



JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

PRINCIPAL CONTENTS

Letter and Postcard Rates of Canada (Part VIII)	145
Canadian Parcel Post	151
Small Queens – Guide Lines, Position Dots & Things	156
Admiral Notebook (Part 10)	158
Mystery Montreal Markings unmasked . . .	160

Whole No. 198

Vol. 19 No. 6

June, 1984



STILL THE ONE . . .

. . . FOR BETTER CANADA & BNA

* * * * *

Write for a complimentary catalogue
for our next auction.

* * * * *

J. N. SISSONS INC.

Suite 103 (Mezz.)

Sheraton Centre Hotel

100 Richmond Street West
Toronto, Ontario, Canada M5H 3K6

Phone: (416) 364-6003

MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

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

Edited by: Eric Killingley,

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

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

Annual Subscription £6 – Due 1st October

Vol. 19 No. 6

JUNE, 1984

Whole No. 198

EDITORIAL

Having taken over as the Editor of *Maple Leaves* from Lionel Gillam after his long period of devoted service to the Society, I am only too aware of the obligation which devolved on me for the future publication of the magazine. My predecessor at least did have some knowledge of the printing industry, but I am afraid that my own knowledge of this side is very limited indeed and despite having read many books and articles on the subject, still find it difficult to recognise the various printing methods.

However, I have been well schooled in the art of putting the magazine together during the past few years and I am sure that with the co-operation of the printers, *Maple Leaves* will appear as usual.

It is not my intention to make any sweeping changes and for the time being everything will appear as usual. I do have some ideas of my own of course, which I hope to implement during the course of the coming year but think that it is most important to get the feel of the job before launching out into any new ideas.

I am sure that during the coming months, I shall have need to call on Lionel's knowledge and it is therefore gratifying that he has agreed to continue as Assistant Editor for the time being.

Finally, may I say thank you to all those members who have been kind enough to write and wish me well in this position, and all I can say is that I will endeavour to uphold the traditions and standards of *Maple Leaves* which members have come to expect.

FROM THE PRESIDENT

Elsewhere in this issue will be found the programme for this year's Convention at the St Ann's Hotel, Buxton, Derbyshire. I have endeavoured to select a varied programme and am hoping to suit most tastes. I am, of course, hoping for a good attendance, especially by "First-Timers" and, at the time of writing the Pound-Dollar situation is more in favour of our transatlantic colleagues than it has been for a long time. Let's hope it stays that way, at least until they have made up their minds to come.

The hotel is a very good one, right in the centre of Buxton and the prices are quite competitive. Please come and join us, if only for part of the time or on a daily commuting basis. See what the other members of your Society (Yes, it is your Society) get up to, both philatelically and socially. Brenda and I will do our very best to ensure that your visit will be a happy one.

By now, most U.K. members should already have sent me their hotel booking forms, if not please do so very soon as our block-booking soon expires. Overseas members should write direct stating dates of arrival and departure.

A number of trophies, including a new and recently donated one, are available for the winners of our Annual Competitions and the entry form is on the reverse of the Hotel Booking Form. Eighteen sheets, of your own choice, pre-stamp to modern, are required and an entry will surely fit into one of the various classes.

For members intending to travel to and from Convention by rail, I should inform you that Conference rates have been arranged and I have a supply of special booking forms. I close now looking forward to renewing old and making new acquaintances at Buxton in October.

SMALL QUEENS STUDY CIRCLE

Following the notice in the January issue of *Maple Leaves* the Small Queens study circle has been reformed and the first Newsletter has been circulated to all known interested members. The newsletter runs to both sides of a foolscap sheet and is full of usual information. Copies of this first newsletter can be had from contact member — John Hillson, 52 Stamperland Gardens, Clarkston, Glasgow, G76 8HG for a contribution of £1 (or equivalent) to defray postage.

ANNUAL GENERAL MEETING

In accordance with Rule 17, notice is hereby given of the Society's Annual General Meeting to be held at the St. Ann's Hotel, Buxton, on Saturday 6 October, 1984.

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, FCPS (Scotland); D. G. Manton (North) and G. N. Prior (South). They, together with the retiring Secretary and Treasurer, are eligible for re-election.

Nominations to the Secretary please by 6 July, 1984.

FELLOWSHIP

Members of the Society are eligible for election as Fellows for :—

- (a) Outstanding research, or
- (b) Outstanding service to the Society.

Nominations are solicited for submission to the Fellowship sub-committee in accordance with Fellowship Rule No. 2. Such nominations must be on the prescribed form which is obtainable from the Secretary.

Completed forms to be returned by 6 August, 1984.

LIONEL F. GILLAM, F.C.P.S.

For the past twenty years *Maple Leaves* has appeared regularly and on time under the editorship of Lionel Gillam. As readers will have seen in the last issue he has finally said "enough is enough" and has vacated the position of Editor. It is a tribute to him, and the previous Editors of *Maple Leaves* that the Society has only had four Editors of the magazine since the first issue in September 1946.

The membership as a whole appreciate the work which has been put in by Lionel over the years to ensure the success of the official organ of the Society, which is often the only contact some members have with the Society. Fortunately he has agreed to continue for the time being as Assistant Editor, which should help with the smooth transition over the coming months.

In addition to all the work he has put in over the last twenty years to ensure publication of the magazine, he has also found time to continue his study and research into Canadian R.P.O.'s writing a series of articles in *Maple Leaves*, culminating in the publication of his book "A History of Canadian R.P.O.'s".

All members of the Society will wish to thank Lionel for his loyalty and devotion to the job, and hope that probably he will now find time to write some more articles in *Maple Leaves* for the benefit of the members.

38th ANNUAL CONVENTION

St. Ann's Hotel, Buxton.

Wednesday, 3rd October to Saturday, 6th October, 1984.

PROVISIONAL PROGRAMME

Wednesday 3rd October

- Afternoon Arrivals and Registration.
Evening Display 'Canadian Cinderellas', J. L. Bacon.
Display 'Newfoundland Booklets', Bill McCann.
Ladies Informal.

Thursday 4th October

- Morning Display 'What makes Postal History', L. D. McConnell.
Afternoon Coach Tour to Josiah Wedgewood & Sons, Barlaston.
Evening Display 'R.P.O. & Other Trivia', L. F. Gillam, FCPS.
Ladies Talk with Slides and Postcards of Derbyshire
by W. C. Vann, Esq.

Friday 5th October

- Morning Display 'Why the Stamp was Issued', A. S. Mackie, FCPS.
Afternoon Coach Tour to Chatsworth House, home of the Duke and
Duchess of Devonshire.
Evening Display 'A Georgian Collection', Dr. M. W. Carstairs, FCPS.
Ladies Hopefully a theatre visit but this has still to be arranged.

Saturday 6th October

- Morning Committees and Annual General Meeting.
Afternoon Auction.
Evening Banquet.

PLEASE NOTE:

Auction lots will be on view after the Evening Displays on the Thursday and Friday evenings. It is not envisaged that they will be available for viewing on the Saturday morning.

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

In 1875 there were just two mail routes to the Orient from Canada. Later two more were to be developed but of these one lasted a very short time.

