with 'STA B' and in 1911 with 'Sta B'. One other point of interest concerning the hubs is an inversion in 1914 carrying neither day nor month.

Considering the size of the City and the number of machines used, very few slogans appeared. In two cases, 'Help The King Edward Memorial Hospital' and 'Cartier Centenary Celebration', die letters or numbers were incorporated into the obliterating die thus indicating that different dies of each slogan exist. As no more than two different types of slogan flag were in concurrent use at any one time, one is led to speculate that more than one die may exist of each type, particularly as no example of standard obliterator type 3 has been reported during their currency. However, the Pritchard & Andrews proof books give no evidence of the existence of twin dies and no identifying features have been noted.

Chronology of Montreal

<i>Earliest date</i>		<i>Latest date</i>
	Standard obliteration Type 3	
31.10.02	Hub B oblit. Dies 1, 2.	10.06
19. 2.06	Hub E oblit. Dies 1, 3.	16.12.07
12. 1.08	Hub G oblit. Dies, 1, 2, 3.	22.12.13
8. 1.14	Hub H oblit. Dies 1, 2, 3, 4.	24. 3.19
29.12.03	Hub Ea oblit. Dies 1, 2.	12.10.07
23. 9.08	Hub Ga oblit. Dies 1, 3.	25.12.12
11. 7.07	Hub Gb oblit. Die 1.	5.10.13
10. 4.14	Hub Ha (Station 'B') oblit Die 1.	7. 4.19
19. 6.13	Hub Ha (Station 'C') oblit Die 1.	26. 8.18
	Slogans	
30. 8.12	Child Welfare Exhibition	21.10.12
12	Help the King Edward Memorial Hospital (Dies C, D noted)	12
25. 4.14	Cartier Centenary Celebration (Dies 3, 4 noted)	4. 8.14
5. 2.17	Help To Win The War (Flag 22-1)	6. 7.17
20. 2.17	\$25.00 Pour \$21.50 (Flag 31-1)	24. 3.17
28. 3.17	Save Your Money (Flag 34-4)	6.10.17
4.11.18	Buy Victory Bonds (Flag 37-4)	20.11.18
1. 4.19	Buy War Savings Stamps	6. 6.19

Note: The last mentioned slogan has been reported in a 'Universal' machine from 23.6.19.

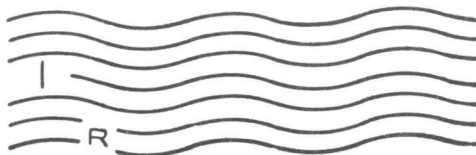
Numerous reports of use of standard obliteration type 3 from 1912 onwards have been received and there are too many to list here. However further reports are welcomed in order to more readily 'prove' the dates of use of the slogans.

Acknowledgements — Basic data from Ken Barlow with additional information from Eric Killingley, Doug Murray, Bill Robinson, J. Costain, Dan Rosenblat, Mike Anderman, Dr. Charles Hollingsworth, Eric Bielby.

New data and comments please to David Sessions, 3 Langfield Close, Henbury, Bristol BS10 7ND.



Hub type 'B'



Standard obliteration type 3



Hub type 'Ha'



Hub type 'E'



Hub type 'G'



Hub type 'H'



Hub type 'Ea'



Hub type 'Ga'



Hub type 'Gb'

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INTERNATIONAL PHILATELIC YOUTH EXHIBITION

Postmaster General Andre Ouellet has announced that Canada Post and the Royal Philatelic Society of Canada will co-host the international philatelic youth exhibition, entitled CANADA 82, to be held in May 1982 in the Queen Elizabeth Hall at the Canadian National Exhibition Grounds in Toronto.

"I welcome the opportunity of having Canada Post work with the Royal Philatelic Society of Canada, so that together we can further the interest of our youth in the fascinating world of stamp collecting and develop the junior collector through the challenge of national and international class competitions," said Mr. Ouellet in making the announcement.

Since 1969 the International Youth Commission of the Federation Internationale Philatelique (F.I.P.) has designated a member country to host this exhibition, which takes place every two years. Luxembourg, Norway, France, Bulgaria, and the Netherlands have hosted past exhibitions, attracting thousands of young people as well as a good number of adults who are interested in stamp collecting.

This will be the first international philatelic youth exhibition to be held outside continental Europe. It will feature stamp displays by postal administrations from around the world, as well as informative and educational exhibits of general interest.

To commemorate the exhibition, Canada Post plans to issue specially designed souvenir sheets of postage stamps.

