

MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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Edited by JAMES E. WOODS

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NOTES AND COMMENTS

Gibbons—Wingfield

News was received a little too late to make previous comment on this event. It is of course a momentous one in the history of the philatelic trade and one cannot but admire the foresight of those concerned. On behalf of the Society I should like to wish the new combine every success in the future.

It would not be fitting to close without a special word of thanks to Mr. A. L. Michael (Mick) of Wingfields who for several years gave us much needed support in our advertising programme.

Index to Vol. 8

This index has now become a reality and is published with this issue. Apologies for the delay but the editorial work has been so hectic that it has not been possible to compile it an an earlier date.

Binding can be done by our own printers at a cost of **32/6d.** incl. postage. So send your orders along to The Regency Press, Millfield Works, off Sudeley Place, Brighton 7, Sussex. (Cash with order please).

Convention 1962

The final programme has now been received and is included in this issue which we hope will be out a week before the event so that intending visitors can get an idea what is laid on for them. It has not been possible to give timing details of the evening displays, but be sure that as it may, it is obvious that visitors are in for a good time—as always at these annual events.

Handbooks

In spite of a previous announcement the plans to publish Mr. Gillam's handbook have been temporarily shelved.

It is understood that the Shaw Handbook is now being printed and publication details should be available shortly.

Mr. Smythies has completely revised his handbook on the Duplex Postmarks and it is hoped to get a 2nd edition moving very soon.

The Year Book Number

The next issue, December 1962, will find us hoping that there will again be ample support from those members who wish to send Christmas Greetings to their collector friends all over the world. A quarter page, a half page or, for those who want it, a whole page is available. Or perhaps you would prefer just to keep it to a few words in the 'Classified' column. Whatever space is wanted just send your details along to Mr. S. F. Cohen by the **1st November 1962**. We look forward to your support.

Advertising

Glancing through many philatelic journals and magazines that come my way, I am often envious of the wonderful support from advertisers that these publications get.

You, as a member, can help the Society by encouraging the trade to try a 'space' with us, particularly if there is interesting B.N.A. material to offer. Our main support at the moment is from the home market and it is felt that more overseas dealers would advertise with us given the necessary encouragement.

It's up to you.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 16th ANNUAL CONVENTION THE IMPERIAL HOTEL — ABERDEEN Wednesday 3rd to Saturday, 6th October, 1962 CONVENTION PROGRAMME

Wednesday, 4th October

Reception and Registration of Delegates.
Evening Display.

Thursday, 5th October

Morning 10.30 a.m. Reception at Town House.
11.15 a.m. Coach Tour of the City.
Afternoon 2.0 p.m. Visit to Alex Pirie & Sons, Stoneywood Paper Mills. Afternoon tea will be served at 4 p.m.
A visit to the famous Woollen Mills of J. & J. Crombie, Ltd. of Grandholm. This tour has been specially laid on for the ladies and will leave the Hotel at 2 p.m.
Evening Display.

Friday, 6th October

Morning Study Groups.
Afternoon 1.30 p.m. Royal Deeside Coach Tour. Tea will be served at the "Fife Arms Hotel," Braemar. Return to the Hotel by 7 p.m. approx.
Evening Display.

Saturday, 7th October

Morning Committee Meeting and A.G.M.
Auction Lots on view.
Afternoon Auction at 2.30 p.m.
Evening Annual Dinner and Presentation of Awards.

The evening displays will be given as follows:
Newfoundland — Mrs. S. Barratt, F.C.P.S.
19th Century Postmarks — Mr. E. A. Smythies, F.R.P.S.L.
Postal History — Mr. J. J. Bonar, F.C.P.S.

SOME UNUSUAL NUMERAL CANCELLATIONS

by

E. A. SMYTHIES, F.R.P.S.L.

After the four comprehensive articles by Cohen and Harrison (herein—after referred to as C. & H.), published last year in *Maple Leaves*, it might be thought that there was little or no new information to record on these cancels. But the C. & H. articles dealt only with cancels on the Large Queen Issue, and there are still some interesting Numeral cancels to note on earlier and later issues.

Let us start with **No. 21**. In 1857 this number was allotted to Montreal in the 4-ring-numeral series. In early 1858 it appeared in the Montreal roller type, C. & H. fig. 49, later used as an early precancel. In 1859, No. 21 is found in a 3-ring cancel, a rare cancel apparently not known on Large Queens. I have three strikes, on 5c Beaver and 12½c green (one on cover dated November 1859). Jarrett recorded this cancel as Query? Montreal, which is now confirmed.

The 3-ring cancel looks quite different to the standard 4-ring-21, and in fact shows the following differences.

	4-ring-21 (a)	3-ring-21 (b)
(i) Overall diameter	about 24½ mm	about 23 mm
(ii) Circles or rings	4 clearcut, thin	3 blurred, thicker
(iii) Numerals	Tall, thin, clearcut.	Shorter, thick, smudgy.
	(a)	(b)



It is probable, or at least possible, that the 3-ring hammer was ordered to supplement the 4-ring-21 and was made locally, but it was given up or wore out before 1868. A probable reason for its comparative rarity is that from May 1860 most of the cancelling of mail in Montreal was done with duplex hammers, of which we know at least **nine** were used between 1860 and 1868.

