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# MAPLE LEAVEN

JOURNAL OF THE CANADIAN PHILATELIC SOCIETY OF GT. BRITAIN

Vol. 5 No. 3

APRIL, 1954

Whole No. 31

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JOURNAL OF THE  
**CANADIAN PHILATELIC SOCIETY  
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## *Notes and Comments*

### **Spring Promptings**

The rebirth of nature in its most active fields each year causes or seems to cause similar awakenings in ourselves. However dreary and long the winter may have been, the hint of better things "around the corner" conveyed by the warming sun and the lengthening days brings back to us that optimism which we thought had died for the last time. Looking round the garden, still standing in water from the weekend's incessant rain, a sorry unkempt clayey glue-pit which we were not sorry to forsake for the warmth of the hearth in the late autumn, out bursts optimism reborn anew in spite of the dead wallflowers and the remains of winter lettuce. The tragedies and failures of the past are almost forgotten as we peruse the seed catalogues, and the onions and carrots we have never been able to grow are once more re-ordered. What a wonderful thing is this commencement all over again of Nature's year!

### **The Philatelic Spring**

In the days of our youth we always understood that Philately was essentially a winter pursuit, with enthusiasms reborn each autumn and dying in the late spring. This has changed over the years till the cycle seemed to have become almost a perfect rhythm, no start or finish, rotating evenly in tranquil harmony. We are now, however, noticing that the trend seems to be towards a rhythm in harmony with nature, that there is if anything a quiet time in the winter and a strong awakening in the early spring. Cynical dealers tell us this is due to the financial strain of the 1st of January, with income tax, school fees, annual dues of various kinds, and the cost of the festive season, and that it takes Father a few weeks or a month or two to recover from it all!

### **The Fresh Impulse**

We ourselves seem to be affected by all this "bursting into bud" feeling and are inclined to try and transmit it to the Society and its members. We feel the urge to grow, or to try and make the Society grow. Believing that there is no standing still, only progress or retreat, we look around to see what can be done to advance still further the usefulness, reputation and membership of the Society. More perceptive members than us may see several directions in which advances might be made. We ourselves at the moment think of three, and we would like to know what our readers have to say about them, because they could all be considered at the Annual General Meeting in September if having any popularity. One consideration applies to all of them—they would cost money and some increase in subscription would be essential. They would, of course, also involve the officers of the Society in increased work. This latter consideration is one which is likely to be overlooked and not given the consideration it merits. Your principal officers must of necessity be enthusiasts for the

Society as they can expect to spend five hours on Society duties for each one they can find for their own collections! We will consider the three suggestions in each of the following paragraphs.

### **Library Improvements**

It seems to us that the present Library arrangements are not either adequate or appropriate for a Society of the size and standing we consider we are—or aim to be. Certain important works are not held by us, others we have in a single copy only, and there is little financial provision each year for the Librarian to buy either to fill gaps or to obtain new publications. We tend to have an excellent service of extracted articles from magazines and journals unsupported with a similar service of the authoritative works on the subject. There is also a charge for the borrowing from the library of practically anything of value. Borrowers should certainly refund the registered postage of sending them their requests, and return the volume in similar manner, but the charges for the use of the library service should be discontinued. At the same time a specific sum of money should be earmarked for the purchase of books each year, and this sum should be in some reasonable proportion to the size of the Society.

### **Society Handbook**

There is in the minds of some members, who have pursued studies of a particular issue to fairly exhaustive lengths, an idea that we should start the publication of a handbook on the stamps of Canada, by producing a booklet or booklets covering each specific issue which can eventually be bound into perhaps the most complete and ambitious Canadian Handbook ever produced. We are informed that the necessary information for this is already available as regards certain issues. If we tried to produce one or two sections each year, it would still take a long time. Even if the sections were sold, there would have to be extra finance to back the project. It is feared that unless something of this kind is done, much research work of our members will one day be lost.

### **A Monthly Journal?**

Lastly, and with considerable hesitation and much trepidation, we whisper that there might be some ground now for considering the production of the Journal more frequently. Unless we have been sadly led astray, there appears to be a steady enough supply of material which with a little encouragement would suffice for an issue containing a reasonable number of pages each month. There would be advantages, the quarterly peak might be smoothed a little, the more frequent regularity might appeal to advertisers more strongly, and attention could be given to the odd items of "News" which now often have to be discarded as stale. The annual number would not be 12, as the August/September months would only attract one issue, and a similar telescoping might apply to June/July or some other period presenting difficulty. We think there might be 10 issues in each year.

### **The Total Effect**

No calculations have as yet been made as to what all this would cost, but we imagine that it would mean something approaching doubling the present subscription of 10/-. Do you consider that it would be worth it? The Society is run by the Officers for the members, and we seek to give you what you want, not what we think you ought to have. In many cases, however, we have no really clear indication, and have to accept as a fair sample the opinions of the few with whom we are in close touch or who write to us either in support or in disagreement of what we have suggested. It should perhaps be made clear that it would take some time to put into operation any decision to print a more frequent Journal. We shall be interested to have your point of view on all this.

### **Newfoundland Air Mails**

Published in 1953, the joint authors Messrs. R. E. R. Dalwick and C. H. C. Harmer, provide a first class publication covering the time from the pioneer

attempts to the merging of Newfoundland into Canada in 1949. The excitement of the early attempts to be the first across the Atlantic and the daring and adventure of those early days stand in vivid contrast with the precise philatelic information also supplied for each attempt. This is a book you will read and want to own. Now is your chance. A gift copy, autographed by the joint authors, has been presented to raise funds for the Convention. It will be included in the Convention Auction next September. It is a magnificent example of how history and philately go hand in hand.

### **The West-End Philatelist**

Congratulations to David Field, Ltd., for achieving a Golden Jubilee of publication of this excellent journal. It took its bow in March 1904, edited by B. W. H. Poole, and its original editor is one of the contributors to the special Golden Jubilee number. The emphasis in this issue is on a review of the last fifty years in many different fields, and the 40-page issue constitutes a historical survey of no little value. We strongly recommend two shilling's worth of the "Golden Jubilee" number to all our readers; whilst there is nothing essentially Canadian, there is much which will interest and strengthen the reader. Copies can be obtained from David Field, Ltd., 7, Vigo Street, London, W.1.

### **Finds Can Still Be Made**

Herbert Buckland sends us a cutting from "The Globe and Mail" (Toronto?) dated 27th February, 1954, relating the circumstances of a find of three full sheets of 50c Edwards. The finders tore off the bottom row from one sheet to show to dealers in their search for the highest offer! Jim Sissons is stated to have paid \$7,500 for the lot. The newspaper says that the largest known block previously was one of 28 owned by Fred Jarrett.

### **Subscriptions**

Our Treasurer, J. P. Macaskie, tells me that there are still quite a few outstanding subscriptions and that he hates spending the Society's money on reminder postages, as well as the time it takes. If you are one of the delinquents, please send him 10/- (or £1 to cover next year as well) and let the revenue of the Society be spent to our mutual advantage on the Society's services. Thank you.

### **The Farouk Sale**

Member Cyril Harmer must have got quite hot in the six days of what he calls "spirited bidding and enthusiastic competition" which realised £115,160. We shall expect similar results when we come to the Convention Auction at Buxton in September!

### **Holiday Thoughts**

When one's period of absence from the office has an effect on the arrangements which can be made for the rest of the staff, early planning of holidays is necessary. This year we are not only having a different type of holiday than formerly, but we are splitting it into two parts; one at Easter and the other in August. This year we are caravanning, touring with our family caravan hitched on behind the car. Not for us are the large commercially-arranged caravan camps and sites; when we halt at the end of each day it is usually at some remote farmstead well down a by-road, "far from the madding crowd." The Easter trip is mainly in the nature of a try-out, for we have not yet used our newly-purchased Cheltenham van, but we hope to look in on George Manley and may see one or two other members. In August we intend to roll gently across the south of England, spend most of our time in Devon and Cornwall, and then roll gently back home. So if any of our members in that area see a pastel-blue Rover 75, with a similarly coloured caravan trailing behind, arriving at the front door—please don't set the dog at the occupants, as it will only be an itinerant collector of Map stamps paying his compliments and making a courtesy call!

## GROUP NEWS

From ABERDEEN, enthusiastic Contact Member George Beverley sends us a monthly report of all their doings. We haven't room for all he says each time, but we can tell you enough to make you wish you were nearer to that Scotsman's paradise. At the December meeting, Mr. John Anderson, M.B.E., gave a lecture and display "Pre-cancels and various types of Postmarks on Canadian Stamps." He also showed a perf. 12½ 1870 3c. At the January meeting "Ossie" Fraser produced a portion of the collection of Mr. J. Millar Allen, kindly sent over from Northern Ireland. The February occasion was no less a success than these two had been when Mr. A. L. Bruce gave a display which ranged over uncommon postmarks right through to re-entries early and recent—what a field over which to roam! There seems to be no doubt that all were thoroughly entertained on each occasion and that Aberdeen is going from strength to strength.

The WEST RIDING GROUP have J. P. Macaskie as Contact Member. It has held three meetings so far this winter, and a fourth is arranged to take place in March. Subjects for discussion have included Quebec issues, where some of the results of Mr Whitley's researches were seen (They should be in July Maple Leaves—Ed.), Small Cents issues, and as a complete change, an extremely interesting film show of Canadian scenery in colour. This latter entertainment was provided by the kind invitation of a gentleman who spends a considerable time in Canada and the U.S.A. each year, and who apparently wastes no opportunity of taking a good photograph. This film was accompanied by an entertaining and personal description of the places on view.

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## PRESIDENT'S MESSAGE

The outline arrangements for the Eighth Annual Convention have been decided and are set out in this issue. The Organisers and I hope that as many of you as possible will be able to attend, and we promise all of you who come a most enjoyable time. We are thinking of having a small printing of souvenir envelopes for the occasion.

You will all be pleased to hear that David Gardner has agreed to take over and run the Convention Auction. Details of these arrangements will also be found later in these pages.

The work of organising the arrangements generally has been much lightened by the assistance of Messrs John Lea and J. P. Macaskie, whilst Dr. Willan has also given us the benefit of his attendance at our meetings and contributed much to help us in our decisions. We have been handicapped by the absence due to ill-health of Past President Lees-Jones, but we hope and believe he will be well enough by September to be with us on the occasion itself. He has said he will be there.

Details of further arrangements will appear in the July issue; in the meantime do not forget to reserve the dates in your diaries—September 21st to 24th—and get in touch with Mr Macaskie to reserve your hotel accommodation, coach seats, etc.

A lot of hard work is being put in to make the whole event the usual outstanding success we have come to expect, and the principal part each of you can play is to support it if at all possible.

WM. C. HINDE

**CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN**  
**EIGHTH ANNUAL CONVENTION**

**Palace Hotel, Buxton, 21st to 24th September, 1954**

For earlier particulars see "Maple Leaves," January, 1954, page 27.

**PROVISIONAL PROGRAMME**

Tuesday, 21st September	Morning and afternoon. Arrival of members. Evening . . . Display: "Postmarks"—L. Baresch.
Wednesday, 22nd September	10. 0 a.m. . . Meeting of the Executive Committee. 11. 0 a.m. . . Annual General Meeting. 2. 0 p.m. . . Coach Tour to Chatsworth. 7.30 p.m. . . Display—"Nova Scotia"—H. C. V. Adams, R.D.P., F.R.P.S.L.
Thursday, 23rd September	10. 0 a.m. . . Auction. 2. 0 p.m. . . Coach Tour to Blue John Mine, etc. 7.30 p.m. . . Study Circles— (a) Newfoundland—Dr. R. Willan, F.C.P.S. (b) Canada—Geo. V.—A. E. Stephenson, F.C.P.S.
Friday, 24th September	Morning . . . Time to relax and enjoy the amenities of Buxton. Afternoon . . . Study Circles— (a) Canada, 1851-1869—W. E. Lea. (b) Canada, 1870-1902—J. J. Bonar. Evening . . . Society Banquet.

For the Ladies.—From 11.15 to 12.45 every morning there will be Cafe Music in the Pavilion Gardens. In the evenings there will be a good Repertory Company at the Playhouse Theatre, and dancing or television at the hotel. At all times there are excellent shopping facilities and pleasant walks.

**The Coach Tours**

Wednesday Afternoon.—The coach will leave at approximately 2.0 p.m. for a visit to Chatsworth, via Bakewell and Haddon Hall, returning by Baslow, where tea will be taken at the Devonshire Arms before continuing through the typical Derbyshire countryside to Tideswell and the Peak Forest. Arrival at Buxton, 6.0 p.m. Seats 12/6 each inclusive.

Thursday Afternoon.—The coach will leave at approximately 2.0 p.m. for Pooles Cavern, Doveholes, Sparrowpit, the Blue John Mine, Mam Tor and Castleton, where tea will be taken at the Rising Sun. The return journey is via Hope, Bradwell, Tideswell, Miller's Dale and Topley Pike, arriving at Buxton at 6.0 p.m. Seats, 12/6 each inclusive.

**1954 Convention Auction**

Members know we have to rely on stamp gifts, cash gifts, and auction commission producing sufficient to meet Convention costs, other than the purely personal expenses of those attending. To get results we require good B.N.A. material with a sprinkling of other items, and we require it some considerable time before Convention. Early submission of lots secures inclusion in the Catalogue, and the circulation of the Catalogue overseas as well as at home. Material should be in my hands by the end of July. Catalogues will be prepared and will be issued about mid-August, and lots will be available for inspection at viewer's expense thereafter.

