

MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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66, East Bawtry Road, Rotherham, Yorkshire

Opinions expressed in the various articles in this journal are those of the writers and are not necessarily endorsed by the Society

Published Every Second Month by the Canadian Philatelic Society of Great Britain

Issued Free to Members

Additional copies, 3/6 each

Vol. 11, No.10

APRIL, 1967

Whole No. 106

EDITIONAL

The Tapling Medal

Elsewhere in this issue we have the pleasure of publishing a review of what is undoubtedly a major work on Canadian philately: *The First Decimal Issue of Canada, 1859–1868*, by Geoffrey Whitworth. Now, as we go to press, we have been informed that a most fitting tribute to the work of the author has been paid by the Royal Philatelic Society in the award of the much-coveted Tapling Medal for the best paper published in the *London Philatelist*. The paper *The First Decimal Issue of Canada, 1859–1868* appeared in the February and April 1966 issues and we hasten to add our congratulations, and those we are sure of all our members, to Mr. Whitworth. On the principle that an honour to one of our members is an honour to the Society we can be doubly happy in such an outstanding success.

Convention 1967

Inset with this issue is the usual hotel booking/exhibition entry form. Its early insertion appears to be advisable because several members have already booked accommodation at the Burlington Hotel with Mr. L. D. Carn, and it could well be that if we delayed the issue of the form until June, members might find most, if not all, of the accommodation already taken up. The form is a reminder, then, that it is not too early NOW to let Mr. Carn know your requirements. Neither is it too early to let Major Ellis know about what YOU propose to enter for the Exhibition, details of which are included on the form.

The Exchange Packet

Of all the services provided by the Society, the Exchange Packet is without any doubt whatsoever, one of the most popular, if not the most popular. And of all the work voluntarily undertaken by our officers that of the Exchange Packet Secretary is undoubtedly the most onerous and time-consuming. There is no doubt also that the load could be lightened IF members would abide by the rules, which are designed to protect contributors and purchasers. That many

members are meticulous in observing the rules does not alter the fact that a few can cause, through negligence or ignorance, not only extra work but also extra worry. PLEASE make it a point of honour to read the rules carefully and to abide by them most strictly. It would also help if purchasers remembered that no one can buy if no one is prepared to sell; that invariably there are more members who wish to see the Exchange Packet than are prepared to support it by their own contributions. Mr. Bielby is in URGENT need of more contributions IF THE PACKET IS TO CIRCULATE AT ALL IN THE FUTURE. The well is nearly dry and there is a limit (according to an old proverb) to the number of times a pitcher can go to it before it comes back dry. It has been estimated that if all the unwanted material in the possession of members were to be placed on end it would stretch from Lands End to Harrogate, or, shall we say John o' Groats to Harrogate? Certainly, without any exaggeration, it would stretch a long way, On the assumption that 'every little helps', and in this case it surely does, may we ask YOU to do your little bit in appreciation of what is done for YOU?

In a way this is not a statement of fact; it is more like an ultimatum—no contributions means no packet and it will always be so until we find a conjurer, which the Exchange Packet Secretary does not claim to be, unfortunately.

Canadian R.P.Os.

Since the announcement in our last issue of the impending publication of *A History of the Canadian Railway Post Office* we have been overwhelmed with encouraging offers of support from members both at home and abroad. An earlier estimate of the numbers of copies likely to be required has had to be revised upwards and a publication date in late September has now been fixed. It is proposed to issue a full prospectus with our next issue, after which firm orders will be acceptable in order that a printing figure can be established. Incidentally, the very heavy publication costs have prevented the Society from sponsoring this work. These are being borne privately but we are grateful to the officers of the Society for their encouragement and offer to place advertising space at our disposal. We are also grateful for the hundreds of letters received during the past two months from members who have written in appreciation of the work of the R.P.O. Study Group. It has been quite impossible to acknowledge these personally and we should therefore be grateful if this form of acknowledgement is accepted, inadequate though it may be.

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'67 CONVENTION AUCTION

The auction this year will be in the hands of Mr. W. Williams who will be assisted by Mr. R. S. B. Greenhill. Please note, however, that all lots should be sent to Mr. K. Sargeant at 64, Susans Road, Eastbourne, Sussex, AS SOON AS POSSIBLE.

Members are particularly asked to note that:

- (a) ONLY B.N.A. material can be accepted.
- (b) Closing date to guarantee inclusion in the catalogue is 16th July, 1967.
- (c) If possible please send a note of the estimated value, and the reserve, if any, together with a brief description of the lot.
- (d) Do NOT send lots with an estimated value of less than 20s.
- (e) Single stamps and small lots should be mounted on paper or card NOT MORE THAN 5 ins. (horizontal) by 6 ins. (vertical).
- (f) Commission on sales is 10 per cent (on prices realised 50s. and over), 15 per cent on prices realised less than 50s.

All lots must be forwarded to Mr. Sargeant (address above). Please mark the parcel or envelope C.P.S. of G.B. in the bottom left hand corner. A stamped and addressed card must be enclosed if a receipt is required.

Catalogues will be available in late July and further details will be published in the next issue.

PLEASE SUPPORT THE CONVENTION AUCTION AND HELP THE SOCIETY. PLEASE HELP MR. SARGEANT BY SENDING YOUR LOTS EARLY.

21st Convention of the C.P.S. of G.B.

Wednesday, 4th October to Saturday 7th October, 1967. To be held at the Burlington Hotel, Grand Parade, Eastbourne; Sussex. Telephone: 22724.

Application for reservation should be made to:—

Mr. L. D. Carn, 138, Whitley Road, Eastbourne, Sussex. Tel. 24381. (Hotel booking form enclosed with this issue).

FOR YOUR DIARY

On Monday, 8th May, 1967, the Bradford Philatelic Society is holding a special meeting when three distinguished members, Mr. J. N. Sissons, Dr. C. M. Jephcott and Mr. V. G. Greene, R.D.P. will be the speakers.

The exact nature of the displays is not yet known but the Bradford Philatelic Society has kindly extended a cordial invitation to anyone interested to attend at 'Nederlands', 30, Brantwood Close, Heaton, Bradford, Yorkshire, at 7.45 p.m.

This will be a rare opportunity to hear three foremost authorities on B.N.A. philately and postal history and it should not be missed. Make a note of the date: 8th May. Your presence and support will be appreciated; YOU will appreciate the interesting evening that is undoubtedly in store.

The Montreal Barred Cercles

by
Dr. M. W. Carstairs



FIG. 1



FIG. 2



FIG. 3



FIG. 4



FIG. 5



FIG. 6



FIG. 7

The Barred Circle cancellations of Canada, known also as the forerunners of the Squared Circle, were made in 1892 and issued to ten towns in Canada and Newfoundland.

There are two distinct types. In one the year date is incorporated in the rim of the canceller at the base and was probably an immovable part of it. This type was used at Halifax, Hamilton, London, Montreal, Ottawa, St. John, N.B., Toronto and Winnipeg. (Fig. 1).

In the second type the year date was inserted with the rest of the date plugs in the centre of the obliterator where, in the first type, the time of despatch was placed. This type was used at St. John's, Newfoundland and Seaforth. (Fig. 2).

If in the first type the year date was not moveable, then clearly the postmarks could not be used in 1893 or later. 1893 postmark dates have yet to be found for Halifax, Hamilton, London, St. John, Toronto and Winnipeg, but they have been seen for Montreal and Ottawa.

Ottawa is known used in 1893 only in the middle of March. (March 8th till 18th is quoted in the Squared Circle Handbook.) The author has examined a number of stamps bearing these dates and can find no difference between these and the 1892 dates, which rules out the possibility of a second hammer. It is suggested that perhaps the Postmaster removed the year date in early 1893 by force and 'stuck on' 93, but his work did not last and after ten days or so, the year date fell out and the hammers had to be abandoned.