The most direct way to Asia, "Route N", was via San Francisco. In January, 1867 a large wooden paddle steamer, the "Colorado" of 3,728 tons, pioneered the route by crossing to Yokohama in twenty-one days. By 1875 regular monthly sailings to Japan were in the hands of the Pacific Mail Company of the United States using the steamers "City of Tokyo" and "City of Peking" both of 5,000 tons which had both been completed in the previous years.

Surprisingly low postal rates were demanded so long as the letters were endorsed "via San Francisco". To Shanghai 8c/½oz. for letters and a registration fee of 12c (*Fig. 1*), to Japan 18c/½oz. and a similar registration fee, and to the Straits Settlements, Hong Kong and the dependent ports 13c/½oz., without registered facilities. The dependent ports of Hong Kong were the Treaty ports Amoy, Canton, Foo-Chow and Swatow.

No changes occurred until the guide of 1877 dropped the rate to Japan to 8c/½oz. and Siam and the Phillipine Islands were added at 13c/½oz.

The 1879 guide covered the entry of Canada into the Universal Postal Union and was correct to August 1st 1878, and so gave the lower rates of the Union and the new postcard rates.

Hong Kong and the Treaty ports could be reached for 10c/½oz. for letters, and 4c for postcards with a 10c registered fee, but the rest of China being outside the Union cost 15c/½oz. with no postcard or registration rates. (Note 1)

The letter rate to Siam was dropped to 10c/½oz. For the U.P.U. members the rates were as for Hong Kong above, but from now on the routes taken by mail were not specified as they were the same with the occasional exception. In the next year, 1880 postcard rates were dropped to 2c each, and registration fees to 5c, but letter rates stayed at 10c/½oz. except to Japan which fell to 5c/½oz. being no longer considered a remote country. For further details of rate changes the story is continued under the routes via England. (Route M)

In 1886 the Canadian Pacific Railway reached the Pacific Ocean and transformed the picture. Canada's mail no longer passed through the United States and Vancouver soon became the terminal of an "all red route" to China and Japan.

The "Abyssinia", "Batavia" and "Parthia" inaugurated the mail route "O" in May 1887 and were soon replaced by the renowned trio of graceful liners the "Empress of India", "Empress of China" and "Empress of Japan" who performed a service unrivalled in speed and efficiency. Scheduled to take twelve days to Yokohama, they usually took just ten and a half, and more important mail from England took two weeks less to reach China and Japan via Vancouver than Suez.

The alternative route to Asia was to go round the world the other way by route "M" again. The Atlantic crossing could be by Allan line or, if 2c/½oz. extra were paid, by Cunard or other New York steamer until August 1878 when all mail went at the cheaper price.

From England the Peninsular and Oriental Steam Navigation Company provided an excellent monthly service from 1840. In 1870 the Suez canal was in use, but because of existing mail contracts letters crossed Egypt by rail to Suez until 1874.

The service could be accelerated by sending the mails across France by train through the Mont Cenis tunnel and Italy to the port of Brindisi, where fast packets rushed it to Port Said to catch a P. & O. steamer.

If the letter was endorsed "via Brindisi" it was subject to a surcharge of 6c/½oz. in 1875 which was reduced to 4c/½oz. in 1877 but not completely abolished until 1883 though I understand all mail was being carried via Brindisi from 1879.

The P. & O. service was weekly as far as Bombay and fortnightly to Shanghai, Ceylon, Singapore and Hong Kong. The Far East direct mail by this route ended in April 1894 because of the successful competition of the Canadian Pacific across the Pacific from Vancouver.

In 1875 the letter rate by Allan line was 22c/½oz. to Aden, Ceylon and India and 28c/½oz. to Borneo, China, Hong Kong, Labuan, Penang and Singapore with a uniform 20c registration fee for everywhere except Borneo.

In 1877 the letter rates became a uniform 16c/½oz. (*Fig. 1*) and the registration fees were also reduced to 16c per letter. Java and the Phillipines were included as possible destinations for the first time.

The 1879 guide, correct to August 1st 1878, showed the U.P.U. rates. All the Asian U.P.U. member countries were regarded as remote and so attracted a letter rate of 10c/½oz., a 4c postcard rate and a 10c registration fee. Listed specifically are: Aden, Borneo, Ceylon, Hong Kong and Treaty ports, India, Java, Labuan, Persia, Phillipines, Shanghai, Straits Settlements and Sumatra but it also included other Dutch, French, Portuguese and Spanish colonies, but unaccountably there was no reduced rate for post-cards to India. The Treaty ports then were Amoy, Canton, Foochow, Hankow, Kiung-Chow, Ning Po and Swatow and the same rates also applied to Cambodia, Formosa, Hanoi and Macau and "other places in China where foreigners reside".

Countries outside the U.P.U. remained at higher rates. China beyond the Treaty ports and Siam required 15c/½oz. for letters and a 10c registration fee.

The differential charges for the Atlantic crossing had been abolished by the U.P.U. in 1878, as had the surcharge for mail routed via Brindisi for U.P.U. countries, but for non-members the Brindisi surcharge of 4c/½oz. remained. Thus the rate to Shanghai, China and Siam was 19c/½oz.

At this point I must interpose a short lived mail route, "Route P" via Germany and Russia to Peking, Kalgan, Oruga, Tien-Tau in China and to Persia with a 5c/½oz. letter rate and 2c for postcards and a 5c registration fee.

The Trans-Siberian railway was not in existence and much of this route must have been over primitive roads and tracks and I cannot understand how this route could have competed with the P. & O. steamers. It is not mentioned in any succeeding guides. (Note 2)

In the 1880 guide the 4c postcard rate was reduced to 2c, and the registration fee to 5c for U.P.U. countries and at last postcards were accepted to India.

For non-U.P.U. China the letter rate was 12c/½oz. via Southampton, but 15c/½oz. via Brindisi with a 7c registration fee in both instances. India and the Phillipines cost 10c/½oz. via Southampton, but 15c/½oz. via Brindisi, while Siam required 15c/½oz. via Southampton and 19c/½oz. via Brindisi. There seems to be no reason for this anomaly as the other U.P.U. countries did not carry a Brindisi surcharge.

In 1881 there is little change but Sarawak joins Siam with 15c/½oz. or 19c/½oz. depending on route. In 1882 Ceylon joins India with 10c/½oz. via Southampton and 15c/½oz. via Brindisi.

The Brindisi surcharges are at last dropped from the 1883 guide, all Asiatic Countries being 10c/½oz. for letters (*Fig. 2*), 2c for postcards and a 5c registration fee via England by either route.

Siam and Sarawak remain at 19c/½oz. and China at 15c/½oz. both the higher Brindisi rates of the previous year.

On July 1st 1885 Siam joined the U.P.U. and so the rate fell to the uniform 10c/½oz., and so did the rate to Sarawak though she did not join the U.P.U. until July 1st 1897. New Guinea joined the U.P.U. on January 1st 1888 and North Borneo on 1st February 1891.

In January 1891 the rate to Hong Kong fell to 5c/½oz. and by the 1892 guide all postal rates were down to 5c/½oz. for letters. No postcard rates were quoted for non-U.P.U. Countries which in practice meant China outside the Treaty Ports and Afghanistan.

This situation continued beyond the end of the 1898 cut-off period as China did not join the U.P.U. until 1st September 1914.



