



# MAPLE LEAVES

JOURNAL OF THE CANADIAN PHILATELIC SOCIETY OF G.T. BRITAIN

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## JOURNAL OF THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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### Notes and Comments

#### The April Number

The problem this month was whether to publish this number before the A.G.M. or not. The "befores" were in the majority, so we hope that members will have their copies before the meeting. Our printers are not so busy at present, and have promised to get the number out quickly. Let us hope no General Election printing will disturb this expectation.

#### The International Exhibition

Before we pass to A.G.M. matters, let us again remind members —if they need a reminder—that the date of the A.G.M. was fixed so that members making one visit to London would be sure to see what will probably go down on record as the greatest Philatelic Exhibition of all time. At the Exhibition the C.P.S. exhibit, staged by our Exhibition Convener, Stanley Godden, will be in six frames. The selection of items to be displayed has been left in Stanley's hands, and we may be sure that the exhibit will reflect credit on the Society and the organisers.

#### Congress Honours our Vice-President

We hope that many of our members will be able to attend Congress also, and will see our worthy vice-president, R. W. T. Lees-Jones, F.C.P.S., sign the Roll of Distinguished Philatelists to which his name is to be added for outstanding study and research on the stamps of Canada, in collaboration with Alfred Lichtenstein and Senator Calder. The results of his work have been published regularly in the "London Philatelist," and in Canada, and he has read papers and exhibited to many societies in London, Manchester, Scotland, and elsewhere. Congress is to be held at Tunbridge Wells from 16th to 19th May.

#### The A.G.M. and Society Get-Together

Our president suggests that members of the Executive Committee should meet informally at the Exhibition at 3 p.m. on Wednesday, 10th May, for preliminary discussions in a room kindly placed at the Society's disposal by the Exhibition organisers. This may save time at the Executive Committee meeting and at the A.G.M. on Thursday, 11th (9.15 a.m. Committee, and 11.15 a.m. A.G.M.).

The big event, so far as the C.P.S. members and visitors are concerned, will be the Society lunch following the Annual General Meeting. We assume that, in view of his silence, member K. C. Anderson of 23 Christchurch Avenue, London, N.W.6., is satisfied with the way tickets are going. Members who have not already done so should contact him urgently enclosing cheque for 17/6 for ticket.

Among the welcome guests at the lunch will be Mr and Mrs Winthrop Boggs from Canada and Mrs Dale from U.S.A.

The least list will be limited, as time will be short, but present arrangements are as follows; "The King"—member J. C. Cartwright; "The Society"—Major Adrian E. Hopkins, and reply by President A. E. Stephenson; "The Guests"—Vice-President D. Gardner, reply by Mr Winthrop Boggs. During the course of the lunch the new president—to be elected at the Annual General Meeting immediately preceding—will take over. With recollections of previous Society dinners in Edinburgh, we feel completely confident that this function will be a credit to the organisers who, on this occasion, are from the London, Kent and Sussex Groups.

**Some of Those to be Present**

The President, having recently broken his 25 years' record as a Gold Medal driver, is coming by bus. A front seat immediately behind the driver seems appropriate for this occasion, but we will leave him to tell you the story himself. The Editor has cheerfully accepted the responsibility of ensuring his appearance, and will travel with him.

Vice-President D. Gardner, whose last visit, complete with "tartan tammie and muffler," was at Wembley last year, has decided to adopt a more sombre outfit on this occasion in view of Scotland's defeat by the Sassenachs at Hampden on the 15th of April.

Northern Ireland will be represented by Mr J. Millar Allen.

News items from the South and from England generally are, as usual, rather scrappy. So far we learn that those likely to be present will include: J. F. Bird of Newcastle-on-Tyne; Fred Aitchison, also of Newcastle-on-Tyne; J. A. Lee and R. W. T. Lees-Jones from the North-West; Mrs Edith Guylee from Sheffield; Major Adrian E. Hopkins from Bath; and J. Macaskie from Huddersfield. From further afield, the following have intimated their intention to be present: Member and Mrs Charles Hornal, Aberdeen; Member and Mrs C. W. Meredith, Dundee; J. Carstairs, St. Andrews; Mrs C. Ashworth; A. E. Stephenson; A. B. Auckland; Mrs Stewart and Ramsay Stewart from Edinburgh; D. Gardner, Airdrie; W. L. Morton and W. Dick, Glasgow.

**Lady Member Contributors**

In this issue we have contributions by two of our lady members who thus show a good example to all other members who have not yet contributed. Our congratulations to both. "Belinda's" contribution was part of a paper accompanying a display set to the Glasgow group for one of their meetings. If we give "Belinda" a special mention in view of her long illness and physical handicap, we feel we do so with Mrs Guylee's wholehearted approval.

**Miscellaneous Notes**

In the last issue's "Jottings," we referred to the procedure followed by Mr W. Marshall of Winnipeg in franking parcels with complete panes of Canadian 4 cent Commemorative stamps. Mr Marshall has written: "I note that Maple Leaves thinks my effort on those lines is worthwhile and I intend to continue it." We can assure Mr Marshall that one nice panel of the Cabot stamp is being returned to him shortly for inclusion in his own collection.

