



JOURNAL OF THE  
CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN

# Maple Leaves

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Whole No. 187

Vol. 18 No. 7

April, 1982



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# MAPLE LEAVES

Journal of

**THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN**

INCORPORATED 1946

**Founder:**

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

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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

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**Vol. 18 No. 7**

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## EDITORIAL

### ADVERTISING MANAGER

We shall be grateful if members who may wish to take advantage of our classified announcements service will note that details of their small advertisements should, in future, be sent to Mr. L. G. Bellack at 11, Mardley Heights, Welwyn, Herts. AL6 0TX, together with the necessary remittance (see page 196 of this issue). Mr. Bellack, who has taken over the duties of Advertising Manager, succeeds Mr. G. L. Birch whose services to the Society during the past seven years are gratefully acknowledged. Having worked closely with Mr. Birch during this time we can speak with some authority upon the burdens which he has relinquished, and those which Mr. Bellack has taken up. They are by no means light and it does not require a great deal of imagination to see why this is so. The contribution which our valued advertisers make to the finances of the society are considerable, and in return we rely upon our advertising manager to see that their needs are observed. Deadlines have to be met, proofs have to be read and corrected, and advertisers' specifications have to be adhered to meticulously. The work is not only demanding in terms of time and care; it has to be done promptly. It is not the sort that can be put off 'for another day', when it might be personally more convenient. Where the work of the advertising manager is concerned, DO IT NOW is a peremptory order, not a pious aspiration! That Les Birch has laboured for so long under that sort of whip uncomplainingly and solely in the interests of the society says a very great deal for his stamina, and a very great deal more about the man and his devotion to the society's

interests. We all, therefore, owe him a great deal, and in placing this acknowledgement of our gratitude on record we do so with the knowledge that it is little recompense. THAT really comes from the knowledge of a job well done on behalf of the society and its members. To Mr. Bellack who, by the time he reads this will know that we have not been guilty of any understatements, we extend our best wishes and thanks for undertaking duties that Les Birch has so ably fulfilled in the past.

In this connection may we remind members that the names and addresses of all the society's officers are published on the inside of the back cover of every issue of this journal. A considerable saving in time and expense can be made if members' communications are addressed to the appropriate officer.

### **CONTRIBUTIONS TO MAPLE LEAVES**

There is, we are sure, no need for us to labour the point that we are grateful to all our contributors who support *MAPLE LEAVES* with articles, reports and letters. These are always acknowledged, but we regret that it is not always possible to publish material immediately. For very stringent financial reasons the journal is restricted to 28 pages for every issue. For the same reasons priority must be given to our advertisers. Dated reports and announcements that do not permit any delay and instalments of articles, where a break in the sequence can be annoying and frustrating to readers, have of necessity to be next in order of priority. Only then, when these needs have been met, are we able to complete what is literally a jigsaw puzzle, and one in which inevitably all the pieces do *not* fit. Some, therefore, have to be laid aside for the future. One further consideration which has to be borne in mind is the need to maintain a balanced 'output' in which there is not too much of a good thing, but as great a variety as possible to meet the many different interests of members. All this has been said before; but we have a feeling that it is not an untimely reminder! We used to say, "impossibilities executed immediately, miracles take a little longer". We will conclude on that apt note!

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### **CONVENTION 1982**

Hotel booking and competition entry form is inset with this issue. Please complete and despatch as indicated as soon as possible.



## ROYAL PHILATELIC SOCIETY OF CANADA

According to a survey carried out by the U.S. Postal Service in 1976 the number of women stamp collectors in the United States exceeds that of men by 53 to 47 per cent. Most of our readers, we feel sure, will find that surprising, if not incredible. Stamp collecting is associated in most people's minds with schoolboys rather than schoolgirls, men rather than women. Experience of the world of stamp collecting would support this view. Men, according to stamp dealers, by far outnumber women in their lists of clients; women are few and far between in auction rooms; they do not appear in anything except insignificant numbers among the membership of local philatelic societies or any other kind, be they national or specialist. Certainly that is true of our society and without making any attempt to comb the membership roll of the Royal Philatelic Society of Canada we do not hesitate to say that we would be very surprised if that was not 'male dominated' as well. At least we would not have hesitated *BEFORE* the new reached us that the new President of the Royal Philatelic Society of Canada is none other than Beverlie Clark, the wife of our well-known Contact Member in Winnipeg. That the honour conferred upon her is well deserved goes without saying. As a life member of both the Royal and B.N.A.P.S., as long-serving and indefatigable Editor of 'The Buffalo', the journal of the Winnipeg Philatelic Society, as its Past President, as an enthusiastic collector of Great Britain and Canada's 'Map' stamp and 'First Flight' covers Beverlie will bring to her role as President of Canada's premier stamp society a knowledge of, and enthusiasm for, stamp collecting that few men could match, and fewer still excel. In congratulating Beverlie upon this latest, and greatest, honour we do so in the knowledge that she will bring to her new office *ALL* the qualities required in super abundance. If, in addition to that, her election encourages more women to take an active part in organised philately that can only redound to the advantage of the world's greatest hobby.

## CANADA POST BECOMES A CORPORATION

Another milestone in the historical development of Canada Post took effect on October 16, 1981 when the transition from a department of the Government to a Crown Corporation was proclaimed.

At a ceremony in Ottawa, Postmaster General Andre Ouellet handed over the responsibility for the operation of the Post Office to Rene J. Marin, Chairman of the Board of Directors and R. Michael Warren, the President.

