

MAPLE LEAVES

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THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN
INCORPORATED 1946

Founder:

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EDITORIAL

Convention Auction

Readers are especially asked to note that the latest date by which lots for the 1973 Convention Auction can be received TO GUARANTEE INCLUSION IN THE AUCTION CATALOGUE is 23rd June. By the time this issue is in members' hands, therefore, there will be at the most a fortnight only for lots to be prepared and sent to Mr. Banfield. For further details please refer to page 234 of our last issue or to the Convention Auction Notice inset in this issue.

Library Notice

A note from Mr. Greenhill reminds us of our indebtedness to donors of books to the library, and particularly to Mike Squirell (B.N.A.P.S. Librarian) and George Melvin. Our belated, but none the less sincere thanks for these generous gifts are recorded here on behalf of all our members.

Manchester Airmail Exhibition

We are grateful to Dr. J. J. Matejka Jnr. for a timely reminder that the above Exhibition will be held in Manchester in July. Dr. Matejka is acting as a juror at the Exhibition and has been kind enough to say that he would be glad to meet any of our members who may be attending.

April issue of MAPLE LEAVES

A 'combination of unfortunate circumstances' led to the lateness of our last issue and in the last minute rush a number of gremlins took advantage of the opportunity to invade our columns, unfortunately, 'in considerable force.' We regret to say that they made a particularly vicious attack on David Sessions' article on the Edward VII issues. The corrections below should, however, minimise their effect:

The 'Day' Collection

Members will be interested to learn that Stanley Cohen has now purchased the famous 'Day' Collection of Fancy cancellations. In connection with this we add a reminder that the 2nd edition of the Smythies/Day Fancy Cancellations Handbook has now been published by B.N.A.P.S. and is available from the Handbooks Manager (*see advertisement on back inside cover*).

Corrigenda (Whole number 141)

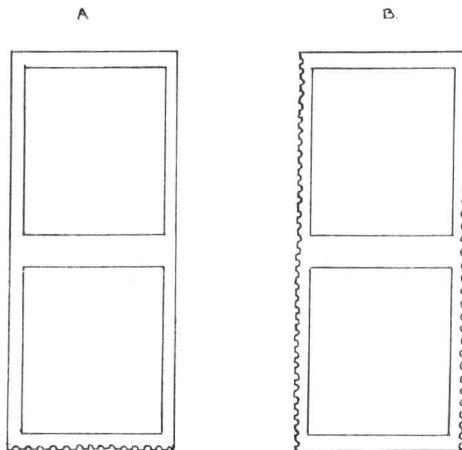
Page 247 line 3 for 'of' read 'on'.

Page 247 (penultimate line) for 'formerly' read 'from'.

Page 248 (14b) line 1 for 'plate' read 'plates'.

Page 251 (end of line 2) should be followed by 'Lea and Sissons items but the accompanying diagrams indicate either a peculiarly perforated sheet or the existence of more than one partly perforated sheet.'

(*EDITOR'S NOTE: We regret the omission of these diagrams from our April issue. These are now reproduced below*).



From the President

I had intended to write a few words of special exhortation and encouragement for the April number of *Maple Leaves* but pressures of all kinds have delayed my good intentions.

As I write these words Philatelists all over the world are saddened by the death of Jack Cartwright who, not only was Past President, Fellow and Honorary Life Member of our Society, but also achieved International distinction by being asked to sign the Role of Distinguished Philatelists, an honour accorded to very few. Our Society is greatly the poorer for his passing.

For some of our members the letters R.D.P., may mean very little, and it is perhaps appropriate to say that nominations for this high award must be philatelists of international repute who have made their knowledge available to others in the form of papers, lectures, published research work, and exhibitions or philatelic collections, as well as in the organisation of Philatelic Exhibitions, Congresses and Societies.

A browse through our membership list will reveal others with the coveted initials R.D.P., after their names, but none have done more for the C.P.S. of G.B. than J.C.

Preparations for Convention 1973 are now getting under way, and it will be a Convention with a difference. The idea of a 4-star hotel was soon abandoned owing to the cost, and it was with relief that I was able to book up The Queens College, where there is space, congenial surroundings and all the facilities we need for our hobby. The College staff in turn are well geared for conferences as they have catered for them for years.

Car parking in Oxford has been an impossible task for at least forty years and members attending the Convention are advised not to bring their cars if possible. There are no parking facilities at the College, but I shall try to arrange with the Police for some places nearer the time, but these may be at a considerable distance from the College, however.

Queens College is situated in the High Street, said to be one of the most noble streets of Europe, within walking distance of many of the colleges and other places of interest. It was founded in 1341 by Robert Eglesfield, confessor to Queen Phillipa, but I hasten to add that none of the rooms in which members are likely to stay will be older than the 18th century and all have wash basins!

While staying in the college we will be asked to abide by the College rules but none of these should cause any alarm to visitors to Convention 1973. By the time these words are read I hope I shall have moved house and my new address will be: Hamilton House, Green End Road, Radnage, High Wycombe, Bucks., but in case of any last minute hitches, I have asked the booking forms to be sent to my working address. It seems everything happens at once, but I have every confidence that it will be all right on the night.

Not so much a Postage Stamp

More a Way of Franking part XVII

by S. F. Cohen

Squared Circle Indiciae

Once the 'bug' bites the squared circle enthusiast, some fascinating sidelines can be collected apart from the search for those elusive new towns and hammers.

The collecting of the fascinating indiciae, the time marks within the bars, can be as much fun as the acquisition of one of the 'lonely greats' as Dr. Whitehead referred to those rare towns like Mission City and Lambton Mills.

What makes 'indiciae' collecting so pleasurable is that many towns have a huge variety of time marks many of which can be extremely rare even on otherwise quite common hammers. Most collectors will have an example of Toronto, but how many have the time marks 9PM, 10PM or 12PM, on the first row of indiciae?

Notre Dame St. West

This town (RF 70) has always been a 'difficult' one to find and appears on many collectors' wants lists. When found, the strikes are often 'bang on the nose' and the first line (time mark) of the indiciae are strangely varied.

