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JOURNAL OF THE
 CANADIAN PHILATELIC SOCIETY
 OF GREAT BRITAIN

Maple Leaves

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Vol. 17 No. 9

April, 1980

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MAPLE LEAVES

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THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:
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Edited by L. F. Gillam, F.C.P.S.
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Vol. 17 No. 9

April 1980

Whole No. 177

EDITORIAL

CONVENTION 1980

*"Edina! Scotia's darling seat!
All hail thy palaces and tow'rs."*

If past experience is anything to go by the choice of Edinburgh as this year's Convention venue will prove to be a most popular one. Regular 'conventioners' have always regarded Scottish Conventions as having something about them that the others haven't got. We say this without having to be reminded that in our last issue we commented at some length upon the memorable 1979 Convention in Hove, which is as far removed from Scotland as it is possible to be without getting one's feet wet. That some mysterious alchemy is at work north of the Tweed, that there is an indefinable spirit about Scottish Conventions which defies analysis and that it is intangible, yet all-pervasive, is so well known to confirmed addicts that it would be superfluous to mention it were it not for the fact that we wish more members would test the atmosphere for themselves. All kinds of theories have been advanced in an attempt to account for what remains unaccountable. All to our certain knowledge emanate from 'foreigners' south of the border; the 'natives' remain modestly and secretively silent, totally unco-operative under the most intensive interrogation. We are left groping for words and despairing of ever being able to come up with the right answer. The formula is as elusive as ever and we suspect that it will always be that way.

It would be presumptuous of us to extol the virtues of Edinburgh itself; thousands of pens have undertaken that task far more successfully than we could ever hope to do, not least that of Scotland's own bard whom we quote above. Twenty-one years ago, when Convention was last held in Edinburgh our predecessor, Jim Woods, summed up the proceedings succinctly enough: "It is obvious from the many reports received that a good time was had by all". That, if it was not the greatest understatement of 1959, must have very closely rivalled it. We can confidently predict that history will repeat itself. Passports or visas are not necessary; there are no customs posts along the border. There are no exchange controls; English money is very readily acceptable! Porridge and haggis are for those who prefer such fare; forced feeding is not practised! No duty is chargeable on the native spirit, apart, we hasten to add from that already levied by the Chancellor; it is otherwise freely exportable! The President will NOT pipe everyone aboard the good ship 'Carlton'. Dress is optional; those without the kilt need not wear one!

With these reassurances all we are left to do is to advise members to complete the enclosed booking form and return it to our President, Ian Bryce, as soon as possible. May we also anticipate enquiries so frequently received about the Convention venue? It is NOT necessary for members to stay at the Carlton Hotel if for any reason they do not wish to do so. Alternative accommodation is readily and easily available nearby. Arrangements for this can, of course, be made personally; alternatively Ian Bryce will be only too pleased to help and advise if members make their wishes known to him. In this connection please refer to his presidential message on page 227.

LLOYDS COLLECTOR'S SCHEME – IMPROVED BENEFITS FOR 1980

Harmers of London announce that following negotiations with Lloyds underwriters, benefits applicable to their Stamp Collectors Insurance scheme will be improved from 1st January, 1980.

£12,500 TRANSIT LIMIT

Every collectors policy will automatically incorporate transit insurance cover up to £12,500 (or sum insured if less) – the existing limit is £10,000. Additional premiums and the need to make special requests are thus normally avoided. Furthermore postal transits under £75 may be sent by ordinary post.

LISTING TO START AT £1,000

The level at which underwriters require advice of individually valuable items is being raised from £750 to £1,000.

Scheme limits were last raised at the beginning of 1978, since when there has been a marked up-turn in stamp values.

PRESIDENT'S MESSAGE

Firstly let me say how sorry I was that I was unable to attend the Hove Convention. I understand that everything went well.

I am very conscious of the honour that you have bestowed on me in electing me your President for the coming year, I only hope that I will be able to maintain the high standards set by my predecessors.

It all started at a meeting of the Edinburgh Philatelic Society in 1964 when the late Alfie Grant and I were talking. He invited me to join the Society and take part in the local meetings which were active in those days, and up till a year ago, but are now no more owing to lack of local interest. I must admit that the thought that I would become your President never crossed my mind.

However, enough reminiscing and down to the business in hand. The 34th Annual Convention of the Society has been arranged to be held at the Carlton Hotel, Edinburgh from Wednesday 1st to Saturday 4th October, 1980. The Scottish contingent is getting a bit thin on the ground but we will do our best to make this a memorable Convention. We have the stalwarts from Aberdeen and Betty and, hopefully, others to help.

To those of our members who have never attended Convention – make this a first – Edinburgh is a beautiful city and you will be made most welcome.

One final point – it is not necessary for those attending Convention to stay in the Carlton Hotel. Anyone wishing alternative and less expensive accommodation should write to me. I can supply the Edinburgh Tourist Accommodation Register 1980 which gives all the relevant information. I will mark places which are close to the Carlton but cannot undertake to make the necessary booking. This would have to be done by the individual concerned.

CONVENTION AUCTION 1980

Members are asked to note that all lots for the Convention Auction, which will be held at the Carlton Hotel, Edinburgh on Saturday, 4th October should be sent to Mr. J. Hannah at 4, Hammersmith Road, Aberdeen AB1 6NB as soon as possible AND NOT LATER THAN 20th JUNE. ONLY B.N.A. MATERIAL is acceptable and lots must be accompanied by a brief description and estimate of value (minimum £2). Single stamps or small lots should be housed on paper or card (preferably the latter) not more than 5" by 6". LOTS RECEIVED AFTER 20th JUNE WILL NOT BE INCLUDED IN THE AUCTION CATALOGUE. They will, however, be disposed of at the conclusion of the auction of lots which have been included in the catalogue. Prospective vendors are urged in their own interest, therefore, to ensure that their material is in Mr. Hannah's hands by the above deadline.

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RAILWAY POSTMARKS

Part 2

by L. F. Gillam, F.C.P.S.



It is possible to distinguish seven principal types of railway postmarks which have been most commonly in use from the late 1850's until 1971, and since these are the types which are encountered most frequently it is proposed to deal with these first. Of these seven the first three are chiefly to be found in use during the nineteenth century, the remaining four being of a later usage. The Edwardian period, therefore, forms a watershed during which the earlier types were gradually being phased out and replaced by, for want of a better term, "modern" types of postmarks, types indeed which remained in use until railway post offices ceased to function.

