



JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Whole No. 204

Vol. 19 No. 12

August 1985



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MAPLE LEAVES

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EDITORIAL

Members reading the article in the June *Maple Leaves* on the Allan Line Post Cards, who also receive the Cavendish auction catalogues may be forgiven for thinking that the article was placed in the June issue to co-incide with the lot of Allan Line covers offered for sale in the June 15th Cavendish auction. However, it was pure coincidence that the two should appear so close together, but at least it helped to reiterate the point made in the article about the scarcity and price of Allan Line covers.

For the benefit of members who did not see the catalogue we give below details of the lot :-

	Estimated Value	No. of Items
400 CANADA		
Fine Collection in Album of Mail carried by the ALLAN LINE between 1859-97 to and from Canada. Well written up with most ships identified and often illustrated. Includes scarce instructional marking. "More to Pay" etc. With 22 Covers and 1 Postal Stationery Card from Canada, 25 Covers G.B. to North America and 1 to Bermuda and 2 France to Canada. Also 6 stamps and a scarce early map showing the ALLAN LINE TRACKS.	£800	54 items

At the present time we are still without an assistant editor and unfortunately problems will arise with the October issue of *Maple Leaves* as the

Editor will be away on holiday for virtually the whole of September, and consequently the October issue will most probably not be sent out until November. Any offers of help in getting out just this issue would be appreciated without tying anyone to the job permanently.

SUBSCRIPTIONS

Members are reminded that the annual subscription of £7 is due on 1st October 1985. They are also reminded that dues received BEFORE 1st December 1985 will attract a discount of £1. Any UK member who wishes to ensure payment is made in good time may wish to pay by Direct Debit if he has not already done so, and can obtain a form from the Treasurer on receipt of an SAE.

Letter to the Editor:

Mr. C. Leigh Hogg writes:

Enclosed please find a photograph of three QV stamps, each cancelled with what appears to be an attractive miniature Ottawa Crown.

On close examination of these stamps, the 5c Leaf shows the best strike. Above and to the left of the crown appears the bottom two thirds of the letter "F". The clarity of the strikes indicate a metal cancelling device.

Can anyone shed any light on this cancellation? Does it exist on any other stamp? Does anyone have a cover?

(The cancellation appears to be the FREE/CROWN/OTTAWA Jarratt 1505xx – Editor.)



IMPERIAL FLAG CANCELLATIONS

by David F. Sessions, F.C.P.S.

New 'Jubilee' Discoveries

Collectors of flag cancellations will be aware that three different dies of the Type 4 Jubilee flag were used at Montreal in the summer of 1897, whilst a fourth die was used at Ottawa. The three Montreal dies are readily differentiated by the number of strokes in the first furl of the flag (5, 6 or 7), as shown by Ed Richardson in his Handbook¹ and in my own². The Ottawa flag has six strokes but can be readily distinguished from its Montreal counterpart by other differences in the flag itself.

Type 1 flags, lettered A, E and F, were withdrawn to make way for the new Jubilee dies at Montreal. Two new daters were also introduced, with the '1897' split and on the horizontal axis instead of at the bottom of the dater. The dater accompanying Type 1 flag, die A, appears to have been retained. The new daters can be differentiated, one has a seriffed 7 in '1897', the other a sanserif 7. In my Handbook the three flag dies are numbered 1 (5 strokes), 2 (6 strokes) and 3 (7 strokes), whilst the daters are referred to as X (1897 at base), Y (seriffed 7) and Z (sanserif 7).

Regular use of the Jubilee flags at Montreal seems confined to the period 21 June – 10 July and the pairings of dater/flag are 1Y, 2Z and 3X. All this would have been totally unremarkable had not someone (several people?) decided that the philatelic world would welcome a few more examples of these lovely cancellations than were produced in the normal course of events. This private enterprise was carried out on several different occasions, the dates are not terribly significant as it is quite likely that the majority were done after the Imperial machines were withdrawn on 10 July, 1897; any date/time combination could have been chosen. In fact a number are known dated 20 June, the actual anniversary of Queen Victoria's accession. This was a Sunday and the day before the Jubilee dies went into service.

In manufacturing the 'favour' covers, in some cases, different combinations of dater and flag from those normally seen were used, thus giving rise to the sort of variety beloved of collectors everywhere. It is not known whether this was deliberate, my own feeling is that it was probably not. Two such varieties are listed by Richardson¹ as 4-2 and 4-5, thus giving a number of collectors a headache in trying to locate them. These two varieties are combinations 2X and 3Y respectively; combinations 1X and 2Y are also known.

Having acquired an example of irregular combination (2Y) some years ago, which served to demonstrate the phenomenon, I did not subsequently seek other, different examples; the pursuit seemed to have little point and be very expensive. However, I did finally succumb to temptation when offered a particularly nice looking example of combination 2X (Richardson 4-2). Upon examining it closely, prior to mounting it, I discovered it was not what it purported to be.

Whilst the dater is *Type X* and the flag has the necessary 6 strokes in the first furl; it is not the 'normal' Type X dater, neither is it the Montreal die 2 flag! The dater is that seen with Type 1 flag, die F, in May and June, 1897, whilst the flag is the Ottawa version. A break at the top of the Jack in the flag suggested that the impression could not have been made before August, yet the cancellation is dated 22 June, 1897! It is apparent therefore that the flag die was sent from Ottawa to Montreal, after it had completed its service (c. 7 August, 1897), before the Imperial machines were removed from the Montreal office. The reverse could have happened, of course, particularly as Ottawa was the head post office, but most of the funny business seems to have occurred at Montreal.

Thus we have a brand new variety of the Type 4 flag coming to light after nearly 90 years, albeit a 'manufactured' one.