Member J. Davidson of Fort Garry, Winnipeg, has sent an interesting letter to the Exchange Secretary arising from the latter's remarks in the last issue. The suggestion is that, as the old country is anxious for dollars, stamp exchange packets might be sent to Canada for circulation. Unfortunately, although the war ended five years ago, we are still existing in this country under a mass of rules and regulations

laid down by His Majesty's Treasury. A detailed reply will be sent by the Exchange Secretary before this issue of Maple Leaves reaches you.

A letter received by the Exchange Secretary from a member starts off: "More work for you. How you manage it all, I don't know. If your hard work and initiative were all directed into private gain, you would be a millionaire by this time. More power to your elbow. Pity I don't live nearer you; I'd help willingly." Those remarks prompt us to comment on the fact that the Society is growing, and as it grows and the members come to know the officers better, either by meeting them or by correspondence, the work involved increases. The Exchange Secretary assures members that he does this work willingly. It takes every minute of his spare time and frequently much of the time he might be devoting to earning his living! It is on occasions a costly effort, both in time and money, but he has the satisfaction of having seen the C.P.S. of G.B. take its proud and proper place in the Philatelic world.

**Our Advertisers**

Some of our advertisers will have a stall at the Exhibition. They invite members to introduce themselves as members of the C.P.S. of G.B. They give us their support, and getting to know them personally will bring mutual benefits.

**Despatch of Copies of Maple Leaves**

Although the last despatch of copies of Maple Leaves was checked against the index, one recently-joined member has intimated that he did not receive his copy. The index is maintained and despatch arranged by the Exchange Secretary, and he will be grateful if any member who did not receive his copy of the January issue will send him a postcard.

**Overdue Subscriptions**

Sorry! —but we must refer to this subject again. Our Treasurer has sent out a number of reminders, but subscriptions are not coming in quickly. It costs a lot to publish this magazine, and we don't want this issue to be the last for lack of funds. Will members who receive this copy please ask themselves if they have paid their subscriptions? if they have not, they know the Treasurer's address and can remedy their omission at once.

**Group News**

News from the groups is scarce. We start at **Aberdeen** this month where successful monthly meetings are held. They manage to do themselves well in a most comfortable, almost palatial, meeting room, where tea and cakes help to make the tongues wag at the discussion after the displays.

The **Edinburgh** group gave a most interesting display to the Edinburgh Philatelic Society in March, in addition to having their monthly meeting for enthusiastic study of small heads, Postal History and post-marks, under discussion leader member Bonar. At **Glasgow** on 20th March, the subject was Canadian Queens Pre-cancels. Vice-President Gardner seems to have many collections—his production of pre-cancels and those of member McLean formed the backbone of the display. We are pleased to learn that **London** is again getting together for serious study. What has happened to the other English groups?

**Stamp News from a Member in Canada**

The latest from Ottawa is that the One Dollar overprinted O.H.M.S. is off at Ottawa. The guess is now whether there is going to be a further printing. H.M. Government at Ottawa are probably not going to miss a chance to get easy dollars. The revised 2c. and 4c. have appeared overprinted O.H.M.S. Unconfirmed reports say that the 1c. and 3c. unrevised coils are sold out at the Philatelic Section. The 50c. Alberta Oil stamp is well received in Canada.

# The Alaska-Canadian Highway <sup>36</sup>

By Miss BELINDA L. OGDEN.

The world now looks at Alaska on a new kind of map, the unfamiliar angle that shows the roof of the world which draws a line connecting Moscow with San Francisco, Tokyo with New York, and dramatically pinpoints the fact that at another angle ONLY 54 miles separates the mainland of Russia from the mainland of America.

The Alaska-Canada Highway along the ground and the Alaska Airway through the sky became vital necessities as a protection against the Japs. There was no secure route for supplying food, weapons and reinforcements to the soldiers and airmen defending Alaska from seizure by our enemies.

The Highway was built by the U.S. Government under agreement with the Canadian Government.

The men employed numbered 18,659 on the project, seven U.S. Regiments totalling 11,159 troops, and 7,500 civilians.

It involved building 233 bridges at a cost of \$4,000,000—a suspension bridge over Peace River, near Dawson Creek, is 2,130 feet in length. It was constructed through a veritable wilderness, through muskeg and forests, and climbs over the passes and runs through the valleys of the Rocky Mountains. Its highest level, near Fort Nelson, is 4,275 feet above sea level.

It ranks as one of the greatest engineering feats attempted by man and was built in the extraordinarily short time of nine months, and completed in November 1942.

Partnered with the Highway is an Airway which was constructed entirely by Canadians. Seven airfields cover the distance between EDMONTON and FAIRBANKS as well as several landing strips. There is an airfield about every 200 miles. Most of them are carved from the virgin bush, yet each is a model modern airfield, with the runways 5,000 feet long. As this seemed likely to become one of the greatest air routes in the world, it was essential for it to be constructed on a worthy scale.

From DAWSON CREEK to FAIRBANKS is 1,523 miles. The real Gateway to the Highway is at EDMONTON. As there was already a road as far as Dawson Creek the complete total of mileage is over 1,600 miles. The Highway is 36 ft. in width with gravel surfacing 28 ft. wide for the entire route.

It takes five hours to fly and five days to motor.

Within Canadian Territory lie 1221 miles of the route and so the Highway was transferred to the Canadian Government and it is now maintained by the Canadian Army Northwest System with H.Q.s at Whitehorse, Yukon Territory.