The Corporation will report to Parliament through a minister and will produce an annual report for tabling in Parliament and review by a standing parliamentary committee. It will be run by a Board of Directors consisting of the Chairman, the President and nine directors.

Canada Post Corporation will have responsibility for labour relations, its own financial affairs and the provision of high quality service – so says the Post Office.

From the Treasurer,

### **DIRECT DEBITING FACILITY (U.K. Members)**

You will find in this copy of Maple Leaves details of a new facility that we are able to offer members who live in the United Kingdom and we hope it will have your whole hearted support. Quite simply, paying annual subscriptions by direct debit is the simplest, cheapest, and safest method available. It is convenient to you, the member, because your account will be debited automatically at the right time and for the correct amount, it saves you postage, and in addition you have the absolute safeguard that in the unlikely event of an error being made, your own bank will reimburse you. For those of you who already pay by standing order, you will see you don't even have to cancel existing instructions, the enclosed form takes care of that too. One last point, your support of this scheme will help your society's cash flow and enable one cost at least to be contained, the cost of collecting subs. This in turn helps us to keep the subscription down and to have more money available to benefit you. Please show your approval of this new facility offered by filling in and sending the forms to me now so that the scheme can be successfully launched on October 1st, 1982.

*(Forms should be sent to Mr. N. J. A. Hillson, 52 Stamperland Gardens, Clarkston, Glasgow - Editor.)*

## **BRITISH NORTH AMERICA AT AUCTION**

As a discerning collector of fine B.N.A. you are invited to sell your stamps through the **HARMER INTERNATIONAL AUCTIONS**. With centres in London, New York, San Francisco and Sydney, and with an established world-wide mailing list of buyers, you can be sure you are receiving the maximum price.

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## THE LETTER AND POSTCARD RATES OF CANADA (Part 2) by Dr. M. W. Carstairs, F.C.P.S.

### NEWFOUNDLAND

#### Letters

6c per ½oz. until 1877 when reduced to 5c, and reduced again to 3c/oz in 1894 (see Fig. 1).

#### Postcards

Government issue 1c. Raised to 2c from January 1st 1877 although Postal Guide of 1878 still quotes 1c.

Registration fees as for domestic letters.



Fig. 1

### ST. PIERRE AND MIQUELON

Letters as Canadian rates 1875-78 but subject to an extra charge on delivery.

From 1879 via Halifax letters 5c/½oz., postcards 2c and registration fee 5c.

### UNITED STATES

#### Letters

As Canadian domestic rates.

### Postcards

As Canadian domestic rates. From July 1 1873 – January 1 1875 it had been 2c but this is before my starting period.

### Registered Letters

Fee 5c until March 1st 1888, when reduced to 2c, but increased again to 5c from May 1st 1888.

No special delivery before end of period.



Fig. 2

## EUROPE – EXCEPT GREAT BRITAIN

### Letters

Letters were 10c per ½oz by Canadian Mail steamers or 12c per ½oz by Cunard or other steamers sailing from New York or Boston except to the following countries:

Azores, Portugal and Spain: 16c or 18c per ½oz.

France: 10c per ¼oz, 16c per ½oz, 26c per ¾oz, 32c per oz. and so on adding increments of 6c or 10c for Canadian Mail steamers, adding 2c more per ½oz via the U.S.A. as before.

In 1876 Azores, France, Portugal and Spain reduced to 10c/½oz or 12c/½oz depending on the route. From here on the Allan or Canadian Transatlantic route will be called “Route A” and the more expensive U.S./Cunard routes “Route B”, and other routes will be given other letters to save repetition.

From March 31 1877 rate to Germany reduced to 5c/½oz by route A and 7c/½oz by route B.

From 1 August 1878 U.P.U. rates of 5c/½oz by any route effective, except to Greenland which remained at 10c/½oz until 1892.

#### **Postcards**

At first rates as for letters (see Fig. 2)

From 31 March 1877–August 1 1878 2½c. to Germany only.

From August 1 1878 all European Countries 2c except Greenland which was 4c until 1885. Postcards did not have a preferential rate to Cyprus (of 2c) until July 1880.

#### **Private Postcards**

At first at letter rates. Rate lowered to 2c for Austria, Belgium, France, Hungary, Italy and Switzerland from 1897.

#### **Registration Fees**

20c for all European countries except France. For France the fee was the postage plus 8c. Thus on a ¼oz letter postage was 10c plus registration fee of 18c making a total of 28c.

All registration fees reduced to 20c in 1876, and 16c in 1877 and from 1 August 1878 to 5c except Greenland which was 10c, until reduction to 5c in 1880. No registered letters could be sent to Iceland from 1880-89.

It is worth noting that Post Office Instructions state that “on a letter to a British Colony or Foreign Country a registered letter stamp of the value of 8c and in addition thereto ordinary postage stamps sufficient in value to make up the registration fee to which the letter is liable” should be used.

### **GREAT BRITAIN AND IRELAND**

#### **Letters**

Until 1 October 1875 6c by route A and 8c by route B. On 1 October 1875 reduced to 5c by any route.

#### **Postcards**

Allowed at 2c from 1 January 1877. From January 1897 private cards were also allowed at 2c.

#### **Registration Fees**

8c until sometime between 1 October 1877 and January 1878 when it was reduced to 5c.

It can be noted here that the Canadian registered post was purely a method of “registering” a letter from town to town until delivery. There was no compensation if lost or stolen in transit. Insured letters were not accepted in Canada until 28th March 1904.

## INTERNATIONAL AFFAIRS – Part 12

by D. F. Sessions

Apart from Montreal and Quebec, only 3 other towns in the Province of Quebec were allocated International machines, each receiving one machine in the general distribution of 1907. All 3 machines are believed to have been hand-cranked.

