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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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Whole No. 229
Vol. 22 No. 1
AUGUST 1990



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MAPLE LEAVES

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Vol. 22 No. 1

AUGUST 1990

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EDITORIAL

So Stamp World 1990 has come and gone. It must have been pleasing to the organising committee, after all the criticism of the chosen venue beforehand, that nearly all the written comment subsequently has been favourable.

Some 95,000 passed through the turnstiles, though many like your Editor were repeat visitors; this compared favourably with pre-show projections of 75,000. Yes the venue was a little out of the way but the shuttle service seemed to work very well in both directions and, once inside, the collector was met with a veritable feast of philately.

The Court of Honour was a magnificent, homogeneous display entitled, 'Before and After the Penny Black', instead of the usual heterogeneous selection of invited displays. Material was loaned by the major institutions and a handful of private collectors. It was good to see several items from the collection of past president Stanley Cohen, even if they were not Canadian; these included the fabulous first day cover bearing ten penny blacks.

The competitive exhibits were well laid out and, needless to say, the material was first class. It was in this area however that CPS members might have felt cause for dissatisfaction - only two Canadian exhibits and four from the provinces. This seemed a poor representation from a major stamp-issuing area. I gather from the organisers that the aim was, as far as possible, to show exhibits from all the stamp-issuing countries. Very commendable but, as something of a die-hard, I found 38 frames of BNA a poor balance against 374 frames of thematics and 22 of maximaphily. If diversity was the order of the day then why eight exhibits (50 frames) of 'Transport' within the thematic field? Enough quibbling, it was a great show for the broad-minded collector!

We offer our congratulations to CPS members who gained awards at the International, including:

A. Leggett (gold) for 'Canada - First Cents Issue'
Dr. R.V.C. Carr (large vermeil) for 'British Columbia'
Dr. A. Selby (vermeil) for 'Newfoundland 1865 - 1880'

We also noticed the name of Eric Quinn (large vermeil) for 'Disinfected Mail in Europe 1723 - 1918'. Among the literature class were:

N.J.A. Hillson (vermeil) for 'Small Queens of Canada'
D. Eaton (vermeil) for 'The Postage Stamps & Postal History of
Vancouver Island and British Columbia 1849 - 1871'
W.J.Bailey (large silver) for 'Canadian Military Posts Vol.2'

Also among the literature awards were Stanley Cohen and Dan Rosenblat (vermeil with felicitations) for their 'Collecting British Squared Circle Postmarks' and Dale Speirs (Certificate) for 'Olympex 88, Olympic Stamp Exhibition'.

* * *

Regrettably we must close on a sad note. Just as we were going to press we learned of the death of past president Jim Bacon. A regular attender at Convention until ill-health curtailed his activities, Jim joined the CPS more than 30 years ago and was best known for his study of the Admiral issue. Perhaps less well known was his deep interest in Canadian airmails, an interest that took him to Canada to visit out of the way airfields and drool over obsolete aircraft. Apart from stamps, Jim and I shared a love of football and jazz; we two greatly enjoyed the post-banquet band at Jim's Carlisle Convention in 1981, even if no one else did!

CANADIAN INTERNATIONAL REPLY CARDS

by George B. Arfken

With Department Order No. 27, on 13 December, 1882, the Canadian Post Office announced that it was issuing reply post cards for domestic use. These were domestic post cards with two parts, each with an impressed 1c stamp (Webb P6) (1). One part of the double card was for the original message. The other part, already prepaid, was for the reply.

Department Order No. 27 continued with a promise to issue Canada reply post cards to be used in correspondence with the U.K. (2c impressed stamp on each part of the double card):

‘Canada reply post cards, to be used in correspondence with the United Kingdom, will also be supplied at an early date,...’

International reply cards had been used since 1872 (2). The 1878 Universal Postal Union Convention of Paris, effective 1 April, 1879, gave them its approval:

‘The Administrations interested are, however, permitted to come to mutual arrangements for the exchange of post-cards with paid reply’. (Article 14)

The next step came with the 1885 Universal Postal Union Additional Acts of Lisbon:

‘All the contracting parties are not obliged to issue postal cards with paid reply, but they assume the obligation to return reply cards received from other countries of the Union’. (Article 2)

This 1885 treaty made it very clear that Canada was **not** required to issue international reply cards and, despite the promise of Department Order No. 27, Canada had not yet issued international reply cards.

Following the 1891 Universal Postal Union Treaty of Vienna, Canadian postal officials pushed strongly for Canadian international reply cards. In the 1891 Report of the Postmaster General; William White, Deputy Postmaster General, wrote:

‘The principle measures agreed upon, which are of practical interest to Canada, were (2) the issue of reply post cards by every country of the Union;’(p.xxvi)

White’s postal counterparts in the U.S. were even more emphatic and dogmatic. N.M. Brooks, (U.S.) Superintendent of Foreign Mails, stated in the November 1892 (U.S.) Postal Guide, p.16:



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'The issue and circulation of post-cards with paid reply (double post-cards) are made obligatory upon every country of the Postal Union'.

The terms 'agreed upon' and 'obligatory' are fairly strong. They are also very strange. A reading of the 1891 Treaty of Vienna discloses no requirement, no obligation for Canada to issue its own international reply cards. Likewise, the Regulations of Detail and Order accompanying the treaty include no requirement, no obligation for Canada to issue its own international reply cards. So how does one account for the statements of these Canadian and U.S. postal officials? Possibly it was pressure from some commercial interests. Whatever the reason, their statements were not supported by the postal treaty.

The Canadian Post Office never issued international reply cards. Perhaps the nicest summary of this matter was given by Walton (3):

'In this hemisphere, only Canada and Equador never issued UPU reply cards; These two countries may have felt that the experiment would not last. Sure enough, at the 1969 (Tokyo) Congress, it was agreed to cease recognition of UPU reply cards effective as of July 1, 1971, and Quito and Ottawa were vindicated in their judgment - only ninety years after the experiment began'.

