



JOURNAL OF THE  
CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN

# Maple Leaves

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Whole No. 190

Vol. 18 No. 10

October, 1982



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# MAPLE LEAVES

Journal of

**THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN**

INCORPORATED 1946

**Founder:**

A E. Stephenson, F.C.P.S.

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

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## EDITORIAL

### CONVENTION 1983

By the time this appears in print the society's Annual Convention at Surrey University will have been held, and those fortunate enough to be able to attend will have taken their leave of old friends and new, carrying with them what we are sure will be memories of a successful and happy occasion. Charles King, our President, will have breathed a sigh of relief that all the 'happenings': meetings, study groups, displays, the auction, coach trips and annual banquet were successful. He will have handed over his presidential mantle and badge of office to his successor, David Sessions, our Secretary, and wished him well. He will not have envied him in his dual role. That much we can say for certain.

David Sessions is going to be a very busy man in 1983. His dual responsibilities will leave little time for 'standing and staring'. He will be 'up and doing' to a more than extraordinary degree, and he does not need us to remind him of that.

But we do need to remind members that because our 1983 Convention will be held in August much will have to be done more quickly than usual. Not least of all, preparations for the Society's Annual Auction, the submission of lots, their collation and the printing of the auction catalogue will all have to be carried out earlier than usual. Nor is this all. Members who

intend to prepare material for the Exhibition or Competition will need to be 'on their marks' promptly. Those who are thinking of attending Convention will have to make up their minds (perhaps to combine Convention with their annual summer holiday?) more quickly than usual.

Elsewhere in this issue we provide further detailed information regarding the Convention Auction and other activities. From this it will be seen that it is not too early for members to be thinking and preparing ahead. In January "time will be of the essence".

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## ANNUAL SUBSCRIPTIONS

Members are respectfully reminded that these are due on 1st October and should be sent to the Assistant Treasurer, Mr. T. Almond, 2 Filbert Drive, Tilehurst, Reading, RG3 5DZ. Cheques or postal orders should be made payable to C.P.S. of G.B. (£6.00), or in the case of overseas members (\$14.00 surface mail, \$20.00 airmail). Please help Mr. Almond, and the society by paying promptly.

## FROM THE PRESIDENT . . . . .

By the time you read this another Convention will have come and gone. At that Convention it will have been my great privilege to accept the mantle of Presidency from Charles King and, as Convention 83 is to be held a little earlier than usual, I am taking the opportunity to provide a few preliminary details.

The dates for your diary are August 17-20 and the venue is the Grand Hotel, a first class establishment in the centre of Bristol.

Further details will appear in the January issue but the earlier date gives less time for auction lots to be received and catalogued; please note therefore that auction lots must be received by **15 March 1983**, they should be sent to :-

Mr. R. G. Pollard, c/o Bonham's Auctions, 13 Christmas Steps, Bristol BS1 5BS. (Envelopes or packages to be clearly marked **PERSONAL (CPS)** in the top left corner.)

It is particularly apposite that Bristol be chosen as a Convention centre for the Society as it was from Bristol Docks, in 1497, that John Cabot (Newfoundland SG 67) sailed in the 'Matthew' (Canada SG 412, Newfoundland SG 73) on his voyage of discovery to North America. If heritage is not enough, a display of Small Queens never before shown at Convention has already been booked, whilst baser instincts will hopefully be satisfied with a visit to Harvey's, producers of the world-famous Bristol Cream Sherry.

Watch this space . . . . .

## THE FIRST DECIMAL ISSUE OF CANADA 1859-1868

### The printings of the 12½ cents value (Part 3)

by G. Whitworth, F.R.P.S.L., F.C.P.S.

#### Group II Perforation 12 x 11¼

Order No. 9 October 29 1862. 1000 sheets. Possible date of use:— April 1863.

9.A. Yellowish myrtle green. Similar to 8B, new perforation, very clearly printed stamps.

Dated material:— DE 4 '63, DE 18, JA 9 '64.

9.B. A lighter tone with a trace more yellow added.

Dated material:— JA 5 '64.

Order No. 10 June 9 1863. 1000 sheets. Possible date of use:— October 1863.