### Sherbrooke

With only one machine in operation it seems likely that slogan flag 23-9 was withdrawn for a period in August at least to allow use of the slogan advertising the Great Eastern Exhibition of 1917. Dates of use of this latter slogan have not yet been reported but, as the Exhibition closed on 1 September, 1917, it seems reasonable to suppose that the cancellation was used in August, if not earlier. This would account for the relative scarcity of a slogan flag seemingly in use for some 5½ months. The flag die was used briefly at Charlottetown before being sent to Sherbrooke.

### Trois Rivieres

As was the case at Sherbrooke, the slogan flag 32-3 seems to have been withdrawn for a period to allow use of the Exhibition slogan in 1917; the Exhibition ran from 20 to 25 August, 1917. Data on the Trois Rivieres machine markings has been very sparse and it has not yet been possible to pinpoint the introduction of the succeeding Universal machine. Use has been recorded in 1920 but no 1919 reports have so far been received. The annual Exhibition slogan has been reported as used in an International machine in 1921 but has not been confirmed; in the light of the use of a Universal in 1920 it is considered unlikely and not therefore included in the chronology that follows.

### St. Hyacinthe

Reports from St. Hyacinthe have also been extremely sparse and the changeover from dater type G to dater H has not yet been pinpointed. The replacement machine in 1919 is believed to have been a Columbia rather than the more usual Universal.

## CHRONOLOGY

### Sherbrooke

<i>Earliest date</i>		<i>Latest date</i>
	Standard obliteration type 3.	
7. 6.07	Dater C	1.11.07
6. 7.08	Dater G	13. 2.13
26. 1.14	Dater H	23.12.18

<b>Slogans</b>		
8. 7.12	Canada's Great Eastern Exhibition . . .	12
14. 5.13	Canada's Great Eastern Exhibition . . .	26. 8.13
4. 5.14	Canada's Great Eastern Exhibition . . .	16. 6.14
30. 8.15	Canada's Great Eastern Exhibition . . .	10. 9.15
16	Canada's Great Eastern Exhibition . . .	22. 8.16
17	Canada's Great Eastern Exhibition . . .	17
3. 4.17	Help To Win The War . . . (Flag 23-9)	20. 9.17
19	Buy War Savings Stamps . . .	19

Note: Universal in use from 1919, the last mentioned slogan was also used in this machine.

Use of standard obliteration type 3 in the 'slogan' period :—  
26.1.14; 20.3.14; 15.2.16; 1.5.16; 29.3.18; 3.4.18; 23.12.18.

### Trois Rivières

<i>Earliest date</i>		<i>Latest date</i>
	Standard obliteration 3	
21. 6.07	Dater H	1. 1.18
	<b>Slogans</b>	
12	Exposition De La Valle . . .	12
13	Exposition De La Valle . . .	13
14	Exposition De La Valle . . .	14
15	Exposition De La Valle . . .	15
16	Exposition De La Valle . . .	16
10. 8.17	Exposition De La Valle . . .	17
20. 2.17	S25.00 Pour S21.50 . . . (Flag 32-3)	24. 9.17
25.10.18	Achetez Autant D'Obligation . . . (Flag 38-1)	7.11.18
19	Exposition De La Valle . . .	19
20	Achetez Des Timbres D'Economic . . .	20

Note:— Earliest recorded use of replacement Universal is 1920.

Standard Obliteration type 3 used in 'slogan' period :—  
1. 1.18

### St. Hyacinthe

	Standard Obliteration 3	
2. 8.07	Dater G	
15. 4.15	Dater H	7. 2.18
	<b>Slogans</b>	
28. 2.17	S25.00 Pour S21.50 . . . (Flag 32-2)	6. 9.17
19	Buy War Savings Stamps . . .	16. 4.19

Note:— Columbia machine in use from 1919.

Standard obliteration type 3 used in 'slogan' period :—  
7. 2.18

It will have been noted that reports on these three Quebec towns have not exactly proliferated so members are urged to inspect their collections and report additional dates to David Sessions at 3 Langfield Close, Henbury, Bristol, BS10 7ND.

Acknowledgements are due to Ken Barlow, Doug Murray, Bill Robinson, Alan Steinhart, Matthew Carstairs and Dan Rosenblat.

Footnote :— Illustration of standard obliteration type 3 and daters type G and H will be found on page 75 of the June issue of *Maple Leaves*; Dater type C carries the wording 'Quebec, Que. Can.'.

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## CANADIAN RAILWAY POST OFFICES PART 10 by L. F. Gillam, F.C.P.S.

So far in our description of the basic types of Canadian railway postmarks we have had good reason to emphasize that it is the presence or absence of lettering or figures at the base of the datestamp that is frequently the key to correct identification. When this key factor cannot be established in partial or weakly defined strikes it is a common error to make unwarrantable assumptions and to jump to misleading conclusions.



It is a regrettable fact that many so-called new varieties of postmarks have been reported and recorded in T. P. G. Shaw's catalogue as a result of this. After a lapse of many years they have rightly become suspect. As the products of reporters' imagination, or ignorance, they are largely as a result of the work undertaken by Lewis Ludlow and the R.P.O. Study Group of the B.N.A.P.S. being weeded out. It is for this reason that Mr. Ludlow's new catalogue, now in an advanced state of preparation, is keenly awaited by students. Every postmark in the new work will have been subjected to the closest scrutiny, and wherever doubt exists as to an alleged postmark's authenticity it will have, in future, to prove its identity before achieving catalogue status. Henceforth collectors will therefore, be spared the frustration of looking for non-existent needles in haystacks.