Another No. 21—and a very fancy one—comes from Walkerton C.W., a post office which had no claim to this number, and it is an unsolved puzzle why this fancy cancel (probably locally made) adopted this number. This is C. & H. fig. 42. (A very similar cancel, No. 14 of Port Hope, C. & H. fig. 41 provides a similar unsolved problem!).

Three more No. 21's are of course included in the standard numeral series, i.e. 2-ring-21 (Giderich, ONT), N.B. Grid 21 (Newcastle N.B.), and B.C. 21 (unidentified), as recorded by Cohen and Harrison. This brings the total No. 21 to seven.

There remains two more recently discovered and unidentified No. 21. One shows No. 21 in an intaglio square inside a black circle about 19 mm

diameter. The other is very similar, but with the Roman II replacing the Arabic 2, as shown below.



(1)



(2)

The first of these occurs on a 3c vermilion (1890 or later), the second on 3c perf 11½ x 12 (1873-76). Were these used in Montreal or Walkerton or somewhere else?

There are several other numerals which appear to have no connection with the post offices where they were used. For example, Montreal had a 4-ring-516 and Ottawa a 4-ring-627. The latter was used specifically by the Senate P.O., while 27 was the number allotted to Ottawa, and Cohen has ingeniously suggested that the 6 indicated the sub-post office (Senate P.O.) of the main Ottawa P.O. 27. Oshawa was allotted 4-ring-25 and, later 2-ring-31. Contemporary with or soon after the latter we find a short-lived cancel showing a type-set 31 in a circle of bars, later mutilated to a rectangle of bars (C. & H. figs. 30 & 31).

There are quite a few examples of this, i.e. using the allotted number in a different setting, e.g. Hamilton 16 (two types, Jarrett 115 and 116), in the 4-ring period; Fredericton 11 (two types, C. & H. 34, 35) in the 2-ring period; Quebec 37 (three fancy types, Jarrett 112, 113, 114) in the 4-ring period; St. John N.B. 7 (large fancy type C. & H. 36), and others. It is reasonable to assume these were made locally to supplement the inadequate supply of cancelling instruments received officially from the Central Office, but one is mildly surprised that they did not copy the comparatively simple official designs, and instead (like Excelsior) adopted "banners with a strange device".

The information in this article is taken from the forthcoming B.N.A.P.S. handbook on "Canadian Fancy Cancels", which with due acknowledgments incorporated the details given in the Cohen and Harrison articles, and supplemented them where more details were available. The handbook also illustrates about two dozen other odd numeral cancels about which practically nothing is known at present—not counting the "Calendar Year" and "Primitive" Numerals described in *Maple Leaves*, April 1962. Evidently there is still plenty to learn about Canadian Numeral cancellations.

It may well be that postmark collectors reading this article have in their collections copies on covers of some of the cancellations mentioned above, about which little is known. They would do a great service to this section of B.N.A. postal history research if they would send full details of such entries to the author. In this way perhaps towns of origin can be established, and other useful information gained.

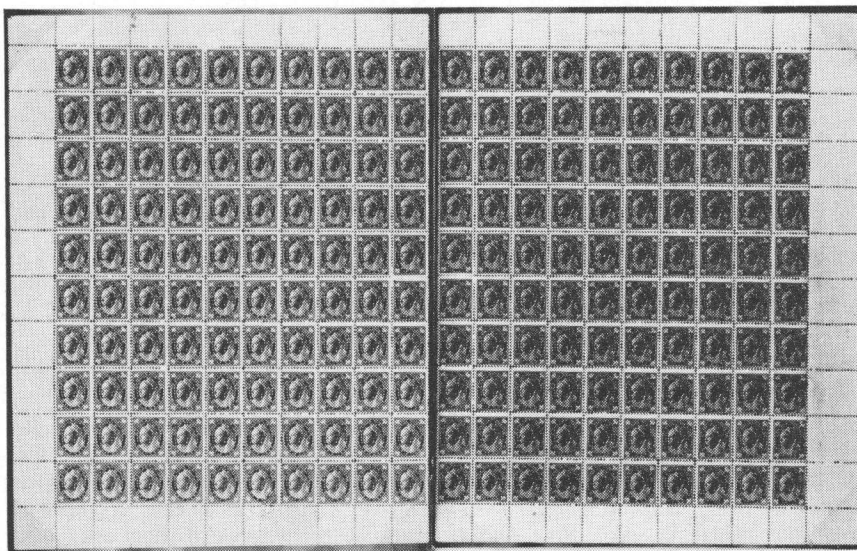
Footnotes

1. For further details see article by G. Manley in *Maple Leaves*, April 1962.
2. Cohen suggests this may have been a separate, i.e. second cancel.