AUCTIONEERS OF
FINE STAMPS, COLLECTIONS AND ALL TYPES OF
PHILATELIC MATERIAL

British North America has always played an important part of our sales and we intend to continue to expand this policy. **BUYING** or **SELLING** it pays to consult Frank Laycock or Geoffrey Manton.

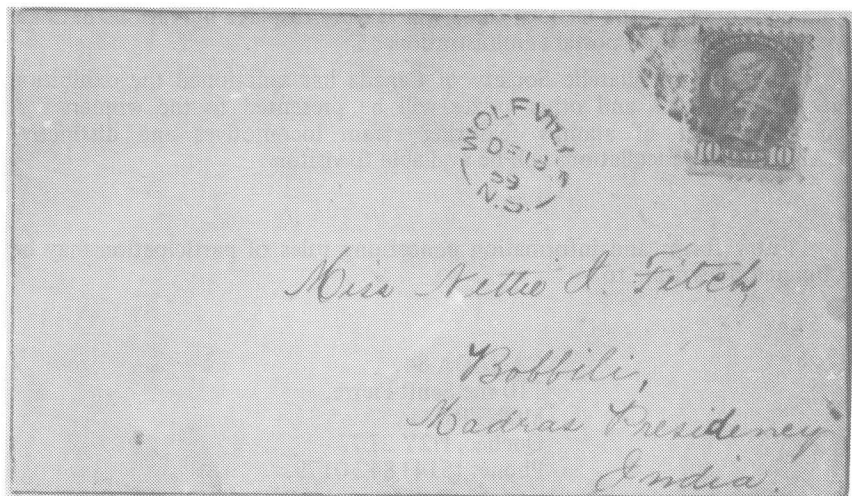
WE DO NOT CHARGE A BUYERS PREMIUM

The importance of this to the BUYER is obvious – it is equally so to the SELLER who does not have his realisation de-valued because the buyer has reduced his bidding by the amount of the "Premium" he would otherwise be obliged to pay.

SITWELL STREET, DERBY DE1 2JP.
TELEPHONE: (0332) 46753



(Fig. 1) Cover bearing 15c and 1c stamps from Hamilton November 1877 routed initially via England (16c/½oz.) but altered to via San Francisco at 8c/½oz., so perhaps it was over the ½oz. and the sender did not want to pay a double rate via England. Photograph courtesy W. E. Lea.



(Fig. 2) U.P.U. 10c rate cover to India from Wolfville 1889. Carried via England and the P. & O. but no definite indication on front of cover. Covers to India are the only pre-1890 Asiatic destinations which could be described as fairly common.

NATIONAL PHILATELIC EXHIBITION IN MONTREAL

CANADA 84, Canada Post's first major involvement in a national philatelic exhibition at which major prize winners qualify as exhibitors in international competitions, will be held in Montreal's Place Bonaventure from Oct. 25 to 28, 1984.

A joint venture of Canada Post Corporation and the Quebec philatelic community, the exhibition, highpoint of events marking October as Stamp Collecting Month, will have as its theme the 450th anniversary of Jacques Cartier's first voyage to Canada.

Canada Post President R. Michael Warren said "CANADA 84 will help launch Canadian philatelists into international level competitions by giving them an opportunity to display their collection in a national show."

Mr. Warren added that "visitors at the show will become familiar with the world of philately through an informative and educational program specially designed for this purpose."

More than 400 exhibitors are expected to enter their collections in the general open class which will be divided into junior (up to age 17) and senior sections. There will also be a non-competitive class where, by invitation or at the exhibition committee's discretion, individuals may display their collections.

In addition, the exhibition will feature a Court of Honour, an area set aside for the display of some of the world's most prized stamps and other philatelic items. The Official Class will feature displays by various national postal museums and postal administrations.

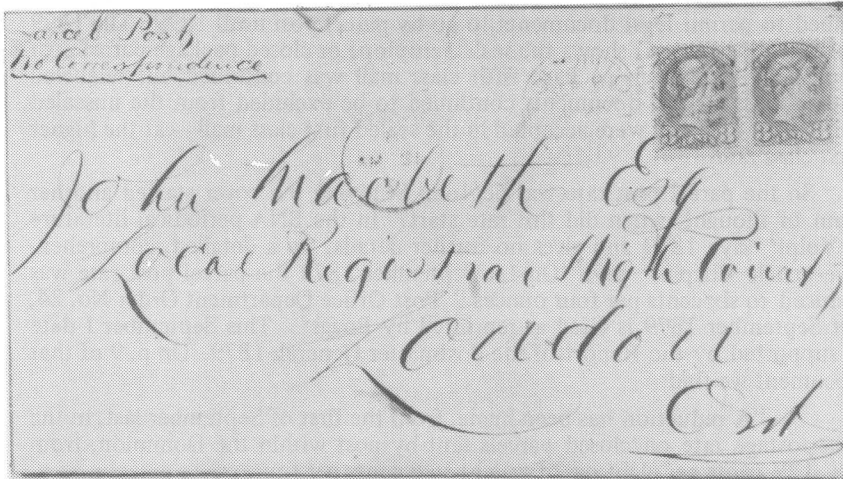
The Royal Philatelic Society of Canada has sanctioned the exhibition at which medals and other prizes will be presented to the winners. A souvenir sheet of stamps featuring steam locomotives and distinctive CANADA 84 cancellations will be available to visitors.

Entry forms and information concerning rules of participation may be obtained by writing to :-

CANADA 84,
110 rue Saint-Pierre,
MONTREAL,
Quebec, H2Y 2L7.
Phone: (514) 842-0179.

**CANADIAN PARCEL POST
ACCEPTANCE OF LEGAL PAPERS AND THE DATE OF A
RATE REDUCTION**

George B. Arfken



The cover shown above is postmarked TORONTO SP 8 85. There is a carrier stamp on the front and a LONDON SP 9 85 receiving mark on the rear. This is a moderately large envelope measuring 17.5cm by 9.9cm. Franked with a pair of 3c orange red perf 12 Small Queens it could be taken for an ordinary double rate letter. But in the upper left appear the words "Parcel Post, No Correspondence". The attempt to understand this parcel post cover led to two sets of questions.

First came a series: Why parcel post? When an envelope? What did this contain? Usually there is no way of answering such questions but in this case the docketing on the rear comes to the rescue. Written there is "12 Affidavits Rec. Sep 9th 1885 JM". This is consistent with the address — John Macbeth, Local Registrar, High Court.

Shouldn't 12 affidavits have gone as first class mail? The answer comes from the Official Postal Guide, January 1885, Section IX Parcels:

"7. Parcels sent under these regulations may contain books, daguerreotypes, photographs, written or printed matter, deeds, legal and commercial papers and all transmissions of a like character not being strictly letters."

The 12 affidavits qualified as legal papers and could legally go as parcel post. Sent by parcel post in 1885 they were sealed, just as in first class letter mail. The reason for choosing parcel post was undoubtedly the lower rate. The 6c shown would pay for up to 4 oz. For this 4 oz. the first class postage (3c/½oz.) would have been 24c, four times as much as the parcel post charge.