The discovery led to a thought; what about the other examples of combination die 2/dater X? Two examples were illustrated in a Maresch auction catalogue³ and these are undoubtedly similar to the example under discussion. In my files I had a note that a full set of Jubilee stamps on individual covers, each cancelled with this 'abnormal' combination and carrying the same date/time mark, were displayed by the Canadian Postal Museum at CAPEX in 1978. A note to Ron McGuire at the Museum brought forth the information that the set was privately owned but, fortunately, a photo record had been kept. Examination of a photocopy revealed yet another new combination! The dater is the same as that on my copy, i.e. that which accompanied Type 1 flag, die F, but the flag was the normal Montreal die 2 (6 stroke) version.

The 'Museum' covers were all self-addressed to one Owen N. Evans, a patent attorney, and I have seen another cover from this gentleman which apparently saw normal use. Our old friend B. Baker of Sherbrooke St, Montreal, who boosted the output of Type 5 Jubilee flags so nobly⁴, was also busy. I suspect that most examples of the Type 4 Jubilee flag, dated 30 June and timed at 10.00, are the results of his interference, there may of course be others.

Perhaps I should just reiterate a point made in my Handbook² – page 19; two examples of the 'abnormal' combination flag die 1/dater type X are known on 25 June. One is timed at 19.00 hrs, the other at 24.00 hrs and both appear to be normal commercial use. As stated in the book, the Type X dater is again not the normal one, it is that which normally accompanied Type 1 flag, die B; which flag was still in use alongside the Jubilees.

It may be of interest to the statistically minded to know that, in researching this article, I found that at least one of the three Type 4 flags was used at Montreal on every day between 21 June and 10 July, except Sundays 27 June and 4 July, which is probably not remarkable. What is interesting was the incidence of die 3 (7 strokes) compared with dies 1 and 2. Considering only the 'regular' combinations of dater and flag; of 65 examples, 44 of them were die 3, 12 were die 2 and 9 were die 1. Of the 44, 16 were

very likely 'favour' covers, a number being the work of B. Baker; only the odd one or two among the regular die 1 and die 2 examples appeared to be 'favour' items. Examination of the 'abnormal' combinations showed that a high proportion featured flag die 2, which probably accounts for its rating alongside die 3 in terms of price; die 1 is assuredly the least common.

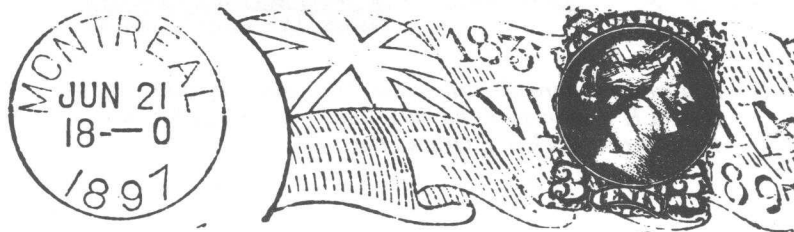
With the exception of the two examples dated 25 June, mentioned above, all the irregular combinations of dater and die that I have seen have been 'manufactured'.

Members holding examples of irregular combinations of flag die and dater, particularly die 2/dater X, are asked to report them to me, preferably with a photostat.

One other point, there seems to be little rhyme or reason to prices realised for these covers at auction. I should have thought that a decent 'commercial' cover was far more desirable than an obviously 'philatelic' one, although of course the latter is often cleaner and clearer. If you have any views on this perhaps a letter to the Editor would not come amiss.

REFERENCES:

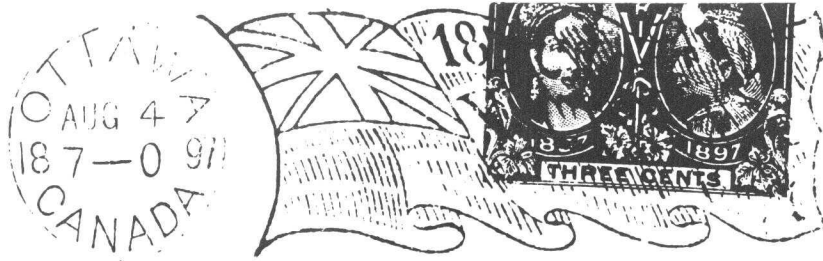
1. The Canadian Flag Cancellation Handbook – Ed Richardson.
2. The Early Rapid Cancelling Machines of Canada – David F. Sessions.
3. Auction catalogue, Sale 29/30 Sept., 1982, lots 1184 & 1187 – R. Maresch & Son.
4. *Maple Leaves* – Jan. 1985 p. 243.



A Montreal. 'normal' combination of dater X + flag die 3.
Note 'compact' 1897 in dater and the configuration of the '8'.



B Montreal. 'normal' combination of dater Z + flag die 2.
Note the LR diagonal of the Jack joins the horizontal bar.



*C Ottawa. Note the LR diagonal of the Jack joins the vertical bar.
Note also break at top centre of Jack.*



*D Montreal. 'abnormal' Note 'wide' 1897 and configuration of '8'.
Note LR diagonal of the Jack joins the vertical bar, note also break at
top centre of Jack. c.f. Ottawa flag.*

Contributions for future issues

of **MAPLE LEAVES**

will be welcomed by the Editor.

THE FIRST POSTAGE DUE ISSUE OF 1906/30

by G. A. Wallace

To keep a firm grip on finances concerning short or non-paid mail between Post Offices must have been an arduous task involving a great deal of bookwork as well as inter-office exchanges. To facilitate this problem a new method was implemented by the Postmaster General in 1906 in a report :-

A system of accounting for short paid postage collected by Postmasters, by means of special stamps known as "Postage Due" stamps, has been adopted by the Department. These stamps are to be affixed to short paid mail matter and cancelled by Postmasters when such matter is delivered to the addressee, and are not to be used for any other purpose. They cannot be used for payment of ordinary postage, nor are they to be sold to the public.

In a three point circular to Postmasters of accounting offices, the second point was :-

(2) The short paid postage must be collected from the addressee before postage due stamps are affixed; otherwise the Postmaster is liable to lose the amount of such postage.

Date of Issue

July 01, 1906.

Values Issued

There were three values issued immediately, 1c, 2c and 5c. Much later in July 1928, two more values were added as a further demand required; they were the 4c and 10c denominations.