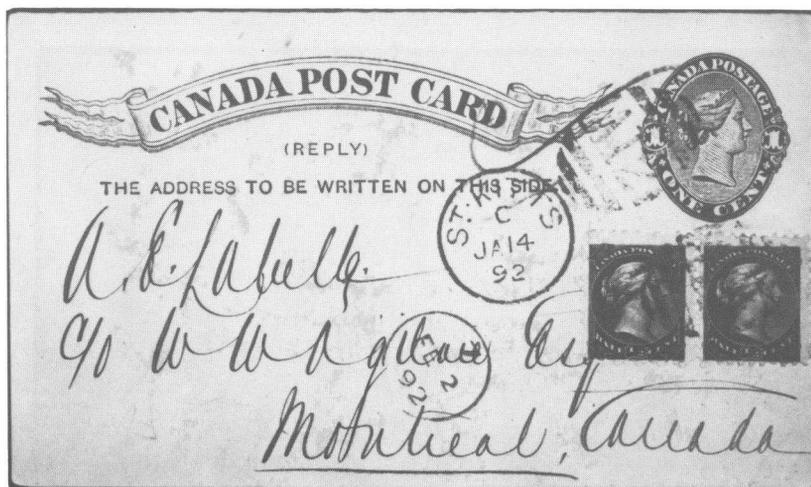


Figure 1. A Canadian improvised international reply card from St. Kitts, 14 JA 92. A pair of half cent Small Queens was added to make up the UPU 2c post card rate. This card was unauthorised and had no postal validity in St. Kitts but it was transmitted just the same.

Yet, for all of this promise, alleged agreement and refusal, Canada did have international reply cards, two of them to be specific. These were brought to the attention of the philatelic community a decade ago by 'The Yellow Peril' (4).

Both of these international reply cards were improvisations by A.E. Labelle of Montreal. Figure 1 shows one of these cards. Labelle took a regular domestic reply card and added two half cent Small Queens to bring the franking up to the 2c UPU post card rate. He mailed the double card to St. Kitts. Here is the reply with a St. Kitts date stamp, 14 JA 92. The St Kitts postal clerk probably knew about international reply cards but had no way of knowing that Canada had not authorised such reply cards. So this Canada Post Card, with 'REPLY' printed on it and 2c postage, was forwarded back to Montreal.

The message on the reverse side reads: 'The following are the values of stamps now in issue in the Colony of the Leeward Islands. If any are required you will please apply direct to the Hon. Colonial Secretary, Antigua, instead of through this office, as it will save time, this office being obliged to forward remittances to the Col. Sec., Antigua.' Then followed a list of eight stamps, two wrappers, two envelopes, two post cards, two reply post cards and two sizes of registration envelopes.

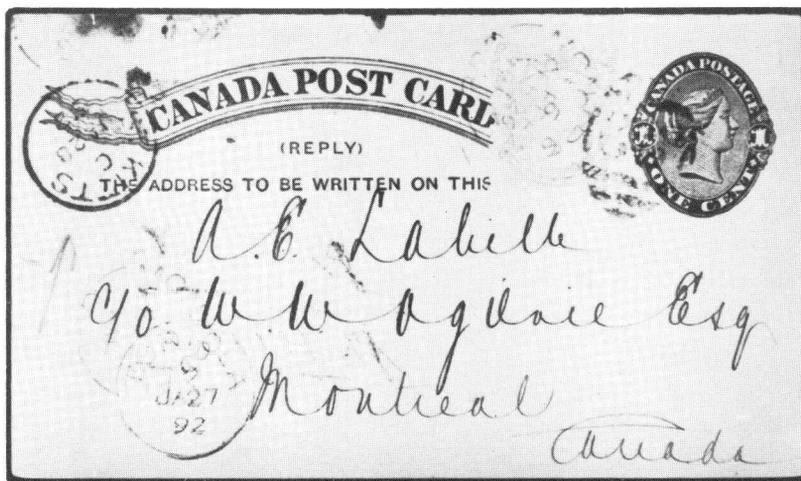


Figure 2. A second Canadian improvised international reply card, this one from Tortola, 27 JA 92. A one cent Small Queen was added to make up the 2c UPU post card rate. Courtesy of Allan Steinhart.

Figure 2 shows Canada's second improvised international reply card. This card, also addressed to A.E. Labelle, bears TORTOLA, 27 JA 92 and St. KITTS, 28 JA 92 handstamps. Here Labelle had added a 1c Small Queen.

The message on this second card reads: 'You should make application for any stamps you want to the Colonial Secretary, Antigua. He will send you Leeward Is. stamps. There are no longer any Virgin Is. stamps. 27.1.92'.

Clearly Mr. Labelle was after stamps. We may wonder if Mr. Labelle and other stamp collector/dealers were part of the commercial pressure that may have persuaded Deputy Postmaster General White to make an unfounded statement. At any rate, we can admire Mr. Labelle's resourcefulness and ingenuity in creating Canada's only international reply cards.

This writer is grateful to Allan L. Steinhart for permission to photograph his reply card and to Thomas A. Hillman and Peter A. Russell of the National Archives of Canada for copies of the Treaty of Vienna and of the Detailed Regulations.

References:

1. *Webb's Postal Stationery Catalogue*, Unitrade Press, Toronto.
2. *The Postal History of the Post Card in Canada, 1871 - 1911*, Allan L. Steinhart, Mission Press, Toronto, 1979. p.21.
3. *Newfoundland Postal Stationery*, William C. Walton, BNA Topics vol. 46, pp. 16-21, July-Aug. 1989.
4. *Reply Cards! 'The Yellow Peril'*, Maple Leaves vol. 17 pp. 238-239, Apr. 1980.

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**DEALERS IN
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SMALL QUEENS - The Enigma Variations, an Update. by John Hillson FCPS

In the March 1959 issue of The Collectors Club Philatelist 38,39 -72, a well researched, logical and superbly presented article appeared by Winthrop S. Boggs proving that the 5c/6c re-entry was the result of the use of the wrong roller in repairing a 6c plate. The article was convincing. It was also, probably, dead wrong.

The Sign of Four

The trouble is, there is not just one, nor even two, but at least FOUR 5c/6c varieties, and we know the plate and positions of three of them. The conclusive evidence that there are four was produced at the Ayr Convention last October.

We also know that there are at least four 1c 'Strand of Hair' varieties. Before the editor receives a lot of letters saying that a recent article in TOPICS indicated there are seven of them, let me say what one has to do to prove a new variety. Either it must be shown that it comes from a different plate or position from previously recorded varieties of a similar nature, or it must be in a demonstrably different place on the stamp from others known. Slight variations in length or intensity of detail are not enough as these can be due to inking variations or plate wear. So we have four known and proved of each of the two 'Enigma Variations' and what is more, I believe the cause was identical, and maybe, and this is pure speculation, both were caused using the same transfer roller.

Consider, when one talks of a re-entry, what is usually being described is the vestiges of an older impression, where in repairing the plate after wear, the fresh impression has not coincided completely with the old - so there is some doubling. But the 're-entry' is **underneath** - or to be more accurate, the stamp you are looking at is the re-entry and the barely visible doubled lines, the original impression. Both the 1c 'Strands' and the 5c/6c's are **ON TOP OF THE STAMP**. In other words, whoever it was who repaired the plates did not know what he had done-or if he did he didn't care. That is why I have referred to the 'Strands' as 'Inadvertent Re-entries' and the same must now be said of the 5c/6c's. It is a pity that no-one who actually owns, and has written about the 5c/6c, has ever noticed or pointed out that simple fact. It virtually rules out the 'wrong roller' theory. (More's the pity!!!)