In the description of these types it is proposed to use the type numbers which were originally designated to them by T. P. G. Shaw in his *HANDBOOK AND CATALOGUE OF CANADIAN TRANSPORTATION POSTMARKS* (1963) and by Lewis Ludlow in his later work which is essentially a revision and updating of Shaw's catalogue (1975). We believe that a few of the latter are still available from the author, and although neither of these works is entirely indispensable, no one can really undertake a serious study of R.P.O.'s without them, at least after the initial stages. If this series of articles helps to bridge the gap between the present time and the publication of Lewis Ludlow's proposed new edition it will at least have served a useful purpose in tiding members over that difficult period when handbooks are not available and interest is easily lost.

The first postmark type that we propose to deal with (type 4C) will be easily recognisable as being the normal "split circle" type which was issued to thousands of ordinary post offices in the nineteenth century except that the base is broken by a figure, usually, but not always, preceded by the abbreviation 'No'. These numbers, and those incorporated into other types of railway postmarks are sometimes designated as "clerks' numbers", erroneously so in our opinion. There is no evidence that one particular hammer was designed solely for the use of one particular clerk only, at least officially. In practice, of course, since every clerk was responsible for the safe-keeping of his equipment he might well have retained the use of one particular hammer. In such instances the presence of an identification mark (such as a number) was a useful check when a hammer or hammers were 'lost' or mislaid. All the evidence from postmark proof books point to the fact that when a new railway post office was established at least two hammers were ordered, even when the R.P.O. was a small one (i.e. one which operated over a short distance or did not deal with a large volume of mail). In the case of "large" R.P.O.'s (i.e. those operating over long distances or dealing with a heavy volume of mail) as many as eight different hammers of the same type (4C) were in use on the Great Western Railway as early as 1859. Later, on the

Montreal & Toronto R.P.O., as many as sixteen different hammers of the same type (which will be referred to later) were in use over a period of at least 35 years (i.e. from 1911 to 1946).

Because of its period of usage (1860 circa to 1890 circa) the type 4C postmark with which we are concerned here is rarely found on stamps since this kind of usage, as an obliterator, was forbidden by post office regulations. It is, however, exceptionally found on the "cents", "large queens" and, as might be expected, most frequently on the "small queens" issues, especially after 1890 when the use of circular date stamps (as opposed to obliterators) to cancel stamps received official sanction. Because type 4C railway postmark can easily be confused with the 'ordinary' post office split circle type there is no doubt that a considerable number of them still lurk unrecognised (or unheeded) in many collections of used Canadian stamps, and it goes without saying that they are well worth a search. The writer can lend a particular air of authority to this recommendation since only recently he found a long sought for railway postmark on a six cents small queen which had reposed for many years in his own general collection! Even a part postmark, provided that it is sufficiently entire to be definitely identifiable considerably enhances the value of a used stamp. It is here that the two major catalogues, referred to earlier, are invaluable because both quote rarity factors which at least provide broad distinctions between the more common and rarer postmarks.

In common with all other early types of railway postmarks type 4C is most frequently found on the front of entires as transit marks, or as transit marks on the reverse of registered covers, the stamp or stamps having been cancelled at the original post office. Despite possible exceptions there is no evidence to suggest that railway mail clerks were also provided with obliterations. During sortation 'en route' any uncanceled stamps were cancelled with the clerk's handstamp, post office regulations notwithstanding! The usage of railway postmarks as transit marks on the reverse of registered covers was particularly common from quite early years until about 1940, and it is by no means exceptional to find two, or even more, different railway postmarks used as such on the same cover. These, when they are accompanied (almost invariably) by a despatching, or originating, 'ordinary' post office circular date stamp and a receiving date stamp as well make it possible to trace the whole course of the route by which the letter was conveyed.

The reverse of pre-war registered covers is, therefore, a particularly fertile field which all railway postmark collectors learn to explore.

There is one further distinguishing feature that we need to mention in connection with postmark type 4C and that is the most important of them all; they all contain the original names of the railway over which the post offices (or mail cars as they were then termed) operated.

These names, because they were usually lengthy, are almost invariably abbreviated, to some extent at least, and below we append a list of all the known abbreviations used in type 4C postmarks :

Can. Central Rwy. (Canada Central Rwy.). G.T.R. T. & S. (Grand Trunk Rwy. Toronto & Sarnia). G.T.R. M. & T. (Grand Trunk Rwy. Montreal & Toronto). G.T.R. T. & K. (Grand Trunk Rwy. Toronto & Kingston). G.W.R. H. & T. (Great Western Rwy. Hamilton & Toronto). L.H. & B. Rwy. (London, Huron & Bruce Rwy.). Mid. Rwy. (Midland Rwy.). Musk. Br. (Muskoka Branch Rwy.). Nor. Rwy. (Northern Rwy.). N.R.T. & M. (Northern Rwy. Toronto & Meaford). N.R.T. & C. (Northern Rwy. Toronto & Collingwood). P.E.I.R.R.C. & S. (Prince Edward Island Railroad, Charlottetown & Summerside). Q.M. & O. Rwy. (Quebec, Montreal, Ottawa & Occidental Rwy.). T.G. & B.R. (Toronto, Grey & Bruce Rwy.). T.G. & B. Ex. R. (Toronto, Grey & Bruce Extension Rwy.). W.G. & B. Ry. (Wellington, Grey & Bruce Rwy.). W.G. & B.R. (Wellington, Grey & Bruce Rwy.). Tor. & Nip. R. (Toronto & Nipissing Rwy.). H. & T.R. (Hamilton & Toronto Rwy.). N.B. illustrated at the heading.

Welland Rwy. and Hall's Bay R.T.P.O. are the only types of 4 C postmarks with the name of the railway in full.

(To be continued)

HANS REICHE

The award of a Fellowship of the Canadian Philatelic Society of Great Britain which was announced at the Society's Annual Convention in October last year was the result of a unanimous decision of the Fellowship Committee. It will come as no great surprise to members who were not present at the Annual General Meeting that the committee's recommendation also received unanimous support and agreement. There must be very few, if any, students of B.N.A. philately who are not cognisant of the work of Hans Reiche, particularly in the complex field of the Admiral issues and pre-cancellations to name but two of his many varied interests. As an author whose works must figure prominently in any serious student's philatelic library, as a regular contributor to the philatelic press and particularly to *MAPLE LEAVES* Hans Reiche has established himself as one of the most prominent leaders in contemporary B.N.A. philately, and among his peers it is difficult to think of anyone more worthy of the honour bestowed upon him. Those who know him personally will also testify to his quiet and unassuming manner, his good humour and above all his modesty. Beneath these outward traits, however, lie the serious thinker, the untiring researcher and the indefatigable worker in the cause of B.N.A. philately. The Society is proud to number him amongst its members and all must be delighted in the honour so worthily bestowed upon him.