10.A. Light green, Very similar to Gibbons 36 Dull green. Quite pale and weakly printed.

Dated material:— MR 17 '64, AP 23 '65 (ex Montreal — late use).

10.B. A fuller and deeper shade, could look a little bluer.

Dated material:— FE 8 '64, FE 12, NO 30.

Order No. 11 Sept. 4 1863. 1000 sheets. Possible date of use:— January 1864.

11.A. Still weak printing of a light shade of dull green as Gibbons 36.

Dated material:— JY 5 '64, MY 5 '65, JU 10.

11.B. A deeper shade of a similar colour.

Dated material:— JU 12 '65, JU 13.

STOCKTAKING Sept. 30 1863

3000 sheets delivered during year. ie.

3815 sheets sent to post offices. ie.

2000 sheets order 9

1000 sheets order 10

928. 50 sheets order 7

1000 sheets order 8

1886. 50 sheets order 9

This gives an average use of 318 sheets per month.

Stock — 113. 50 sheets order 9.

1000 sheets order 10.

Order No. 12 Nov. 21 1863. 2000 sheets. Possible date of use:— May 1864.

12.A. Deep dark green. Much darker and bluer than 11B.

Date of use:— MY 3 '64, JU 17, JU 30, JY 21, AU 14, SE 10, OC 13,  
OC 25, NO 3, JA 25 '65, JY 16.

12.B. A similar shade but weaker, not so dark as 12A.

Dated material:— JY 15 '64, JY 29, SE 15, SE 16, JA 29 '65, FE 24.

Order No. 13 March 1 1864. 1000 sheets. Possible date of use:— Nov. 1864.

13.A. Yellowish dull dark green. Similar in depth to 12B but more yellow.

Dated material:— DE 23 '64, MR 17 '65.

13.B. As 13A not deeply printed and a trace more yellow. This is the yellow-  
ist of all the Group II printings.

Dated material:— MR 25 '66 (on a blue cover ex Toronto — late use?).

STOCKTAKING June 3 1864 (change of date)

4000 sheets delivered during 9 months. i.e. 1000 sheets order 11

2000 sheets order 12

1000 sheets order 13

2803 sheets sent to post offices. i.e. 113. 50 sheets order 9

1000 sheets order 10

1000 sheets order 11

689. 50 sheets order 12

This gives an average use of 311 sheets per month.

Stock — 1310. 50 sheets order 12.

1000 sheets order 13.

Order No. 14 July 9 1864. 2000 sheets. Possible date of use:— January 1865.

14.A. Bluish green. A great change in colour and depth of print. It is not the  
bluish tone of early prints but bluer than 13B.

Dated material:— JU 10 '65, DE 5 '66 (small town, late use).

14.B. Bluish green, deeper and bluer than 14A. Quite a dark stamp compared  
with orders 10, 11, and 13.

Dated material:— AU 11 '65, SE 6, NO 17, AU 22 '66.

### Group III Perforation 12

Order No. 15 November 28 1864. 1000 sheets. Possible date of use:— Sept.  
1865.

15.A. A very bluish green colour matching Gibbons 38 Myrtle green. Some  
stamps are well inked, others of a similar date are weak.

Dated material:— AP 20 '65, —Y 14, JY 5, NO 6.

15.B. A much yellower Myrtle green, very similar to order 8. Not too well  
inked and not deep impressions.

Dated material:— JY 20 '65, JY 28, AU 17, OC 5, OC 13.

15.C. Similar colour but much weaker prints — plate looks worn.

Dated material:— SE 11 '65, No 24.

At the time of this order other values of this issue were repaired by  
re-entry but this 15th order does not show any of the characteristics  
of being from a repaired plate. This is the colour allocated to order 15  
by Calder and as the dates of use flow I have not altered his findings.

Order No. 16 January 28 1865. 2000 sheets. Possible date of use:— Nov. 1865.

16.A. A very similar myrtle green, very deeply printed and the Imprint has been observed. The re-entries and flaws found on the late printings start with this order.

Dated material:— NO 17 '65, AP 29 '66, MY 4.

16.B. Deep green showing no bluish tone at all. Looks yellower than 16A. There appear to be variations in depth of print, possibly due to ink variations.