All in all, I have managed to find five copies (one on a postcard, and four singles). Surprisingly, all five have different time marks. These are '8' (unrecorded in the Handbook), 12, 16, 18 and 19 (P'card). See Fig. 1 opposite. Four of them are 1 cent small queens and a single 3 cents. So that, even with five examples, I can say that I have no duplicates, as all the time marks are different. The handbook tells me I still have to find '15' and '39'.

Winnipeg IV



Fig. 2

By far the rarest Hammer of the Winnipeg range is Hammer IV, my solitary example of which is illustrated (Fig. 2.). This has distinctive lettering from the other 3 and, again, odd time marks appear on the top line of the indiciae. Nos. 1, 8, 14, 16 and 18 being known. My copy shows a clear '14'. This hammer is believed to have had a very short life indeed. Its only use was between the 22nd and 24th November 1904 and very spasmodically in June 1895. I wonder what happened to it in the years between?

The strangest time mark of all

Of course, the range of interesting indiciae is quite boundless and one could go on giving strange examples for a long time, but one above all stands out in my own collection.

SPECIAL POST CARD.

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Fig. 1 (Postcard above) showing time mark 19.

(Four Stamps, above) Showing from left to right time marks
8, 12, 16 and 18.

Take a good long look at the illustrated (*Fig. 3*) strip of five 3 cents small queens, with its three strikes of the Winnipeg (Hammer III) squared circles.

Yes, the one on the right shows a time mark of '4' and the two on the left both have '5'!!! (*see over*)



Fig. 3 (note from left to right of three strikes time marks 5, 5 and 4)

All three strikes are dated Sep.28 1897. So, what happened here? Maybe it was just carelessness that required recancellation one hour after the first. More likely, the postal clerk looked at the clock, and decided to change his time mark right in the middle of cancelling the stamps.

Now, you can see the fun in collecting 'indiciae'.

IT'S OUT !!

The 1973 *Second edition* of

“Fancy Cancellations of the 19th Century”

By K. M. DAY and E. A. SMYTHIES

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Canada U.S.A. Mail (1792-1851)

by Dorothy Sanderson

Prestamp entire letters or covers which were sent either from Canada to the United States, or vice versa, bear two or more rate marks upon them up to 6th April 1851, when a through postal rate was established. This article is an attempt to explain these markings.

After the War of Independence, the first postal convention between Canada and the United States was agreed in 1792. The convention provided for the interchange of correspondence between Canada and the U.S.A., while at the same time the United States agreed to act as intermediary for the conveyance of mails passing between Canada and Great Britain via New York. The first exchange office for mail from Montreal to New York was Burlington, Vermont, and by 1797 the mail courier from Montreal travelled to Burlington twice weekly.

The arrangements for the collection of the postage due upon these cross-border letters varied in the two countries. On a letter from Canada to the United States, the Canadian postage as far as the exchange office on the border *had* to be paid at the time the letter was posted, i.e. 'paid to the lines.' The United States postage had to be collected from the person to whom the letter was delivered up to 1792, but after the convention, the U.S. postage could be prepaid in Canada or left unpaid to be collected from the recipient. When the letter was sent from the United States to Canada, it was possible either to pay the United States postage to the border, the Canadian postage due being collected from the recipient, or to leave the postage entirely unpaid, so that the total amount due, both U.S. postage and Canadian postage, would be collected upon delivery from the person receiving the letter. Until 15th May 1849 when the regulations were changed, therefore, a Canadian could prepay a letter through to its destination in the United States but a U.S. Correspondent could *not* prepay his letter through to its destination in Canada.

The reason for the anomaly was because postage due to the United States from letters prepaid through to that country from Canada was collected by the Canadian postmaster at the exchange office on the border and who acted as an agent, in this respect, for the United States post office. The United States, however, did not allow any of their postmasters to act as agents for the collection of Canadian postage in the United States. It was soon agreed that those Canadian postmasters, who collected postage due on letters from the United States, could also collect the United States postage on letters sent from Canada. The Deputy Postmaster General received 20 per cent commission on this U.S. postage collected in Canada. This direct payment to the Deputy Postmaster General ended after 5th January 1844, when the Deputy P.M.G. was given a salary (rather than payment by commission) and the 20 per cent commission from the U.S. went into the Post Office revenue in London.

From 1792 onwards until the British Postal Administration ended in Canada in 1851, the two rate marks on cross-border mail thus indicate the Canadian and United States postal rates respectively, the Canadian rate always expressed in currency, the U.S. rates normally in cents. When postage had been prepaid the rate marking was written in red ink; when the postage had not been paid but was to be collected from the recipient the marking was in black ink.

The Canadian postal service was under the control of the General Post Office, London from August 1763 until 5th April 1851. The rates of postage in the regulations were expressed in sterling, but on letters this rate was marked in Canadian currency. The rate of exchange between currency and sterling fluctuated from time to time, and sometimes from place to place.

British Rates: 1st June 1792 to 4th January 1844

These were calculated on the number of sheets in the letter and the distance carried:—

- Up to 60 miles 4d stg (4¹/₂cy) per single sheet.
- 60 to 100 miles 6d stg (7d¹/₂cy) per single sheet.
- 101 to 200 miles 8d stg (9d¹/₂cy) per single sheet.
- 201 to 300 miles 10d stg (11¹/₂cy) per single sheet.

and 2d stg for each additional 100 miles or fraction thereof. (Double rates for two sheets, treble rates for three sheets.)

5th January 1844 to 5th April 1851

These rates were the same as before except that they were calculated by weight:—

- One rate for each ¹/₂oz. or fraction thereof, for the distances in the previous schedule.

United States Rates

These rates were altered frequently between 1792 and 1851 as follows:—
1st June 1792 to 16th April 1799—rates by number of sheets and distance carried:—

- Single sheet up to 30 miles 6 cents.
- over 30 to 60 miles 8 cents.
- over 60 to 100 miles 10 cents.
- over 100 to 150 miles 12¹/₂cents.
- over 150 to 200 miles 15 cents.
- over 200 to 250 miles 17 cents.
- over 250 to 350 Miles 20 cents.
- over 350 to 450 Miles 22 cents.
- over 450 miles 25 cents.

Two sheets were rated double the above, three sheets thrice the above rates.