Postal regulations had permitted legal documents to go by parcel post (even if handwritten) since before Confederation. Postal regulations continued to permit legal documents to go by parcel post until 1899. The 1899 Postal Guide (p. xvi) shows the sealed envelope or closed package parcel post abolished. The open package fifth class mail was continued but relabeled fourth class. Legal documents continued to be excluded from the unsealed third class mail but were accepted in the sealed first class mail – at the higher first class rate.

So the parcel post rate was 6c/4oz. Studying the cover started another train of thought: when did this rate start? In the BNA periodical literature deVolpi¹ says 1879 and gives no further details. In a detailed, comprehensive article Chaplin² says “On 1st September 1879 the parcel post rate was reduced to six cents per four ounces.” Post Office Department Order No. 24, 1st September 1879 is cited as reprinted by Boggs³. This September 1 date is supported by the Report of the Postmaster General, 1879. On p.9 of that document we find:

“A reduction has been made, from the first of September last, in the postage rate on closed parcels sent by post within the Dominion, from 12½ cents per eight oz. of weight to 6 cents per four oz.

(signed) A. Campbell
Postmaster General
10th January, 1880.”

This reference is also noted and cited by Howes⁴.

However, life is not this simple. Reference to the Canadian Official Postal Guide of April 1879 reveals the following two statements:

p. v “PRINCIPAL ALTERATIONS DURING THE QUARTER

The rate of Postage upon Parcels passing within the Dominion of Canada has been largely reduced.”

p. xv “For each parcel weighing not more than 4 oz 6 cents.”

Both of these statements are repeated in the July 1879 Postal Guide. So we have a contradiction. Postmaster General Campbell writing in January 1880 says the rate was reduced in September 1879. The Canadian Official Guide says April 1879 (or earlier).

To resolve this contradiction it should be noted that Department Order No. 24 did not announce the start of the new rate nor give any effective date. Department Order No. 24 employed the present tense and can be interpreted as calling attention to an ongoing, continuing rate. We can speculate that the Postmaster General had trouble getting the local post-

masters to read the Official Postal Guides. In further attempts to communicate with local postmasters the April 1879 principal alterations announcement was repeated in the October 1879, in the January 1880, in the April 1880, in the July 1880 and in the October 1880 Postal Guides.

What about Postmaster General Campbell's report? In all seriousness, it is just possible that a busy Postmaster General re-read his own department order and was no better at reading the Canadian Official Postal Guides than were his postmasters.

Despite Postmaster General Campbell the April 1879 and the July 1879 Postal Guides offer clear testimony that the parcel post rate reduction went into effect before 1 September 1879. Unless evidence can be found to discredit the April 1879 and the July 1879 Canadian Official Postal Guides it appears that the date of introduction of the 6c/4oz. parcel post rate must be advanced from 1 September 1879 at least to 1 April 1879.

REFERENCES

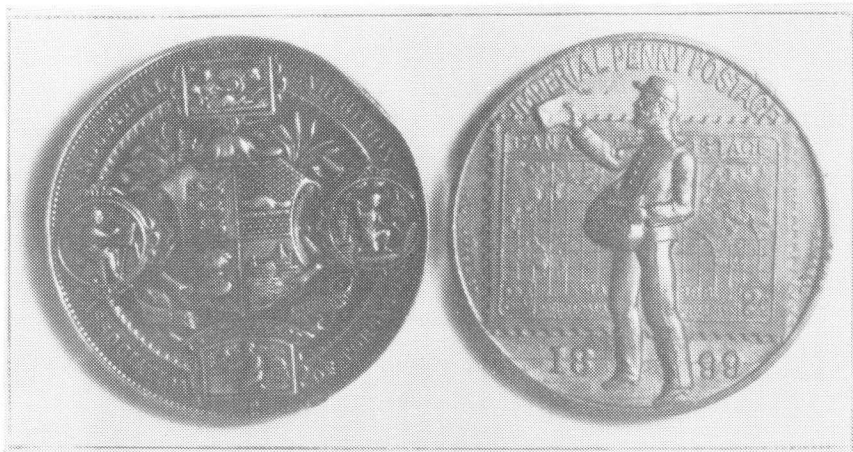
1. deVolpi, C. P., "Domestic Parcel Post", BNA Topics Vol. 37, p.46-48, March-April 1980.
2. Chaplin, R. A., "The Establishment of Domestic Parcel Post", Maple Leaves Vol. 14, p. 320-324, October 1973.
3. Boggs, W. S., "The Postage Stamps and Postal History of Canada", Vol. 2, p. 35-B, Chambers Publishing Company, Kalamazoo, Mich. U.S.A. (This page is not included in the Quarterman reprint.)
4. Howes, C. A., "Canadian Postage Stamps and Stationery" p. 133 (1911) Quarterman Publications, Inc., Laerence, Mass. U.S.A. (1974).

A COLLATERAL PIECE TO THE MAP COLLECTION by The Yellow Peril

A most interesting collateral addition to a map stamp collection is the Toronto Industrial Exhibition medal. It was issued by P. W. Ellis & Co. of Toronto in 1899. The design — a postman superimposed on the popular map stamp — was selected to commemorate Imperial Penny Postage. The reverse of the medal features the Arms of the City of Toronto Industrial Exhibition Association.

Normal E. Wells in his "Medals and Tokens of INDUSTRIAL EXHIBITION ASSOCIATION OF TORONTO" estimated that three Gold, sixty-six Silver and thirty-three Bronze medals have been awarded. Additional medals may have been presented to VIP's and special guests, or for events not listed in the official program.

Recently, this medal struck in pewter was discovered. Both the Canadian National Exhibition architect and a leading Toronto numismatist are of the opinion that this is a proof.



WAR "BLACKOUT" CANCELLATIONS on CANADA O.H.M.S. OFFICIAL STAMPS

by R. Wrigley

In view of heavy attacks on convoys of Allied shipping, in the North Atlantic, during World War II, the Canadian Government recognised the danger of mail falling into the hands of German submarines, that they could use to form a pattern of the ship movements out of Halifax. All mail was censored from Naval and Merchant ships before delivery by the Canada Post Office. All overseas mail was also censored.

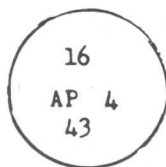
German submarines did appear off the Atlantic Coast, and in the St. Lawrence River. A Japanese submarine sent 25 shells at the Estevan Point Lighthouse, near Victoria, on Vancouver Island. This sub. was later captured in the New Zealand area. The writer was in Santa Barbara, California, when a Japanese submarine shelled oil installations there, and he was unable to get back to his hotel. The sub. was later captured, with a number of officers wearing University of California signet rings.

In December, 1942 the Canada Post Office provided special cancelling hammers showing no point of mailing, carrying only the month, day, and in cases the hour of cancelling. They were supplied to the Eastern ports of Halifax, St. John, and Quebec, and later (September 23-25) to Western ports of Vancouver, Victoria, and Prince Rupert. The earliest date reported was November, 1942, the latest September 4, 1945. Their use was discontinued September 4, 1945. There were six types of "blackout" cancellations (*see below*).