Commission charged is 10 per cent. on the selling price, and provided your

reserve figure, if any, is reasonable, no charge is made for unsold lots. The 1953 Auction was very successful, and both buyers and sellers were satisfied. Vendors will receive marked catalogues without charge. A small remittance from others writing for catalogues will be appreciated. All enquiries to Mr. D. Gardner, 20 Woodburn Avenue, Airdrie, Lanarkshire.

### Bookings

All bookings for hotel accommodation and coach seats should be sent to J. P. Macaskie, 23 Thornhill Avenue, Lindley, Huddersfield, accompanied by a remittance for the number of coach seats required. It would also help the organisers considerably if members intending to come would drop a post-card to Mr. Macaskie at an early date, but these will not be taken as firm bookings unless stated to be so. The capacity of the coaches are each 32, so we want to know in reasonable time whether extra coaches will be required, otherwise only the two will be arranged for.

### Competitive Displays

Competitive classes this year will be as follows:—

(a) Research and Study. (b) Group Displays.

To ensure the economical use of the display frames it is desirable that entries in each class should consist of 4, 8 or 12 sheets of up to standard size. Entries will be limited to a maximum of 12 sheets, and should be sent to J. P. Macaskie, 23 Thornhill Avenue, Lindley, Huddersfield, to arrive on or before the 18th September, 1954.

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## CANADA'S RAREST POSTMARK

By R. A. JAMIESON (161)

The above caption should attract a lot of attention, and I hope it does. The mark I refer to is not Nineteenth Century, nor is it new either. My prize mark comes from the "Royal Train Post Office" of the 1939 Royal Visit of Their Majesties King George VI and Queen Elizabeth to Canada.

The Canadian Post Office department showed considerable ingenuity in making the postal arrangements for this historic visit, and as most readers will know, a Royal Train Post Office was established in connection with the Royal Train, which travelled from Quebec City to the Pacific coast and back through Canada to Niagara Falls, where the Royal Train crossed to the United States and then back to Canada again to Halifax, where the Royal party embarked for the journey home.

The Royal Train Post Office marks were used for cancelling mail which was posted on the Royal Train. One was a hand canceller and one was a machine mark.

Neither of the early announcements made by the Philatelic Division of the Canadian Post Office gave any intimation to collectors that the ink to be used for cancelling letters was to be colored purple. But this was a happy thought, as purple—"Royal Purple"—has for many years been one of the marks of royalty.

This novelty was, however, covered by a confidential circular forwarded to the Postmasters of the larger Post Offices in Canada under the heading of "Postal

Facilities." Under the heading of "Ink" we read the following:—

"Purple ink is to be used for the cancellation of postage on all mail despatched through the Royal Train Post Office."

Collectors knew nothing about this purple mark till some days after the Royal Train Post Office had started to function, and till after the purple ink had been abandoned. From the historic standpoint this was fortunate, as Canadian collectors really show great ingenuity in obtaining items "to order," despite the vigorous denials of Canadian postal officials.

While this is a postmark article, let me digress for a moment on the last sentence in the previous paragraph, and with particular attention to the Royal Train Post Office. The three-man staff of the office was chosen with particular care as being entirely unsympathetic to collectors, who actually did besiege the office at it toured Canada with all sorts of ridiculous requests. Most were turned down, but not all. For instance I find that the Postmaster himself, Major George W. Ross, had his own personal stationery for use on the train. This is a scarce item, but scarcer still is this letter paper with the three Royal Visit stamps nicely cancelled thereon.

But what happened to the good intentions of the Post Office Department with the purple ink? That is what makes my story. Actually at 3 a.m. on May 15th,

1939, the staff of the office started to use it. Most unfortunately it was found that the ink was improperly compounded, that it smudged, ran and blotted, and therefore at that early hectic morning hour, it had to be abandoned, and ordinary ink had to be used in the emergency which so suddenly arose.

That is the mark, collectors, that I am writing about. Do you have a purple cancelled Royal Train Post Office cover? My guess is "No." Probably most of you never heard of it, but if you did, your collection is minus this rare mark. Perhaps my story should end here, but fortunately it doesn't.

There is a further refinement. Since the purple ink was so summarily discarded, it was decided that none of the covers which had been cancelled in purple should go forward to the addressees. Probably that was a wise decision since collectors had forwarded thousands of covers to the Royal Train Post Office for cancellation. The few covers cancelled in purple were replaced with covers made up by the Royal Train Post Office staff and cancelled in the regular black ink. Legally I am not satisfied that this could be done properly, but it was done. Perhaps my story should end here, too, but again fortunately it has a further extension.

With some semblance of legality you may replace a drop letter which looks like philatelic mail, but can you replace registered mail? Ah, there's the rub, as Mr. Shakespeare said.

Sensing the difficulties, the Royal Train Post Office staff decided that it would be dangerous (to put it mildly) to replace registered mail. The result was that registered mail was given the preferred treatment and allowed to pass through the office with the purple mark. Indeed again you will say that is the end of the story, but you are mistaken.

Remember that we are still at that early

hour of 3 a.m., May 15th, 1939, and the sun has not yet broken above the Eastern horizon. Thousands of covers lies in the cramped Royal Train Post Office to be cancelled. Confusion is rampant and the staff is on its own. Too late to get instructions from Ottawa. And the result—and this is the nub of my story—a few, very very few, covers got through which were not registered mail.

Over a period of fourteen years I have been looking for purple cancelled Royal Train covers. In that time I have been able to obtain a few, very few, but I do have two Royal Train "purples" with the Three cent rate. The registered purples are rarities, but the unregistered purples just do not exist, but I have two.

I think this is a good postmark story, and I hope you do, too. I have a cover for every day of the Royal Train Post Office. Some of the dates, from May 15th to June 15th, are mighty scarce. The purples are scarcer still. But the unregistered purples are just out of this world.

If you have any "purples" let me hear from you. Over a period of fourteen years I have run across only about ten purples, and of these I know of only three unregistered purples, two of which I hold.

If you wish "to bone up" on the Royal Train Post Office see the following:—

"The Royal Train Post Office—An International Stamp Event."—*Weekly Philatelic Gossip*, Holton, Kansas, U.S.A. R. A. Jamieson (Sept. 14, 1940).

"Royal Train Covers."—*Popular Stamps*, Cobden, Ontario, Canada. R. A. Jamieson (March, 1941).

"The Royal Train Post Office."—*The Stamp Collectors' Fortnightly*—reprint of "Gossip" article (Dec. 14 and Dec. 28, 1940).

## AN INTRODUCTION TO THE STUDY OF STAMP GUMS

By A. E. STEPHENSON, F.C.P.S.

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We have had many angles of study relating to the stamps of Canada, such as papers, perforations, dies, plates and inks. We have also had little side notes on gums, many very misleading. It is with all this in mind I have tried to build up a basis for the study of gums, and from such a groundwork be able to enlarge from that.

I was set on my quest in earlier years when trying to separate the various gums to be found in the early Dominion issues, the "Large" and "Small Heads," and also the many re-gummed stamps of the Maritime Provinces, and yet again the many gums found in the George V issues.

Having probed here and there I found I

was only building up a very elementary knowledge on the subject, but undoubtedly there was plenty of scope for deeper study in a branch as yet untouched in a constructive sense.

I was repeatedly asked "Are you not going too far?" or "Why not stick to stamps?" My reply to that is: "Do we know all there is to be known about any stamp?" I never found any pleasure of possessing thousands of different stamps; my pleasure has always been trying to root out some new information.

The purpose of the stamp adhesive is obvious, and we will leave that part with the old chestnut "By Gum! it sticks."

There are many kinds of gums, but few are used for making gummed paper. We find the paper gums divided into three classes:

1. Arabic Gums,
2. Dextrin Gums,
3. Fish Glues.

We can discard the latter class as not being used for stamp papers. Both Arabic gum and Dextrin gum are extensively used in the making of stamps. Each with various advantages and disadvantages.

**Gum Arabic (or Acacia)** is a natural gum. It is an exudation from the stems and branches of species of Acacia trees or shrubs.

The bark is removed from the tree in the dry season and the exudate collected periodically. The gum consists of lumps of material, is nearly white in colour, transparent and brittle.

It is very soluble in water, but insoluble in alcohol.

There are many sources of the commercial product ranging from Central and North Africa, the Middle East, and India. The Sudan variety, or Kordofan (also known as White Sennaar) is reputed to be the best.

Gum Arabic is reckoned to have better adhesive qualities than Dextrin gums. It is known as Pure Gum Arabic, or "Pure Gum" for short. It is also used in medicine, is practically tasteless and odourless, and has no known harmful effects or qualities when moistened by the tongue.

Under reasonable conditions of storage it will not deteriorate and will retain its adhesive qualities indefinitely, whereas Dextrin needs more careful storage and is not so suitable for general distribution under the conditions to which postage stamps are usually exposed.

Pure Gum is less hygroscopic, or not so liable to absorb atmospheric moisture as dextrins.

In the case of Gum Arabic papers, occasionally these are found where the gum has starch or dextrin present.

A means of testing for the purity is by making a solution of the gum and adding 1% iodine to it. A pure gum will give no blue or brown colour, indicating the absence of starch or dextrin.

Such chemical tests are among the handicaps to the average collector owing to the lack of sufficient material with original gum with which he can afford to use for such tests. In fact it is better for him to leave such tests alone, unless he has some knowledge and the facilities to handle them properly.

**Dextrin** is a synthetic gum made from various types of starch.

The general process of manufacture is well covered in a Monograph issued by Messrs. Thomas Kerfoot & Co., Ltd.,

Ashton-under-Lyne, under the title "Sugars and Bacteria," in which they state:

"From the point of view of fermentation reactions the carbohydrates fall into several natural groups.

"**STARCH**, a complex polysaccharide, the principal reserve food material of plants, is hydrolysed by the enzyme amylase (diastase) to maltose. An intermediate in this hydrolysis is **DEXTRINE**. Commercial dextrine, however, varies in composition according to the conditions of manufacture and the nature of the hydrolytic agent used. There appear to be several dextrines. Some are true intermediates between starch and maltose, but others, much more resistant to attack by enzymes, are formed by recondensation of maltose molecules to far more resistant polymers. Dextrine is manufactured by heating starch, alone or in the presence of a little nitric acid, to 110 degrees Centigrade. The degree of hydrolysis is indicated by the colour which the product gives with a solution of iodine: a soluble starch or amylo-dextrine gives blue, erythro-dextrine a red, and achroo-dextrine no colour. On further heating, dextrine is transformed into glucose."

Dextrins are of great use commercially and are found with various names:

1. Starch Gum,
2. "British Gum."

All starches may be used for its manufacture, and in general sense potato starch is best.

Some printers use papers gummed with Tapioca dextrin owing to its tastelessness, which makes it particularly suitable for stamp and envelope production.

Maize and corn starches are not considered suitable for gum dextrins.

The finished dextrins are crushed and sifted into fine powders, the colour varying from pale yellow to dark brown.

The dextrins are water soluble, but only partially soluble in alcohol.

Being more hygroscopic than Gum Arabic, it is more liable to the vagaries of climatic and storage conditions. It has, however, the advantage of easy commercial production and therefore cheapness.

It will be seen that dextrin gums loom largely in the stamps of Canada by the varieties in colour, particularly in the later issues of George V and onwards.

**Colours of Gums.** In recent years I have noticed a tendency, of which I myself have also been guilty, of sorting out various stamps of the modern issues as varieties, because of the different colours of gums, some white and others ranging into dark brown. Up to the present I have been unable to substantiate any definite reason for this, except that with dextrin gums the colour varies according to the amount of heat required in making the dextrin.

**Chromatography.** It was while I was

discussing the matter of tests for Arabic and Dextrin gums with Mr. J. S. Cannell, Chief Analyst to Messrs. Thos. Kerfoot & Co., Ltd.'s Laboratories, that he brought forward the idea of Chromatography as a means of detection. The method is new and is finding wide appreciation—for which two British workers received the Nobel Prize in 1952 for their discovery of the method—as a means of chemical analysis. I do not think Mr. Cannell realised he was making philatelic history when he made the first Chromatogram of Hydrolysed Stamp Gums from some stamps I gave him to work on.

There are various methods in use already, but the Paper Partition Chromatography method was used in the case of the stamps tested by Mr Cannell, who has written an Appendix describing this process which follows this article. This gives a general idea of the working of the process.

In this way a true analysis of any substance could be made.

The immense possibilities of Chromatography opened up to me that where I had been seeking a simple method of general analysis of gums, here was a form which would give a very much more detailed examination.

In my study of the early Dominion issues of Canada I had come to the conclusion the British American Bank Note Company had bought their papers, not in large quantities, but in small amounts, and used any type of paper available. This theory was proved by the appearance of watermarked varieties showing the papermakers' marks, and the various kinds of papers used in the "Large and Small Head" issues.

These issues being gummed after printing, it would be reasonable to assume that the gums would also be prepared and used in comparatively small quantities and that different sub-divisions of the gums would show up by Chromatography, and by this method help in the difficult job of sorting out the stamps of these issues.

Some of these gums on the early issues give, with visual examination, sufficient evidence to support my theory.

**Papers gummed after printing.** Up till 1922-26 all Canadian stamps were printed on un-gummed paper and gummed after printing. This was mainly due to the fact that most stamps were intaglio or Recess printed.

In this process the paper was moistened, printed, and dried off, then gummed and perforated. In these issues there are noticeable variations in the width and length of the printed design. I have heard it repeatedly stated that this shrinkage was caused when drying after the paper had been gummed. This was not the case, but took place in drying after printing and before gumming.