The distances for the various rates remained the same for the next three rate changes:—

Distance	Single Rates		
	17.4.1799 to ?31.1.1815	1.2.1815 to 31.3.1816	1.4.1816 to 31.4.1816
up to 40miles	8 cents.	12 cents.	8 cents.
over 40 to 90 miles	10 cents.	15 cents.	10 cents.
over 90 to 150 miles	12½ cents.	18¾ cents.	12½ cents.
over 150 to 300 miles	17 cents.	25½ cents.	17 cents.
over 300 to 500 miles	20 cents.	30 cents.	20 cents.
over 500 miles	25 cents.	37½ cents.	25 cents.

The war of 1812, which began on 19th June 1812, and ended on 18th February 1814, caused cessation of the postal service between the United States and Canada who were at war with each other; and parts of Canadian territory (e.g. York, Capital of Upper Canada) were occupied for a time by United States troops. One of the results of the war was a 50 per cent increase in the U.S. postal rates from February 1815 until the end of March 1816.

Rates of 1st May 1816 to 10th March 1825

For a single sheet carried up to 30 miles 6 cents.

Over 30 up to 80 miles	10 cents.
Over 80 up to 150 miles	12½cents.
Over 150 up to 400 miles	18½cents.
Over 400 miles	25 cents.

Rates of 11th March 1825 to June 30th 1845, were also by sheet and distance carried. They were the same as the previous rates with the exception that the rate for a single sheet carried over 150 up to 400 miles was increased to 18¾ cents.

Rates of 1st July 1845 to 29th June 1851, were by weight. A half ounce letter carried under 300 miles was rated 5 cents, over 300 miles 10 cents, each additional half ounce being given an additional rate for the distance carried.

When the first United States adhesive postage stamps were issued on 1st July 1847, the United States postage could not be paid in cash. From that date there was no advantage to the Canadian Post Office in acting as an agent for the United States postal service. As a result a regulation was made that from 16th November 1847, the United States postage could not be prepaid at Canadian Post Offices. From then until 14th May 1849, a United States stamp had to be affixed to a letter in order to prepay the United States Postage on a letter from Canada into the United States or the U.S. postage had to be collected from the recipient. An agreement was reached with the United States in 1849, so that from 15th May 1849 until 5th April 1851 a letter could be prepaid through from one country to the other to the destination or left unpaid when the total postage had to be collected from the recipient, partial prepayment was no longer allowed.

The Canadian Post Office was transferred to Provincial control on 6th April 1851. Arrangements were made to continue the interchange of mail between Canada and the United States. From 23rd April 1851 to 30th June 1851 was the only period when United States and Canadian stamps could be used on the same letter. From 1st July 1851 the whole or through rate for a half ounce letter between Canada and the United States was 6d currency or 10 cents, which could be prepaid in Canadian stamps or cash. United States stamps could no longer be used. Prepayment of letters was not compulsory until 1875.

Examination of cross-border covers for post-office and exchange office markings will enable the postal historian to decipher most of the rates of the period 1792 to 1851, knowing the regulations and rates in force at the appropriate date. Additional ferriage markings may be found, hand-stamped, 'Ferriage' occasionally, when the letter was transported over a water boundary by ferry, especially in the United States, where the rate was 2 cents, and occasionally over a short land journey over an International Boundary between two points. The Ferriage rates were discontinued after 1st February 1875. When letters were sent via the United States to or from the United Kingdom, then rates will also be found marked on the mail to indicate the transatlantic and British Inland rates.

Ref. 1. *The History of the Post Office in British North America 1639-1870* by William Smith 1920.

Ref. 2. *The Postage Stamps and Postal History of Canada* by Winthrop Boggs 1946.

1973 CONVENTION AUCTION

**Have you sent in your lots yet to Mr. Banfield?
See inset notice for further details.**

REMEMBER :

**Last date for receipt of lots to guarantee inclusion
in the Auction Catalogue is :**

23rd June, 1973

On Top of the World

by John L. Hobbs

As part of the world-wide evaluation of the potential of a hovercraft as a means of transport, the Interservice Hovercraft Trials Unit, as it was then known, held extended trials in the Canadian Arctic with SRN5 XT492 between 22/4/66 and 30/5/66. The team consisted of officers and men from all three Services and was under the command of Major R. N. Harris R.C.T. The trials were sponsored by the Ministry of Defence and the Canadian Departments of Northern Affairs and Natural Resources and were initially based on Tuktoyaktuk.

After familiarisation trials the craft made two long journeys, the first from Tuktoyaktuk to Inuvik on 14/5/66 when the 100 nautical miles between the two settlements (one can hardly call them more than that) were covered in 2 hours 45 minutes at an average speed of 36.4 knots. Between 14th and 18th May the craft continued another 400 miles up the Mackenzie River to Norman Wells. On the stage from Inuvik, Major Harris had on board some 40 covers on behalf of the Polar Postal History Society and he signed all except one, that being signed by Lt. Cdr. R. G. Wade. A three line cachet was applied to all the covers: HOVERCRAFT TRIALS TEAM/TUKTOYAKTUK N. W. T./CANADA MAY 1966 and an AM postmark of 14 May was supplied by the Canadian P.O. at Inuvik.

In 1967 Hoverwork Canada Ltd. operated two SRN6's at EXPO 67 with great success, after which the Company carried out trials over snow and ice near Fort Churchill on behalf of the Canadian D. O. T. with one of the craft, 010. In the meantime Pacific Hovercraft Ltd. had been formed at Vancouver on the west coast and they acquired an interest in 010. It is worth recording that at this time the ACV was regarded in Canada as an aircraft; 010 being given the registration letters CF-HOZ and 012, CF-HOV. Since then a special register has been established for hovercraft in the Dominion commencing CH-AAA.

Pacific Hovercraft Ltd. eventually negotiated contracts with the oil exploration Companies in the Prudhoe Bay area of Alaska and with the Canadian Department of Natural Resources (Polar Continental Shelf Project). In June 1969, SRN6's 025, 030 and 031 were flown out to Yellowknife on the Great Slave Lake where they were reassembled and taken over by P.H.L. crews, some of whom were under contract from other North American Companies. A handful of covers were carried either on 030 (pilot Jimmie Sober) or 031 (pilot Per Kjeldstadli) and these have various manuscript annotations made by the pilots and carry postmarks Inuvik 28 VII 1969.