So, where do the 5c/6c's come from? The late Peter Hurst wrote an article in The London Philatelist (Vol 78 No 915 p55) entitled ... 'Two

Stages Identified' Well, he hadn't noticed, and nor had I until Bill Simpson showed me the original photos of the two stages; that on the left, the frame line of the variety without the terminal pearl ('Stage 11') emerges slightly, but definitely, at a different point from the one with. That fact establishes it as a different variety, not the slight differences burnished off. The one with the terminal pearl in the left margin is from the Montreal Plate, Pane B, position 3/5. I was at the same time given the privilege of closely examining a late state half sheet from the 'A' plate. Reports that there might be two 5c/6c to be found on this plate were inconclusive describing them as just the 'Arc' with a few extraneous dots and dashes. Well, there is no doubt, the frame lines of the 5c are quite visible under good strong magnification, on both positions, that is, Row 2/10 and 3/1.

Rocking the Roller

So how did they come about? Did a 6c transfer roller exist which had 5c reliefs on it too? Is the cause simply overrocking of this roller? It is possible, but why have a combined 5c and 6c roller? It doesn't make much sense. The original 6c roller was made years before there was any need for a 5c stamp and there is no way reliefs would be added to an old transfer roller. Besides conventional thinking is that the plates were

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made with two-relief rollers and on a 2 1/2" dia roller there would be no possibility of overrocking leaving any impression, nor even with four reliefs placed more or less equidistant. And yet here we have two denominations late in their life where plates after repair show clear evidence of overrocking because reliefs were too close together.

Lets go back to the 6c for a moment. Die proofs from the original master die have certain flaws which show up in all the early impressions of all the plates known. In late repairs these flaws became very indistinct. Furthermore die proofs exist which differ substantially from the original which indicates either for some reason a new die was made or, more likely, the old one was reworked so that these proofs are from its second state. A suggestion has been made that the old 6c two-relief transfer roller got damaged and a new one was made from the reworked die to which was added reliefs of the 5c. But why the 5c - unlike the 6c, one plate of which was repaired at least four times, and all (or nearly all) were extensively repaired at least once, the five cents plates had little remedial work done on them, so why add 5c reliefs when presumably there was still a perfectly serviceable 5c two-relief roller available? The mathematics are such, that from careful measurement of the 1c 'Strands' a relief roller overrocked to produce those varieties would have had six reliefs. Why did they make a six-relief 1c roller? Or did they?

Suppose the two-relief rollers were kept exclusively for laying down plates by the highly skilled siderographers, but repairs were carried out by craftsmen with a lesser degree of skill, at the period these two varieties - and others, occurred, the mid-nineties, and that a special transfer roller was made for this repair work containing one relief for each of the normal size values in use - 1c, 2c, 3c, 5c, 6c, and 10c, that is six reliefs and it was this that produced both the 'Strand of Hair' varieties and the 'Five on Sixes' through two pairs of reliefs being just a little too close together. Pure speculation. And it leaves one awkward point. Boggs in his article pointed out that relief rollers are very narrow in relation to the width of the stamp. There is a very good illustration in Gibbons' GB Specialised Catalogue Part 1 of an Elizabethan GB 'Castle' plate being made; they are still very narrow. So how come the 5c impression is so off centre to the 6c on the variety if both reliefs were on the same tool? Which takes us straight back to maybe it was the use of the wrong roller!!! No, I don't think so either. In true Small Queens fashion it gets screwier and screwier the more one goes into it. The Enigma Variations. How apt.

Footnote The original article, entitled the 'Enigma Variations' appeared in ML No 213, Vol 20 No.9 Page 241.



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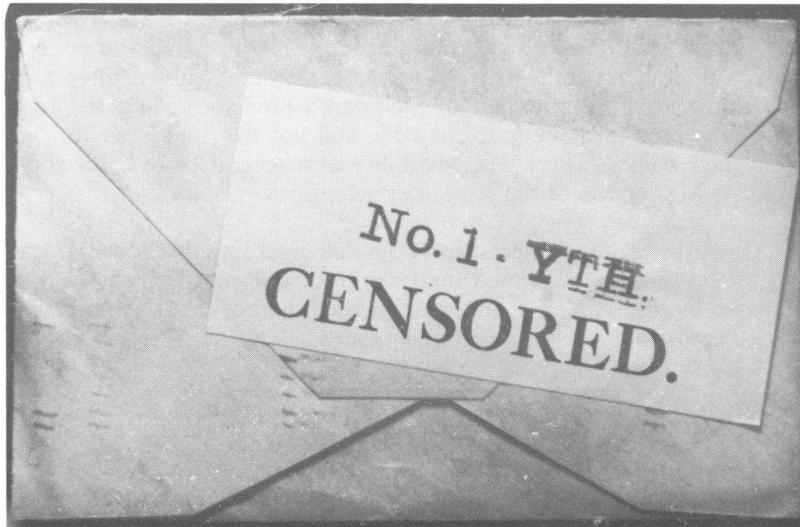
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CONFIRMING 1917 CENSORSHIP AT YARMOUTH by James Felton

Thirty civil censorship stations were established across Canada in April 1917 and each was given distinctive censor markings. That was ably demonstrated by Allan L Steinhart in his 'Civil Censorship in Canada During World War 1' (Unitrade Press, 1986), where he expanded what was a chapter in his earlier 'The Admiral Era: A Rate Study 1912-1928' (Jim A Hennok, 1981). In 1986 only half the censorship stations had been confirmed by covers in collectors' hands. We can now confirm the nineteenth station, Yarmouth, Nova Scotia, and can point out a slight revision needed in the theory put forward regarding the individual civil censor station code.



To summarize the situation briefly, Canada had two periods of so-called 'general' censorship when mail to neutral destinations was censored extensively. Why mail to neutral destinations? Mail directly to the belligerents was suspended, Great Britain was censoring mail to the Allies, so neutrals were the only option left. That would prevent an end run through neutrals to enemy agents. The first week of April 1917 was the second period of this general censorship, the other being in 1916. The major neutral destination for Canadian mail was the United States. Just why censorship was stepped up at that moment is certainly connected to the still neutral stance of the U.S. Was it meant to be additional pressure on the United States to join the Allies or was it an

attempt at the last moment to detect enemy activity? The US did finally declare war on 6 April, 1917. In any case the general censorship stopped on 6 April though specific instances may have occurred afterwards.

