



JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Journal of

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EDITORIAL

"1976 and all that"

By the time this appears in print the Olympic bonanza will be over, and the record-breaking swimming, fencing, running, jumping, boxing, dressage, gymnastic and other events will have become a part of "sporting" history. The Mayor of Montreal will be counting the cost of it all and thinking how best he can persuade the Canadian taxpayer that it was all worthwhile. If there are any doubts about this, however, they will not be harboured by Canada Post for whom no one can deny that it was a "Good thing".

Never, we venture to suggest, have *THE GAMES* been "celebrated" by the Post Office of a host country with such assiduous attention to the "needs" of stamp collectors (and such disregard for their pockets!).

If anyone needs reminding, it all started in 1973, September 23rd to be precise, and from thereon, with relentless regularity the world in general and Canadian stamp collectors in particular have been offered, at a price, a plethora of sticky labels in various quantities, combinations and denominations. Thankfully not more than two of these were available at \$2 each, and "only" twelve bore a surcharge designed to provide an inexpensive way for collectors to contribute to the cost of *THE GAMES*. In all these are estimated at such an astronomical figure that it has been suggested that today's Canadian babes in arms will still be paying for this latest extravaganza when they are tottering down to the nearest post office to draw their senior citizens' allowances!

Allowing for some slight exaggeration here (and we are not too sure about that) it still adds up to a sizeable bill even for a "rich" country like Canada. And if that sounds envious coming from one whose country cannot afford such indulgences, we hasten to add that it is to be hoped that things will remain that way. Just what the British Post Office would do if presented with such an opportunity to exploit stamp collectors is best left to the imagination. Just what the Postal Authorities of the U.S.S.R. will do in 1980 remains to be seen. But they will have to be on their mettle to beat "Canada Post".

(Overheard at a local philatelic society meeting: "Whenever Canada issues a new stamp I go out and buy an old one!").

Canadian Postmarks

A note in *"The London Philatelist"* to the effect that Dr. M. W. Carstairs will be responsible for exhibiting "Canadian Postmarks" to the R.P.S. in March next is worthy of mention, if for no other reason that it might encourage others to "fly the Canadian flag" whenever the opportunity occurs.

BCPEX '77

The Royal Philatelic Society of Canada will hold its Annual Convention and Show — B C Pex 77 — on April 21, 22, and 23 1977, for the first time in Vancouver, B.C., one of the most beautiful cities on the Pacific Coast. The Bayshore Inn has been selected as the site of the Show. It is ideally located on the waterfront, within easy walking distance of the famed Stanley Park and a few minutes from Vancouver's finest downtown shopping areas, and famous "Castown". The Bayshore Inn is part of the Western Hotel Chain.

The Show will have 400 Frames and a Bourse of 25 Dealers from both Eastern and Western Canada as well as the United States. At the time of this writing, the Committee has not yet decided whether it will accept Philatelic Agencies from Commonwealth Countries.

Special Cancellations will be prepared for the event by the Canada Post Office. First-Day Ceremonies for any new stamps issued during that period are now being negotiated.

It is anticipated that this Show will attract many of the finest collections on the continent, so plan to take your holidays in time to take it in. Special hotel rates will be available to those registering for attendance.

The show is being jointly hosted by the B.C. Philatelic Society of Vancouver, the Royal City Stamp Club of New Westminster, the North Vancouver Stamp Club, the Centennial Stamp Club of Coquitlam, and the Bear Creek Stamp Club of Delta, B.C.

For more information for attending B C Pex 77, either as a guest or as a participant, write the exhibition chairman, Mr. W. E. Topping, Box 1071, Station "A", Vancouver, B.C. U6C 2P1. A prospectus is available on request.

Machinations

Part 3

By D. F. Sessions

Following a survey of the use of the Imperial and Bickerdike machines from 1896-1902 (M.L. WN 156 and 157) a study of the International machines that replaced them is now under way (see letter M.L. WN 158, p.47). Any member who has an interest in early slogans or the standard wavy line obliterated is again urged to contact the writer if this has not already been done.

Before embarking on detailed listings of Internationals I felt it might be instructive if some consideration were given to the Companies and the machines themselves as very little seems to have been written about them. Even the small amount already written appears to be contradictory in places or, at least, misleading.

There follows an attempt on my part to summarise the available information on the principal Companies and the machines used or tried by the Canadian Post Office between 1896 and 1920. Anyone who can throw additional light is cordially invited to do so.

IMPERIAL MAIL MARKING MACHINE CO. LTD.

A circular produced by the Company in 1896 describes the Imperial machine under the heading "My Invention" by M. V. B. Ethridge. This is dated at Boston, Mass., August 11th 1884. Martin Van Buren Ethridge and his brother Frank N. Ethridge purchased the patents of Thomas Leavitt, also of Boston, and marketed the Leavitt machine but subsequently introduced their own designs and a company was incorporated in 1885 as the American Postal Machine Company.

Leavitt's five main patents were issued between 1876 and 1880 and the first patent traced to M. V. B. Ethridge was issued 4th August, 1885. At least 13 more were taken out during the period to 1895, three of them jointly with Henry E. Waite. Other patents issued to E. L. Howard, T. G. Stoddard, Stoddard and Barbour and W. D. Doremus between 1901 and 1916, were also assigned to the American Postal Machine Company.

The earlier Ethridge machines were steam driven but their "Boston" machine (c 1896) was driven by electricity. This machine was put on trial by the British Post Office in 1898 alongside a Bickerdike and, as a result, six of each were rented at £36 per annum per machine. These 12 machines were purchased in the following year, along with two more of each, and the 16 machines remained in service until 1908.

The "Boston" machines appear, from rather poor illustrations, to be very similar in design to the "Imperials" used by the Canadian Post Office in 1896/97. The Imperial Mail Marking Machine Co. Ltd. had offices in Boston Mass., and Montreal Canada, and the principal stockholders were also large stockholders in the American Postal Machine Company. It seems likely therefore that the Imperial Company was the Canadian operation of the American Postal Machine

Company. The American Company certainly took over the running of the Canadian Office in the 1900's and the markings of the various machines were very similar.

From the British trials of the "Boston" machine in 1898 it appears that the machine handled 100 letters a minute with 2½ failures. To compare these results with hand stamping it is interesting to note a report made to the British Post Office in 1887. This report took as an example 600 letters which would require 10 men to "face" them all in one minute. To stamp them in one minute by the Pearson Hill machine then used by the British Post Office, would take a further 5 men i.e. a total of 15 men one minute to face and stamp 600 letters. The Ethridge machine then under review dealt with 90 letter per minute i.e. in one minute the 600 letters could be faced and stamped by 6½ men. The machine would probably have been steam driven.