From Tuktoyaktuk 030 and 031 were flown along the coast to Prudhoe Bay whilst 025 was based on that Canadian township. 030 and 031 were soon at work inland and offshore of Prudhoe Bay and a couple of covers are known postmarked Fairbanks (the airport for the Northern Slopes of Alaska) 18/8/69 and that carried on 031, annotated 'Deadhorse 15 miles south of Prudhoe Bay on Sagvanirktuk River' was probably from the most northerly area of operation of an ACV at that time.

The First Decimal Issue of Canada, 1859 to 1868

by GEOFFREY WHITWORTH, F.R.P.S.L., F.C.P.S.

This is the book which gives the complete information concerning this issue of Canada, including the postal rates of the period. It describes the production of the stamps and the proofs. The perforations and the colours are listed in chronological order. All the recorded Flaws and Re-entries are described and illustrated and guides to the plating of the 5, 12½ and 17 cents values are given in detail.

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However that was not to last for long for three or four covers turned up annotated thus: 'Carried on Pacific Hovercraft SRN6 031 from Deadhorse near Prudhoe Bay, Alaska 70.15' to Cross island 70.30' and return to Deadhorse on 23rd October 1969'. This record lasted until August 1970 when 025 (CH-AAC), piloted by Capt. Jerry Dusseault left Tuktoyaktuk for Franklin Bay passing through Lat. 70.35' en route. A cover I have is post-marked Tuktoyaktuk 21/8/70 whilst covers carried on the return trip carry the Tuktoyaktuk postmark of 17/9/70 and are signed by Jan ten Berge. Incidentally 025 had spent the summer of 1969 off the coast of the Yukon and N.W. Territories and had wintered at Hay River, returning to Tuktoyaktuk during the period 18/5/70 to 28/6/70 and covers from that flight (even at that time of the year temperatures were down to minus 35 degrees F.) are known from Inuvik and Tuktoyaktuk.

Maiden Flight of the 'Voyageur'

Bell Aerospace Canada was formed in the autumn of 1966 and is a division of Textron Canada Ltd. In January 1971 the company acquired facilities at Grand Bend, Ontario, and in March the construction of the prototype Voyageur was initiated.

The Voyageur (Model 7380) is a twin-engined fully amphibious hovercraft capable of hauling a 25-ton payload on its flatbed hull. The payload is equal to that of most transport planes now in regular supply operations in the world, so that the Voyageur can provide a direct transport link from scattered airstrips to settlements and supply bases for the movement of men, equipment and supplies.

Voyageur No. 1 is powered by two LM100 1,150 s.h.p. marine gas turbine engines, taken from two Bell SK-5's, 901 and 902, and these are mounted aft, one each side of the cargo deck. The driving cab is also mounted aft, above and in between the engines, and provide excellent visibility as it is 22 feet above ground level when the craft is on-cushion.

The maiden flight of Voyageur No. 1 took place on 1st December, 1971, at Grand Bend under the command of Captain Jacques Robitaille. He kindly signed and carried 120 cards on behalf of the Club.

In addition, Bell Aerospace Canada produced 1,200 covers with a 'futuristic' design and these were carried on the maiden flight. All the covers were signed by the pilot and received a carried cachet. The covers are the first to be produced by a hovercraft manufacturer and were not placed on sale to the public but sent to the company's agents, prospective customers, etc. All the HCC cards and company covers received a Grand Bend postmark.

A printed stiffener inside each company cover includes the words 'This souvenir commemorates the historic first test run of the first Voyageur air cushion vehicle. Voyageur was built and tested at Grand Bend, Ontario, by Textron's Bell Aerospace Canada. We want you to have this autographed "first test cover" as a memento of our most recent achievement in this new field of transportation.'

**(With acknowledgements and thanks to 'Hover Cover'—Editor)*

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'The National Postal Museum and 'Bnapex'72

The National Postal Museum has completed another display of material not previously shown to the public. The exhibit was prepared specifically for 'BNAPEX '72', the annual convention and exhibition of the British North American Philatelic Society, which was held from 7th-10th September at St. John's, Newfoundland.

Since this important philatelic event took place in the Province of Newfoundland with emphasis on the philately of this former British Crown colony, the Museum endeavoured to utilize, in its Court of Honour display, the postage stamps, posters and cancelling devices of Newfoundland.

For much of the material involved, gratitude must be expressed to a number of Newfoundland Postmasters for sending relevant items to the National Postal Museum and to the Canadian Bank Note Co., Ottawa, and the British Post Office, London.

The Museum display consisted of four frames of philatelic material and a showcase of cancellation devices. The first frame contained photocopies of extremely informative 19th century British Post Office posters pertaining to the mail and packet ship services from the United Kingdom to or via Newfoundland.

The earliest poster was dated 1st January 1859, and was issued under the authorization of Sir Rowland Hill, Secretary to the Postmaster General. The poster indicated the 1859 sailing schedule for the Atlantic Royal Mail Steam Navigation Company's steamships plying between Galway and St. John's, Newfoundland.

A second poster, also authorized by Sir Rowland and dated 13th August 1863, listed the postage rates for mail to the United States, Newfoundland, Canada and 'any other British North American Colony (except Canada and Newfoundland)'.

The third poster, dated December 1872, announced the reduction of postage on letters for Newfoundland.

A fourth poster, dated 1st January 1878, concerned the conveyance of mails for Newfoundland and Bermuda. In addition, this poster announced the admission of Newfoundland into the General Postal Union effective 1st January 1879.

The remaining circular was dated 9th June 1891, and declared the reduction in postage rates on parcel post matter for Newfoundland.

The second frame showed an imperforate press proof sheet of two 10 x 10 panes of the ½ cent Prince Edward (later King Edward VIII and Duke of Windsor) stamp issued in August 1897. This stamp is the initial value of the Royal Family Issue and was engraved and printed by the American Bank Note Co., New York. Although the stamp was issued in

olive green, line perforated 12 and printed on unwatermarked white porous wove paper, the imperforate proof sheet is printed in a deep dull green on backer paper. The Duke of Windsor, born on 23rd June 1894, was only three years old when the portrait used for the stamp was taken. It is interesting to note that the plates used to print this stamp were not destroyed until 2nd September 1948.