Type 18 postmark, of which an example is illustrated in the heading, unlike other types so far commented upon, has the supreme virtue of being distinctive and easily recognisable by reason of its unique form of lettering. It has, as a consequence, been largely immune from the ills referred to above, but not, alas, completely so.



## 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.

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## MAILS BETWEEN CANADA AND BRITAIN ROUTED "VIA NEW YORK"

by H. K. Dodwell

Soon after starting to collect Canadian Atlantic Mail I was struck by the high proportion of mail from around the turn of the century that was endorsed for routing via New York. I could find no good reason for this, but eventually a helpful letter from the then Postal History Research Officer of the Ottawa National Postal Museum provided the answer.

Although in the 1860s and 1870s the Allan Line, with its shorter sea route, was able to compete very favourably with steamship lines sailing from New York, the latter, profiting from their much greater traffic, were able to build faster and faster ships. By the 1880s most of the Canadian fleet was out of date by New York standards, and by the mid 1890s the Dominion and Allan ships were so much slower that the bulk of the Canadian mail was routed through New York, even when not so endorsed. The Allan Line made efforts to keep up with the competition by building fast ships from time to time (e.g. "Victorian", "Virginian", and "Calgarian", "Alsatian"), but these were too late and too few.

It was not until 1913, after decades of dissatisfaction and criticism, that the Canadian government subsidised a contract with four lines — Allan, Canadian Pacific, Canadian Northern (The "Royal Line"), and White Star-Dominion — using the two fastest ships from each line to give a tri-weekly service from the St Lawrence (bi-weekly from Halifax in winter). Then, for the first time, the Canadian Post Office directed the postmasters to hold all mails for Canadian steamers unless specially endorsed otherwise.

I have recently obtained photocopies of ten annual returns from the British Treasury and Post Office "showing the number of Days . . . occupied in the Transit of Royal Mails, both Outward and Inward, carried in the year ——— by STEAMSHIPS between Queenstown and New York, between Southampton and New York and between New York and Plymouth: the Return to specify the Names of the Steamers . . . . ."

The Returns are for the years 1890, 1892, 1894-1900 inclusive, and 1903. Each fills eleven closely printed foolscap sheets and gives a wealth of detail. For example, the first entry is of the German "Aller" which left New York on 1st January 1890, reaching Southampton on 9th January in 8 days 0 hours 30 minutes: the last is of the White Star "Cedric" which left New York on 30th December 1903 and arrived Queenstown 7th January 1904 in 7 days 9 hours 30 minutes.

Over 1893-1904 the Cunarders and the White Star and Norddeutscher Lloyd liners left the port regularly (or almost so) on their allotted day each week, but this tidy picture is complicated by occasional delays (weather? mechanical trouble? — there is no hint) and also by additional, irregular sailings by other mailships of these lines. Also mailships of the Inman,

Guion, Hamburg-America, American/Red Star and Atlantic Transport Lines sailed for some or all of the period covered by my returns on irregular or non-weekly schedules. Frequently more than one mailship would leave on the same day and sometimes these rivals would keep pace right across the Atlantic. Conversely, there were often gaps of two, three or even four days when no mailship left the harbour, but with some big variations from month to month and year to year there was a very approximate average of 17 departures each month.

Ships of all the lines listed in the paragraph above carried U.S. Mails to Britain — so much is clear from my returns. I do not know whether Canadian Mails sent via New York were treated in the same way as were U.S. Mails, or whether the Canadian Post Office by endorsements on the bag tickets for a particular ship favoured one line more than another, as was done (certainly sometimes, if not always) in the 1930s. From postmark dates and endorsements on some of my covers it is apparent that some Canadian mail was carried on American and German ships, and it seems probable that they were treated no differently from the U.S. Mails once they arrived in New York. Can any member help with more information on this point?

With the aid of my Returns it is possible to 'fit' some covers (or other mail items) to the actual ship that carried them, provided that :—

- (a) there is a clear date (better, date and time) on the last postmark to be applied in Canada;
- (b) the duration of the normal railway mail journey from (a) to New York is known;
- (c) there is a clear British entry or delivery mark, and
- (d) if more than one mailship left New York on [(a)+(b)], they did not arrive in Britain on the same day.

Sometimes the 'fit' is certain and unequivocal, sometimes an 'either/or', and sometimes a mere 'probable'. I find that about 15% of my covers can be 'fitted' to their carrying mailship with certainty. Where (a) and (c) apply but are too far apart for any New York fit, carriage by a Canadian steamer is indicated.

The 1893-1903 period was closely followed by 'The Golden Age of the Post Card', and it is possible to find postcards illustrating the famous mailships of that era at Postcard Fairs and from specialist dealers. Mounted on the same page as the cover, and with a short write-up on the ship, they add considerable interest. For example, an ordinary-looking cover posted in Montreal on the afternoon of 26.8.03, franked KEVII 2c, and received London 4.9.03, is a dull dog on his own, but marry him to a pretty p.p.c. of the Hamburg-America "Auguste Victoria" that carried him across the Atlantic, and he cheers up no end!

If any member would like to send me a s.a.e. and postmark details of transatlantic mail (either direction) from the period covered by my returns, I would be glad to give him details of the ships, dates and times that are the best 'fits'. Our Society Library copy of 'Bonsor' is with me at present, and from this I can easily add details of the mailships concerned sufficient for writing-up.

