



JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

PRINCIPAL CONTENTS

Canada's Small Queens	143
The 1897 Jubilee Issue (Conclusion)	147
Mail by Rail in the 1850's	151
The Story of a Canadian Stamp Collection (Part 3)	158

Whole No. 210

Vol. 20 No. 6

October 1986

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MAPLE LEAVES
Journal of
THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN
INCORPORATED 1946

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

Edited by: David Sessions, F.C.P.S.
36 The Chimes, Nailsea, Bristol, BS19 2NH.

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 £7 – Due 1st October

Vol. 20 No. 6

OCTOBER 1986

Whole No. 210

EDITORIAL

A talking point for the new philatelic ‘season’ will be the many price reductions in the new Gibbons catalogue, leading to talk of a philatelic slump. Most of us are aware that the slump, if that’s the right word, took place at the beginning of this decade, as speculators withdrew from the market. Gibbons did not, generally speaking, follow the market down, with the result that their prices have, in many instances, become unrealistic and allowed other dealers to sell at a considerable discount from Gibbons’ prices. What we are now seeing is one major firm bringing its prices into line with the real world. Active collectors who watch the market through the medium of auction realisations will see nothing untoward in this correction.

While on the subject of auctions, it is interesting to note a reversal of ‘normal’ practice. At the Cavendish sale in October will be sold, in addition to Stanley Cohen’s outstanding material, a major property of a Canadian collector. The perceived wisdom has been to sell major collections in the country of origin. It will be interesting to see the result of this sale as, despite the cheerful talk, stamp values for all but the most exotic material remain comparatively depressed in Canada. Postal history has held up extremely well as this was not a preserve on which the speculators were equipped to encroach.

Good luck to all members bidding in our own auction on 4 October, unless you are bidding on the lots that I want!

STAMP PAPER CHANGE

Stuart Clark advises us of a change that has taken place concerning the paper used for printing Canadian stamps. For many years paper had been supplied to Canada Post by Abitibi. When they indicated they were no longer interested in supplying the paper, Canada Post looked to England for supplies and obtained them from the Harrison and Clark Mills. This paper curled badly, plate blocks easily came apart.

Supplies are now being obtained from Rolland Inc. of Montreal, the paper supplied includes both coated and uncoated stock. The uncoated stock and the base paper for coating are produced at their St. Jerome mill, north of Montreal. The coating of the base stock is done at their mill in Scarborough, Ontario.

Gumming of the stock is also done at the Scarborough Mill and, when coated paper is used, the gum is applied after the coating process. The bleaching process is carried out by their pulp suppliers, however no sulphur products are used for bleaching the pulp. All pulps used in the manufacture of the paper are bleached with chlorine and chlorine dioxide.

Plate 2 of the 2c Fishing Spear definitive, printed by the British American Bank Note Co. of Ottawa and issued 13 January 1986, does not curl, so it is assumed that this is on Rolland paper. The first printing of this stamp was from Ashton Potter of Toronto and the plate carried no number, perforation was 14 x 13½. The stamps curled badly as did those from the second printing, by B.A.B.N.Co., perforated 13 x 13½. This printing was issued 10 January, 1985, and no plate number was carried.

AMERIPEX 86

Belated congratulations to :—

Member — Dick Malott who won one of the four major awards as well as a Large Gold. Dick took the James J. Matejka 'Excalibur' award for the best aerophilatelic exhibit — 'Canadian Pioneer and Semi-Official Flown Air Mail Covers, 1905 to 1934'.

Allan Steinhart, who also struck (small) gold with his 'Pre-Stamp and Stampless Mailings to and from B.N.A. — 1685 to 1865'.

Bill Robinson on his silver award for 'Canada — Military Mail 1865-1919'.

Ron Winmill and Mike Street, who each took a large bronze; Ron for his handbook, 'The Evolution of Imperial Penny Postage and the Postal History of the Map Stamp', and Mike for his sterling efforts as Editor of 'B.N.A. Topics'.

We shall be looking for even greater things at CAPEX next year.

CANADA'S SMALL QUEENS — GLITCHES IN QUANTITY ISSUED CURVES by George B. Arfken

In his Small Queen monograph Hillson¹ lists the quantity of each Small Queen denomination issued to the postmasters each year. These data are also found in Boggs' Canada.² Inspecting the annual quantities issued for the 3c value, one sees an increase almost every year as might be expected from a growing nation with a growing population and a growing economy. But the increases are not steady. There is a sharp jump in the quantity of 3c Small Queens issued in 1877. For the 1c, 2c, 6c and 10c values there are some sharp decreases going from one year to the next. The 2c Small Queen also shows one marked jump upwards. Plotting quantity issued against year for each denomination the curves are not completely smooth. There are discontinuities or glitches. This paper explores possible reasons for these discontinuities or glitches in the quantity issued curves.

Hillson¹ has commented on a decrease in the yearly quantity issued of the 2c Small Queen relating it to the introduction and required use of the 2c registered letter stamp in late 1875 for paying the 2c domestic registry fee. To show the decrease clearly the quantity issued data for the 2c Small Queen are plotted in Figure 1, quantities issued in millions. The corresponding data for the 2c RLS are plotted in Figure 2. (Data from Boggs, P. 786). The figures confirm that most of the drop in 2c Small Queens can be accounted for by the regulation requiring the 2c RLS.

Looking at the data for the 3c Small Queen one is struck by a very large jump in the quantities issued going from 1876 to 1877. This jump is shown in Figure 3, all quantities issued in millions. In contrast the 6c value showed a precipitous drop for these same years, Figure 4. (Year dates refer to June, the date of the Report of the Postmaster General.) Why the sudden jump in quantity issued for the 3c Small Queen? Why the sudden drop for the 6c? Two major rate changes in this time period provide an explanation. First, there was the reduction from 6c per half ounce to 3c per half ounce for letters to the USA effective February 1, 1875. Second, the 6c per half ounce charge on letters to the United Kingdom was reduced to 5c per half ounce effective October 1, 1875. Presumably these two rate reductions were responsible for the sharp changes in the quantities issued. The new rate to the USA increased the usage of 3c Small Queens. Both new rates drastically cut the need for 6c Small Queens. It should be noted that these quantity issued changes show up in the data a year later than might be expected. Perhaps this is a consequence of the post office accounting and distribution systems.