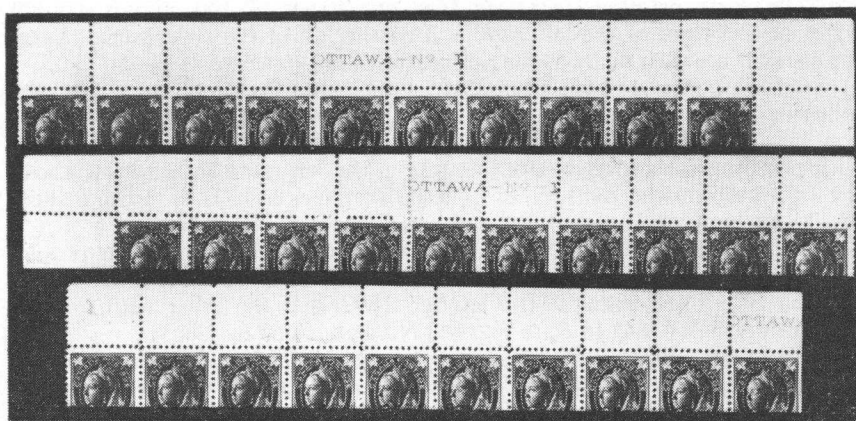
The half cent. Maple Leaves of Canada, 1897

by H. SANDERS

History.



This stamp was printed from one plate of 200 subjects arranged 20 stamps horizontal and 10 vertical, with equal spaces between all subjects, there being no extra space between the 10th and 11th vertical columns to allow for parting into Post Office panes of 100.



Right and left 2nd State imprints over Stamps 5 & 6 partial 1st State Imprint on Left Pane.



Mock-up of 1st State imprint and above left and right pane. Top margin showing traces of original imprint over 10th and 1st stamps.

Initially the imprint OTTAWA No. 1 was placed in the top margin in the centre of the plate of 200 subjects over the 10th and 11th stamps. At some stage after printing started the imprint was removed from the centre of the plate and placed over stamps 5 and 6 and 15 and 16, that is, over the centre of each Post Office pane of 100 when the sheet was split into two.

The fact that there was only one plate is proven by traces of the initial imprint being found over the 10th stamp of the left pane and over the 1st stamp of the right pane, with imprint over stamps 5 and 6, also various re-entries, guide dots and other plate marks.

The early printings were cut into two panes of 100, giving straight edges on the right of the left pane and on the left of the right pane. Later the sheets were torn apart at the perforations into panes of 100.

Correspondence with the Post Office has brought to light the following:—

In the Post Office Archives there are the left and right panes of 100 with part imprint above the 10th stamp on the left pane and the rest above the 1st stamp on the right pane. These two panes have come from a sheet of 200 cut between 10th and 11th columns.

The Canadian Bank Note Co., have in their files, two plate proofs, each of 200 stamps, one with imprint over the 10th and 11th stamps marked No. 2 and dated 30th October, 1897, and the other with imprint over stamps 5 & 6 and 15 & 16 marked No. 5, but undated.

There are no records of any repair work being carried out on the plate or when the change in imprint position took place. Further, no records are available to show how the total quantity of two million were ordered or delivered. Thus it is not possible to say how many sheets were printed with imprint over the 10th and 11th stamps. We have, however, the widely differing reports of Howes 500 sheets and White 25 sheets.

States of the Plate

These stamps from early printings are found mainly free from evidence of re-entry, with sharp, clear lines, but generally weak frame lines. In the later printings it is difficult, particularly on the left pane, to find stamps that do not show evidence of re-entry.

Due to the difficulty of obtaining panes and large pieces from the early states, this study is based on the material in my collection and an article by Dr. Whitehead.



Stamps 67, 68 & 69 Left Pane.

Top strip 1st State, bottom strip 4th State. Bottom right frame spur on 67 both States. 1st State clean, 4th State major R.E. on 69. Also 67, 68 show evidence of re-entry.

Left Pane

The first state of the plate was that with part imprint over 10th stamp and contains three re-entries. The pane in my collection also shows traces here and there of possible roller shifts, these are not listed by Dr. Whitehead.

The second state being as far as it is possible at this stage to say, the same as the first except that the imprint position has been changed and now appears over the 5th and 6th stamps on the pane. My collection only contains a couple of small pieces from this state.

The third state shows further re-entries, the original three plus another 35. It is in this state that the major re-entry on stamp 69 occurs. I have not seen this state.

The fourth and possibly last state shows even more re-entries. Looking at prints from this state it is difficult to find stamps that do not show evidence of re-entry, many minor. In fact, comparing stamps that look clear with the early prints, it is evident that they also have been re-entered. My collection contains several panes from this state.



Stamp 95 Left Pane.

Top right frame spur
top 1st State clean.

Bottom 4th State,
bottom left and right

re-entry.



Stamp 69 Left Pane.
Major re-entry found
in 3rd & later States.



Stamp 79 Right Pane.
Major re-entry all
States.

Right Pane

The first state of the plate has not been seen by myself, but through the kindness of Mr. Carpenter of the Post Office and Mr. Hans Reiche, certain re-entries on later states have been checked against the pane in the Post Office Archives, these are shown on the State 1 Chart.

The second state shows several re-entries which do not occur on the Post Office Archives' pane and, of course, the imprint is now over stamps 5 and 6. I have several panes of this state.

The third state is the only pane Dr. Whitehead wrote about in his article and this he called the second state, but is listed as the third as it contains additional re-entries. Several re-entries listed under the second state have not been recorded by Dr. Whitehead and this may be due to plate wear as some are quite minor. I have not seen this state.

The fourth state contains many more re-entries and once again it is clear that extensive re-entry of the plate was carried out. I have several panes of this state.

The following Charts, Appendix 'A' and 'B', list re-entries as seen by me on stamps in my collection and where I have no material as reported by Dr. Whitehead or Mr. Hans Reiche.