Dated material:— NO 9 '65, NO 15, OC 3 '66.

16.C. Weaker prints of a similar colour. Lees-Jones listed up to 16E but I consider that changes of ink consistency could be the cause of the variations that can be found.

Dated material:— SE— '65, NO 9, JA 11 '66, MY 31, JU 15.

Order No. 17 April 22 1865. 3000 sheets. Possible date of use:— May 1866.

17.A. Light myrtle green. Similar to 16A but lighter in shade and consequently does not appear as blue. It is much bluer than the greens of orders 11 and 14 and much clearer printed. Quite a flat colour.

Dated material:— DE 18 '65, JY 4 '66, FE 15 '67, MR 21, MY 9, JU 20 JY 18.

17.B. Still a weak flat colour but not quite as blue as 17A.

Dated material:— MY 10 '66, MY 30 '67, JU 18, AU—, FE 24 '68, MR 27, MR 20 '69.

17.C. Dark blue green.

17.D. Weaker printing similar colour. With a printing order for 3000 sheets it is to be expected that more runs through the machine would require larger quantities of ink to be prepared. Lees-Jones had five categories here but as dated material is so scarce that I feel that the four shades I have identified will be sufficient. 17C and 17D are frequently found cancelled by the Toronto Broken Bar Duplex hammer, in use from August to November 1866.

Dated material:— SE — '66, SE 6, SE 10, OC 11, OC 18, JU 5 '68.

STOCKTAKING June 30 1865

6766 sheets delivered during year. i.e.	2000 sheets 14
	1000 sheets 15
	2000 sheets 16
	1766 sheets 17
3736. 50 sheets sent to post offices. i.e.	1310. 50 sheets 12
	1000 sheets 13
	1426 sheets 14

This gives an average use of 311 sheets per month.

Stock — 574 sheets order 14.

1000 sheets order 15.

2000 sheets order 16.

1766 sheets order 17.

Order No. 18 September 25 1865. 3000 sheets. Possible date of use:— Feb. 1867.

18.A. Deep dark myrtle green. Very deeply printed, slightly bluer than orders 15 and 16.

Dated material:— 21 '66. There are very few order 18 dated pieces.

18.B. Similar to 18A but not quite as dark or as blue.

Dated material:— None.

18.C. Similar to 18A but darker.

Dated material:— None.

STOCKTAKING June 30 1866

4001 sheets delivered during year. i.e. 1234 sheets order 17;

2767 sheets order 18

4085. 50 sheets sent to post offices. i.e. 574 sheets order 14

1000 sheets order 15

2000 sheets order 16

511. 50 sheets order 17

This gives an average use of 340 sheets per month.

Stock — 2488. 50 sheets order 17

2767 sheets order 18

Nine months after placing the 18th order 233 sheets were still outstanding. These must have not been printed as this quantity was still undelivered at the end of the issue.

Order No. 19 February 27 1867. 3000 sheets. Possible date of use:— Oct. 1867.

19.A. Bluish myrtle green, not very dark. Similar to 17A and B but bluer.

Dated material:— SE 6 '67, NO 13.

19.B. Blue green, darker looking than 19A.

Dated material:— SE 25 '67, AU 24 '68.

19.C. Similar colour but ink looks to have run — too much oil or thinner.

Dated material:— JY 19 '67, NO 28, DE 1.

19.D. A very blue green colour printed with ink that has run giving a flat appearance to the stamp and a tint of green to the paper.

Dated material:— DE 17 '—, MY 15 '68 (This is actually perforated 11¼ x 12)

STOCKTAKING June 30 1867

3000 sheets delivered during year. i.e. 233 sheets order 18??

or 3000 sheets order 19

4397. 50 sheets sent to post offices. i.e. 2488. 50 sheets order 17

1909 sheets order 18

This gives an average use of 367 sheets per month.

Stock — 1091 sheets order 18) but ( 857. 50 order 18

2766. 50 sheets order 19) could be (3000 order 19

STOCKTAKING June 30 1868

There were no more deliveries of this stamp from the printers.

3170 sheets sent to post offices i.e. presumed to be

857. 50 sheets order 18

2312. 50 sheets order 19

This gives an average use of 352. 20 sheets per month.