The evidence of censorship is either a paper tape or a rubber stamp mentioning the censorship, and in 1917 there are usually markings supplied by censors with a code indicating the place where the censoring took place. This code has been taken from the name of the place, usually the first and last letter of one word place names or the first letters of the words for two word place names (Civil Censorship, page 25). Thus we find HN for Hamilton, TO for Toronto, MJ for Moose Jaw and so forth. Steinhart gave a list of the stations for which markings had been recorded.

Yarmouth was not among those stations listed so the cover shown here is noteworthy as a confirming example. Notice that the code is YTH, a three letter code. This is the first example of a three letter code so a slight revision is needed of Steinhart's prediction, that the final sound was used in making up the code and not the final letter for one word place names. There is a possibility of a second three letter code; Sault Ste Marie, one of the remaining unconfirmed stations.

One other note of interest can be made regarding this cover. It was sent at the third class printed matter rate of one cent (which was not increased by the War Tax), and was unsealed. Notice that the placement of the censor tape leaves the cover unsealed.

FIFTY YEARS BACK - AUGUST, 1940

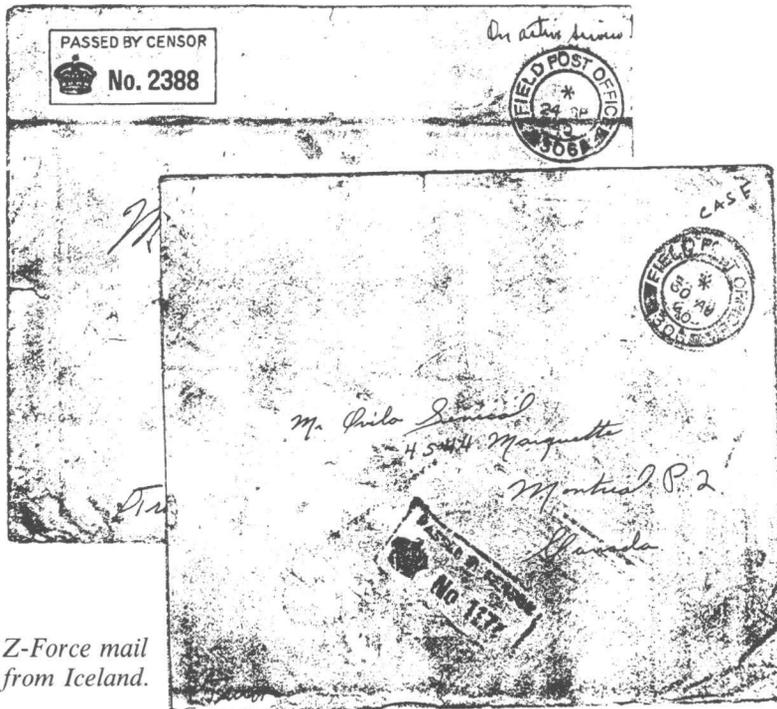
by Kim Dodwell

After the Germans over-ran Norway in the early summer of 1940, it was felt that Iceland, if captured by the Germans, would constitute a most dangerous threat to the vital sea lanes between Britain and North America, so a detachment of Royal Marines was sent in. Canada answered Britain's request for more troops to strengthen this inadequate force and, in June-July, sent an infantry brigade known as 'Z' Force. Some 2,700 men, it was made up of a Brigade Headquarters and three battalions, The Royal Regiment of Canada, Les Fusiliers Mont-Royal, and The Cameron Highlanders of Ottawa (M.G.).

They remained in Iceland until the autumn, with very inadequate protection against the prevailing wind and rain. At the end of October

two of the battalions sailed for England after handing over to British Troops. Only the Camerons stayed throughout the winter. Although 'Z' Force mail to Canada was free, it was restricted to surface mail and was slow and irregular.

The Canadians did not have their own Field Post Offices in Iceland, but used those of the British Army, so the mail from 'Z' Force and from RCAF personnel in Iceland, addressed to Canada, is found with a variety of British Army/RAF f.p.o. marks. FPO 306 is the most common; the covers illustrated were probably sent by a soldier of Les Fusiliers Mont-Royal, which was the French-Canadian regiment. Except for its use on 'Z' Force mail, the British-type, rectangular, boxed PASSED BY CENSOR mark is rarely found on Canadian forces mail. The only other use was for a brief period in May-June 1940 when the 1st Canadian Infantry Division was poised in Britain for an abortive attempt to join the BEF in the Battle of France - by then already lost.



Z-Force mail
from Iceland.

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MEET INTERESTING PEOPLE
by The Yellow Peril
Photo by Canadian Stamp News

A funny thing happened to me on my way home from one of our Conventions a few years ago. My return route invariably includes a 'rest and recreation' stopover in gai Paree and this trip proved no exception. The only difference from previous journeys was that I had to rush to get to Heathrow on time - only to find that my flight was delayed two hours. After I had calmed down and realized that I was not the only one inconvenienced, I began surveying the lady travellers when I noticed a tall distinguished looking man dressed in a safari suit. His posture was so erect that even a drill inspector would take note. I studied this chap until I could no longer resist the urge to approach him. 'Excuse me Sir, but you do look like Jacques Cousteau,' I said. His spontaneous and hilarious laughter told me that he was not only the famous French oceanographer but my opening remark was obviously one of the 'better ones' he'd heard in a long time!



We chatted about his visit to Hamilton, Ontario, and the Saint Lawrence River study which he had recently completed. Unfortunately, the delayed departure was not long enough, and before I realized it, boarding had commenced. Before departing, however, I asked him to sign this 1969 Canadian Philatelic Society of Great Britain 23rd Convention commemorative cover which my good friend, the late Bill Williams, had given to me just that morning. Pity that I did not have a membership application for M. Cousteau to sign.

The moral of this incident? 'Come to CPS Conventions and meet interesting people!'



Ron Winnill provides this salutary warning.

Some examples of the fakes accompanied Ron's letter and a small selection is featured here.



THE S

On 31 May this year, while visiting the forgeries were produced. They are still having been sold by a dealer resident ought to fool nobody. Regrettably purchased complete mint sets at very 'G' overprints, mint and used as well seen.

A most interesting observation is that exist in the genuine form have ever through to the \$1 'Destroyer' has been 'Lumbering'.