The Highway is now open to the public and in the summer of 1948 thousands of cars passed over the road. There is a rigid inspection at Edmonton for such travellers as to their reasons for travelling, their spare parts and the sturdiness of their vehicles, and their stores of food. For no one is going to look after them once they start north from Dawson Creek. It is possible to maintain an average of 300 miles per day.

This great feat of engineering is, of course, being kept open for strategic reasons.

During construction, mail was cancelled at Military Post Offices on the Highway, but these are now extinct.

At the present time (1949) mail is delivered by lorry from Edmonton and collected from various points called Post Office Exchange Points. Cancellation is done only at Dawson Creek and Whitehorse. The Canadian Army now maintaining the Highway have certain Military Post Offices of their own, as has the Royal Canadian Air Force at important stations along the Route.

## An Introduction to Prince Edward Island

By LESLIE G. TOMLINSON



Some twelve or thirteen years ago I decided to fulfil an old ambition: the specialisation of the study of the postal history of one country. I had graduated by means of the usual general schoolboy collection to concentration on British Colonial and Dominion stamps. For some time I considered various alternatives. My inclination was to take a country whose issues were reasonably limited, and I had a lurking fancy for an island (Islands have always appealed to me), preferably a country whose stamps were now obsolete. I considered Ionian Islands, Malta, Gibraltar, Prince Edward Island, Niue, Falkland Islands, etc. Then two lucky things happened. I read an article in a stamp magazine which said that only two or three countries remained unexplored, among them Prince Edward Island, and I chanced to meet the late P. L. Pemberton, with whom I discussed the question, and not only did he urge me to take up the study of Prince Edward Island, but he whetted my appetite by giving me reprints of some of his articles on the subject and other miscellaneous papers, which finally made up my mind.

Now, after some years of intensive study, I am still surprised that so many collectors have neglected to study the stamps and postal history of this small island in our Empire. The issued values of stamps in simplified form amount to thirteen only. I think the reasons for their neglect are varied. Admittedly, they were produced very cheaply and are not so artistic as those of some of the other Canadian Provinces or other parts of the Empire (except the magnificent Chalon 4½d cy. 3d stg.).

Two other reasons for their past unpopularity are the large number of remainders which flooded the market many years ago, and the apparent complexity of the perforations.

Finally, until studies of the varieties had been made by Pemberton, Goodtellow, etc., much misleading and inaccurate information had been published by many self-styled experts dealing with the various issues, papers, perforations and plate flaws, which suggested that the issues were extremely complex.

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Now, the various issues are in the main quite simple. The first issue in 1861 comprised three values only, 2d., 3d. and 6d., all perforated 9. In common with all the issues, there was no watermark. The stamps were electrotyped and printed by the well-known London house of Chas. Whiting (as were all succeeding issues, except the 4½d. cy.). The authorities realised at once that certain requirements for 1d. and 1½d. rates were not met by the supply and they authorised diagonal bisecting of the 2d. and 3d. stamps for these rates. The custom once established, most of the later issues are found bisected, not only diagonally, but vertically and horizontally, and although strictly unauthorised, the practice was accepted and the stamps were usually passed by the Post Office. But such splits are rarities, and their genuineness should be questioned closely, as many clever forgeries exist. The large perforations proved the difficulty of separating the stamps in the sheets, and later issues were provided with more efficient perforations.

The second issue of 1862 remedied the shortage of the 1d. stamp (though curiously the requirement of a 1½d. stamp was never met) and added the 9d. value, both perforated 11.

Reprints of all five values were issued as required during the next five years in perforations which later seemed to cause much difficulty in analysis, the reason being that a new perforating machine gauging an irregular 11½-12 was used, and where an occasional line of perforations was missed, the old perforating 11 machine was used to remedy the defect. Thus we find the great bulk of these stamps were perforated by one machine, and a small minority passed through two machines.

Now comes the mystery of the last remaining pence value, the 4d. A reduction in postage to the U.S.A. to 4d. was made in November, 1868, and a stamp was prepared and issued for this value, but no records remain as to date of printing or issue, since not only were the Island Post Office records destroyed by a disastrous fire, but the printer's records also were destroyed. However, apparently the value was put on sale at the Post Office in the spring of 1869, and as it appears to have been prepared at the same time as the reprints, it is found in the same combination of perforations.

The fifth issue was again one of reprints—of the 2d., 3d. and 4d. values only this time in a different, cheaper type of paper, which shows a distinct mesh against a light. The stamps were put on sale at some Post Offices about 1867 onwards as the earlier issues became exhausted. Used specimens are scarce and the bulk of the remainders were in this paper.

In June, 1870, a new stamp appeared, value 4½d. cy., 3d. stg. This beautiful stamp was engraved and printed by the British American Bank Note Co. of Canada and was perforated 12. Nothing appeared in the Island accounts, and the quantity printed is unknown. The value was occasioned by a reduction in postage to the United Kingdom.

Eighteen months later the Island's currency was changed to decimal and a new series of stamps appeared in six values: 1c., 2c., 3c., 4c., 6c. and 12c.