The 1889-1890 years show discontinuities or glitches in the quantity issued curves for three values: 1c, 2c and 6c, Figures 5, 6 and 7. We see a sharp drop for the 1c value, a sharp increase for the 2c and a drop for the 6c. The apparent cause of both the 1c and 2c discontinuities was the new regulation that, effective May 8, 1889, the rate for drop letters would be increased from 1c to 2c (per ounce) when carrier delivery was available.

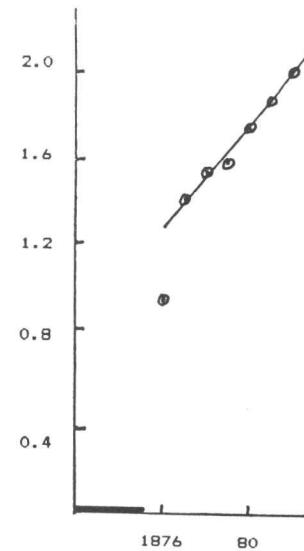
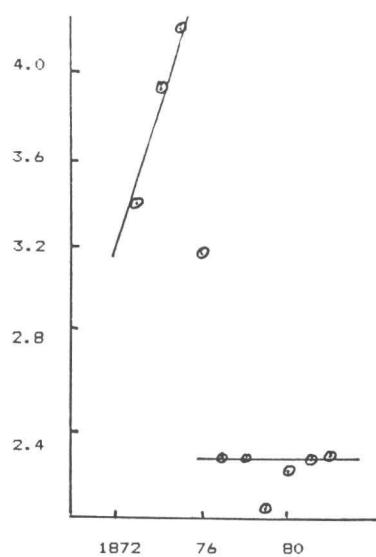


Figure 1. 2c Small Queen. Each (encircled) point represents the quantity issued, in millions, for the twelve month period July-June plotted against the June year date.

Figure 2. 2c Registered Letter Stamp

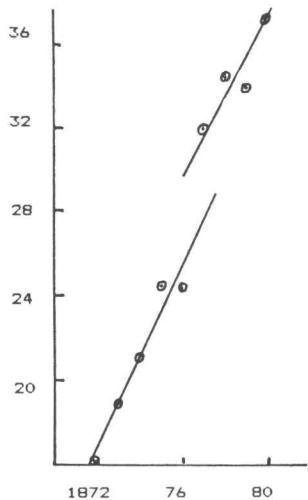


Figure 3. 3c Small Queen

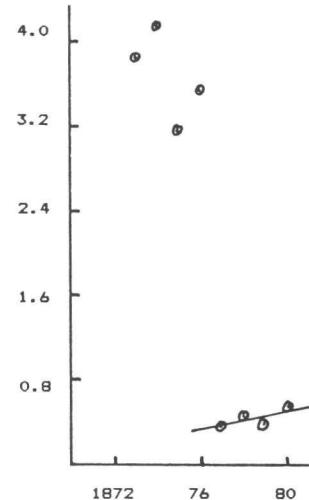


Figure 4. 6c Small Queen

For the 6c value the effect was more subtle. The new regulations left the domestic rate at 3c but increased the basic weight from a half ounce to one ounce. Presumably far fewer letters would be over the new basic weight and far fewer double rate (6c) stamps were required. (The U.S. experienced a similar effect when the U.S. basic weight was raised from a half ounce to one ounce on July 1, 1885. Usage of postage due stamps dropped dramatically.³⁾

The relatively little used 10c value showed small but steady gains over the years 1876, 1877 and 1878. In 1879 came a pronounced drop, Figure 8. There was a very minor rate change in 1879 for parcel post⁴ but domestic rates and rates to the USA and to the UK showed no major changes. Apparently this drop in 10c quantities was a consequence of Canada's adherence to the Universal Postal Union rate schedule effective August 1, 1878⁵. Adherence to the UPU rate schedule meant that the rate (per half ounce) dropped from 10c to 5c for France and some other European countries. The 10c Small Queen could still be used to pay the 10c per half ounce rate on letters to India⁶ and to make up high parcel post rates but the need for it on mail to Europe virtually disappeared. Hillson's table shows other small declines in the 10c quantity issued but these others are minor fluctuations compared to the 1879 drop.

The dominant effect on the quantities issued (a general overall increase with time) was certainly the growth of the Canadian nation. The several sharp changes in the quantities issued discussed above correlate well with postage rate and weight changes and appear to be explained largely if not entirely by these rate and weight changes.

Finally the glitches of 1894. The 2c, 3c, 6c and 10c values all showed small drops. Looking for an explanation we note that the 8c Small Queen was issued August 1, 1893 to cover postage plus registration. The 20c and 50c Widowed Queens were also issued in 1893 officially for parcel post but valid for all classes of postal material. Certainly these three new stamps had an effect on the demand for the 2c, 3c, 6c and 10c Small Queens. But stamp usage was also influenced by the general condition of the economy. Generally depressed economic conditions probably contributed to a reduced demand. (In the USA the effect of poor economic conditions in 1893 was to prevent the U.S. Columbian issue from being the financial bonanza that U.S. Postmaster General Wanamaker had hoped.)