THE CANADIAN POSTAL SUPPLY COMPANY

Little is known about this Company which supplied the Bickerdike machines to the Canadian Post Office. The first Bickerdikes were tried in Canada in December, 1896 and it was during 1897 that the Company also offered machines to the British Post Office for trials.

The British trials were satisfactory but the asking price of £250 per machine was not acceptable. Alternative offers of £100 down and £25 per annum for 14 years later reduced to £100 down and £20 per annum for 10 years, were also turned down. In 1898, as a result of a similar offer by the Ethridge Bros., the Bickerdikes were offered at £100 per machine. After renting 6 of each for a year the 12 machines and 4 others were purchased outright.

In comparative tests by the British Post Office the Bickerdike handled 130 letters per minute with a 5% failure rate.

THE COLUMBIA POSTAL SUPPLY COMPANY

The above Company, of Silver Creek, New York, supplied to the Canadian Post Office some machines which superseded the Internationals. It could be also that one or more of the experimental dies shown on pp. 10/11 of M.L. WN 157 were supplied by this Company although the year at the foot of the date hub is indicated of the "International" machines.

Several patents were taken out between 1901 and 1916 by Fred C. Ielfield and the Standard Mail Marking Machine Company; these were assigned to the Columbia Postal Supply Company but around the time the Canadian Post Office took some, i.e. a little before 1920, they were specialising in the Columbia "Junior" which was offered for direct sale to postmasters.

As far as is known, the Columbias were all electrically driven. Several machines were introduced to the British Post Office in 1901. They could be operated by one man provided he was "fed" by other men with "faced up" mail. The original price quoted to the British Post Office was £159 per machine with a reduction to £144 each (exclusive of motors and shafting) for an order of 12 or more machines. The operating speed was rated at 5-600 letters per minute. At the upper limit of 600 letters per minute there was a failure rate of 5% which was too high so it is likely that they were run at slower speeds.

The British Post Office bought 58 machines between 1901 and 1907. They were replaced in the U.K. by Krags and Universals.

KRAG

Krag machines were not officially used in Canada although over 100 were used by the British Post Office. However one strike of a continuous machine impression similar to that produced by the Krag machine, has been reported and patents were issued in the U.S. to N. A. Krag and G. A. Hansen in 1906 and 1907. It is likely that machines were offered to the Canadian Post Office for trials.

N. A. Krag, the inventor, was Swedish but the machines were originally made in Norway. It seems likely that they would be made under licence in countries where reasonable orders were placed.

A speed of 1000 letters per minute was claimed for the Krag machine but British trials showed 6-700 per minute with 5% failure in 1906. Improvements were made and the improved electrically driven machines were offered at £95 each. The British Post Office bought 18 machines in 1908/09. Hand or treadle were also available and of the 100 odd machines used in Britain in 1912 only about 40 were electrically driven.

INTERNATIONAL POSTAL SUPPLY COMPANY

This company was formed in 1885 and took over the Hey & Dolphin patents about 1895. It would appear that M. J. Dolphin joined the International Company as well as he was negotiating, on behalf of the International Company, with the British Post Office in 1903.

The model most likely used by the Canadian Post Office was the "Flier" which was introduced about 1900 and was electrically driven. This model was put on

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trial by the British Post Office in 1902/03 but was not accepted. Further trials took place in 1911 and a speed of 654 letters per minute with a 1.8% failure rate was recorded. The manufacturers wished to rent the machine out but eventually agreed to sell outright though the price was high — £500 each for 10 or less, £450 each for 10-20 and £400 each over 20. The British Post Office eventually purchased a number of machines.

The Canadian Post Office ordered a number of machines in 1902, they were in use in at least 8 post offices. The main order by the Canadian Post Office seems to have been fulfilled in 1908 when over 30 post offices brought Internationals into use.

Three basic models were being offered: the "Flier", an electrically driven machine rated at 600+ letters per minute, a slower version, Model S, rated at about 100 short letters per minute and a handpowered Model L. The U.S. List of Awards for 1916 showed an annual rate of rental of \$270 for the "Flier", \$150 for Model S and \$60 for Model L.

The style and quality of impression from each machine was alike, in fact the dies, type, etc., were interchangeable between all machines. Thus although it is believed that the Canadian Post Office used both electrically and hand driven machines it is virtually impossible to differentiate between them. It has been said, however, that the cancelling bars of the "S" and "L" models were shorter than those used with the "Flier".

UNIVERSAL STAMPING MACHINE COMPANY

A certain amount of confusion has arisen between this Company and Universal Postal Franking Limited. Stitt-Dibden, in his book "Early Stamp Machines", refers to the Universal Machine Company of New York, manufacturing from Hey & Dolphin and Krag patents, as introducing a machine to the British Post Office in 1911 and further mentions that the Company eventually became Roneo Neopost. Barlowe, in "Canadian Machine Cancellations Part 4", refers to Pitney Bowes of Canada Limited (Universal Postal Frankers).

The former reference appears to be erroneous and the latter a little misleading. One of the pioneers of metered mail, as opposed to machine cancellations, was Ernest Moss of Christchurch, New Zealand. He and E. F. Dombain formed the Automatic Stamping Co. Limited, later re-named Universal Automatic Franking Machines Company (New Zealand). The Moss franking machines were introduced into Britain by salesman A. H. Kinnard (formerly E. H. Klaber) who was the brother of E. A. Klaber, the Managing Director of Roneo. Metered mail received International sanction by a U.P.U. regulation operating from 1st January, 1922.

A syndicate was formed by Kinnard, The Universal A. P. Franking Machine Company and J. E. Dunbar, a Lloyds underwriter in association with Marconi Wireless Telegraph Company and in May 1922 Universal Postal Frankers Limited was registered with Kinnard as managing director and the managing director of Marconi as chairman. In 1929 Pitney Bowes bought up Universal Postal Frankers Limited, the latter company operating as the London agents of Pitney Bowes.

The Neopost Company had been formed about 1925 with Kinnard as one of the shareholders; Roneo (Kinnard's brother's Company) did much of the marketing and by the late 20's was Pitney Bowes' only serious rival in the United Kingdom in the field of postal franking (i.e. metered mail). After reorganisation

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of Neopost in 1927 Kinnard transferred 2,500 of his shares to Universal Auto Franking Machine Company (New Zealand) which thus became a shareholder in both Universal Postal Frankers and Neopost. In 1930 three Roneo directors (including E. A. Klaber) were appointed to the Neopost Board. In 1931 a subsidiary of Roneo was formed under the name of Roneo-Neopost Ltd.