BARRELL CANCELLATIONS

by Luke Asquith

In the late 1940's and early 1950's many U.S.A. Post Offices were using a hammer cancellation made up of two concentric circles of 31 and 27 mm. with the name of the P.O. and State between the upper halves of the circles and the year of use between the lower halves. Horizontally across were recorded the code for the month of issue, then the day of month in Roman figures, followed by the time and am/pm.

It is learned that similar hammers were issued by OTTAWA to 34 Canadian P.O.'s in mid-1955. The main differences being that the concentric circles were of 35 and 30 mm. and the horizontal indicia recorded the date in Arabic figures, then the month in Roman numerals, followed in turn by time in Arabic figures and then am. or pm.

Although the hammers are reported to have been supplied in 1955 some do not appear to have come into use until 1956 or 1957 and, in one case, 1961. In all there appear to have been 46 hammers in use comprised of 2 each at EDMONTON and REGINA of ALBERTA, and MONCTON N.B., while MONTREAL and TORONTO account for 5 and 6 respectively.

The first known dates of use have been recorded in all cases except that of D.L.O. MONTREAL of which the writer has seen a part cancel with no indicia of date.

No date of last use is recorded in the list below, as there do not appear to have been any fixed dates for discontinuance or return for destruction of these hammers, and it may well be that by chance (or favour) a stray use is made.

(We are grateful to Mr. Asquith for the following list of "Barrel" cancellations with their earliest dates known. This amplifies the number of post offices and extends the dates of usage previously listed by Mr. K. Barlow in Whole No. 158, page 50 – Editor.)

1. BRANTFORD ONT.	7	IX	1955
2. GALGARY ALBERTA	15	VII	1955
3. EDMONTON ALBERTA	22	VII	1955
4. EDMONTON ALBERTA Term.A	16	VIII	1955
5. FORT WILLIAM ONT.	7	X	1955
6. FREDERICTON N.B.	5	IX	1957
7. GUELPH ONT.	18	I	1956
8. HALIFAX N.S.	22	VII	1955
9. HAMILTON ONT.	2	IX	1955
10. KINGSTON ONT.	25	VI	1955
11. KITCHENER ONT.	22	VI	1955
12. LETHBRIDGE ALBERTA	26	XII	1956
13. LONDON ONT.	16	IV	1956

14. MONCTON N.B.	7	VII	1955
15. MONCTON N.B. R.B.	9	VIII	1961
16. MONTREAL P.Q.	8	XI	1955
17. MONTREAL P.Q. A.M.S.	3	VII	1950
18. MONTREAL P.Q. D.L.O.			
19. MONTREAL P.Q. S.D.	7	III	1957
20. MONTREAL P.Q. B & FR	15	IX	1958
21. MOOSE JAW SASK.	29	IX	1955
22. NEW WESTMINSTER B.C.	20	VIII	1955
23. NIAGARA FALLS ONT.	8	III	1956
24. OSHAWA ONT.	5	IV	1956
25. OTTAWA ONT.	20	VIII	1955
26. PETERBOROUGH ONT.	8	XII	1956
27. PORT ARTHUR ONT.	19	XII	1955
28. QUEBEC P.Q.	14	VII	1955
29. REGINA SASK.	30	V	1955
30. REGINA SASK. STA-A	30	V	1955
31. St. CATHERINES ONT.	27	I	1957
32. ST. JOHN N.B.	20	VII	1955
33. ST. JOHN'S NFLD.	5	III	1958
34. SASKATOON SASK.	5	VII	1955
35. SHERBROOKE P.Q.	8	VIII	1956
36. SUDBURY ONT.	15	VII	1955
37. TORONTO ONT.	20	VIII	1955
38. TORONTO ONT. A.M.S.	15	V	1956
39. TORONTO ONT. C.D.	11	III	1960
40. TORONTO ONT. R.	17	II	1956
41. TORONTO ONT. S.D.	3	II	1957
42. TORONTO ONT. TERM.A	28	I	1957
43. VANCOUVER B.C.	4	VIII	1955
44. VICTORIA B.C.	6	VII	1955
45. WINDSOR ONT.	30	VIII	1955
46. WINNIPEG MAN.	4	V	1956

BOOK REVIEW

1980 Canada Specialised. (A. Leggett & W. Maresch). This new edition of a popular catalogue has a new feature in that a list is shown for the first time of pre-stamp period straight line town cancellations for the Provinces of Canada. This somewhat unusual feature precedes the listing of the issued stamps of 1851. A value is placed on these postmarks on covers, an ambitious undertaking indeed! The usual price increases for the stamp period occurs throughout, and the surcharge of 200% for unmounted Mint for the small queens shows to what extent gum is being valued by our friends in Canada. A useful book, obtainable from our Handbook Manager (see last page this issue) for £2 (post paid).

1980 STAMP PROGRAMME

- | | | | |
|---------|--|----------|---|
| Jan. 23 | Arctic Islands 17 cents
Olympic Winter Games 35 cents. | June 20 | John G. Diefenbaker 17 cents. |
| Mar. 6 | Canadian Art 2 x 17 cents,
2 x 35 cents. | July 4 | Music — Healey Willan
Emma Albani 2 x 17 cents.
Ned Hanlan 17 cents
XXII Olympic Games 35 cents. |
| May 6 | Endangered Wildlife — Atlantic Whitefish 17 cents
Greater Prairie Chicken 35 cents. | Aug. 27 | Saskatchewan and Alberta 2 x 17 cents. |
| May 29 | Rehabilitation 17 cents.
Gardening 17 cents.
Uranium Resources 35 cents. | Sept. 25 | Inuit — Spirits 2 x 17 cents, 2 x 17 cents. |
| June 18 | 'O Canada' Miniature Sheet 2 x 17 cents. | Oct. 22 | Christmas 15 cents, 17 cents, 35 cents. |
| | | Nov. 19 | Aircraft — Military Aircraft 2 x 17 cents, 2 x 35 cents. |

We apologise for the belated appearance of the above. Any complaints on this score should be directed to Canada Post. Any criticisms about its prodigality can, however, be sent to us. We are conservative in these matters, and our feelings have been sufficiently publicised in the past. There is no avoiding the obvious: we are getting old. But we are not crotchety, yet, not dyed in the wool, not living in the past, not 'not with it' to the extent of being opposed to every new stamp issue that Canada Post turns out. We just happen to think that one can have too much of a good thing, and judging by the deafening silence which greeted our decision not to publish full details of every new issue most members either agreed with the decision, or were speechless with indignation or just plainly apathetic. What the consensus of opinion really is we do not know; we only wish that we did. It is not our province to determine the contents of MAPLE LEAVES according to personal prejudices. Much more 'news' and details of new issues could and would be published if we were certain that the demand was there; as things were the Editorial Board made its decision on no firmer basis than the 'hunch' that the limited space in MAPLE LEAVES could be better used than by publishing details of new issues that are freely available from Canada Post and promptly reported in the philatelic press. We do, however, try to strike a balance. We are aware that not all our members specialise in the 'pence' and first 'cents' issues! We are equally aware that not every member will seize upon every article that we publish on no matter what with ecstatic cries of delight. All we do is our best.