**Pre-gummed papers.** After 1926 all Canadian stamps were printed on paper already gummed by what is known as

"Dry printing process." The paper did not require to be wet in the printing process as of old, and the stamps could be quite conveniently printed on paper already gummed. It was soon discovered, however, that this also brought its headaches owing to the paper curling when stacked.

**Ridged Gum** appeared on certain issues, most noticeable being the Medallion issue of 1932. Winthrop Boggs explains this as the printing being done by Stickney process machines. The gums being broken or "cracked," giving the appearance of broad parallel lines or ridges along the gum. This was done to help reduce the amount of curling in the printed sheets. It was, however, discovered that this breaking of the gum could be reduced considerably by allowing the paper to absorb a certain amount of moisture. This led to the idea of the so-called ridged and flat gum varieties. Perhaps the old Recess printers had something and did not know it.

The ridging on gums should not be confused with the fine parallel lines often seen on the gums, usually running vertically with the stamp. These lines are caused by the rolling or brushing on of the gums when the paper is first gummed. The "cracking" ridges are much broader and usually run at right angles to "rolling" lines.

The curling of gummed papers is caused mainly by conditions of heat and humidity, and is corrected by a number of factors, including mechanical processes in the course of manufacture, such as the Stickney process already mentioned.

Other cases of curling crop up, not necessarily caused by gum, but due to cutting and printing.

In a small surface such as a postage stamp the question of it being cut with or against the grain of the paper has an influence, in curling, not exactly related to the gum, for example some of the Canadian booklet stamps, which are cut across the grain of the paper.

In this general introduction to the gums I feel there is a lot of scope for much further study and research.

I would like to thank Messrs. Samuel Jones & Co., Ltd., for much useful information regarding gummed papers, and to Messrs. Thos. Kerfoot & Co., Ltd., for their assistance and laboratory facilities through their Mr. Cannell.

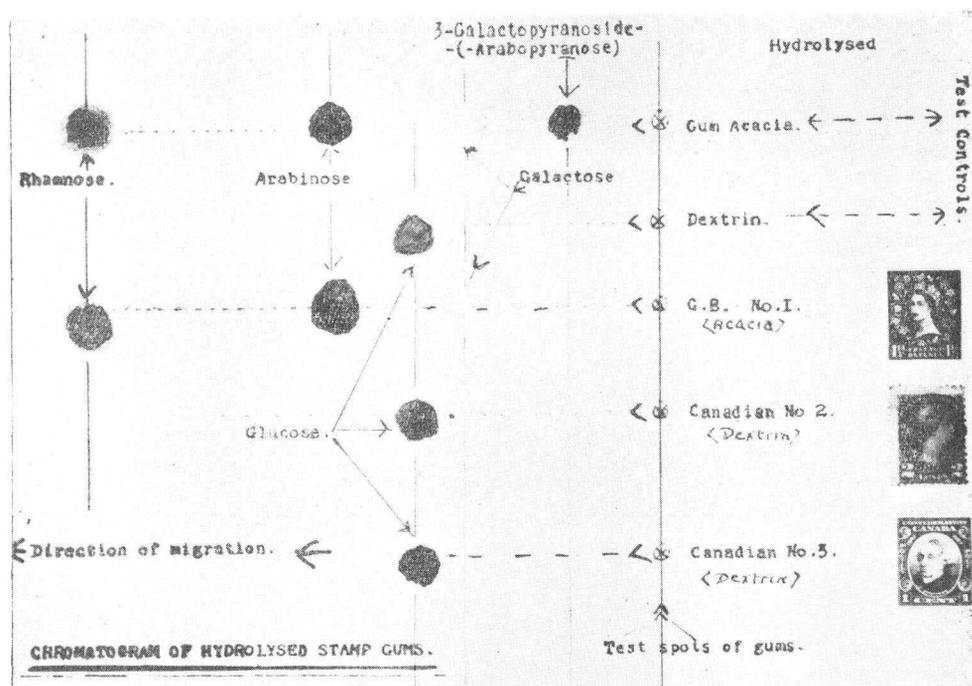
I would also like to thank Mr. Cannell for his very great kindness in writing the brief explanation of "Paper Partition Chromatography" which follows this article and describes the process which was used in the case of the stamps tested by Mr. Cannell.

#### References:

- "Stamps of Canada"—Winthrop Boggs.
- "Sugars and Bacteria"—T. Kerfoot & Co., Ltd.
- "A Guide to Chromatography"—Balston & Talbot.

# PAPER PARTITION CHROMATOGRAPHY

By JOHN S. CANNELL, M.Sc., A.R.I.C., Ph.C.



Chromatography is a physical method for the separation of the constituents of mixtures of substances. Where the substances belong to the same chemical group, and have more or less similar chemical properties, their separation by ordinary chemical means may be difficult. Such mixtures are often present in naturally occurring materials, and it is in the analysis of them that chromatography finds some of its most important applications.

The principle of the method may best be shown by the consideration of an example. Suppose that it is desired to separate and identify the constituents of a solution known to contain several sugars.

A drop of the solution is placed near to one end of a long strip of filter paper and allowed to dry. The sheet is suspended in a trough of a suitable developing solvent, e.g. n-butanol. The solvent is absorbed by the paper and will eventually be carried along its entire length. As the solvent moves along, it tends to carry the sugars along with it, but for reasons to be considered later, the different sugars move at different rates and so become separated from each other. After 18-24 hours, the solvent front may have moved about 20 inches. After a suitable time, the paper is removed from the vessel and the solvent

dried off.

It now remains to locate the positions of the individual sugars on the paper. This can be conveniently done by spraying with a reagent which produces colours with the compounds sought. The illustration in Mr. Stephenson's paper shows the finished chromatogram.

It will be observed that the different sugars present have migrated different distances from the base-line. It is by their positions on the paper that the spots are identified. It is usual to run on the same chromatogram a series of spots of the substances expected to be present. These serve as controls, and they confirm the identity of those spots which have moved similar distances.

The theoretical basis of the method depends on the fact that different substances differ both in their solubilities in water and in the solvent used to develop the chromatogram. More precisely, it depends on their different partition coefficients between the two solvents, that is, on the ratios of their solubilities in the two solvents. Even air-dry paper contains an appreciable quantity of water, and for chromatographic purposes the paper can be regarded as a column of water. When a water-immiscible solvent passes along the paper, the substances in the spot distribute themselves between the water and the solvent. There-

fore those substances having a proportionately higher solubility in the solvent, tend to be carried furthest.

This account of the methods of chromatography and of its underlying theory is a quite inadequate treatment of a most important subject. It is intended to serve only as a brief introduction to the subject, fuller accounts being available in several scientific publications.

Paper partition chromatography is an elegant and simple technique for the analysis of mixtures which otherwise may present great difficulty. Although a comparatively new method, it has found very wide application in many fields of chemistry. Two British workers, A. J. P. Martin and R. L. Synge, were in 1952 awarded the Nobel Prize for its discovery.

The procedure outlined above is that which has been applied to the stamp gums referred to in Mr. Stephenson's paper. The gum has been washed off the stamps with water and the resulting solutions were boiled with a dilute acid to hydrolyse the gum into its constituent sugars. The hydrolysed solutions were then chromatographed. Dextrin, on complete hydrolysis, yields one sugar only, namely glucose (dextrose). Gum Arabic, on the other hand, yields arabinose, rhamnose, and galactose, as well as traces of other sugars or sugar-like compounds. The presence and identity of the sugars present in the hydrolysed gums is clearly shown in the chromatogram and affords convincing proof of the identity of the original gum.

## NOVA SCOTIA "CENTS" ISSUE—SOME NOTES

By E. M. BLOIS (528)

Donald King, in Gibbons Monthly Journal, 1894, gives the "Quantities received from the American Bank Note Company" as follows:—1c—1,150,000, 2c—1,000,000, 5c—3,950,000, 8½c—600,000, 10c—1,000,000, 12½c—600,000. These figures have been quoted by all later writers, including Poole and Jarrett, except that Jarrett gives the quantity of the 2c as 100,000, which appears to be a typographical error. In the Postmaster-General's report of 1863, as quoted by King, is the following:—"Application was accordingly made to the American Bank Note Company for a supply (of the 2c stamps), and 5,000 sheets were procured at a cost to the Department, including the die, of \$226.00." Each sheet contained 100 stamps, and 5,000 sheets is 500,000 stamps, not 1,000,000. The stamps procured in 1860 cost \$100 for each plate (including the die?) and 25c per 1,000 stamps. If the same rates were in effect for the 1863 order of 2c stamps, then the total cost of \$226 would be made up of \$100 for the plate and \$125 for printing 500,000 stamps at 25c per 1,000—a total of \$225. Why the extra \$1? Surely not for an additional 500,000 stamps. Did King make a mistake in listing the quantity of 2c stamps as 1,000,000 instead of 500,000?

Or was there a second shipment of 2c stamps? If there was, King makes no mention of it, and in the same report of the Postmaster-General for 1863 he says—"the reduced rate came into operation on the 11th May last, and has yielded for the five months ended 30th Sept. last a revenue of \$450." \$450 would be 22,500 2c stamps, leaving, from an original supply of 500,000, 477,500 stamps—enough for 11 years at the same rate of usage. With that quantity still on hand it is not likely that a further supply would be ordered immediately. However, suppose that the demand for 2c stamps did increase and it was found necessary to order a further supply in, say, 1865 to 1867, then we would expect that the "Perforation Pattern" of the rest of the Nova Scotia stamps, like that of the Decimal Issue of Canada, would apply, and the new 2c stamps would be perforated 12 x 12. Since there are no Nova Scotia 2c stamps perforated 12 x 12, and because of the above remarks, it is suggested that the quantity of 2c Nova Scotia stamps received from the American Bank Note Company should read 500,000.

The "Perforation Pattern" of the American Bank Note Company—that is 11¾ x 11¾ from 1859, 12 x 11¾ or 11¾ x 12 from early 1863 and 12 x 12 from early 1865 as found on the Canadian Decimal Issue—appears to apply equally well to the stamps of Nova Scotia and New Brunswick. The proof, of course, is in checking dates of usage, and as dated copies of Nova Scotia stamps are practically non-existent, recourse must be had to entires. Anyone that has 100 Nova Scotia cents covers has a lot more than I have, and what I have, and have

had the opportunity to examine, are mostly local covers using the 5c rate.- However, from what I have seen it seems to me that the "Pattern" is the same, with the exception that the Nova Scotia 1c, 2c and 5c are found perforated both  $12 \times 11\frac{3}{4}$  and  $11\frac{3}{4} \times 12$ .

Using King's detailed list of quantities received, with a correction for the 2c, it is suggested that the quantities with their perforations is as follows:—

Date	Perf.	1c	2c	5c	8½c	10c	12½c
1860	A	250,000		750,000	200,000	500,000	200,000
1862	A	400,000		1,000,000	400,000	500,000	400,000
1863	B		500,000				
1864	B	500,000		1,200,000			
1866	C			1,000,000			
Totals		1,150,000	500,000	3,950,000	600,000	1,000,000	600,000

No attempt has been made to break down the 1863-64 quantities of the 1c, 2c and 5c as between perf.  $12 \times 11\frac{3}{4}$  and perf.  $11\frac{3}{4} \times 12$ , and the writer is of the opinion that they exist in about equal quantities. It would be of considerable interest if by checking the dates of usage it could be established that one variety was used at an earlier date than the other. King, in his "Reference List" of the issue, gives a variety of perforations with which I am unable to agree, as I can find no stamps perforated  $11\frac{1}{2}$  nor any perforated  $12 \times 11\frac{1}{2}$ . Also all of the 8½c, 10c and 12½c stamps appear to be  $11\frac{3}{4} \times 11\frac{3}{4}$ . My exceptions are a few used, but undated, copies of the 1c and 5c that appear to be perforated with Colonel Studd's "12 (just under)"—about  $11.9 \times 11.9$  as found on the Canadian Small Cents issue of 1870. I cannot answer the question—do they represent a different perforating machine or are they really  $12 \times 12$  or  $11\frac{3}{4} \times 11\frac{3}{4}$ ?

(Mr. H. L. Darnell, Secretary for the Study Group, points out: "This excellent and well-informed article shows how much scope there is in these issues even for the 'not so interested.' Why not check up your own copies and help us with your findings?").

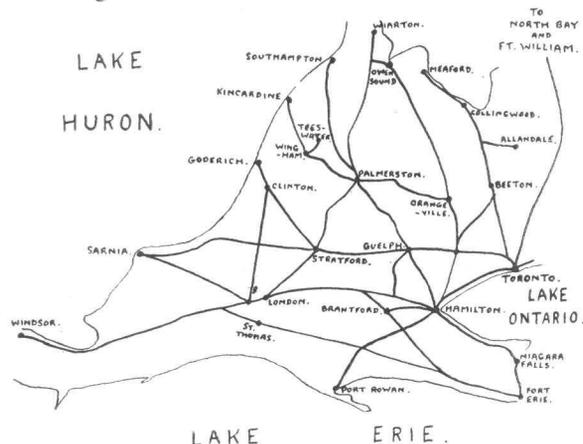
## CANADIAN RAILWAY POSTMARKS

listed on a geographical basis

By P. R. GREY (607)

*Illustration blocks by kind permission of "Stamp Collecting"*

Part III is a complicated one and covers the area of Canada west of Toronto between the great lakes Erie and Huron. The main lines continue





westwards into the United States from Windsor and Sarnia.

The map given is a little inaccurate, but serves to show the area covered. A Canadian National Railway map is ideal for illustrating this part of a collection, as the majority of R.P.O.s are covered by what is now the C.N.R. system.