The remaining frames traced the development of the Grenfell and 7 cent Airmail Issues. The Grenfell frame included a colour print depicting Sir Wilfred Grenfell, K.C.M.G., M.D. (1865-1940), on the bridge of his ship, the 'Strathcona II'. This print was the basis for the accepted design which was approved by H.M. King George VI. In addition, there was a photo essay, mounted on a card, which has handwritten notes stating that the essay is 'approved by Government of Newfoundland subject to the insertion of 'Sir' in inscription as per letter of 26th August and tele-gram of 13th September 1941' (referring to correspondence with the Canadian Bank Note Co., Ottawa). The artwork model, approved 13th September 1941, also has handwritten comments, one of which states that 'size to be same as Canada 13 cent stamp of 1938 issue'. It is also evident that the style of the cross and the shape of the icebergs have been altered from what appears in the original artwork. The Grenfell Mission hospital ship 'Marvel' is shown in the centre of the stamp's design. A die proof struck on India and mounted on card, 153.5 x 229mm in size, and an approved imperforate sheet of 200 subjects (two panes 10 x 10) plate number 1 augmented the display.

The remaining frame included a photo essay of the 1943 Airmail issue, mounted on a card, in a 9 cent denomination. There are several interesting handwritten comments including 'size of stamp must be same as the Gren-fell 5 cent stamp' and 'denomination not yet settled and this model has not been finally approved'. There was also the approved artwork model and a photograph mounted on card showing approval by Mr. Toller, 4th February 1943. A die proof struck on India and mounted on card, 154 x 230.2mm. in size, an approved imperforate sheet of 200 subjects, (2 panes 10 x 10), plate number 1 and a plate block of four, plate number 1, completed this presentation.

The showcase displayed a fine selection of cancelling devices. Examples of hand cancellers and brass Crown seals from a number of Newfound-land towns was of particular interest to local residents visiting the exhibi-tion.

Crown seals for use in sealing mail bags and on occasion inadvertently used as cancellation devices were on display from the following Newfound-land towns:—

Joe Batts Arm (office number Y-466, Gander-Twillingate Electoral District (E.D.)).

In 1885 this town was a way office and a post office (P.O.) was not opened until 1903. The name was changed to Queenstown in 1903 but in 1906 the name was changed back to Joe Batts Arm.

Lethbridge, Bonavista Bay (office number Y-500, Bonavista-Trinity-Conception E.D.) Prior to the establishment of a post office in 1916, this

community was served by the Bonavista Railway Travelling Post Office (T.P.O.). Stella Lethbridge was appointed the first postmaster with a salary of \$40 per annum.

King's Point (office number Y-475, Grand Falls-White Bay-Labrador E.D.). A post Office was established in 1904 with M. P. Smart as postmaster. The present postmaster, Mrs. L. Burt gave the Museum the Crown seal used in the display.

Monkstown, Placentia Bay (office number Y-543, Burin-Burgess E.D.). Prior to the establishment of a post office with M.R James Monk as postmaster, this community was served by the Placentia Bay Steamer T.P.O.

An unusual brass duplex canceller from **Tizzard's Harbour, Not e Dame Bay** (office number Y-874, Gander-Twillingate E.D.) incorporated initials D.N., which are presumably incorrect for Notre Dame. Tizzard's Harbour was first opened as a way office in 1890 with Joseph Osmond as officer in charge.

The circular canceller used by the **Mall Bay, St. Mary's Bay** post office (office number 54015, St. John's West E.D.) was also shown in the display. This office was established in 1889 with Mary O'Rourke as postmaster and closed on 19th November 1969.

Finally, there were two interesting devices used by the Channel post office. The first canceller is a stylized 'T' used to indicate postage due and the second is an early type Crown seal. The Channel post office opened in 1864 with Nathan Smith as postmaster. In 1886 all mail from Port aux Basques was forwarded to Channel. A new office was established on 21st August 1961 amalgamating the two offices and is known as Channel Port aux Basques (office number Y-155, Burin-Burges E.D.).

Enthusiasm and interest among the collectors of 'Squared Circle' cancellations was further aroused by the inclusion in this exhibit of eight examples of these hammers.

The Nassagawega hammer was altered by filing the top and bottom bars in an angular manner. As a consequence, when the hammer is used, only a narrow bar is normally reproduced. However, by 'rocking' the device, a full impression is obtained. Examples of both types of cancellations were shown in the display. This community, located in Halton County, is now called Brooksville.

Although Dr. Alfred Whitehead's handbook *The Squared Circle Cancellations of Canada* states the following 'latest date of usage' for the hammers listed, the Museum indicates the dates which were in the hammers when each was returned to Post Office Headquarters:

Hammer	Whitehead's Latest Date of Usage	Date in Hammer
Gore Bay, Ont.	DE. 12. 27	No. 9. 31
Palmerston, Ont.	OC. 4. 94	MY. 5. 06
Sutton West, Ont.	NO. 14. 02	DE. 21. 03
Waterloo, Ont.	JY. 14. 22	SP. - 63

In addition to the aforementioned, the showcase included hammers from Port Maitland, Nova Scotia and Grafton, and Mount Brydges, Ontario.

The Waterloo hammer is unique because to date, it is the only squared circle device found with a long handle. The handle, the condition of which indicates obvious long use, was probably improvised by a Waterloo postal employee.

Equally exciting was the small type hammer used by members of the Field Post Office (F.P.O.) Corps accompanying Canada's Expeditionary Force to Siberia. The Canadian brigade served in the Russian North during the period October 1918 to June 1919. Examples of envelopes with this type of postmark exist with either a '1' or '2' above the date. The earliest usage on record for number '1' is 1st November 1918 while the latest date is 18th May 1919. The only example in existence of number '2' is on a picture postcard dated 28th October 1918. The card depicts the 'Empress of Japan', which was used to transport the Canadian contingent from camps at Victoria and Vancouver to Vladivostok, Siberia.

Finally, the Museum showed the hammer dates and brass Crown seal used at the short-lived World War I military camp at Beamsville, Ontario. Although official records indicate that the F.P.O. was opened on 1st January 1918 and closed 18th December 1918, it is interesting to note that the indicia in the hammer when it was received by the Museum, records the last day of use as PM May 1, 1919.

The Museum was represented at the Convention by its Manager, Mr. J. E. Kraemer, a long time member of BNAPS.