Amount Issued

1c	18,870,000
2c	44,178,000
4c	1,487,000
5c	13,000,000
10c	1,000,000

Printers

The American Bank Note Company of Ottawa printed this twenty five year span with but a company name change in 1923 to the Canadian Bank Note Company. All stamps were line engraved with a separate die being prepared for each value. The plates were made of hardened steel. The method of printing initially was by the dampened paper process called the 'wet' method. Although a new method of printing using pre-gummed, almost dry paper was partially utilized in the production of the 'Admirals' as early as December 1922, there is a gap until 1925 before Postage Dues were printed by this method. During the latter part of 1925 new dies were prepared for the 1c and 2c values. These along with the new values of 1928 are between

.3 to .4mm taller than previous 'dry' printings. The 5c remained the same size and could possibly be a re-worked die.

The Design

Postage Due stamps throughout the world were basically a numeral of large proportions, to designate the tax levied, with an embellished surround. In this case, the encirclement of the numeral looks very similar to some of the lathe work featured in the margins of many 'Admirals' and the 1917 and 1924 Postage Due printings. An ornamental leaf design is superimposed over the engine turnings each side of the numeral. This is an Acanthus leaf which is a prickly leaf form used as a feature in Greek architecture. The overall effect is satisfactory for its purpose but mundane in appearance.

Lathework

The controversy over the reason for the introduction of lathework may go on for some considerable time, but the fact is, it does exist and cannot be ignored. It is only to be found in the left margin of the 2c. Two types of lathework were used, the one known as Type 'A' had two different printings between January 16 and March 24, 1917. One is a bright red-violet, rich in colour, while the other is very drab in almost a slate-purple. Type 'D' appeared on the thin paper printing of October 1924 in a deep reddish-violet shade, current at the time. Type 'D' can also be found on an ordinary wove paper, but until now this has escaped me. The date of this printing is somewhere between November 22, 1920 and December 16, 1924. I cannot confirm the shade but believe it to be similar to that of the thin paper.

Plates

Three plates were used for the 1c and 5c values, whilst greater demand necessitated the use of five for the 2c. Only one plate was produced for each of the new values of 1928, 4c and 10c. Although a second plate for the 4c is mentioned in both Boggs and Robson Lowe the author can find no trace of it having been used. Plate 2 of the 1c, Plate 5 of the 2c and Plate 1 of both the 4c and 10c were produced by a new die. The height of the 5c remains similar to the Plate 2 'dry' printings Die 1 of 1923 to 1925. The other four values are between .3 to .4mm taller. The approval date for each plate is as follows :—

1c	Plate 1	May 25 1906	4c	Plate 1A	June 13 1928
	Plate 2A	July 18 1923	5c	Plate 1	May 25 1906
	Plate 3A	Mar. 13 1925		Plate 2A	July 19 1923
2c	Plate 1	May 25 1906		Plate 3A	Mar. 13 1925
	Plate 2	May 25 1906	10c	Plate 1A	June 14 1928
	Plate 3A	Jan. 12 1917			
	Plate 4A	Jan. 29 1921			
	Plate 5A	Mar. 13 1925			

The plate inscription L.B.C. – OTTAWA – No A – 5 on the 2c of 1928. The L.B.C. stands for the initials of the transferrer, but these marks were discontinued on the 'Admirals' early in 1927. The 2c Postage Due plate 5 had been in use since 1925 in the deep reddish-violet shade. The plate inscriptions are usually in the right margin, but on lathework cut short to accommodate the inscription, it appears on the left.

Measurements

The height of the design is a qualifying factor, in conjunction with the shades, in dating material with no clear post marks. The 'wet' printings were shorter and more variable due to the uncontrollable rate of paper shrinkage. Generally they measure between 17.1 and 17.5mm. The Die 1 'dry' printings of 1925 onwards are more consistent. They average 17.7mm. All Die 2 stamps are from the 'dry' method, equally consistent but in a taller form. They measure :-

1c	18.2 x 21.6	10c	18.25 x 21.6
2c	18.25 x 21.4	5c	17.75 x 21.55
4c	18.25 x 21.6		

The 5c remained the same as Die 1 in dimensions but with the features of Die 2. One die out of five would hardly be made smaller than the others; therefore it would appear to be a re-worked die. The damage to the top inner frame could then be accounted for in the process of re-engraving.

Perforation

All stamps were perforated 12 x 12 by a line perforating machine. Any variance in measurement, particularly in the 'wet' printings, was due to the uncontrollable shrinkage of the paper.

Imperforates

There are in existence 200 subjects of the first three values, which consists of two panes of 100 or in other words, a sheet of 200 of plate layout Type 'A', of each. As these were printed without gum, it must be assumed that they are of plate proof status.

Gum

This is of a thin, smooth texture in a creamy to yellow colour.

Paper

The paper is quite consistent, but with a few exceptions. All stamps I have seen are on a horizontally woven paper; needless to say there are no watermarks. The earlier printings have a more marked grain, the thickness measuring between .09 to .105mm without gum, .11 to .125 with gum. The later 1928 printings are on a slightly thicker and whiter paper measuring .11 to .13mm without gum and .13 to .145 with gum. The often misnamed 'Experimental' paper of a poor, thin quality which shows a very marked grain. This paper measures, with gum, .095 to .1mm and is proportionately

thinner without gum. The bright red-violet shade of January 1917 with 'Lathework Type a' ungummed, is minutely thicker than any others, being .115mm.

Plate Layout

Of the four possible layouts, the earliest printings used type A, gradually changing to sheets of 400, the first confirmation of Type D is on a March 1919 cover.

- Type A 200 subjects divided by a horizontal gutter (perforated both sides) to form two panes of 100.
- Type B 400 subjects divided by horizontal and vertical gutters (similarly perforated) to form four panes of 100.
- Type C 200 subjects arranged in 20 horizontal rows of 10. The division indicated by guide arrows, to be guillotined into two panes.
- Type D 400 subjects arranged in 20 rows of 20. The divisions similarly indicated by guide arrows, to be guillotined into four panes.