There is some reason to think that the first supply of this seventh issue was in the 1c. and 3c. values only and that some of them were immersed in the sea during their conveyance to the Island and in part so damaged. In any case these two values are found in two perforations, some with the old irregular 11½-12½ perforation, others with a new machine giving smaller holes gauging 12½-15, and a few compound the two. The four remaining values had yet another perforation giving large holes of about 12½.

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While the perforations from Whiting appear to give some little trouble, they are really quite simple if it is remembered that Whiting had at various times five machines. The first and second issues were perforated uniformly on the first two, A and B. The third, fourth and fifth issues were mainly perforated on Machine C and any missing rows or perforations were made up with Machine B, and in the seventh issue, values 1c. and 3c. were perforated by Machines C and E, or a combination of them, and other values by Machine D. A few sheets in most of the values are found with an occasional row of perforations missing. Certain variations of paper and minor plate flaws can be disregarded by the beginner, as they come more naturally within the province of the specialist.

The cents issues were in use only for eighteen months, until Canadian stamps were used in the Island after confederation with Canada.

In the 12½ years of the Island's own issue of stamps, some four million were printed, of which about a million and a half were unsold on confederation.

In conclusion, it would seem that, even 75 years or so after the stamps were withdrawn from sale, pleasure is still to be gained by the beginner who decides to collect Prince Edward Island stamps. Few of us these days can afford the luxury of commencing to collect, for example, Nova Scotia or New Brunswick, unless we are prepared to leave gaps for the very costly items, but for £3 or £4 we can still acquire thirteen Prince Edward Island values and can make fuller studies of the varieties as time and finances allow.

### THE 3c. 1870 PERF. 12½

The burning question these days seems to be about the 3c. 1870 perf 12½. So far I have had records as follows:

#### F. Tomlinson, Whitstable—

R.P.S. Cert 34248. Copy with "H" cancellation of Nova Scotia.

R.P.S. Cert 34250. Copy with "H" cancellation of Nova Scotia.

R.P.S. Cert 34249. Pen-cancelled.

#### In Robson Lowe's Sale, 8th February, 1950—

Lot 17. Copy showing New Brunswick Grid Cancellation (sold for £23).

Lot 18. Copy with 2 Ring Cancellation (damaged) (sold for £10).

#### In H. R. Harmer's Sale, 27th June, 1949—

Lot 150. Copy with town cancellation "ORE" (sold for £28).

#### C. Jonas, St. Anne's-on-Sea—

Copy with 2 Ring Cancellation, faint 7, St. John, New Brunswick.

#### B. Stewart, Wellington, N.Z.—

Copy reported, but with no details.

#### H. A. Isnardo-Bruno, Nice—

Copy with circular postmark, only "New Brunswick" shows, but is likely to be Jarrett's type 244 for St. John. Dated FE. 17. 1870.

Copy with circular postmark, only "DE" of a town name legible. Dated AP. 6. '70.

Copy with "H" in bars for Halifax N.S.

Copy with clear New Brunswick grid number 9 of Grand P.

**N. Carnan, Westcliff-on-Sea—**

Copy with 2 Ring cancellation number 7 of St. John, N.B.

Another similar copy.

Copy with bar cancellation.

**R. W. T. Lees-Jones—**

Copy on cover postmarked Truro, 20th April, 1870, and Halifax, FE. 2, 1870. (Earliest date recorded).

Pair off cover, with 2 Ring cancellation, 7 of St. John, N.B.

(Compiled by R. W. T. Lees-Jones).

\* \* \*

Member Isnardo-Bruno, of Nice, writes:

"The very interesting article on the 3 cents 1870 perf 12½ in the Jan., 1950, issue of Maple Leaves was very welcome.

"The figures given by Mr Shoemaker should be about right. As the small cents issue was specialised in America, it is quite reasonable to suppose that the 70 copies known of the perf 12½ represent the greater part of those in existence. If we suppose an equal number to exist in Britain and the rest of the world, we would have a total of only 140 copies. Even this number I believe to be too high.

"My principal reason for writing this is the fact that your article failed to mention the letter from Mr R. W. T. L.-J. in the May, 1949, issue of Maple Leaves, part of which says: 'Since his (Boggs') book appeared, the B.N.A. journals have been able to record that over two thousand copies have been located.'

"This calls for an explanation. I cannot give it, but submit that the answer may be in the use of an inaccurate perforation gauge or a mistake in taking some of the later printings which measure about 12¼ for that measuring a full 12½ and which must be definitely on the indian red of the first printing and on A paper.

"There are, of course, sure to be some still unrecorded copies, such as my own, details of which I give.

"Unfortunately, all mine are off cover, but come from a large lot acquired more than 25 years ago, containing a fair percentage of New Brunswick and Nova Scotia postmarks."

## The 2c. Carmine Numerals Issue

By H. T. HUMBY and GERALD E. WELLBURN.

Reprinted from "Popular Stamps Magazine," Canada.

How many plates were used for the 2c. Carmine? How many used for Die I and Die II? Were there two master dies? Why the changes from Die I to Die II? . . . and so on and so on.

Wherever enthusiasts of this stamp gather, some of the above questions are asked, and so the Hamilton Philatelic Society decided to run down the answers.

A review of the published information on this stamp shows several omissions and discrepancies.

Dr Holmes lists Plates 1 to 12 as being used. Winthrop Boggs says Plates 1 and 2 were not used, and lists Plates 3 to 10, 13 and 14 for Die I, Plates 11 and 12 for Die II retouched plates, and Plates 15 to 20 for recut die, new plates.

