

MAPLE LEAVES

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EDITORIAL

John N. Luff Award

Members will be interested to learn that Mr. H. W. Harrison has been honoured by the American Philatelic Society with the coveted 'John N. Luff' award for distinguished philatelic research.

Mr. Harrison is the author of numerous articles on Canadian stamps and postal stationery and the 'Canada Registry System, 1827 - 1911', which received the Anna Marie Chemi Award in 1971 for the best serialisation in *The American Philatelist*. We are pleased to join with the American Philatelic Society and the British North American Philatelic Society in offering to Mr. Harrison our congratulations on what is undoubtedly a most well-merited award.

Auction realisations

Harmer's 1973-1974 Annual Resumé of auction realisations contains further evidence, if it is necessary, of the continued 'Boom in Canadian Philately'. This is illustrated by the following five extracts:

1857-57 medium hard wove paper 6d. slate-violet, with small to large margins, tied to envelope, Realisation: **£135**; Date: May 20th.

1857 7½d. deep yellow-green used, with good to large margins, Realisation: **£155**; Date: December 10th.

1858-59 perf. 11½ 6d. brownish grey, unused, Realisation: **£370**; Date: May 20th.

1870-88 6c. yellowish-brown, bisected diagonally and tied to cover by poor cancellations, with dated markings of April 3rd and 5th, 1875, Realisation: **£110**; Date: January 7th.

1897 Jubilee \$4 violet, large part o.g., Realisation: **£135**; Date: March 5th.

Canadian Railway Postmarks Hammer Varieties (Part 7)

By P. R. Grev

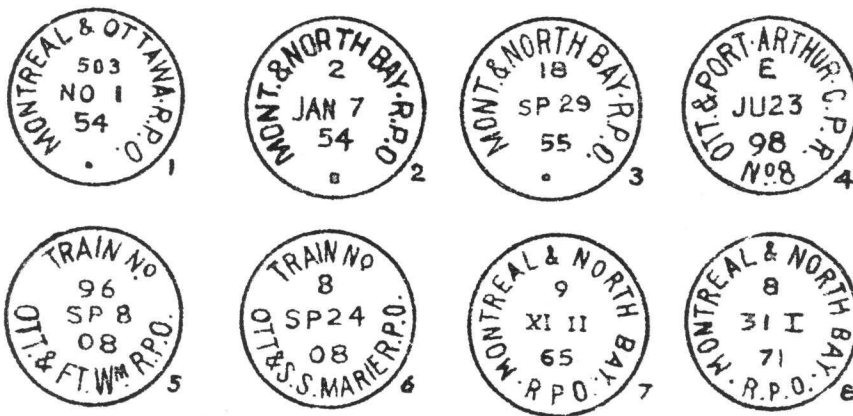
This instalment deals with the Canadian Pacific trans-continental line. The earlier R.P.Os. ran through from Ottawa to Port Arthur and later to Fort William, a distance of 874-878 miles (the latter two stations being four miles apart), so these postmarks are included in this article, as also are those between Ottawa and the border city of Sault Ste Marie where connection was made with the United States R.P.Os. to Minneapolis and St. Paul.

C.P.R. Montreal-Rigaud-Ottawa-Pembroke-North Bay (358 miles)

Shaw No.	Shaw Type		Period Recorded
Q.121	17	Montreal and Ottawa R.P.O. 1. Tall letters. 2. Medium letters. (Fig. 1)	1948-1951 1954
Q.120	17	Montreal and North Bay R.P.O. 1. Squarish letters and stops. (Fig. 2) 2. Larger diam., tall letters. (Fig. 3) 3. As (2), but long tails to R.Amp. Round stops.	1932-1954 1946-1955 1942-1953
O.247	17	Ottawa and Pembroke R.P.O. 1. Square Ampersand. 2. Round Ampersand.	1923-1947 1951-1955
O.256	10E	C.P.Ry. Ottawa and Port Arthur M.C. (Fixed serial numbers without 'No.')	
		1. 1894-1904 4. 1898-1901 6. 1900-1906 10. 1898-1902 2. 1887-1897 5. 1900-1908 7. 1899-1906 11. 1888 12. 1897-1908	
O.257	13B	Ottawa and Port Arthur C.P.R. (Fixed serial number) No. 8. (Fig. 4)	1894-1902
O.221	17 A	Ottawa and Fort William R.P.O. (Fixed serial numbers) No. 2 1906-1912 No. 4.	1907
O.225	18	Train No..... Ottawa and Fort William R.P.O. 1. Narrow letters (Fig. 5) 2. Normal letters.	1906-1914 1908-1911
O.259	18	Train No..... Ottawa and S. S. Marie R.P.O. 1. Narrow 'O' in 'Ottawa'; 'S. S.' wide spaced. 2. Narrow 'RA' in 'Train'; 'S. S.' narrow and pointed 3. Even letters. (Fig. 6) 4. Central dots each side of 'Train No.'.	1910 1910 1908-1912 1908-1911

On cessation of the C.P.R. passenger service on this route in July 1965 the Montreal-North Bay R.P.O. was transferred to the C.N.R. transcontinental line via Pembroke and Brent (344 miles). New date stamps with small lettering were introduced:—

Shaw No.	Shaw Type		Period Recorded
Q.120D	17H	Montreal and North Bay R.P.O. 1. No stops after 'R.P.' Amp. left of central. (Fig. 7) 2. Stops after 'R.P.' Amp. central. (Fig. 8) (Hammer 2 was used on the last trip on 31st January, 1971)	1965 1966-1971



1975 CHRISTMAS STAMP PROJECT

OTTAWA—The Canada Post Office has organized an imaginative 1975 Christmas stamp design project directed to Canadian children under the age of 13.

Canadian children from coast to coast are invited to contribute their own drawings or paintings, expressing the theme "What Christmas Means To Me". These were used to produce several distinctive Christmas stamp designs reflecting the essence of the Christmas spirit and the freshness and variety of young minds.

The Departments of Education in every province are co-operating with the project.

The Canada Post Office issues special stamps each year to mark the Christmas season and normally these are designed by professional artists. For Christmas 1975 designs by Canadian children will be used.

Children were invited to participate in the project by submitting their personally executed designs between December 2nd, 1974 and February 14th, 1975. Selection was made initially on a regional basis and subsequently at the national level.

To assist with the screening of designs, the Canada Post Office has enlisted the aid of regional panels, including directors of art galleries, artists, art educators and members of the Advisory Committee on stamp design.

When the provincial jurying has been completed, selections on the national level will be made by the Department's stamp Design Advisory Committee.