It is with the hope that others with material to support or tear down this theory will write about it, that this article has been written.

References.

The Half Cent Maple Leaves of Canada, 1897, by Dr. Alfred Whitehead.

Philatelic Magazine May 4th, 1945. (Reprinted "Maple Leaves" August, 1962).

Howes:—Canada, its Postage Stamps.

Major White:—The Canada Plate Block Catalogue. Published now by K. Bileski.



Stamps 19 & 29 Right Pane.

Bottom right frame spurs left pair from 2nd State. Right pair from 4th State. 2nd State, clean, 4th State lower right side re-entries.



Stamps 78 & 79 Right Pane.

Top pair 2nd State 79 major R.E. Bottom pair 4th State 78, 79, R.E.'s.

LEFT PANE

	1	2	3	4	5	6	7	8	9	10
1st STATE.	1	X				X	X			
	11									
	21									
	31									
	41									
	51									
	61									
	71									
	81									
	91									

RIGHT PANE

	1	2	3	4	5	6	7	8	9	10
	1	X								
	11									
	21									
	31		X							
	41									
	51									
	61									
	71								X	
	81									
	91									

	1	2	3	4	5	6	7	8	9	10
2nd STATE.	1	X				X	X			
	11									
	21									
	31									
	41									
	51									
	61									
	71									
	81									
	91									

	1	2	3	4	5	6	7	8	9	10
	1	X								
	11									
	21				X					
	31			X						
	41									
	51			X		X	X			
	61									
	71				X				X	
	81									
	91						X			

STAMPS RE-ENTERED MARKED X

LEFT PANE

	1	2	3	4	5	6	7	8	9	10
1	X	X	X	X	X	X	X	X	X	X
11	X	X	X	X	X	X	X	X	X	X
21	X	X	X	X	X	X	X	X	X	X
31	X	X	X	X	X	X	X	X	X	X
41	X	X	X	X	X	X	X	X	X	X
51	X	X	X	X	X	X	X	X	X	X
61	X	X	X	X	X	X	X	X	X	X
71	X	X	X	X	X	X	X	X	X	X
81	X	X	X	X	X	X	X	X	X	X
91	X	X	X	X	X	X	X	X	X	X

3rd STATE.

RIGHT PANE

	1	2	3	4	5	6	7	8	9	10
1	X	X	X	X	X	X	X	X	X	X
11	X	X	X	X	X	X	X	X	X	X
21	X	X	X	X	X	X	X	X	X	X
31	X	X	X	X	X	X	X	X	X	X
41	X	X	X	X	X	X	X	X	X	X
51	X	X	X	X	X	X	X	X	X	X
61	X	X	X	X	X	X	X	X	X	X
71	X	X	X	X	X	X	X	X	X	X
81	X	X	X	X	X	X	X	X	X	X
91	X	X	X	X	X	X	X	X	X	X

	1	2	3	4	5	6	7	8	9	10
1	X	X	X	X	X	X	X	X	X	X
11	X	X	X	X	X	X	X	X	X	X
21	X	X	X	X	X	X	X	X	X	X
31	X	X	X	X	X	X	X	X	X	X
41	X	X	X	X	X	X	X	X	X	X
51	X	X	X	X	X	X	X	X	X	X
61	X	X	X	X	X	X	X	X	X	X
71	X	X	X	X	X	X	X	X	X	X
81	X	X	X	X	X	X	X	X	X	X
91	X	X	X	X	X	X	X	X	X	X

4th STATE.

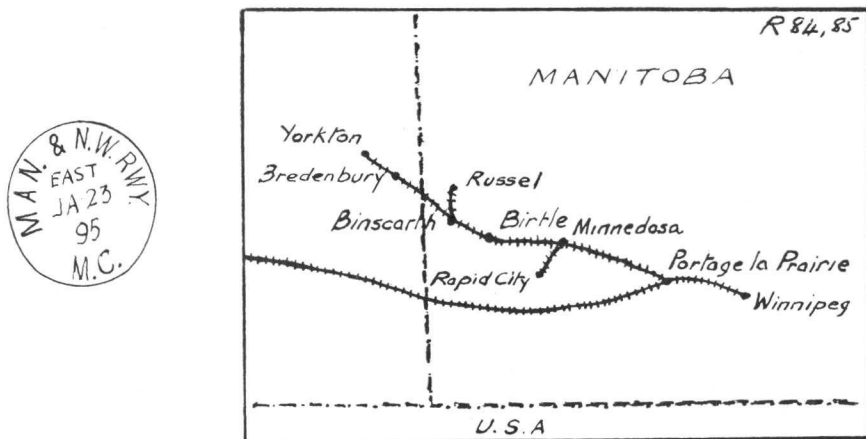
121 STAMPS RE-ENTERED MARKED X

EARLY CANADIAN RAILWAY POST OFFICES

by Lionel F. Gillam

PART XXV

The Manitoba & North Western Railway



This railway was incorporated in 1880 as the Westbourne & North Western Railway, and in the following year changed its name to the Portage, Westbourne & North Western Railway. In 1883 it became the Manitoba & North Western Railway and as such a line was built between Portage on the main C.P.R. line and Birtle. This was opened for traffic in 1886 together with a small branch line from Minnedosa to Rapid City. The latter had been built by the Saskatchewan & Western Railway at the same time and was leased to the Manitoba & North Western immediately upon completion.