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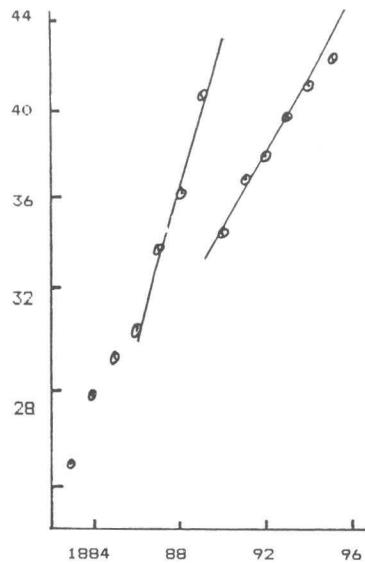


Figure 5. 1c Small Queen

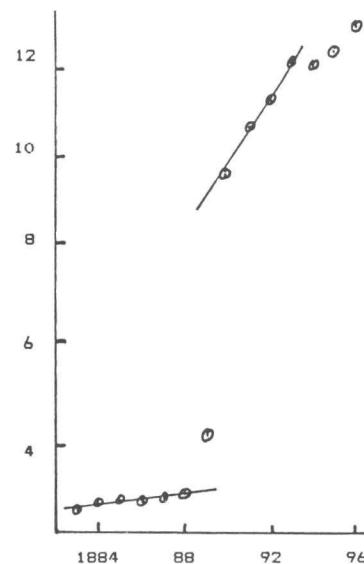


Figure 6. 2c Small Queen

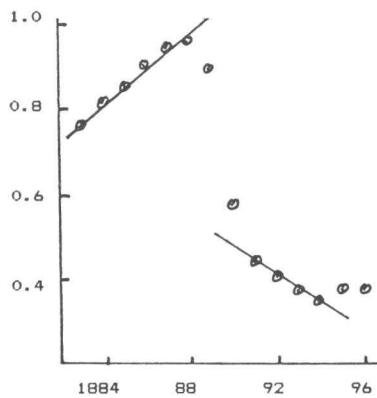


Figure 7. 6c Small Queen

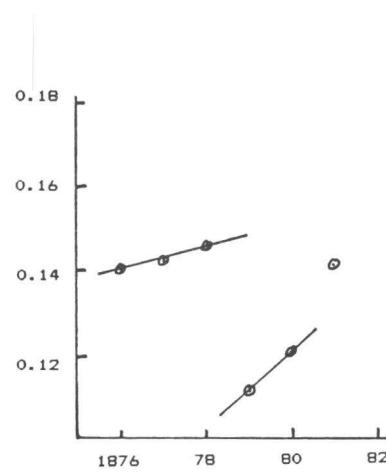


Figure 8. 10c Small Queen

THE 1897 JUBILEE ISSUE (Part 3)
by Hans Reiche, F.C.P.S.

The Fifteen Cents

The 15-cents was printed in sheets of 50 subjects from a single plate, No. 18. The quantity was 100,000 of which 18 stamps were destroyed. All stamps are on a vertical wove paper. The colour is steel-blue.

Varieties are as follows :—

- line below stamp No. 6;
- vertical line through N of 'Fifteen', No. 4;
- guide line below fifth horizontal row of stamps.

The Twenty Cents

Sheets of 50 stamps were prepared for this value. Printing was from a single plate, No. 21, with a quantity of 100,000 of which 19 stamps were destroyed. All stamps are on a vertical wove paper and the colour is described as vermillion with a dark vermillion as a separate shade.

Some of the varieties are :—

- faint dot or line in right arm of V, this occurs on some subjects but the variety is faint and can sometimes not be noted with certainty;
- dot above frame line;
- dot above jewel of crown;
- WE joined by a line.

After many years of searching and just before this article was prepared, a copy of the re-entry on the 20c value has been located by M. Sendbuehlar of Ottawa. The following are the features of this stamp :—

- slight extension of the horizontal shading lines left top;
- shading lines extend into left oval;
- dot in 8 of 1837;
- line above TWE of Twenty;
- guide dot above N of Twenty;
- dot in 9 of 1897,
- dot above crown;
- scratches in D of Canada;
- scratches in OS of Postage;
- dots top legs of V;
- and shading lines extending into margin upper right.

The Fifty Cents

This value was printed in sheets of 50 subjects. A single plate was used, No. 23, with a quantity of 100,000 of which an initial quantity of 86 stamps was destroyed. A further quantity was destroyed from remainders, but this quantity is not listed in the records. All stamps are on a horizontal wove paper. The colour of this stamp is ultramarine with a dark ultramarine shade listed in catalogues.

A few varieties have been recorded :—

vertical guidelines in centre of stamp on all subjects from the fourth and fifth vertical row, starting with No. 4, 9, 14, etc.;

dot in the V appears on many subjects but some are covered up by the design.

The One Dollar

The One Dollar value was printed in sheets of 50 subjects. One plate was used, No. 27, which was the last plate laid down, with the exception of two late 3-cents plates. Of the 24,900 stamps printed, 94 were destroyed initially. The colour is lake and no shade variations can be found. All stamps are on a vertical wove paper.

The dot in the ribbon below the ball at top of the maypole can be noted on some subjects.

Re-entry, lower-left corner, with short vertical line and slight doubling of left flowers, extension of all horizontal shading lines left into margin.

Re-entry, slight extension of some of the horizontal shading lines left into margin.

The Two Dollar

A two dollar value was printed in sheets of 50 subjects. One plate was used, No. 26. A quantity of 25,000 was printed with 66 stamps initially destroyed and a further undisclosed quantity in 1906 of remainders. All stamps are on a vertical wove paper. The colour is described as dark purple with some lighter shades in existence. This colour fades in daylight and care should be taken when exposing the stamp for longer periods to daylight.

The following variety has been noted :—

re-entry with line in N of 'Canada', extension of horizontal shading lines into white space on the left side of the design, doubling of the numeral 1 and 7 in '1837'.

The Three Dollar

The higher values were not very popular and many remained for a long time in the post offices. This value was printed in sheets of 50 subjects. One plate was used, No. 24. A quantity of 13,500 was printed of which an initial 52 stamps were destroyed and a further 2,650 stamps in 1906 as remainders. All stamps are on a vertical wove paper. The colour is yellow-bistre with no shade variations.

The Four Dollar

The four dollar stamp was printed in sheets of 50 subjects. One plate was used, No. 22, from which a quantity of 14,500 was produced. Initially 59 stamps were destroyed with a further remainder of 3,050 stamps in 1906. All four dollar stamps are on a vertical wove paper. The colour is purple with no shade variations.