The real problem with writing Canadian Specialist who really need philatelic faking. It is the philatelic newcomer to the hobby - to whom He or she will, in all likelihood, be swindled, will be so disgusted as to joining CPS, BNAPS, RPSC, PHSC

The best we, as collectors and history, can hope to accomplish is to oust outright crooks who, though few in all of us with the same brush. The so inexperienced are taken out of circu

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been produced. The 'War Issue'
n overprinted 'G' as has the 50c

is warning is that it reaches the
l not be alerted to such crude
c neophyte - the unsuspecting
is message ought to be directed.
ver read these words and, if so
etire from the hobby before ever
or any other similar organisation.

students of stamps and postal
to root out the scoundrels and
umber, plague our hobby and tar
ner such rogues, who prey on the
tion the better.



The fake 'G' overprints would not fool anyone who has looked properly at the real thing but, someone has already been 'stung', you have been warned.





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CHRISTIE'S
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THE PEOPLE ON THE STAMPS - SIR MARTIN FROBISHER

by Alan Salmon

*All the bright company of Heaven
Hold him in their high comradeship,
The Dog-Star, and the Sisters Seven,
Orion's Belt and sworded hip.*

Julian Grenfell. Into Battle

Martin Frobisher was an Elizabethan buccaneer - a 'sea dog' - of the highest order, whose whole life was involved with the sea, gold and glory. He was not quite a pirate, but he certainly was an adventurer. A small, but special, part of his glory is his appearance on the 1963 5c ultramarine stamp of Canada (SG 537, SS 412), depicting him and his ship the Gabriel. He is thus honoured for his re-discovery for Europe, following the Vikings, of Baffin Island and for his discovery of the entrance to the strait eventually to be named after Hudson.



Frobisher was born, of Welsh stock, in about 1535 in Yorkshire. His father died when Martin was a child and he was sent to a kinsman, Sir John York, in London. Sir John, 'perceiving the boy to be of great spirit, courage and hardiness of body' sent him on his first voyage, at the age of nineteen, to West Africa. During the next ten years he acquired his knowledge of seamanship in annual voyages to Africa and the Middle East. In 1566 he appeared before a magistrate 'on suspicion of his having fitted out a vessel as a pirate', apparently he was exonerated. In 1572 he took part in 'special boat services' off the coast of Ireland; these and other exploits brought him to the notice of Elizabeth I, Queen from 1558 to 1603, and of Sir Humphrey Gilbert.

The North West Passage

In 1566 Sir Humphrey wrote his 'Discourse to prove a passage by the north-west to Cathaia', it was published in 1576; but before publication it influenced the thinking of the Queen. She instructed the Muscovy Company, the first of the great joint-stock companies of adventurers and the main thrust of England's northwards maritime effort, one of whose main objectives was to find a northern way to the Far East, to dispatch an expedition to seek this North West passage, or to transfer their privileges to other adventurers. The bearer of this order was Frobisher, who was seeking support for such an expedition; so was Gilbert. In the event it was Frobisher who was granted a licence to find and exploit the passage, and the London merchants, led by the Earl of Warwick, gave modest financial backing.

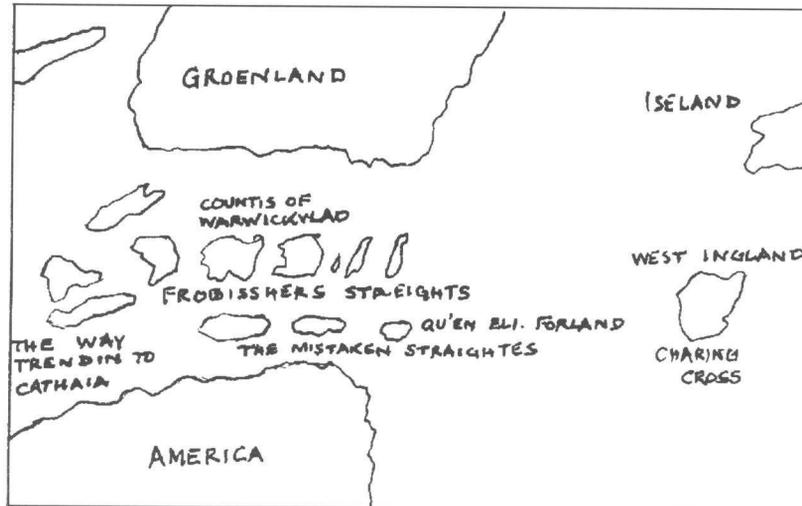
Frobisher set sail down the Thames at the end of May, 1576; his fleet consisted of three small ships - the Gabriel of 25 tons, with Frobisher aboard, the Michael of 25 tons and a pinnace of 10 tons. (A ton was then simply a measure of cargo-carrying capacity, in tuns of wine; it corresponds to today's net tonnage - these were small ships.) The total crew, for all three ships, was 39. Queen Elizabeth watched their departure and saluted them, with a wave of her hand, in response to the firing of their guns. They went north, around the Shetlands, arriving off Cape Farewell, the most southerly part of Greenland, on 1 July. Throughout his northern voyages Frobisher was confused by what was then supposed to be the best world map in existence, that by Mercator; however this included some fictitious geography from an earlier map by the Zeno brothers who were accredited with having sailed in the region 200 years before. Frobisher thought he was off the (imaginary) island of Frisland. Despite gales and pack-ice, which led to the loss of the pinnace and to the master of the Michael terminating his interest in the venture and departing, he pressed on. He sighted Resolution Island, on the north side of the Hudson Strait, on 20 July. Continuing to the north-west he entered an inlet he thought to be a passage between America and Asia; he called it Frobishers Streights. Now it is Frobisher Bay.

Gold

At the mouth of the Frobisher Bay the Gabriel was surrounded by Inuit kayaks; initially good relations prevailed, the Inuit came on board to swing in the rigging and to trade salmon, seal and furs. But five sailors landed, against Frobisher's orders, were captured and never seen again. Now reduced to 13 men Frobisher tried to take hostages to obtain the return of the lost five; he succeeded in capturing one but could not get the Inuit to exchange the five for the one. He returned to London in October to announce that he had found the passage; the unfortunate

Inuk was displayed but soon died 'of colde'. He also brought back some heavy black rocks which a London assayer pronounced to contain gold.