During subsequent years the main line was extended to Binscarth (1895) at which time a branch to Russel was built, and to Yorkton (1900) when the whole of the system was leased to the C.P.R. (250 miles).

The C.P.R. built on from Yorkton to Lanigan (1909) and Wetaskiwin (near Edmonton) on the Calgary & Edmonton Railway in the following year.

Railway post offices operated this line from the time of the completion, postmarks incorporating the name of the railway (abbreviated) being used. After the lease of the line to the C.P.R. the Winnipeg & Yorkton, Winnipeg & Bredenbury and Winnipeg & Binscarth R.P.O.s have operated at various times. Of these the Winnipeg & Bredenbury only appears to have operated for a short time after the Second World War. None of these is in operation today; the last to cease being the Winnipeg & Yorkton which finished operation in 1961.

Numeral Cancellations

by S. F. COHEN (CPS of GB 72)

FROM 4 RINGS TO ONE RING.

A MYSTERY SOLVED.

In the series of articles on Numeral cancellations to be found on Canada's Large Queens, written in conjunction with H. W. Harrison of U.S.A. and which appeared in *Maple Leaves* during 1961, a section was devoted to the One, Three and Four Ring types. (See April 1961).

Of these, reference was made to the One Ring 4 of Bowmanville (p. 203) then described as presumably having had a long life and which could not have been a replacement for the Four Ring type.

Time and further research have now proved that this is not so. The surprising conclusion has to be acknowledged that in fact both the Four Ring 4 and the One Ring 4 are one and the same obliterator.

The Evolution of the One Ring 4

Along with 49 other post offices in 1855, Bowmanville was officially issued with a Numeral 4 cancelling device surrounded by four thin concentric rings. That this was early put to good use is illustrated (fig. 1), showing a fine clear strike on a 3d. imperf.



Fig. 1



Fig. 2



Fig. 3

By 1863, either through lack of cleaning or by blunting after several years use, the four rings are no longer so clear, and in fact have already begun to merge into the other. This is shown in Fig. 2, where a photograph has been taken of a 5c Beaver which is on an entire from Bowmanville to Whitby dated March 19th, 1863. The numeral 4, too has tended to become slightly squatter. Fig. 3 shows another 5c Beaver. A single off-cover specimen this time with only faint traces of the rings left.

With the advent of the Large Queens (1868) a 3c, early print, still shows minute traces of the rings (Fig. 4) whereas by January, 1869, a faint strike on entire shows for the first time a solid block in place of the four rings (Fig. 5).

A fine clear strike of the so-called One Ring 4 again on a 3c Large Queen, this time on a small piece showing the letters 'BO' of Bowmanville is illustrated (Fig. 6).



Fig. 4



Fig. 5



Fig. 6

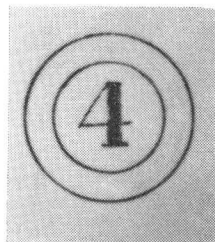


Fig. 7

If a tracing is made to exact size of the One Ring 4 postmark it will be found to correspond precisely to the drawing as shown on Fig. 7. The application of this tracing to all 6 examples as illustrated is found to fit exactly in each case both as to the rings themselves and the numeral. The 'elongated' and 'squat' 4's turn out to be only the very slightest distortions and, believe it or not, are a trick of the eye of the beholder, in other words . . . an optical illusion.

It is perhaps a little unfortunate that the illustrations here shown are not to size otherwise by the simple process of cutting out Fig. 7 and applying to each of the photographed stamps it would be seen that this is in fact so.

Other One-Ring Numbers

The immediate result of this discovery is to question the validity of the remaining Numeral types known to exist in the One Ring range,

namely 17, 17 and 42. (13 can be omitted as being a much later device and completely different in shape to any other 13 Numeral Type). Collectors with fine clear strikes on 4 rings 17, 19 and 42, whether on or off cover are invited to contact the author, with a view to research into the possibilities regarding these. Full details should be supplied in the first instance and loans of the stamps or covers would be welcomed. These will be photographed, recorded and returned to the owners with as little delay as possible.

Watson's Corner 2 Ring 4

Before concluding this article, I am asked by my colleague, Mr. Harrison (who incidentally concurs with my findings re Bowmanville above) that a correction should be made to our previous reference to the Two Ring 4 of Watson's Corner (See Maple Leaves, August, 1961, Type 1, Fig. 39).

Mr. Harrison writes that he has now examined both copies of this Numeral type and he reports that without doubt they are nothing more than slightly misplaced strikes of the ordinary 2 ring 4 of Halifax. There seems no proof that any such Numeral was ever used at all at Watson's Corner.

Footnote

All photographs of stamps shown in the above article are of actual items in my collection, any of which may be examined on request.

New Regular Issue Stamp Approved

A new regular issue postage stamp design has received the approval and praise of Her Majesty Queen Elizabeth. This was announced by the Hon. William Hamilton, late Postmaster General.

Mr. Hamilton said that the issue is a new approach, with a simplicity of design not found in other stamps released by the Canada Post Office in the past. In announcing the new stamp, he stated that he had given personal attention to the selection of the stamp and that the Queen had expressed her pleasure with the new design.