In Montreal the circumstances are very different. 1892 and 1893 dates are extremely scarce and the author has not been able to locate any, but copies can be found in later years up to 1905.

In Dr. Whitehead's handbook on Squared Circles two hammers are recorded for Montreal, proofed in 1892 and 1894 and drawings of these can be found in Mr. A. E. Smythies' handbook on Registered Letter Stamps. In B.N.A. Topics of September, 1957, a remarkable article by the late Col. Duncan McLellan showed how he had separated six hammers by careful and accurate measurement.

The author of this article has attempted to check these results and has been fortunate to study much of the same material. Several points soon become apparent. In some of the strikes a wide break in the rim was seen at the base and in others two small breaks in the lower half of the rim. These breaks seem to indicate how the year date was changed. If the lower half of the rim was detachable then it would be easy to insert new type, and if the Postmaster forgot to replace the lower half then a large 'break' would appear in the rim.

The idea of separating the hammers by measurement was abandoned as individual strikes frequently varied by the all important half mm. However, by correlating the spacing of the lettering with the third (thick) bar, a workable scheme was arrived at and five different hammers could be easily distinguished.

These are described as follows:—

I. Probably Whitehead's 1st hammer proofed on 2nd, January 1892. Circle diameter 27 mm. Length of 3rd bar 12 mm.

The lettering is bold and quite far from the rim. The right limb of the 'R' of 'Montreal' and the right diagonal of the 'A' of 'Canada' point to the 3rd bar. There are two breaks in the rim at 5 and 7 o'clock which probably allowed the lower half to be detached. (Fig. 3.)

II. Probably Whitehead's 2nd. Hammer proofed on September 29th, 1894. Circle diameter 27 mm. Length of third bar 16 mm. The lettering is close to the rim of the hammer. The 'T' of 'Montreal' and the left vertical of the 'N' of 'Canada' point to the third bar. No breaks have been found in the rim of the hammer. (Fig. 4.)

III. Proofing not known, possibly before the second hammer. Circle diameter 26½ mm. Length of third bar 15 mm. Lettering close to the rim of the hammer. The left limb of the 'R' of 'Montreal' points to the 3rd bar and the right diagonal of the first 'A' of 'Canada' is just above the lower end of the third bar. A break of 6—7 mm. is found frequently at the base of the rim. (Fig. 5.)

IV. Proofing not known. Circle diameter 27 mm. Length of third bar 16 mm. almost identical to type II but the 'T' and left leg of 'R' of 'Montreal' and right diagonal of the first 'A' and left limb of the 'N' of 'Canada' are opposite the third bar. Occasionally a break can be found at the base of the rim. (Fig. 6.)

V. Proofing not known. Circle diameter 27 mm. Length of third bar 14 mm. This one is quite different from the others, the lettering is widely spaced and the bars are crushed up at the top and bottom of the postmark. There

may be only two bars at the base but insufficient strikes have been seen to prove this. The 'R' of 'Montreal' straddles the 3rd bar and the left diagonal of the first 'A' of 'Canada' points to the third bar on the other side. (Fig. 7.)

Analysis of the 35 copies seen by the author is as follows:—

| Hammer | Number Examined | Earliest and Latest Dates | Time Marks |
|--------|--------------------|---------------------------|----------------------------------|
| I | 2 | Jan. 22 94—Feb. 17 94 | AII, P2 |
| II | II | Jun. 18 95—Dec. 23 01 | P1, P2, P4, P5, P7 5P and N12 |
| III | II | Nov. 29 94—Ju. 8 00 | A8, A9, AII, P3, P5, P10 |
| IV | 8 | May 26 98—Feb. 28 02 | A7, A8, A10, P2, P7, and P12 |
| V | 3 | Jun. 11 00—Dec. 26 02 | IIA and 5P |

Hammer III with the circle broken at base can be found from 1896 and Hammer IV similarly incomplete in 1899, but 'complete' circles can be found after these dates.

It can be seen from this table that four out of five hammers were in use together in 1900. They must have been very widely used as all registered mail addressed to, despatched from, or in transit through Montreal at this time seems to bear them. They were seldom used to cancel stamps though Hammers II, III, and IV have been seen as the sole postmark on loose stamps.

It would be greatly appreciated if collectors could send me any further details of this most interesting group of Experimental Montreal Registered postmarks, in particular any that do not fit into this classification.

References:—

- B.N.A. Topics—Barred Circle Postmarks of 1892.
- Col. Duncan McLellan. September, 1957.
- Canadian Registered Letter Stamps and Cancellations, 1875–1902.
- E. A. Smythies and A. F. Smith.

The Squared Circle Postmarks of Canada. Dr. A. Whitehead.

My thanks for the loan of material from the following collections: Mr. J. Miller-Allan, Mr. S. Cohen, and Dr. C. W. Hollingsworth and also to other members who by their exhibits at Convention and Seymour Hall have unwittingly aided me.

CONTRIBUTIONS FOR JUNE ISSUE

Contributors are reminded that the last date for the receipt of reports and notices (to guarantee inclusion in the June issue) is 30th April. Separate reminders by post have been discontinued.