Immediately preparations were started for a second voyage in the following year; 'for the searching more of this gold ore than for the searching of a passage'. The fleet left the Thames on 27 May 1577 - the Michael and Gabriel, as before, and a large ship of 200 tons, the Aid, provided by the Queen. The voyage was relatively uneventful; whilst attempting to obtain the release of the five lost from the first voyage there was a fight with the Inuit in which Frobisher was wounded 'in the buttocke'. But the ships were away from Baffin Island by 24 August, this time with three Inuit and 200 tons of the 'gold ore'. The news of the 200 tons was widely publicised and 'filled England with rejoicing'; most was deposited in Bristol Castle, the rest in the Tower of London. The assayers reported that the ore was of inferior quality to that of the previous year; nevertheless Frobisher retained the Queen's support and it was decided that another, larger, expedition should be dispatched the next year. Frobisher sailed on 31 May, in the Aid, at the head of a fleet of 15 ships. On 20 June he reached Greenland, where he landed and named it West England, giving the name Charing Cross to the last



A map drawn by George Best, who was with Frobisher, published in 1578. The group of islands were named by Queen Elizabeth: Meta Incognita- the Unknown Goal - as the region is known today.

headland he could see on departure; Frobisher thought he was back at Frisland! A map, from a report on the voyages, with its original spellings, is shown overleaf. On 2 July the fleet sighted the islands off Baffin Island but could not proceed because of ice; it was then dispersed by storms and damaged by the ice. It took nearly two months to collect and repair the ships during which time Frobisher, uncertain of his position in fog and snow, sailed about 180 miles down the Mistaken Straights, afterwards explored by Hudson. The fleet returned to England with the soundest ships loaded with ore; it arrived at various ports near the beginning of October. This time the ore was declared to be worthless. Frobisher's standing with the Queen, and the public, suffered a severe fall.

Back into Battle

By 1580 Frobisher was back in favour; he was given command of one of the queen's ships, the *Foresight*, and was again fighting the Spaniards off Ireland. A fourth expedition to Canada was proposed with Frobisher in command; as the objective was to be trade, not exploration, he declined the post. In 1585 he sailed, as vice-admiral, with Drake to the West Indies where he distinguished himself in an assault on Cartagena - a rendezvous for the Spanish treasure-ships. In 1588 he was in the thick of the fighting with the Armada, his exploits ranking with those of Drake and Hawkins, for which he was knighted at sea. For the next six years he was in almost continuous action at sea against Spain. In the last fight Frobisher was leading his men, successfully, in the relief of Brest when he was wounded in the hip. Capriciously the wound was received on shore. He died soon after reaching Plymouth; his entrails were buried there, his other remains were interred in St. Giles's, Cripplegate, London in January 1595.

Thus passed the first great English arctic explorer who was diverted by misleading results from the assayers of precious metals. His voyages did provide a detailed report on arctic conditions and, virtually, a manual on arctic seamanship. From his youth he was trained in a hard school whose highest ideal was courage, tempered by hard fighting. He was one of the great Elizabethan seamen - there is no higher testament to his skill and courage. He is remembered in the history of England and of Canada, and on the 1963 5c of Canada.

FURTHER READING

The Dictionary of National Biography, London, 1886.
Newby, E., *World Atlas of Exploration*, Beazley, 1975.

CANADA POST - A Service and an Image by Rodney Baker

At the turn of the century there were about 4,000 post offices in Canada, roughly 1 to every 5,000 Canadians. This represented a peak and there has been a steady trickle or stream of closures ever since.

To some, the status and importance of the Post Office was epitomised by such grand edifices as the Toronto building shown on the card (figure 1) sent in 1905. Or perhaps, the elegant buildings shown in the 1987 set of 'Heritage' Post Offices comes to the minds of older Canadians. Other than an example from Toronto, this attractive set shows Offices at Battleford, Saskatchewan, opened in 1913, Nelson-Miramachi, New Brunswick, opened in 1926 and that at Saint-Ours, Quebec of 1940.

By 1974 it was a different story, many doubted the future of the service with its debt of \$608 million and having to endure a 45 days strike. The speed of delivery was getting slower all the time, the price was rising and union - management relations were at an extremely low ebb.

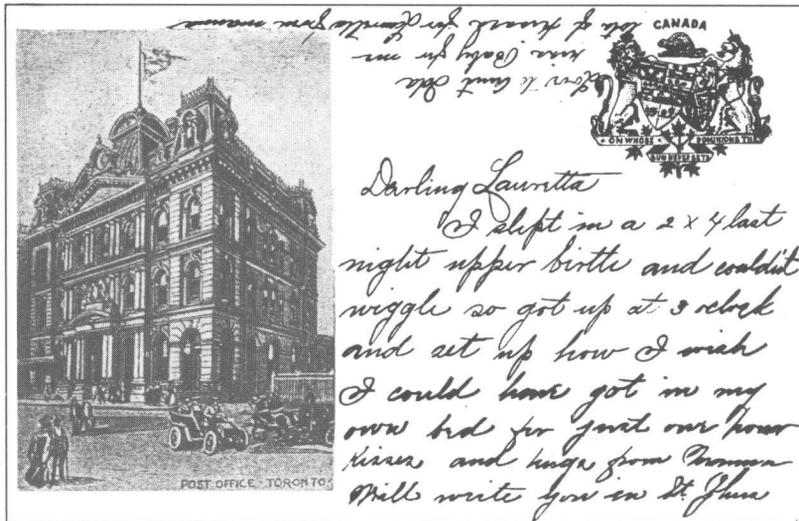
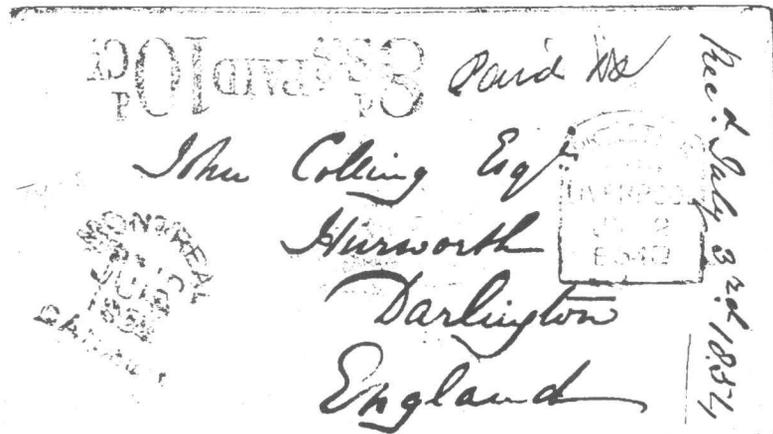


Fig. 1 Postcard showing Toronto Post Office



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Fig. 2 'Elegant buildings' at Battleford, Nelson-Miramachi & Saint-Ours

Fifteen years later the picture has changed quite dramatically and not without controversy in many instances. The Post Office has become a Crown Corporation and for the first time in 30 years the organisation is in the black to the tune of \$96 million. Much 'rationalisation' has taken place and the possibility of a privatised future is very much on the cards. This has taken the form in recent years of granting 2500 franchises to retail outlets while at the same time closing traditional post offices in many smaller communities. In expanding suburban areas 'community mailboxes' (sometimes known as superboxes) have been erected and this enables local people to post and receive mail at the same structure. Not dissimilar in appearance, although not meant to be permanent, are the moveable green boxes which have been erected in small communities such as Trinity East, Newfoundland (figure 3).