The Universal Stamping Machine Company formed in 1908 to market George H. Graham's cheque endorsing machine. In 1909 Harold Walter Bowes, born in Bradford, Yorkshire, in 1882, joined the Company as a salesman and within a short space of time purchased the Company from Hudson Maxim for \$6000. While sales of the cheque endorsing machine provided cash flow Graham and Bowes worked on the idea of a stamp cancelling machine. After a series of tests in Washington the first Universal cancelling machines were accepted by the U.S. Post Office in 1910.

In 1911 Bowes travelled to Europe and sold cancelling machines to the postal administrators of both Britain and Germany. At this time there was no connection between Universal Stamping Machine Company and Hey & Dolphin or Krag. Hey & Dolphin machines were being sold by the International Postal Supply Company and it was Universal Postal Frankers Limited who adopted Hey & Dolphin and Krag machines for use as franking machines as opposed to cancelling machines.

Bowes subsequently became interested in permit mailing machines and dispensing with postage stamps altogether. Approaches to the U.S. Post Office in 1912 came to nought but Bowes kept at it and discussions were re-opened in 1918. It was suggested that Bowes get in touch with Arthur Pitney whose locking meter seemed to overcome the Post Office's main objections. Bowes telegraphed Pitney in Chicago and they met at the Universal factory in Stamford, Connecticut. Both realised the advantage of pooling resources. The first model — Model A — was a modification of the standard Universal cancelling machine with a detachable meter incorporating the basic Pitney locking out mechanism.

Thus the "Universal" rapid cancelling machines used in Canada from 1912 onwards were the machines manufactured by the Universal Stamping Machine Company, which Company at this time had no connection with Krag or Hey & Dolphin.

It should be borne in mind that postal franking machines and rapid cancelling machines are two very different things. The former produces a stamped impression including the postage value, no stamp is involved; the latter is a device for cancelling stamps already affixed to envelopes. Universal Automatic Postal Franking Limited, later Universal Postal Frankers Limited, manufactured franking machines whilst the Universal Stamping Machine Company manufactured rapid cancelling machines and automatic cheque endorsing machines. It was only after the formation of Pitney Bowes Limited that the Universal cancelling machines were modified to be used as franking machines.

Acknowledgements:—

1. History of Rapid Cancelling Machines by A. H. Pike, Collectors Digest 1922.
2. Early Stamp Cancelling Machines by W. G. Stitt-Dibden. Postal History Society Publication 1964.
3. Canadian Machine Cancellations Part 4 by Ken Barlowe.
4. The History of Pitney Bowes Limited by S. T. Roberts. Published by Pitney Bowes Limited in G.B. 1975.

Canadian Railway Postmarks, Hammer Varieties — Part 13

By Philip R. Grey

Instalment 12 covered the Canadian National East-West main lines from Winnipeg to Regina and Saskatoon. We now look at the secondary lines within the same general area. All of the postmarks listed have fixed serial numbers.

A. Winnipeg-Swan River-Prince Albert (555 miles)

<i>Shaw No.</i>	<i>Shaw Type</i>	<i>Period Recorded</i>			
W.199	17A	Winnipeg & Prince Albert R.P.O. No. 2	1908	No. 4	1914
W.206	17A	W'peg & Swan River R.P.O.			
W.206	17A	No. 1	1920-43	No. 1 (dot each side)	1944-53
		No. 1 (Dot each side) (Fig. 1) 1944-53			
W.207	17A	Wpg. & Swan Riv. R.P.O. No. 1	1931-1943	No. 2	1951
W.155	17A	Swan River & Prince A. R.P.O. No. 1	1925-1945	No. 2	1923-1924
W.156	17A	Swan Riv. & Pr. Albert R.P.O. No. 2	1942-1945		
W.152	17A	S.R. P.A. R.P.O. No. 1	1952	No. 3 (Fig. 2)	1953-1954
		No. 2	1952-1956	No. 3 (Dash under "O" of "No")	1923-1946
W.1A	17A	Bar. & P.A. R.P.O. (Barrow & Prince Albert) No. 2 (Fig. 3)			1953-1959

B. Winnipeg-Hartney-Virden (219 miles)

W.208	17A	Winnipeg & Virden R.P.O. No. 3	1913		
W.209	17A	Wpg. & Virden R.P.O. No. 1 (Fig. 4)	1938-56	No. 2	1939-1956
W.210	19D	C.N.R. W'p'g. & Virden R.P.O. No. 1	1908	No. 2	1909
W.186	17A	Wpg. & Har. R.P.O. No. 1	1928-1938	No. 3	1931-1937

C. Regina-Melville-Yorkton-Canora-Hudson Bay Jct.-Flin Flon (426 miles)

W.116A	17A	Reg. & H.B. Jct. R.P.O. No. 1	1945-1947		
W.116E	17A	Reg. & H.B. R.P.O. No. 1	1948-1950		



W.114	17A	<i>Regina & Canora R.P.O.</i> No. 1 1922		
W.114A	17A	<i>Reg. & Can. R.P.O.</i> No. 1 (Fig. 5) 1951-57	No. 2 No. 3	1952-1955 1954-1955
W.124A	17A	<i>Reg. & York. R.P.O.</i> No. 1 (Fig. 6) 1940-1943		
W.56B	17A	<i>H.B. & Flin Flon R.P.O.</i> No. 1 1948-1950		
W.124	17A	<i>Reg. & Swan River R.P.O.</i> No. 1 1931-1937	No. 2	1935
W.124B	17A	<i>Reg. & S.R. R.P.O.</i> No. 1 1946-55	No. 2 (Fig. 7) No. 3	1946-1957 1952-1957
W.217	17A	<i>York. & S.R. R.P.O.</i> No. 1 1939-1945		

(To be continued)

Exchange Packet

Owing to the increase in the charges for parcel post, I shall be slightly changing the package system, the process of which I hope will cut down the cost of postage to members who cannot pass on by hand. Details of the change will be included in the packet as it goes round.

I am getting an increasing number of letters complaining of lack of packets, in some cases a member has seen only one packet in about a year. I must emphasise that this is not my fault.

There are at present eleven circuits which require eleven packets of 14 books each. This means I need 154 books just to get one packet out to each circuit. This year I have had just enough books from members to make up 8 packets. So if this record of contribution continues there could be some members who will not see a packet at all this year!

Please try to make an effort and support the exchange packet. The society benefits financially; so the more packets there are, the more money goes to the society, which in turn helps to keep costs down.

All contributors see the packet first before it goes out on circuit. So if you are a regular contributor you will see every packet that I send out.

I thank you all in advance for the effort I know you will make.

R. GRIGSON

(Exchange Packet Secretary).