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## **ADMIRAL NOTEBOOK (Part 1)**

**by J. Hannah, F.C.P.S.**

### **2 Cents – Plates 1, 2, and 3**

In the course of many years of study I have been able to build an extensive collection of plate varieties for most of the values of the 1912 Admiral Issue. The majority of these constant varieties have been identified with specific plates or groups of plates and in certain instances with the position on the plate. This is the first of a series of articles intended to place as much of this information as possible on record for the interest of the many Admiral specialists and students.

I have decided to start with the Two Cents value and while much has already been written about this stamp, I believe this additional information and detail will be of value. In this article we consider the first four plates.

From the examination of various imprint strips and blocks, and from over 60 dated copies in the period January and February 1912 and some into March 1912, we find the classic Original Die type with no significant constant relief breaks in the design. I would not however describe this first state of the die as a faultless reproduction of the design as intended for this stamp. Along with other features to be noted in this respect, there is of course the very fine vertical line in the upper right spandrel which remains weak throughout the first 26 plates of this value.

In the absence of relief breaks or other signs one might hesitate to allocate plate varieties to this first group of plates, however I have a copy dated March 1912 which I feel comes within this group.



In this copy the first two horizontal lines in the top right corner have been clearly strengthened leaving the top line somewhat shorter than the other lines of shading.



I have two copies of the above plate repair one of which is dated. In this case both top frame junction lines have been re-drawn. In addition the top two horizontal lines in the corner of the top right spandrel have been retouched but not so strongly as in the previous retouch.

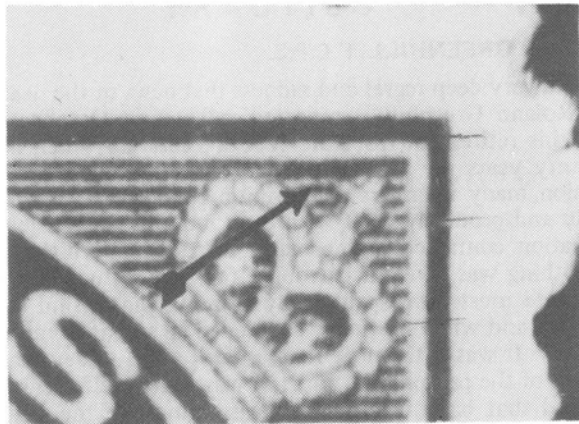
#### Plate 4

As is well documented, stamps from this plate can be identified by strong horizontal hairlines. It is suggested that these lines were the result of an attempt to bend the plate for use in a rotary press. While there is no official information to confirm this, it appears to be the most acceptable explanation.

It is understandable that the student tends to be pre-occupied with the hairlines as the unique feature of the plate. However I illustrate two different examples of retouching of the two horizontal spandrel lines in the top right corner







I have two copies of each variety, and there are also two other subjects, not illustrated, from this plate with similar strengthening of these lines in the same area.

In addition, there is also a good example of recutting the vertical line in the upper right spandrel as shown in the print. My copy is the left stamp of a mint pair.



I feel sure if the student will examine carefully his copies of this stamp further plate varieties may be found. There is more to this plate than hairlines.

## OBITUARY

### ROLAND S. B. GREENHILL, F.C.P.S.

It is with very deep regret and sadness that news of the death, on January 27th, of Roland Greenhill is reported. When in October, 1980 Roland announced his retirement from the post of Librarian which he had held for nearly twenty years the society lost one of its most dedicated officers. On that occasion many members paid tribute to the way in which he had so courteously and promptly dealt with their requests for the loan of books or for information contained in the manifold resources which the library contains. "Nothing was too much trouble for him", a member wrote on that occasion. "He must have spent many hours trying to find the information that I needed, and when he finally succeeded he sent it to me and apologised for the delay. It was little more than a week and I was not even able to tell him the title of the pamphlet in which it was contained." This was typical of the man, and that brief testimony is the epitome of the attitude which he adopted towards his work for the society. Quiet and unassuming in manner and in every sense a gentleman, Roland will be remembered not only by those who knew him personally, in the London Section which he supported almost from the time of its foundation or who met him at annual conventions. There are many, many more, however, who only knew him by name, but who had learnt from his correspondence to regard him as a friend. It is as a friend that he will be remembered, and as a friend that his loss will be mourned. Roland was honoured by the award of a Fellowship of the society in 1967, the highest honour that it can bestow upon its members. It was an honour that he cherished; but above all else he valued his friends at home and overseas, known friends who experienced his kindness and unfailing courtesy, and 'unknown' friends who, although only knowing him by name and through correspondence, felt instinctively drawn to him by the character that shone through his letters and every word that he wrote. All friends are sadly missed when they leave us; few will be remembered with greater sadness and affection.

### CHARLES DE VOLPI, F.R.P.S.L.

It is with deepest regret that we have to record the passing of Charles de Volpi. He was one of the most knowledgeable philatelic historians in Canada whose interests lay in the postal rates appertaining to the whole of Canada and the eastern Provinces from the first days of letter carriers to the end of the nineteenth century. Before parting with his collection he put every cover on to micro film so that he could continue with his studies and pass on his information in book or article form for the benefit of later researchers. He developed a great interest in western Canada posts and those routes via St. Pierre Miquelon.

Charles joined both our Society and the R.P.S.L. in 1947 and contributed a number of articles to *Maple Leaves* during those early years. He has more recently contributed to our sister magazine *B.N.A. Topics* where he has been describing a number of his unusual covers.

His passing will be missed by all students of Canadian Postal History but memory of him will be maintained by the printed records he has left for us.

G.W.