POST OFFICES OF SASKATCHEWAN

by Dr. J. G. Byth

L

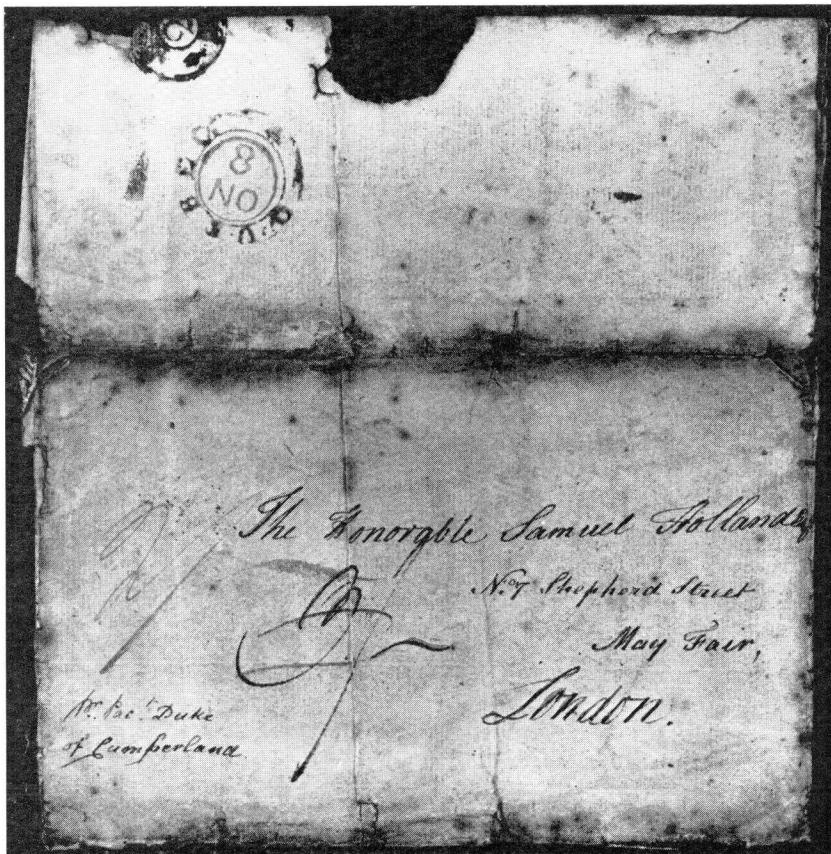
- | | | |
|--------------------|----------------------|----------------------|
| 1. Lac la Ronge* | 44. Lawrie* | 88. Lintlaw |
| 2. Lacadena | 45. Lawson | 89. Lippentott* |
| 3. Lacordaire* | 46. Layco* | 90. Lipton |
| 4. Lac Pelletier | 47. Leacross | 91. Lisieux |
| 5. Lac Vert | 48. Leader | 92. Little Buffalo* |
| 6. Ladder Valley* | 49. Leakville* | 93. Little Woody |
| 7. Ladstock* | 50. Leask | 94. Livelong |
| 8. Lady Lake | 51. Lebret | 95. Lizard Lake |
| 9. Lafleche | 52. Leckford* | 96. Llewellyn* |
| 10. Laird. | 53. Le Clair* | 97. Lloydminster |
| 11. Lajord | 54. Lecoq* | 98. Lockerbie* |
| 12. Lake Alma | 55. Lehman* | 99. Lockwood |
| 13. Lake Centre* | 56. Leigh* | 100. Logberg* |
| 14. Lake Ignace* | 57. Leinan | 101. Log Valley* |
| 15. Lake Four* | 58. Leipzig | 102. Lone Rock |
| 16. Lake Lenore | 59. Leitchville* | 103. Lonesome Butte* |
| 17. Lake Madge* | 60. Lemberg | 104. Lone Spruce |
| 18. Lakenheath | 61. Lemsford | 105. Lone Star* |
| 19. Lake Park* | 62. Leney | 106. Longfield* |
| 20. Lake Valley | 63. Lenora Lake* | 107. Longhope* |
| 21. La Loche | 64. Lens* | 108. Loomis |
| 22. Lampman | 65. Lenvale | 109. Loon Forks* |
| 23. Lampard | 66. Leofeld* | 110. Loon Lake |
| 24. Lancer | 67. Leofnard | 111. Loon River |
| 25. Lance Valley* | 68. Leoville | 112. Loreburn |
| 26. Landestrew* | 69. Lepine | 113. Lorenzo |
| 27. Landis | 70. Leross | 114. Lorlie |
| 28. Landrose* | 71. Leroy | 115. Lost River |
| 29. Landscape* | 72. Leslie | 116. Lothian* |
| 30. Lang | 73. Leslie Station* | 117. Louvain* |
| 31. Langbank | 74. Lestock | 118. Lovat Station* |
| 32. Langmeade* | 75. Lestock Station* | 119. Love |
| 33. Langenburg | 76. Lewyan | 120. Lovell* |
| 34. Langham | 77. Lewiswyn* | 121. Loverna |
| 35. Lanigan | 78. Liberty | 122. Lucky Lake |
| 36. Laniwci | 79. Lidgett* | 123. Luella* |
| 37. Laporte | 80. Liebenthal | 124. Lumsden |
| 38. La Ronge | 81. Lightwoods* | 125. Lumsden Beach |
| 39. Larsen* | 82. Lilac | 126. Lundeen* |
| 40. Lashburn | 83. Lillestrom* | 127. Luseland |
| 41. Last Mountain* | 84. Lilydale* | 128. Lydden* |
| 42. Laura | 85. Lily Plain | 129. Lydiard* |
| 43. Laventure | 86. Limerick | 130. Lynthorpe* |
| | 87. Linacre | * Office closed. |

NOT EVEN THE EDITOR can make bricks . . .
 without straw. Please support him by sending your news and
 views on all branches of B.N.A. Philately and postal history.
 Don't leave it to 'the other fellow' — he never was any
 good anyway!

A Bishop Mark of 1788

by J. J. Bonar, F.C.P.S.

A number of years ago I bought the cover now illustrated chiefly as a specimen of one of the early Bishop Marks used at Quebec. As an item of Postal History it has several points of interest. When I examined the cover more carefully I found also considerable historical interest in the recipient of the letter and in its contents. The Postal History interest will supply this article. I hope to deal with the purely historical in a later issue.



The letter is dated Quebec, 7th November, 1788, 11 o'clock p.m. and the Bishop Mark is that of the following day. The charge was first noted in black as 3s. 0d. presumably for payment by the recipient. This was struck out and 2s. 0d. entered in red denoting prepayment of twice the normal rate for letters by the New York Packet. The letter is endorsed as to travel by the Packet *Duke of Cumberland* and the only other postal marking is the London receiving stamp of 2nd January, 1789. The seal has no decipherable device.

The letter explains the reduction in the charge. It was to travel by the Packet that brought General Hope and accordingly must have been sent in the official bag to New York. It also enclosed a copy of a map and this accounted for the double rate of charge.

It is of interest to note that the letter bearing this Bishop Mark illustrated in Boggs, Volume I p. 21 bears the same date and the same London receiving stamp. It may even be written by the same person. It is endorsed to travel 'p Pact.' without giving a name and is rated 1s. Od. being apparently without an enclosure.

The Packet by which the letter travelled was *The Duke of Cumberland*. Robertson's Ship Letters records it from December 1755 to June 1803 without any reference to its building or to its end and does not mention any incidents in its history. It was one of the Falmouth Sailing Packets under contract to the Post Office.

SUBSCRIPTIONS

Membership of the Society is open to all interested in the study of the history and postage stamps of the Dominion of Canada and the former British North American Provinces. The annual subscription (£1) is payable on 1st October for the ensuing twelve months. (Overseas members are requested to remit subscriptions free of charge to the Society.)



Newfoundland 'Ms. Martinsyde' on cover. Sold for £3,000 at the Bond Street Auctions.

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PLEASE NOTE:

- (a) Blank booklets are obtainable from the Packet Secretary at 5d.
(plus postage).
- (b) Contributors are reminded that they are given PREFERENTIAL
TREATMENT on the Circulation List.

An Introduction To Stamped Air Letter Sheets

by R. S. B. Greenhill

The Air Letter, or Aerogramme, service which had been extensively used between the civilian population and the Canadian Armed Forces from June, 1942, was made available for purely civilian use from 11th September, 1944. It was not until 27th August, 1947, that Air Letter Sheets bearing printed stamps were issued. Four designs for the postage stamp have been adopted since that date:—

- Type 1. King George VI head.
- 2. Aeroplane.
- 3. Aeroplane and Globe.
- 4. Maple Leaf above aeroplane.

All Air Letters are on blue-grey paper of varying shades with script watermark reading 'Rolland/Croydon/Air Mail Canada' in three lines. Examples without watermark can be found in Types 1, 2 and 3 but, so far as I can ascertain at present, Type 4 is without watermark.

Four styles of sheet cutting have been adopted:—

- (a) Two horizontal folds with three protruding gummed flaps.
- (b) Two horizontal folds with diagonal corners joining the gummed flaps.
- (c) One vertical and one horizontal fold with two protruding gummed flaps.
- (d) One vertical and one horizontal fold with diagonal corner joining gummed flaps.

TYPE 1

The sheets of Type 1 provide an interesting introduction to this study as they were produced by three different printing firms.

1. 27 August, 1947, 10 cents—Printed by Le Comptoir National Engrs., Montreal, in style (a) they appear with either square or rounded corners on the bottom edge. The box measures 45 x 27 mm. and lettering throughout is in Gothic style. When folded the sheet measures 6in. x 3½ ins. and there are four lines for the addressee measuring 68 mm. each.
2. 3 September, 1947—10 cents—as No. 3
3. 4 October, 1947—15 cents—Printed by Globe Envelopes Ltd., Toronto. in style (b). Box is 48 x 27 mm. Roman lettering in box, with upper and lower case on reverse. Size is 6in. x 3½in. and the addressee lines measure 65 mm. These lines on the 15 cents sheet measure 66½ mm. There is a nice variety on the 10 cents sheet where the last letter E is missing from the instruction 'SECOND FOLD HERE'.