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The Early Postal Service in Simcoe County

By M. Rosenthal

(This article consists of excerpts from one of the chapters in "A History of Simcoe County", by Andrew F. Hunter, published by the County Council, in Barrie, Ont., in 1909, chosen by Max Rosenthal. Several errors in the original have been corrected—Editor).

Standing in an intimate relation with the subjects of the pioneer roads and the early stage lines is that of the early postal service, for which the establishment of regular stage lines chiefly came about.

From the original documents relating to the early post offices of Simcoe County, we are able to give the accompanying list of post offices established prior to 1837, the date of their commission by Government, and the first postmasters in each.

Holland Landing.—George Lount. (Resigned P.M.). W. J. Sloane appointed January, 1834.

Barrie.—Commissioned 6th October, 1835. S. M. Sanford, P.M.

Orillia.—Commissioned 6th October, 1835. Gerald Alley, P.M.

Oro.—Commissioned 6th October, 1835. William Algeo, P.M.

Coldwater.—Commissioned October 6th, 1835. Thos. G. Anderson, P.M.

Oro (after removal to new location).—Commissioned 6th August, 1836. Andrew Robertson, P.M.

Bond Head.—Commissioned 6th August, 1837. J. F. Robinson, P.M.

Flos.—Commissioned 6th August, 1837. Hugh Marlow, P.M.

Notes on the Pioneer Post Offices

A mail was despatched from Toronto by stage to Holland Landing three times a week, on Mondays, Wednesdays and Fridays; while on Wednesdays of each week the same stage carried mails for the five or six more remote offices in the northern wilderness. This once-a-week mail was then carried from Holland Landing to the other offices, on horseback, sometimes on foot, and at other times by stage, according to the season of the year and the state of the roads. But the more usual way of transporting these mails was on horseback. This state of affairs continued until as late as the Rebellion of 1837, after which the public roads became more passable.

The rate of postage from Toronto to Holland Landing was four-and-a-half pence; to Barrie, the same; while to the remaining offices it amounted to seven pence.

It is said that previous to Mr. Sanford's appointment, the Condlin Brothers had kept a post office in their early store, but it was doubtless an accommodation rather than a regular mail office.

On Wednesday, October 8th, 1884, the memorial stone of the new post office in Barrie was laid, and in it was deposited an interesting account of the rise and progress of Barrie post office, which will be read with interest in this connection:

"In the early days there used to be no regular post office nearer than Penetanguishene to the north and Holland Landing to the south. Between these two offices a mail-carrier passed on foot once a week, and he was afterwards allowed to drop and take up a mail bag on his journey to and fro at Barrie. This carrier was a half-breed and some idea of his labours and endurance may be formed from the fact that he sometimes left Penetanguishene in the morning and reached here at night and at once continuing his journey proceeded to Holland Landing and was back again in Barrie the next morning. In those days the rate of postage was governed by the distance, there being no uniform rate as we have now. The postage to Montreal was 1s. 2d. or 23c. To Halifax 3s., or 60c., and to pay the postage on a letter to the Old Country was a privilege that could only be enjoyed by the rich. Fortunately for the poorer settlers the present system of compulsory prepayment of postage was unknown, and they were enabled, when writing home, to let their friends settle the postage. The post office which first sufficed to accommodate the public of Barrie, and indeed the residents for many miles around, consisted of a few pigeon-holes in the corner of a store, being very similar to many post offices still found in country places throughout the county".

The origin of the Orillia post office was equally romantic. About 1832 and during the following years, Mr. Moffatt, one of the Indian teachers there kept the original "post office". According to one account, the postal contents of the office "were stowed in a little birch bark basket of Indian workmanship, kept in a little cupboard. The 'postmaster' would take it to a log in front of his house, and on this he would sit and chat with the applicant while thumbing over the basket's contents. Mail matter (what little there was) then came directed 'The Narrows, Lake Simcoe,' and the operation of the 'office' was in connection with the Methodist Mission. Subsequently Gerald Alley had a Government post office established there, which assumed the name of the township—Orillia". The name "Newtown" may have been applied to an irregular office there for the convenience of settlers.

Down to the year 1854 there was but one post office within the borders of Oro Township.

About 1832, the half-pay officers who had settled along the Kempenfeldt shore used their influence to have a post office established for the township, and located in their vicinity, but on complaint of the people further back, it was removed to a more central location. This post office was called Oro, and on its removal was first kept by Andrew Robertson, and afterwards by Sergeant Grant. Letters for all residents of the township came to this one office, and the postmaster, being also the mail carrier, as soon as he reached the border of Oro, began distributing his mail, giving letters to parties charged to deliver them to parties in their neighbourhood, and who became responsible for the revenue thereby arising. This pioneer post office afterwards became the Edgar post office.

The early post office at Penetanguishene was opened for the convenience of the military establishment there, while the one at Coldwater was likewise called into being in connection with the Indian agency established there in 1830.

At Penetanguishene in January, 1830, the first post office was kept in the store of Andrew Mitchell. The first mails were carried from Holland Landing to Penetanguishene by a half-breed. There was, however, no regular mail. Sometimes there were Government despatches, which were, indeed, carried by half-breeds or Indians, but the first regular mail from Holland Landing to Penetanguishene was carried by two young Irishmen, Edward and Miles McDonald, about the year 1833. In their journey northward they would travel to

Tollendal, from which place, John Sibbald, sr., would row the travellers across to Kempenfeldt on the opposite shore of the bay. On the return journey southward the carrier having arrived at Kempenfeldt was ferried across to Tollendal by Mr. Ladd.

Later Extensions of the Service

The weekly mail from Barrie to Owen Sound was conveyed on horseback, leaving Barrie Thursday morning, and returning the following Tuesday evening. The mail carrier was John Hunter, of Owen Sound, he having succeeded Wm. Stephenson, of Meaford. This arrangement continued down to the construction of the railway, when a new route was adopted.

It was usual for him to leave Barrie on Thursday mornings for Owen Sound, a distance of some eighty miles, and return to Barrie on Tuesdays, so that he was on the road the greater half of the time. He rode upon an old white horse which was a familiar object to the people of that day, and the mail bags were fastened behind him on the horse.

Postage about the year 1843 was made according to distance. Under 60 miles, $4\frac{1}{2}$ d.; 60 to 100 miles, 7d.; after this, an extra 2d. for every 100 miles up to 1,200. Strange to say, that while $\frac{1}{4}$ d. was required to pay a letter 500 miles in Canada, the same sum took it to any place in the United Kingdom, if under $\frac{1}{2}$ oz. in weight; not exceeding 1 oz., 2s. 8d., and $\frac{1}{2}$ d. extra for every ounce or fraction of an ounce. An arrangement with the United States, December, 1848, was the means of reducing the postal rates to Europe very considerably.