It is hoped that this project, which offers an opportunity for children to see their own drawing or painting on a Canadian stamp, will be an interesting experience for them as well as being fun.

A similar contest in 1970 drew participation from more than 50,000 children.

Convention Auction

Saturday 4th October 1975

Members are asked to note that all lots should be sent to:—

E. Killingley, 16 St. James' Road, Bridlington, North Humberside YO15 3PF.

Only B.N.A. material can be accepted and the closing date to guarantee inclusion in the catalogue is 23rd June, 1975. Lots must be accompanied by a brief description and estimated value or reserve. (Minimum £2.00). Single stamps and small lots must be securely mounted or housed on paper or card not more than 5 ins. × 6 ins. The commission on sales is 15 per cent and a stamped addressed card must be enclosed if a receipt is required. **Members are particularly requested to submit their lots as early as possible** as a large number of lots arriving on the final day would delay the issue of the catalogues.

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Precancels on The Admiral Issue

By R. B. Hetherington & F. W. L. Keane

SYDNEY, N.S.

		Precancel
		Type 1
1 c. yellow	Original die retouched, wet. 1920.	
	Original die retouched, dry. 1926.	
	New die, dry. 1925.	
2 c. green	Original die retouched, wet. 1922.	
	Original die retouched, dry. 1924.	
	Original die re-engraved, dry. 1925.	
	Thin paper. 1924.	
5 c. violet	Marler Type 4: Reiche Type 1. 1922.	
	Marler Types 5 and 7: Reiche Types 2 and 4. 1922-1924.	
	Marler Type 6: Reiche Type 3. 1923.	
	Marler Type 8: Reiche Type 5. 1925.	
	Thin paper. 1924.	

WESTON, N.S.

		Precancel
		Type 1
1 c. green	Original die. 1912.	
	Original die retouched. 1913.	n a
1 c. yellow	Original die retouched, wet. 1920.	n a
	Original die retouched, dry. 1926.	n
	New die, dry. 1925.	n
2 c. red	Original die. 1912.	
	Original die retouched. 1913.	n a
2 c. green	Original die retouched, wet. 1922.	n a
	Original die retouched, dry. 1924.	
	Original die re-engraved, dry. 1925.	
	Thin paper. 1924.	
3 c. brown	Original die, wet. 1918.	
	Original die retouched, dry. 1922.	n a
3 c. red	Original die retouched. 1923.	n a
	New die. 1924.	

Collecting in a Different Way

Have you gone about as far as you can with your country collecting, and would like to try something different? Then why not try studying a particular stamp or issue, finding as many varieties as you possibly can.

One inexpensive stamp that has a lot to offer is the 3 cent King George VI coronation commemorative of 1937. No. 237—over ninety varieties have already been plated.

This stamp was printed in sheets of 200, 4 panes of 50 each, from 4 plates, perforated 12.

Some of the known constant varieties are:

Plate 1

A nick at the top of the first 'a' in Canada—stamp No. 16, upper left pane.
Hairline in 'C' of Canada—stamp No. 17, lower left pane.
Extra curl on Queen's head—stamp No. 23, lower left pane.
A boil on the King's neck—stamp No. 36, upper left pane.
Period after 'Elizabeth'—stamp No. 40, lower left pane.
Dot above 'n' in Canada—stamp No. 41, upper left pane.

Plate 2

Dots in right margin—stamp No. 7, upper right pane.
Accent on 'E' in Elizabeth—stamp No. 16, upper left pane.
Dots in letter 'e' of cents—stamp No. 23, upper right pane.
A blot appears in the bottom left scroll—stamp No. 24, upper right pane.
Dot appears in the left foot of the first 'a' in Canada—stamp No. 38, lower right pane.

Plate 3

Dash in top right margin—stamp No. 1, lower right pane.
Dash in white line to the left of 'P' in Postes—stamp No. 3, lower left pane.
Dot appears in 't' in cents—stamp No. 4, upper left pane.
Dot opposite lower corner design—stamp No. 7, upper right pane.
Curved line in 's' and straight line in 't' of Postage—stamp No. 28, upper right pane.
Dot in top margin above 'd' in Canada—stamp No. 30, lower left pane.
Dots in 'd' of Canada—stamp No. 41, upper right pane.
Dots in 's' of cents—found on all stamps, upper right pane.

Plate 4

Spot on second ribbon of the King's medal—stamp No. 1, upper left pane.
Gash in King's head—stamp No. 2, lower left pane.
Break in frame line, opposite lower half of 'e' in Postage, also comma appears in 'd'—stamp No. 8, lower left pane.
Curved diagonal line above the top frame of the scroll—stamp No. 4, upper left pane.
Dots between 'H' and 'M' in H. M. Queen—stamp No. 12, lower left pane.
Dot in margin below 'e' of cents—stamp No. 26, upper left pane.
A short verticle stroke in 'd' of Canada—stamp No. 43, upper right pane.
A diagonal stroke in the right band, lower right corner—stamp No. 47, upper left pane.

(With acknowledgements to 'The Buffalo' journal of the Winnipeg Philatelic Society).

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Not so much a Postage Stamp — more a way of Franking Part XXII

Prince Edward Island Lot Numbers

By S. F. Cohen, F.C.P.S.

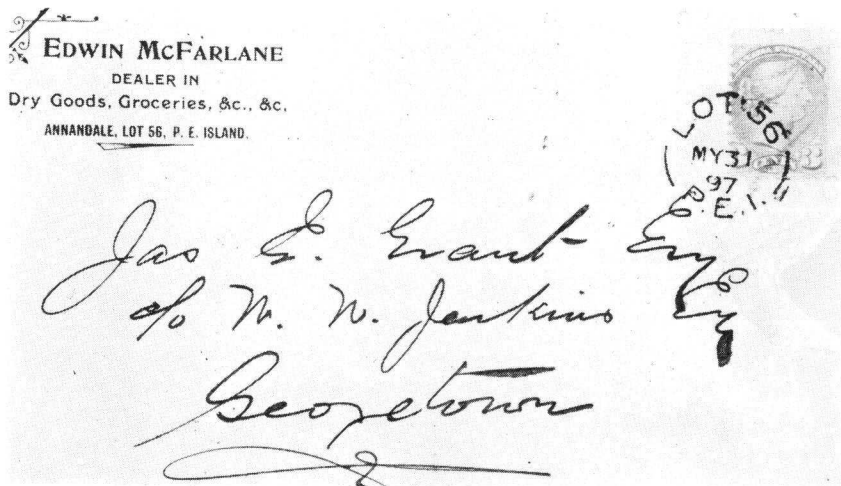
I don't know of any other parts of the Dominion of Canada that used Lot Numbers in place of town names than Prince Edward Island. The two covers from the Day collection are nice examples of this unusual marking.