### PART III

#### TORONTO TO NORTH BAY AND WINDSOR

(The R.P.O.'s listed under each route heading are given in full, although in the postmarks the town names are often abbreviated. An asterisk indicates a branch from the main route).

1. C.N.R. TORONTO, ORILLIA, GRAVENHURST, NORTH BAY  
(228 miles)
 

Toronto & North Bay	O.382-385
North Bay & Toronto	O.204
Toronto & Nipissing	O.380-381
Toronto & Orillia	O.386
Toronto & Gravenhurst	O.340-342
Gravenhurst & North Bay	O.84-86
* Toronto & Midland	O.361-362
* Allandale & Midland	O.7A
* Allandale, Orillia & Midland (ALL O. & MID.)	O.7
  
  2. (a) C.N.R. TORONTO, HAMILTON, LONDON, SARNIA  
(179 miles)
 

Toronto & Sarnia	O.401-407
Toronto, London & Sarnia (T.L. & S.)	R.162A
Toronto, Hamilton & London	O.347-351
Toronto & Hamilton	O.343-346
Toronto & Lorne	O.358-359
Hamilton & London	O.101
Hamilton & Toronto	O.115
London & Sarnia	O.155-157
London, Hamilton & Toronto	O.144-146
London, Paris & Toronto	O.153
London & Hamilton	O.143
Sarnia & Brantford	O.313
* Hamilton & Blackwater Jct.	O.96
* Hamilton & Bolton	O.97
- (For Toronto and London, Train Nos. 19-22, 629-632, see C.P.R. Para 10).
- (b) C.N.R. TORONTO, HAMILTON, LONDON, WINDSOR  
(230 miles)
 

Toronto, London & Windsor	O.356-357
Hamilton & Windsor	O.116
London & Windsor	O.165-167
London & Walkerville	O.161-163

Chatham & Walkerville	O.59-61
* St. Thomas & Windsor	O.310-312
* Clifton & Windsor	O.63
(c) C.N.R. TORONTO, HAMILTON, NIAGARA FALLS (CLIF- TON). (83 miles)	
Toronto & Niagara Falls	O.374-379
Niagara Falls & Toronto	O.182-185
Niagara Falls & Hamilton	O.178A
* London & Niagara Falls	O.150-151
* Niagara Falls & London	O.179-181
* Clifton & London	O.62
* Hamilton & Fort Erie	O.99
3. (a) C.N.R. TORONTO, STRATFORD, SARNIA. (170 miles)	
Toronto, Stratford & Sarnia	O.414
Toronto & Stratford	O.409
Stratford & Sarnia	O.325
Sarnia & Stratford	O.314
Toronto & St. Mary's	O.399
St. Mary's & Toronto	O.303
* Toronto, St. Mary's & London	O.396-398
* London, St. Mary's & Toronto	O.158-159
* Toronto, Stratford & London	O.413
(b) C.N.R. TORONTO, STRATFORD, GODERICH. (135 miles)	
Toronto & Goderich	O.339
Toronto, Stratford & Goderich	O.410-412
Stratford & Goderich	O.322
Goderich & Stratford	O.83
* Harrisburg & Goderich	O.117
4. C.N.R. (TORONTO AND HAMILTON), GUELPH, PALMERSTON, OWEN SOUND. (115 miles) (Train Nos. 172-175)	
Guelph & Owen Sound	O.92
Toronto, Guelph & Owen Sound (TOR.GUE. & O.S.)	O.342A
Hamilton & Owen Sound (H. & O.S.)	O.107
Hamilton & Palmerston	O.108
Palmerston & Hamilton	O.268
* Toronto & Southampton	O.408A
* Toronto, Palmerston & Warton	O.394
* Toronto, Hamilton & Warton	O.351A
* Hamilton & Kincardine	O.102
* Hamilton & Southampton	O.111-114
* Harrisburg & Southampton	O.118
* Guelph & Southampton	O.93
* Galt & Elmira	O.77-78
* Galt & Waterloo	O.79
* Palmerston & Kincardine	O.269-272
* Palmerston & Southampton	O.273
* Blyth & Kincardine	O.27
(For "Toronto and Owen Sound" Train Nos. 705-708 see C.P.R. Para 9)	
5. C.N.R. (TORONTO AND HAMILTON), BEETON, COLLING- WOOD, ALLANDALE, MEAFORD	
Toronto & Meaford	O.360
Hamilton & Meaford	O.103-106
Hamilton & Allandale	O.94

	Hamilton & Alliston	0.95
	Hamilton & Collingwood	0.98
	Allandale & Beeton	0.1
	Allandale & Meaford	0.2-3
	Barrie & Meaford	0.9
	Beeton & Collingwood	0.10-13
	* Allandale & Penetang	0.4-6
6.	C.N.R. (a) TORONTO, HAMILTON, JARVIS, SIMCOE, ST. THOMAS. (89 miles)	
	Toronto & St. Thomas	0.400
	Hamilton & St. Thomas	0.114A
	* Hamilton & Lake Erie	0.100
	* Hamilton & Port Dover	0.109-110
	* Port Dover & Hamilton	0.286
	* Hamilton & Port Rowan	0.110A
	* Port Rowan & Hamilton	0.295
	* Canfield, Dundas & St. Thomas	0.53
	(b) C.N.R. FORT ERIE (BRIDGEBURG), CANFIELD, JARVIS, ST. THOMAS. (118 miles)	
	Bridgeburg & St. Thomas	0.37-39
	Fort Erie & St. Thomas (F.T.E. & ST.T.)	0.67, 69-70
	St. Thomas & Fort Erie	0.308
	Canfield & St. Thomas	0.54-55
	St. Thomas & Canfield	0.304
	Jarvis & Canfield	0.124
	Simcoe & St. Thomas	0.318A
	* Port Colborne & Merriton	0.282
	* Port Colborn & Port Dalhousie	0.283-285
	(c) C.N.R. FORT ERIE (BRIDGEBURG), BRANTFORD, STRAT- FORD, GODERICH. (162 miles)	
	Fort Erie & Brantford	0.65, 68
	Bridgeburg & Brantford	0.30-31
	Brantford & Fort Erie	0.28
	Bridgeburg & Goderich	0.33-36
	Goderich & Fort Erie	0.81-82
	Goderich & Brantford	0.80
	Brantford & Goderich	0.29
	* Bridgeburg & London	0.36A
	* London & Canfield	0.141
	(d) C.N.R. PORT DOVER, SIMCOE, ST. THOMAS, LONDON STRATFORD	
	Stratford & Port Dover	0.324
	Port Dover & Stratford	0.287-291
	Simcoe & Stratford	0.318
	Simcoe, St. Thomas & London (SIM. ST.T. & LON.)	0.319
	St. Thomas & Stratford	0.309
7.	C.N.R. LONDON, STRATFORD, PALMERSTON, OWEN SOUND (SOUTHAMPTON, WIARTON, KINCARDINE)	
	London & Owen Sound	0.152
	London & Palmerston	0.152A
	London & Southampton	0.160
	London & Wiarton	0.164
	London & Wingham	0.168-169
	London & Kincardine	0.147-148
	Stratford & Owen Sound	0.323A

	Stratford & Palmerston	O.323
	Stratford & Warton	O.326-329
8.	C.N.R. LONDON, LUCAN, CLINTON. (51 miles)	
	London & Clinton	O.142
9.	C.P.R. TORONTO, STREETSVILLE, ORANGEVILLE, OWEN SOUND. (129 miles)	
	Toronto & Owen Sound	
	(Train Nos. 705-708)	O.391-393
	* Toronto & Elora	O.337
	* Streetsville & Elora	O.330-331
	* Cataract Jct. & Elora	O.58
	* Toronto & Teeswater	O.415-416
	* Orangeville & Teeswater	O.205-207
10.	C.P.R. TORONTO, GUELPH, LONDON. (115 miles)	
	Toronto & London (TOR. & LON.	
	(Train Nos. 19-22, 629-632)	O.354-355
	* Guelph & Goderich	O.88-91
11.	CHESAPEAKE AND OHIO RAILWAY (U.S.A.)	
	WALKERVILLE, BLENHEIM, CHATHAM, COURTRIGHT,	
	SARNIA. (141 miles).	
	Walkerville & Sarnia	O.425A
	Walkerville & Leamington	O.424
	Blenheim & Sarnia	O.23-26
	* London, Blenheim & Sarnia	O.140
	* Blenheim & Leamington	O.21
	* Ridgetown & Sarnia	O.302
	* Ridgetown & Walkerville	O.300-301
	* Walkerville & Ridgetown	O.425
12.	NEW YORK CENTRAL (U.S.A.) ST. CLAIR DIVISION	
	ST. THOMAS-COURTRIGHT. (67 miles)	
	St. Thomas & Courtright	O.305-307
	St. Thomas & Petrolia	O.308A
	* Bridgeburg & Courtright	O.32

Although Part IV is a short one, it covers a considerable distance and lists some of the longest R.P.O. runs in the Dominion.

Connection is made with the R.P.O.'s of the United States Postal Transportation Service at Sault Ste. Marie (to Minneapolis), Fort Frances (to Duluth—the Warroad and Duluth R.P.O. overlaps), Emerson (to Minneapolis) and Boundary Line (to Minneapolis).





**PART IV**  
**NORTH BAY AND COCHRANE TO WINNIPEG**

1. C.N.R. TRANSCONTINENTAL LINE. CAPREOL, LONGLAC, ARMSTRONG, WINNIPEG. (931 miles)
 

Capreol & Armstrong Stn.	O.56
Capreol & Longlac (CAP. & LON.)	O.57
Armstrong Stn. & Winnipeg	O.8
2. C.N.R. FORT FRANCES—WINNIPEG. (208 miles)
 

Fort Frances & Winnipeg	O.71-72
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3. C.P.R. TRANSCONTINENTAL LINE. NORTH BAY, SUDBURY, PORT ARTHUR, FORT WILLIAM, WINNIPEG. (1050 miles)  
(See para. 10 of Part II)
 

North Bay & Fort William	O.190-193
Port Arthur & Winnipeg	O.280-281
Fort William & Winnipeg	O.74-76
Winnipeg & Fort William	W.183
* Toronto & Fort William	O.338
* Fort William & Toronto	O.73

(Toronto-Fort William=813 miles)
4. C.P.R. NORTH BAY, SUDBURY, SAULT STE. MARIE (SOO). (262 miles)
 

North Bay & Sault Ste. Marie	O.196-200
North Bay & Soo	O.201
Sudbury & Sault Ste. Marie	O.332-334
Sudbury & Soo	O.335-336
* Sudbury & Little Current	O.331A
5. C.P.R. BOUNDARY LINE-WINNIPEG. (66 miles).  
(Trains 109 and 110)
 

Boundary Line & Winnipeg	W.5-6
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6. GREAT NORTHERN RAILWAY (U.S.A.). EMERSON-WINNIPEG (66 miles). (Trains 7 and 8).
 

Emerson & Winnipeg	W.49-51
Pembina & Winnipeg	W.103A

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7. ONTARIO NORTHLAND RAILWAY. NORTH BAY-COCHRANE. (254 miles).
 

North Bay & Cochrane	O.186-188
North Bay & Englehart	O.189
North Bay & New Liskeard	O.194-195
* North Bay & Timmins	O.202-203
* Porquis Jct. & Hearst	O.294A

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## 15 CENTS LARGE QUEEN—PERF. $11\frac{1}{2}$ x 12 WITH "CLUTHA MILLS" WATERMARK

The discovery is reported by Mr. H. E. Canham, B.N.A.P.S. Member 77, of the 15 cents Large Queen, perforated  $11\frac{1}{2}$  x 12, of the era 1875-1877, with the Clutha Mills watermark.

Mr. Canham states that something like 25 years ago the late Mr. Lathrop Pack, in his studies of the 1868 Large Queen 15 cents, found printings which though unquestionably of 1874 and later on account of the shade, were printed on the same vertical mesh paper as the Clutha Mills watermark paper. Though Mr. Pack never found such a stamp with the watermark, he expected—as plainly shown by his writings—that such a late printing watermark copy would show up eventually.

Such a watermarked copy has been found by Mr Canham, a used stamp of the scarce shade as Jarrett's No. 107 (pale olive-grey), perforated  $11\frac{1}{2}$  x 12, and the Expert Committee of the American Philatelic Foundation have given it a certificate of genuineness (No. 4585, dated 7th December, 1953). The certificate describes the stamp as "Canada 1868 15c. Grey, No. 30a used," and states "are of opinion that it is perforated  $11\frac{1}{2}$  x 12 with portion of Clutha Mills watermark."

Mr. Canham tells us that the stamp has a distinct olive shade to the gray, and that it is cancelled with a fancy cancellation as Jarrett's No. 1395, which ties in very nicely with the dating of this shade. The stamp is off centre slightly to the right, has a slight crease about 8 mm. across the top right corner, five perforations are pulled or stubbed, and the watermark showing is approximately three-quarters of the "C" of CLUTHA.

Mr. Canham's report continues: "There-

fore we now have Scott's No. 30 with what is apparently a very scarce CLUTHA MILLS watermark for this  $11\frac{1}{2}$  x 12 issue, according to the shade and perforations (checked with use of glass) showing  $11\frac{1}{2}$  x  $11\frac{1}{4}$ , the stamp appears to be of issue between July 1875 and January 1877. While the writer has seen some of the best Canadian collections of the 15c, he has only seen two other stamps of this shade. One is in my own collection, and the other in the collection of Mr. J. W. Clarke of Regina, Sask. However, neither of these are on the watermark paper, recognised by its vertical mesh.