On the establishment of the Simcoe District Council, in 1843, the body at once endeavoured to improve existing postal arrangements. The council felt the need of a third post in the week from Holland Landing to Barrie, and thence to the Military Station at Penetanguishene, and requested the warden (J. A. Irving) to communicate with the Deputy Postmaster-General on the subject.

Again, in October, 1846, we find the District Council protesting to the Governor-General, complaining of the slowness of the mails by stage from Toronto to Holland Landing, although Yonge Street had been improved at great public expense and mostly macadamized. The mails were delivered at all hours, and this was the burden of the complaint. Besides this, there had been no reduction in the colonial postage rates.

Little or no improvement appears to have resulted from their complaint, as in February, 1848, a renewal of the question arose. A committee now enquired into the subject of mails in the district, with a view to their acceleration, and they memorialized the Deputy Postmaster-General, through E. S. Freer, the Post Office Surveyor.

Some stir arose from the complaints made about this time, as we find one mail carrier (John Hunter) in writing his reminiscences of May, 1847, mentions a strict surveillance kept at Flos post office. Speaking of carrying the mail from Barrie northward on the Penetanguishene Road, at that time, Mr. Hunter says: "John Craig was postmaster, and had the office where he lived, three-quarters of a mile north of the corners (Craighurst); and I well remember that if I was a minute late I had to account for it. These were days before cheap postage".

In February, 1849, the District Council forwarded a "memorial" to the Deputy Postmaster-General on the urgent need for a post office between Essa and Tosorontio, and this request resulted in the establishment of the West Essa post office, in 1851. In October of the same year, the Council asked for a post office at Mr. Nulty's Mills (Creemore) on the Fourth Line of Nottawasaga, and another at Cookstown, their requests being duly granted.

A Major Re-entry on the 1 Cent Large Queen

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

Most values of the 1868 first Dominion Series of Canada have notable re-entries, apart from the 1 cent and 3 cents, which to date have not produced anything spectacular.

However, a copy of the 1 cent Orange-Yellow, the colour change of 1869 has come into my possession which shows an apparent major re-entry.



The last five letters of "ONE CENT" at base have a curved line running through the tops of each letter and extend into the figure "1" at right. The curve of the circle containing the Queen's head shows signs of re-entering immediately above and to the right of the affected lettering.

This re-entry resembles the more familiar 6 cent small queen yellow-brown major re-entry except that there appears to be no further doubling below the base-line.

There is no reason to suppose that this new variety is limited to the Orange and Yellow colours as the original plate for the 1 cent brown was used.

Since acquiring this specimen I have examined some 200 copies of this stamp without finding any trace of the essential 2nd. example to prove that the variety is constant.

It is to be hoped that amongst all the members of the C.P.S.G.B., a collection will be found that houses another copy. In that event, the writer will be delighted to hear from any such owner.

Collectors should examine all their copies of the 1 cent value in the hope that even more than 100 years after the very brief life of this stamp, it is not too late for a new constant variety to be recorded.

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Mechanical Sorting

By F. W. Campbell, F.C.P.S.

The Canada mechanical sorting of mail by a system of letters-figures has endless possibilities for locality grouping.

The first letter of the six digits is the province, westward from Newfoundland as here:—

<i>A</i> — Newfoundland	<i>R</i> — Manitoba
<i>B</i> — Nova Scotia	<i>S</i> — Sakatchewan
<i>C</i> — Prince Edward Island	<i>T</i> — Alberta
<i>E</i> — New Brunswick	<i>V</i> — British Columbia
<i>G, H, J</i> — Quebec	<i>X</i> — Northwest Territory
<i>K, L, M, N, P</i> — Ontario	<i>Y</i> — Yukon

Quebec and Ontario have several letters to divide the province by districts.

H is Montreal, M is Toronto. No other city is designated separately.

The first three digits are the larger Area Code.

The last three digits are the more complicated Local Code.

A thick instruction book is in the lobby of each post office for the guidance of the public.

One "Code" is interesting: distribution by airmail to the far north. This uses the second *letter* (the third digit) for an assembly of mail by districts using letters from A to H to designate air fields. Thus:

X0A — the "A" is Montreal airfield sending all mail with "A" in the code to Franklin District, e.g. Igloolik X0A-0L0 or Sanikiluaq X0A-0W0.

And on to westward alphabetically, X0B-Belleville, X0C-Winnipeg, X0E-Edmonton, X0G-Fort Nelson, B.C., and Watson Lake, Yukon X0H example X0H-0A0 Tungsten. Tungsten in the Yukon for example, has the following code: X0H-0A0.

A smaller locality area would be M-Toronto.

A large number of post offices near Toronto have mail sent uncanceled to Toronto, where it is mechanically faced by a keyboard coding system that impresses almost invisible yellow bars on to envelopes. These almost instantly move to a fluorescent sorting group of 288 bins. On the way to the 288 bins they receive the Toronto code M1P-4T0 impressed at the rate of 20,000 an hour.

The two postmarks illustrated give no indication of the town of origin. In reverse as an example these two would have mail sent to M2J-1Z4 which is Willowdale, or L0L-1W0 which is Lefroy, in Simcoe county, north of Toronto. Both these places are old offices established in mid-1850's.



1



2

Precancels on the Admiral Issue

Regina

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

		<i>Precancel</i>	
		<i>Type 1</i>	<i>Type 2</i>
1c. green	Original die. 1912.	a	
	Original die retouched. 1913.	n a	n a b c
1c. yellow	Original die retouched, wet. 1920.	n a b	n a
	Original die retouched, dry. 1926.		n
	New die, dry. 1925.	n	h b
2c. red	Original die. 1912.	n	
	Original die retouched. 1913.	n a	n a
2c. green	Original die retouched, wet. 1922.	n a	n a
	Original die retouched, dry. 1924.		n
	Original die re-engraved, dry. 1925.		n
	Thin paper. 1924.		
3c. brown	Original die, wet. 1918.		n
	Original die retouched, dry. 1922.	n a	
3c. red	Original die retouched. 1923.	n a	n
	New die. 1924.	n	
4c. bistre	Wet. 1922.	n	n a
	Dry. 1925.		n
5c. blue	Marler Type 1: Reiche Type 1. 1912.	n a	
	Marler Type 1A: Reiche Type 1a. 1913(?)		
	Marler Type 2: Reiche Type 2. 1914.	n	n(?)
	Marler Type 3: Reiche Type 3. 1916.		n a
5c. violet	Marler Type 4: Reiche Type 1. 1922.	n	n a
	Marler Types 5 & 7: Reiche Types 2 & 4. 1922-24.	n	n
	Marler Type 6: Reiche Type 3. 1923.	n	a
	Marler Type 8: Reiche Type 5. 1925.	n	n
	Thin paper. 1924.	n	
7c. red-brn.	Wet. 1924.		a
	Dry. 1926 (?).	n	
10c. plum	Marler Type 1: Reiche Type 1. 1912.		n a
	Marler Type 2: Reiche Type 2. 1920.		n a
10c. blue	Wet. 1922.	n	n a
	Dry. 1925 (?).	n	n

Red Deer

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



7 Blenheim Street, New Bond Street, London W1Y 0AS

AUCTION in MONTREAL on November 11th

The second of our auctions of British North American stamps in the sale rooms of Phillips-Jacoby Ltd., 480 rue St. Francois Xavier, Montreal.