The Five Dollar

This is the last value of the Jubilee set. Sheets of 50 subjects were prepared from a single plate, No. 25. A quantity of 15,500 was printed with 59 stamps destroyed initially and a further 2,100 remainders in 1906. All stamps are on a vertical wove paper. The colour is olive-green.

One variety was noted on this value :—

re-entry in PO of 'Postage'.

The Postcard

A one cent postcard was issued to commemorate the Jubilee. The design is in black with the inscription "Canada Post Card" in a fancy frame and "The Address To Be Written On This Side" below it. A double impression of the stamp is listed in "Canada and Newfoundland Postal Stationery Catalogue" by J. F. Webb. An essay of a similar design exists with slightly different type for the address message and a very large VRI in pink colour in the centre of the front of the card. *The Essay Proof Journal No. 50* lists this item as "New Canadian Postal Stationery Item, by V. G. Greene".

Other Stationery

A number of privately-prepared envelopes commemorated this event by adding to the normal information on the envelope data relating to the Diamond Jubilee. For example, Fisher The Tailor in Annapolis and Bridgetown added: "Come To The Annual Royal Diamond Jubilee Exhibition". Another made use of a colourful patriotic design with an inscription which read: "The Maple Leaf Forever". One envelope shows, in a circle of leaves, Queen Victoria with 1837-1897 and a facsimile of her signature. William Ewing and Co. in Montreal prepared a cover with the Chalon head and Queen Victoria for the Montreal Fair in August 1897. Many others exist, but this subject is outside the scope of this article.

Conclusion

It is obvious that this information is not the last word. Much more research will have to be carried out to fill in the gaps of this interesting issue. Nevertheless, some of the data presented here will be new to philatelists.



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MAIL BY RAIL IN THE 1850's by R. B. Winmill

The conveyance of the mails has always been a subject of great interest to postal historians and the R.P.O. has always held a peculiar, almost mystic, fascination for many enthusiasts. Yet much of the history of this means of conveyance lies buried deep in the bowels of various archives and in musty old newspapers, diaries, personal correspondence and the like.

Recently, while undertaking research on behalf of a prominent postal historian, five most interesting letters, relating to the problems associated with the conveyance of mail by rail, were uncovered. These letters are reprinted verbatim below.

*W. H. GRIFFIN ESQ.
P.O. Department
Quebec*

(5)

London 14 Oct. 54

Sir:

Mr. J. E. Davis, one of the P.O. Railway Clerks, doing duty on the line of the Great Western Railway in addition to his regular work as a Day Clerk, keeps the monthly sheets and (records?) of the Travelling Post Offices on the line and for this it appears he has been promised by the late Postmaster General some extra allowance.

Mr. Davis receives a Salary of £150 a year, and he will complete a years Service on the 1st of next month. I have to request that you will inform me what additional allowance will be granted to him for the extra duty performed by him.

*I am etc.
Gilbert Griffin
P.O. Inspector*

Hon. R. Spence

607

9th Oct. 1856

Sir: The Night Mail Train last night on (the) Great Western Railway met about one mile west of this city (London) with a Cattle Train bound east and a collision took place which altho fortunately was not destructive to human life has been a serious loss and injury to the Mail Service.

Mr. McDonnell was the clerk in charge – he received only a slight contusion of the left shoulder and his escape has been most wonderful as on the smash taking place he found himself in the second car in rear amongst the baggage. The Baggage and the Post Office Cars immediately caught fire and Mr. McDonnell and the Railway Express Men had barely time to extricate themselves before the whole car was in one blaze.

We have lost everything that was in the Travelling Post Office except the mail keys which Mr. McDonnell had in his pocket everything was burnt up. I was out at the scene of destruction this morning and the only portions of the P.O. car left are the wheels and a few iron bolts.

The United States through Mails were all destroyed and all the Express goods and valuables.

Fortunately the train from Toronto did not connect at Hamilton and the Mails west of London were very small.

There were 7 Registered Letters from London – and 8 from places east mailed on the GWRPO – the through mails for Chatham & Windsor etc. may have contained others.

I have furnished Mr. McDonnell afresh and he goes East tonight with an extra hand to afford him assistance.

*I am etc.
G.G.
P.O.I.*

Hon. R. Spence

620

30th Oct. 1856

Sir:

I have to request your permission for procuring from the Boston Hand Stamp Company, Stamps for the use of the Post Offices on the Great Western and Buffalo and Lake Huron Railways.

The mail on the latter Railway will be carried by Day leaving Paris at 8 and Buffalo at 10.30 am. (or 2.55P.M.) and many letters will therefore be posted at the Railway Offices rendering the use of a Dated Stamp very important.

Stamps have not yet been supplied to the G.W.R. Post Office but I think it will be better to have them put on as soon as possible – if only for Registered Letters & for Letters from the Station Boxes which are becoming very numerous.

I would propose that the Stamps for each of the Railways should have the letters W & E supplied moveable to indicate whether letters are stamped on the Trip going West or going East.

The Boston Company have I understand supplied these stamps for the Post Offices on the Grand Trunk Railway which is my reason for begging leave to procure the articles I want from them.

*I am etc.
G.G. P.O.I.*

Owing to (the) negligence of the Switchman at Dundas the Train was permitted to proceed and it came in contact (a little to the East of the Dundas Station) with a Freight Train going West. The collision was very serious and has resulted in the deaths of three persons. The Post Office Clerks in charge were Messrs. Wynn and Willis - who have both fortunately escaped with comparatively trifling injury. Mr. Wynn resumed his duty last night. Mr. Willis writes me from Toronto that he hopes to be able to return to this (post?) in a few days. The P. Office Car was entirely demolished and the Papers and Letters scattered in every direction. I have delayed reporting until I could ascertain particulars but I believe four Registered Letters are missing.

1 Rec'd from Lynden. addressed to Joseph Harris Riches enclosing \$2.
1 Rec'd from Galt addressed to Richard Saping. Place and contents unknown.