The stamp is based on a portrait of Her Majesty by Ernst Roch, of Montreal, for whom arrangements were made to visit Buckingham Palace for two sittings to complete the original drawing. Mr. Roch, well known in the graphic arts field, is the holder of many awards and has exhibited his art in Europe, the United States and Canada. The son of a steel plate engraver, Mr. Roch studied art in Graz, Austria, and is a member of the Typographic Designers of Canada and the American Institute of Graphic Art.

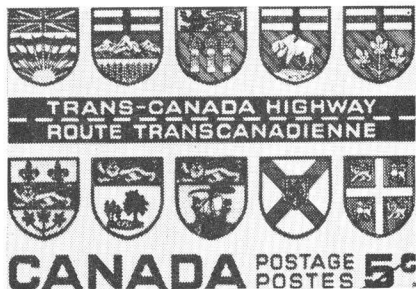
While employed as Art Director of the Montreal office of James Malkus Inc., he was concerned in the design of the Canadian National Railways graphics.

Mr. Hamilton explained that the stamp shows the Queen in profile in the centre and a symbolic design representing one of five major phases of Canada's economy appears in the upper left corner of each stamp. The denomination is located in the lower left corner. Along the lower edge is the word 'Canada' and printed vertically along the right side is the wording 'Postes—Postage'. The background of the stamp will be a solid colour to emphasize the portrait.

Traditionally, regular issue stamps, such as the series which has been in use since 1954, bear the portrait of the Queen. The new series will continue in this tradition with the addition of the economic symbol which, in the case of the five cent stamp, the first to be issued, will be a head of wheat representing agriculture. Stamps in other denominations will be released from time to time.



COMMEMORATIVE ISSUE POSTAGE STAMPS



TRANS-CANADA HIGHWAY

DATE OF ISSUE—4th September, 1962.
 DESIGNED BY—A. L. Pollock - Toronto.
 COLOUR—Black and Gold.
 SIZE—1½ in x 1 in. (approximately).
 PLATE Nos.—1.
 PANES OF—50 Stamps.
 QUANTITY OF STAMPS ORDERED—
 25,000,000.

OFFICIAL OPENING OF THE TRANS-CANADA HIGHWAY

For years, a first-class, modern highway linking the provinces of Canada was the dream of many Canadians. But areas of sparse population and extremely rough terrain combined with complex financial problems to prevent the completion of the Highway. The Second World War emphasized the necessity of a dependable highway link between east and west and it was obvious that Federal aid would be required to co-ordinate the route among the provinces, and to help meet the cost in those sections where difficult construction was involved and no previous paved highway existed.

It was in December, 1948, that the first Federal-Provincial Conference on the Trans-Canada Highway Act was held and on December 10th, 1949, the Trans-Canada Highway Act became reality.

Under the Act, provinces were paid fifty per cent. of the cost of construction plus forty per cent. of the cost of ten per cent. of the mileage in each province. The present Act expires in 1963. By the time con-

struction is completed, the cost is expected to be in the vicinity of \$1,000,000,000.

Under the terms of the Act, each province, subject to Federal approval, chose the shortest practical route between its borders and constructed a hard-surfaced, two-lane highway, with pavement widths of 22 and 24 feet with low gradients and gentle curves; elimination of railway grade crossings wherever it was possible; ample shoulder widths; and a load bearing capacity of nine tons for one axle.

The official opening ceremony was on September 4th, 1962, at Rogers Pass in Glacier National Park. In conjunction with the opening, the Post Office Department issued a special stamp to mark the occasion.

The stamp is a tribute to one of the outstanding engineering feats of Canada's history. The Trans-Canada Highway, a dream of highway planners for many years, provides high-standard highway conditions through some of the most difficult road-building terrain in the world. This in turn has already influenced the building of many additional feeder highways which will continue to contribute to the economic growth of the nation.



CENTENARY OF VICTORIA, B.C.

DATE OF ISSUE—22nd August, 1962.
DESIGNED BY—Helen Bacon - Toronto.
COLOUR—Black and Rose.
SIZE—1½ in. x 1 in. (approximately).
PLATE Nos.—1.
PANES OF—50 Stamps.
QUANTITY OF STAMPS ORDERED—
25,000,000.

CENTENARY OF VICTORIA CAPITAL CITY OF BRITISH COLUMBIA

From its first settlement as an outpost of the Hudson's Bay Company, strategically located on the south eastern tip of "Vancouver's Island", Victoria has grown into a thriving centre of charm and distinction that is probably unique in North America. This year marks Victoria's Centenary as an incorporated city.

It was James Douglas, a chief factor of the Hudson's Bay Company, who selected the location for Fort Victoria which was named in honour of the girl queen who ascended the Throne of England in 1837. The isolated post had to be self supporting and the arable land surrounding the new port provided excellent crops. It was ideally located in a favourable trading district, accessible to the North Pacific mainland.

The life of the outpost centered about the operation of the Hudson's Bay post until 1849 when Vancouver's Island was made a

crown colony and declared open for colonization.

Sparked by the Fraser River Gold Rush of 1858, the trading post exploded almost overnight into a lively frontier town. Since it was the only seaport in British Columbia, it became the outfitting center for miners and adventurers seeking the wealth of the goldfields. No sooner had the excitement of the first gold rush subsided than the Cariboo Rush broke, followed by the Klondike gold stampede of 1898. With such impetus, its growth was rapid and the community was incorporated as the City of Victoria in 1862, just 100 years ago.