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*(continued from page 178)*

The reason for this is not hard to find: there is only one type (13E) with which type 18 can be confused with any degree of justification. The reported (0.248) for example, is almost certainly 0.246 which reads C.P.R.Y. (at the top of the datestamp) and Ottawa & Pembroke at the base. The controlling factor here is the lettering 'R.P.O.' which always follows the names of the termini at the base of type 18 postmarks together with the lettering "TRAIN NO." at the top and the actual train number underneath.

Of the 41 type 18 postmarks recorded there are eight (apart from 0.248) which must be regarded as dubious. They read as follows :-

King. & Sharbot Lake R.P.O. (0.128) which is probably 0.130.

North Bay & New Liskeard R.P.O. (0.194) which is probably 0.195.

Ott. & Depot. Harbour (0.217) which is probably 0.218, and

Ottawa & Pemb. R.P.O. (0.249) which is probably 0.248A.

The remaining four are even more suspect: I. Pond & Mont. R.P.O. (Q.31A). Ham & S'hampton R.P.O. (O.112A), Niagara Falls & Toronto R.P.O. (O.184) and Ott. & Waltham R.P.O. (O.267).

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#### **Kateri Tekak with a 17 cent stamp (28.4.81)**

The specifications in the Canada Post Office advance notice brochure states:

"Tagging: All general tagging *ON ALL FOUR SIDES.*" Readers are asked to note that both these stamps are tagged on two sides only, however.

We also note that on the Borduas painting "Untitled No. 6" the tagging does not extend to the selvedge on any side (35 cents, 22.5.81).

The self portrait by Varely (17 cents) and a landscape by Fortin (17 cents) both have the tagging extending over the selvedge, which is normal with few exceptions. The 35 cents stamp, when used, will not show this variety unless the selvedge is left on, of course.

*(We are indebted to Stuart Clark, our Contact Member in Winnipeg, for this information - Editor.)*

## BOOK REVIEW

### THE SPECIALIZED CATALOGUE OF CANADIAN STAMPS AND COVERS – SCOTT'S NEW FULL COLOR CATALOGUE

Do you collect Canada? Is British North America your philatelic hunting ground? Then Scott's 1982 Specialized Catalogue of Canadian Stamps and Covers is a tool you cannot do without. As Scott's U.S. Specialized does for U.S. stamps, this new catalogue provides a comprehensive listing of all major entries found in the Scott Standard Postage Stamp Catalogue plus all those specialized listings so necessary for the B.N.A. specialist. All with Scott numbers, of course. Beyond that are entries for such varieties as bisects, re-entries, plate flaws, paper types and many others. Here, too, you will find those miscellaneous issues – the War Tax stamps, Postage Dues, Air Mails. You will also find listed those exclusive private Air Mails that carried the mail to the gold fields in the far north. Special attention is given to the pre-Canadian colonies – New Brunswick, Nova Scotia, Prince Edward Island, Newfoundland, British Columbia and Vancouver Island.

Pricing is done by grades, ranging from never hinged to fine. Classic covers are priced as are first day covers. The entire catalogue is printed in color and there are many enlargements that help identify dies, varieties and types. Scott's first major addition to its catalogue line in forty years, it was edited by gold medalist Steven Y. Mardiguan and a panel of distinguished Canadian philatelists.

Surprisingly, this excellent full/color catalogue can be yours for just \$3.50, plus \$1.00 postage and handling. Simply send your cheque or money order to: Unitrade Associates, P.O. Box 172, Station "A", Toronto, Ontario M5W 1B2, and a copy will be on its way to you. As a collector of B.N.A. material you cannot afford to be without it.

### ADMIRAL CANCELS

A new handbook covering the 1911 to 1925 period of Canadian stamps has just been published. "Admiral Cancels" is a new booklet by Hans Reiche which attempts to collect in one place available information on cancellations used on the King George V issue, the "Admirals".

Listings include International Rapid Machine, Slogan, Roller, Railway Post Offices, Circular, Registered, Split Rings, Bars, Duplex, Field Post Offices, Censors, Paquebot, Straight Line, Rings, Corks, Crown and many others. All are illustrated and many make mention of scarcity.

Unitrade Associates, as the publisher of this little booklet, points out that this booklet should appeal to the average collector who is fascinated by Canada's most popular definitive issue. It will lead them into other areas of collecting than the usual mint/used singles collection and will provide them with a working knowledge of the range of cancels used on the Admirals.

Retailing at \$2.95 this book is available through local stamp dealers or

may be ordered directly through Unitrade Associates, 127 Cartwright Avenue, Toronto, Ontario, M6A 1V4. Please include 50c for postage.

### **Lyman's Standard Catalogue of Canada/B.N.A. Postage Stamps, 34th Edition**

This work is too well known and too popular with collectors to need any introduction. Obtainable from the Handbooks Manager (address outside back cover) at £2.50 (postpaid) this latest edition continues to improve upon its excellent predecessors. A revised introduction, plus the usual price changes and a listing of all the types of stamps, definitive, air, special delivery etc. in chronological order instead of in separate sections will be welcomed by most, if not all. However, the seals, postage dues and officials are still retained in separate sections, and rightly so, of course. Other welcome innovations include exact (where known) dates of issue, quantities issued and the pricing of pre 1946 issues according to condition.

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### **CONVENTION AUCTION 1982**

Members are asked to note that all lots for the Convention Auction which will be held at the University of Surrey on Saturday, 18th September, 1982 should be sent to:

Mr. C. G. Banfield,  
32 Coolgardie Avenue,  
Chigwell,  
Essex.

**NOT LATER THAN 15th MAY, 1982.**

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). **LOTS RECEIVED AFTER 15th MAY 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. Banfield's hands by the 15th May at the latest.