Division Guides

The division of sheets into panes of 100 was facilitated by guide arrows measuring 8mm. These are to be found in the pertinent margins. They are also found superimposed over lathework margins of the October 1924 printing of the 2c. Another type of divisional marker used on the 5c value only is known as the Pyramid Guide. This only appears in the top margin between the 5th and 6th vertical columns.

Straight Edges

In theory this phenomena could occur as of January 15, 1914, which would coincide with the plate layout Type D used on the 'Admirals', but the author has only seen straight edges as of March 1919. All four sides of stamps can be found individually imperforated quite easily, but the four centre stamps of a sheet of 400 having two adjacent guillotined edges are very scarce.

Guide Lines

The term guide line is self explanatory, they are an aid to alignment and spacing of rows. The majority of these are to be found in conjunction with, or adjacent to straight edged stamps. The earlier plates must have been burnished better because the first appearance is not until March 1919. This is a 2c with a left straight edge and a guide line in the top margin.

Shades

The plate proofs came from the first printing run and, as such, must be considered the initial shade. Early material from 1906 and 1907 are identical and are, what I consider to be a deep reddish-lilac. Later, in 1907 appears what is called mauve. This is not a true mauve as seen in Stanley Gibbons

colour key, but in comparison with other stamps of this issue, it looks mauve. In reality, the solid portion of the design more clearly resembles plum, but the shading lines give a lighter and brighter effect akin to mauve. This was the basic colour until 1910. From 1910 to 1913 there seems to be a single printing in slate-lilac. The 2c with strong vertical hairlines shown by Dr. Carstairs must certainly be from this group, as it would coincide with the plate 4 Admiral 2 cent. 1913 to 1914 has another shade for 1c and 2c values, (the 5c if printed has eluded me) this is slate-violet and is quite distinctive. A greyish-lilac appears in 1915 but is rather scarce. At this point reddish-violet is in profusion until 1920. This is closely akin to the 1910 shade but with slightly more red. The most common shade is then a deep reddish-violet, which continued in use until after the 1928 issue was produced. The deep reddish-violet can be seen on both 'wet' and 'dry' printings. Extra printings of the 2c were printed with lathework in the left margin. Two distinctive shades are known; a bright reddish-violet and a drab slate-purple. They come from plate 3 between January and March 1917. From August 1927 the 2c appears in a very clear clean looking reddish-lilac, which had a short life of six months; also an extra printing. The last shade printed, along with the new values 4c and 10c, is dark violet. It can be seen on the three original values, but the 1c is quite rare.

Varieties

By far the most prominent variety is the 2c with vertical hairlines. These also exist on the 4c of 1928 in a very minor form in the right margin. In upper right pane No. 9 there is a re-entry to the top frame line. This exists on the thin paper of 1924 5c plate 2. This could possibly occur on any plate 2 'wet' or 'dry' printing in the deep reddish-violet shade. There is a minor re-entry to the lower half of the left frame line on the 2c Die 2 1928 printing.

Periodical Wrappers

If a publisher in Canada continues to send copies of a publication after having been twice notified that they have remained uncalled for or have been refused by the addressees, these copies after sufficient time has elapsed to allow the publishers to discontinue sending the paper, be marked with the reason of non-delivery and returned to the Postmaster at the office of publication under special wrapper, form No. 29B, which the Postmaster will date-stamp. The Postmaster at the office of publication will collect the postage due when affecting delivery to the publisher. After the postage has been collected a Postage Due stamp is to be affixed to the wrapper and cancelled. All that for 1 cent!! All listings of these wrappers have great gaps and therefore are incomplete. One not listed is October 21, 1921 with 75,000 printed. On the wrapper itself is a notice, "If the publisher refuses to pay the postage due, when the returned copy is presented to him, the Postmaster will specially collect the amount before accepting the next mailing of this at the privileged rates".

THE FIRST POSTAGE DUE ISSUE OF 1906-30

Printed by:	The American Bank Note Co. (name changed 1923 to Canadian Bank Note Co.)			
Perforation:	12 x 12	Paper:	Horizontal wove unless stated.	
Amount issued:	1c	16,000,000	Plates:	1-3 Imperforate :- 200
	2c	44,178,000		1-5 Imperforate :- 200
	4c	1,487,000		1
	5c	13,000,000		1-3 Imperforate :- 200
	10c	1,000,000		1