Fig. 3 'Moveable boxes' at Trinity East

Across the Bay at Trinity, is one of the 3000 traditional post offices (and 5000 rural routes) still left in Canada. To the collector of modern Canadian used stamps these offices are a 'Godsend' as they still provide the only chance of getting an acceptable cancellation. Otherwise the Canadians rival the British P.O. in their use of philatelically dreadful postmarks!



Fig. 4 Post Office at Shoals Harbour

So the Canadian Postal service is changing rapidly both as a large scale urban business operation and as a traditional rural service and centre of the community. The writer found the latter very much alive last summer in Eastern Canada and functioning in a friendly and efficient manner.

The style and appearance of many is typified in this shot of the Post Office at Shoals Harbour, Newfoundland - opposite the bay on which Balbo's massed flight of Italian seaplanes landed after their famous Transatlantic crossing over 50 years ago.

Acknowledgments

Canadian Geographic Magazine October 1989 edition
Macleans 9 October 1989

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HELP THE MUSKOKA by Daniel G. Rosenblat

An article in the April 1989 issue of 'Maple Leaves' covered the usage of three related slogans, pertaining to the Sanitarium for consumptives located at Muskoka in Ontario. The appeal for support, in its several different wordings and formats, was used at Toronto during the Christmas Seasons from 1913 until 1944, with multiple dies in each year. Additional data regarding these slogans has now been discovered, and it is sufficiently interesting to warrant further comment.

Beginning in 1921, the wording of the appeal was changed to eliminate the word FREE before HOSPITAL. This action was originally thought merely to reflect altered financial circumstances, but this does not now appear to have been entirely the case. An Ontario member has kindly forwarded a recent clipping from the Muskoka Sun newspaper, which gave some prior history of the Sanitarium and sheds light on the actual reason for the name change.

A privately operated Sanitarium, named the Muskoka Cottage Hospital, was first opened at Muskoka in 1897, charging patients a fee of \$6.00 per week, but in 1902 a second adjoining hospital was opened for the benefit of patients who could not afford the fees. This second facility was named the Muskoka Free Hospital for Consumptives and the original slogans from 1913 were an appeal for public funds to support this charitable effort.

On 30 November, 1920, the main building of the Muskoka Free Hospital burned to the ground. As the two adjoining facilities had always been under a single administration, a decision was made to turn the Free Hospital property into a farm and to rebuild the facility as an addition to and a part of the adjacent Cottage Hospital. This effectively eliminated the Free Hospital as a separate entity; the slogan format, from 1921, reflected this by eliminating the word 'Free'.

However, there remains a second mystery about the related slogans that has not yet been solved. Beginning in 1916, and extending through the 1918 to early 1919 usage, slogan 4485 ('HELP THE MUSKOKA FREE HOSPITAL FOR CONSUMPTIVES') was replaced by slogan 4530, reading 'HELP THE TORONTO FREE HOSPITAL FOR CONSUMPTIVES', but the original wording was revived for the 1919-20 usage. Since this took place during the latter part of World War 1, it is possible that the government may have requisitioned the facility

military purposes. The patients may have been transferred to a Toronto facility from 1916 until shortly after the war ended, and the wording of slogan 4530 reflected this.

While this solution is only conjectural, one new facet of the usage now seems to have been established. While slogans 4485 and 4530 were very similar in appearance, except for the one word change, and were both issued annually from 1915 in five dies, identified A to E, their separate wording and numbering gave the impression that the dies differed. More careful examination now concludes that this was not the case.

The five dies of slogan 4530 can be seen to be identical with those of the preceding slogan 4485, with only the seven lettered word MUSKOKA altered to the seven lettered TORONTO. Since re-issuing exhibition dies with only the event dates altered had been effectively undertaken since 1913, the feasibility of this change was well established and it saved the sponsors the difference between the \$15.00 cost of each new die and the lesser \$3.00 charge for an alteration only.

MORRIS STREET - HALIFAX, NS. 1895-1901 **by J. Colin Campbell**

The above seven year period witnessed a number of events of philatelic importance which endure to this day. To recall just three, in chronological order; there was the opening of the Morris Street post office 1 May 1895 (1) the Queen Victoria Diamond Jubilee set of stamps followed on 19 June 1897 and, at the bidding of the Dominion's then Postmaster General William Mulock, Canada's famous 2c map stamp made its debut in 1898 (2).

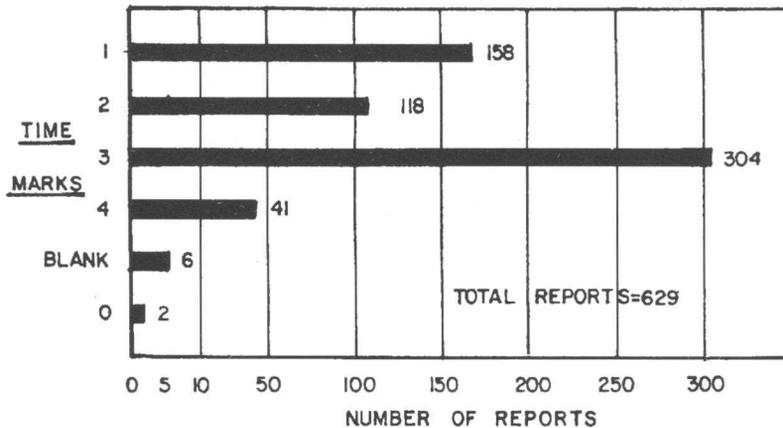
The self-accounting sub-office was located at 38¹/₂ Morris Street, the southwest corner of Pleasant (later Barrington) Street with Louis J. Mylius in charge. A Western Union Telegraph office was also at the same address (3). Morris Street took its name from Charles Morris (1711-1781) Surveyor General of Nova Scotia for 32 years (4). The population of Halifax in 1895 was slightly less than 40,000 souls.

The study of postmarks which originated from this post office has proved to be a most rewarding task and the field is still open to collectors. Only two types of cancel have been found; the regular circular date stamp measuring 24mm in diameter and a three impression

roller where each impression varies from the others. Mylius must have taken his job seriously as the majority of Morris Street cancels were cleanly struck. The office closed 30 September, 1901 (1).