Lots on view in London and Montreal. Catalogue \$2 (£1).

Our regular London and Edinburgh auctions contain many lots of B.N.A. especially Canada. Annual catalogue subscription for all our Stamp Catalogues £7.50 (approximately 28 catalogues).

New Postal Items

Pre-stamped Stationery, Stamp Booklets, Stamp Rolls

The Canada Post Office has announced that new pre-stamped envelopes and postcards, stamp booklets, and stamp rolls reflecting the increase in first class domestic postage rates will be available as from September 1st, 1976.

The new envelopes and postcards in the 10c. denomination will have the same postage indicia as the 6c. and 8c. pre-stamped stationery currently in use. The design of the indicia, originally prepared by Brian Fisher of Vancouver for the 1975 issue, allows high quality lithographic printing reproduction and would be very difficult to counterfeit.

In addition, new 50c. booklets will be available and will each contain four of the new 10c. definitive stamps bearing the portrait of Queen Elizabeth II, four 2c. definitive stamps with a portrait of Sir Wilfrid Laurier, and two 1c. definitives portraying Sir John A. Macdonald. Stamp rolls containing 100 10c. stamps will be issued on that date as well.

No First Day of Issue service will be provided for these new postal items. They will be available from the Philatelic Mail Order Service at Ottawa and at post offices across the country.

Existing supplies of stationery, booklets, and rolls will officially be off sale on the new issue date, but will continue to be available as philatelic items until September 1, 1977 or until the supply is exhausted, whichever occurs first.

With the change in first class domestic postage rates, new pre-stamped stationery, stamp booklets and rolls will be issued as from September 1, 1976.

Pre-stamped Stationery

Pre-stamped envelopes and postcards in a 10-cent denomination will be issued bearing a postage indicia similar to the design that appears on the 6-cent and 8-cent pre-stamped stationery currently in use.

The postage indicia design was expressly developed for and is well adapted to the highest quality lithographic printing methods. This two-colour design requires accurate colour control and therefore makes counterfeiting very difficult. A further security feature of the design is shown on the envelopes where the postage indicia continues over the right edge of the envelope to the reverse side. This innovative design is the work of Vancouver artist Brian Fisher.

On September 1, the current 6-cent pre-stamped envelopes and postcards will be removed from general post office sale. The 8-cent pre-stamped stationery will continue to be available for third class mail with the new 10-cent stationery for first class mail.

Pre-stamped stationery in the 8-cent and 10-cent denomination will consist of four envelopes and two postcards. The envelopes will be in two sizes — a number 10, business size, and a number eight, personal stationery size. The postcards will be standard 5½ by 3½ inches. All envelopes will be of No. 1 Bond which offers sufficient opacity to prevent see-through. The 8-cent envelopes will comply with the Canada Postal Standards for third class mail.

Stamp Booklets

A new 50-cent booklet will be issued containing four 10-cent definitive stamps bearing the portrait of Queen Elizabeth II, four 2-cent definitive stamps bearing the portrait of Sir Wilfrid Laurier, and two 1-cent definitive stamps bearing the portrait of Sir John A. Macdonald.

Stamp Rolls

Stamp rolls of 100-cent stamps bearing the portrait of Queen Elizabeth II will also be issued September 1, 1976.

Notice to Collectors

Pre-stamped envelopes and postcards, stamp booklets and rolls will be available from the Philatelic Mail Order Service at Ottawa and at post offices across the country.

No first Day of Issue service will be available for the new items of postal stationery the booklet panes, or the stamps in rolls.

Existing supplies of pre-stamped stationery in the 6-cent denomination, and stamp booklets and rolls containing 8-cent definitive stamps will be officially off sale at regular Post Office counters September 1, 1976. They will continue to be available as philatelic items until September 1, 1977 or until stocks are depleted, whichever is sooner.

Collector Subscription Service Customers

The new pre-stamped envelopes and postcards, stamp booklets and rolls, will be supplied automatically to Collector Subscription Service Customers according to their standing orders for these special items.

To Customer: Remit by Postal Money Order or Cheque payable to the Receiver General for Canada. U.S. customers, please allow for current exchange rate.

Copyright: Postage indicia and stamp designs are protected by Canadian copyright laws and International copyright convention.

Another Record Season for Harmer Organisation

Total Sales over £4³/₄m.

Once again H. R. Harmer's Auction Houses in London, New York and Sydney all report record turnover figures which total £4,776,028. The London total of £1,517,259 is 37% up, New York increased from \$4,420,056 to \$5,411,873 (£3,006,596) and the Sydney figure of A\$363,129 (£252,173) shows a useful advance.

Book Review

1977 Lyman Catalogue of B.N.A. Stamps

This is the 25th edition of this well known catalogue, and everything that we wrote about the previous (1976) edition will bear more than repetition; it can be underlined, not only because the publishers have achieved a near-miracle by maintaining last year's price (\$1.75), but because of the meticulous care that has obviously been taken to try to match values to prevailing market conditions.

4,873 price changes, most if not all of them upwards, reflect the attempt that has been made, in the modest words of the publishers, to provide "as accurate a barometer as humanly possible during this hectic period in the stamp market". Anyone who has tried to buy good B.N.A. material during the past two years will know just exactly how "hectic" that market is.

Whether or not that is a good thing for philately is a matter of opinion and does not concern us here; but this catalogue is certainly a great boon to collectors. It contains much that is missing from many costlier works of this kind, and it would be difficult to criticise even if it was only half as good as it is! Perhaps the only thing that is wrong with it is the price. THAT might deceive some collectors into thinking that it was too cheap to be good. They could not be more wrong!