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

## LETTERS TO THE EDITOR

Mr. C. R. McGuire writes:

### Maple Leaf Issue

When I referred to the international two cents rate for postcards (see June issue of *MAPLE LEAVES*) I should have clarified that I was referring to the private and picture postcards. Furthermore, I realise that I should also have referred to the fact that the official post office postcard could be sent to foreign destinations if the special 2 cents U.P.U. card was used, or the domestic version had a 1 cent stamp added. I would be grateful if you would kindly draw your readers' attention to the above amendments.

Dr. F. G. Stulberg writes:

### Port Hope, Ontario

It is true, as Mr. Baker states, (*see June, 1981 issue, page 61*), that the post office at Smith's Creek, Upper Canada opened as Toronto in 1817 and was renamed Port Hope two years later. However, the suggestion that this change permitted the post office at York, Upper Canada to become Toronto in 1834 is not quite right.

Prior to 1840 there were four post offices in Upper Canada named Toronto. There was the one at Smith's Creek (Durham County) already mentioned. In 1826 a post office named Toronto opened at Derry West (Peel County) between Cooksville and Brampton. The name matched the township in which it was located. This post office closed in 1828 only to re-open the following year in the town of Cooksville under the same name. It was not until 1837 that it assumed the same name as the town. Actually, it was this post office that was in conflict with the York Post Office when the town was renamed Toronto in 1834. Indeed, to avoid confusion, the initial post office dater of the latter post office showed the name as CITY OF TORONTO and subsequent ones became TORONTO only after the other one was renamed Cooksville.

It is interesting to note that the name 'York' did not lie fallow for long. Two years after York was renamed City of Toronto a post office in Haldimand County (near Hamilton) opened with that name and exists today.

The hand struck markings of Quebec mentioned by Mr. Bellack are relatively well known and not especially scarce. The Quebec dater with double split ring and no provincial designation is of the type that postal historians call the "1829 dater" because it first made its appearance in the Provinces of Canada that year. Usage at Quebec appears to have started in 1831 and continued for several years. Of interest, but certainly not unique, was the use of type (rather than manuscript) to give the date designation.

The boxed FREE was likely the first handstruck franking mark used by any Canadian post office. It was used only at Quebec and most examples are found in conjunction with the aforementioned dater. A cover is known dated

April 25, 1832 and this could well be the earliest recorded date.

I hope that this information may prove useful to your readers.

Mr. E. Killingley writes :-

#### **On Active Service P.C.**

Regarding Mr. J. V. Snell and his On Active Service P.C. (*see August issue, page 108*) I have a card in my collection which is Webb P.66b K.G.VI post card Type 1 rouletted.

The design on the card appears to be the same as that mentioned and I understand that these were sent to anyone ordering a cigarette or tobacco parcel as acknowledgement of the order and a blank card sent with the parcel for the recipient to acknowledge receipt. The last sentence on the postal stationery card suggests that 3 months be allowed for overseas acknowledgements.

Mr. R. Richardson writes :-

#### **3 cents L.Q. "Cracked Plate"**

This variety was first discovered by myself and published with photographs in your edition of August 1956, Number 43, on page 137. Since then I have found two examples on covers and recently, last year, another cover, dated 1868 with more extensive cracks, identical to those mentioned by Dr. Gordon. It was recently sold in a specialised Auction in Canada. There is little doubt that the break up of this plate was responsible for the introduction of plate 2 which printed the majority of this 3c stamp.

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### **CURRENT 17c Q.E. DEFINITIVE**

This stamp is issued with two different perforations. No. 789, the sheet stamp, first issued March 3/79, is perf 13 13½. No. 789a, from booklet panes, is perforated 12 x 12½, issued March 28/79.

No. 789a, perf 12 x 12½, perforated on all four sides, can only be found in the \$4.25 booklet containing 25 - 17c stamps, but *only* the 7 stamps in the centre row are perforated on all four sides, similar to the sheet stamps. These are the stamps to collect - do not collect the ones with the straight edges. The preferable way to collect these stamps in mint condition is to obtain the complete centre row strip from the booklet, which contains the tab and the right-hand, straight-edge stamp.

*(We are indebted to our Winnipeg Contact Member, Mr. S. Clark, for this information. The numbers quoted are from Scott's catalogue - Editor.)*

## 1982 POSTAGE STAMP PROGRAMME

Issue Date	Subject	Denom.
Thursday 11 March	Canada 82 (International Philatelic Youth Exhibition)	
	– 1851 Three Penny Beaver	30c
	– 1935 Mountie	35c
Friday 2 April	Jules Leger	30c
Tuesday 13 April	Terry Fox – Marathon of Hope	30c
Tuesday 11 May	Definitive – Queen	30c
	Definitive – Maple Leaf	30c
	Definitive – Street Scene	60c
Wednesday 19 May	Canada 82 (International Philatelic Youth Exhibition)	
	– 1908 Champlain's Departure	30c
	– 1928 Mount Hurd	35c
	– 1929 Bluenose	60c
Wednesday 19 May	Souvenir Sheet for Canada 82 featuring all five stamps issued for Canada 82	\$1.90
Friday 18 June	Definitive – Waterton Lakes National Park	\$1.50
Friday 25 June	Salvation Army	30c
Wednesday 30 June	Canada Day Miniature Sheet 12 Canadian Paintings	12x30c
Tuesday 3 August	Regina, 1882-1982	30c
Thursday 5 October	Bush Aircraft	
	– de Havilland Canada DHC-2 Beaver	2x30c
	– Fokker Super Universal	
	– Noorduyn Norseman	2x60c
	– Fairchild FC-2W1	
Wednesday 3 November	Christmas – Nativity Scenes	30c 35c 60c

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15th – 18th SEPTEMBER, 1982.