PD 1	1c	Deep reddish-lilac	Plate 1	July 01	1906	Wet	Die 1	
	1a	Mauve	Plate 1	mid	1907	Wet	Die 1	
	1b	Slate-lilac	Plate 1	circa	1910	Wet	Die 1	
	1c	Slate-violet	Plate 1		1913	Wet	Die 1	
	1d	Grey-lilac	Plate 1		1915	Wet	Die 1	
	1e	Reddish-violet	Plate 1		1916	Wet	Die 1	
	1f	Deep reddish-violet	Plate 1-2		1920	Wet	Die 1	
	1g	Deep reddish-violet	Plate 2	October	1924	Wet	Die 1	Thin paper
	1h	Deep reddish-violet	Plate 2	1926 to	1927	Dry	Die 1	
	1i	Deep reddish-violet	Plate 3	October	1926	Dry	Die 2	
	1j	Dark violet	Plate 3	July 07	1928	Dry	Die 2	
PD 2	2c	Deep reddish-lilac	Plate 1-2	July 01	1906	Wet	Die 1	
	2a	Mauve	Plate 1-2	mid	1907	Wet	Die 1	
	2b	Slate-lilac	Plate 1-2	circa	1910	Wet	Die 1	
	2c	Slate-lilac	Plate ?		1912	Wet	Die 1	Vertical hairlines
	2d	Slate-violet	Plate 1-2		1913	Wet	Die 1	
	2e	Grey-lilac	Plate 1-2		1915	Wet	Die 1	
	2f	Reddish-violet	Plate 3		1917	Wet	Die 1	
	2g	Bright red-violet	Plate 3	January	1917	Wet	Die 1	Lathework 'A'
	2h	Slate-purple	Plate 3	March	1917	Wet	Die 1	Lathework 'A'
	2i	Deep reddish-violet	Plate 3		1920	Wet	Die 1	
	2j	Deep reddish-violet	Plate 4	October	1924	Wet	Die 1	Thin paper
	2k	Deep reddish-violet	Plate 4	October	1924	Wet	Die 1	Thin/Lathework 'D'
	2l	Deep reddish-violet	Plate 4			Die	Die	Lathework 'D'
	2m	Deep reddish-violet	Plate 4	mid	1925	Dry	Die 1	
	2n	Deep reddish-violet	Plate 5	Dec.	1925	Dry	Die 2	
	2o	Reddish-lilac	Plate 5	mid	1927	Dry	Die 2	
	2p	Dark violet	Plate 5	July 07	1928	Dry	Die 2	
	2q	Dark violet	Plate 5	July 07	1928	Dry	Die 2	Re-entry left frame
PD 3	4c	Dark violet	Plate 1	July 07	1928	Dry	Die 2	
	3a	Dark violet	Plate 1	July 07	1928	Dry	Die 2	Minor hairlines
PD 4	5c	Deep reddish-lilac	Plate 1	July 01	1906	Wet	Die 1	
	4a	Mauve	Plate 1	mid	1907	Wet	Die 1	
	4b	Slate-lilac	Plate 1	circa	1910	Wet	Die 1	
	4c	Grey-lilac	Plate 1		1915	Wet	Die 1	
	4d	Reddish-violet	Plate 1		1917	Wet	Die 1	
	4e	Deep reddish-violet	Plate 1-2		1920	Wet	Die 1	
	4f	Deep reddish-violet	Plate 2	October	1924	Wet	Die 1	Thin paper
	4g	Deep reddish-violet	Plate 2	October	1924	Wet	Die 1	Thin paper/Re-entry
	4h	Deep reddish-violet	Plate 2-3		1926	Dry	Die 2	
	4i	Dark violet	Plate 3	July 07	1928	Dry	Die 2	
PD 5	10c	Dark violet	Plate 1	July 07	1928	Dry	Die 2	



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POSTAL CODE MARKINGS ON RECENT CANADIAN MAIL by Dale Speirs

The introduction of automatic sorting machines has produced a new class of postal markings for collectors of Canadian covers. A series of phosphor bars across the bottom of an envelope enables sorting machines to sort out mail much faster than humans.

There are two types of phosphor bars, both visible to the human eye and not requiring an ultraviolet lamp in order to see the markings. The first type is the Group Desk Suite (GDS) marking, which is typed on to the envelope by humans. Letters are fed into the machine, and the typing is done while the letter is motionless. The markings are lemon-yellow in colour, and the bars are 6mm high and 1mm thick. The second type of phosphor marking is applied by a machine known as an Optical Character Reader (OCR). The machine reads the envelope while it is moving and sprays on the phosphor bars. These bars are not solid like GDS bars, but made of eight dots in a vertical line. Since the letter is moving when the OCR bars are sprayed on, the bars are usually curved. The OCR generally uses orange ink but I have one letter coded in pink bars.

On GDS-coded letters, there will be a phosphor code above and to the left of the bars. This code consists of a letter and a number, both lying on their side. A dot is sometimes found with this code. The code identifies the GDS operator. If the letter went through a GDS but was not coded because none was given on the envelope, then only the GDS code appears.

With machines, it is difficult for all letters to be read by them. Computer programmers have not yet succeeded in developing a machine that can read some of the wavy lines than people claim as handwriting. Commercial users such as utility companies or credit-card firms will have the postal code typed by computer in the proper location on the envelope. As a consequence, most OCR mail and all of the private mail will have GDS markings.

It is easy to imagine that sitting at a GDS station all day can be incredibly boring, and mistakes do occur. In order to verify the accuracy of postal code markings, inspectors will examine selected envelopes. An example is shown in Figure 1, where an envelope went through a GDS machine. The postcode shown is T4N 2M1 but the operator typed T2V 2M1. An inspector marked the incorrect portion of the code in ink and to the right of it put his/her identification chop. The chop is 13mm in diameter with the boldface letters 1-6 in the centre of a double circle. Around the circle is the phrase 'QUALITY INSPECTED' in both English and French.

In order to read the bar codes, the Post Office uses a bar code reader. This is a plastic card 98mm wide and 67mm high, and looks and feels much like a credit card. Figure 2 shows both the sides. The shading on the Bar Code to Postal Code side is lime-green, while the shaded area on the Bar Code Reader side is lemon-yellow. To read the phosphor bars on an envelope, the Bar Code Reader side is placed with the top edge against the phosphor bars.

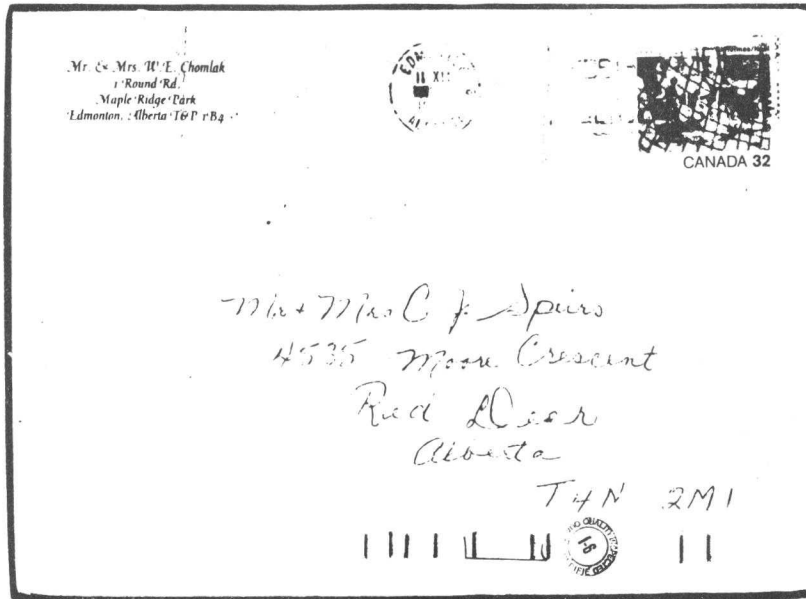


Fig. 1

The bar on the furthest right is lined up against the 'START READ DEBUT' column.