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Postal Museum Donations

The Canada Post Office has received a substantial contribution towards its National Postal Museum from Mr. Robert D. Johnson of Town of Mount Royal, P.Q.

Assistant Deputy Postmaster General A.C. Boughner personally accepted the donation from Mr. Johnson in Ottawa.

The gift consists of an extensive collection of Canadian mint and used stamps, having an estimated value of several thousand dollars. Mr. Johnson, who is in the book business in Montreal, expressed the desire to assist the National Postal Museum after he learned of the Post Office's plans to establish it, as announced by Postmaster General Jean-Pierre Côté last fall in Quebec City.

The Museum is scheduled to open its doors by April 1974. Mr. James E. Kraemer of Ottawa is Manager of the Museum.

Although the Museum is still very much in the developing stages, many donations have already been received, including one from Quebec Premier Robert Bourassa, who donated several early documents from various post offices in that province. Other donations include:

A specialized collection based on the 1958 Canadian 5-cent stamp issued to honour the Canadian press. The collection includes envelopes from all the leading daily and weekly newspapers in Canada. Donated by Major R. K. Malott of Ottawa.

The Canadian portion of the comprehensive philatelic library of the late Mr. J. R. Cooke of Thamesford, Ontario, consisting of well over 1,100 items, many of which are quite scarce and long out of print. The collection includes many late 19th and early 20th century Canadian philatelic periodicals in complete sets.

An early Argentine collection, including specimens of early stamps and postal stationery, donated by Mr. J. T. Richards of Ottawa.

An exceptionally fine copy of the Queen Anne Act of 1710, the first official reference to a postal system for the British colonies, donated by Mr. Sam C. Nickle of Calgary.

A hand cancelling machine used in the post office in Marmora, Ontario, from 1920 to 1968, donated by Mrs. Mary Hickey of Marmora.

Three extremely valuable books recording early Canadian Post Office history (*Canada—Report on the Post Office 1832-40*; *Report into the State of the Canadian Post Office 1840-1*; *Prince Edward Island: Post Office Laws and Regulations (1859)*), plus a number of important historical documents, donated by the British General Post Office.

Several rare and unique stamps and postal stationery items, donated by Mr. C. Russell McNeil of Hamilton.

Several mid-18th century registration and money letter receipts, donated by the Bank of Canada.

A search within the Post Office Department itself has resulted in the acquisition of a considerable quantity of old-time hand cancellors (including square cancellors with a round stamp in the centre; cancellors bearing the

name of the town; and doubled and barrelled circle cancellations) from post offices in Eastern Ontario, Newfoundland, and Nova Scotia; old style mail boxes, a combination post office—general store pigeon hole sales wicket, and old post office signs.

A number of money orders and postal notes over 50 years old discovered among old correspondence in Nova Scotia and only recently presented for redemption, have also been passed on to the Museum.

As more material comes to light, it will be added to the Museum's collection. Museum Manager Jim Kraemer has said that many of the displays will travel across the country where local residents can view them.

Philatelic Congress of Great Britain

The Philatelic Congress of Great Britain, recently held in London, attracted the usual gathering of collectors. As with our Convention, it was nice to meet old friends once again, and in particular fellow members of our Society.

Congress was organised by the Civil Service Philatelic Society, who are celebrating their 25th Anniversary this year. They gave a Reception and Dance on the opening night, and later arranged a 100 frame exhibition of stamps and postal history (there did not appear to be any B.N.A. material!)

The social side of Congress is always important and the tours to H.M.S. Belfast/Lloyds of London/Stock Exchange; Syon House and Gardens; and the National Maritime Museum at Greenwich were very enjoyable and a tour of Stanley Gibbons' premises was most interesting.

Two 'Canada' study circles were held this year, and attendances were quite good. We looked at the Q.V. Jubilee issue. Geo.5 1930 issue; Geo. 6 War Effort followed by many other items of interest—postal stationery 1939 Royal Visit covers; small queens etc.

My thanks to Dr. Dorothy Sanderson, Dorland Carn, Heffie, and Arthur Hobbs for their support and bringing material. We were pleased to have our President for the second Study Circle and appreciated his support, not only by attending, but also for bringing a number of sheets of interesting covers and cards for display.

Congress in 1974 will be at the Grand Hotel des Bains, ENGHEN (11 kilometres north of the centre of PARIS) from 6th to 11th May.

E. Bielby.

Annual General Meeting 1973

Members are reminded that, in accordance with the Society's rules, nominations for Officers of the Society to be considered by the Annual General Meeting should be sent to the Secretary not later than 29th June, 1973.

The retiring Committee members are:—O. H. Downing, J. P. Macaskie and J. Hannah.

Nominations for Fellowship, which must be made on the appropriate forms obtainable from the Secretary, must be received by 29th July.

OBITUARY

J. C. Cartwright, R.D.P., F.C.P.S.,

Our Society and indeed all the philatelic world has suffered a great loss in the passing of 'J. C.' Cartwright. His death on the 20th March, soon after his 85th birthday, came after several years of failing health, during which time he has been faithfully waited on and skilfully nursed by his wife, Margaret.

J.C. was born in Wiltshire and after graduating from Keeble College, Oxford, he joined his parents in Birtle, Canada where he started a banking career. It was here in Birtle that he met his wife.

While in Canada he founded several philatelic societies and organised a number of exhibitions, including Western Canada's first stamp convention in 1922 and the Yorkton Exhibition in 1923. At one time he was President of Winnipeg Philatelic Society.

Jack was an active Mason, a life member of Manitoba and the Eastern Star of Canada.

The couple returned to England in 1945 and it was not long before the Kent and Sussex group was formed. Over the years about 50 per cent of our meetings have been held in his home, where we have always been welcomed and entertained by Margaret.

As a founder member and President of Royal Tunbridge Wells Philatelic Society he has done trojan work among the schools, encouraging the young to take a serious interest in the hobby. 'J.C.' was President of the Canadian Philatelic Society of Great Britain, in 1951 and for years an active member of the various committees.

In 1950 he was Chairman of the Philatelic Congress of Great Britain and later President of the Kent Federation.

The highest honour in the stamp collecting world was awarded him in 1956 when he signed the Roll of Distinguished Philatelists.

Jack made a wonderful chairman and we shall always remember his witty stories and the fun he created at Conventions. On the serious side he was always willing to share his vast knowledge of philatelic matters and many a beginner owes his or her success in competition to his help and guidance.