Sometimes single 3 cent small queens are to be found with c.d.s reading "Lot 56 P.E.I." which seems to be more frequently found than any other from a very scarce bunch indeed.

The first cover illustrated shows this date-stamp tying the stamp very neatly, and, presumably not there against the regulations, for, in fact the front of the cover has no other postal marking. Actually, the one strike is quite adequate and makes one wonder why this procedure was not adopted throughout Canada.

The interesting part about this cover is that Lot 5 is identified as Annandale, P.E.I. from the advertising details at top left. Whether Annandale is Lot 46 or only part of a larger plot of land designated 56 is beyond my knowledge. Maybe someone in P.E.I. can tell us more about the history of these unusual Lot numbers? How many were there and how big is a Lot?

The single b/s is a faint Georgetown squared circle.



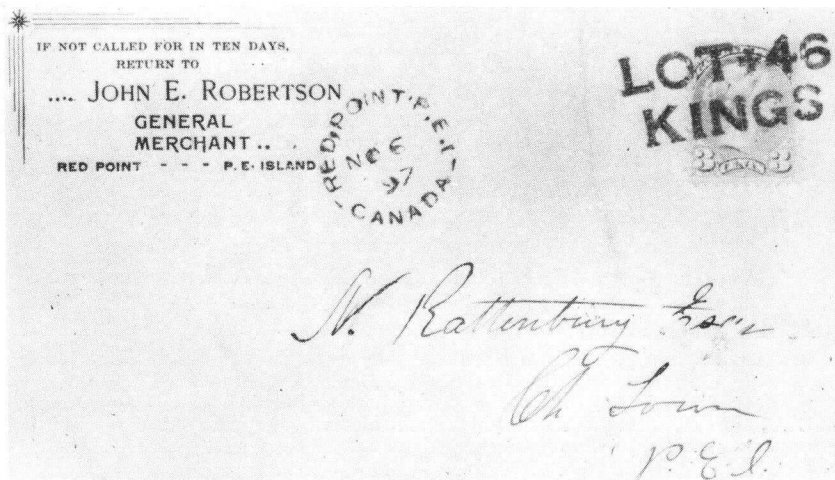
(Fig. 1)

(Lot 56 P.E.I. Identified now as Annandale)

Red Point, P.E.I.

When it comes to Fancy Type Lot nos. of Prince Edward Island, I think the cover illustrated below must take some beating. Here we have a lovely large 'LOT * 46 KINGS' beautifully tying the stamp to the cover.

This 1897 cover pinpoints Lot 46 Kings as being a place called Red Point, P.E.I., and this time the advertising details at top left are confirmed by the neat c.d.s also on the front of the cover. This cover is backstamped with the Charlottetown squared circle. Most P.E.I. squared circles seem to have been extensively used as receiving marks.



(Fig. 2)

(Lot 46 Kings P.E.I. Identified as Red Point)

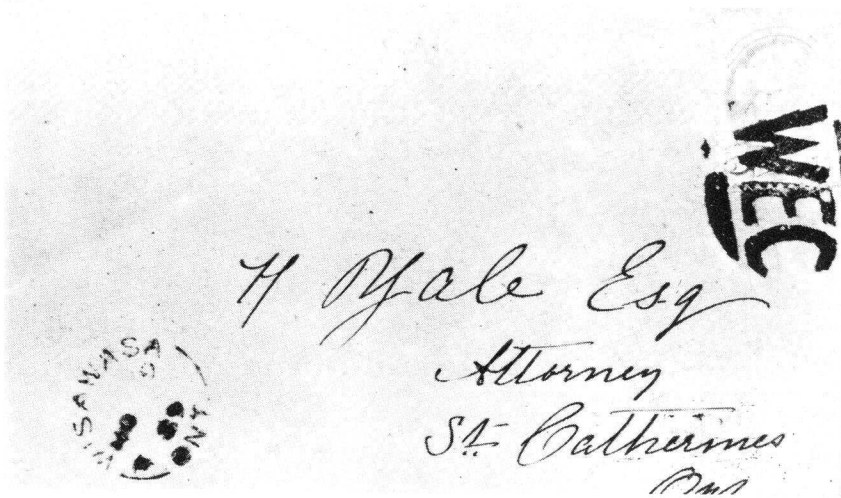
UNUSUAL INITIALS

When it comes to Postmasters' initials, the wealth of material in the Day collection is staggering and from the many examples of these that I hope to show, the one illustrated below from Wisawasa, Ont., is as bold as most.

The postmaster was W. E. Cronkhite and, certainly, in 1889, the date of this cover, he was going to let the whole world know what his initials were. The bold 'WEC' is struck sideways with considerable effect.

This is an example showing how misleading *off-cover* initial strikes can be. The stamp, if soaked from its cover, would only have shown a large single letter "W" and would doubtless have ended up in a single copy collection as a new example of the letter "W" instead of what it really is. (S/Day 774).

Incidentally, the late 1889 usage provides a gorgeous example of the very deep Rose Carmine shade for the 3 cent stamp.



(Fig. 3)

(Wisawasa No. 9 1889. "WEC" for W. E. Cronkhite, Postmaster)

The Glen Sutton Shield

My second illustrated cover shows a very nice clear strike of the Union Jack type of Shield used at Glen Sutton, Que., in February 1888. This is a very neat emblem well tying the stamp and is noted in the Handbook as S/Day 281 on Plate XXIII, which coincidentally happens also to be the number of articles in this series penned to date.

It is going to Maine, U.S.A. as a Montreal backstamp and no U.S. arrival mark, despite which I have little doubt that it is genuine and all it is supposed to be. The ink has been tested and found to be about 100 years old. They apparently can't get within 20 years either way and we still have 13 years or so to go!