Dr W. R. Jeffrey, Arthur and Percy Rankin of the Hamilton Philatelic Society had studied the material available, and up until last April had come up with the following:

Die I. Plates 1-2-3-4-5-6-7-8-9-10, 12-13-14. No Plate 11 has been seen. 41

Die II. Plates 11-12, 15-16-17-18-20. No Plate 19 has been seen.

In April, however, Gerald E. Wellburn, of Duncan, B.C. sent for study his collection of the plate numbers of the 2c. Carmine, and what a revelation this collection was!

Dr J. A. Pearce started the study of the different plates some years ago, and Gerald Wellburn and the Doctor had collaborated in forming the most complete collection seen around these parts.

Here are all the plate numbers from 1 to 20 without exception. Here are Plates 11 and 12 in both Die I and Die II, and best of all are Plates 11 and 12 showing experimental retouching of the frame lines, stamps showing the worn frame lines of Die I, others showing the first retouching and finally the finished Die II.

From this magnificent study the story of the 2c. Carmine emerges, and the following conclusions are reached:

Only one die was used; this is confirmed by a constant flaw, a dash of colour between "S" and "T" of "Postage," which is noted on all plates.

From this die, Plates 1 to 14 were made. Plates 1 to 12 were used for the 2c. Purple, and when the colour was changed in August, 1898, the same plates were used for the 2c. Carmine.

The frame lines had become so badly worn that Plates 13 and 14 were placed into service and Plates 11 and 12 were used for experimental retouching.

The original die was then recut from four thin frame lines to three frame lines: the centre line thick and the other two thin.

Plates 15 to 20 were made from this recut die, and it is the recut die that has become known as Die II.

A complete list of the plate numbers follows:

Die I. Plates 1-2-3-4-5-6-7-8-9-10-11-12-13-14.

Die I. Retouched Plates 11-12 frame lines resemble Die II.

Die II. Plates 15-16-17-18-19-20.

### QUESTIONS AND ANSWERS

1. I have been told, writes a member, that the \$5 stamp of the 1897 Jubilee issue was not used postally, yet all catalogues list it used. What is correct?

**Ans.** There was a use for the high value stamps. I have a cover, of 1860, writes our expert, with \$9.50 paid for postage and registration.

2. In many of the 5c. 1859 (S.G. 31-32) Beavers there is a dot of colour in the "C" of "Cents" and yet it seems just as common without it. Is this a variety, or a guide dot in certain positions of the sheet?

**Ans.** This is a guide dot.

3. Why does the gum on some stamps of a series have a flat appearance, and on others of the same series have a ridged look?

**Ans.** From time to time much experimenting was done on gums. their texture and application. The reason for this was that in the variable climate from very hot to very cold, stamps after being affixed to mail, fell off in the post, and the experiments from 1850 onwards were designed to find the most suitable gum.

4. What is the best method of comparing the papers of the early issues? Does ability come only with experience?

**Ans.** Yes, only with experience.

5. What exactly is that face over the beaver's tail supposed to represent?

**Ans.** I think it is the sun, emblematic of a rising country.

# Edward 1c. and 2c. Varieties 42

By G. B. HARPER.

A short time ago I examined about three hundred each of the 1c. and 2c. values of the Edward 1903 issue. These consisted almost entirely of single copies, and there were few pairs and strips. It was not, therefore, possible to correlate the findings detailed with any particular state or position.

I list the varieties: (1) Guide Lines and Guide Dots; (2) Hair Lines and (3) Re-entries, for each value in turn. In regard to re-entries, only well-printed specimens were considered. Heavily entered copies, or those with blurred impression, such as were prevalent in this issue, were disregarded.



ONE CENT VALUE

## 1. Guide Lines and Guide Dots

- (a) Vertical lines running almost against the left hand border of the design. Broken in parts, appearing strongest at the bottom of the stamp and faint at the top, with a Guide Dot on the line at the extreme top (in perforation).
- (b) Vertical line running approx.  $\frac{1}{4}$ mm. from the left hand border. Strongest at the top of the stamp with a guide dot on the line at the centre of the design.
- (c) Vertical line running approx.  $\frac{1}{2}$ mm. from the right hand border, full extent of the stamp.
- (d) Vertical line running into right hand border showing at top and bottom of the stamp.
- (e) Broken vertical line running inside right hand border, i.e., between border and main design. This copy shows also faint traces of a further vertical line running just clear of the right hand border (in margin) at the top of the stamp opposite crown.
- (f) Vertical line appearing between left hand border and design at the top of the stamp and also in corresponding section of the oval at centre. No trace of line in corresponding lower part of the design or at the top and bottom margins of the stamp.
- (g) Vertical line appearing between left hand border and design in the lower section of the stamp. No trace of line in oval or at the top, but a possible guide dot in the oval and also in the extreme lower part of the design (between lower line of numeral tablet and bottom border).
- (h) Vertical line running slightly to the right of centre through P of POSTAGE and carrying through to king's head; appearing again very faintly from C in CENTS and continuing to bottom of the stamp.

## 2. Hair Lines

Two copies were found showing hair lines, in each instance appearing strongest in the lower left hand margin, but also showing faintly at the top of the stamp and in the right hand margin.