There are 27 possible positions for bars. The furthest right bar is always the Start Read bar. The furthest lefthand bar is a Parity bar, but it only appears when there is an even number of the other bars. The remaining 25 bars in the centre represent the postal code. The postcode is always in the form ANA NAN, where A is an alphabetical character and N is a number. The postcode is read left to right. The ANA is called the Area code and the NAN is the Local code. For most postcodes, reading the bar code is simple. A phosphor bar represents a '1', while a blank space where there is no bar is shown on the Bar Code Reader as '*'.
(to be continued)

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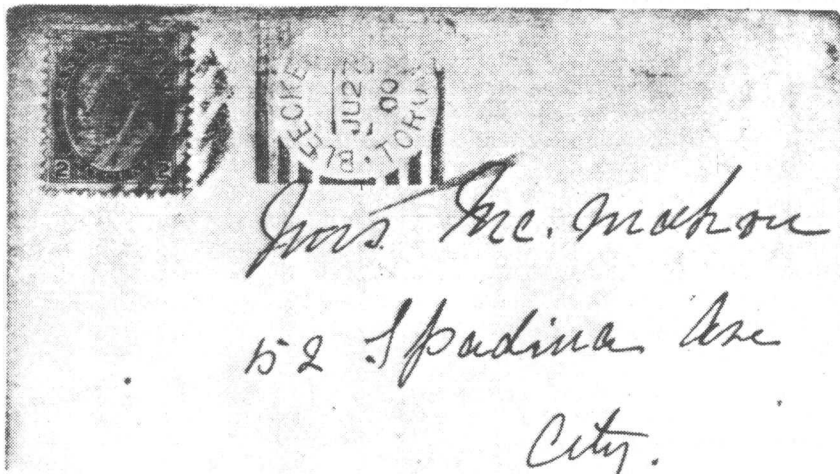
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SOME SQUARED CIRCLE FINDS

by G. Newman (continued from April issue)



A new late date for "Bleecker St./Toronto" of -/JU27/00. This is 36 days later than recorded in the handbook. The date is confirmed by a receive mark on the reverse of the cover which is a Toronto/Canada broken circle 20/JUN 27/00.



A nice clean strike of Dundas, Ontario, The date is PM/JU23/00. Note both zeros in the year date are the same size. There are two dates 25 and 26 July known with a large zero followed by a small zero.

IMPERFORATE MAP PLATE NUMBER BLOCKS

by The Yellow Peril

Photos by Fearless Fred

These startling findings are based on a preliminary survey of several private collections containing imperforate map stamps. Only one block of Plate 1 and one of Plate 2 were found in the collections surveyed. No imperforate Plate 3 blocks were uncovered, although some perforate Plate 3 blocks and pairs were seen. The National Postal Museum however, has three imperforate Plate 3 sheets: one black sheet, a second black sheet with typographed blue ocean and the third sheet in final colours of issue. The only example of Plate 4 (a full sheet in black only) was located in the Postal Museum. Plate 5 blocks, although the scarcest of the perforated plates are, surprisingly, the commonest amongst the imperforate stamps. Two Plate 5 blocks came to light during the search – one in black and the other, in full colour as issued.

Since there is renewed and growing interest in the study of the map stamp it would be appreciated if members who have imperforate map plate blocks or pairs, contribute to this survey.

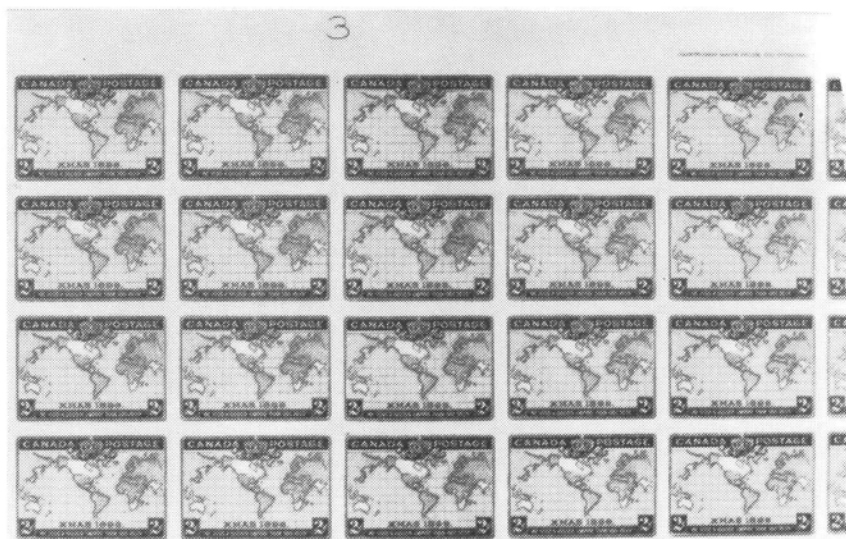
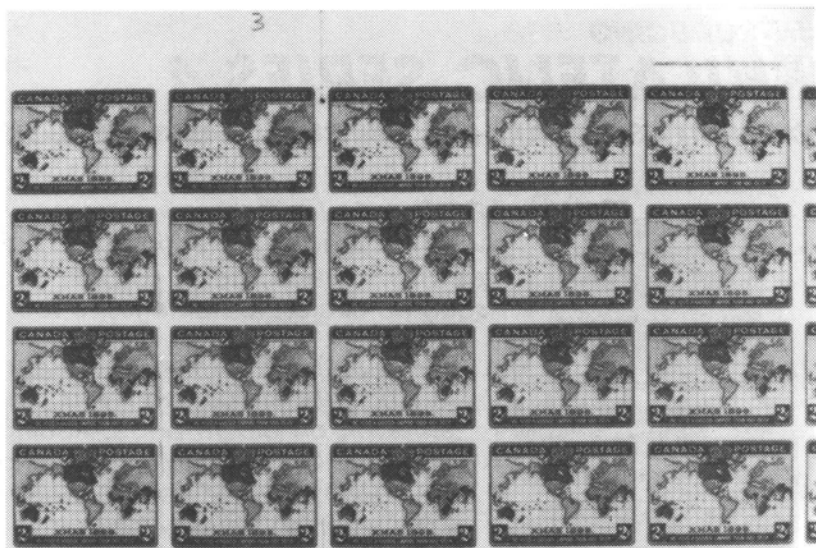