Type I

Light broken ring



Type II

Light Single ring



Type III

Light double ring



Type IV

Two light rings
centre ring broken



Type V

Single light outer
with heavy inner ring



Type VI

Single Heavy ring

The position of the breaks in the light ring, in Types I and IV indicate the hour and minute, by the office clock, of the mailing, or the postal clerks could file the light ring, at certain points, to represent, and identify the letter as being registered, or a special delivery.

While the use of "blackout" cancellations were essentially to preserve security, the fact was that the corner card on envelopes invariably showed the point of mailing, and the correspondence might also indicate this. Mail from smaller centres was frequently brought in to ports using the 'no point of mailing' cancellations.

Collectors of Canadian Postal History find great interest in these "black-out" cancellations as single items, or on cover. There are also the envelopes from the 51 Government Departments, previously carrying perforated O.H.M.S. stamps, and later stampless, having the privilege of waiving the use of stamps, and of paying their postage annually. During World War II many patriotic war slogans were used such as "Enlist Now", "Buy Victory Bonds", "Save Coal, 1 ton in 5", "Pay No More Than Ceiling Prices", "V— for Victory". Then there are many dealing with the War effort through the Army, Naval and Air Services. Interesting also are the envelopes carrying labels which the Government produced on June 1, 1943 urging the public to "Save Paper, use your envelopes over again — Save paper, and Shipping". Many of these Wartime covers are available and make for an important adjunct to one's Canada collection.

SMALL QUEENS – GUIDE LINES, POSITION DOTS & THINGS by John Hillson

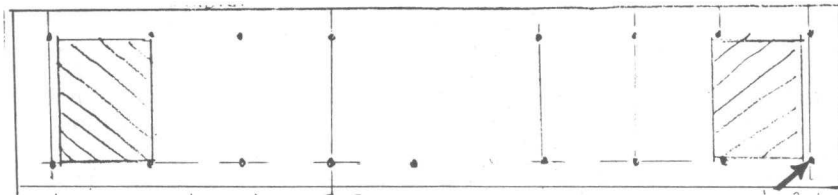
When I wrote the notes on the Six Cents Small Queen, published in the October 1983 issue of *Maple Leaves*, I was puzzled by an item in my collection – a Three Cents stamp attached to a bit of a left hand vertical imprint (Type IV) which shows a clear lower left position dot. As everyone knows, the early Small Queen plates have this feature of a dot visible under the lower left corner of all stamps printed except those from the left vertical row, Row 1. So it raised the question – is this true of all left hand panes, but not necessarily of all right hand panes? I hoped that the article might elicit the answer, one way or the other; but before it appeared we had our annual Convention. One of the advantages of such gatherings is the exchange of information that occurs. I was given the answer to the conundrum and it checked out.

Since the way in which plates were laid out, and the precise function of the guide lines and position dots is not clearly understood by everybody, these notes are intended to fill a gap in the published information.

Initially the plate, of polished mild steel, would be prepared by squaring it off in a manner similar to that described by Geoff Whitworth in his book on the 1859 Issue, but scribing in both horizontal and vertical guide lines to give two panes of 100 squares each, these lines extending beyond the areas that would be printed from. Position dots at this stage were periferal, their function being to assist the accuracy of ‘squaring off’. The squares would be offset slightly to the right of what would be the position of each entry when the plate was finished. The RIGHT HAND lower corner of these squares and the extreme left vertical guide line where the horizontal guide lines cross it would be punched, leaving a small indentation at each such point. There were therefore 100 such indentations per pane. Their function was to serve as a positive locating point for the transfer roller sidepoint. At this stage the guide lines are redundant, and *might* be polished off the surface – more or less effectively since traces are not too common.

The siderographer would now apply the transfer roller to the plate using the position indentations, or dots, as the location point for each entry, working from the LEFT SIDE of the plate, vertical row by vertical row. Each position dot, which on the plate is under the right hand corner, serving as the location point, not for the stamp impression immediately above it, but of that to its immediate right. Thus the first vertical row to be laid down on the left of the plate would print the right hand vertical row, Row 10 right hand pane, and its position dots will appear in the selvedge. The position dot showing under the stamps printed from this row, i.e. below the left hand corner, are the guide dots for Row 9, and so on until as the dots for the left hand vertical row of stamps are to be found in Row 2, there was no need for points to be punched on the plate in the right hand corners of what would print as Row 1. “As everyone knows” stamps from the left hand vertical row do not show position dots.

Schematic Diagram



Position Dot In Selvedge.

Left Hand Side of the Plate Printing Right Hand Side of the Sheet.

Shaded area showing entry on plate/stamp on sheet/position which overlapped the guide lines.

Perhaps the best examples showing how the printed area of the stamp overlapped the guide lines can be found on the Two Cents Large Queen, to a lesser extent the equivalent Small Queen; the green ink used had more of a bite into the steel than any other.

That is the story for the 1870 group of plates, but of course it changed — twice. By approximately 1880 the plates were no longer squared off in the preparation stage. In fact the 1859 system returned. 10 horizontal guide lines, no vertical guide lines, were scribed on to the plate, and points were marked off and punched equidistantly along them. Each guide line bisected the row of entries horizontally. The position dot, as before, is the location point for the entry to its right, which would appear after printing as the stamp to its left. These dots can be found on some plates from this period at 9 o'clock on or near the rim of the vignette — on others it is totally hidden by the design.

The next change occurred about 1885 when the dot now appeared in the 3 o'clock area of the vignette rim on stamps from the plates made at that time and some time subsequently. Which means that either the plate was now entered from right to left — the reverse of all previous practice, so that the first row to be laid down would print Row 1 Left Pane, not Row 10 Right Pane, (and when the 200 subject plates came in, Vertical Row 1 not Vertical Row 20), or the entries were made with the design upside down. You may like to amuse yourself by guessing which — or does somebody out there know?

Two more points. The heavy position dot seen on the repaired state of the Five Cents value was caused almost certainly by pressure from the side-point on the transfer roller onto the plate when it was being re-entered. The multiplicity of dots on the repaired states of the first Six Cents plate is almost certainly due to an extra dot being punched in by hand as each re-entry was done. The enigmatic words 'Entry Indicated' appear in the printers' records of the time.

Oh yes, my left hand stamp with the position dot. Well, most Small Queen Imprints show position dots in line with their wording on the horizontal axis. The Type IV Imprint, however, has a dot almost directly, and a little below the 'T' of 'BANK NOTE Co'. Often this dot is removed by a perforation hole – but not on those stamps adjacent to that 'T' from the left vertical row. So ALL stamps, Vertical Row 1, Horizontal Row 5, both panes, from those plates with Type IV Imprint will have a lower left position dot – but it is there by accident as it were. And those of you who may have an example with a dot in both left and right lower corners will now realise that that must come from Vertical Row 10, Horizontal Row 5, same plate. They exist(!).

ADMIRAL NOTEBOOK (Part 10)

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

2 Cents – Plates 15(part) and (16)

The plate feature for this group is fully described in Marler's book.