Four time marks were used denoting the different mail clearance times during the working day. The numerals 1,2,3 and 4 appear just above the date as applicable. A very few cancels have been found with the time mark 'blank' and fewer still with the time mark '0'; see bar chart. No plausible explanation has been put forward for the existence of these abnormalities. Those so far recorded are not Sunday dates. Sunday dates have been found and in these five instances numerals appear above the dates.

Time Marks - Frequency Chart



The illustration of a Morris Street roller cancel shows it to be the conventional style coming into use at that time. It is numbered '1'. The example on a large Queen shows two of the three impressions. The differences in the impressions are most evident in the vertical relationship of ST. for STREET and the N.S. for NOVA SCOTIA.

In a small sampling of cancels, Wednesday dates seemed most prolific from the Morris Street office. The year 1899 was the busiest and the time mark '3' by far the most frequently found. The latter is presumed to have been the busiest mail clearance time. The earliest date so far recorded is 30 May 1895 and the latest 30 September, 1901. The least recorded year is 1901.

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The Morris Street office re-opened 4 September, 1902 with Henry L. Hallet in charge. Location was changed to 23 Hollis Street (corner Morris) on 1 October. Hallet resigned in April 1924. With Daniel Campbell incumbent from 4 July the office name was changed to Halifax Sub No. 2 on 31 August 1924. No cancellations from the re-opened period have been seen by this writer.

*The Morris St.
Roller Cancellation*



*Note relationship
between NS and ST*

My thanks go to Lewis M. Ludlow, C. Frank Waite, Martin P. Shelton, Ken C. Macdonald, Carl Munden, K. Gray Scrimgeour, Lester Small and W.L. Gutzman for providing useful information which is much appreciated. Very special thanks are due to Dr. Charles Hollingsworth for permission to use certain details from his fine article on Morris Street published in B.N.A. TOPICS, July/August 1977.

Correspondence on Morris Street is invited by the writer and/or Dr. Hollingsworth.

References:

1. *Post Office Record Card. R.G. 3, Records D3.* National Archives of Canada.
2. *The Postage Stamps and Postal History of Canada* by Winthrop S. Boggs, Quarterman Publications, Inc. (1974) pp.317 and 339.
3. *Halifax City Directory.* Correspondence - Public Archives of Nova Scotia, November 1989.
4. *Dictionary of Canadian Biography Vol IV - 1771-1800* by F.G. Halpenny (1979).

Autumn Stampex 16 - 21 October

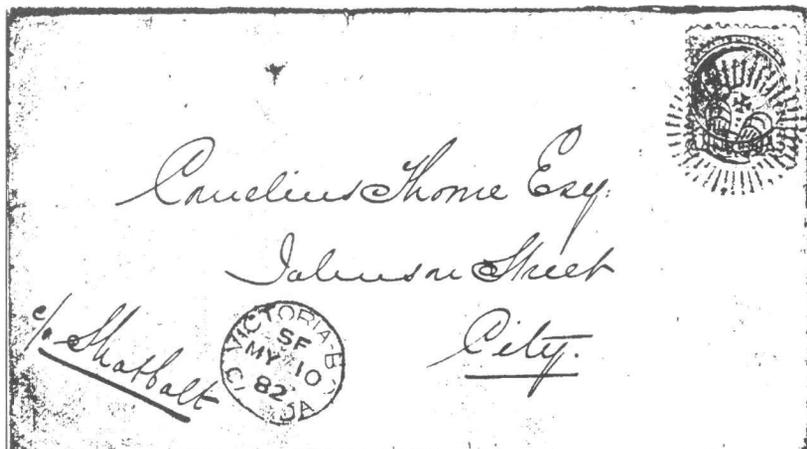
Charles King needs your help with stewarding, see page 354 of the June issue. Please contact him.

LETTERS TO THE EDITOR

Lynda Schutt

CIRCUITOUS ROUTE?

Quoting from George H. Melvin's book 'The Post Offices of British Columbia 1858-1970', published in 1972, there is an article on page 163, entitled 'Handstruck Postmarks of British Columbia' by Jacques Houser. It reads, 'In the 1880's the Victoria Post Office used the letters SF and T in the upper line of the indicia. It is believed that these symbols were intended to indicate that in the first case the letter was to be routed to its destination via San Francisco. Presence of the second symbol indicated that the office stamp was applied as a transient mark as the letter passed through the Victoria office to its final destination.'



Why then does a 1c drop letter, dated 10 May 1882 and posted in Victoria, bear an SF?

Jacques Charron

EDWARD VII BOOKLETS

I am missing only one of the 14 reported different types of information sheet; dated 11th March 1907. Would all booklet members please check their Edwards and send me clear photocopies of all four pages. Cost of postage will be reimbursed. 30 Quinn, #402, Longueuil, Qc J4H 4B3 Canada.

AMENDMENTS TO MEMBERSHIP to 28 June 1990

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C

Resigned

2578 Hopkinson M. J.
481 Robertson W. A.

Deceased

1052 Bacon J.

Change of Address

1046 TRAQUAIR, R.S., Warwick Villas, C10-110 Middle Road, Warwick, Bermuda
WK O9

2403 PETERSON, James W., 4110 Bathurst St., Apt 301, Downsview, ON, Canada
M3H 3P2

1095 KERZNER T., Postcode correction, should be M5P 3L9

Change of Interest

1263 SIMPSON W.L., FRPSL.,

C,CL,CS,Cov,DC,H,P,PE,PH,PL,RLS,V

Revised Total - 545

SPEAKERS WANTED

Our Secretary, Brian Stalker, keeps a register of members willing to give displays within their area. This is a great help when a local society asks him if the CPS can provide a speaker or speakers. This register has dwindled somewhat and a few new names would be welcome. Please contact Brian if you feel able to help, advising your speciality, (if any) and the distance you would normally be prepared to travel.

'THE CANADIAN MAP STAMP'

Our Handbooks Manager, Derek Scoot, advises that the recent Map Stamp handbook is **not** out of print as previously indicated in his advertisement; the statement was made as a result of misinformation received.

Supplies are being obtained and members requiring copies should now order, or re-order, from Derek.

'The Canadian Map Stamp, a Plating Study', by W.L. Bradley costs £14, including postage.

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

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WANTED: Collector seeks Newfoundland Covers with Town Cancels through purchase or trade. Brian Noble, 11 Trailsmoke Cr., Etobicoke, Ontario, CANADA M9C 1L9.

WANTED: AIR CRASH COVERS related to Canada. Covers must be to or from Canada. Write R.K. Malott, 16 Harwick Crescent, Nepean, Ontario, CANADA K2H 6R1



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Canadian Precancelled Postal Stationery Handbook	£7.00
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