SAY YOU SAW IT IN "MAPLE LEAVES"

CALTAPEX '80

CALTAPEX '80, the annual show of the 57-year-old Calgary Philatelic Society, is expected to be Western Canada's largest and most important stamp exhibition of 1980 according to announcement by E. A. Harris, chairman of the committee in charge.

Scheduled for May 18th to June 1st, the show will be combined with the 52nd. annual meeting of the Royal Philatelic Society of Canada and as a result will draw important exhibits from collectors throughout Canada and the United States.

More than 5,000 pages of exhibits will be on display in 12,000 square feet of space in the Palliser Hotel in downtown Calgary, Alberta, and a dealers bourse will feature 30 dealers from both sides of the international boundary.

Besides competitive exhibits, a court of honor will present unusual items from the Canadian National Postal Museum at Ottawa as well as some material from the big international stamp show scheduled in London, England, earlier in May.

Canada Post will be in attendance with a special booth and post office, a special CALTAPEX '80 cancel will be supplied to all mail posted at the show and the club will also conduct seminars, film showings, raffle, free draws and a trading area for use by members. A two-session auction will offer hundreds of high class lots.

A regional meeting of a British North American Philatelic Society and a study seminar sponsored by the Canadian Military Mail Study Group have already been planned to take place during the show and other organizations are also expected to conduct meetings.

Further information may be obtained by writing to CALTAPEX '80, P.O. Box 1478 Calgary, Alberta, Canada T2P 2L6.

*FUTURE CONTRIBUTIONS TO
"MAPLE LEAVES" WILL BE
GRATEFULLY RECEIVED BY
THE EDITOR.*

PLATING OF THE CANADA 1859 12½ Cents (Part 5)
by Lt.-Col. D. M. C. Prichard, F.R.P.S.

- 5A 84 C dot – S top about width of a dot from top.
 9S S dot – Centred between centre line and 1st line above – half in white oval.
 N.E. cnr. appears to have been strengthened in all ptgs.
 Late :- Three dots under “P” in POSTAGE in white oval and another under them within the medallion.
- 9S 85 C dot – S ¼ about width of a dot from top.
 S dot – Rests on centre line – touching rim.
- 5A 86 C dot – Top central – cone shaped.
 6 S dot – Centred on line but one over centre line – bisected
 9C by rim.
 Slight weakness in N.W cnr. and east of N.E “½”.
 Line of colour 2mm in N.W “2” of 12 in lower west part of “2” in angle as it swings back to make base of foot (1 reported – not seen).
- 6 87 C dot – part of dot S 1/5.
 9S S dot – Centred on line above centre line – away from rim.
 Early :- Weak rocking-in at base from S.W “½” to under “S” in STERLING.
 Late :- Recut. Weakness at base eliminated but new weakness along while length of top. Not recut.
- 9S 88 C dot – S (almost touching top)
 S dot – Centred between 1st and 2nd lines above centre line – touching rim.
- 9C 89 C dot – Top central touching top (like 86).
 S dot – Centred between 2nd and 3rd lines above centre line – just cuts thro rim.
- 2 90 C dot – Tiny dot in top N cnr. (merely a speck).
 5A S dot – On centre line – touching rim.
 9N Guide dot as in 30 but smaller.
 Inner horizontal frame line prolonged eastwards in N.E. cnr.
 Recut 1865.
- 4 99 C dot – None S dot – Centred on centre line – v small
 7 portion breaking thro’ into white oval.
- 2 100 C dot – N ½
 4 S dot – Centred on centre line – 1mm from rim.
 5A Very small guide dot on east side of outer white oval level with
 9N top of “E” in “AGE”.

Dot just below outer frame in S.E cnr.
Dot in margin outside stamp over "E" in PACKET.

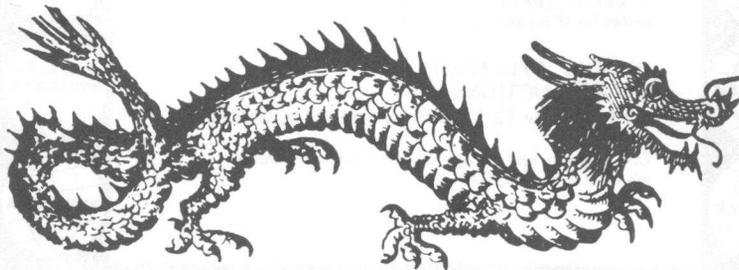
- | | | |
|----|----|---|
| 3 | 91 | C dot – None. S dot – None. |
| 4 | | Spot of colour in white oval under "1" of N.E 12. |
| 5A | | Two guide dots (large and small) in S. cnr. ½mm west of |
| 5B | | junction of outer frame lines (4 seen, 1 reported). |
| 7 | | |
| 4 | 92 | C dot – N 1/3 (¾ size). |
| 5A | | S dot – Centred on centre line – touching rim. |
| 9N | | Late :- Dots in "PO" in POSTAGE. |
| | | Faint line in "2" of S.W "½". |
| 5A | 93 | C dot – S 1/3 |
| | | S dot – On centre line – just touching rim. |
| | | Three minute dots in outer oval below "I" in STERLING (4 seen). |
| 4 | 94 | C dot – S ¼ small. |
| 5A | | S dot – Small centred just above 1st line above centre line – |
| 9S | | touching rim. |
| | | Major re-entry, constant throughout life of plate. Doubling |
| | | in most letters; line thro' top of CANADA and STERLING |
| | | and SIX & POSTAGE; doubling at left of PACKET & PENCE; |
| | | at N.E. & S.E "12"; doubling in bottom outer frame line and |
| | | in outer oval frame line east of "TAGE". |
| 4 | 95 | C dot – S 2/3 |
| 5A | | S dot – Centred on centre line – about ½mm from rim. |
| 9S | | Dot in background below "1" of S.W 12. |
| | | Dot outside bottom frames below S.W "C" of 12½c. |
| | | Bottom frame strong. |
| | | Some ptgs show extension of bottom frame line and cross |
| | | hatching between vertical frame lines in S.W cnr. |
| 4 | 96 | C dot – Central at top. |
| 5A | | S dot – Central on centre line – bisected by rim. |
| 6 | | 1st State :- Weakly rocked-in whole length of east side. |
| 9C | | Recut :- Weakness entirely eliminated. |
| | | Re-entered :- Outer west vertical frame line extended at base. |
| 4 | 97 | C dot – Large at top on S side. |
| 9S | | S dot – Centred on centre line – bisected by rim. Guide dot |
| | | between east frame lines east of "E" in POSTAGE. |
| 6 | 98 | C dot – Practically at top S side. |
| 9S | | S dot – On centre line – not touching rim. |
| | | Weak rocking-in at top from "C" in N.W cnr. ½mm deep to |
| | | "1" of 12 in N.E cnr. |
| | | Weak entry recut later. |

WANTED

During the past three years I purchased only two reply cards used from abroad. This is not enough! I must buy more! Since my purchase was from the top UK postal history dealer, it follows that I should make known my "wants" in a UK publication. I want not only reply cards used from abroad with Little Queens, but any reply cards bearing subsequent issues up to and including the Admirals. Needless to say that any postage dued reply cards and reply cards franked with other than Canadian stamps would really turn me on!