4. 6 April, 1948, 10 cents—Printed by Le Comptoir National in style (c) from curved plates, the stamp being from a steel die and the inscription from a rubber plate, thus accounting for variations in space between box and stamp. Box 47 x 26 mm. Roman letters in box and Gothic on reverse. Size 5in. x 3 $\frac{3}{4}$ in. The addressee lines measure 67 mm. This sheet lacks any folding instructions and there are examples of faulty type in the instruction as to no enclosures being permitted.
5. September, 1948, 10 cents—Printed by Globe Envelopes Ltd. in style (c) from flat plates. Box 44 $\frac{1}{2}$ x 25 $\frac{1}{2}$ mm with much narrower Roman lettering. Gothic characters on reverse with no folding instructions. The size when folded (and this applies to all subsequent examples) is 4 $\frac{3}{4}$ in. x 3 $\frac{3}{4}$ ins. Four addressee lines measure 65 mm. There are numerous examples of broken dies.
6. February, 1949, 10 cents—*as No. 7.*
7. February, 1949, 15 cents—Printed by Globe Envelopes Ltd. in style (d) from flat plates. This reverts to a wide Roman lettering in the box with upper and lower case on reverse with no folding instructions. From examples studied there appears to be variations within this printing of the 10 cents. For example the box varies from 46 $\frac{1}{2}$ x 26 mm. to 48 $\frac{1}{2}$ x 27 mm., and the addressee lines from 64 to 66 $\frac{1}{2}$ mm. The printing of the latter of these examples presents a heavier appearance.
8. February, 1949, 10 cents—*as No. 9.*
9. February, 1949, 15 cents—Printed by Barber Ellis & Co., Brantford, in style (d). The letters of 'AIR LETTER/PAR AVION' are a narrower Roman type than Nos. 6/7 above, but again have upper and lower case printing on the reverse with no folding instructions. Box measures 48 $\frac{1}{2}$ x 26 $\frac{1}{2}$ mm. and the addressee lines 67 mm. These two sheets will be found to have the paper scored to indicate where to fold.

TYPE 2

We now come to the Air Letter sheets of 1950–52 where the postage stamp took the form of an aeroplane. Printed by Enveloppe Internationale Ltee, of Montreal in style (c) there are two Dies:—

- A. Horizontal line between the port wing and the hills is wavy. This was printed on rotary press from curved rubber plates on a continuous roll, and then die cut by hand machine. The stretching of the rubber plates gave rise to many varieties of spacing and faulty printing.
- B. The horizontal line referred to above is now straight. These were printed from curved steel plates which gave a clearer print with freedom from varieties caused by plate stretch.
10. 18 August, 1950, 10 cents—Die A. Apart from printing varieties which abound for reasons given above there is a wide difference in the density of blue of the stamp despite comparative uniformity in other blue printing. Instructions for first and second folds and for opening now appear on this and subsequent Air Letters.

11. December, 1950, 15 cents—Die A. Similar comments as for No. 10 except that the colour of the stamp is red.
12. April, 1951—10 cents—Die B. *as No. 13.*
13. April, 1951, 15 cents—Die B. The printing is much clearer but some variations can still be found in the measurements and shades.
14. 1952—10 cents. Die B. *as No. 15.*
15. 1952—15 cents.—Die B. These printings are as for April, 1951, except that a figure '52' appears on the reverse. This figure comes in two sizes— $1\frac{1}{2}$ and 2 mm. in height.

TYPE 3

The printers for this Type were the Canadian Bank Note Company. An entirely new lay-out was designed and printed by the offset process. The air letters are of style (c) and guide marks in the form of a right angle are found within the right angle formed by the gummed flaps.

16. 11 August, 1953—10 cents. The word 'AEROGRAMME' appears at top left of the address panel. The four addressee lines measure 64 mm.
17. 1955—10 cents. The word 'AEROGRAMME' has been moved to lower left and the addressee lines now consist of two by 83 mm., one by 64 mm. and one by 45 mm.
18. 1956—10 cents. As for No. 17 except that 'FIRST FOLD HERE' has been moved from the centre of the plain reverse side to the left of the panel in which the sender's address appears.
19. 1956 (Christmas)—10 cents. As No. 14 but with Christmas and New Year greetings printed in red in the sender's address panel.
20. June, 1958—10 cents. Lay-out is as for No. 18 except that the lines surrounding the address panel are thinner. The guide line for the first fold and all address lines on front and reverse consist of dots.

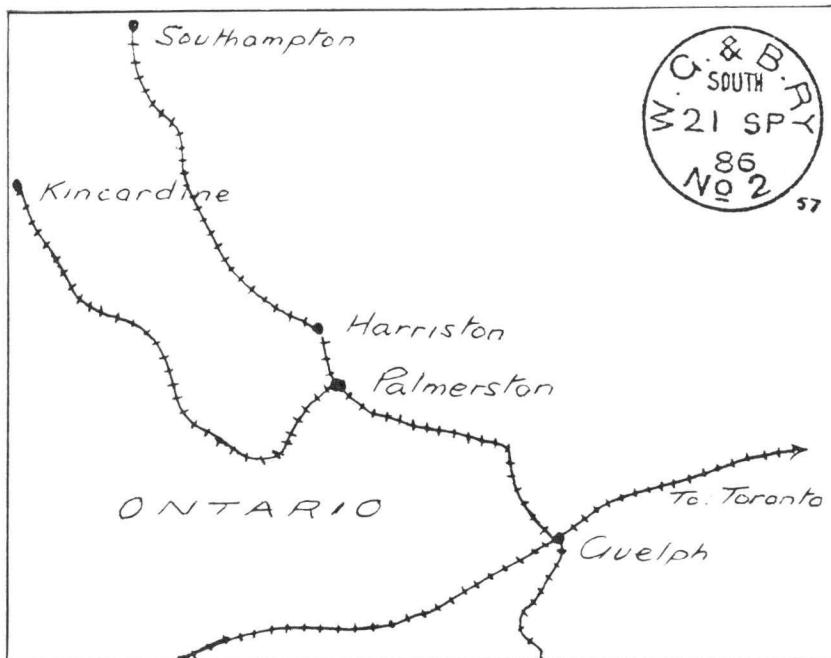
TYPE 4

This type comes on a paper of a rather deeper blue-grey and, so far as can be ascertained is not watermarked.

21. 4 July, 1960—10 cents. The dotted lines of address are two by 81 mm. and two by 74 mm. There is also an unstamped type of this in which the red horizontal line between AIR MAIL and PAR AVION is only 24 mm. long instead of extending across to meet the stamp.
22. Current (date not known)—10 cents. As No. 21 but now five dotted lines for the addressee—3 by 81 mm. and 2 by 74 mm. On the reverse 'POSTES CANADA POST' has been added under the instruction regarding no enclosures. I have not seen an unstamped example of this.

Acknowledgment is gratefully given to Holmes Catalogue for the basic information regarding issues to 1958. Otherwise notes are derived from examples in the collection of the writer who will welcome further information and correspondence with any interested member.

The Wellington, Grey & Bruce Railway by L. F. Gillam, F.C.P.S. Part XLVII



This railway was incorporated in 1864 with power to build from Guelph to Southampton, with branches to Kincardine etc.

In 1869, before construction began, the railway was leased to the Great Western for 1,000 years. The lessor undertook to supervise the construction of the line and to provide the necessary rolling stock and installations. The Great Western also guaranteed the payment of 30 per cent of gross revenues to the bondholders and to set aside 20 per cent of the revenue derived from the exchange of traffic with the Great Western for the redemption of Wellington, Grey & Bruce bonds. The latter were underwritten by the Great Western to a maximum of 10,000 dollars a mile. This figure was increased to 12,000 in 1870 at which time the Great Western also undertook to purchase the securities.

Construction began between Guelph Junction and Alma (22 miles) in 1870 and was completed at the end of this year. The head of steel reached Harriston, 27 miles beyond Alma in October, 1871, and by June of the following year Paisley was reached, a further 37 miles. The line was completed to Southampton, a further 16 miles in December.

At the same time work on the branch line between Palmerston and Kincardine proceeded (the Southern Extension). The first section was opened between Palmerston and Listowel, 9 miles, in December (a fortnight after the main line) but thereafter work proceeded very slowly. It was not until Decem-

ber, 1874 that the entire line from Palmerston to Kincardine was finally completed (67 miles).