2 Rec'd from Paris addressed to J.B. Osborne V.A. Moore - Grimsby.

These letters were lying in their respective pigeon holes at the time of the accident & have not been received at Suspension Bridge and Grimsby -

Mr. Wynn behaved very well on the occasion & I am happy to report so of him to bring his conduct before you. Altho much bruised and injured he remained by his Office and exerted himself to recover the scattered contents of his mails taking on the Mails regularly from Hamilton for St. Catherines & the East.

I am etc.
G.G. P.O.I.

Hon. R. Spence

798

27 Apr. 57

I have to request your immediate instructions for my guidance under the following circumstances.

I am advised by the L & P. S. R. Co. that coming on 1 May their first Train will be dispatched from this city at 6:30 am - instead of at 7 am as at present, and it will be impossible to dispatch by that train the mails arriving during the night from E and West by Railway and from Sarnia and Goderich by Stage for St. Thomas, Port Stanley and their distributions.

The object the R. Co. have in mind in adopting this inconvenient time is to bring their passengers into London by 10 am in time for the Morningham East on the G.W.R. and the St. Thomas and P. Stanley people prefer this change of time, even at the sacrifice of their mail accommodation.

The second Train will leave London at 3 P.M. and all the Mails for the South must be over here until this hour not reaching St. Thomas until 4 P.M. and affording no opportunity for reply.

TWO OUTSTANDING

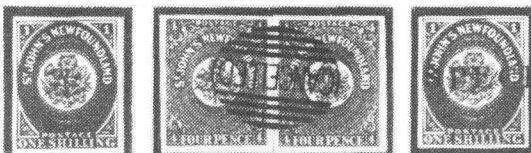
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EXHIBITION IN LONDON – OCTOBER 15-17, 20, 21

De-luxe mini-handbook catalogue, elaborately illustrated in colour and black and white, available four weeks prior to the auction from Harmers of New York Inc. at \$8, (Can. \$10) and from Harmers of London at £5, with prices realised to follow :—

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N.A. COLLECTIONS

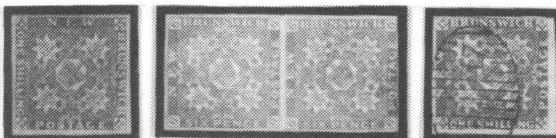
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JULY 3 19

I have explained the matter to Mr. (Lammson?) the President, and talked it over with the Mayor, Mr. (Lemond?) but I don't see any means of overcoming the difficulty for they cannot postpone the train or dispatch another train and the London P.O. cannot with the present force assort mails during the night so as to be in readiness to forward them at 6 am.

The night Mail Train bound West is not due here until 5 am, the bags brought by it could not well be at the P.O. until half past and they must leave at 6 o'clock to reach the P.Stanley R.L. in time — and this permits of us no , or affords no additional or spare time for any contingency.

The only alternative in my opinion is to dispatch the mails to St. Thomas by horse conveyance, leaving the P.Stanley mails for the Railway leaving at 3.00 PM but this would cost a large sum of money as the contractor could not look to Passengers for any remuneration.

I beg to submit the matter for your consideration, and respectfully request you will advise me of your decision.

I am etc.
G.G. P.O.I.

TWENTIETH CENTURY VANDALISM by Sandy Mackie, F.C.P.S.

Canadian Registered Post Cards are not all that common, all those illustrated are of the Victorian era, so you can imagine my surprise and disgust on discovering this item amongst a dealers box of Canadian Post Cards at a recent Stamp Fair. The most obvious thing about it is that the stamp has been removed by steam I would imagine, as quite a proportion of the original gum remains, and the outline of the perforations can clearly be seen, indicating that it was a large size stamp that was used to pay the postage. The date of mailing from Victoria B.C. being the 10th of October 1908 would make one draw the conclusion that a 7 cents value of the "Quebec Tercentenary Issue" had been used to pay the combined rates of 5 cents Registration and 2 cents U.K. Post Card Rate, which was cancelled by the Victoria machine. As it was a Registered item the "R" in oval and the Registration number 1259 or 1201 were added along with the "Victoria B.C. 10 OC 10 08 Canada" hand stamp which appears on both sides of the card. On the picture side a "Montreal 15 OC 15 08 Canada" date stamp was applied on arrival there, as was either the number 1259 or 1201. On arrival in the U.K. at Edinburgh the "Registered 5 Edinburgh 7.15AM OC 23 08" was applied, and according to U.K. Postal Regulations the blue crayon lines, and the "R Edinburgh 72 No. 136" label were added. Arriving at its destination the "Dumbarton G OC 23 08" mark ended its travels.

Hon. R. Spence

686

14 Jany 1857

Sir:

The Night Mail Train going East the Night of (the) First was delayed by the severity of the weather & by the time it reached Dundas it was several hours behind time.



When the stamp was removed what was it worth with the wavy lines of cancellation, a few pounds? I can say without any question of doubt, had it not been removed I most certainly would not have been able to purchase it for the 10 pence I paid. This surely would have been a remarkable item of Postal History, which brings me to the conclusion that there were more Stamp Collectors than Philatelists at the turn of the century.

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THE STORY OF A CANADIAN STAMP COLLECTION (Part 3)

by Stanley Cohen, F.C.P.S.

My own collection of Toronto 2's, already very large and resplendent with unusual covers, was greatly enhanced on the acquisition of the specialised collection formed by the late Ron McMurrach of Gananoque, Ont., whose Toronto collection was superb.

The Small Queens

It usually happens that when one sets out to complete a particular collection, once that is accomplished and there is nothing else to add, that one loses interest. In the case of the 2-Ring numerals this was not the case at all, once I had completed my full range of Numbers 1-60. The reasons for this were threefold.

Firstly, mostly all my copies were on single off-cover specimens. I continued to be on the look out for covers. I never did complete the range on entires, although I am not all that many missing now.