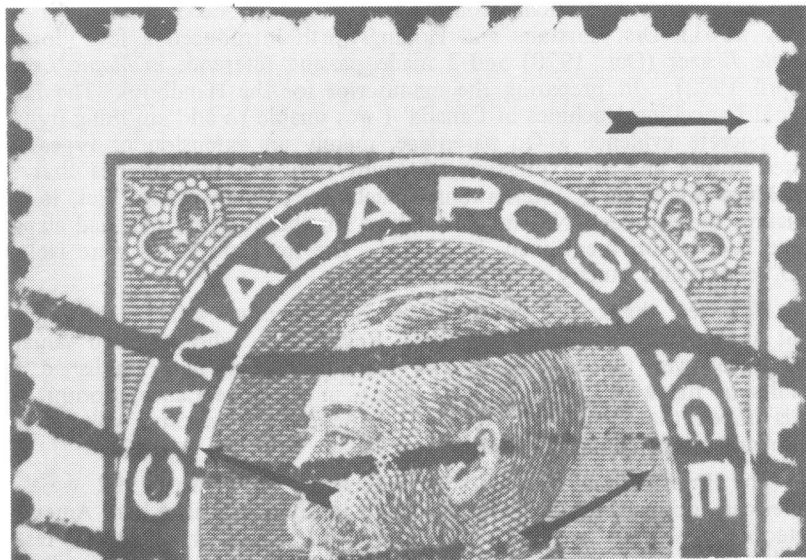
In this part I can illustrate three of the listed plate varieties to be found in Plate 15.

- (a) In the first which is the re-entry recorded as Stamp 3 in the Upper Left Pane, we see there is a strong line of colour and a guide dot in the inner white border at the letter "E" of POSTAGE. My copy also has two spots of colour on the outer white border to the portrait oval at the left centre position (Fig. 1).



(Fig. 1)

- (b) Another re-entry is recorded as Stamp 4 in the same Upper Left Pane of Plate 15 where there are two lines of colour in the inner white border at the letters "GE" of POSTAGE. There are also faint signs of doubling in the letters "CA" of CANADA at the left. In this subject there is also a small guide dot in the margin above the top right corner (Fig. 2).



(Fig. 2)

- (c) The third plate variety is one of three listed retouches in Plate 15 and is located in Stamp 61 of the Upper Left Pane. I have three copies with a strong vertical line drawn to close the upper right spandrel from above line 2 down to the junction line (Fig. 3).




(Fig. 3)

MYSTERY MONTREAL MARKINGS UNMASKED by David F. Sessions, FCPS.

In 1902, around the time the Bickerdike cancelling machines were due for withdrawal, several rather unattractive machine cancellations made their brief appearance. Ed Richardson made reference to one of them in 'Topics' (May 1961), Drs. Carstairs and Hollingsworth introduced a few more in *Maple Leaves* (Oct. 1970) and I made passing reference in *Maple Leaves* (April 1972). In preparing the manuscript for the Handbook 'The Early Rapid Cancelling Machines of Canada' I was unable to add anything by way of concrete evidence as to parentage, merely an extension of types and dates of use and an expression of doubt regarding the theories that the markings were from International machines or emergency dies in the existing Bickerdikes. Not much to show for the 20 years that had elapsed since Richardson mentioned Type X4. The main problems were lack of P.O. records and paucity of material.

However, thanks to some very patient detective work, it now seems that a reasonable answer is to hand. Reg. Morris, who rendered valuable assistance over the aforementioned Handbook, has now published the results of his work, aided by Bob Payne, in 'Machine Cancel Forum' and it is hoped that members interested in these early markings will find the following brief summary of interest.


The International machines introduced in February 1902 were of American origin and the machines previously used also had American antecedents so it is reasonable to assume that any other machine(s) tested at that time were also either being tested in the U.S. or actually in use there. About a dozen machines came into this category, most could be quickly discounted for one reason or another, a few needed more careful consideration. To keep this report in bounds, the most likely choice appeared to be a machine patented by James Geary of Bradford, Pa. Trials had been carried out with this machine in Bradford, Pa. and Washington



Canadian Auction

**features BNA POSTAL HISTORY
STAMPS, FREAKS, VARIETIES**

Send for FREE copy of our deluxe Auction Catalog.



Robert A. Lee

(604) 542-5169
P.O. Box 937, Vernon, BC,
Canada V1T 6M8

Member
ASDA, BNAPS, CSDA, RPSC

DC in 1901 and 1902; the rimmed daters were similar to the Type X daters and horizontal bar obliterations were amongst those used. Not too conclusive, but then came the piece of luck that all researchers hope for, Bob Payne turned up a Geary marking from Bradford, Pa., dated November 1901 with a rimless dater very similar to X2, this had not previously been recorded.

The U.S. post office would not permit any machine to be used unless covered by letters patent and this was probably true for Canada as well. A search of Canadian patents revealed little by way of mail marking machines except that Patent No. 84702 was filed on 24 Feb. 1903 and issued on 5 Jan. 1904 to James Geary of Bradford, Pa. This would not, of course, cover a machine used in 1902; Canadian patents are granted for 6 years so a search was made between 1896 and 1902 and it was revealed that Patent No. 55409 'Machine for Marking Letters etc.' was awarded on 25 Mar. 1897 to James Geary!

This now leaves the question of whether one or more Geary machines were used at Montreal. Relative scarcity of material suggests only one and, apart from the rimless dater, the dater seen with the other obliterations seems to be the same throughout. However, reference to the dates shown in the Handbook (Page 85) shows overlapping, indicative of more than one machine.

A check list of 'Geary' cancels from Montreal was prepared by Bob Payne, with assistance from members of the 'Line Cancel' study group conducted by Geoff Newman, including only items actually seen or where a photostat was available. This produced a most interesting result, a chronological sequence with no overlap which suggests one machine as postulated. The list is set out below and it calls into question one or two dates recorded without benefit of photostat. The dates are :- Type XI - 6 & 7 Jan. and 3 Jun. 1902; Type X2(b) - 11 Apr. 1902; Type X4 - 29 Jul. 1902. I should be most grateful if anyone holding these cancellations/dates, or indeed any others outside the parameters shown below, would forward a photocopy.

It is nice to know that there is still scope for philatelic research and it is salutary to learn that neither Reg nor Bob are collectors of Canadiana, the field of machine cancellations per se being their playground.

Checklist of extreme dates of use actually seen :-

Type	Earliest seen	Latest seen
X2a	6 Jan.	28 Jan.
X2b	4 Feb.	14 Feb.
X1	7 Mar.	25 Apr.
X3	1 May	— (2 copies noted)
X5A	2 May	—
X4	3 May	30 May
X4A	4 Jun.	—
X5	9 Jun.	16 Aug.

For those without access to the Handbook* the various types mentioned above are illustrated:—

GEARY CANCELLATIONS.



TYPE A

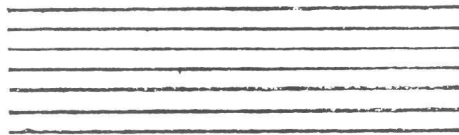


TYPE B

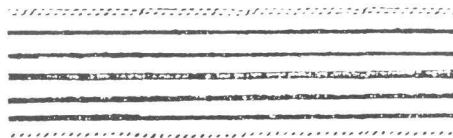
Dater Type A was used only with obliterators X2a and X2b, Type B was used with the rest.