The line was poorly constructed and proved a bad bargain for the Great Western. In 1882 it passed with the latter under the control of the Grand Trunk.

Railway Post Offices were established on the Wellington, Grey & Bruce immediately after its completion, postmarks reading 'W. G. & B. Ry.' or 'W. G. & B. K. & P.' being known.

These appear to have continued in use after the railway had been absorbed into the Grand Trunk. Other R.P.O.s. which were introduced subsequently are as follows:—

Guelph & Southampton, Palmerston & Kincardine and Palmerston & Southampton.

N.B. The Palmerston & Hamilton, Toronto, Palmerston & Wiarton, Hamilton & Southampton, Harrisburg & Southampton, London & Kincardine and Hamilton & Kincardine also operated partially over this railway.

NEW AEROGRAMME

A new Aerogramme has recently been issued (January 1967?) for Expo 67. This is in reversed form to the normal aerogramme, having the sender's name and address at the TOP and the space for the address at the bottom.

The new Aerogramme shows the Expo symbol at the top left in red with date 1867-1967 in black. Stamp is in new style, with aeroplane with 10 cents above and Maple Leaf (in red) at right, CANADA-POSTES-POSTAGE below.

No enclosure permitted—Ne rien insérer
Postes Canada Post

PRECANCELLED POST CARDS

Various Precancelled Post Cards have been issued during the past two years, in Gibbons Type 215 Q.E.11-1963, 3 cents reddish violet.

Cards are all $5\frac{1}{2}$ in. x 3.4 ins. The stamp being precancelled with 5 Thin Bars in reddish violet, 43 mm. long and about 3 mm. apart.

There are 5 Types of Card known to me.

Plain Cards in WHITE and BUFF.

Cards with POST CARD CARTE POSTALE in two lines; in WHITE and BUFF.

Reply Paid Cards in WHITE with inscription: CANADA (above) REPLY —PAID POST CARD—CARTE POSTALE AVEC REONSE PAYEE in one line measuring 89 mm. overall.

Reply half has CANADA with inscription under, REPLY POST CARD—CARTE POSTALE RESPONSE, measuring 64 mm.

I have not seen this card in BUFF, further information of any other types would be appreciated.

R. B. Hetherington.

CENTENNIAL COVERS (Continued from last issue)

- June 1, 1967 First flight from 'inside' Fortress Louisburgh National Park, Cape Breton, Nova Scotia. Blue Atlantic Fishing Community five cent stamp to be affixed. A separate second cover will also be available bearing the Canadian Confederation Centennial stamp. This is the first flight of any aircraft from this, the oldest fortress in North America.
- June 2, 1967 First flight from Baddeck, Nova Scotia, site of the first flight of heavier-than-air powered aircraft in Canada. Canadian Centennial stamp affixed.
- June 3, 1967 First flight from plaza of Confederation Centre, Charlottetown, Prince Edward Island. Confederation Centennial stamp affixed. A separate second cover will also be available bearing the blue five cent Atlantic Fishing Community stamp. A heliport dedication here is pending.
- June 4-5, 1967 First flights from various P.E.I. communities. Atlantic Fishing Community stamp affixed.
- June 10, 1967 First flight and dedication at Naskwaaksis Heliport, near Fredericton, New Brunswick. Canadian Confederation Centennial stamp affixed. A separate second cover will also be available bearing the Atlantic Community stamp. (Specially printed Dedication Covers of this event also available. See Note No. 2 attached.)
- June 13, 1967 World's first helicopter-to-hovercraft air mail transfer to take place at Reversing Falls, St. John River, N.B. Confederation Centennial stamp affixed. A separate second cover will also be available bearing the Atlantic Fishing Community stamp. (Special printed First Flight covers of this event also available. See Note No. 2 attached.)
- June 13-17, 1967 First flight from several New Brunswick communities. Confederation Centennial and Atlantic Fishing Community stamps affixed.
- June 20-26, 1967 First flights from many small Quebec communities. Confederation Centennial stamps affixed.
- June 27, 1967 First flight from EXPO 67 heliport. EXPO 67 stamps affixed.
- June 30, 1967 First kayak-to-helicopter mail pick up and delivery, Hull, Quebec. Confederation stamps Centennial affixed.
- July 1, 1967 Dominion Day. First flight from Toronto, Ontario. Confederation Centennial stamps affixed.
- July 3-4, 1967 First flights from six Ontario communities along the St. Lawrence Seaway. Red four cent St. Lawrence Seaway Lock stamp affixed.
- July 5, 1967 First flight from Ottawa, Capital of Canada. Confedera-

- | | |
|--------------------|--|
| July 6, 1967 | tion Centennial stamp affixed. |
| July 7, 1967 | Rooftop heliport dedication pending at Stratford, Ontario. |
| July 8-14, 1967 | First flight to Point Pelee National Park, Ontario. This southernmost point of Canadian mainland. Confederation Centennial stamp affixed. Same day. First flight to Pelee Island, Ontario. Southernmost point in Canada. St. Lawrence Seaway Lock stamp affixed. |
| July 16-21, 1967 | First flights from dozens of Ontario communities. Confederation Centennial stamps affixed. |
| July 23, 1967 | First flights from several Manitoba communities. Prairie scene purple three cent stamps affixed. |
| July 26—30, 1967 | Pan American Games stamp on first flight from games opening. Premier Duff Roblin of Manitoba aboard to open games. |
| August 1, 1967 | First flights from numerous Saskatchewan communities. Prairie scene three cent stamp and Confederation Centennial stamp affixed. |
| August 2, 1967 | First flights from several Alberta communities. Prairie scene purple three cent stamp and Confederation Centennial stamp affixed. |
| August 3-5, 1967 | First flight from amongst Buffalo herd at Elk Island National Park, Lamont, Alberta. This is the first time any aircraft has been allowed near the animals. |
| August 6-8, 1967 | First flights from the Northwest Territories. Northern areas brown one cent stamps and Confederation Centennial stamp affixed. Many activities pending. |
| August 11, 1967 | First flights from additional Alberta communities. Prairie scene and Confederation Centennial stamps affixed. |
| August 12-14, 1967 | First flight at opening of Centennial International Abbotsford Air Show, Abbotsford, British Columbia. This will be world's largest air show. Pacific Coast totem pole green two cent stamp and Confederation stamp affixed. |
| August 13, 1967 | First flights from several B.C. communities. Pacific Coast totem pole stamp and Confederation Centennial stamp affixed. |
| August 15-20, 1967 | World's first stagecoach-to-helicopter mail pick up at 100 Mile House in the B.C. interior. Pacific Coast totem pole and Confederation Centennial stamps affixed. |
| August 21, 1967 | First flights from several Alaska communities. Alaskan Centennial stamp affixed. |
| | First flight from Whitehorse, Yukon Territory. Northern areas brown one cent stamp and Confederation Centennial stamp affixed. A separate second cover will also be available bearing the eight cent Alaskan Highway stamp. |

- August 26-29, 1967 First flights from numerous B.C. communities. Pacific Coast totem pole and Confederation Centennial stamps affixed.
- August 28, 1967 First flight and Dedication at Mesa Vista Ranch Heliport, Ashcroft, B.C. Covers will be franked with Centennial ten cent Jack Pine stamp.
- August 30, 1967 First flight from inside Fort Langley National Park, Fort Langley, B.C. This was first B.C. mainland headquarters of Government. This will be the first aircraft ever to land here inside stockade next to Hudson Bay Company original store. Pacific Coast totem pole and Centennial stamps affixed.
- August 31, 1967 First day Canadian Press 50th Anniversary stamp on first flight cover from Vancouver to Vancouver Island. Same day. First flight from Dedication of Georgian Towers Heliport, Twin Totems Ranch, Central Saanich, Vancouver Island, B.C. Covers will carry First Day Canadian Press 50th Anniversary stamp. A second cover will also be available bearing the Pacific Coast totem pole stamps.
- September 1, 1967 First flight from Victoria, B.C. Pacific Coast totem pole and Confederation Centennial stamps affixed. Same day. Last flight. Victoria to Wickaninnish Inn, Long Beach, Vancouver Island, B.C. Pacific Coast totem pole and Centennial stamp affixed. Laurie J. Wallace, Chairman of the Canadian Confederation Centennial Committee of British Columbia aboard.