"I suggest you check your CLUTHA MILLS watermark copies of the 15c and let's get an enumeration of all these  $11\frac{1}{2}$  x 12 that show the CLUTHA MILLS watermark, and while at it list the shades so we can arrive at a relative scarcity.

"There is probably no doubt that these later printings of this stamp on the watermarked paper occur through all the sheets of this paper not having been used up at the time of the early or first printings, leaving some unused sheets in the stock of the printers, so that at the time of the 1874 printing these old sheets of paper were used. Hence it might even occur that later printings may show up in the future with the CLUTHA MILLS watermark. Who knows?

"In the collection of Mr. H. G. Bertram of Dundas, Ont., there are TWO copies of the  $11\frac{1}{2}$  x 12, both watermarked with portions of the CLUTHA MILLS watermark, but they are both of the early shade of faded or pale lilac and purple printings of 1868 to 1869."

## THE CANADIAN 2 CENTS MAP STAMP OF 1898

By F. TOMLINSON (74)

### PART I

I have been trying to accumulate material for detailed study of this stamp for some time, with only fair success so far. There has, however, been more than one article on this stamp in the past, and it may be helpful to review that which has already been recorded: it certainly prepares a background for any future activities. I propose, therefore, to review the writings of which I am aware. There will be little or nothing new, but we may get the essence of what is known, all in one piece. This should also bring to light any differences in opinions already expressed.

Mention is made of the stamp, of course, in all the accepted works on Canada. I have referred to the following:—Howes, Jarrett (1929), Holmes, Hamilton and Boggs. Similarly I have attempted to assimilate the following articles in various journals:—

"The Later Issues of Canada"	Dr. G. Richardson	London Philatelist	Jan., 1929
"An Introduction to the Study of the Map Stamp of Canada"	R. W. T. Lees-Jones	Philatelic Journal of Great Britain	Oct., 1930
"Canada's Xmas Map Stamp"	Patrick Hamilton	Stamp Collecting	Dec. 12, 1936 et seq.
"The 1898 Map Stamp of Canada"	Col. C. C. Adams	London Philatelist	Mar., 1946
"The Canadian Map Stamp of 1898"	A. S. Deaville	London Philatelist	Dec., 1947

The statements made in all these writings are not by any means in complete agreement, and must be accepted cautiously. The last of the articles, however, can, I think, be taken as completely authoritative. The late Mr. A. S. Deaville was Postmaster-General of Canada, and had access to all the official records on which his paper appears to be constructed. Had his writing dealt with the various points which are still puzzling us, there would have been no need for this approach. From his paper I take the primary details.

#### HISTORICAL DATA

The stamp was intended to mark the inauguration of "Penny Postage" between certain portions of the British Empire. Mr. William Mulock, the then Postmaster-General of Canada, who had proposed the innovation, conceived the idea of issuing a special stamp for the occasion. The actual drawing for the design was made, in Mr. Mulock's presence, by Mr. Warren L. Green, President of the American Bank Note Company, in Ottawa in October, 1898.

The die from which the black portion of the stamp was printed was engraved by Mr. Charles Skinner. Records do not show who was responsible for the originals for the coloured parts of the stamp.

The printing was done by the American Bank Note Company of Ottawa, the black portions from engraved steel plates, and the colour printings from electrotype plates—not by lithography as formerly supposed.

Twenty million stamps were ordered, 10,000,000 with the ocean in blue and 10,000,000 with the ocean in green. The manufacturers delivered 19,927,500, spoilage presumably accounting for the balance.

#### THE ENGRAVED (BLACK) PLATES

Five line-engraved plates were laid down, from the original die, by a transfer roll with four impressions. These were all officially destroyed in 1928. The line-engraved plates were numbered 1, 2, 3, 4 and 5. Plate 4 does not seem to have been used, no doubt due, says Mr. Deaville, "to certain defects which are apparent on the plate-proof."

These plates were of 100 subjects each, 10 x 10, and the plate number appears at the top, between and just above stamps Nos. 5 and 6. The imprint in black, AMERICAN BANK NOTE CO., OTTAWA, Boggs Type X, appears four times on each sheet, above No. 3 and No. 8 and below Nos. 93 and 98.

The method of laying down the plates is exhaustively discussed in Col. C. C. Adams's article. Exceptional care was taken to position the images, presumably necessary for accurate registration of the different colour printings, and this is fully described in the article mentioned. In particular a dot appears in the area round the Gulf of Tong-King—South China (at the extreme left edge of the map of the World as depicted on the stamp), and there often may be seen in this locality a compass arc. This dot is really the compass point for establishing the arc to locate the stamp above. These dots are stated by Col. Adams to be in a fairly constant position for the stamps of any one plate, but to vary from one plate to another—at least as regards Plates 1, 2 and 3. He states:—

On Plate 1, the compass points are usually heavy and appear to touch the coast-line of the gulf on the side of the sea.

On Plate 2, the dots are usually faint and appear away from the coast-line and inside the gulf.

On Plate 3, they are heavy and usually touching the coast-line of the gulf on the landward side.

(Plate 5 can be identified, according to Col. Adams, by the characteristics of the red printing).

Whilst these statements are generally correct, examination of blocks and large pieces shows constant variation, and there are many exceptions. It is the writer's experience that too great a reliance should not be placed on the position of the dot for the identification of anything small, e.g. singles, but it is useful for pieces and blocks. Together with the compass arc, the dot can, however, be used quite often to identify a particular stamp, although identical markings may exist on different stamps—so far my research has not proved this either way.

The mystery of Plate 4, no stamps from which have so far been identified, has given rise to some conjecture. In 1930 Mr. Lees-Jones wrote: "I surmise that Plate 4 may have been made . . . . The plate may have been good or not. If it was not, then it may have been discarded; on the other hand, it may have been good and used, but in being put into use again may have had the '4' erased and a '5' engraved in its place. The latter theory I favour, as I understand there were two plates numbered '5.'" Col. Adams says in his article:



"On Plate 5 stamps 42 and 54 are of especial interest, as they are found with a normal surrounding rope, and also with the rope and engraved part on the left side of the stamp doubled. Evidently after use, the engraving showed signs of wear and was re-entered on the plate." Perhaps this is the basis of Mr. Lees-Jones thinking there were two plates '5.'

Having regard to Mr. Deaville's statement (17 years after Mr. Lees-Jones's article) already quoted regarding Plate 4—" . . . certain defects which are apparent on the plate-proof," contact was made with friends in Canada asking the following questions:—

1. Can the plate proof be inspected and more definite information supplied as to the defects? Perhaps even a photograph could be obtained?
2. Can it be verified that when the material was officially destroyed in 1928, there were in fact five black plates? Could I have a copy of the official report of the 1928 destruction?

Eventually Mr. Hans Reiche took up the pursuit on my behalf, and this is what he says:—

"With the help of the Philatelic Agency and Mr. Carpenter, we were still unable to locate the actual destruction certificate which refers to the destruction of the printing plates used for the printing of this stamp issue. Evidence has been found of the destruction of the die and transfer rolls, but not of the plates. The manufacturer of this stamp (now) the Canadian Bank Note Co., confirms that five printing plates were made from steel engravings and were numbered 1 to 5 inclusive. The Company cannot say positively that Plate No. 4 was not used, but all the evidence appears to indicate this. The rotary presses used for manufacturing of stamps use two plates at one time. The fact that five plates were made indicates to the Company that one plate was unsuitable, and an additional plate was made in order that stamps could be printed from two presses, using two plates each.

"In addition, they have evidence that Plate No. 4 displayed a lot of

scratches which would justify their condemning the use of the plate. They also mentioned to me that the plate was not fully polished and cleaned, which is normally done to a printing plate before it is hardened.

"The ocean in blue and the ocean in green, as well as the Imperial Possessions in red, were printed from an unknown number of electrotype plates which, as a rule, are not numbered. These plates were used to print the ocean and the red possessions by the letterpress printing process. This information confirms the statement of Mr. Deaville to the effect that the coloured portions of the stamp were not printed by the offset process."

#### THE ELECTROTYPE (RED & LAVENDER/BLUE/GREEN) PLATES

Records do not show how many electrotype plates there were, or what happened to them, but we know that there were at least two for the red printings, because of differences between that used in conjunction with black plates 1, 2 and 3, and that used in conjunction with black plate 5.

Mr. Lees-Jones suggested that the failure of the first electrotype plate, requiring the making of a second one, might have been the cause of any material printed from Plate 4 being discarded and destroyed. In the light of the later information, this must now be thought unlikely.

There were no markings on the electrotype plates, or if there were, these do not appear on the printed sheets.

Col. Adams says the characteristics of the red plates may be used to divide the printings from Plate 5 from those of Plates 1, 2 and 3. The description of the characteristics has not been put on record in detail, but he says in connection with Plate 5 "that for the red colour seems to have been made with more care than the old plate. The small red islands are usually smaller and rounder than those in the earlier series. On the other hand, the stone for the sea was made carelessly, as on a number of the stamps South America is coloured blue-green or lavender."

Stamp No. 46 of Plates 1, 2 and 3 has two islands below the Equator, instead of one over and one under as on the other 99 images. This variety does not appear on Plate 5 (Lees-Jones). Stamp No. 28 of Plate 5 has two islands on the same parallel of latitude (Holmes).

#### QUANTITIES AND SHADES

As previously stated, 20,000,000 were ordered, half with the ocean in blue and half with the ocean in green. 19,927,500 were supplied. The following table by Col. Adams is based on the examination of about 5,000 copies:—

<i>Plate</i>	<i>Colour of Sea</i>	<i>Earliest date found</i>	<i>Percentage</i> %
1	Lavender	7th December 1898	10
1	Pale blue-green	16th December 1898	8
1	Deep blue green	23rd December 1898	8
2	Very deep blue-green	1st January 1899	21
2	Lavender	11th February 1899	10
3	Lavender	7th March 1899	24
5	Lavender	27th March 1899	6
5	Bright blue-green	27th March 1899	13

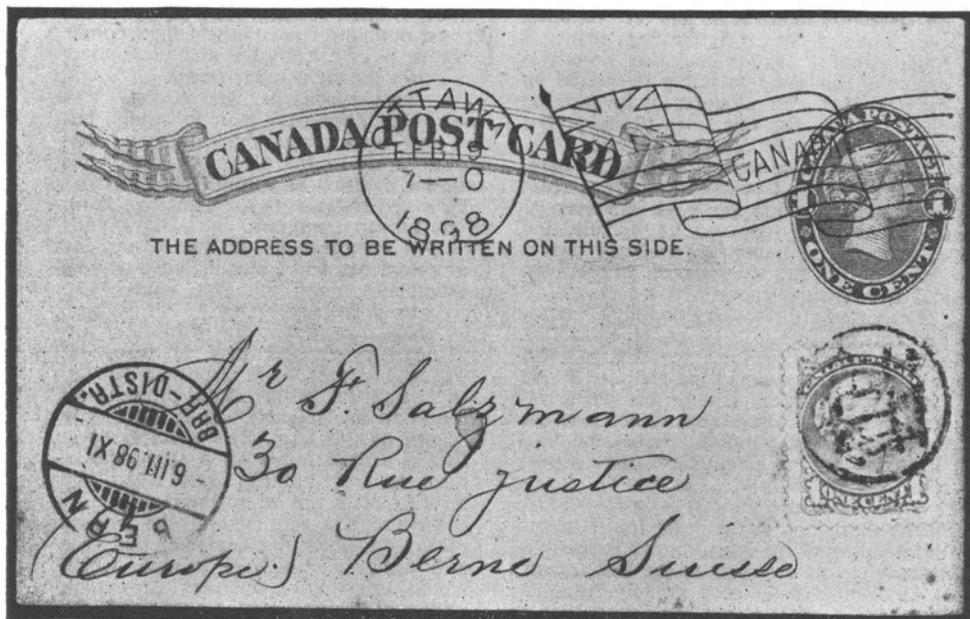
The analysis of this sample gives the percentages from the different plates as:—No. 1—26%, No. 2—31%, No. 3—24%, and No. 5—19%. The percentages for colour of sea are:—50% lavender, 29% deep blue-green, and 21% pale or bright blue-green. No one has recorded any marked variations in the shades of red colour, but Co. Adams writes of a very dense black ink used for Plate 5 printings.

## CANCELLATIONS AND POSTMARKS (8)

By L. BARESCH (263)

The crown cancels are undoubtedly the most popular amongst the many cancellation varieties on the Large and Small Queens. The two main types—the Ottawa

type of a crown in circle, and the Victoria B.C. type of a crown surrounded by rays—are far commoner than most collectors realize, and are certainly not worth the



exorbitant prices frequently paid for even poor strikes. These two designs had a very long run from the early seventies to the King Edward issue.

There are a number of other types, which have so far not been linked with any particular place or special use, with the exception of the Welland Crown, which incorporates the town's name in its design. All of these are scarce and some are definitely rare. One of those illustrated has some resemblance to the Victoria crown (also being surrounded by rays), and at first I wondered whether it was a worn or mutilated obliteration of the same origin, but this now appears unlikely as I acquired several copies, all showing exactly the

same design, but struck on stamps of different periods.

Two different types used for specific purposes are the Crown Registered and the House of Assembly Ontario circular date cancel incorporating a small crown in its design. The former antedates the general use of crowns and appears to have been sent out to Halifax by the G.P.O. for use on registered mail. I have a letter with a pair of 1859 12½ cent showing this marking, and have also seen it struck on letters to and from various British Colonies.

So far I have only seen two copies with coloured strikes of the normal crowns cancels, and both were obvious fakes, but the "House of Assembly" marking frequently appears in blue or green.