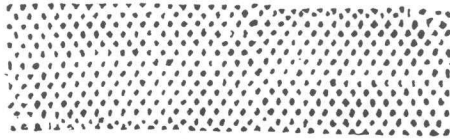
X1



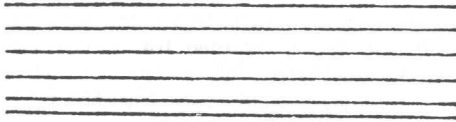
X2a



X2b



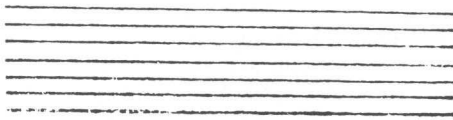
X3



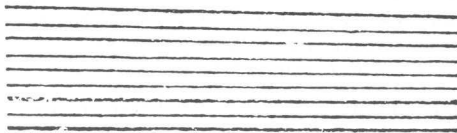
X4



X4a



X5



X5a

Two types (or sub-types) have been added to those shown in the Handbook, Type X5A is similar to Type X5 but shows 9 fine bars, Type X4A is similar to Type X4 with the lower bar removed.

**Copies still available from the Handbooks Manager.*

LETTERS TO THE EDITOR

Mrs. E. M. Drury writes:

POSTAGE DUE HANDSTAMPS 1906-1930 (Part 1)

In this Jan. '84 article, the statement “. . . American postmasters, more often than not, stamped the deficiency not the double rate” is somewhat misleading.

A unique arrangement existed between Canada and the United States and Mexico. First class mail could not be forwarded between them unless pre-paid at least one full rate, being returned for postage either to the sender or through the Dead Letter Office. Where one full rate was paid but more postage needed, ie. overweight mail, only the deficiency in postage was collected.

In 1923 a new postal convention was signed and from that time mail pre-paid less than one rate, or even unpaid mail, could be forwarded but double the deficiency was collected upon delivery.

This, of course, does not rule out mistakes having been made, or even courtesies extended, but the regulations required only the deficiency to be collected until 1923, and after that date double deficiency was due.

Mr. R. Holdeman writes:

EASTERN ARCTIC – N.W.T. POST OFFICES

During research into the establishment of post offices in the Eastern Arctic, a number of anomalies have appeared in relation to the Canadian Post Office published dates of opening and the actual dates of the post office agencies functioning. There also appears to be an apparent lapse between the establishment of some post office agencies and the first issue of a named cancelling date stamp (hammer).

It would be appreciated if members who have Eastern Arctic material could check through it and inform me of any cover(s) (commercial or philatelic) bearing dated c.d.s. emanating from the following settlement prior to the period shown, together with details of the type of postmark used. A photostated copy would also be appreciated.

Settlement	Prior to year:
Bache Peninsula	1931
Chesterfield Inlet	1934
Craig Harbour	1934
Dundas Harbour	1931
Lake Harbour	1934
Pangnirtung	1935
Pond's Inlet	1936

Any information please to: Robert Holdeman, 21 Nelson Road, Bognor Regis, West Sussex PO21 2RY. All correspondence will be acknowledged.

THE RPO STRIKE ON THE 1898 MAP STAMP

by R. B. Winmill

With the recent publication by Ludlow, of a new edition of the standard RPO reference work,¹ additional collector interest was bound to be rekindled. From a note in the BNAPS Map Stamp Study Group Newsletter,² it is apparent that there is some interest in these cancels, as they appear in conjunction with the map stamp. A listing of those recorded to the end of December, 1981, appears in Winmill.³ At the time the book was published information on covers recorded was available but was omitted due to a perceived lack of interest by collectors.

Listings in that book are based on catalogue numbers in the original RPO book.⁴ Below, using the old numbers with the new numbers in brackets, is a list of all RPO runs known to appear on map stamp covers.

Since the publication of the map stamp book only one RPO previously not known on map stamp has been recorded, that being R-96B (RR-108), which was found on cover.

M-30	(MA-62)	0-256	(0-256)
M-47	(MA-109)	0-269	(0-269)
M-50	(MA-115)	0-286A	(0-286)
M-63	(MA-137)	0-292	(0-292)
M-90	(MA-184)	0-302	(0-302)
M-127	(MA-251)	0-327	(0-327)
Q-21	(Q-21)	0-330	(0-330)
Q-165	(Q-165)	0-341	(0-341)
Q-174	(Q-174)	0-354	(0-354)
Q-188	(Q-188)	0-369	(0-369)
Q-290	(Q-290)	0-374	(0-374)
0-4	(0-4)	0-382	(0-382)
0-15	(0-15)	0-389	(0-389)
0-29	(0-29)	0-397	(0-397)
0-49	(0-49)	0-404	(0-404)
0-55	(0-55)	0-419	(0-419)
0-85	(0-85)	W-18	(W-19)
0-94	(0-94)	W-174	(W-174)
0-118	(0-118)	R-21	(RR-23)
0-119	(0-119)	R-24	(RR-28)
0-136	(0-136)	R-27	(RR-25)
0-156	(0-156)	R-80	(RR-97)
0-168	(0-168)	R-96B	(RR-108)
0-181	(0-181)	R-113	(RR-137)
0-199	(0-199)	R-114	(RR-135)
0-205	(0-205)	R-155	(RR-150)
0-211	(0-211)	R-163	(RR-152)
0-253	(0-253)	D-6	(DD-18)

(Continued on page 167)

DO YOU WANT MORE INFORMATION
ON BNA PHILATELY? CONSIDER

THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

For information write:

EARLE L. COVERT, M.D.,
P.O. Box 1070,
Hay River, N.W.T.,
Canada, XoE ORO.

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.

Send for a free explanatory brochure or call in to our offices where our Experts are always available to give unbiased and professional advice on the disposal of stamps.

SELL WITH CONFIDENCE . . . SELL THROUGH HARMERS

HARMERS *of* **LONDON**

STAMP AUCTIONEERS LIMITED

41 NEW BOND STREET, LONDON W1A 4EH. TEL. 01-629 0218

To conclude, it is probable that numerous additional RPO strikes will be found on map stamp. The RPO strike on map has not been subject to intense investigation such as occurred to the squared circle some ten to twenty years ago. This means therefore that the likelihood of new RPO discoveries on map stamp is extremely likely because only now are they appreciated and only now do we comprehend their true rarity and actively seek them out.

1. Ludlow, L. M., *Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks*, Tokyo: privately published, 1982.
 2. Bradley, W. L., *Map Stamp Study Group BNAPS*, Volume 1, No. 4, Kitchener, Oct. 1983, p.2.
 3. Winmill, R. B., *The Evolution of Imperial Penny Postage and The Postal History of the Canadian 1898 Map Stamp*, Toronto: Mission Press, 1982.
 4. See Shaw, T. P. G., & L. M. Ludlow, *The Catalogue Section of Handbook of Canadian Transportation Postmarks*, (first edition), San Francisco: BNAPS, 1975.
-

AMENDMENTS TO MEMBERSHIP TO 16 APRIL 1984

New Members

2418 FELCE, Henry K., The Long House, Langton Lane, Hurstpierpoint, Sussex, BN6 9EZ.

Change of Address

2269 HEASMAN, R. G., 3115-119th Street #35, Edmonton, Alberta, Canada, T6H 5N5.
2161 KRAWEC, T., #201, 540 - 18 Ave S.W., Calgary, Canada, T2S 0C5.
1695 LAWLER, D. R., Haford Hir, Eglwysbach, Nr. Colwyn Bay, Clwyd, LL28 5TS.
2207 OAKLAND, R., 13 York Street, Harborne, Birmingham, B17 0HS.
1318 REZANOWICH, A., 62 Westridge Road, London, Ontario, Canada, N6K 3R7.
2397 VERGNE, J. de la, P.O. Box 810, North Bay, Ontario, Canada, P1B 8K1.
1676 WOODLAND, P. E. (FRPSL), 48 Long Lane, Newport, Isle of Wight, PO30 2NH.