Canada Complete Booklets

Peter Harris, the author of the above article, which appeared in our June and August issues, has asked us to draw members' attention to the following additions and amendments:

- Basic No. 5 ADD "OTTAWA TOP" after "Other (ii) pane with inscription on tab".
- Basic No. 33 ADD 33c. Type 11 English 7c. and 6c. rate.
ADD 33d. Type 11 Franch 7c. and 6c. rate.
- Basic No. 37 "3c. red 1 pane each" should read "3c. red 1 pane of 4 each".
- Basic No. 49 ADD 49d., delete "Other (i)" and substitute "as 49c. but" BEFORE "white flourescent paper".
- Basic No. 51 ADD "Back cover Use your Post Office" to description of 51a.
ADD 51c. "as 51a. but back cover "Postal Zoning".
- Basic No. 53 ADD query (?) after description of 53d.

N.B. Error in George V listing: Booklet No. 6 does not exist with pyramid lines on selvedge. Thus Other (ii) should be deleted.

Members are asked to note that it is possible to go into much more detail on variations of the Admiral booklets and those interested are referred to Marler's listings on this subject.

Recent Auction Realisations

(All Canada)

ROBSON LOWE LTD.

50 Pall Mall, London SW1Y 5JZ

Ottawa Crown: a fine three-quarter impression on a superb perf. $11\frac{1}{2} \times 12$ 15c. slate £160

Ottawa Crown: very fine and complete on a marvellous 15c. clear deep violet £220

British Columbia Crown: light but central strike on a well-centred 15c. deep violet on medium wove paper. Very rare indeed. Ex Jonas £220

Recent Auction Realisation (All Canada) —

PHILLIPS-JACOBY LTD.

Blenstock House, 7 Blenheim Street, New Bond Street, London W1Y 0AS

1830 envelope endorsed "On H.M. Service" and "Paid 2N" showing straight line "RICHIBUCTO" overinked, good to fine, and dated in ms. "8 Sept/30", part of address erased and rather heavily creased, rare, less than 6 believed known \$220

Port Hood Provisional "2" in violet on 2/3rd 2c. rose carmine tied to 1899 (Jan. 4th) envelope addressed to Charlottetown P.E.I. (arrival Jan. 7th on reverse), exceptionally fine condition except for a few stained perfs. and cover with crease \$1,425

(See *MAPLE LEAVES*. Whole No. 159, page 59).

BOURNEMOUTH STAMP AUCTIONS

The Auction House, 39 Poole Hill, Bournemouth BH2 5PX

1870-97 Small Cents, a collection/accumulation on leaves with $\frac{1}{2}$ c. (9), 1c. (282), 2c. (132), 3c. (481), 5c. (264), mostly olive grey group, 6c. yellow brown (20) and 8c. (41), also Registered 2c. (19) and 5c. (20), a few early shades included and there are eleven 3c. rose carmine, some presumably perf. $11\frac{1}{2} \times 12$, some pairs or strips to 5c condition generally good for such a lot, a few are of cancellation interest (1,260) £175

1937-48 with definitives complete mint with coils and Special Delivery and additional 1946 set to \$1; the used (122) include some covers (285) £70

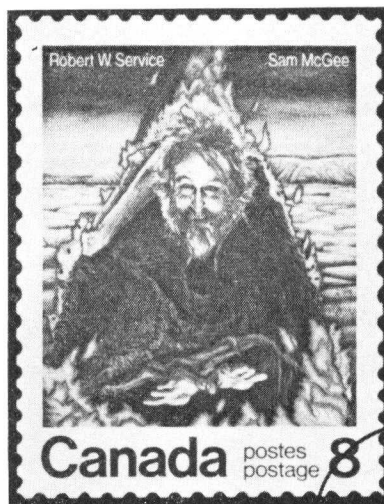
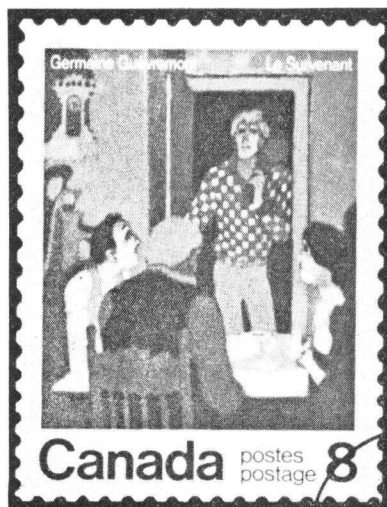
NORTH WESTERN PHILATELIC AUCTIONS

West Kirby, Wirral, Merseyside

Queen Victoria small u.coll. 1859-99 incl. better and useful vals. but some usual mixed cond. (82) £28

1935 S.Jub. 10c. (27), '38 \$1 (38) and '42 \$1 (8). All U. and cat. £68.45 ... £21

New Stamps



Germaine Guèvremont and Robert W. Service Stamps

Canada Post Office salute two major Canadian writers with its new stamp issue in August. Germaine Guèvremont, a French Canadian writer whose work first achieved international acclaim in the late 1940's, and Robert Service, noted Chronicler of the Canadian North, are the subjects of the two 8-cent stamps.

Antoine Dumas' painting for the stamp honouring Guèvremont depicts the opening scene from her novel, *Le Survenant* (*The Outlander*). The Service stamp, designed by David Bierk of Peterborough, is an illustration depicting the final stanza of the poem, *The Cremation of Sam McGee*.

A total of 22 million stamps, printed se-tenant and measuring 30 mm. by 36 mm. by Ashton-Potter Limited of Toronto, were issued on August 17th, 1976.

New 10-cent Stamp Featuring Queen Elizabeth

A 10-cent stamp bearing the portrait of Queen Elizabeth II was issued on September 1, 1976. The date of the release was timed to coincide with the increase in the basic domestic rate of 10 cents. The stamp measures 20 mm. by 24 mm. in the vertical format with a perforation of 13.

The portrait of the Queen, a pen-and-ink line drawing by Ontario artist David Annesley, is currently in use on the eight-cent stamp. This new stamp marks the 17th time that the Queen has appeared on Canadian postage stamps and the seventh on a definitive, which is a regular issue postage stamp.



Olympiad for the Physically Disabled

The Olympiad for the Physically Disabled stamp was designed by Tom Bjarnason of Toronto and carries a 20-cent value. The dimensions are 40 mm. by 24 mm. in a horizontal format.

A total of 11 million, printed in five-colour lithography by the Canadian Bank Note Company Limited, Ottawa, were issued on August 3. Marginal inscriptions, including the designer's name, appear in the top margin facing in, and in the bottom margin facing out.

All stamps (50 per pane) bear the general tagging and are not available in any other form.

Revised 1976 Stamp Programme

Canada Post has revised its stamp programme for the remainder of 1976. Increases in the domestic postal rates, which become effective Sept. 1, necessitated the changes.

The major changes include the issue on Sept. 1 of a new 10-cent definitive stamp bearing the pen-and-ink line drawing of Queen Elizabeth II which has been used on the current 8c. definitive design and the elimination of the 6-cent value from the planned four-stamp Christmas set on Nov. 3.