At March 31st 1868 the remainders were 687. 50 sheets all of which should have been from order 19.

As can be seen from a chart Calder's remarks concerning the Canadian Post Office always chasing up the printers for more supplies only holds good on this 12½ cents stamp up to 1863. At the June 1865 stock-taking stamps of orders 14, 15, 16 and 17 were in stock and at the usage rate of 340 sheets per month they had not been sent out twelve months later. Should any of the printer's deliveries during this period have been despatched to post offices out of printing sequence then all our placings can be wrong. I have tried to base my conclusions on covers ex Montreal as I find that at times even Toronto was using the same colour from three to four months later. I also feel that the part of the 17th order must have been covered by the 18th as many of the last stamps sold at smaller post offices in 1868 were from the 17th order.

In certain instances Calder's available material yielded earlier dates for a colour change than I can find from my collection. Here I have copied his findings as quoted by him in 'Some Phases of the Canada '59 Issue' - the London Philatelist February 1939.

*(We regret that it is not possible to reproduce the chart to which the author refers. It suffices to say, however, that it graphically illustrates the point made about the printing and use of this stamp up to 1863 - Editor.)*

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ARTICLES, REPORTS AND LETTERS

FOR PUBLICATION IN

“MAPLE LEAVES”

ARE ALWAYS APPRECIATED

## THE LETTER AND POSTCARD RATES OF CANADA 1875-1898 (Part 5)

by Dr. M. W. Carstairs, F.C.P.S.

### RATES TO CENTRAL AMERICA AND THE WEST INDIES, OTHER THAN BRITISH *(continued from Part 4)* . . .

This complex routing was the brainchild of W. H. Aspinwall who founded the Pacific Mail Steamship Company in 1848, the oldest steamship line in the United States. All his ships were built on the Atlantic side and had to be sailed round Cape Horn to reach their base at Panama before commencing service.

Gold prospectors for California and mail were carried from New York on Aspinwall's boats, then brought across the isthmus on Aspinwall's railway, from 1855, and finally put aboard one of Aspinwall's steamboats for the journey north via the Central American states to San Francisco and the Californian Gold Fields.

The first transcontinental railway line to San Francisco was built by 1869, so by the year 1875 there would not have been much mail for San Francisco aboard his ships.

In 1875 three separate rates operated. For 8c per ½oz. you could write a letter to Aspinwall, Costa Rica, Cuba, Curacao, the Danish West Indies, Haiti, Nicaragua, Panama (the town), and San Domingo (Dominican Republic), but for the rest of New Granada and Guadeloupe you had to pay 16c per ½oz., and for Guatemala, Mexico and Salvador you had to find 13c per ½oz. Registration was accepted only to Guadeloupe and New Granada for the sum of 12c.

In the 1876 guide Porto Rico was added at 16c per ½oz., and the rate for Curacao was doubled to 16c per ½oz. In 1877 Bay Islands, Honduras was added at 8c per ½oz., but Costa Rica and Nicaragua which also had both Pacific and Atlantic seaboard were sub-divided, the Pacific (Western) side costing 8c per ½oz., and the Atlantic (Eastern) side double that sum at 16c per ½oz. Registration was permitted only to the eastern halves for a fee of 12c.

In 1878 the rate to Porto Rico and New Granada was dropped to 8c per ½oz. and registration was allowed to all the 8c per ½oz. countries for 12c. The rate to the Danish Islands was raised to 13c per ½oz. but registration fees remained at 12c. The remainder of countries, Guatemala, Mexico and Salvador still had no registration service by this route and letters cost 13c per ½oz.

At the same time the Pacific Steamship Company stopped its runs to the Eastern sides of Costa Rica and Nicaragua, and left it to the British Packets by Route E. Guadeloupe also disappears from the list of countries served.

The 1879 guide, correct to August 1st 1878, shows the beneficial effect on postal rates of membership of the U.P.U. Letters were 5c or 10c per ½oz. if the area was considered remote, and 2c or 4c for Government postcards, with a fee of 5c or 10c for registration.