It is of interest to note that the development of these hair lines can be traced as irregular markings appearing in the margins on five of the specimens examined. These traces correspond to the definite hair lines noted in the two copies described, and are not due to surplus ink on plates during printing.

Two copies of the specimens mentioned in the previous paragraph show what may be horizontal guide lines passing through the centre of the design. This assumption is made as they appear as definite straight lines, whereas the hair lines have an irregular appearance.

### 3. Possible Re-entries

- (a) Thickening of top border, with doubling at centre. Doubling of background lines leading to crowns in upper corners, also affecting tip of right hand crown and cross-hatching at upper centre.
- (b) Similar to (a), except that tip of crown is not affected.
- (c) Doubling at the bottom of the outside line of the right hand numeral tablet.

## TWO CENT VALUE

### 1. Guide Lines and Guide Dots

In general, no apparent guide lines were found. One vertical strip of four stamps was found to have guide dots to the left of the left hand border as follows:

- 1st Stamp—Upper left hand corner and at centre of the stamp.
- 2nd Stamp—No dot observed, but this specimen was heavily post-marked where a central dot might have been expected to appear.
- 3rd Stamp—Guide dot at centre of the stamp.
- 4th Stamp—Guide dot at centre and the trace of a line showing broken in the lower part of the stamp tending to run into left hand border.

This last stamp was very similar to a single copy observed to have a guide dot at the centre of the design with, again, traces of a broken line running into the left hand border above and below the central oval.

Some guide dots are hidden in the colour of the numeral of value. Dr Holmes states that in rare instances these fall to the left of the numeral. Two specimens were found to show traces of these dots, one to the left and one to the right.

### 2. Hair Lines

No traces of hair lines were found on specimens examined.

### 3. Possible Re-entries

- (a) Affecting top border and background lines leading to crowns. Doubling of lower border, lower line of left hand numeral tablet. Thickening of lower line of left hand numeral tablet and adjoining background lines to left numeral tablet.
- (b) Thickening of bottom border, lower line of each numeral tablet and adjoining background lines, also affecting cross-hatching surrounding TWO CENTS.
- (c) Thickening of upper border and background lines, also affecting cross-hatching in the region of DA and POS of CANADA POSTAGE.
- (d) Thickening of upper border to slight doubling at centre, also affecting cross-hatching near P of POSTAGE.

\* \* \*

Whilst it is appreciated that the points listed are in themselves of no great value, it is thought that these notes may prove of use to other members interested in the particular issue, and help in some measure to form a more definite basis for study.

# Fascinating Canadian Maritime Postmarks

By J. H. TIERNEY, Sen. and Jun.

Reprinted from "Stamp News."

The name of Clarke is an honoured one along the north and south shores of the St. Lawrence and beyond.

The ships of the Clarke S.S. Co., Ltd., are a blessing to the people of the towns, townships, villages, settlements and trading posts dotted along both banks of that mighty River. The very existence of many a remote community depends almost entirely upon the ships of the Clarke Company.

The Clarke Shipping Company evolved from a famous publishing firm belonging to an earlier Clarke generation.

A paper mill was established to meet publishing requirements around which has grown the modern and industrious town of Clarke City on the north shore of the St. Lawrence.

In turn, the progressive necessity of transport of passengers and freight to and from Quebec ultimately brought about the conversion of a family of publishers into a family of shipowners.

The Clarke Line has steadily developed since 1921 and its services now extend to Newfoundland, Labrador, The Maritimes and the Islands of the Gulf of St. Lawrence.

Seapost Services are performed aboard two of the Clarke vessels: S.S. "North Shore" and S.S. "North Voyageur," which navigate the north bank of the St. Lawrence during the open season between Quebec and Havre S. Pierre, and Quebec and Blanc Sablon respectively.

The postmarks are the ordinary Canadian single circle type, inscribed as follows:

"Que. Hve. St. Pierre, Sea Port."

"Que. & Lour. Du B. Sab. Sea Post."

It will be noted that the inscription on the first postmark reads, "Sea Port" instead of "Sea Post."

The writers are deeply grateful to Mr Robert Lagarde, Purser of S.S. "North Shore" for an interesting and fascinating history of the Company, and historical and descriptive notes regarding the regions and ports of call of the Clarke ships.

The Compagnie de Transport Du Bas St. Laurent Ltd. also provide collectors with interesting maritime postmarks, which may appeal to those that specialise in Canadian issues, and postal history and postal markings of the Dominion.

River postal services on the St. Lawrence are performed on board two vessels of that company: M.V. "Jean Brillant" and M.V. "Matane," between Rimouski and Sept Iles, and Matane and Sept Iles respectively. These services link both banks of the River.

The postmarks are single circles, and are inscribed in French thus:

"Rimouski & Sept Iles, Poste Fluviale."

"Matane & Sept Iles, Poste Fluviale."

By Mrs E. W. GUYLEE.

Much has been written of the history of British Columbia, especially of that part which before Consolidation with British Columbia in 1866 was known as Vancouver Island, so named after Captain George Vancouver, who in 1792 was captain of the "Discovery" sloop of war, and the "Chatham" armed tender. His lieutenants were Puget, Mudge, and Baker. The "Chatham" was under Lieutenants Broughton, Hanson, and Johnstone, names which are immortalised on the map of Canada, although no stamp has yet commemorated these famous men.