Today, Victoria is justly proud of the largest dry-dock in Canada, the largest astrophysical telescope in the nation, the largest per capita tourist trade in Canada and the mildest winter climate of any Canadian city.

Each year, thousands of tourists throng its streets and find in the restful, unhurried atmosphere the ideal spot for relaxation. Of great interest in Victoria is the solid background of British customs and institutions which have survived more vigorously than in any other Canadian city. Victoria has kept as its basic charm the beauty and dignity of ivied walls, picturesque gardens and imposing Tudor or colonial homes.

The new stamp is designed to commemorate the development of the city from its lusty frontier days to its modern role as provincial capital. The new issue follows precedents set in 1908 and in 1949 when stamps honouring the 300th Anniversary of Quebec and the 200th Anniversary of Halifax were produced.

GROUP NEWS

On Thursday, 14th June, 1962, seventeen members of the C.P.S. of G.B. met at Worthing under the Chairmanship of Mr. J. C. Cartwright to study the Large Cents Issue.

The Study group was arranged as part of the proceedings of the Philatelic Congress and we were fortunate in being allotted one of the Council Chambers for our deliberations.

Worthing Society provided us with a delightful Hostess who looked after our comforts and served us with coffee and biscuits.

Major W. F. ELLIS showed us some very unusual covers, some relating to correspondence to Norway.

Major L. C. COHEN produced a wonderful collection of cancellations on the Large Heads and Mr. BILL LEA delighted us all with a magnificent display, including proofs, specimens and many rare items.

The evening passed all too quickly. Some of us would have been content to have gone on all night!

L. D. CARN,

Contact Member, Kent & Sussex.

CANADIAN FORCES MAIL

GROUP III

MILITARY/NAVAL POST OFFICES (Contd.)

by Lt. Col. R. H. Webb

Type 3.06 — New system of identifying numbers



1



2



3



4



5



6



7



8

a. steel hammer impression description

dimensions

	circle	letters
(1) MPO—No—Location (large type)	23mm	3mm
(2) " " " (small type)	24mm	2½mm
(3) MPO—No in upper half—location in lower	23mm	3½mm
(4) as for (3) but small MPO and no separating dots	23mm	2½mm
(5) as for (2) but with separating dots	23mm	2½mm
(6) centering dot at bottom	24mm	2½mm
(7) as for (6) but "RCAF STN"	23mm	2½mm
(8) as for (6) but Location—MPO—No	23mm	2½mm

— M.P.O. — 500 —

1

— M.P.O. 201 R.C.A.F. STN —
— LACHINE P.Q. —

2

— M.P.O. 300 —
— NORTH BAY ONT. —

3

— FREDERICTON M.P.O. 101 N.B. —

4

b. **machine cancellations**

c. **meter cancellations**

None known to be in use as of 1 Nov. '59

d. **roller cancellations**
description

description	dimensions	
	letters	bars
1. single line — no location	4mm	8 — 21mm x 60mm
2. two line 'RCAF Stn'	3mm	10 — 21mm x 75mm
3. two line	3mm	10 — 21mm x 65mm
4. single line		



1



2



3



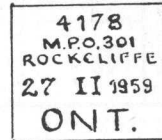
4



5



6

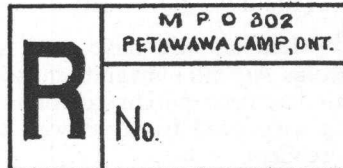
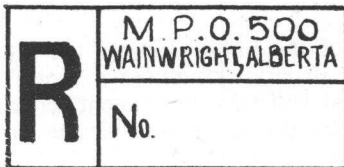


7

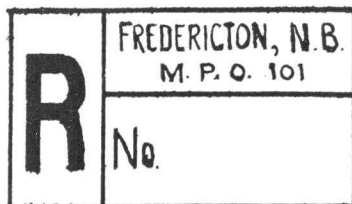
e. **rubber hand stamps**

description

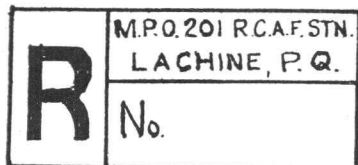
description	dimensions	
	circles	letters (MPO)
1. 'RCAF Stn'	30mm	3mm
2. MPO at top, location at bottom	34mm	3mm
3. 'Two ring'	32mm and 29½mm	3mm
4. 'Two ring', no location in upper half		
5. Location and MPO at top	33mm	2½mm
6. 'Oval'	50mm x 31mm	4mm
7. Money order	?	?



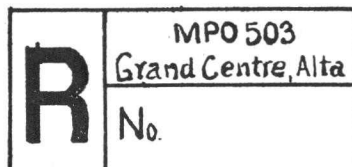
f. registration description	dimensions	
	rectangle	letters (MPO)
1. 'MPO' above location	47 x 22mm	2½ and 1½mm
2. 'MPO' below location	47 x 22mm	1½mm
3. 'RCAF Stn'	47 x 22mm	2mm
4. Location in roman type	47 x 22mm	2mm (to be contd.)