OBITUARY

Dr. W. M. Orobko

Edmonton, Alta. Stamp Club, Chapter Six of the Royal Philatelic Society of Canada, has lost an active member and club executive by the sudden death on 27th November of Dr. William M. Orobko. He is survived by his widow, daughter Mary-Lyne Helen, son William Peter and a brother, John.

Dr. Orobko was a member of the Royal Philatelic Society of Canada, the Canadian Philatelic Society of Great Britain, the British North American Philatelic Society and the American Philatelic Society.

A leader in his profession, he lectured for a number of years at the School of Dentistry, University of Alberta and had headed his district professional association. He was also a member of the Masonic Order of the Ukrainian Professional and Businessmen's Club.

Three years ago he opened a noon-hour stamp shop in Birk's Building, 'King's Hobbies', which specialised in Canadian philatelic literature. This helped particularly by encouraging many Edmonton collectors to become serious students of philately. Dr. Orobko will be sadly missed by his many friends across the continent.

A. W. M.

New Stamp Issue

EXPO '67 COMMEMORATION STAMP



A Canada Post Office 5 cent commemorative stamp to salute Expo 67 features a view of the Canadian Government $11\frac{1}{4}$ acres 21,000,000 dollar Pavilion on the 1,000 acre Montreal Exhibition site, and will be issued on 28th April, 1967.

Produced in colours of red and blue on white, the stamp is large in size and horizontal in format. It will be available at all Post Offices in Canada for ten days commencing 28th April, 1967, and in Montreal until mid-October.

Engraved from a design by the Canadian Bank Note Company Limited, Ottawa, it has at the upper left a reproduction of the 1967 World Exhibition symbol designed by Julien Hébert, a Montreal industrial artist. The symbol, inspired by one of the oldest drawings of man, consists of eight groups of two drawings forming a circle to emphasize the world-wide brotherhood and friendship of man. The word 'Canada' appears at the upper right above the Pavilion's predominant feature which is an inverted pyramid named 'Kati-mavik', an Eskimo word meaning 'a meeting place'. Remaining elements of the design consist of the words 'Postes-Postage', 'Expo 67' and the denomination.

No production limit has been established as the new issue remains on sale for an extended period.

A significant factor on this occasion is that First Day Covers will be processed by the Canada Post Office from the Expo 67 site with an appropriate die to indicate the source. First Day Covers will not be provided with the customary Ottawa postmarks.

Contributions and articles on all branches
of B.N.A. philately and postal
history are urgently required
for publication in this journal

not so much a postage stamp . . .
more a way of franking

by S. F. COHEN

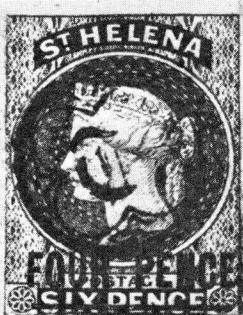
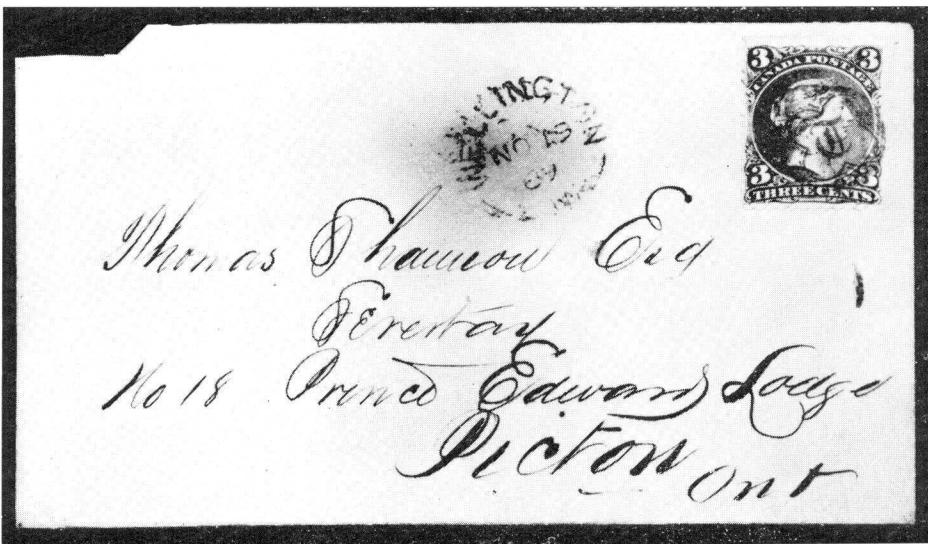
Part VI

The Gothic 'T' of Wellington, Ontario

Many of the fancy types of cancellations found on 19th century Canadian stamps have unsolved mysteries surrounding their origins and the reasons for their use.

One of these has been traced to Wellington, Ontario, where in 1869 an obliterator was in use consisting of a fanciful Gothic letter 'T' set in a seal of circled lines.

No-one has yet been able to explain why this mark was used. (See cover illustration below with Wellington, Ont c.d.s. for Nov. 19th 1869). However, it is remarkably similar, in fact, almost identical, to a postmark found on early St. Helena stamps of the same period. (See below.)



Although I have not seen an example I am told that it is also to be found on early stamps of Chile. Could it be that the postmaster of Wellington, Ontario, had come from either of these two countries and brought his own private obliterator with him? More likely he had received mail from Chile or St. Helena and was so taken with the fancy postmarks that he decided to copy and use them in his own office. I wonder if we shall ever know?

The Canadian Gothic 'T' is usually struck in black and many off-cover examples are known. I have an example on a 6 cents Large Head struck in a bright blue-green.

The Fancy '31' Types of Oshawa

The first time I came across a copy of one of the fancy numeral '31s', it was on a single 3 cents Large Head, found amongst the Bertram material that Shanahan's were 'auctioning' in Dublin. No-one seemed to know anything about it, and its origin could only be guessed as Oshawa, Ontario, because the official 2-Ring type numeral '31' was known to have been designated to Oshawa.

Over the years I had managed to secure the 2-Ring '31' on entire dated 10th July, 1869. Also, three more single copies of the mystery 'barred' '31' postmarks, on off-cover copies of the 1 cent (yellow), 3 cent, and 12½ cents Large Queens. These showed that there were in fact two quite distinctive types. In the first type, there are thick bars surrounding the numerals, in a rectangular shape with a most distinctive 'triangle' of three bars at the top. In the second type, the bars form a circle around the numerals. Nor could one type have been a cut-down version of the other, for none of the bars were found to coincide.

Then, a lucky break in 1962, when a small lot of three Oshawa covers was found at auction in England. All were from the same correspondence luckily surviving the century and addressed to members of the Beatty family of Prince Albert, Ontario.

These surviving envelopes, written within a few weeks of one another are dated as follows:—April 22nd, May 6th and June 3rd, 1870.

The first of these (Ap. 22. 70) shows the fancy '31' type 1, identifying this strike with Oshawa. (*See over.*)

Some time between 10th July, 1869 and 22nd April, 1870, the official 2-Ring obliterator was discarded. Why?

The two later covers (6th May and 3rd June, 1870) each have the stamp obliterated with a bold geometric design (Similar to Smythies/Day No. 814.)

No doubt some readers will have other Oshawa covers which will reduce the time period between these usages, but several questions remain unanswered before the full story can be unravelled of this seldom explored by-way of Canadian Postal History of nearly 100 years ago.