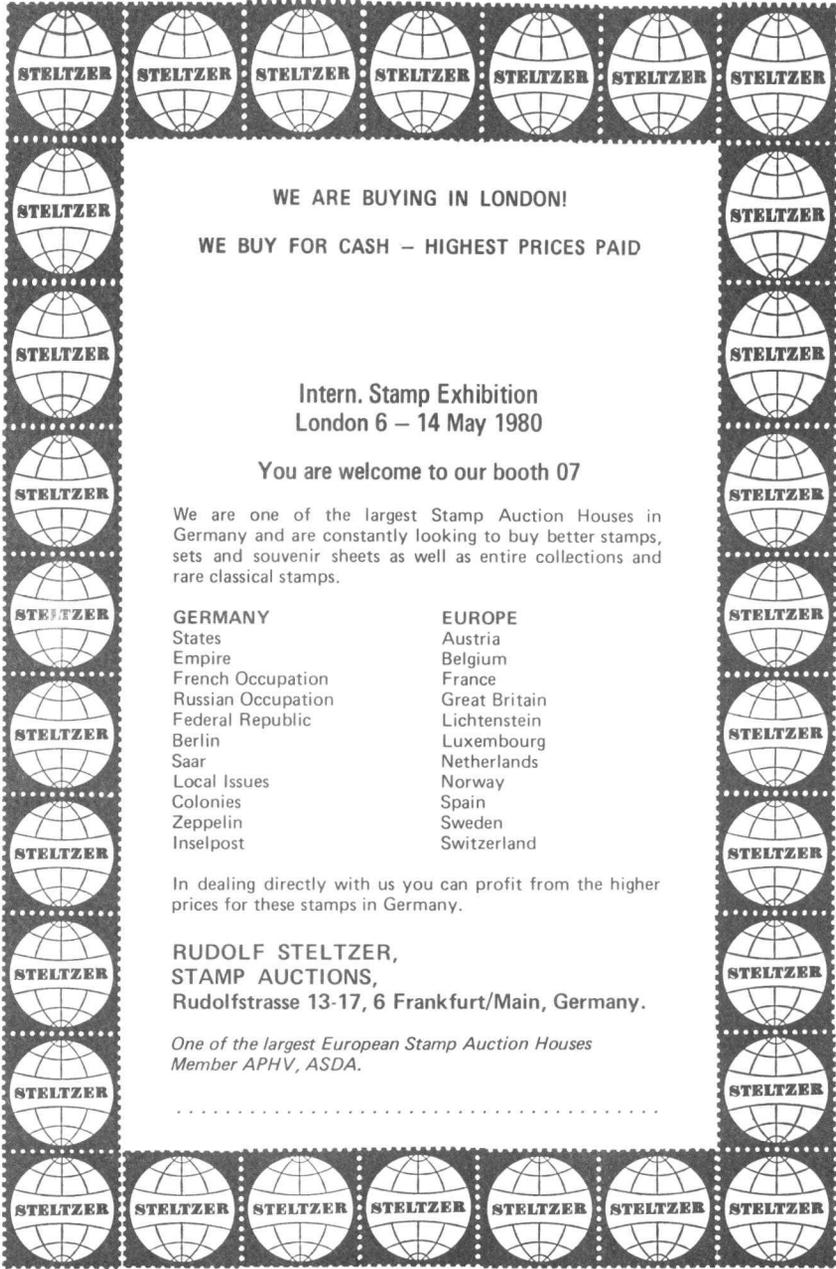
Two minor "wants" are: December 7 1898 Map cover; and 1c Green Admiral major re-entry – block or single, mint or used, hinged or otherwise.

WHAT ELSE IS NEW? Virtually every dealer has homes for the above – so why should he sell them to me? Appreciation and possible reciprocation for one reason. Prompt payment another; and the third? Anyone having such material to sell can really "stick" it to me – I don't mind! During the past year the medics (some very attractive) have unmercifully and regularly stuck it to me and for something I do not enjoy (admittedly for my own good). So why shouldn't someone stick it to me for something I enjoy?



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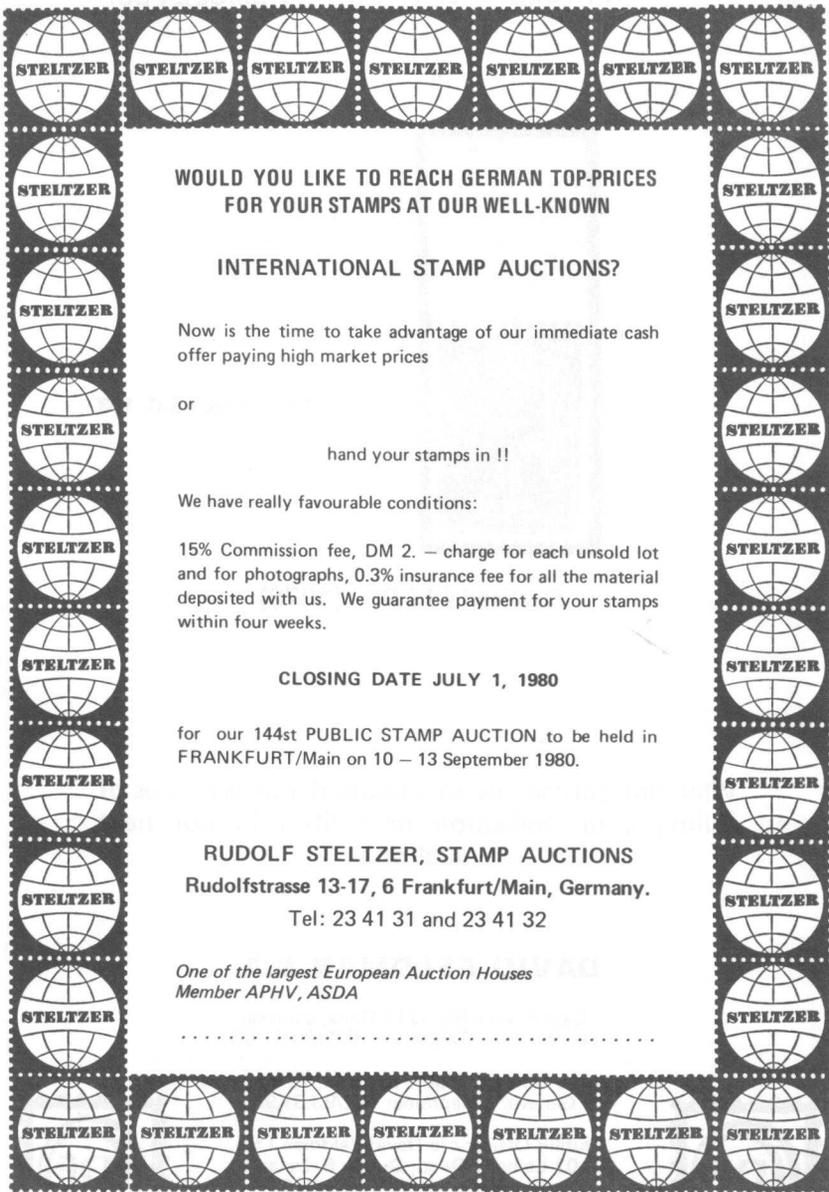
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THE "LITTLE NORWAY" STORY by C. R. McGUIRE