2



3



4

LIBRARY NOTES

I am able this month to report two important acquisitions for the Library, both of which will be sought after by students of the Maritime Provinces.

Mr. Leslie G. Tomlinson, so well known for his work on "Prince Edward Island" has sent to our President, for the Library, a copy of his latest study of the Post Offices and Way Offices of P.E.I. This is a most comprehensive work after some years of research, and we are indebted to Mr. Tomlinson for his gift.

Members will have read in the Press of the publication of the late Nicolas Argenti's magnificent work on "New Brunswick and Nova Scotia". This has been purchased for the Library and will be a permanent record of a very good friend as well as a source of information and pleasure to its readers.

R.S.B.G.

GROUP PROGRAMME

THE LONDON SECTION

By the time this is in print the London season of 1962/63 will have opened. All C.P.S. members resident in the London area have received programmes but, for interest, and in the hope that some others may be able to drop in one evening, the following is a copy—

1962

- Sept. 20 General Display
(6 sheets per member).
Oct. 18 Mr. W. E. Lea, F.C.P.S.
"The Pence Issues".
Nov. 8 Mr. C. H. C. Harmer
"Newfoundland Air Mails".
Dec. 8 Grand Auction

1963

- Jan. 10 Chairman's Evening.
Feb. 7 Mr. Alan W. Robertson, M.B.E.
"More Maritime Postal History"
(with colour projection).
Mar. 7 Members' Invited Displays.
April 4 Beaver Cup Competition
Judge: Cdr. G. Bridgmore Brown,
R.N.R.
May 9 Annual General Meeting and Displays.

It only remains to add that all meetings are held, by courtesy of Mr. Robson Lowe, at 50, Pall Mall, S.W.1. from 6.45 to 8.30 p.m.

R. S. B. GREENHILL

Amendments to Membership to 31st AUGUST 1962

New Members.

- 1409 FRASER, D. D., 7826 Laburnum St., Vancouver 14, B.C., Canada.
 1410 SMITH, M. W., 150 Seaview Place, Lions Bay, Horseshoe Bay, B.C., Canada.
 1411 TOPF, K., 45 Wartenbergstr 31, Osnabruck, Germany. S.P.
 1412 COLLINS, T. H., 70 Trent Boulevard, West Bridgford, Notts. PS
 1413 LEA, W. E. Jr., 15 Heath Rise, Kersfield Rd., Putney, London, S.W.15.

Resignations.

- 897 B. L. Barker.
 338 P. E. R. Bishopp.
 741 H. S. Bowley.
 1193 Dr. H. C. Hazell.
 770 W. H. Kiefaber.
 1312 S. Owen-Davies.
 449 H. J. Piper.

Removed under Rule 6.

- | | |
|----------------------------|------------------------|
| 89 J. Anderton | 1280 D. Kozar. |
| 716 R. B. Anderson. | 834 H. C. Linton. |
| 1274 J. J. Backes. | 959 C. D. Lyford. |
| 913 K. Bileski. | 823 K. McDonald. |
| 1187 E. A. Britney. | 643 E. L. Martindale. |
| 383 F. L. R. Brewn. | 1219 W. O. Martindale. |
| 1145 G. E. M. Bussey. | 1283 R. S. Moore. |
| 1246 H. E. D. Chapdelaine. | 772 R. Moss. |
| 739 E. Combes. | 916 J. H. Mountain. |
| 850 N. Dean. | 1067 H. A. Pascoe. |
| 305 D. E. F. Easton. | 1139 J. W. Scott |
| 690 A. Findlay. | 1216 J. L. Shea. |
| 1210 F. C. Garraway. | 1296 S. C. Sherrin. |
| 1095 P. C. Gordon | 1169 A. Stern. |
| 1278 W. J. Hassan. | 1047 N. C. Tunna |
| 934 C. Helliwell. | 554 H. B. Varley. |
| 1051 M. S. Helliwell. | 795 D. N. A. Wells. |
| 1235 J. Jack. | 879 P. D. Wilman. |
| 1090 D. R. Kirch. | 792 A. B. Wood. |

Change of Address.

- 1096 CRAWFORD, D. A., P.O. Box 249, Chester, N.S., Canada.
 1160 FEERO, F. W., 829 Manawagonish Rd., Lancaster, N.B., Canada.
 1271 EVEQUOZ, A. R., 8585 Esplanade, Montreal 11, Canada.
 593 FAIRBANKS, A. G., The Chequers Place, 3033 Sherbrook St., Westmount 6,
 P.Q., Canada.
 1322 MALOTT, F/L R. K., Air Weapons Unit, RCAF., CAPO 5047, Canadian Air Forces
 Europe.
 1092 MOORE, R. R., 44 North Hillside Ave., Chatham N.J. U.S.A.
 1011 RORKE, W., Barrister and Solicitor, 511, Teglet Bldg., Edmonton, Canada.
 1269 SLATE, W. H., 21 Caatle Knock Rd., Suite No. 3, Toronto 12, Canada.
 1041 WEBB, Lt/Col. R. H., 14343 Sunset Drive, White Rock, B.C. Canada.

Information required of new address.

- 1170 CLEM, Lt/Col. W. A. Jr., Q.M. Subs School, QMTC, Fort Lee, Va., U.S.A.

Net Change—40.

New Total—803.