1. Why did Oshawa stop using the official 2-Ring obliterator in 1869–70?
2. When did it re-appear? For it is known on the small queens, so must have been used from 1870.



3. Why were the 'barred 31' types made, and were they used for only a few days or weeks?
4. When was type II used? It is also extremely unlikely that type II could follow type I in the two weeks between 22nd April and 6th May, 1870.
5. Why was the geometric type introduced, with so many numeral types in existence?

If anyone can help me to answer any of these questions a further step forward will be made in the fascinating story of Oshawa, Ontario.

Exchange Packet

Holidays: Members are reminded that if they are going to be away from home for more than three days, the Packet Secretary MUST be notified in good time so that the packet can be diverted.

Receipts: Some members are still not obtaining a signature of receipt when passing on the packet by hand. They are reminded that the insurance company requires a signature of receipt in such cases. If a signature is not obtained, and the packet is lost, **the member failing to obtain a receipt will be held responsible for the full value of the packet**, as the insurance company will not consider any claim under these circumstances. **This also applies if a certificate of posting is not obtained when the packet is sent by post.**

Contributions: These are still urgently required in order to maintain this valued service to members. Please help by sending at least one booklet of good quality material (B.N.A. only) to the undersigned. Good sales are ensured for all reasonably priced material.

J. E. Bielby,
194, Skipton Road, Harrogate,
Yorkshire.

1851

6d. Consort Issue

Collectors of this issue will be interested in the following letter which appeared in *The Stamp Lover*, January/February issue, 1967. It was written by Captain Hughes C. Lockyer, R.N. who has kindly consented to its reproduction and reads as follows:

"While searching "the archives" for something quite different I came across a copy of *Stamp Collecting Notes* (2nd Edition) by W. S. Lincoln: written inside the cover was "With Season's best wishes—W. S. Lincoln, December, 1912" apparently in his own hand.

Glancing through it I noticed the following passage relating to stamps of Canada:

"The sixpence violet of 1851 and the 10 cents (brown) variety of 1860 bore a portrait of Lord Elgin, incorrectly described in some catalogues as the Prince Consort."

As S.G. Part I, 1966, appears to be unrepentant or unbelieving in the matter, I wonder whether any member can throw any light on the subject.

I might say that incalculable years ago I remember hearing a story that a portrait of the Prince Consort was wanted, but none being readily available, one of Lord Elgin, 'who looked something like him', was used as substitute.

Lord Elgin was Governor General of Canada 1846–1854, so one may assume that his likeness was fairly handy in 1851. It could even be that he was the original choice and the description was changed for reasons of tact!

In a subsequent letter to us Captain Lockyer has been good enough to add further 'I have a relative who is on the point of retiring from Chief Engineer of the Canadian Postal Service and I sent him a copy of my 'kite'. He referred it to the Philatelic Branch in Ottawa who replied. 'There is nothing in our records to support any claim that the portrait on the 6d. issue of 1851 is not that of Albert, the Prince Consort.'

'Personally', Captain Lockyer continues, 'I never expected that officially it could be otherwise. But what does intrigue me is where W. S. Lincoln got his version from. I cannot imagine that a man of his eminence, authority and reputation in the philatelic and stamp dealing world would write so categorically unless he had some tangible evidence on which to base his belief.'

'I am told that the original print of the Prince Consort on which the design of the stamp is based can be seen in the British Museum. That being so, even allowing that the stamp was produced in New York, it seems hard to credit that confusion occurred. On the other hand many portraits of bewhiskered gentlemen of the period differ little except in the actual features and 'Stars of Orders.'"

Book Review

CANADA

The First Decimal Issue by G. Whitworth (40 Shillings, 6 Dollars)

This is a study of the 1859 issue; reprinted with additions from *The London Philatelist*. It is published by the Royal Philatelic Society and printed by the White Crescent Press Limited of Luton, Bedfordshire.

The study, which now appears in book form, is the result of many years' research, and is of such a high standard, that the writer was awarded the Tapling Medal for his studies. The volume can take its place alongside, with honour, the volumes of Howes, Calder, Boggs and Jarrett. Canada in its Postal Material has supplied much food for thought and research, and the study has been well served. Whitworth's book runs to just short of a hundred pages, fifty of which deal exclusively with the 5 cents value. It is a complex stamp, and in the pages are shown proof that after the plate was first put to press, it was repaired and received treatment on nine occasions. To prove these facts, diagrams of the ten states of each marginal position on the plate are illustrated. In all there are 36 positions of the marginal copies dealt with, and in addition a similar detailed study and classification of the flaws and re-entries of the 5 cents.

For good measure there are also chapters dealing with the plate features of all the other values, and in the cases of the 12½ cents and 17 cents there are diagrams showing the salient points of each of the hundred positions on the plate—an easy guide to plating these two values. To assist the student there are chapters on the making of the stamps—colours, proofs, postal rates, and finally forgeries.

The plates of the 1859 have had a very full and thorough investigation.

This is an excellent study of the Issue with a vast amount of new information on the various plate features, including how the plates were laid down. This latter fact is almost applicable to most of the Line engraved issues.

MAPLE LEAVES—BACK NUMBERS

The attention of new members of the Society is particularly drawn to the availability of back numbers of the Society's journal. The stocks of these are being rapidly depleted and reprints are not available. Please state Volume No. and whole number required and send your order to the Librarian with remittance (3/6 per copy, post free.)

LENDING LIBRARY

Please refer to the Library List and send your requests to: The Librarian, Mr. R. S. B. Greenhill, The Shieling, Village Way, Little Chalfont, Amersham, Bucks. A comprehensive range of books on all branches of B.N.A. philately and postal history is available to members, free of charge, with the exception of postage charges both ways. Numerous catalogues, check lists and pamphlets are also available.

Letters to the Editor . . .

Mr. R. T. Fraser writes:—

CAMP McKINNEY, B.C.

In 'Letters to the Editor' in the October issue of *Maple Leaves*, Mr. W. B. C. Gray mentions Camp McKinney, B.C. and the possibility of there being a post office at that mining camp during its brief existence.

No doubt Jim Pike will reply to the inquiry but as I also have a little information about Camp McKinney I thought perhaps it might be of interest to Mr. Gray and others.

George Melvin of Vernon, B.C. in his recently published *The Post Offices of British Columbia* shows a post office being opened at Camp McKinney on 1st January, 1895, and closed on 30th April, 1912. So it would appear that Mr. Gray's cancel dated 28th August, 1987, probably is from that town.

Bruce Ramsey of Vancouver in his excellent book *Ghost Towns of British Columbia* refers to Camp McKinney when writing about such places as Brooklyn, Gladstone and Cascade City. Unfortunately he apparently did not visit the remains of Camp McKinney and write up its history.

I have a copy of an investment broker's brochure which gives a somewhat enthusiastic description of Sailor Mines, Camp McKinney, British Columbia with a notation in someone's writing up at the top 'about 1900'. Quoting from it:—

Camp McKinney—"Situated at an altitude of six thousand four hundred feet on round topped hills, about thirty-five miles west of Greenwood, the centre of the Kettle River Mining District and some fifty miles east of Penticton, at the foot of Okanagan Lake; bounded on two sides by Rock Creek, famous for its rich placers".

It then proceeds to describe the Cariboo Mines which were made up of the following mineral claims:—Maple Leaf, Alice, Emma, Cariboo, Amelia, Saw Tooth and Okanagan. An adjoining group of mineral claims had even more colourful names:—Sailor, Snowshoe, Toledo, Diamond, Bellevue, Sailor Fraction, Cariboo Fraction, Iron Duke, Brushwood Boy, Sylvan and Sinbad.