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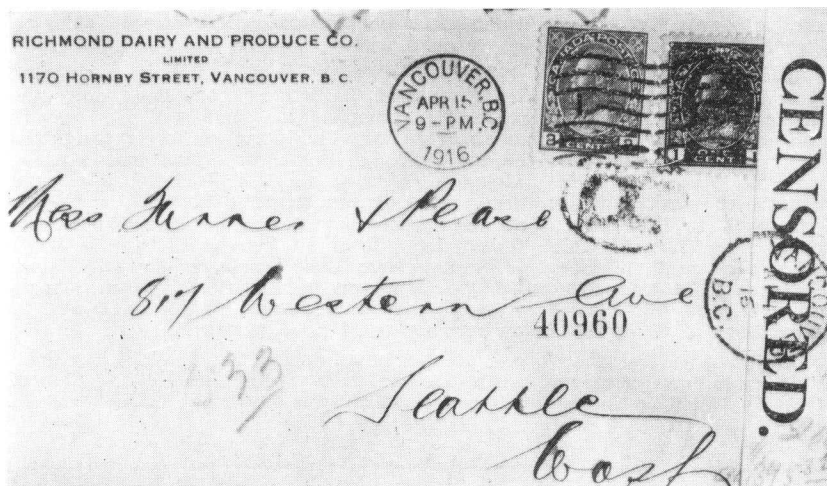
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Delay of Official Government Airmail Flight

By W. H. Ferraro



Route: Peace River-Carcajou-Fort Vermilion-North Vermilion.

Contractor: Commercial Airways Ltd.

Date of Contract: December 8th, 1930.

Distance: 167 miles.

Frequency: 16 return trips per annum.

There are two different circular date stamps on all the covers sent from Peace River on the above flight. One is for the date of contract, and the other is for January 31st, 1931. Mail to Peace River from the out-lying settlements was back-stamped February 1st, 1931, on arrival, showing that the flight lasted less than 48 hours.

The Canadian Postal Archives cannot give an explanation for the long delay.

It is interesting to find that two semi-official flights which Commercial Airways carried out round about December 8th, were also delayed, but to a lesser extent. A flight from Edmonton to Peace River, which should have started on December 6th, was delayed until December 12th. Another from Edmonton to Fort McMurray started on December 9th, but was not completed until the next day, a journey which normally could be done in a day. This suggests that the pilot had to land somewhere, presumably because of bad weather, and complete the flight the following day.

Assuming the same aircraft did both flights, the pilot returned to Edmonton from Fort McMurray on the 10th or 11th, and then flew to Peace River on the 12th, reaching his destination the same day. The date stamp on the front of the covers are for December 6th and were not altered to the new date. The covers were backstamped December 12th at Peace River.

Holmes shows that Commercial Airways did not make any more air-mail flights until January 31st, 1931.

It was not unusual for these early pilots to fly in temperatures well below zero; blizzards and fog in winter, and smoke from forest fires in summer, were hazards which had to be reckoned with.

As an example, in January 1929, C. H. "Punch" Dickins, famous bush pilot, flying for Western Canada Airways, started the first leg of a flight down the Mackenzie River which he expected to complete the same day. On January 18th, he set out from Edmonton for Fort McMurray on an experimental flight, carrying mail, with the permission of the Post Office, and carrying two Post Office officials as passengers. After 40 miles he was forced to land because ice particles had formed in the carburettor. The Post Office officials went back to Edmonton. Two days later they started out again, but were caught in a blizzard which forced them down on the ice at Lac La Biche some miles short of Fort McMurray. Here they remained until the 22nd, when the flight recommenced, only to land on the Clearwater River. Staying overnight, the pilot taxied over on the ice to Fort McMurray and in a temperature of 56 degrees below zero, started for the far north.

Delays of several days were not unknown when the weather was bad. What could have been the reason for the delay of the Peace River—North Vermilion flight extending to 54 days, which was eventually carried out in two?

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ALL
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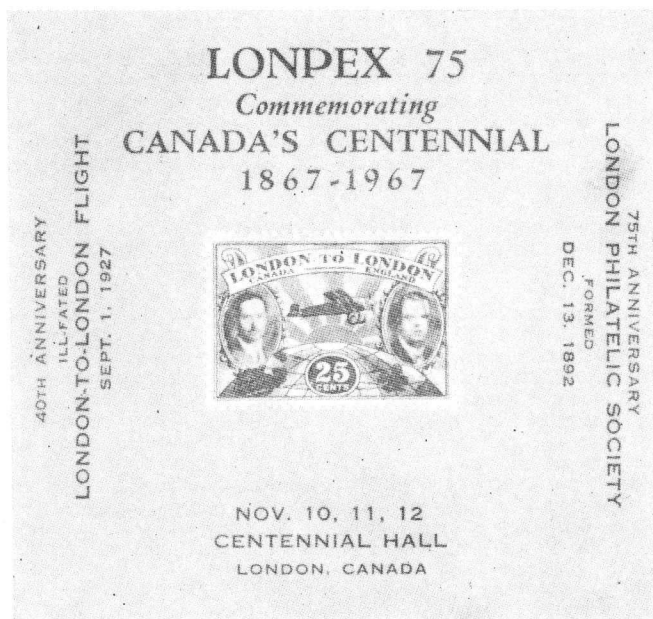
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The Ill-fated London to London Flight

By Major R. K. Malott



Tragedy created Canada's rarest air mail stamp – the pioneer air stamp printed for the London to London Flight in September 1927.

A most interesting account of this event, by someone indirectly connected with the flight, the late Dr. L. Seale Holmes of London, Ontario, appears in his *Specialized Philatelic Catalogue of Canada and British North America*. It is on pages 194-196 of the 9th edition printed by the Ryerson Press, Toronto, in 1960. Dr. Holmes was a close friend of the manager of the "Sir John Carling Flight", Mr. Arthur C. Carty, a free-lance reporter for the *London Advertiser*, later, the *London Free Press*. It is not improbable that because of Dr. Holmes' close association with the organizers of the event, his philatelic interests, and his foresight that one cancelled envelope was overlooked on the second cancelling of the estimated 90 envelopes on 1st September 1927 at London, Ontario. The first cancellation was on 29th August 1927 prior to the first attempt at the flight which was turned back by fog near Kingston. Dr. Holmes may have had some special connection also

to set aside the three or four mint stamps that have survived to this day. Collectors of Canadian air mail stamps owe Dr. Holmes a debt of gratitude for saving this material for posterity and for gathering the data for the background story.

Other prominent collectors of Canadian air mail material have provided accounts of this event, particularly Narcisse Pelletier of Toronto, Ontario, and John C. Cornelius of Minneapolis, Minnesota. Both of these collectors provided data on this subject for the British North America Philatelic Society publication (*BNAPS Topics*) and the American Air Mail Society (AAMS) *Catalogue, Volume 3, 4th Edition*, 1970, page 119. Since 1970 both gentlemen have altered course in stamp collecting interests and have disposed of their vast accumulations, much to the pleasure of avid collectors of this material. A new group of devotees to Canadian air mail semi-official stamps and covers has been organized under the auspices of the BNAPS and they issued a two-page bulletin No. 5 on this London to London Flight and the applicable pioneer air mail stamp.