## Amendments to Membership to 8 February 1982

### New Members

- 2338 STEPHENSON, Robert L., 82 Stocks Way, Shepley, Huddersfield, HD3 8DN.  
C, PBL.  
2339 MORRIS, William R., 3 Polbae Crescent, Eaglesham, Glasgow, G76 0LL. C, N,  
CGC.  
2340 MASCIERI, Russell S., c/o Danam Co., 800 Kings Highway N., Cherry Hill, N.J.,  
08034, USA. CR-CS.  
2341 FROST, Robert J., 1615 Wycliffe Place, Victoria, B.C., Canada, V8N 4X5, B, C.  
2342 LUCIUK, Steven, 1542 East Heights, Saskatoon, Sask., Canada, S7J 3B5. F, SC,  
A, PH.  
2343 McLAREN, James C., 15 Murray Place, Viewlands, Perth, Scotland, PH1 1BP.  
B, C, RPO.  
2344 WHITE, William P., 87 Hartfield Crescent, Acocks Green, Birmingham B27 7QE.  
B, C.  
2345 BAILEY, Keith G., 23 Mead Road, North Weston, Portishead, Bristol. CR-CGC.  
2346 HARGREAVES, Brian A., 87 Fordington Road, London N6 4TH. C.

### Deceased

- 135 DE VOLPI, C. P.  
446 GREENHILL, R. S. B.  
1490 ROBERTSON, J. K.

### Resigned

- 1855 BOWELL, D. J.

### Change of Address

- 2319 BEAGRIE, D. J., General Delivery, Lethbridge, Alta., Canada, T1J 3Y2.  
2259 BROWN, Mrs. G. M., 44 The Meadway, Shoreham-by-Sea, W. Sussex, BN4 5RP.  
2295 BROWN, J. K., 57 Westburn Court, Westburn Road, Aberdeen, Scotland.  
2048 ELLERTON, H. S., 107 Middlewich Road, Northwich, Cheshire.  
2187 ELLIS, B. D., 20 Littondale Avenue, Knaresborough, N. Yorks, HG5 0BQ.  
2046 MESSENGER, R. G., 15 Keefe Court, Riverview, N.B., Canada, E1B 4E6.  
2266 RADLEY, K. J., 16 Forbes Avenue, Kanata, Ontario, Canada, K2L 2L8.

### Amendments to Members Handbook

- 2293 MARVIN, F. L. amend interests to – CS(V), CGA, RLS, PH.  
1064 SWAILES, J. G. add postcode M24 4DZ; add interests – C, RPO, MPO, PS, P.  
1630 WALLACE, G. A. add address: 43 Pole Hill Road, Chingford, London, E4.

### The following entries were omitted from the Handbook :-

- 1152 BAVIN, A. E., 24 Park Homes Drive, Wimborne, Dorset, BH21 2SR. CG-CGE, P.  
1741 HUTCHINSON, E. A., 7 Melville Grove, Ilkley, Yorks. C, N, B.

### Address Required

- 2139 KUDELSKI, M. J., formerly of 1580 Princess Royal, Nanaimo, B.C., Canada.

Revised total – 606.

## CLASSIFIED ANNOUNCEMENTS

Reserved for members' small classified advertisements.

Special price 3p a word.

Discount for series insertions, 12 insertions at price of 9; 6 at price of 5; for C.P.S. of G.B. members only.

### WANTED

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., NOR 1K0.

CANADIAN PRECANCELLED Postal Stationery. Also Covers and Multiples of Early Bar precancels. Offers to George Manley, 11 Bonnets Lane, Wareham, Dorset, BH20 4HB.

WANTED Canada Revenues preferably used, and Flag Cancellations on cover. Offers to Charles Jockel, 183 Station Road, West Drayton, Middx. UB7 7NQ.

WANTED CANADIAN PIONEER AIR MAIL FLIGHT COVERS 1853 to 1930.

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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., NOR 1K0.

WANTED: Sunny Alberta. Alberta postal history — town cancels territorial period forward. Covers, post card views and stamps. Also Alberta Government Telephone stamps. Keith R. Spencer, 3659 — 109 Street. Edmonton, Alberta, T6J 1C2, Canada.

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**Assistant Editor:**

E. Killingley, 16 St. James' Road, Bridlington, North Humberside, YO15 3PF.

**Publicity Officer:**

Dr. D. Sanderson, 4 Colt Close, Fernyhurst Estate, Rownhams,  
Southampton, SO1 8JA.

**Newly arrived from Canada:**

Admiral Cancels by Hans Reiche ..... £1.65

The Postal History of the Canadian Contingents, Anglo-Boer  
War 1899-1902 by Kenneth Rowe ..... £15.00  
plus £1 postage & packing

The Admiral Era: A rate study 1912-28,  
Steinhart ..... £7.00

Canada Specialised Stamp Catalogue 1981 ..... £2.50

Lyman's Catalogue 34th Edition Winter 1982 ..... £2.10

Pugh's Manual of fakes & forgeries Parts 10 & 11 ..... £8.25  
the pair

Binder for the above (Volume 3) ..... £3.25

*All previous parts still available.*

The Postal History of the postcard in Canada  
1878-1911 ..... £3.95

Collect Canada Covers — Richardson ..... £3.95

Easibinders for Maple Leaves ..... £2.50

*Lots of other books available.*

Write for list — S.A.E. appreciated.

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