Initially only the European colonies were in the U.P.U. and to start with the 5c per ½oz. letter rate, the 2c postcard rate and the 5c registration fee applied to the Spanish colonies of Cuba and Porto Rico and the Danish Islands, while the 10c per ½oz. letter, 4c postcard rates and 10c registration fee affected the Dutch colonies of Curacao, Saba, St. Eustatius and St. Martin and the French possessions Guadeloupe and Martinique.

The non-U.P.U. countries continued to be complex. The 8c per ½oz. letter rate still covered the west coasts of Costa Rica, Honduras and Nicaragua and all of New Granada with registration permitted only to the towns of Aspinwall and Panama for 10c. The 13c ½oz. letter rate covered Guatemala and Salvador, but there were no registration facilities, and two new rates: 10c per ½oz. letter for Mexico, Haiti and Bay Islands, Honduras (ie. Atlantic side of Honduras) and 5c per ½oz. for San Domingo, but no postcard or registration rates.

The 1880 guide correct to July 1st 1879 shows Latin American republics joining the U.P.U. The 4c postcard and 10c registration fees have been discarded and replaced by 2c for a government card, and a 5c registered fee, but the 10c per ½oz. letter fee has been retained for the Dutch and French colonies and the new U.P.U. members Honduras, Mexico and Salvador which had joined on April 1st 1879.

As before the non-U.P.U. countries present the headaches. The 8c rates have gone, and been replaced by a 7c per ½oz. rate for Haiti and San Domingo, a 10c per ½oz. rate for the west coast of Costa Rica and Nicaragua and for New Granada and a 15c per ½oz. rate for Guatemala. Registration was possible for a 5c fee only to the towns of Aspinwall and Panama.

Thankfully there is only one change to record in the 1881 guide for San Domingo joined the U.P.U. on October 1st 1880. Colombia (New Granada) and Haiti followed in July 1881, Guatemala on August 1st 1881, Nicaragua on May 1st 1882 and Costa Rica on January 1st 1883, in each case adopting the U.P.U. rates, though Costa Rica and Guatemala were regarded as remote with fees of 10c per ½oz. for a letter, but the rest were 5c per ½oz. By 1883 the rate to Mexico had been reduced to 5c per ½oz. letter. All the rest had followed suit by 1888 and remained at the standard U.P.U. rate until the concessionary rates of the twentieth century.

Route E seems to cover a number of coastal and island services run by the Royal Mail Steam Packets where there were no other alternative services.

The British steamers ran from New York direct to St. Thomas "about twice a month" and then via Havana, Kingston, Jamaica, or Aspinwall to their destinations.

For the West Indian islands in general the rate was 16c per ½oz. for letters and registered mail was carried for a fee of 12c. In 1878 mainland areas of the east coasts of Costa Rica, Honduras and Nicaragua were added at 28c per ½oz. per letter, but no registration. These had been dropped by the American steamers.

From August 1st 1878 the rate to the Eastern side of Costa Rica and Nicaragua was reduced to 16c per ½oz. letter and registration was permitted at a 10c fee. New Granada, excluding the towns of Aspinwall and Panama, was a new destination at 16c per ½oz. letter and registered items were accepted for 5c extra. Meanwhile the rates to Haiti, San Domingo and the island of St. Bartholomew were reduced to 13c per ½oz. letter, but registration facilities were withdrawn. Porto Rico and the Danish Islands had meantime joined the U.P.U. so the rates detailed in route D applied, and gradually the others followed.

In 1880 the eastern sides of Costa Rica and Nicaragua were rated at 15c per ½oz., a further reduction. The registration fee remained the same, however, and until they in turn joined the U.P.U. in 1883 there was no more change. (see Route D)

The rate to St. Bartholomew Island was also reduced to 15c per ½oz. at the same time, and this presents a real problem. The island was colonised by the French in 1648, taken by the British in 1689, restored to France in 1746, granted to Sweden 1785, taken again by the British in 1801 but restored again and finally ceded to France in 1877.

By this time all the French colonies were U.P.U. members, but somehow St. Bartholomew was missed out and instead of having U.P.U. rates from the beginning it would appear that registered letters were not accepted until 1888, nor was the postal rate reduced to 5c per ½oz. until then, unless of course the Postal Guide is wrong. It would be a miracle if a proving cover could be found. Today St. Barthelemy (as it is now known) comes under Guadeloupe.