The bulletin prompted me to check my files on the two unfortunate aviators – pilot Captain Terrence Bernard Tully, and navigator Lieutenant James Victor Medcalf. I discovered an unpublished seven page research paper by a cohort of mine at the Canadian War Museum (CWM), Mr. Hugh A. Halliday, a noted Canadian aviation historian and researcher. I also discovered six photographs of the personages, aircraft and philatelic items that may have never been published in philatelic circles. As a matter of interest Hugh Halliday and other Canadian aviation researchers contribute excellent documented narratives to the Canadian Aviation Historical Society's publication, the *C.A.H.S. Journal*. Anyone interested in Canadian air mail flights would be well advised to join this Society (\$7.00 per year) and obtain the quarterly issues of the *C.A.H.S. Journal*. Excellent histories with pictures have appeared on almost all of the Canadian pioneer air mail companies. Back issues of the *C.A.H.S. Journal* have been printed and are available to members at a reasonable cost. Accurate historical data adds much greater enjoyment to one's study of Canadian air mail development.

If anyone is interested in further data on the BNAPS "Semi-Official Air Mail Study Group" (SOAMS) they should write to Mr. Trelle Morrow, 1370-7th Avenue, Prince George, British Columbia, Canada. Data re the C.A.H.S. may be obtained from the Membership Secretary, Canadian Aviation Historical Society, P.O. Box 224, Stn. "A", Willowdale, Ontario, Canada, M2N 5S8.

Hugh Halliday has given permission to have his article published for the benefit of all interested collectors. Questions concerning the content of his article should be sent to myself, R. K. Malott, Major CAF Rtd., 16 Harwick Crescent, Ottawa, Ontario, Canada, K2H 6R1.

The Ray Lawson Lithographing Company, London, Ontario, printed the 100 copies by lithography in green and yellow on commercial woven white paper, perforated 12. The stamps were apparently printed in sheets of 4 with 10 proofs delivered to Ottawa, some of which were used on official mail from Ottawa for the flight.

The Canada Post Office approved of the printing of the stamp on 18th August 1927. The portraits of pilot Captain Terrence Bernard Tully (*on left*) and navigator Lieutenant James Victor Medcalf (*on right*) with the "Sir John Carling" Stinson Detrioter monoplane aircraft in the centre were on the 25 cent stamp. At the top was the inscription London, Canada, to London,

England. The route was depicted on the bottom part of the stamp. The special stamp was printed under government inspection and held in bond until the day of use. The lithographic stone was destroyed by government officials. The Post Office Department prepared a special cancellation die reading "Air Mail/London, Canada-London, England 1927" along with a date London, Canada. Three dates are known - August 19th, 3.30 p.m. 1927, August 29th, 4.00 a.m. 1927, and September 1st, 5.00 a.m. 1927.

Between 90-97 envelopes were prepared for the flight. A newspaper notice in the *London Advertiser* on 19th August 1927 stated that "a select few additional letters will also be carried but quantity of mail must be rigidly limited to avoid excess weight".

Forgeries or facsimiles were made, some by a dealer in New Jersey, U.S.A. Those known are:

- (a) Red on deep yellow, imperforated.
- (b) Red on pale yellow, perforated.
- (c) A slightly smaller facsimile with green background and a green sunset, the design is in black printing on white paper, perforated.

In 1967 the London Philatelic Society London, Ontario, prepared a special souvenir vignette commemorating the 40th Anniversary of the London to London Flight, (see above). There were 500 special air mail envelopes prepared, cancelled with a special die cancellation and flown by Air Canada to London, England.

Mr. Morrow of the BNAPS, SOAMS, has many questions re the 100 stamps printed - how many stamps in a pane, or in a sheet? Are there any proofs still in POD files? Who designed the stamp at Lawson Lithographing Company? How many covers bearing the stamps were placed on the aircraft? How many covers, if any, without stamps were placed on the aircraft? Are there any envelopes or documents available from the 29th August and 1st September flights? Any collector who may have information on this intriguing subject is requested to contact the author. All correspondence will be answered promptly.

Later, data will be provided concerning special airmail flights flown by the Royal Canadian Air Force (RCAF), by Laurentide Air Service which flew the first authorized air mail scheduled route using semi-official stamps (24th September 1924), and the 50th anniversary of the attempted pioneer flight from Estevan, Saskatchewan, to Winnipeg, Manitoba, by Lieutenant E. A. Alton.

Newfoundland Study Group

Mr. J. Gray, of 44 High Street, Tenterden, Kent, would be interested in forming a Newfoundland Study Group. Mr. Gray, who recently joined the Society, emphasises that he is not an expert in the stamps of Newfoundland. For this reason he is anxious to get in touch with any members who would be willing to join with him in the exchange of information, or who could advise or help in any way.

Simcoe County's Year of Postal Progress

By M. Rosenthal

A century ago the railway in Simcoe County reached only to Barrie, or rather its southern suburb, Allandale, and then headed north-westward to Collingwood, or Georgian Bay, north and east from Barrie to Orillia, and to the new settlements in Muskoka, road and the waters of Lake Simcoe and Couchiching were the only ways for the mail to travel.

In its issue of January 9th, 1868 the *Northern Advance*, a Barrie, Ontario newspaper, reprinted approvingly a letter in the *Orillia Examiner* written on January 2nd by "A.Z."

"With your permission I would wish through the media of your journal to draw the attention of the business portion of the community, of this and the northern section of the country, to the many disadvantages and inconveniences we labour under in respect to our present postal accommodations.

"Commencing the first of May, when the spring trade opens, and when, of course, we require and should have every facility afforded us for the quick transmission of mail matter between Barrie, as the county town, and Toronto, as our principal market, we find, instead of expedition it takes no less than FIFTY hours to get an answer to a communication from the former place, though only 28 miles distant; and the same time is consumed we hear from Toronto. For example, a letter is mailed at Toronto on Monday, say in time for the morning train, and arrives here by half-past 12 p.m. the same day. This is as quick as can be expected. The grievance is not here, but in not being enabled to answer said communication till the following day, as the steamer which carries the mail does not leave here before Tuesday, at 2 p.m., arriving at Toronto at 8 p.m., after post-office hours, so that the party to whom it is addressed does not receive it before Wednesday morning, thereby making it the THIRD day before an answer can be had from the short distance of 28 miles!

"Now, with respect to Barrie, our county town, where of necessity our business daily calls us, we are, I may say, in a still worse predicament. A letter posted at Orillia on Monday morning arrives at Barrie (28 miles) same day at half-past 6 p.m., too late for business with the banks, public offices, etc., that day, on Tuesday we have our matters attended to, and should the answer to our communication be posted that day it will arrive here about half-past 12 p.m. on Wednesday. Thus, it will be seen, it takes almost THREE days to get an answer from a distance of 28 miles!! Should this be? I think not.