Head, Research and Administration, National Postal Museum, Ottawa.

(Part 1)

Introduction

This article is based on an eight panel exhibit prepared by the staff of the Postal Museum. The display was shown at the B.N.A.P.S. Convention Exhibition, October 1978 in Clearwater, Florida and at "Stampex" in Toronto, Canada in June 1979. The Museum will send this display to Oslo, Norway where it may be seen in the Court of Honour at "Norwex '80", the International Philatelic Exhibition, to be held 13-22 June 1980. It will eventually be displayed in the Museum's new quarters at 180 Wellington Street, Ottawa. The complete postal history story of Little Norway is planned for future publication, as one of the Postal Museum's booklet series.

If any readers can provide information, or the loan of photographs and unusual material concerning the Norwegian War-time operations in :—

Canada — Toronto, Muskoka and Vesle Skaugum (in Ontario).

— material is particularly required for the camps in Lunenburg (in Nova Scotia) and the British Commonwealth Air Training Schools (in Saskatchewan);

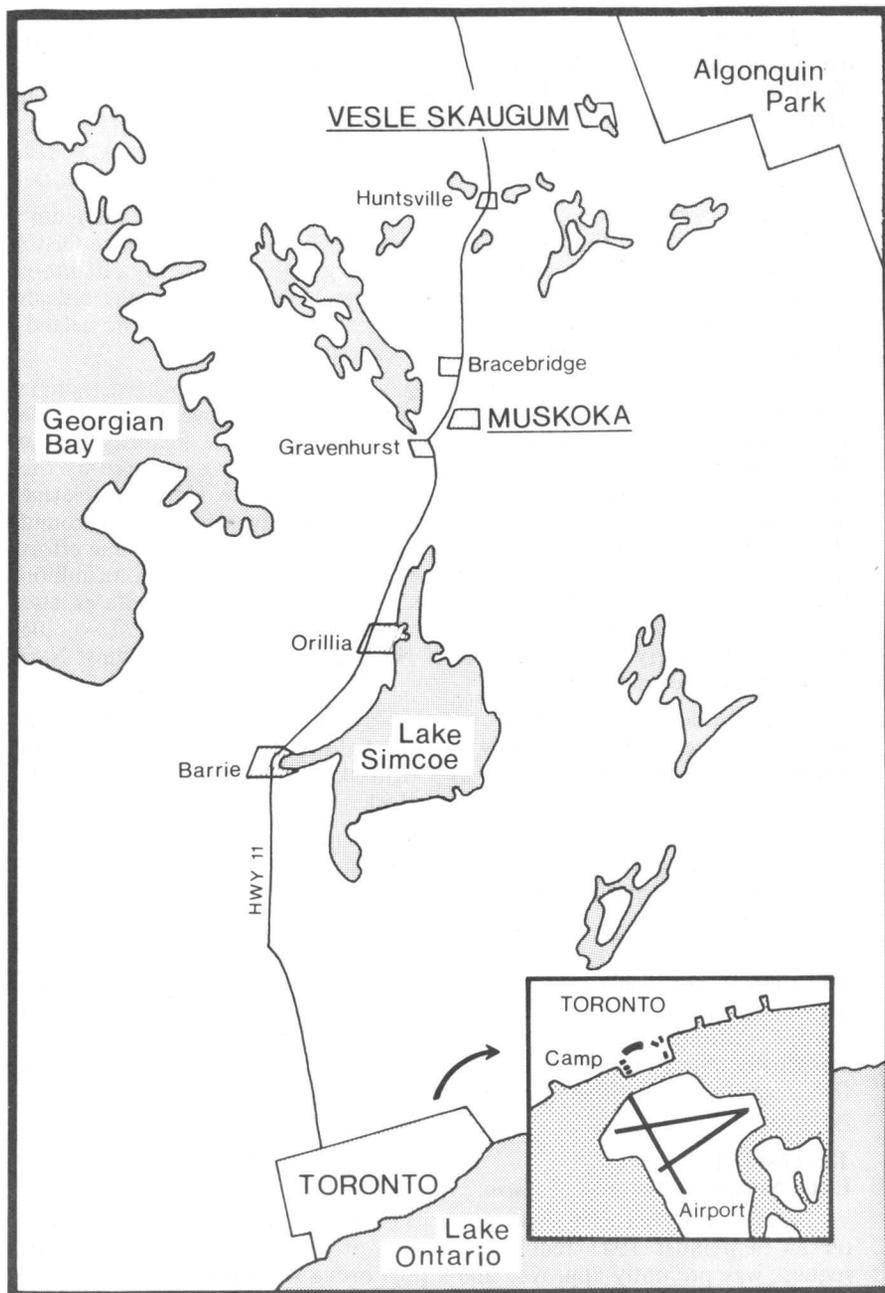
Great Britain — please contact the author.

Brief History of Camp Little Norway

When Nazi-Germany invaded Norway on 9 April 1940, over 125 years of peace came to an end. The brave Norwegian attempt to repel the numerically overwhelming and superiorly equipped invaders virtually ceased on 7 June. King Haakon VII established a government-in-exile in London, England on 10 June. For the next five years, he continued to direct Norway's fight against the aggressors from his headquarters in Great Britain.