## CANADIAN 1946 ISSUE

By MARY WRESSELL (536)

A present of a good magnifying glass has given me hours of pleasure and increased my enjoyment of my Canadian stamps enormously. Having spent many happy evenings with my George V issues, I turned my attention to modern stamps.

A search for hair lines on recent issues resulted in the discovery of faint hair lines in the margin of an imprint block, bottom right of plate one of the 7c Air Stamp 1946. I reported this in *Maple Leaves*, April 1953. This led to an examination for hair lines on every 7c stamp which came my way.

A friend who knew of my interest in Canadian stamps asked me to look through his collection to see if he had any varieties, and amongst other interesting items, I found what I fondly imagined were two copies of this same 7c stamp re-entered on the right side. To my great joy he gave me one of these, the one later to be photographed by Mr. E. Whitley (Member 543).

I had now more reasons to examine carefully the stamps I possessed. Starting from scratch and having no large numbers of any value of the issue, nor any information to guide me, I noted down all the data I gleaned from my examination of my own and any friends' stamps I could borrow.

I reported my discovery to *Maple Leaves* and sent my stamp to be examined. Later, Mr. E. Whitley sent me the enlarged PM which was to appear in the October *Maple Leaves*. During correspondence which followed, we discussed any discoveries we made, the most important being the flaw illustrated in the photograph, also kindly taken by Mr. Whitley.

This flaw above the last A in CANADA in the short lines in the outer frame occurs in all values of the issue, though in the 20c, definitely, and probably in the Dollar, too, it appears to have been crudely repaired. On further examination we found that a minute extension, visible with a good glass, occurs to the top right corner of the outer

frame. A third common fault a slight extension of the centre line in the pattern above the top right corner of the right value tablet, led us to agree that it seemed possible that a common frame had been applied to all the issue.

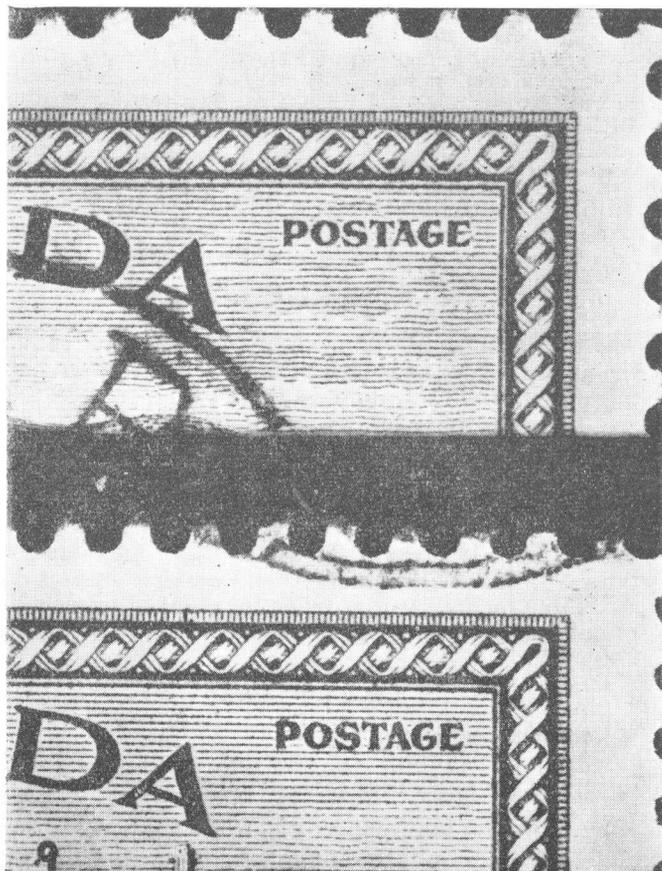
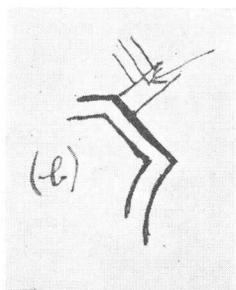
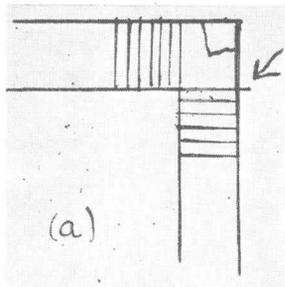
We had both discovered thickened lines and apparent doublings, not only in various positions on the frames of the 7c, but also on the frames of other values, though none were so clear as on my original discovery. On re-examination, I found that the bottom left stamp of my Plate One, imprint block, showed doubling to bottom left and top right of the short lines of the outer frames. I, later, found a third stamp which showed doubling from the top right corner to above N of CANADA, and for a short way down the right outer frame.

On some specimens, the A flaw was much more prominent than in others, but very few used copies showed dated postmarks, so up to the present I have not sufficient to draw any useful conclusions.

I decided to write to the Canadian Bank Note Company, and send one of Mr. Whitley's PM enlargements of my stamp for their comments, and I also included a short questionnaire about the 1946 issue. The reply was as follows, re the 7c Air Stamp:

"This matter was the subject of investigations on the part of manufacturers, and they have reported to the effect that this feature is not properly referred to as 're-entry' as is commonly known by this term. The effect in question is caused rather by a slight movement of the transfer roll when the printing plate was being prepared.

"No repairs were made to the printing plate from which the stamps of this issue and denomination were printed, which would necessitate a re-entry. An examination of an impression taken from the plate before the latter was used for printing shows that plate No. 2 top right



hand section, second row from the right side, the fourth stamp was slightly strained on the right side of the stamp, when transferring. This produced the double lines referred to."

A later letter from Mr. Carpenter included the following:—

"I have examined die and plate proofs in the plant of the manufacturer and I find that one engraving of the frame and denomination block was used for all denominations of the 1946 issue. Rather than engraving the frame for each denomination, only one frame was engraved and applied to all. I wish to repeat, however, that the double line feature in the frame of one of the 7c stamps was caused when this particular stamp was being transferred and would not necessarily be repeated in any other stamp of the printing plate for this denomination, or any other stamp of any other denomination."

This letter solved the question of the common frame for the 1946 issue. The occurrence of doubling in various other

positions on the 7c and other stamps of the issue is still not explained. Was the transferring in this issue subject to several movements, some slight, and others more pronounced?

Other members have shown their interest in this issue (see letters in "Maple Leaves" October, 1953), so I include some of my findings on the 7c, which might confirm items they have seen, apart from the three types of doubling mentioned above.

#### MINOR VARIETIES

1. Two 7c copies, one ordinary issue, one over-printed "G," show four points in common.
  - (a) Short line from Right value tablet at top through into margin, but broken through border.
  - (b) Faint line in margin above AN of CANADA.
  - (c) Thick, almost doubled, short lines in outer frame at top from centre to right corner.
  - (d) Thin line of colour in curve of left 7.

2. Line through frame into margin by third slope of pattern from top at right.      goose.
3. Line through 7 in right tablet into bottom margin.      Perhaps others sufficiently interested to study their own specimens of the 1946 issue from this point of view will let our Editor know the results of their findings.
4. Line in right margin opposite tail of

## PRECANCELS

### PERIODS OF USE BY TOWNS

By G. E. L. MANLEY (327)

On a number of occasions I have noticed inaccurate statements concerning the number of towns issuing precancels at any given period. I therefore feel it might be helpful to write these notes with a view to clearing up the position.

Eight Provinces are concerned: the two Maritimes, Nova Scotia and New Brunswick, and then travelling west, Quebec, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia.

The total number of towns that have issued precancels at one time or another is 59. "City Types" have been issued by 54, while the corresponding figure for the "Numerals" is 46. Five of the latter towns never issued city types, i.e. Beamsville, Lennoxville, Rock Island, Sackville and Yorkton.

From the following notes on the different reigns it will be seen how the use of precancels gradually grew until the middle twenties, and then started to fall away again.

#### A. "CITY TYPES"

**Queen Victoria.** Number of towns: 2.

Only two towns, Montreal\* and Toronto\*, precancelled stamps of this reign, and then only used three different stamps.

**King Edward VII.** Number of towns: 24.

Precancels really came into use at this time, and a further 22 towns made use of them. They were: Brandon\*, Brantford, Bridgeburg\*, Brockville\*, Brown's Nurseries\*, Calgary, Carberry, Edmonton, Halifax, Hamilton\*, Kingston, London\*, Niagara Falls\*, Ottawa\*, Peterborough, Quebec\*, Regina, St. John\*, Vancouver, Victoria, Windsor\* and Winnipeg\*.

Fourteen towns (those starred in the previous paragraphs, e.g. Montreal\*) also used, usually sparingly, a special precancel reading "for third class matter only." Though shewn in the catalogs up to 1936, Brantford is not now thought to have had this type of precancel.

Two towns, Brown's Nurseries and Carberry, only issued precancels during this reign.

**King George V.**

This reign conveniently splits itself into three natural periods:—

(a) **1912-1921, approx.** Number of towns: 31.

Nine further towns started using precancels during the period, i.e. Guelph, Kitchener, Lindsay, Moncton, Moose Jaw, Owen Sound, Perth, Saskatoon and Walkerville.

Owen Sound and Perth did not issue precancels in the next period.

(b) **1922-1927, approx.** Number of towns: 48.

This was the heyday for precancels in Canada, for no less than 19 further towns began to issue. They were: Amhurst, Carleton Place, Chatham, Estevan, Fredericton, Galt, Lethbridge, North Battleford, Oshawa, Paris, Red Deer, St. Hyacinthe, St. Thomas, Sherbrooke, Sydney, Truro, Welland, Weston and Woodstock.

Seven of the foregoing towns did not issue after this period, i.e. Amhurst, Bridgeburg, Chatham, Estevan, Sydney, Truro and Walkerville.

Here should be mentioned the so-called "Agency Issues." These were precancels sold by the Philatelic Branch of the Post Office at Ottawa to anyone who wished for them. Many of these stamps were never received by the post offices of their respective towns for normal postal use. This practice was soon stopped, but not before a great number of different precancels had been issued. These Ottawa emissions often appear to be of a more shiny ink than usual. In the "North American Philatelic Year Book" of 1927 there is an article that comments on these stamps, and also a dealer's offer reading as follows: "A collection consisting of 1,028 different singles, 202 different pairs and 66 different blocks of four. The collection includes complete sets of stamps as purchased at Ottawa at face value of \$19.50. . . . The price for this collection is \$50.00. . . ." How values change!

(c) **1928-1935.** Number of towns : 44.

From now onwards the number of towns gradually decreases, though during this period Cobourg and New Westminster issued for the first time, and Owen Sound again began using precancels.

The set of 1935 was the last one to have city types, as since the issue of 1931 the authorities had been experimenting with, and gradually changing over to numerals. Of this issue there were 13 precancels, consisting of 11 1c stamps, and one each of 2c and 5c, i.e. 12 towns.

Four towns did not issue in the next period, i.e. Fredericton, New Westminster, North Battleford and Welland.

It should be noted that not all towns mentioned under the above headings, having started, issued precancels on each succeeding issue, good examples being Fredericton, Owen Sound, Sherbrooke and Welland.

## B. "NUMERALS"

These, as already stated, started in 1931. Hoovers' type U-213 was used on the issues of '31, '33 and '35, and type U-214 on that of 1935, of which there were five towns. This brought to an end varieties of Canadian precancels such as inverteds and doubles.

Finally type U-215 was accepted generally, and has been the only one in use from the 1935 issue to the present day.

**King George V, 1935.** Number of towns : 44.

The following four new towns had started issuing precancels : Beamsville ('31), Lennoxville ('35), Rock Island ('33) and Yorkton ('33).

Six towns issued no further precancels : Carleton Place, Lindsay, Paris, Red Deer, Weston and Woodstock.

**King George VI. (a) 1937.** Number of towns : 40.

Sackville had a single stamp on this issue, and New Westminster brought out one more stamp.

Besides these two, 11 towns stopped precancels from now on : Beamsville, Brandon, Brockville, Cobourg, Galt, Lethbridge, Moncton, Owen Sound, Rock Island, St. Hyacinthe and Sherbrooke.

(b) **1942.** Number of towns : 27.

Five towns gave up precancels after this issue, i.e. Kingston, Lennoxville, St. John, Victoria and Yorkton.

(c) **1950, Revised.** Number of towns : 22.

As far as I know, no list of these towns has so far been published in Great Britain, and so I give it in detail as received from Mr H. G. Walburn:—

Number	Town	1c Green	2c Sepia	2c Olive	3c Purple
X275	Halifax	*			
0700	Montreal	*	*	*	*
1050	Quebec	*	*	*	
2310	Brantford	*			
3080	Guelph	*			
3100	Hamilton	*			
3366	Kitchener	*			
3470	London	*	*	*	*
3800	Niagara Falls	*			
3893	Oshawa	*	*	*	
3900	Ottawa	*	*	*	
4035	Peterborough	*			
4260	St. Thomas	*			
4530	Toronto	*	*	*	*
4940	Windsor	*	*	*	*
5850	Winnipeg	*	*	*	
7120	Moose Jaw...	*	*		
7420	Regina	*	*		
7550	Saskatoon	*			
8160	Calgary	*	*	*	
8360	Edmonton	*	*	*	
9780	Vancouver	*	*	*	

## PERFORATIONS OF THE 1859 ISSUES

By H. G. BERTRAM (632)

The observation by Dr. Reford in 1925, that the above stamps were issued in three perforations, deserves further examination by specialists wishing to classify the shades of different printings.