Philately has been enriched by his life and he will be missed by all who knew him, particularly by members of the Canadian Philatelic Society and most of all by the Kent and Sussex Group.

In remembering him I trust we shall keep in mind his wife who has given him so much support over the years, also Bob, their son, now in Canada.

Thanks a lot Jack.

Dorland Carn.

LIBRARY NOTES

Recent additions to the Library shelves are:

Wartime Mails and Stamps—Canada 1939-46

This excellent book, by H. E. Guertin of Toronto, with eighty-six pages of typescript and 221 illustrations covers a very wide field of wartime philately and postal history. Among the subjects dealt with are Revenue, Excise and War Saving stamps; slogans; P.O.W. Mail; Censorship and Provisional postmarks; cancellations of Military camps in Canada, U.K. and Western Hemisphere and other areas.

Great Lakes' Saga

A fascinating book, by Anna G. Young, which is not philatelic but is one which should be read by anyone interested in the development of transportation in Canada. After brief references to the Indians and their birch bark canoes the story opens at the start of the nineteenth century with the Gildersleeve family of shipbuilders and follows their progress into the twentieth century as they developed the steamship services on the Great Lakes. Many drawings, photographs and narratives make this an absorbing book.

The Post Offices of British Columbia 1855-1970

This long awaited book by George H. Melvin has at last seen the light of day and it has certainly been worth waiting for. One could write pages on the valuable information but I will refer only to the section headings and leave members to borrow the book and study it in detail. The list of B.C. Post Offices occupies 156 pages and contains such details as location, opening and closing (where appropriate) dates, postmasters with their years inoffice and any changes in spelling of town names. Other sections cover early airmail flights, forgeries, handstruck postmarks, coastal ship markings, M.P.O.'s, R.P.O.'s, precancels, colonial post offices and general early postal information.

Canada Post Offices 1755-1895

For many years we have known of Frank Campbell and his mammoth typescript on Canadian Post Offices and Postal History which has been one of the most popular properties in our Library. There has now been published in book form a listing of Canada's Post Offices from 1755 to 1895 with dates of opening and closing and, in many cases, a key to the volume of business passing through the offices. The book is well illustrated with drawings of a large number of the handstamps used at the various offices. Those of us who have been privileged to correspond with Frank Campbell over the years will know what a labour of love this work has been and what a boon it will prove to present and future postal historians.

The Centennial Definitives of Canada

David Gronbeck-Jones has written this booklet on the 1967 issue. This issue has produced for us much worthwhile material on which to base serious study. Many of us, particularly in Britain, have found it difficult to keep up with the changes in printers, perforation and papers but we have the opportunity now to read of them in detail. Although the issue is not yet withdrawn from sale the author has wisely and helpfully published this booklet now so that collectors may be able to obtain material without a large outlay of capital. Should any important developments occur before the issue goes off sale a new edition will be published. All aspects of the issue are dealt with in great detail and each value is handled separately with the printings, tagging, gum, perforations and papers as also are the booklets. Indeed an invaluable book which should start many members along the road to specialisation.

Try these items to spice your Canada collection:

COIL BLOCKS OF FOUR (see note page 215, SG. Eliz. Cat 1973.)
1967-71 issue.

7 cent coil; block of 4: 45p.

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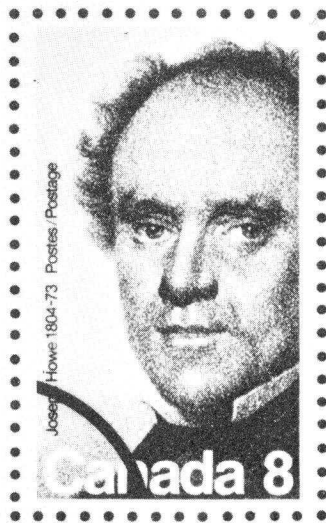
NEW STAMP ISSUES

1973 Stamp Programme Revised

The revised Stamp Programme for 1973 is now as follows:—

31st January	350th Anniversary, Birth of Monseigneur de Laval.
21st February	Algonkian Indians (two stamps).
9th March	100th Anniversary, Founding of the R.C.M.P. (three stamps).
18th April	300th Anniversary, Death of Jeanne Mance.
16th May	100th Anniversary, Death of Joseph Howe.
8th June	100th Anniversary, Birth of J. E. H. MacDonald.
22nd June	100th Anniversary, Entry of Prince Edward Island into Confederation.
20th July	Bi-centennial of Arrival of Scottish Settlers at Pictou, N.S.
2nd August	Visit of Her Majesty the Queen and Commonwealth Heads of Government Meeting (two stamps).
20th September	100th Anniversary, Birth of Nellie McClung.
1st November	Christmas Issues (four stamps).
28th November	Algonkian Indians (two stamps).

Joseph Howe



The Joseph Howe commemorative stamp, issued on 16th May, 1973, was designed by Allan Fleming of Toronto. The design shows a portrait of Joseph Howe set in a vertical format with the stamp measuring 24mm by 40mm.

Ashton-Potter Limited of Toronto printed 24,000,000 of the Howe issue in two colour lithography. Marginal inscriptions including the designer's name appear on the four corners of each pane of fifty stamps available from the Philatelic Service.

The total production of this stamp has been produced bearing the 'General (Ottawa) Tagging'. This stamp is not available in any other form.

Joseph Howe was a man of many talents—poet, journalist, orator and politician. The dedication with which he applied these talents to the cause of government reform made him equally one of the most controversial and most influential Nova Scotians

during the critical years prior to Confederation.

J. E. H. MacDonald



The Canada Post Office will issue a 15 cents stamp on 8th June, 1973 to commemorate the 100th anniversary of the birth of J. E. H. MacDonald, one of Canada's leading painters who was a member of the Group of Seven.

The design for the J. E. H. MacDonald stamp is a reproduction of one of his finest canvasses, *Mist Fantasy*. The painting was reproduced for the design by courtesy of the Art Gallery of Ontario. The design is set in a horizontal format with the overall dimensions of the stamp being 30mm. by 32mm.

Ashton-Potter Limited of Toronto is printing 12,000,000 of the stamp

by four-colour lithography. Marginal inscriptions including the name of the artist and the title of the painting appear in the four corners of each pane of fifty stamps available from the Philatelic Service of the Post Office.