"Now for the remedy. A letter mailed at Toronto any time on Monday before 3 p.m. will arrive at Barrie at half-past 6 p.m., here a mail should be made up every evening for Orillia and the north, despatched by the steamer "Ida Burton" next morning, and arrive in this place at 10 a.m."

"In conclusion, Mr. Editor, I would suggest that a meeting of those more particularly interested in the matter, be convened at an early date and the subject fairly discussed, and if found to be desirous as represented, appoint a committee to draft a memorial to the Postmaster General, who will, no doubt, give it all due consideration".

New and more powerful equipment in the "Ida Burton" improved its speed and the transmission of the mail within a few months. On June 11th, 1868 the *Northern Advance* could report:

'After a long struggle, the proprietors of the "Ida Burton" have at last succeeded in accomplishing their object. The boat never fails now to connect with the evening train for Toronto, in fact, gives parties from the north the chance of an hour (and sometimes more) to transact any business they have to do in Barrie'.

'The "Ida Burton" now carries three mails—one from Barrie to Orillia, one to Muskoka from Barrie, (where the mail is sorted) and the local mail from Orillia to Muskoka. By this arrangement letters leaving Toronto or Barrie reach the Muskoka Territory from the city in about 18 hours, and from Barrie in six or eight hours everyday'.

Meanwhile, people in the back country of Simcoe County, away from the lakes, were getting improved postal service, in the form of more post offices, so that they did not have to go too far to the nearest such establishment from where they lived. On February 20th, 1868 the *Northern Advance* commented:

'We learn that a numerous signed petition has been presented to the Postmaster General, desiring the establishment of a post office at "Cook's Mills", 10th concession, Medonte, and that Mr. Thomas Cavanagh, storekeeper, be appointed post master of the same'.

'This will be a great boon to the inhabitants, as it will afford postal accommodation to over 90 families. The locality is a very central point and a post office will consequently be a source of great convenience to the surrounding settlement'.

In lot 5 of the 10th concession of Medonte Township, seven miles south of Coldwater, John Cook had a saw mill on a branch of the Coldwater River, the nucleus of a little community served by Cavanagh's store. The inhabitants were successful in getting a post office opened in it that year, but the name given was Creighton, after a captain living in the vicinity.

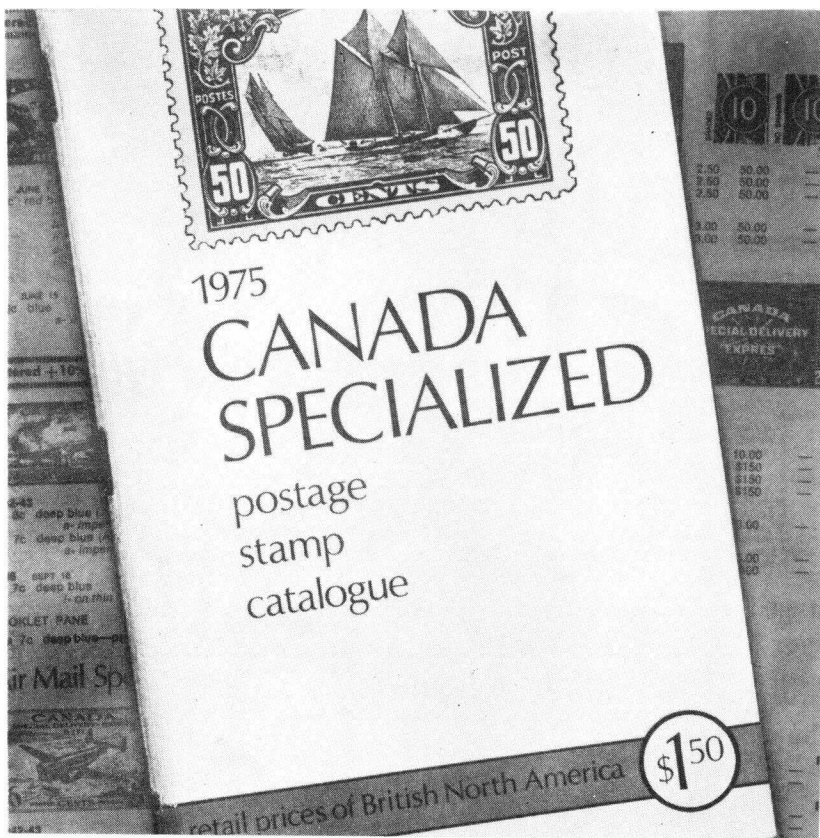
Another request for a post office appeared in the *Northern Advance* on November 26th, 1868, concerning an area in Muskoka district, then still part of Simcoe County.

'The settlers around Sparrow Lake, being in the township of Morrison, greatly require postage accommodation. They have at present to travel a distance of over six miles to the Severn Bridge, and in some cases even farther. A post office would be a great source of convenience to the settlement. There are probably about one hundred or more settlers living in the vicinity who would gladly welcome the advent of the boon being conferred. We have no hesitation in saying if the matter was properly represented to the Department the required want would immediately be granted'.

If there was a request for a post office, it was unsuccessful, for it was to be another 10 years before Sparrow Lake post office was established.

By 1872 the Midland Railway, from Beaverton to the new port of Midland, and the Northern and Northwestern Railway, headed from Barrie to Muskoka, had both reached Orillia, and its mail would be carried by train. On the narrow strip of land dividing Lakes Simcoe and Couchiching the two lines crossed each other, at a junction called after the latter lake. There Couchiching post office was opened that year by James Fennell, probably a railway employee. With Atherley post office already in existence just across the Narrows connecting the two lakes, and Orillia itself only a mile west, it could not have done much business, and it is not surprising that it closed in 1874.