On 4 August, 120 men from Norway's Army and Navy Air Forces arrived in Toronto, Canada under the joint command of Major (later General) Bjarne Oen and Captain (later Admiral) Hjalmar Riiser-Larsen. Although the camp was officially opened on 10 November, the training of forces to liberate Norway began in September. The camp was located at the foot of Bathurst Street behind the old Maple Leaf Stadium. The actual flight training took place at the airport on Toronto Island which the men reached by a ferry. The Headquarter's staff worked with the Norwegian Consulate at 341 Church Street.

Initially operating independently, the two air forces were united by Royal Decree on 28 March 1941. Major (later Colonel) Ole Reistad was appointed Commanding Officer of the Camp. Competent and well-respected by all ranks, Reistad held this position for the duration the Camp operated in Canada.



Map showing the location of the Little Norway establishments.

On 4 May 1942, the training centre was moved to the Dominion Airport, (now Muskoka Airport) located near Gravenhurst because the Toronto facilities were too small. Although basic flying training continued until the end of June 1945 this Camp was officially closed 31 March (1945). The Norwegians took intermediate and advanced training at various British Commonwealth Air Training Schools located in Saskatchewan and Ontario.

The Norwegians also had a rest camp in the Muskokas, “Vesle Skaugum” – (“little clearing in the woods”). It was named after Crown Prince Olav’s residence outside Oslo, Norway. After escaping and travelling by circuitous routes to Canada, Norwegians were able to rest and relax from the ordeals of war, surrounded by terrain and in a climate similar to their homeland, before beginning their strenuous training programme.

Norway was the only entirely Nazi-occupied country to have training centres. All Norwegian activities were financed by the government-in-exile with income from the Norwegian Merchant Marine. The majority of the Norwegian Merchant Marine was fortunate to escape being captured by the Nazis. To the enemy’s annoyance and detriment, the Merchant Marine aided the allies throughout the war by carrying badly needed supplies around the world. Winston Churchill is reputed to have said that the war-time effort of the Norwegian Merchant Marine was equivalent to the work of one million fighting men. People of Norwegian descent, mainly in the United States, also assisted with gifts and contributions. Throughout World War Two, the outstanding bravery and dedication of Norwegians in the fight against Nazi aggression was second to none.

Contributions to the “Wings for Norway Fund” were used to purchase aircraft for use by Little Norway and for fighting the Nazis from bases in Great Britain. Members of Norway’s fighting forces even pledged part of their meagre salaries to finance the war effort.

There were other methods of raising money to benefit the Norwegian war effort and several groups were formed to obtain assistance. One organization sold special seals in Canada for the benefit of the Norwegian Relief Fund.

In the Spring of 1945 the Norwegians transferred their entire training operation from Canada to Winkleigh, Devon in the south of England. They helped liberate Norway on 8 May from operational bases in Britain and Europe. Through the efforts of those trained at Little Norway, King Haakon was finally able to return to his people on 7 June 1945 – ironically, exactly five years to the day that the Norwegians were forced to capitulate to Nazi tyranny.

The Post Office

Little Norway – Toronto, Ontario.

Captain Paul Borresen sent a letter to the Canada Post Office Department on 23 September 1941 requesting a post office for Little Norway. His request was promptly approved and a post office was opened on 9 October

1941 to serve the postal requirements of the men stationed at the Camp. The office was located in the guardhouse, near the entrance to the Norwegian Air Force grounds, at the foot of Bathurst Street on the shores of Lake Ontario. It operated between the hours 7.30 a.m. and 6.30 p.m., Monday to Friday. The post office was closed on 31 March 1943 when the Norwegians moved to Muskoka. During its period of operation, post office revenue totalled \$2,455.95.

Little Norway, Muskoka (located near Gravenhurst, Ontario.)

Although Crown Prince Olav officially opened Little Norway, Muskoka on 4 May 1942, the post office facility was not established until 2 April 1943, immediately after the first office was closed and the majority of Norwegians had moved from Toronto. A cottage-type building located opposite the aircraft hangar was used for the second office which initially operated from 7.30 a.m. to 5.00 p.m. The hours were later changed for the convenience of airmen to 8.00 a.m. to 5.30 p.m. For the period it existed, postal revenue amounted to \$4,055.59. The office closed on 2 April 1945 when the last of the Norwegians left for England to liberate their homeland.

Both post offices were accounting offices. They were operated at no cost to the Canada Post Office because space was supplied rent-free by the Norwegians who also provided maintenance at no charge. The postal employees were, however, paid at the sub-post office salary rate.

Mail and rations for Muskoka and Vesle Skaugum were flown daily from Toronto as weather permitted. There was no regular post office at the rest camp. Mail was distributed and picked up in the Mess Hall.

The Little Norway Headquarters operation on Church Street did not have a post office, only a mail room. Mail was franked by a Pitney-Bowes postage meter model HX, serial number 82417, first known used in January 1941. Later, for publicity and identification purposes, two meter slogans were added to the machine. The first –

“WINGS FOR
NORWAY”

was used between late 1941 and January 1945. This meter is known imprinted on envelopes and tapes. The second –

“R.N.A.F.
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was only used during February 1945, mainly on invitations to attend the official closing of Camp Little Norway at 4.00 p.m., on Friday 16 February 1945.

(To be continued)

LETTERS TO THE EDITOR

Mr. C. R. McGuire, Head, Research & Administration, National Postal Museum writes :

Canadian Stamps used in the U.S.A.

This refers to Mr. R. F. H. Baker's enquiry in *Maple Leaves*, August 1979 concerning the use of Canadian stamps in the United States of America.

To begin with Mr. Baker's specific questions :—

1. I do not know where Melville Square is located but it must have been quite a distance from San Francisco because the cancel is dated nearly nine days early than the Frisco cancel.
2. The card has a San Francisco transit cancel because mail for the Pacific-Orient normally went on board ships departing from that city where it was put in the appropriate bag in the Foreign Mail Section of the main post office.
3. Canadian stamps are only valid in the United States or for that matter in any foreign country under the following circumstances:
 - a) If the stamp is affixed to the reply portion of a Canada Post Office Reply Postcard and sent to Canada from the country to which the complete card was originally addressed. Unlike many countries, Canada has never had an International Reply Postcard. Therefore, it is necessary for the required additional postage to be affixed to both halves of a domestic reply card to have it properly franked at the International postcard postage rate.
 - b) If mail is posted on board a Canadian registered ship and dropped off at a foreign port of call for onward transmission. This mail is known as "Paquetbot" mail and usually receives such identifying hand stamps as "Posted on the High Seas", "Mailed at Sea", etc. which are applied in the Purser's office on board a cruise-type ship.

The main post office of port cities of many countries regularly receiving ship mail, for example Canada and Great Britain, have special cancels for postmarking such mail.

Of course, there is always the possibility that stamps of a foreign country were accepted in error or by favour. The former easily occurred when the mail was cancelled with a machine cancel.