When Arnold Banfield and I examined some 2,000 of the 10c Prince Consorts in our collections, we were disturbed to find the distinctive stamps—red violet, of the last four orders, sometimes perforated  $11\frac{3}{4} \times 11\frac{3}{4}$  and  $12 \times 11\frac{3}{4}$ . Mr. Jim Sissons and Mr. Bert Denton recall seeing this late shade on early dated covers, but we do not find them in our rather limited collection of covers and dated material.

To pursue the matter further, we examined our imprint copies and also our late dated copies, and here again we found  $11\frac{3}{4}$  perforations.

The writer, in attempting to plate the 17c Cartier in the three perforations, ran into a similar situation. Using Senator Calder's figures, the production of the 17c Cartier is shown in the table below, and we would normally expect to find the  $12 \times 12$  more numerous on account of the large quantity and the late date of issue. The reverse appears to be the case, as shown by the figures from my plated collection. Unfortunately, I have not kept a record of the hundreds of stamps I have examined from dealers, and I am not expert enough to sort the shades with confidence and confirm the implication.

Perf.  $11\frac{3}{4} \times 11\frac{3}{4}$ —200,000 printed—180 in collection.

..  $12 \times 11\frac{3}{4}$ —150,000 .. — 82 ..

..  $12 \times 12$ —250,000 .. — 58 ..

These 17c stamps are found also with the wide variety of perforations, such as  $12$  at the top,  $11\frac{3}{4}$  at the bottom, and so on, but I have not set aside these varieties as encountered.

The 2c stamps of 1864 on my pages are also irregular, especially a mint block of four, clearly punched and perforated  $11\frac{3}{4} \times 11\frac{3}{4}$ .

All this adds greatly to the uncertainty when striving to sort the 10c Alberts into the shades associated with the different orders. On the other hand, recognition of the existing variations in perforations, warns us to be on guard and separate strays. It does look as though the  $11\frac{3}{4}$  punching equipment was used from time to time in producing the stamps for the later issues, possibly on account of breakage or while the 12 x 12 punches were being reconditioned.

## LETTERS TO THE EDITOR

### A Reversed Essay?



DEAR MR TOMLINSON,

With reference to the article in January Maple Leaves, I have in my possession a set of five pairs of this item in green, black, red and two shades of blue.

When I purchased these I was given the information that they were printed in Germany in 1912 and submitted to the Candian

authorities as the result of a tender issued at this time, but not accepted.

As regards the manner in which the end stamp is partially missing, I am afraid it is a problem which only the original printers could seem to answer.

Yours sincerely,

J. E. WOODS (663)

DEAR MR TOMLINSON,

I note with dismay your page publicity of those "fake" facsimilies of a Canadian stamp. I first saw these at Capex and was told by a visiting dealer from outside of Canada that he believed they were produced in Germany. They are merely some photographic reproduction, by some party who is trying to extract money out of gullible collectors.

There is nothing official about them, and I hope no collector will fall for them. They have appeared both on this side of the Atlantic in auctions and in England. Collectors should be warned against them.

I just noted you say they are printed in blue. What I saw were in red to match as well as possible the 3c. stamp.

Yours sincerely,

L. S. HOLMES (96) R.P.S.L.

DEAR MR TOMLINSON,

Talking stamps of Canada once with a fellow traveller in the train—name unknown—I heard of these and that either my companion or a friend of his had paid £10 and got a pair, but whether the price was £10 each or for the pair, I cannot remember.

Some time later, I saw some in a shop window in London, and went in and made inquiries. I was told that they were done by the German Government Printer when it was thought there was trouble between the Canadian G.P.O. and their printer, and were submitted as a specimen of what the German Government Printer could do. They were not made the right way round as they might fall into wrong hands and they would be accused of forging current stamps.

As the price was only a fraction of that recited to me in the train, I bought a pair

in black, and a block of four in each of green, blue and red—all three cents, and all stamps complete. There are no spots on the King's nose on any of my copies.

The seller would not guarantee his information, but in view of the story of £10 for a pair (or each) I thought it worth while to purchase the oddity even if the tale was not true. If the tale is true, it is possible some of the forces in Germany came across sheets of these when the country was overrun.

Yours sincerely,

G. A. WILLIAMSON (636)

DEAR MR TOMLINSON,

The last Maple Leaves brought an item termed "A Reversed Essay?" I have seen a great number of this so-called essay, own a few blocks of them in various colours, but can assure you this is neither an essay, proof, or anything of philatelic value at all. As a matter of fact they were selling here for a few cents.

It is merely a very good photo copy of the 3c. carmine stamp. This work was done in Hamburg, Germany, and a great number of sheets in black, red, green, blue and maybe other colours I have not yet seen, have been sold to dealers as essays. After contacting the Canadian Bank Note Company here, and Mr. Marler, who is specialising in the Admiral issue as I do, we came to the conclusion that this is only a photo. We at once pointed this out to all Magazines and Dealers, not to let anyone get away with false statements about this item.

Yours sincerely,

H. REICHE (647).

DEAR MR TOMLINSON,

To express a fair opinion on the reversed print block shown in the last issue of Maple Leaves one should see the actual piece. One can hardly judge by an illustration printed moreover half-tone, but I think I can say your illustration is definitely not that of an engraved stamp, and differs therefore from the normal engraved stamp.

A careful comparison by magnification with an original stamp shows many variations. As it is in blue it might be, **but for the differences described later**, photographically reproduced like the Mafeking stamps with the head of Baden-Powell, in which, by the way like this three cents, the design is reversed in a rare variety of that stamp (S.G. 23).

The curious thing about your illustration is the considerable variation in the number of shading lines in the background of the design when compared with the same parts of the original engraved stamp. I have taken four parts of the design of the "reversed essay" which clearly show the following differences:—

No. 1	The horizontal lines above 'S' of Postage and to the right of the crown. They number 11.	In the genuine stamp number 9
-------	--	-------------------------------

No. 2	The diagonal parallel shading lines above the King's eyebrow, reaching up to the hair. They number 18.	In the genuine stamp number 13
-------	--	--------------------------------

No. 3	The parallel shading lines reaching from the collar to the ear. They number 11.	In the genuine stamp number 13
-------	---	--------------------------------

No. 4	The leaf-stalks above the final 'E' of THREE. They number four as against three on the original, but the additional one does not quite join the leaves like the other three.	In the genuine stamp number 3
-------	--	-------------------------------

Apart from these considerable differences that quite preclude the possibility of it being identical with the normal, I notice that the dark background between the 'R' of THREE and bottom of the oval above is much wider in the original than it is in the so-called essay. The 'G' of POSTAGE is also different in the essay.

As the original stamps were printed by the American Bank Note Co., it may have happened that an unaccepted essay or something similar got into unofficial hands, was duplicated, made into a block and reproduced by the blue print photographic method to subsequently reach you.

For those who would check the count of the shading lines, I may mention that a low magnification, 2 or 3x, is preferable for examining the large illustration on page 41, and a higher magnification, say 8 to 20x, for the original stamp itself.

Yours very sincerely,

H. R. HARMER (651) R.D.P.

### O.H.M.S. Overprint on 1942 One Cent

DEAR MR TOMLINSON,

In looking over some duplicate copies of the O.H.M.S. overprint the other evening, I was pleasantly surprised to find two copies of the one cent. stamp (War issue) with the missing period after the 'S'.

One of these I enclose, as it may be of interest to other members, proving the position to be stamp number 39 of the lower left pane.

Other collectors here have mentioned the finding of the missing period on the two and five cents, stamps of this issue, but I understand the variety is commonly associated with the larger denominations.

Yours very sincerely,

W. M. C. WILLCOCK (599).

(Editor's note—A block of 20 proved the plate position. Examination x10 showed slight black markings where the period was missing, suggesting either wear or damage caused the loss.)

DEAR FRED,

are concerned, the detriment for plate analysis lies in the fact that they cover only

We love to see an Irishman trailing his

**1898 Map Stamp**

DEAR FRED,

Although I acknowledged the return of the Map stamps, before I had a chance of opening the parcel, I feel I must thank you again after reading your letter which is crammed full of interesting information. In fact, I shall put all your comments on the actual sheets.

I am afraid you have done yourself a disservice by telling me all this, as I shall now want at least DOUBLE if I decide to part with the lot one day—but not yet!! In fact, I am still keeping a look-out for any further used blocks or nice covers.

Sincerely,

LEO (263).

**Cancellations on the Small Queen Issue**

DEAR SIR,

I understand that some time ago, a Canadian enthusiast was working to prepare for publication a book giving a complete list and details of all the small town and village circular cancellations and postmarks of the Small Head issue. Do you happen to know if this was ever published?

It becomes increasingly difficult to find any of these in quantity, and even large lots are stripped of these postmarks. Have you any idea (apart from dealers) where a number can be acquired?

Yours sincerely,

N. CANLAN (325).

---

## **TREASURER'S REPORT ON THE ANNUAL ACCOUNTS TO 30th SEPTEMBER, 1953**

The Statements given below show the receipts and payments for all funds of the Society for the year ended 30th September, 1953. The Statement relating to the General Fund also contains comparative figures for the year to 30th September, 1952. This shows that total income has increased by £79. Nearly all of this increase is accounted for by the increase in the subscription rate from 7/6d. to 10/- at the beginning of the year, and the balance is the result of increased membership. While the total for magazine income is almost exactly the same as the previous year, it will be noted that there has been an encouraging increase in current advertising receipts and in the sale of back numbers. On the other side of the account, Printing and Stationery continue to be costly. Other expenses are reasonably stable, with the exception of the magazine production costs, which have risen by £54. In order to maintain a high standard, our Editor cannot economise in this direction, and I am sure that we all feel that the results of his efforts are well worth the cost, particularly in view of the fact that Maple Leaves is the main benefit received by many of our members.

From an examination of the General Fund account it is apparent that there would have been a deficit for the year of approximately £47, instead of an actual surplus of over £32, if subscription income had not risen as it has done, and I feel that this is the best possible answer to any who may have doubted the necessity of the increase in subscription rates, which now assures the soundness of the Society's finances for many years to come.

The Statement relating to the Convention Fund shows the balance of the receipts and payments arising from the 1952 Convention. Other items were included in last year's accounts. At the request of our immediate Past-President, Mr. David Gardner, I also show a complete account relating to the Glasgow Convention held in October, 1953. This shows that the event was successful financially, as well as in other directions, and the organisers must be congratulated on providing such an outstanding Convention and still having a few pounds left over at the end.

J. P. MACASKIE

# CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

## Financial Statements, Year ended 30th September, 1953

### (a) General Fund

<i>Previous Year</i>		<i>RECEIPTS</i>		<i>Previous Year</i>		<i>PAYMENTS</i>	
£	s. d.	£	s. d.	£	s. d.	£	s. d.
23	2 10	Subscriptions:		15	1 0	Printing and Stationery	24 5 6
132	9 0	Arrears	8 16 11			Affiliation Fees:	
16	0 6	Current	212 0 11			English Congress	3 3 0
		Advance	28 9 3			Scottish Association	1 10 0
171	12 4			249	7 1		4 13 0
		Magazine:				Magazine:	
23	15 0	Arrears	1 10 0			Printing	181 8 6
79	10 1	Current	88 14 2			Blocks	62 19 7
19	9 6	Advance	1 0 0			Distribution	19 11 9
11	5 3	Sale of Back Numbers	24 10 2				263 19 10
115	9 10			115	14 4	Administration:	
		Donations, Expert Fees, etc.		1	14 0	Secretary	5 16 5
12	9					Treasurer	9 18 2
287	14 11	TOTAL RECEIPTS	366 15 5			Editor	13 3 4
						Study Convener	—
						Publicity Manager	—
				29	1 0		28 17 11
116	1 7	Balance brought forward at 1st October	129 4 2			Other Payments:	
						Convention Fund	—
						Grant to Library Fund	10 0 0
						Overhaul of Typewriter	2 8 0
				15	17 6		12 8 0
				274	12 4	TOTAL PAYMENTS	334 4 3
				129	4 2	Balance carried forward at 30th September	161 15 4
							£495 19 7
				£495	19 7		
£403	16 6			£403	16 6		

**(b) Founder's Fund**

RECEIPTS		PAYMENTS	
	£ s. d.		£ s. d.
Balance brought forward at 1st October, 1952 ...	8 17 6	Balance carried forward at 30th September, 1953 ...	11 18 8
Donations received during the year ...	3 1 2		
	<u>£11 18 8</u>		<u>£11 18 8</u>

**(c) Life Membership Fund**

RECEIPTS		PAYMENTS	
	£ s. d.		£ s. d.
Balance brought forward at 1st October, 1952 ...	47 5 0	Transfer to Subscription Account 13 Life Members at 3/- each...	1 19 0
Life Memberships granted during the year ...	4 14 0	Balance carried forward at 30th September, 1953 ...	50 0 0
	<u>£51 19 0</u>		<u>£51 19 0</u>

**(d) Convention Fund**

RECEIPTS		PAYMENTS	
	£ s. d.		£ s. d.
Balance brought forward at 1st October, 1952 ...	6 0 0	1952 CONVENTION:	
1952 CONVENTION:		Insurance ...	1 15 0
Donation received ...	3 3 0	Banquet: Net Expenses ...	6 5 11
Net Profit on Auction ...	38 6 8	Gratuities, etc. ...	7 6 6
Sale of Souvenir Envelopes ...	2 2 2	Postages and Stationery ...	1 7 3
		Coach Trips: Net Expenses ...	3 6
		Film Show ...	3 3 0
		Convention Badges ...	3 0 11
			<u>23 2 1</u>
		Balance carried forward at 30th September, 1953 ...	26 9 9
	<u>£49 11 10</u>		<u>£49 11 10</u>

J. P. MACASKIE,  
*Hon. Treasurer.*

F. WALKER,  
D. R. GREENHALGH,  
*Hon. Auditors.*

**Financial Statement. Glasgow Convention, October, 1953**

RECEIPTS		PAYMENTS	
	£ s. d.		£ s. d.
Donations and Miscellaneous ...	11 13 6	Exhibition: Net Cost ...	21 0 5
Coach Tour: Net Profit...	7 13 6	Dinner and Supper Party: Net Cost ...	5 10 6
Auction: Net Profit ...	44 10 1	Flowers ...	1 10 0
		Gratuities ...	6 10 0
		Rent of Rooms at Hotel ...	8 8 0
		Printing of Menu Cards, Programmes, etc. ...	7 11 10
		Convention Badges ...	5 1 4
		Hospitality and Miscellaneous items ...	3 9 11
			<u>59 2 0</u>
		Surplus, transferred to Convention Fund ...	4 15 1
	<u>£63 17 1</u>		<u>£63 17 1</u>

## PACKET CHATTER

Well, well, how time flies! Over two years have elapsed since I assumed the office of Packet Secretary. During that period I have gained some experience on the likes and dislikes of the many members who "take the packet." I've made mistakes, too, and I've tried some innovations as circumstances allowed, but, best of all, I've made many friendships. What a friendly lot you are! I rejoice to be able to say just that.