"We want as many junior collectors and potential young collectors to attend and participate as fully as possible. CANADA 82 will be a true learning experience for all young people," added Mr. Ouellet.

Canada Post suggests that now is the time for young collectors and junior stamp clubs to start planning their exhibits. They will have many opportunities to participate by exhibiting in the international as well as the national classes of competition. Details of entry regulations will be published this Spring in philatelic newspapers and periodicals here and abroad.

FOR YOUR DIARY

OCTOBER 7th – 10th (CONVENTION)

SEND YOUR BOOKING FORM OFF NOW !

1939 ROYAL VISIT HANDBOOK

For the past two years Graham J. Noble of the Department of History, Queen's University and C. Ron McGuire, Acting Curator of the National Postal Museum have been gathering information in preparation for a postal history of the 1939 Royal Visit to Canada, the United States and Newfoundland slated for release late in 1982.

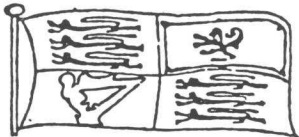
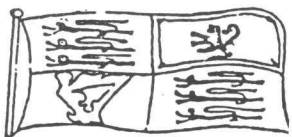
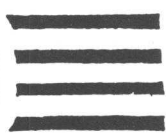
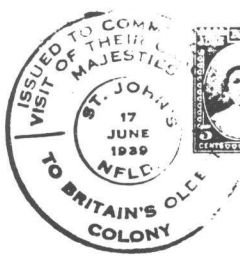
The authors are currently compiling an inventory of all known covers used from the Royal Train post office documenting cachets, commercial mail, usage of the various postal markings including purple cancels and covers addressed to the Royal Train.

The assistance of all collectors who have Royal Visit material is eagerly sought and readers are particularly urged to send details of the following items of special interest :—

- All known covers cancelled on the Royal Train including the type of cancel and time marks. Photocopies of all commercially used or unusual non-philatelic covers will be appreciated.
- Photographs of a postal-related nature (photocopies will be welcomed).
- Picture postcards of any Royal Visit scenes both commercially and privately produced items. (Again, photocopies appreciated).
- Details of any other relevant material including newspaper and magazine articles, monographs, documents, books, P.O. circulars, stamp and cancellation essays and proofs are needed.

If you can help in any way please contact Graham Noble at the address below. All information will be gratefully acknowledged and appropriate credit given. All hammers known postally used are illustrated here. (N.B. These are reduced in size for convenience of publication.)

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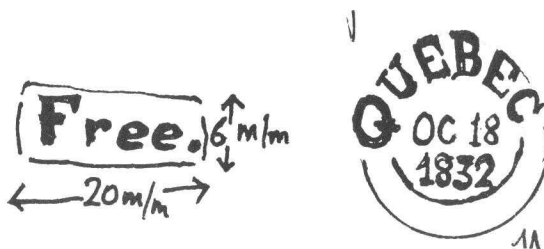


LETTERS TO THE EDITOR

Mr. L. G. Bellack writes:

'Free' Marking 1832

Could any of your readers help me to identify the frank (illustrated below together with the postmark referred to) found on an 1832 letter from Quebec to Sandwich U.C.? Could it be the first 'Free' handstamp. I have consulted Jarrett's handbook and can find none before 1840. The letter also bears a strike of a Quebec c.d.s. similar to Jarrett No. 226 but without, it will be noted, a fleuron. Any helpful information will be appreciated.



Mr. N. J. A. Hillson writes:

5 cents re-entry on 6 cents S.Q.

The Five Cents on Six Cents Small Queen Re-entry is one of the most intriguing varieties in Canadian Stamps, and a lot has been written about its cause from time to time.

Mr. Lea (*Maple Leaves*, Whole Number 182, p.33) has offered some very cogent arguments in support of the theory that it resulted from over-rocking of a multi-value transfer roller. However there are a number of factors which must be considered and which tend to point in another direction.

In the *Collectors Club Philatelist*, Vol. 28, No. 2, Winthrop S. Boggs wrote an article about this variety when he pointed out that the transfer rollers used for the issue were about 19mm or 20mm wide, leaving virtually no room either side of the impression. As can be seen from the illustration on p.34 of *Maple Leaves* the Five Cents impression is not centred vertically — Mr. Boggs contended that there would not have been room on the transfer roll for one impression to be so far set off in relation to the other and that had the variety been caused by over-rocking the designs would have had to co-incide to the left and to the right.