The Christmas stamps, depicting stained glass windows, will be issued bearing values of 8 cents and 20 cents.

On Sept. 17, Canada Post issued four stamps commemorating the Iroquoian Indians, the last in the Post Office's series honouring the country's native people. Each bear a 10-cent value.

Four 10-cent stamps in the Canadian Ships series, depicting Inland Vessels, will still be issued on Nov. 19.

The Robert Service and Germaine Guèvremont stamps, originally scheduled for release on July 14, were issued on Aug. 17.

Total number of stamps in the 1976 programme remains at 31 with a total face value of \$7.28.

Amendments to Membership to 10th August 1976

New Members

- 2113 YOUNG, William, 6401 Conconi Place, Victoria, B.C., Canada V8Z 5Z7
(B)
- 2114 SKINNER, Vivian L., 11 Ilton Road, Penylan, Cardiff CR2
- 2115 FITZGERALD, Barry, 104 Sandymount Avenue, Stanmore, Middx.
(CR-CQ, N.Scotia)
- 2116 THOMAS, Don, 1567 Sedlescomb Drive, Mississauga, Ontario, Canada
L4X 1M5
- 2117 MURRAY, G. Douglas, Box 693, Charlottetown, P.E.I. Canada CIA 7L3
(PEI, SC, F, Met.)

Deceased

- 402 JEFFREY, G. N.

Change of Address

- 263 BARESC, L. 120 Church Street, Brighton, E. Sussex EN1 1WH.
- 1040 CHARRON, J. J., 450 Boul. Lafayette, Apt. 22, Longueuil, Quebec,
Canada J4K 3AS.
- 607 GREY, P. R. "Coridon", Steppeshill, Langton Matravers, Swanage,
Dorset BH19 3ET.
- 1679 LOVE, J. A., 36 Burgess Road, Brigg, South Humberside DN20 8HW.
- 1157 LUDLOW, L. M. (F.R.P.S.L.), Gamlen Far East, 333 Victory Avenue.
South San Francisco, California 94080, U.S.A. Interests (CR-CS, RPO).
- 1841 PUGH, K. W., 134 20th Street, Brandon, Manitoba, Canada R7B 1L4.
- 1693 STULBERG, Dr. F. G., 577 Kingston Road, Toronto, Ontario, Canada.
- 1663 THOMPSON, Mrs. V. M., c/o Mrs. D. Morris Morgan, 904 Elizabeth
Road, Calgary, Canada T2S 1M9.
- 374 ROCKE, S. F. P., 8 Firs Close, Formby L37 1PU.
- 1084 LANGSTROTH, Dr. R. S. 652, Loyalist Court, Fredericton, N.B. Canada
E3B 3K9.

Address Required

- N. D. Cauldwell.
E. H. Hausmann.

Amendments to Year Book

Executive Committee — Advertising Manager. Delete C. F. George; add G. L. Birch, 10 Mountain View, Machen, Gwent, S. Wales.

Roll of Fellows — Gerald E. Wellburn, shown as deceased is alive and well; we are more than pleased to extend our sincere apologies! Mr. Wellburn's name should also be reinstated in the alphabetical listing:—

- 254 WELLBURN, G. E., R.D.P., F.R.P.S.L., F.C.P.S., Deerhole, RR3, Duncan, Britt. Col., Canada (C, N, B, GB, PH).
also add:—
- 1634 LONG, W. R., 48 Porter Street, Yarmouth. N. Scotia, Canada (C, N, P, F).

Delete

- 906 HATFIELD.
1828 GALBRAITH.

Amendments to Entries

- 1898 ADILMAN, P. L., amend postcode to T9A 0S5.
1594 ASBURY, Lt.-Col. W.B., amend postcode to N6K 1S5.
1773 COX, M. F., amend Manyotsfield to Mangotsfield.
2077 GUGGENHEIM, M., amend Levegasse to Leuengasse.
739 HARRIS, E. A., delete postal zone 51 add postcode T2K 0P9.
424 HOLLINGSWORTH, Dr. C. W., add F.C.P.S. and postcode WS3 2DQ.
1545 HORNING, Dr. W. C., amend interest S to C.
1778 HUFF, C., amend Apt. 4-101 to A-101.
1622 IRVINE, A. F., add postcode N6A 4B6.
470 JONAS, C., and postcode BD20 5HE.
1876 McGUIRE, C. R., amend postcode to K1A 0B1.
2074 MACLEOD, S. W., amend Springland to Springfield.
1322 MALOTT, Maj. R. K., amend postcode to K2H 6R1.
1959 MANN, P. M., amend address to read:— 36 Sydenham Street, Guelph, Ontario, Canada N1H 2W4.
1715 MOUBRAY, J. M., add postcode LE15 9AL.
1613 MOUBRAY, Mrs. P. J., add postcode LE15 9AL.
1897 NATIONAL LIBRARY, amend postcode to K1A 0N4.
1048 NICKLE, S. C., amend address to read 1208 Belavista Crescent, S.W.
2023 NUNN, F. A., amend interests to (BS, CO, CR2-CGA, MO).
1222 PIKE, J. A., delete postal zone 13 add postcode V6M 4B8.
577 QUINN, D. J., substitute Dublin for Durham.
1426 SIMMONDS, W. E., delete 4/75.
1196 VANCOUVER PUBLIC LIBRARY, substitute B.C. for B.V.
1593 WADSWORTH, E. G., delete interest U.S.A.
100 WHITWORTH, G., amend postcode to HX4 8PG.

Net change plus 6

Revised total 761

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NEWFOUNDLAND. Mint / used blocks, covers, postal stationery / history, scarce / unusual items; T.P.O.'s; full sheets. — Harper, Seafield, Peveril Road, Peel, Isle of Man.

ALBERTA GOVERNMENT TELEPHONE FRANKS — Sissons T1-6. Want singles, multiples and to correspond with anyone having information on these. — K. R. Spencer, 3659-109 Street, Edmonton, Alberta T6J 1C2.

ED'S LIST — Write for my listing of duplicates. Mint, used, singles, blocks, covers, cancellations, mostly Canada including sidelines. — E. A. Harris, Box 1478, Calgary, Alberta, Canada.

CANCELLATIONS of Croydon, Ontario, required, all periods. Write with price required to R. A. Finn, 45 Falkland Park Avenue, London SE25 6SQ.

CONTRIBUTIONS ARE
URGENTLY
REQUIRED FOR
THE JANUARY 1977 ISSUE

ROBSON LOWE PUBLICATION

Encyclopaedia of the Empire Postage Stamps Volume V — North America

By Robson Lowe

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