The demand from members to view packets is still very much on the increase, and believe it or not, I am quite happy when someone asks me to remove his name from the circuits. This constant demand, summer and winter, needs a constant flow of saleable material to satisfy even part of our members. In this connection I would like once again to appeal to those members who have not yet helped with a book or two or duplicates to do so NOW. Material should be in reasonable condition, keenly priced, and nicely mounted in the usual type of packet book. I will be most happy to forward books to anyone on receipt of a card. I must stress that dirty, heavy postmarked, and common stamps rarely sell. They come back every packet with constant regularity—they always will; so don't waste your time mounting that sort of stuff—put it in the fire! Lastly, while on this subject, please note that promises do not sell—not even to me now.

Having said that, I must not forget to thank most warmly all you grand folks who so regularly keep me supplied with good material, and, too, those of you who send along an occasional book or two. Without your co-operation our Society would be a pretty empty affair.

Now will any member who has not been receiving packets, and who is anxious to do so, please send me a card, when I will do my utmost to rectify the matter. I will even refund your postage!

Over these past two years I see I have circulated fifty-three packets, some good, some not so good. Purchases from these packets averages around 30% of the value circulated, and as the commission deducted from sales is only 7½%, vendors have a really splendid opportunity to dispose of duplicate material. So on to a bumper year—I'll do the work if you give me the tools. (Misquotation, with apologies to a great man).

Should you feel liverish and out of sorts, send me your grouses, grumbles and groans; it may do us both some good! I remember reading somewhere

"On stone our wrongs we all engrave,  
But write our benefits upon the wave."

For the present then, I wish you good hunting, good bargains, and good health to enjoy your hobby.

O. A. FRASER.

---

## NOMINATIONS

Members are reminded that their nominations for the Office-bearers and Committee Members are invited and, in order to be considered at the Annual General Meeting to be held during the Convention at Buxton (21st to 24th September, 1954), must be in the hands of the Secretary by **21st August, 1954**. (Rule No. 16).

Members are also reminded that nominations for the Fellowship of the Society, for consideration by the Fellowship Sub-Committee, which will meet prior to the A.G.M. in September, must be made on the prescribed form (obtainable from the Secretary), and must be submitted on or before **21st July, 1954**. (Rules Governing the Award of Fellowship No. 2).

## OUR SECRETARY REPORTS

"Come, gentle Spring! ethereal Mildness! come."

JAMES THOMSON (1700-48)

Who would not echo this sentiment after the experiences of the earlier months of this New Year, when I expect many a member, like myself, was distracted from the more pleasant delights of the winter season by having to make excursions into the attic. Brrr! the thought chills me to the marrow even now. However, it is to be hoped that the depredations caused by this necessity have been or will be repaired; and that now all are busy preparing for the Convention display. For now is the time, in the spring of the year, to engage in the

"Delightful task! to rear the tender thought,  
To teach the young idea how to shoot."

Were one to wait longer, the summer weather, bringing as it does its own specially attractive pursuits, will be upon us, and then it will be too late.

As for your Secretary, it is already too late! What was not done just over a year ago is now unlikely to be done at all, unless, of course, the Society ceases to grow, as it has been growing steadily since the Glasgow Convention. The progress to date is summarised as follows:—

Total reported at A.G.M. ... ..	488
New members ... ..	25
Resignations ... ..	1
New total ... ..	512

However, in spite of the activity in the secretarial office, or perhaps because of it, the secretary continues to lead a full and active life, and has recently been afforded several opportunities of doing a little advertising for the Society when visiting other local societies. The success of which is still in doubt, but which may well result in a further augmentation of the membership in the future.

---

### OBITUARY

#### R. D. GILMOUR

It is with very great regret that we announce the death on the 14th March, 1954, of Member R. D. Gilmour. "Bob" Gilmour was one of the original five members who laid the foundations of the Society in those early house-to-house meetings pre-war.

Amongst his early efforts to advance the Society was the introduction, in his own paper "G.O.G." of the Society fly-leaf and news-sheet (the forerunner of Maple Leaves).

He was always ready to help his fellow and was, in every sense of the word, a true philatelist. He will be sadly missed in Glasgow philatelic circles. His number on our membership roll was No. 3.

## CLIPPINGS FROM B.N.A. MAGAZINES

Contributed by R. J. DUNCAN (94)

### VARIETY OF THE "WEEPING PRINCESS"

By R. M. ANGUS

What will be news to most collectors is the fact that the "tear" below the Princess's eye can be found in two positions. The writer's attention was first drawn to it some years ago, shortly after it was issued, when I sold a mint block of four to a collector. A few days later the collector rang me up and told me that in his opinion the one I had sold him was a fake! Frankly puzzled, I examined the used one he had and which he removed from the corner of his monthly bill from a large business house. To my surprise it was about  $\frac{1}{2}$  mm. to the right of the commonly known one, and tallied with the size, shape and other details of the commoner one. There was no question of its being a fake. To allay his suspicions, I showed him Gibbon's enlargement of the stamp, which tallied exactly with the one in the block I had sold him.

The denouement came shortly after, when I with a group of brother philatelists was having dinner with Mr. A. Stanley Deaville on his last visit to Victoria prior to his untimely death. Among other leading questions I asked him "Is it possible for the 'Weeping Princess' variety to happen in two positions and, if so, how do you account for it?" He gave me the valuable information that it was not only possible, but actually did occur. It appeared that when the plates were made, prior to use, they are wrapped in silver paper or tinfoil. When the time comes to go to press, this is removed. In the case in point, a tiny portion of the tinfoil adhered to the plate without being noticed until attention was drawn to it by collectors and others. The offending particle was immediately removed, but not before it had moved a fraction to the right, causing the two positions mentioned. The used copy in question is the only one the writer is aware of, and probably much the scarcest. Never having heard any lucid explanation as to how the variety was caused, the explanation, coming from such a noted authority as the late Mr. Deaville, should undoubtedly be recorded in Philatelic annals. (Popular Stamps—Sept. 1949).

### OVER-WIDTH STAMPS IN MODERN CANADIAN ISSUES

By D. C. MACMILLAN

During my constant search for plate blocks, I sometimes pick up blocks or sheets which have flaws of the non-constant variety such as fold in the corner of the sheet during printing, smudges, creases, etc.

One flaw in modern manufacture which occurs occasionally and which would not be expected with our modern method of production is the issue of over-width stamps. I was quite amazed to find this as I thought that such things had gone out with the small queens.

I have been advised by the Post Office that the flaw could occur in two ways:—

- (a) By the edge of the sheet being curled during perforating. This allows the row of stamps at the outer edge to be wider than normal.
- (b) The position of the perforation cutters can be out of place on the rod on which they are set above the stamps.

They feel that stamps perforated in this manner are comparatively rare. I have accumulated several strips and plate blocks from nearly every value in all the recent issues in the small size stamps. They do not seem to occur in the larger size of stamp. Careful examination of used stamps shows them up also.

I feel that they are of sufficient importance to rate recognition as a variety. A good selection of them, both used and unused, will certainly enhance any collection. (Popular Stamps—Feb. 1954).

The "Wild Life" issue of 1953 has three different perforations, writes W. C. Stanley of Abbotsford, B.C.— $11\frac{3}{4} \times 11\frac{3}{4}$ ,  $11\frac{3}{4} \times 12$ ,  $12 \times 12$ . The New Queens issue is perf.— $11\frac{3}{4} \times 11\frac{3}{4}$ ,  $11\frac{3}{4} \times 12$ ,  $12 \times 11\frac{3}{4}$ ,  $12 \times 12$ . (Popular Stamps—Feb. 1954).

### JULY 1st, 1931—AIR RATE CHARGES

On July 1, 1931, the airmail rate was raised from 5c to 6c, yet no provision was made for a 6c air stamp. It was not until nearly eight months later, on February 22, 1932, that the Provisional 6c Surcharge on the first Canadian airmail was issued. Consequently airmail letters bearing the 5c air during this period also needed a 1c stamp to make up the rate.

No Canadian postal history collection would be complete without covers so franked during this period. One of the best sources is to look over First Flight Covers of the Vancouver-Victoria flights of Aug. 1, 1931. (Ed. Richardson's "Hollow Tree"—Popular Stamps, Dec. 1953).

### Amendments to Membership to 28th February, 1954

#### NEW MEMBERS

- 703 WALLS, James Finlay, 7, Glengyle Terrace, Edinburgh, 3. C.  
 704 TOWNSIN, Sydney G. E., 11, Victoria Gardens, Heston, Middlesex. C.R., C.L., P.  
 705 PARKER, Harry Douglas, 23b, Park Crescent, Southport, Lancs. C.  
 706 MARLER, George C., 1517, Royal Bank Bldg., 360, St. James St., Montreal, P.Q., Canada. C. CG.  
 707 PIMM, Harry Silvey, 42, Moorside South, Newcastle-on-Tyne. C. P.  
 708 COLE, James Edward, 20, Clematis Street, Westway, London, W. 12. CL—CGC.  
 709 RENNIE, Ernest, Bowstones, Off Bridle Rd., Woodford, Stockport, Ches. CN.  
 710 GOODY, Harry, 26, Carrwood Rd., Bramhall, Ches. N.  
 711 BEATTIE, Alistair H., 62, Cairnfield Place, Aberdeen. C.  
 712 SOLENDER, Joseph D., 121, Ferney Road, East Barnet, Herts. CG—CGC, MO.  
 713 BROCK, Rear Admiral Patrick W., United Services Club, Pall Mall, London, S.W. 1. CR—CGC, O.

#### CHANGES OF ADDRESS

- 436 ALLISON, Russell, 2249, Niagara Avenue, Niagara Falls, N.Y., U.S.A. CS, PA & PH.  
 (Add to listing.)  
 596 BLEASE, H. F., 3, Victoria Road, Trowbridge, Wilts.  
 470 JONAS, Cyril, 191, Ingrow Lane, Keighley, Yorks.  
 105 McLAREN, R. H. G., Hestercombe House, Chedden Stypaine, Taunton, Somerset.  
 547 MONTFORD, I. C., 2, Allington Court, Allington St., London, S.W. 1.  
 461 DAVIDSON, J. D., 37, Grosvenor Place, Aberdeen.  
 517 ORKIN, Mrs. P., 220, Westburn Road, Aberdeen.  
 698 SIVERTS, John, 408, 16th, Bismark, North Dakota, U.S.A.

#### CORRECTIONS AND ALTERATIONS

- Derbyshire and Notts. Contact Member's address on page 55 should read: D. A. Avery, 20, North St., Beeston, Notts.  
 125 GILL, Evan R.—insert F.R.P.S.L.

#### RESIGNATIONS

- 648 INSTONE, Eric C.

# BRITISH NORTH AMERICA



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# CANADA . . . . .

2c. New Queen Coil variety.

5c. New Queen minor re-entry.

2c. K.G. VI. olive, "G" remarkably misplaced.

1922 2c. green. Notes on the Major and Minor re-entries.

PRECANCELS—A "Carleton Place" remarkable variety  
—A "Toronto" puzzle.

In addition to articles, etc., details of all the above are in recent C.N.L.'s.

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.....

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**P**OSTMARKS—those of small towns and villages, circular types, on the Small Head issues of Canada. I wish to buy these, any quantity from singles upwards.—N. Calnan, Edwin's Hall, Woodham Ferrers, Near Chelmsford, Essex.

**T**HERE are still a few outstanding subscriptions—IS ONE OF THEM YOURS?

**M**AP STAMPS—the usual request from the usual bloke—send him some, will you?

**V**OLUME ONE—5/- post free, you can have the index for the first four volumes also for an extra 6d., send to the Editor.

**B**ACK NUMBERS—complete sets are no longer available but most issues are still in stock. Don't leave it too late if you want to complete your set. Write to the Editor for what you lack.—F. Tomlinson, Coombe Leigh, Chestfield Road, Whitstable.

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## THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

1953 - 1954

*President* : WILLIAM C. HINDE, 20, Southdown Crescent,  
Cheadle Hulme, Cheshire.

*Secretary* : PHILIP MARSDEN, 164, St. Albans Avenue, London, W.4.

*Treasurer* : J. P. MACASKIE, 23 Thornhill Avenue, Lindley, Huddersfield

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# CANADA

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