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Censored Registered Mail of The World War I Era

By H. W. Harrison

I have for some time been in correspondence with Mr. Ray Peters of the Phoenix Stamp Shop, Phoenix, Arizona. Ray is an old dear friend of mine who collects Canadian material of various sorts, almost anything other than a straight stamp collection. It was his tremendous assistance that helped me with the Canadian Pacific Railway View Cards, and his was the principal collection which formed the basis for the Webb listing of the Grand Trunk Railway Cards in the Webb Catalogue. He also has a fine collection of Canadian Flag Cancels and a gentleman whose knowledge of Canadian stamps, covers, cancellations and collateral material is always revealing, even to the most experienced student of Canadian philately. During our correspondence, sporadic as it may have been, on the Railway View Cards, Ray mentioned that he would like me to express my opinion on the registered censored mail from Vancouver and Victoria during the World War I period. It was apparent, during the course of our correspondence, that he thought I should be familiar with this particular phase of registered mail. It was also apparent that he felt this way because he was certain that I had acquired some of the material from him. It turned out, of course, that I knew nothing of what he was writing because I had never seen the material. When I eventually got it through to him that I was unfamiliar completely with the subject, he furnished me with four or five covers and some correspondence which he had had with the late Col. Lloyd W. Sharpe of Hamilton, Ontario, a student of Canadian military mail. Upon his receipt of these censored covers which bore no registry fee prepayment as required by the postal regulations, Col. Sharpe wrote to the postmaster at Victoria, at Vancouver, and to postal headquarters at Ottawa. His inquiries bore no fruit whatever in Victoria, and no fruit whatever in Ottawa. However, the letter which he received in reply from Vancouver was most illuminating, and I quote in its entirety:

'This will have further reference to my letter of the 20th August 1963, about five envelopes bearing "Censored" labels which were mailed during the time of World War I.

'Our Postal regulations files were examined and it was at length discovered that all of those regulations pertinent to World War II Censorship had been returned to Post Office Headquarters in Ottawa some time after the end of the War. Under date of August 7th, our Headquarters in Ottawa advised you that they were unable to give you the information which you were seeking and we, likewise, have not found any Censorship regulations relative to World War I.

'However, we succeeded in contacting several retired members of the Postal staff who had been assigned to Censorship duties in both World Wars I and II. One of these was, in fact, in charge of the Censorship for this area during World War I. He advised that "ordinary" letters were placed under registration when it was found during the course of the Censorship duties that they contained currency over \$1.00 in value, or when there were papers in the covers which were thought to be valuable. According to this gentleman's memory, Headquarters had instructed that no additional registration fee was to be charged either the sender or the addressee in such cases as the registering of the mail was done as the result of a war measure (Censorship) and not primarily as a Postal measure. In the latter connection, however, the action of registration gave security to the valuables and also protected the name of the Post Office Department'.

'I feel certain that this information is correct, and I hope it will answer the enquiry for you'.

'The covers which you submitted have been carefully handled by as few people as possible in my office in order to preserve them. It was noted that, when the covers were received here, the stamp on the one addressed to the Puget Sound News Company, Seattle, Washington, and mailed in Victoria, B.C., on the 12th April 1916 at 11.00 p.m., had a small portion of it previously torn away. No doubt you had already noted this point'.

'The five covers are returned to you herewith'.

(This letter dated 30th August, 1963, is signed by A. E. Catterall, District Director of Postal Service, Vancouver, B.C.—Editor).

You will note from the next to final paragraph that Mr. Catterall is careful to preserve the good name of the Post Office Department even in the matter of the covers themselves being damaged.

Illustrated above is a cover from Vancouver to Seattle, Washington, originally cancelled Vancouver April 15th, 9.00 p.m., 1916, and later when censored, was resealed on April 17th, and noted on the censorship label in the lower right corner \$395.32. At the same time the "R" in oval was struck tying both stamps to the cover, in addition to the machine cancel of two days previously. A registry number in indelible pencil, 533, was marked in the lower left centre of the cover. On the back the censor label is also tied to the cover with the Vancouver, April 17th, 1916, hand stamp, and in purple the Seattle, Washington, registered date stamp for April 18th 1916.

Ray Peters kindly gave me a cover from Victoria as well as the one shown elsewhere from Vancouver, in exchange for a promise that I would write an article concerning this unusual usage of registered mail for publication in the appropriate journals of Canadian philately, both here, in Canada, and in England. I have submitted it and published it first in my local newspaper, the monthly *Baltimore Philatelist*, so that the members of the Baltimore Philatelic Society may have the first opportunity of selecting these unprepossessing covers from the boxes that are frequently found in bourses all over the Eastern Seaboard. Censored covers are not particularly rare or scarce from either World War I or World War II, but those which are both censored and registered, and on which the registry fee has not been paid, are scarce to rare, and certainly well worth looking for.

Letters to the Editor

Mr. R. G. WOODALL writes:

Canadian Arctic Air Mails

I have long had a cover in my collection written up as being carried on a special flight from Aklavik to Herschel Island, with date stamps 11th August and 12th August, 1931. This is listed in the current A.A.M.S. Cat. as No. 529A, a Government Flight by W.C.A., and valued at \$50.

Recently I acquired another similar cover, and noticed that the Aklavik date stamp clearly showed 11th August, 1930, though the Herschel date was 12th August, 1931. Checking my first cover I found the year date at Aklavik was unreadable. First thought was a postmaster's error at Aklavik, not having changed last year's date plug, but I found another cover with a clear Aklavik postmark of 14th March, 1931, so this theory would not wash. One can only accept that a year and a day passed between the stamping of the Aklavik and Herschel Island postmarks, and the consecutive days time-proof of air travel does not exist. It could be that after being postmarked at Aklavik on 11th August, 1930, these two covers waited there for the next R.C.M.P. patrol going to Herschel Island, where they made another long wait for the next opportunity to be sent out and be put with the regular mails again. This may have been on 12th August, 1931, or shortly after, but whether by a special air flight or by R.C.M.P. patrol, who can tell? On one of the covers there is an arrival date stamp at Temiskaming P.Q. 13th October, 1931. Three months from Herschel Island. Your comments and any information will be received with interest. Is there any other evidence that a flight was made to or from Herschel Island on 11th or 12th August, 1931?

Mr. K. ELLIOTT writes:

W. H. Merritt Issue

I am writing this note to advise you of my recent findings of varieties on the 8 cent William Hamilton Merritt stamp.

To date I have been able to pick out four different and fairly constant varieties.

No. 1: Stamp number 20 on the sheet has a very pronounced line about 2 mm. long running under Mr. Merritt's lower lip. It can be seen clearly with the naked eye. Seen about every 4th sheet.

No. 2: Stamp number 31 has a fairly constant circular mark on the chin. It varies considerably in intensity and is less constant than number 20.

No. 3: Stamp number 45 has a very nice 'eyelash' extending above Mr. Merritt's right eye, (left eye as we look at the stamp).

No. 4: Stamp number 50 has a double tear running from Mr. Merritt's left eye (right eye as we look at the stamp) also appearing every fourth sheet. Clearly visible with the unaided eye.

There are a few other very minor marks, but none of them are so easily seen nor are they constant. No doubt we shall have others showing up, but this can serve as a start.