Plate 3 was engraved 2nd December 1898



Portion of a fascinating sheet in the final colours of issue – WITHOUT an engraved plate number. Manuscript “3” above stamp number 5.

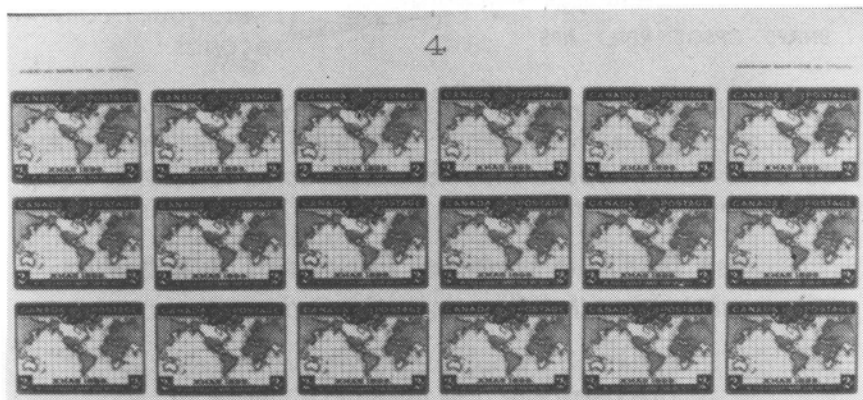


Plate 4 was engraved 10th December 1898 but it was found unsuitable for printing. Nevertheless a coveted Plate.

These photo delights are made possible through the courtesy of the National Postal Museum.

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Letter to the Editor

Messrs. H. E. & H. W. Duckworth write :—

We have read with much interest Lt-Col. D. M. C. Prichard's article in the August, 1984 issue of *Maple Leaves* on the "Canadian Packet" Handstamp, and have some comments to add. Our new data consist of three more covers, and five examples of strikes on Large Queens stamps.

The covers are as follows :—

Franking	Date	Canadian Pkt Date	Ship	Other markings
12½c 1859	OSHAWA AU ?? 1864/UC	E/AU 13/ 1864	St. David ex Quebec AU 13	SHORT PAID/HALF FINE; 1/- handstamp; GLASGOW PACKET UNPAID/ AU 26/1864
1c, 2c, 5c, 12½c (x2) 1859's	LONDON PM/JY 18 66/CW	E/JY 21/ 1866	St. David ex Quebec JY 21	REGISTERED; GLASGOW PACKET PAID/ AU 2/1866
3c, 6c (x3) L.Q.'s	TORONTO PM/FE 11 69/CW	E/13 FE/ 1869	Hibernian ex Portland FE 14	REGISTERED; London UK oval registered mark

The first of these is another example of a Short Paid letter, like the six definite examples listed by Prichard. The other two introduce a new use of the Canadian Packet handstamp, that is, on registered letters. Like the Short Paid letters, the registered examples bear this handstamp with the date set to the nominal day of sailing (the scheduled sailing date of the *Hibernian* was the 13th, a Saturday, and delays of the Portland sailings to Sunday were by no means uncommon). We do not know how consistently the Canadian Packet marking was used on registered transatlantic mail in the 1860's. We have seen registered covers to England in 1868, 1870 and 1871 which do not show the marking, however.

Off cover we have five examples of the Canadian Packet handstamp:

- (1) CANADIAN PKT/E/JV 10/1869 (Sunday) on 1c L.Q.
- (2) CANADIAN PKT/E/JY 2/1869 (Friday) on 12½c L.Q.
- (3) CANADIAN PKT/E/SP 25/1869 (Saturday) on 12½c L.Q.
- (4) CANADIAN PKT/Э/JU 23/1870 (Thursday) on 6c L.Q.
- (5) CANADIAN PKT/W/SP 10/1871 (Sunday) on 2c L.Q.

Item (1) and item (2) or (3) may correspond to items mentioned by Prichard. His "2 copies on small piece" are obviously not in our listing, whereas our list includes at least 3 items not in his..

As will be elaborated in a forthcoming monograph on the Large Queens, we have assumed two uses for the Canadian Packet date stamp: (a) to cancel

mail brought late to the steamer; and (b) to cancel mail that was put into transatlantic mail bags in error. The second use is documented in Prichard's article and also by a couple of later references in correspondence from the Post Office Department to the Ocean Mail Clerks. We were not aware, however, until reading Prichard's article, that the 12 June, 1866 instructions concerning the second use specified that the handstamp was to be applied to the back of the cover. If these instructions were indeed followed, the "mis-sent" use could not account for any of the off-cover examples.

The first use is a logical method for handling last-minute mail. As readers will know, the Canadian Packets sailed from Quebec during the summer (May 1 – November 30) and from Portland, Maine during the winter (December 1 – April 30). For the Quebec sailings, there was always a Supplementary Mail, and the possibility (we assume) of taking letters directly to the dock-side – this system was certainly in use in the American port of New York. These opportunities would not have existed at Portland, where all of the mail from Canada would have arrived in closed bags. Thus, the fact that four of the five off-cover examples listed above coincide with the Quebec sailing period may be evidence for the use of the handstamp on Supplementary or dockside mail. Against this interpretation, on the other hand, is the fact that only one of the examples is stamped with an actual date of sailing.