The entire production of this stamp will bear the 'General (Ottawa) Tagging'. The stamp will not be available in any other form.

Letters To the Editor

Mr. P. Harris writes:

General (Ottawa) Tagging

While the improved OP-2 phosphor is certainly very much less migratory than the OP-4 it does migrate to some degree and often does rub-off.

I most strongly advise collectors to keep *all* General Tagged stamps in mounts such as Hawid, Showguard, etc.

The collector who is not interested in tagging may be particularly at risk now that virtually all stamps are available only in this tagged form.

Incidentally, please let us have one fact straight: Winnipeg tagging is *phosphorescent* (with afterglow in uv light), General tagging is *fluorescent* (NO afterglow).

It would be a pity if these slight difficulties with General Tagging put anyone off collecting modern Canada. This is all part of a fascinating and continuing saga of experimentation in technical improvements. These experiments have already made the 1967 definitive series the most sought after since the Admirals, and incidentally led to a boom in interest in booklets and plate blocks.

Mr. D. Handelman writes:

Roller, Duplex and Fancy Cancellations

As you are no doubt aware, Mr. Smythies is 88, and in ill-health. Therefore, I have offered to take over the collection of data on rollers and duplexes, and he has accepted this offer. So, in the future, could collectors wishing to report new information in these fields, please send it to:

David Handelman, 237 Brighton Ave. Downsview, Ont.

Mr. Clarence Kemp has supplied me with the photographs and tracings that eventually went into the publication of the Fancy Cancellations Handbook, by Day and Smythies, so I am in a position to take over collection of data on fancy cancels as well. I would like to find out what has happened to the data that had been sent to Dr. Day after the publication of the handbook (much of this was published in later issues of *Topics*). I would be pleased to hear from anyone with information on this point.

Mr. L. G. Asquith writes:

'Delayed Transmission' Handstamp

Shortly after VJ Day in 1945 I was given a cover franked with Canada SG 459, which had been handstamped 'DELAYED TRANSMISSION FOR PURPOSES OF SECURITY' across the stamp. I was assured the cover is as received. The donor was unable to recollect the P.O. of origin and I have since been trying to find out if any others are known and their source. Are there any members able to throw light on this—perhaps—variety of the dumb-cancellations used during the last war.

Change of Address (continued from page 287)

- 100. WHITWORTH, G., Underedge, Scar Bottom Lane, Greetland,
Halifax, Yorkshire HX4 8PG
- 971. WRIGHT, G. B., add code L0G 1VO
- 1401. WATT, A, delete 12 after London and add N6A 3R2

New Address Required (last known address given)

- 1805. DODWELL, H. K., Stone Walls, Prescott, Baschurch, Shrewsbury
SY4 2DR
- 1133. KILPIN, R. M., 266 Flinders Street, Nollamara, West Australia, 6061

Net change, plus 6.

New total, 813.

Amendments to Membership to 5th May 1973

New Members

1908. BEAUDET, L. Apt. 402 474 Wilbrod St. Ottawa, Ont. Canada.
BS, PS, BL. KIN, 6 M9.
1909. MACDIARMID, S. W., Box 5094, Ottawa, Ont., K2C 3H3
1910. BEATTY, R. H., 190 St. George Street, Apt. 903, Toronto M5R, 2N4.
1911. ORMSTON, J. H., 31 Anglesey Gardens, Carshalton, Surrey.
1911. ORMSTON, J. H., 31 Anglesey Gardens, Carshalton, Surrey.
1912. GATECLIFF, J. S., 335 Pontefract Road, Featherstone, Pontefract
Yorkshire WE7 5AD
1913. STEVENS, B. D., The Limes, School Lane, Albourne, near Hassocks,
Sussex.
1914. MEWSE, R. A., 2 Bloomsbury Court, Bath Road, Hounslow Middx.
1915. BOYLE, J. B. Jr., 104 Leven Road, Greenock, Renfrewshire.
1916. RIENDEAU, J. D., 3537, Gallagher Drive, Mississauga, Ontario,
Canada L5C 2N2
1917. KANE, C., 81 E. Elm Street, Brockton, Mass., 02401, USA FO
1918. McCALL, A. D., P. O. Box 219, Montreal 101, P.Q., Canada

Deaths

99. CARTWRIGHT, J. C., FCPS
1068. FARMERY, R. S.

Resignations

1816. KING, N.
1824. POIRIER, G.
536. WRESSELL, Mrs. M.

Change of address

756. BACK, D. E. 86 Lancaster Road, St. Albans, Herts.
1099. BANNO, E. C., 2881 West Third Avenue, Vancouver 8, B.C. Canada
1742. BLACK, C. F., 24 Ferndale Drive, Sherwood, P.E.I. Canada
528. BLOIS, E. M., 79 Lacewood Drive, Apt. 302, Halifax, N.S. Canada
982. CARSTAIRS, Dr. M. W., Hamilton House, Green End Road, Radnage,
High Wycombe HP14 4BZ
1275. DAWSON, A., add code L8K 2J7
1905. DODWELL, H. K. Stone Walls, Prescott, Baschurch, Shrewsbury
SY4 2DR
1756. DIXON NUTTALL amend rank to Colonel and add O.B.E.
1783. HALL, A. H., 404 Hycroft Arms, 1157 Fairfield Road, Victoria, B. C.,
Canada
1564. HANDELMAN, D., 237 Brighton Avenue, Downsview, Ontario,
Canada
806. HILLSON, J., Drumcoyle Farm, Sundrum, Ayrshire
1827. JAMES, L., 3229 Bellevue Road, Victoria, B.C. Canada
1894. KELMAN, 377 Ridelle Avenue, Apt. 620, Toronto 19, Ontario,
Canada
1133. KILPIN, M., 74 Orontes Avenue, Bridgewater, South Australia
5155
219. SHIPTON, C. E. C., 10 Church Sreet, Sudbury, Suffolk
1884. SUMMERS, W. J., add code BA11 5LR
1616. TAPLIN, J. H., 3 Halford Park Road, East Grinstead, Sussex
1811. WATSON, J. N., 26 Hillcrest Avenue, Willowdale, Ontario M2N 3N5

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