Vancouver was instructed by the Lords of the Admiralty "to examine the supposed Strait of Juan-de-Fuca and to discover a near communication between any such sea or strait and any river running into or from the 'Lake of the Woods.'"

Proceeding up the Strait of Juan-de-Fuca, Vancouver, going north, entered the interior sea, and on 4th June, 1792, went ashore. With dignity and ceremony, under the discharge of a royal salute from the vessels, he took possession of the coast, naming the "Gulf of Georgia" after His Majesty the King, and "Burrard's Canal" after Sir Harry Burrard of the Navy.

It is known that with two boatloads of men, Vancouver sailed up Burrard Inlet, but did not proceed as far as "Indian Arm." Nevertheless—keenly observant—he recorded many of the "Islands" of the Arm in his journals, and adds with much pleasure that the beauty and grandeur of these parts "called to our remembrance certain delightful and beloved situations in old England."

"Burrard Inlet"—the harbour of Vancouver—is one of the finest harbours in the world, with just over 98 miles of shoreline.

Looking across the inlet, one gets a fine view of the famous "Lions," two mountain peaks, symbolic guardians of the harbour entrance. All along the inlet are great docks with berths for 56 deep-sea vessels, and here ships gather from all the seven seas. The wonderful Ballantyne Pier, reputed to be the finest dock in North America, embodies every modern facility for cargo handling. Here also can be seen innumerable fishing vessels, which cruise the coast for salmon, halibut, etc., supplying the markets of North America and the canning industry.

In no other part of the world has Nature been more bountiful, for here are all the riches of earth and sea. A temperate climate, delightful scenery, enchanting views of mountains, lakes and islands, with carpets of variegated flowers and ferns, make this part of British Columbia at all times, and more especially in the springtime, a veritable paradise.

The first road to Burrard Inlet was completed in 1869; the first townsite was named "Hastings" after Admiral Hastings of the Royal Navy, and in that year a Post Office was established. Today the "Burrard Travelling Post Office" serves the various resorts and settlements of the "Indian Arm." It is not only a mail delivery boat but a properly listed Post Office, the mail being cancelled on the boat. For many of the remote settlements this boat is the only contact with the outside world. At some of the settlements an empty kerosene tin is hoisted to the top of a pole to indicate that a passenger is waiting.

The first pioneer air flight from Vancouver to Seattle took place on the 17th of February, 1919. Covers bear a Cachet in three lines:—

"Via Airplane Mail, First Flight, Vancouver, B.C., to Seattle."

The second flight, "Vancouver—Vernon—Lethbridge—Calgary" was made on 15th August, 1919—pilot, Captain Hoy. Very few letters were carried. The Cachet, in red, was "1st B.C.—Alberta Aerial Mail." These are very rare.

On 16th August, 1919, a number of letters were carried by air mail from "Victoria to Nanaimo," bearing the Post Office cancellation only. The time taken on this journey was three hours. 46

Regular official flights were flown by British Columbia Airways Ltd. whose bases were at Vancouver, Victoria, and Seattle.

Many of these islands and bays in the Powell River, Alert Bay, and Sullivan Bay areas are reached today by the Queen Charlotte Airlines Ltd. Two covers in my possession posted from Minstrell Island to Alert Bay have 4 cent stamps but no cancellation, and in the left hand bottom corner a Cachet in blue:—

" Courtesy Queen Charlotte Airlines Ltd., Vancouver, Canada."

Another cover from Zeballos to Quallicam Beach bears a 4 cent cancelled stamp with the same "Courtesy" Cachet. So it appears there are a few Postal Depots dotted about at strategic points.

The Queen Charlotte Airline is British Columbia's own air service, and it has flying boats, seaplanes, and landplanes. It has opened up a vast area, bringing wonder and delight not only to those whose lives are spent in these quiet and remote places, but also to vacationists and tourists who seek an opportunity to "escape" from the humdrum things of life.

## B.N.A. PHILATELIC PERIODICALS

By R. J. DUNCAN.

(Reprinted from our duplicated Volume One).

Eighty-three years ago, the first Philatelic Journal to be published in North America was published in Montreal, Que. It was the Stamp Collector's Record, published by S. Allan Taylor. He later moved to the United States, where he continued to publish for many years after. Much has been written about this man, who was one of the most interesting characters in the early days of stamp collecting in North America.

After this, St. John, N.B., became for some years the most important philatelic centre in Canada. During a period of eight years, four philatelic journals were published here. The Stamp Collectors' Monthly Gazette, 1865-1866, was the second Canadian stamp publication and the third on the continent. Then came Stamp Argus, 1865; Postman's Knock, 1866-1870; and Stamp Collector's Chronicle, 1872-1873. These journals are all very rare now. For a couple of years, 1872-1873, there was published in Quebec, P.Q., the Canadian Philatelist. This changed owners a couple of times and finally ceased publication.

Although there had been some Journals published previously in Ontario which were partly philatelic, the first strictly stamp journal published was the Stamp Advocate, which appeared from Toronto in 1875. However, it had a very short life, as did the two or three that followed it.