Prichard's statement that the handstamp was "set to the date of sailing and not altered during the voyage", does not agree with our off-cover examples, since only Example (3) coincides with the eastward sailing of a Canadian Packet Steamer (the *Austrian*, from Quebec at 09:40 hours on Saturday, September 25, 1869). Unless we assume an unparalleled carelessness on the parts of several Ocean Mail Clerks, these examples surely indicate that the date in the handstamp was changed during the voyage, at least during the Large Queen period.

The fact that two of our five examples show inverted or reversed letters is further evidence of the "pure carelessness" that Prichard attributes to some of the Ocean Mail Clerks. On the whole, however, we feel that he is somewhat hard on them, given the arduous nature of their duties. They certainly were the subject of innumerable reprimands – usually based on complaints initiated by the British Post Office, an agency not known for its sympathy to the Canadian Packet service.

Finally – a small point – we suspect that the number of hammers was determined by the number of Ocean Mail Clerks, rather than by the number of different vessels employed in the service. For example, in the period 1868-1872 there were 7 Ocean Mail Clerks, which (with one spare) would account for the eight Canadian Packet handstamps ordered in 1864. We have seen in the Canadian Post Office records what appears to be a proof sheet for a number of new Canadian Packet hammers, of the same design as the originals; the proof dates are AU 18 1869.

We agree with Prichard that the subject of the Canadian Packet handstamps is far from closed.

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**DEALERS IN
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AN UPDATE TO "THE EVOLUTION OF IMPERIAL PENNY POSTAGE AND THE POSTAL HISTORY OF THE CANADIAN 1898 MAP STAMP"

by R. B. Winmill

As with any book, there are errors and omissions to be found after publication. But even more importantly, in the case of this work, new discoveries have been reported and can now be written up. In any event, the compendium of changes which follows, represents an errata and addendum to the book.

- p.17 The caption under the first cover ought to read "Prescott FE 8 '00". A gremlin added an "AM" which does not belong.
- p.18 The caption to the lower photograph ought to read "Berlin C DE 8 '90. This item is overpaid by one cent". The latter portion of this caption was inadvertently omitted.
- p.24 The final sentence ought to read, "In addition, all five Montreal barred circle types are known on Map cover". ("Montreal" was inadvertently omitted.)
- p.28 A new type one squared circle was found. This was Beeton with a scarcity of A. The find was also on cover (front).
- p.31 Port Maitland (under the notes column) ought to read "FE 7 '98 known". As this stamp was not issued until DE 7 '98, this is a fine example of an indicia error.
- p.34 The lower cover is no longer unique – at least one other is now recorded.
- p.35 Arnprior is now recorded on cover.
In the note beside Goderich, "1898" ought to read "1899".
- p.36 The note beside Stirling ought to be removed.
- p.39 The note reading "During spring 1899, 66 is found" ought to be clarified by adding "– an error for '99".
Woodville ought to be omitted as it is not known. Upon his death, it was discovered that the late Nels Pelletier mistook a Wooler for Woodville. As this was the only strike recorded, it is apparent that no example of Woodville is known.
- p.42 The note ought to read "00" (not 00) known on OC 1 '99 and an inverted 8 known NO 18 '99". (the "and" was also omitted).
- p.52 R96B now known.
- p.70 Kemptville III and II are now known and ought to be appropriately inserted. This is a new discovery.
- p.71 Under Toronto notes, "5" and "8" should be added – they are new finds.
- p.72 *Toronto Rusholme Rd, VC I II ought to be added. This too, is a new discovery.

- p.84 Collectors might be interested in a rather peculiar broken circle indicia error. Kuaht B.C. FE 29 '99 can not exist – there is no such date!
- p.88 Oromocto, White Cove, Mahone and Shelburne grids are all known now, at least as late as 1898, hence all could exist on map. Little Glass Bay (1899) Maitland (May 3, 1899) and Victoria (N.B.) (1899) are all known on map cover. All were discovered in a horde of material sold by a prominent western collector.
- p.89 The following new discoveries ought to be added –
- | | | |
|------------------------------|-----------|-----------------------|
| Bailieboro | Peterboro | Broken circle, blue |
| Bethesda | York | Broken circle, purple |
| Mill Bridge | Hastings | Broken circle, purple |
| Presque Isle (note spelling) | | Broken circle, purple |

In future, it is certain that there will be new discoveries made in this most interesting field. Indeed, it ought to be noted that new finds in the fields of duplexes on map stamps have been omitted. This has been done because, owing to access to the collection alluded to earlier and to a horde of other (non map) material, that duplex information can more properly be presented in a separate article. There still remains more than ample opportunity for the next generation to study and contribute to the field of map stamp postal history.

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 2452 FLINT, Dr. Kenneth P., 73 Montalt Road, Cheylesmore, Coventry, CV3 5LS. BS, CGC, CGE.

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- 1656 Ferraro, W. H.
 479 Harrison, A. N.
 1657 Hewlett, M. R.

Change of Address

- 2262 Bogie, N. H. R. 13 Cadogan Road, Edinburgh, Scotland, EH16 6LY.
 2333 Harrison, D. PO Box 2577, Sidney, BC, Canada, V8L 4C1.
 1177 Harrison, H. W. 122 Charlesbrook Road, Baltimore, MD., USA, 21212.
 2422 Russell, R. PO Box 1180, Prince Rupert, BC., Canada, V8J 4H6.

Maple Leaves Returned – New Address required

- 2201 Esaw, F. A. formerly 24 Lincroft, Oakley.
 1949 Potts, J. formerly The Roof House, Grosvenor Close.
 1011 Rorke, Fr. W. formerly #104, 13340, 706 Ave. Surrey, BC.
 1535 Rosenthal, M. formerly 160 Woodfield Road, Toronto.

Confirmation of Address

- 1815 Johnson, A. J. is still resident at 46 Watersplash Road, Shepperton.

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