There is yet another problem. The six cents value came into existence in 1872, some four years before the Five Cents. There is no evidence to suggest that a Five Cents was prepared earlier than late 1875/early 1876; if it had been then it would have been unlikely for it to have been necessary to issue the Large Queen five cents.

In making a transfer roller one rocks a piece of mild steel bar on to the master die, and in view of the work it had to do it would seem likely that more than one impression would be taken. The work piece is then case hardened in order that it will stand up to the wear involved in laying down the plates. To enter a new impression on an existing transfer roller would mean that it would have to be softened, the new impression taken and then rehardened. That inevitably will shorten its working life if it doesn't ruin it altogether, and I cannot see the printers taking such an unnecessary risk to save very little cost.

There is of course the possibility that a new transfer roll was laid down carrying both designs, post 1876. Even if that could be proved we come straight up against Mr. Boggs's objection above.

One final point, Mr. Lea states that once the entering of an impression on a plate is started it cannot be stopped before a full impression is made. Most machinery can be switched off at any time — even manually controlled equipment so perhaps a little more light could be thrown on that statement.

(The evidence of the 2 cents latent re-entry is of over-rocking a multi-impression single denomination roll.)

Major R. K. Malott writes:

New definitive issues and booklets

The following data may be of interest to your readers:

Canada Post released for sale in Ottawa on 4 February 1981 plate No. 2 of the current \$2.00 stamp (Lyman's No. 727), Kluane National Park, and plate No. 2 of the current 17 cents Queen Elizabeth definitive stamp (Lyman's No. 784). In addition a new outside cover variety of the \$4.25 pictorial caricature postage booklet set of five designs, now with a wavy line, was also released on the same date. A limited number of envelopes were cancelled at the Postal Museum on 4 February 1981 to obtain a first day of availability cancellation for the new plate numbers and the postage booklets. Further data on these items and specially cancelled envelopes may be obtained by writing to Major R. K. Malott, 16, Harwick Crescent, Nepean, Ontario, K2H 6R1, Canada.

Further releases of new plate block numbers are expected in the next few months. The expected new rates may make some of these new plate numbers short-lived and of limited availability.

THE EASTERN ARCTIC PATROL HAMMERS

In our last issue the acknowledgements and thanks due to the author of the above article (Mr. A. M. Palochik) and the Editor of The Postal History Society of Canada journal, which should have appeared at the conclusion of the article (on page 37) were inadvertently transposed to page 51. We apologise for this error.

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2313 MOFFAT, Christopher, 18 Wellington, Newlandsmuir Estate, East Kilbride,
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2314 McINNES, Glenn A., 514 Piccadilly Ave., Ottawa, CANADA, K1Y 0H8. CL, CS.
2315 MACDONALD, Duncan A., Flat 19, 48 Ullett Rd., Liverpool, L17 3BP. C.
2316 SCOTT, Jeffrey H., 131 Alderton Heights, Moortown, Leeds, LS17 5LS. C, CG,
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| 1783 Hall, A. H. | 2166 Terry, Mrs. S. |
| 1103 Long, T. M. | 1290 Wilkinson, F. C. |
| 1969 Smallman, J. R. | |

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2231 St. MARTIN, S. c/o G.A.C. 957 W. Main Rd., Middletown, R.I. 92820, U.S.A.

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- 2238 ORPHANOUDAKIS, E. formerly 42 Woodland Road, Ulverston.
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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.

WANTED CANADIAN PIONEER AIR MAIL FLIGHT COVERS 1853 to 1930. All flights and phases, Pioneer airmail mint stamps. Semi-Official airmail stamps and covers, die proofs and essays. Government Issues C1 to C9, CE1 to CE4 die proofs and essays – Ray Simrak P.O. Box 56, Maidstone, Ont., N0R 1K0.

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.

WANTED Canadian First Day Covers, by collector. 1930 Leaf, 1928 Scroll, 1917 Confederation, All Admiral Issues, 1908 Quebec, also any earlier issues – Ray Simrak, P.O. Box 56, Maidstone, Ont., N0R 1K0.

BEAVER RE-ENTRY. I have re-entry no. 34 on thin wove (RPS cert.) "Close to large margins, central target cancellation" (Robson Lowe). Wish to exchange for A31 cracked plate flaw, any paper. Roger Ordish, 33 Albany Terrace, Richmond, Surrey.

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CANADA PERFINS. 100 different £10; 165 different £20. Scarcer available. Lots purchased. David Izzett, 7 Barberry Road, Hemel Hempstead, HP1 1SD.

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