Later it describes McKinney Town:—"The Sailor Consolidated Company own the whole of this town, which is situated on the Sailor and Rover claims and there is every likelihood that this little town, nestling as it does, in the very heart of one of the richest mining camps of British Columbia, may become a place of considerable importance as a mining town. It is very similarly located to Rossland, in this respect, and is situated, as the crow flies, about seventy miles from that city. Several private residences, a club house, and a hotel have been built within the past year. No money has been spared in the laying out and grading of streets and a large number of lots have already been disposed of. This is owned absolutely by the Company and every shareholder has an interest in the town as in the mines, and in time, this alone should be a very valuable asset".

The brochure finishes up with the following:—

'In conclusion we desire to say that the Sailor Consolidated has every thing requisite to make a big dividend payer and to bring large profits to the shareholders, and consider there is not anything which presents a better investment, both as to safety and immense profits, than shares in the Sailor Consolidated Mines of Camp McKinney, British Columbia'.

I regret that I do not have a cancellation of this old mining camp which has joined the many other ghost towns of British Columbia. However, I have hopes that someday one will come my way. I do have cancellations of a few of the other early mining towns of the same area:—Phoenix, Eholt, Boundary Falls, Upper Grand Forks Annaconda and Brooklyn, all closed many years ago. Others such as Midway, Rock Creek, Kettle Valley, Greenwood, Grand Forks, West Grand Forks, Cascade and Fife are still open and going strong.

Mr. F. C. Jewett writes:

1928 Scroll Issue

In Mr. A. E. Stephenson's most interesting article on the 'Scroll' issue of 1928, which appears in the December 1965, issue, he writes:

The values 1 cent to 8 cents were all taken from the same Master Die and thence transferred to a secondary, or working die for each value (P. 40, para 6).

How does Mr. Stephenson explain the square rather than 'notched' corners on the bottoms of the value tablets of the 4 cents denomination? I have puzzled over this for a number of years, and none of the other authors in my library (Jarrett, Boggs, Homes, etc.) have been so bold as to suggest there was only one master die. Perhaps an examination of a proof of the master die will disclose that the whole value tablet, outline included is missing.

(See below).

Mr. A. E. Stephenson writes:

Reference to Mr. Jowett's letter regarding the Master die of the 'Scroll' issue.

It is common practice to make a master die where a series of stamps are required of similar design but of different values.

1. A master die is laid down with the basic design but no values entered.
2. From this die a primary transfer is made and a number of impressions are taken from it, one for each value which will be required.
3. These impressions now form the base for a new secondary or, working die for each value required by engraving in the numeral blocks and the words 'Cent' or 'Cents'. The basic part of the design remains the same for all values.

A further example of this application to primary and secondary dies may be seen in the Admiral issue. There is a difference in the appearance of the 1 cent value and the dollar value, yet both were taken from the same master die.

In the case of the 4 cents bistre of the 'Scroll' issue I can give no explanation beyond the possibility that the working die was done by itself and possibly by another engraver.

It should be noted that various writers give various dates of issue for the 4 cents value. Winn Boggs gives this stamp as being issued on 16th August, 1928, while Gibbons quotes its issue as 1929. Whichever way it is taken it will be seen that this value was a lone star as all the other low values of the issue were released in either October or December, 1928.

Amendments to Membership to 7th March, 1967

New Members

- | | |
|---|-------------------|
| 1547. PAWLUK, W. S., 11606—103rd Avenue, Suite 9, Edmonton, Alta, Canada. | CR2, C1, CS |
| 1548. BURNYEAT, C. E., 9623, Alcott Road, Calgary, Alta, Canada. | |
| 1549. COTTENDEN, D. G., 1585, Oxford Street, Apt. 210, Halifax, N.S., Canada | CR—CQ, CG |
| 1550. GLUBE, R., 404, Francklyn Street, Halifax, N.S., Canada. | PS, R, Map, FF, P |
| 1551. PALSER, D., 136, Clifford Street, Lozells, Birmingham 19 | SC |
| 1552. PATERSON, W. R., P.O. Box 5555, Aukland, New Zealand. | CS, P |
| 1553. CHESHIRE, R. S., Lesotho Mounted Police, P.O. Box 54, Maseru, Lesotho, S. Africa. | PC, CG, BS |
| 1554. GROSS, J., Laubova 2, PRAHA 3/Vinohrady, Czechoslovakia. | P |
| 1555. SUTTON, J. F. H., 51, Grace Avenue, Maidstone, Kent. | C |
| 1556. THOMSON, J., 21, Cleaside Avenue, South Shields, Co. Durham. | C |
| 1557. O'NEILL, G. F., 42, Avenue Road, Weymouth, Dorset. | C |
| 1558. FETHERSTONHAUGH, Miss M. A., Flat 8, 53, Riding House Street, London W.1. | |
| | C, N, B |

Re-instate

1172. TARDIF, Dr. G., 55, Emmerson Street, Edmundston, N.B., Canada.

Change of Address

- | | |
|--|--|
| 527. BYTH, J. G., 54, Maison St. Louis, St. Helier, Jersey, C.I. | |
| 1300. CHADBOURNE, W. W., 536, Ruxton Drive, Georgian Terrace, Wilmington, Del. | |
| 19809, U.S.A. | |
| 1462. CURTIS, W. R., 311, Riverside Drive, Apt. 14, St. Lambert, P.Q., Canada. | |
| 702. GATES, H., 18904, 64th Avenue, Flushing, New York, 11365, U.S.A. | |
| 253. HARPER, G. B., F.C.P.S., 8, Spring Walk, Wargrave, Berkshire. | |
| 487. LUSSEY, H. W., 3, Horizon Road, Apt. 1402, Fort Lee, N.J. U.S.A. | |
| 280. POLLOCK, F. W., P.O. Box 132, Morton, Penna 19070, U.S.A. | |
| 1428. WHITEHEAD, K., 'Greenacres', 23, Sefton Lane, Maghull, Nr. Liverpool. | |

Information required of new Address

742. ADAMSON, M. C., 11, 159 87th Avenue, Edmonton, Alta, Canada.

Death

175. HARD, A. A.

Correction to listing in February issue

1545. HORNING, Dr. W. C., 3175, Sheringham Place, Victoria, B.C., Canada.

Correction to Year Book listing

1497. Moore, G. A., 46 (NOT 45) Ring Road, Stoneygate, Leicester.

Net Change + 12

New Total 645

EXCHANGE

JOIN Continental Exchange Club. Magazine and membership 13/6. Sample magazine 1/- Mint commemorative sets accepted. Continental Exchange Club, Box 472, Woodstock, Ontario, Canada.

CORRESPONDENCE invited with collectors specialising in Newfoundland. Will exchange Canada for Newfoundland. Proofs of Nova Scotia and New Brunswick available in exchange for Newfoundland.—E. P. Tizard, 6338, Vienna Street, Halifax, N.S.

WANTED

'STREET' and District Cancellations. Buy or exchange—any towns. Particular interest, Morris Street, Halifax. Also town and other cancellations on 2cts. Carmine Numerals.—Hollingsworth, 17, Mellish Road, Walsall.

WANTED to beg, borrow or buy, any Canadian Maps showing Railways, period 1880–1910. Condition immaterial. Please help. Your postages gladly refunded.—L. F. Gillam, 66, East Bawtry Road, Rotherham, Yorkshire.

ANYTHING not 'philatelic' from or about Yukon Territory.—Woodall, Holtwood, Wimborne, Dorset.

NEWFOUNDLAND train and ship cancellations, duplex before 1910, on piece or cover. Exchange for Canadian train cancellations, duplex, or buy.—Allott, 61, Twatling Road, Lickey, Near Birmingham.

PRE-1900 British Columbia town cancels on or off cover, any kind and particularly 1876 or 1877 Victoria, B.C., broken circle on cover. Have duplicates for trading.—J. A. Pike, 1927, West 19th Avenue, Vancouver 9, B.C.

CRASH Covers—Wreck covers—salvaged mail, modern and older.—Sergeant, 64, Susans Road, Eastbourne, Sussex.

FOR SALE

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