Secondly, as auction lots and collections came my way, I was constantly up-grading my strikes. Superb 'socked-on-the-nose' specimens would replace any that were a little faint or partial. These duplicates were good traders, whilst the collection was being improved in quality constantly. I would also always keep a second example if it happened to be on a different value in the set. Over the years, the whole range was being represented not only on the usual 3 cent denomination but also on a wide range of 1 cent, 12½ and 15 cents, and with the occasional ½ cent, 2 cent and 6 cent.

But this postmark collection was suddenly given a completely new lease of life when I started an interest in the 'small queen' series which started to replace the Large Queens early in 1870. The smaller stamps were much more plentiful and far cheaper, although for many years they had not interested me, so entrapt was I in the first issue.

The 2-ring numeral official series lasted for several years. The dies were made of steel and did not wear out quickly like the improvised corks of Toronto, Ottawa and Kingston. Accordingly all 60 of the 2-ring numerals continued in use at least for the first few years of the long reign of small queens.

Now I attempted a collection of the same 60 numerals on the small stamps and found it much easier going than on the large ones. By active trading I had soon a set of over 50. As usual, the last ten were by no means easy but eventually I made it, and was then the proud owner of the first completed collection of all the numerals on *both* issues. The small queens were largely covers, too, that I found so difficult on the 1868 issue.

It was this collection that aroused my interest in the small queens and from then on I branched out into collecting these stamps generally and for their vast range of postmarks not only numerals, which incidentally were also to include the relatively few survivors from an earlier era, the official 4-ring numerals, but also masses of fancy geometric types, as well as the later 'squared circles', suddenly becoming the biggest collecting fad of all . . .

Arnold Banfield

In these early days of the fifties, my correspondence with fellow collectors overseas was producing a crop of friends and acquaintances 'by post' that was growing all the time. I could list a long set of names of these, some of whom I was eventually to meet, others whom I never met but only knew by their names and hand-writing . . .

Amongst these, there was no-one more fascinating to write about than Arnold Banfield, who lived with his family in Oakland, Ontario, Arnold collected only one stamp! He specialised to the nth degree in the 1859 10 cent Prince Consort. With its manifold printings, hardly any two stamps of this value are the same. So he collected every single copy that he could get, irrespective of its condition, its colour or whatever.

Whilst he scoured the whole of the American continent for 10 cent Consorts and had dealers all over the world sending him the stamp in any condition and at any price, his demand was insatiable. So, one day he wrote me and made me the following proposition. He knew of my interest in the Large Queens and so offered to secure for me all the Large Queens he could find in Canada and U.S.A. In return I would scour Europe for him and obtain every single copy of the 10 cent Consort. I had no interest whatsoever in the 1859 issue so was very happy to agree to his suggestion.

For the next few years, right up to 1960, I gathered in all the Consorts I could find in my travels around Europe and sent them to him. By weekly post, parcels of Large Queens were coming to me and parcels of Consorts to him. I very clearly recall the most interesting fact that no money ever passed between us for all these transactions. We each simply kept a little ledger of what we had spent and, always supplying each other at cost price, we always had a small debit/credit balance in hand. Even to the day of his untimely death it remained and the small balance one way or the other was never settled or worried about.

This unusual set up resulted in a friendship 'by post' that grew and grew until by 1959, I was thrilled to learn that he and his family were actually coming to England for the great London International of 1960, where, of course, Arnold was going to exhibit some parts of his Consort collection.

I shall never forget the fabulous week of the Exhibition, when my wife and I went to London to 'entertain the Banfields'. What a week we had. Arnold and his family turned out to be great fun and we showed them London as never before. Theatres, dinners, all the sights and, of course, endless hours talking stamps.

Arnold was disappointed at only receiving a Large Silver instead of the expected Gold at London 1960. The trouble was that he had packed so many Consorts onto every single Exhibition page that the display was overcrowded.

Little was I to dream that only a very few years later, all of that magnificent Consort collection was to end up being mine. Life has its surprises and that was certainly one of them.

On his return home to Canada, our correspondence continued apace. Whilst I kept sending him the 10 cents, his letters and sendings to me slackened off and his letters were no longer full of the joys of life that they had been. Arnold was a sick man and he knew it. A few years went by and then I received one of the saddest letters I ever had. It was to be the last letter that Arnold ever wrote. He was in hospital and knew that he was dying. He wrote me lovingly of his collection and added that it would be his dearest wish that I should acquire it on his death. He died only a few hours after writing it and I heard the sad news at the same time as I received his last letter.

As it so happened, at this time, I had sold my textile business and was quite liquid. I had never bought a really huge Canadian collection and had no idea what Arnold's Consorts might be worth. I consulted my dear friend, Leo Baresch, as always, and asked his advice what to do. I showed him Arnold's letter. By strange chance, Leo knew the Executor of the estate and contacted him for me.

Many months later, I had notification from the Executor, who was Les Davenport, one of Toronto's best loved and respected dealers, that the Will had left instructions that the Banfield collection was first to be offered to me before anyone else. He flew to England to discuss the matter and, as a result, I honoured Arnold's wish by buying the entire collection. Suddenly, I was the owner of the largest collection of one stamp in the world. Thousands and thousands of 10 cent Consorts, about which I knew virtually nothing.

But I had another friend, who did know all about them. None other than Geoffrey Whitworth, whose books on the 1859 issue make him the world's outstanding authority. With his great help, I studied and learned as much as I could about this amazing stamp with all its printing variations, its papers and its varieties.

The duplication was so vast, that Leo helped me to weed out some small sections for disposal to help recoup a little of the cost, but those sold were not even noticed and to this day the vast collection remains basically intact. Small sections of it have won high medals in a number of Internationals held later in London and Toronto.

But this was not quite to be the end of the story. I had acquired the collection for some six months, when I suddenly received a telegram from Les Davenport. In it he mentioned that, as the buyer of the collection, I had

also bought at no extra cost, all the six volumes of the 'collateral' material and that if I would go to the local airport and pay the carriage charges, they would be there for me to collect. I had not the faintest idea what was meant by the 'collateral' material. It was an interesting exercise to go to Elmdon . . . Birmingham's airport . . . to find out . . .