New Stamp Issues

G. Marconi

The eight-cent stamp commemorating the centennial of the birth of Guglielmo Marconi features a portrait of Marconi combined with a view of St. John's harbour from Signal Hill and was issued on 15th November, 1974.

The stamp was designed by John B. Boyle and measures 36 mm. by 30 mm. in a horizontal format. A total of 28 million stamps were printed in four-colour lithography by Ashton-Potter Limited, Toronto. Marginal inscriptions, including the designer's name, appear on the four corners of each pane of 50 stamps.

The total production of these stamps will bear the general tagging and will not be available in any other form.

W. H. Merritt

The eight-cent stamp honouring William Hamilton Merritt, "the father of Canadian transportation", features a portrait of Merritt in the right foreground with a view of the Welland Canal in the background, and was issued on 29th November, 1974.

The stamp was designed by William Rueter and measures 40 mm. by 24 mm. in a horizontal format. A total of 28 million stamps were printed in five-colour lithography by the Canadian Bank Note Company and in one-colour steel engraving by the British American Bank Note Company. Marginal inscriptions, including the designer's name, appear on the four corners of each pane of 50 stamps.

The total production of these stamps will bear the general tagging and will not be available in any other form.

25 Cents (1974) Stamp Booklet

We are indebted to Mr. J. R. Smallman for the interesting information that the above booklet, which appeared in April, 1974, is known with interesting tagging errors. These include one which, it is believed, consists of no tagging between the se tenant 1 cent and 6 cents stamps and the two 8 cents stamps. The pane with this variety also has a misplaced tag smear at the base of the lower 8 cents value. A similar variety is also known WITHOUT the tag smear. The missing tag bar in the former two varieties is also known to be accompanied by a partial tag bar between the two 1 cent stamps and the lower 1 cent and 8 cents stamps. A modified variety of the latter is also known in which the 1 cent or lower 8 cents stamp is completely untagged. A further variety apparently exists in which both the se tenant 1 cent and 8 cents stamps are completely untagged.

These errors were discovered in Toronto and were withdrawn by the Canadian Post Office within the day of discovery. Needless to say the varieties are extremely rare.

Revised 1975 Stamp Programme

Date of Issue	Subject	Denomination	No. of Stamps
Feb. 5	Olympic Semi-Postals (Water Sports)	8 cents+2	1)
		10 cents+5	1)
		15 cents+5	1)
Mar. 14	Olympic Sculptures (Dr. Tait McKenzie)	\$1.00	1)
		\$2.00	1)
April 4	Subarctic Indians	8 cents	2)
		8 cents	2)
May 15	L. M. Montgomery Robert Service	8 cents	2)
		8 cents	2)
May 30	Marguerite Bourgeoys Alphonse Desjardins Samuel Chown John Cook	8 cents	2)
		8 cents	
		8 cents	2)
		8 cents	
June 11	Olympic Track and Field	20 cents	1)
		25 cents	1)
		50 cents	1)
July 3	Calgary Centennial	8 cents	1)
July 14	International Women's Year	8 cents	1)
Aug. 6	Olympic Semi-Postals (Combat Sports)	8 cents+2	1)
		10 cents+5	1)
		15 cents+5	1)
Sept. 2	Supreme Court Centenary	8 cents	1)
Sept. 24	Canadian Ships	8 cents	4)
Oct. 22	Christmas (Children's Design Project)	6 cents	2)
		8 cents	1)
		10 cents	1)
		15 cents	1)
Nov. 10	Royal Canadian Legion 50th Anniversary	8 cents	1)
TOTAL NUMBER OF STAMPS			35
NUMBER OF ISSUE DATES			13
TOTAL FACE VALUE			\$6.82

As well as the usual choice Canadiana offered in my Postal Auctions I am offering selections from an 800 piece collection of Fancy Cancellations during the coming season. Serious collectors are invited to apply for membership in the U.K. Overseas collectors may now bid on the receipt of \$3 for a year's supply of Auction lists.

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SS1 3JE. (RPO,PER,PC,CG,CGE)
2018. DICKSON, G. S., (P) 1 Grange Terrace, Letham, Perth PH1 2JR,
Scotland. (C,B)
2019. HAYHURST, J. B., 5900 119th Avenue S.E., Apt. 58, Bellevue, Wash-
ington 98006, U.S.A. (B,C)
2020. GRAY, Dr. J. M., (P) Orchard House, Holme Road, Matlock, Bath
DE4 3NU. (P,SC)
2021. SMITH, J. I., Kuwait National Petroleum Co., P.O. Box 9202, Ahmadi,
Kuwait. (C,CGE)
2022. RUSSELL, Dr. W. M., Glen House, 15 Rowlands Hill, Wimborne, Dorset
BH21 2QG. (C)
2023. NUNN, F. A., 24 Beaumont Road, Headington Quarry, Oxford OX3
8JN. (CR,CGA,MO)
2024. GILMORE, J. A., 7050 Parkwood Avenue, Pasadena, California 91107,
U.S.A. (BC,PBL,COV,BS,PS)
2025. 1889. ROLING, P. V., 1889 Willow, Mount Pleasant, Michigan 48858
U.S.A. (C)

Change of Address

961. HUNT, Harns R., 60 Brandywine Lane, Suffield, Conn., U.S.A., 06078.
1535. ROSENTHAL, Max, 160 Woodfield Road, Toronto, Ontario, Canada
M4L 2W7.
1310. FRASER, A. G. J., Patio No. 3, 4003 Bayview Avenue, Willowdale,
M2M 3Z8, Ontario, Canada.
1854. GOUGH, M. C., 3 Mandeville Close, Watford WD13 SF.
2003. BLOOR, M. R., 2 Hope Cottage, Chapel Lane, Bucklow Hill, Knutsford,
Cheshire, WAK 6BF.
1956. BARNARD, W. T., Greyroofs, Ablington, Bibury GL7 5NK, Gloucester-
shire.
1979. HILL, D. P., 8 Roanoke Road, Apt. 201, Don Mills, Ontario M3A 1E6,
Canada.
1299. DENTON, B. K., Rua Dos Cedros, Bloco 2, 3^o Esq^o, Estoril, Portugal.

Reinstatements

1630. WALLACE, G. A.
1679. LOVE, J. A., 33 Kings Avenue, Brigg, South Humberside.

Latest Address Wanted

211. HEDLEY, R.
1336. PARKER, Dr. R.
1929. SCOTT-FOX, Cdr. C., RN.
1974. CHAPMAN, A.

Deceased

840. SMYTHIES, E. A., F.C.P.S.

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