Amendment to Interests

2012 TAYLOR, G. E. — add RPO, MPO.

Addition to Overseas Contact Members

AUSTRALIA

2168 Morgan, Timothy R., Box 1559P, GPO Melbourne, Victoria, Australia 3001.

Address Required

2375 RICHARDS, J. H. formerly Elmwood House, Mont Cambrai, St. Lawrence, Jersey, C.I.

Revised Membership — 574.

CLASSIFIED ANNOUNCEMENTS

Reserved for members' free classified advertisements.

Please note that these must not exceed 30 words.

Any excess wording will be charged at the rate of 4p per word.

WANTED

WANTED: Canada pre 1920 picture post cards of small town views, post offices, photo views, patriotics, pioneers, ships and railway stations. Also Berlin, Ontario including covers. Send with asking prices. Joy Stamps Co., P.O. Box 2394, Kitchener, Ontario, Canada, N2H 6M3.

WANTED: Collections or accumulations of Canadian Precancels or Perfins. Offers to David Izzett, 7 Barberray Road, Hemel Hempstead, HP1 1SD.

CANADIAN 'FREE' or FRANKED markings on cover — all types, any period. Offers to John Donaldson, 23 Lingen Avenue, Hereford HR1 1BY.

WANTED: 5c Registration Stamps 1875/1888 on cover. Also Registered Postmarks except straight line and R types. Offers with photocopies please to George Bellack, 11 Mardley Heights, Welwyn, AL6 0TX, England.

EXCHANGE

EXCHANGE: Correspondents in Canada, GB and other countries to exchange Montreal 1976 Olympic stamps, cancels, Olympic Stamp Posters, covers etc. John Osborne, 236 Bexley Lane, Sidcup, Kent, DA14 4JH, England.

FOR SALE

Want lists solicited for Canada and Newfoundland. Large stock of mint, used, blocks, proofs, imperforates, varieties, covers, etc. Personal service. Satisfaction guaranteed. Write Gary J. Lyon (Philatelist) Ltd. (PTS), Box 450, Bathurst, N.B., Canada E2A 3Z4.

PLEASE USE OUR CLASSIFIED

ANNOUNCEMENTS COLUMN

IT IS FREE UP TO 30 WORDS

★★★★★★



ROBSON LOWE at Christies
Britains Leading Philatelic Auctioneer



With sales in the following categories:
**POSTAL HISTORY, GREAT BRITAIN, BRITISH EMPIRE,
OVERSEAS, GENERAL, CINDERELLA,
SPECIALISED ONE COUNTRY, AREA OR GROUP.**

Held regularly in
LONDON, BOURNEMOUTH, NEW YORK, ZURICH and MILAN

**Suitable material can always be accepted for early sale
WE SELL YOUR STAMPS WHERE THEY SELL BEST**

ROBSON LOWE LIMITED
a member of the Christies International Group
47 Duke St., St. James's, London, SW1Y 6QX.
Cables: "Stamps London SW1" Telex: 916429
V.A.T. No. 323/6208/55

**THE CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN 1983/84**

President:

J. M. H. PARKIN, F.C.P.S., 12 Lime Grove, Ashbourne, Derbyshire, DE6 1HP

Secretary:

D. F. Sessions, F.C.P.S., 3 Langfield Close, Henbury, Bristol, BS10 7ND

Treasurer:

N. J. A. Hillson, 52 Stamperland Gardens, Clarkston, Glasgow, G76 8HG

Handbooks Manager:

Dr. M. W. Carstairs, F.C.P.S., Hamilton House, Green End Road, Radnage,
High Wycombe, HP14 4BZ

Assistant Treasurer:

T. E. Almond, 2 Filbert Drive, Tilehurst, Reading, Berks, RG3 5DZ.

Librarian:

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

Exchange Secretary:

R. Grigson, 75 Clarence Road, Windsor, Berks, SL4 5AR

Advertising Manager:

L. G. Bellack, 11 Mardley Heights, Welwyn, Herts, AL6 0TX

Assistant Editor:

L. F. Gillam, F.C.P.S., 66 East Bawtry Road, Rotherham, South Yorks, S60 4BU.

Publicity Officer:

M. R. Cusworth, 12 Near Bank, Shelley, Huddersfield, HD8 8JE

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Books available January 1984

VERY NEW

- British Columbia Post Offices, William Topping £5.50
Nova Scotia Postal History, Vol. 1 Post Offices 1754-1981, L. B. Macpherson . £9

NEW

- Canada & Newfoundland Postal Stationery Catalogue by J. F. Webb £7.50
The Evolution of Imperial Penny Postage and the Postal History of the Canadian
1898 Map Stamp by R. B. Winmill Now — £14.00
The Canadian Postal Act and Post Offices 1878 and the 'Canada' split ring proofs
by Brian H. Symonds £10.00 plus £1.50 post
Canada Precancel Catalogue by H. G. Walburn £2.50

Canada Specialised Catalogue 1982-83 by Maresch & Leggett £3.50
The Semi-Official Air Stamps of Canada 1924-34 by Lingworth-Dames . . . £4.95
The Pence Issues of Newfoundland 1857-66 by R. H. Pratt . . . £30 incl. postage
Canadian Steel Engraved Constant Plate Varieties by H. Reiche £8.00
The Postal History of the Canadian Contingents Anglo-Boer War by Rowe
. £18.00 plus £1
The Early Rapid Cancelling Machines of Canada by D. Sessions:
Soft back £6.50
Hard back £15.00
The Squared Circle Postmarks by Moffatt & Hansen . . £24.00 plus £1.25 postage
Admiral Cancels by Hans Reiche £1.65
The Postal History of the Postcard 1878-1911 by A. Steinhart £3.95
A History of Canadian Railway Post Offices 1853-1967 by L. Gillam . . . £5.00
Collect Canada Covers by Ed. Richardson £3.95
Constant Flaws of the Small Queen Issue 2nd edition by Hans Reiche . . . £2.50
A Large Queen's Report by Hans Reiche £2.75
The Canadian Map Stamp of 1898 Reprint of Tomlinson Book (bargain) — £1.20
Pugh's Manual of Fakes and Forgeries. All parts in stock, but ask for details.
Canadian Postage Stamp and Stationery by Clifton A. Howes. A reprint of the
original 1911 classic book. One only left at £15.50 plus £1.50 postage

Inland Postage included unless stated.

**For books sent abroad please add a further 50p for surface transmission.
Air mail transmission is very very expensive.**

From:

**Dr. M. W. Carstairs,
Hamilton House, Green End Road,
Radnage, High Wycombe, HP14 4BZ, Bucks.**