The 'collateral' collection

What I had not known, and what I am sure nobody else knew, was that in Arnold's world-wide quest for the Prince Consort stamp, he also had a side-line collection of everything and anything appertaining to the Prince himself. He had acquired prints and paintings, letters and seals, coins and bank-notes, miscellaneous items of Victoriana to complete and fill six huge bound books.

When I got these home and realised that they were mine, I could not believe what I was seeing. Here was a letter in Queen Victoria's own hand to her niece. Here were envelopes sent to Gladstone and Lord Palmerston signed by Albert. Letters to and from royalty. Medals and coins, prints in profusion, newspaper cuttings. Anything and everything appertaining to the Prince Consort. Menus signed by him. Tickets of openings of bridges and launching of ships, including the "Great Western".

This unexpected bonanza was a fillip to a fine stamp collection. I put the collection away with great pride, and so scarce is this kind of 'collateral' material that I was never able to add anything to it.

Quite recently I heard of a special 'Prince Albert' exhibition to be held in London. I contacted the people organising it and invited them to come and see my own collection, offering them on loan for the exhibition any items they might want to have. They came and borrowed a great number of items, all of which were on show in London at the time, alongside a great many other items kindly loaned by Her Majesty the Queen.

I was very proud, and I am sure Arnold would also have been, at this ultimate showing of his magnificent collection.

First visit to Canada

During the late fifties and early sixties, I wrote a series of articles for *Maple Leaves* under the title 'Not so much a Postage stamp . . . more a way of franking'. They described the more unusual pieces in my collection with great emphasis on postmarks and, judging by the extraordinary response I received from fellow collectors, I think they were well received. My name must have spread across to Canada itself for I received an invitation to give a display to the Royal Canadian Philatelic Society at their Annual Convention to be held in Niagara in 1963.

I had never been to Canada and the prospect of meeting up with my many friends there was sufficient for me to willingly accept. But first I went to New York for a few days there to meet for the first time, Horace Harrison himself, together with John Siverts and Norman Brassler, who in turn intro-

duced me to that great collector, Harold Lussey. Those few days in New York will not be forgotten. I had taken my Large Queens with me, for Niagara, and we all compared collections throughout three long days and nights. I guess I did not see much of New York itself on that particular visit.

Niagara 1963

There cannot be a much finer setting for a stamp Convention than Niagara Falls. My first glimpse of Canada was there and, from the hotel window, the great sight of those Falls was something truly to be remembered.

I was no stranger to Canadian stamp conventions. For some years I had been displaying to the CPSGB but this was something different. First of all, back home, if one got as many as fifty Canadian specialists to Convention it was as many as one could expect. Here, in Canada, there were literally hundreds. Suddenly I became a little nervous about my ability to talk to such a gathering. In the event, it turned out to be rather humorous and not so unnerving.

The room had filled to capacity for my display. Seated at the very back I could recognise the now familiar figure of my friend, Horace Harrison, but I do not think there was another soul in the room that I knew. In those days, it was rare for Englishmen to go over to Canada for a Convention and none of my 'home' buddies had made it.

The display itself went down very well. I talked and talked all I knew about the Large Queens. At the end, as was apparently customary, the Chairman invited 'Questions' to the speaker and I prepared myself for the ordeal. A gentleman stood up in the front row and, of course, I had no idea who he was, the Chairman rather inadvertently omitting to mention his name.

To be continued.

BOOK REVIEWS

CIVIL CENSORSHIP IN CANADA DURING WORLD WAR I by Allan L. Steinhart

With the diversity of books on Canadian philately and postal history now available, one would think there was little new left to write about. Nevertheless Al Steinhart has managed 77 pages on a subject which has little literary precedent. No doubt some of the information is known to collectors of military mail, nevertheless, despite the reference to *civil* censorship, they will find this book an invaluable reference work. To those who are not military buffs it could open up a whole new collecting field.

Allan has succeeded in codifying the various censor handstamps and adhesive strips, allocating periods of use as well as giving a significant amount of background information on what is still almost virgin territory. Collectors in general are a pretty lazy bunch, prepared only to collect that which has been catalogued. Whilst no prices are suggested, indeed it would be difficult to do so in the absence of a specific market, here is a new catalogue so, for those looking for a new field, here's your chance. The serious student of Canadian postal history will, of course, need this new-ground breaking book, published by Unitrade Press at \$12.95.

THE SMALL QUEENS 1870-97 by John Hillson.
Canadian Stamp Handbooks Series ed. by Michael Milos.

This latest section in the ambitious loose-leaf series of catalogues has been prepared by our Treasurer, John Hillson, author of 'The Small Queens of Canada', with pricing by Ted Wright of George S. Wegg.

The Small Queens represent an important phase of Canadian philately and the condensing of the accumulated knowledge into a brief specialised catalogue of a dozen pages will be welcomed by both specialists and more general collectors. Three of the pages are taken up with most useful illustrations of the major varieties found on S.Q. Specialists tend to overlook the fact that more general collectors may have no idea what the 'strand of hair' or 'feather in hair' varieties look like, now they can see for themselves.

One small point: editing of the descriptive portion of the catalogue, under the heading, 'Printers', leads to the implication that no printings took place during 1873. This is not so, 1873 was a year of transition as the plates were transferred, value by value, from Ottawa to Montreal. A welcome and authoritative addition to the series which is still a long way from completion. Published by the Unitrade Press in Toronto.

SCOTT SPECIALIZED CATALOGUE OF CANADIAN STAMPS 1987

Now published by Unitrade of Toronto, this catalogue, which includes the Provinces, has grown in size and scope and now runs to some 270 pages. Squared circle postmarks have been added to the two and four-ring numeral cancels, whilst complete booklets are now listed, as well as the previously listed panes.