Therefore, the first journal of any real importance was the Canadian Philatelist, published by Mr L. T. Baker at Whitby, Ont. This journal ran from eight to sixteen pages for seven numbers, when it was bought by the Toronto Philatelic Journal. This journal, which was published for over two years, is mainly notable for the fine listing of Canadian Tobacco stamps which ran through some numbers. In 1888 another

47  
Canadian Philatelist appeared from Niagara Falls, but it only lasted a short time and then, in 1889, the Dominion Philatelist started publication. It was published by H. F. Ketcheson, a leading light in Canadian philately in those days, and it ran for 77 numbers. In fact, it is only recently that its length of life has been surpassed by an independent publication. Every Canadian collector was sorry when this paper ceased publication. Another good publication appearing about this time was the Canadian Philatelist of London, Ont., which ran for 38 numbers from 1891 and was published by L. M. Staebler. He also published a weekly, but it only lasted for eight numbers. Another weekly later appeared from Toronto, but it had a very short life also.

In 1893 two numbers of the Canadian Journal of Philately appeared from Toronto. It was the de-luxe publication of its time, and it was published by Henry Ades Fowler, who is now a resident of Chicago.

The most important journal published in Ontario after this, up to the turn of the century, was the Philatelic Advocate, published at Berlin, Ont., by Staraman Bros. It started in 1896, and ran for 61 numbers.

Returning again to Eastern Canada, some half-dozen philatelic journals appeared during this time, the most important of which was the Halifax Philatelist. This was one of the best of Canadian stamp journals, and was published from 1887-1889, and ran for 31 numbers. Donald A. King was the chief contributor to this journal and he was the greatest of Canadian philatelic writers of the last century. In fact, his writings are still quoted in the philatelic press. This magazine contained many fine articles on Nova Scotia and New Brunswick.

The Canada Stamp Sheet, published by W. G. L. Paxman, appeared in 1900 from Quebec and continued for six volumes, later being published in Toronto and London, Ont. It contained a fine series of articles on Canadian stamps.

The Montreal Philatelist ran for 48 numbers and was published in Montreal at the turn of the century. Of the 20th century publications of Canada the best were Canadian Stamp Collector, published by H. M. McLean at Brockville, Ont., during the years 1920-23. It contained many fine articles by Fred Jarrett and others. Two other publications appeared during the early thirties from Montreal and Quebec respectively. They were both called Collector's Magazine, and carried many interesting articles on B.N.A. There have been very few publications on stamps from Western Canada. The first I know of was "Canadiana" published at Grenfell, Sask., in 1902. Hobbyist, perhaps the best of the Western publications, ran for 50 numbers and was published at Winnipeg, Man., 1909-13. It was followed by the Western Collector, also of Winnipeg, which was published for some years by James Mewhort.

The Stamp Herald, of Indianapolis, Ind., moved to Kitchener, Ont., in February, 1922, and continued publication there until May, 1928. This was one of the best of the Canadian philatelic publications and contained a great wealth of information for B.N.A. collectors, as also did Philatelia, a fine bi-lingual magazine published in Montreal 1935-1938. The only independent stamp journal published in Canada at the present time is Popular Stamps, published by A. L. McCreedy, at Cobden, Ont. This journal is now starting its tenth year of publication, and is the official organ of the Canadian Philatelic Society. Marks Stamp Co. of Toronto, Ont., publish a house organ, Emco Monthly Journal, which has been in continuous publication since 1919.

\* \* \*

The Exchange Secretary thanks all members who made enquiries regarding the collection mentioned in the last issue. This collection was disposed of within a matter of 3 or 4 weeks of its being received by the Exchange Secretary. It was purchased in two parts and to the complete satisfaction of all concerned.

\* \* \*

With the approach of the summer months it is expected that, as usual, members' interests will be engaged on matters other than their collections, the hobby being one which receives most attention between the months of September and May. Sales fall off and the circulation of packets slows down, the latter due mainly to the fact that some members make no provision for the disposal of packets which arrive during their absence on holiday. Members can help considerably by sending a post card to the Exchange Secretary intimating any probable period of absence in excess of one week.

\* \* \*

The records of the Exchange Secretary prove very conclusively that condition counts far more than the average member realises. The quick sale of the collection mentioned above was further proof of this contention and, if I might be excused for quoting the remarks of one of the buyers referring to the condition of the stamps, he said: "I don't think I can afford to miss this."

\* \* \*

I receive many letters from members asking when they are likely to receive a packet, and how many packets are sent out. The following brief explanation should enable any member to arrive at the approximate answer. I have to provide for roughly 320 prospective buyers. These are divided into eight circuits of 40 members each. The number of contributing members is about one-tenth of the total, and although several contribute monthly, the contributions of others are from one to four books in a year. Taking an average, I receive sixteen books each month, and a packet contains anything from seven to twelve books, valued from £80 to £120. The rules provide that contributors to a packet see the packet first, so that each packet goes to from seven to twelve contributing members and thereafter to the other members in the appropriate circuit. If you are a non-contributor, you cannot expect more than two to three packets in the year. If you are a contributing member, you get all packets in your own circuit, plus any packet in which you have a book, but which goes out to a circuit other than your own. Twelve books a year means you get at least twelve packets, with the prospect of fifteen. The advantage therefore lies with the member who is a regular contributor and, as he puts in the extra work, the rule appears to be a fair and just one. If, therefore, you are dissatisfied with the small number of packets coming your way, the remedy is in your own hands.

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