When found incorrectly franked with foreign stamps by U.S. post office officials, the postcard was forwarded to the local Dead Letter Office. A special card was sent to the addressee requesting the outstanding postage due (since the postcard was franked with a stamp, double deficiency was not charged). When the postage was received, a stamp was affixed to the card and it was forwarded to the addressee. Often a hand stamp stating "This is the

mail for which you sent postage" was applied to the card.

In the case of Mr. Baker's postcard, cancelled at Seattle (a West Coast U.S. port city), the card may have been mailed on board a Canadian ship. Although ship mail should be properly identified, it often is not, particularly if the ship is a freighter or a smaller cruise ship, particularly operating on inland waters.

Mr. J. Hillson Writes:

Small Queens Study Circle Report

The Small Queens Study Circle Report by Mr. Williams in the October, 1979 issue of *Maple Leaves* makes interesting reading but a number of points are raised which appear to need further clarification.

1. The Postmaster General's reports state quantities issued of each denomination but make no reference to Ottawa, Montreal or Perforation. There is no reason why they should. The heading referred to is Boggs. It should be remembered that the Postmaster General did not bother to differentiate between Large and Small Queens in his report for Year ended 30th June 1870, a rather more important change than the one under discussion.
2. The Specialized Catalogues referred to presumably include Holmes whose listing I believe current Specialized Catalogues have used as a basis, to some extent at least, for this period. Holmes in turn owed much to Jarrett's work. Apart from the Rose Carmine of 1888 (S.G.105) the only shades that Holmes lists from March 1873 are Vermilions with varying qualifying adjectives. Vermilion is basically a Red with a lot of Orange in it. He ignores the large quantity of 3 Cents issued between 1873-1876 with little or no Orange in the shade — Gibbons' Dull Red.
3. I have still never seen a *Montreal* shade Perf 12 before late 1875, and yet from Mr. Williams' report they should be quite common. The shades that I have seen for 1873 are (a) Rose Reds, (b) Dull Carmine Reds, both from Ottawa and Perf 12 approx., (c) Dull brownish Red Perf 11½ x 12 dating as early as mid January 1873, printed I believe in Montreal. In 1874 these dull brownish reds appear about as frequently as Orange-Reds, but still Perf 11½ x 12. I wonder therefore if Mr. Williams is being a little loose in his shade descriptions as was Holmes. It would have been nice of him, since they were my remarks which lead to all the activity he describes, if he had put me out of my misery by letting me see an Orange-Red Perf 12 dated mid 1873. There is after all no reason why they should not exist in quantity. Mr. Williams makes the point quite rightly that the Ottawa works had a Perf 11½ head which was used for the Revenue stamps possibly as early as 1868, but no postage stamps appear with this for 5 more years. Why? It would have been interesting to know the % of P 11½ x 12 Revenue Stamps to Perf 12 during this period and whether this varied significantly after 1872. In the same way Montreal may very well have had a Perf 12 all round set up from its earliest days. I just haven't seen any evidence.

My point about Perf/shade correlation has with respect been over simplified. The main clue to my mind is the change of shade to what is virtually a new colour range in 1873 *coupled* with a change of both perforation *and* gum.

Finally I heartily concur with Mr. Williams' concluding remarks. If the Postmaster General had been precise there would have been nothing to chew on.

Mr. R. B. Winmill writes :

Map Stamp Plate 4

I have just received a reply to an enquiry I made of Mr. J. E. Kraemer, Curator of the Postal Museum, regarding the above. The reply, and I quote, is to the following effect :

“On the matter of a plate 4 the Museum has a complete plate proof sheet in black on .009 card. The engraving of the plate was completed on 10th December, 1898. It was found unsuitable for printing stamps and no stamps were printed from it.”

So says Mr. Kraemer. I guess that the rumours I heard were correct! In any event, that should be of some interest to the numerous collectors who subscribe to your journal and who also wrote me, all virtually doubting the existence of such a plate proof.

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2258 WENDT, Richard J., 215 West Elmwood, Clawson, Michigan, 48017, U.S.A. C, B, UO, CL, CS, PH.
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2260 ANDREWS, Thomas C., 2620 East Side Road, Ukiah, California, U.S.A. 95482 PBL, R, FF.
2261 BRADLEY, Whitney L., Apt. 814, 195 Natchez Road, Ontario, CANADA, N2B 1W2. Map.
2261 BOGIE, Niall H. R., 14 Liberton Drive, Edinburgh, Scotland, EH16 6NN. N.
2263 WILSON, Dr. J. Don, Avalon Construction & Engineering Ltd., P.O. Box 8250, St. John's, Newfoundland, CANADA, A1B 3N4.

Reinstatements

- 805 DANKIN, M.
1303 HOLMOK, Dr. E. H.

Deceased

- 2182 GRATAN, A. W. D.
1084 LANGSTROTH, Dr. R. S.

Resignations

- 2080 KNIGHT, Mrs. S.
2104 YORKE, R. H.
2056 ZAHN, J.

Change of Address

- 1908 BEAUDET, L. 1386, Louis Lane, Ottawa, Ont., CANADA, K1B 3P3.
989 BOYD, Dr. N. O., 335 Eastlawn Blvd., Windsor, Ont., CANADA, N8S 3H3.
931 BUCHANAN, W. O., Sea Pines, B9, Brewster, Ma., 02631, U.S.A.
1040 CHARRON, J. J., 419 Boul. Lafayette, Apt. 4, Longueuil (Quebec), CANADA, J4K 3A4.
1209 FUNSTON, L., Flat 10, 41-43 Belsize Avenue, London, NW3 2BN.
2053 HILL, D. I., 19 Westby Street, Lytham, Lancs., FY8 5JF.
1417 KELL, R., 27 Briardene Close, East Herrington, Sunderland, Tyne & Wear, SR3 3RU.
1959 MANN, P. M., P.O. Box 575, Guelph, Ont., CANADA, N1H 6K9.
706 MARLER, Hon. G. C., 1460 Dr. Penfield Ave., Apt. 504, Montreal, P.Q. CANADA, H3G 1B8.
2167 MARTIN, Mrs. C. (formerly Malenfant), 560 Queen Street, P.O. Box 56, Station A, Fredericton, N.B., CANADA, E3B 4Y2.
1800 NOBLE, G. J., P.O. Box 80, Kingston, Ont., CANADA.
1717 SQUIRRELL, M. J., P.O. Box 268, Lively, Ont., CANADA, POM 2E0.
877 WOOLLEY, R. J., 77 St. Clair Ave. East (507), Toronto, CANADA, M4T 1M5.

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- 1807 BUTTIMORE, D. (LRIC), Cov., CS-CGE, PS, RC.
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