Quality and registration of colour are very good for issues from 1940 onwards but of very mixed quality for earlier issues, to the point where I note that the red 20c Harvesting of 1929 (Scott 157) appears as a brilliant mauve; very misleading to the unwary, particularly as the colour is not included in the catalogue description.

Scott's Specialized has improved considerably over the last two or three years and, at \$5.95 now represents very good value.

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GROW WITH THE ROYAL

LETTERS TO THE EDITOR

Trevor Gartland's letter in the June issue concerning a probable USA marking, featuring a 'U' in a circle with numerical date, in purple, has excited some comment.

Kim Dodwell writes, in part :—

"The purple backstamped mark is almost certainly a United States Sea Post mark, and I think that the cover in question would have been sent either from or via St. John, N.B. (or possibly Halifax N.S.), to either Boston or New York, and it would have gone by sea, when the Sea Post mark was applied."

"In my collection of Atlantic Mails which I sold a couple of years back, there were two covers with similar marks, both of them registered, both to South America, both from the Canadian Maritime Provinces, both with New York transit marks. One I recall I bought from Rigby's many years ago, and in the catalogue description was a reference to an article in I think, The Philatelist, covering the use of these U.S. Sea Post marks."

"If Mr. Gartland's cover was possibly routed St. John – New York by sea, then my hypothesis is the likely explanation, but if there was no possibility of it having gone by sea down the Eastern Seaboard, then it is nonsense!"

Trevor agrees that his cover could have travelled via the Eastern Seaboard, taking into account the RPO markings on the reverse, so Kim's suggestion remains valid.

In another letter, Dean Mario writes :—

"I too have a registered letter from Newfoundland to Bermuda dated 1893 with this marking on the reverse. The date (which is detailed below) corresponds with the oval 'NEW YORK N.Y. 12-1 1893 REGISTRY DIVISION' handstamp. Thus this mark must be a registry marking of some type (an expert must corroborate however). I once surmised that the capital D indicated 'December', but after seeing Mr. Gartland's example of 'U' and a February date, another answer must be evident."

So there we have another example of transit down the Eastern Seaboard, which does no harm at all to Kim's suggestion; but we do now have the mystery of the meaning of the letters! As the consensus is that the mark in question is of U.S. origin I feel we must close the correspondence. If any member has conclusive evidence of the nature of the mark, perhaps he will write direct to Trevor Gartland.

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R. Visits.
- 2492 BURTON, Betty, Box 241, Beaverlodge, Alberta, CANADA, T0H 0C0. B, C.
- 2493 GOMMO, Richard D., 9 St. Anne's Close, Wendover, Bucks, HP22 6JF. C.
- 2494 LETTS, Alwyne, F. A., Brineton Pines, Blymhill, nr. Shifnal, Shropshire, TF11
8NQ. B, C.
- 2495 TRIPPLETT, Brian A., 533 Prospect St., Apt. 1, New Haven, Connecticut 06511,
USA. B, C.
- 2496 KILLINGLEY, Mrs. Joyce, 16 St. James Road, Bridlington, N. Humberside,
YO15 3PF.
- 2497 JANSSON, Per-Olof, Uppegårdsvägen 5, 4500 Surte, SWEDEN. A, PH.
- 2498 CATTERMOLE, William H., 334, McEwen Drive, Kingston, Ontario, CANADA,
K7M 3W1. C.

Resigned

- 2321 Wood, N. G.

Change of Address

- 1628 Bosch, W. L. - 2029 Country Knolls Lane, Elgin, III. 60123, USA.
- 2477 Johnston, H. W. - 63 Newland Crescent, Charlottetown, PEI, CANADA, C1A
4H6.
- 2482 Mario, D. W. - PO Box 342, Saskatoon, Sask., CANADA, S7K 3L3.
- 2045 Morin, C. - 249 Rue Bourgeau, Aylmer, Quebec, CANADA, J9H 6K3.
- 2153 Mills, G. R., - 6 Pilley Green, Pilley, Bocdre, Lymington, Hants, SO41 5QQ.
- 2316 Scott, Revd. J. H. - 119 Cowley Drive, Woodingdean, Brighton, BN2 6TE.
- 1952 Taylor, L. - 18 Granby Rd., Edinburgh, EH16 5NL.
- 1513 Snell, J. V. - 146 Collier St., Toronto, Ontario, CANADA, M4W 1M3.
- 2203 Winmill, R. B., - PO box 2722, London, Ontario, CANADA.

Amendment to Address

- 2162 Krawec, T. - Address should read : - 43 Edcath Rd., etc.

Amendment to Interests

- 2457 Gartland, T. - CGE+V, PH, RPO, RC.

Address required

- 2213 Ordish R. - formerly 108 Albert Rd., Richmond, Surrey.

Revised Membership: 582.

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Members are reminded that the annual subscription of £7 is due on 1 October, 1986. Dues received after 1 January 1987 will attract an additional £1 re-instatement fee. Any UK member who wishes to ensure payment is made in good time may like to pay by Direct Debit. If he has not already made such an arrangement, a form can be obtained from the Treasurer in exchange for a SAE. Members in Canada and USA can save themselves hassle and bank charges by sending dues to either Wayne Curtis at PO Box 74, Postal Station A, Toronto, ON., Canada, M5W 1A2, or to John Siverts at Box 425 Wilmington, Delaware, 19899, USA.

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WANTED: Depression Era George V Arch Issue Covers — unusual postmarks, rates, unusual markings and foreign destinations especially desired. Send photocopies with offering price. J. W. Goss, PO Box 763, Southfield Mi. 48037, U.S.A.

WANTED: Newfoundland Provisionals and Bi-Sects on cover; 1897 "Paid All" Stampless Covers; Saskatoon Postal History; Boer War Censored Covers. Send asking price to D. W. Mario, Box 342, Saskatoon, Sask. Canada S7K 3L3.

WANTED: Information on plating Newfoundland's 1865-1879 Seal and the 1880-98 3c Queen Victoria. Also wanted large lots of rouletted seal. Paul Burega, Box 15765 Stn F, Ottawa, Ontario, Canada K2C 3S7.

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