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SAY YOU SAW IT

IN "MAPLE LEAVES"

### GREMLINITIS

This disease is peculiar to the publishing world. Editors attribute it to a virus commonly known as "printer's devil" (*imprimatoris diabolicus*); printers attribute it to another source, "editor's imp" (*editorus imphyticus*). Whatever the truth of the matter the disease is certainly no respecter of persons, or publications. The disease is all the more insidious because it has no symptoms; it strikes its victim without warning, in one fell swoop. No one is immune; no publication can absolutely guarantee that its pages will be safeguarded one hundred per cent. It can infect hack journalists and the cream of the cream of the literary world alike. Neither local rags nor top papers for top people can claim absolute immunity. It has even been known to strike at *MAPLE LEAVES!* With a careless disregard, we regret to say, for the proprieties, it even attacked 'The Yellow Peril' in our last issue. For more harrowing details read on . . . . .

### A USED EDWARD TETE BECHE BOOKLET PANE STAMP

On page 234 of our last issue reference was made to the cover illustrated below. This should have been included above the text of the article submitted by 'The Yellow Peril'; but for reasons (see above) was unfortunately omitted. We apologise to our readers and to the unfortunate author, and give our assurance that every effort will be made to keep our pages untainted in future. Even with the utmost vigilance, however, no guarantee can be given that the gremlin will not attack again. It may be a consolation, and we certainly hope that it is, to our valued contributor to learn that the virus seldom strikes twice at the same victim!!



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**B.N.A. BOOKLET VARIETIES**

**MISCUT PANES** by W. J. McCann

The first reaction on seeing the 2 cents red Admiral booklet panes (opposite) is to think that it could not happen. Someone must have been using a pair of scissors, but why? The guillotine would make a clean cut in one single operation, unless . . .

Many examples of the step-cut pane are found on the 1 cent and 2 cents Admiral panes of six, including complete booklets. A study of the 2 cents panes illustrated reveals that they were from Plates Nos. 15 and 16. According to Marler's Notes these plates were a new departure in layout: Type Y in which a larger plate layout was used, the first change since the original Q.V. issue.

Has this new plate layout any bearing on the miscut? THAT is the question.



(Fig. 2)



(Fig. 1)

## MARESCH AUCTION RESULTS

On Wednesday, May 26th, the fabulous Fur Trade Collection of the late Charles P. De Volpi was sold at the offices of R. Maresch & Son in Toronto. Two hours later, this unique collection had been purchased by twenty-six eager floor buyers, while mail bidders were able to purchase only eleven of the 148 lots. The collection realized a total of just over \$182,000.

The indexed handbook catalogue, prepared by Maresch, will remain a major reference work on this fascinating collecting area for many years.

While some of the early letters and documents sold below their estimated value, the pace of the bidding soon quickened and many unique items were knocked down for record prices. The YF (for York Factory) directional marking, offered in Lot 12, fetched \$1,900 against a \$1,000 valuation, and the RRS (for Red River Settlement) sold for \$2,300 against a pre-sale estimate of \$2,000. Lot 36, a cover describing the American Rocky Mountain Fur Company's Rendevous, sold for \$2,300 against a \$2,000 estimate. The Charles Beardmore correspondence in six lots – containing many incisive and detailed descriptions of pioneering life in the West – sold for \$8,000 against a \$7,000 valuation.

The Alexander Hunter Murray letters drew much active bidding, and the first letter ever written from The Yukon in 1849 sold very reasonably at \$2,600, just above the estimate.

The collection contained the largest amount of mail from the Red River Settlement ever assembled, and the handstruck "Paid 24" sold for \$6,500 against a \$3,000 valuation. A choice 10c Prince Consort cover (ex Jephcott), sent to both Pembinas, brought \$4,000 (estimate \$3,000). A pair of Threepenny Beavers on cover from Pembina (one of two known to exist), sold for \$8,000 against a \$5,000 valuation. Lot 114, a cover bearing a pair of U.S. Black Jacks, was fiercely competed for until it sold for \$3,250 against a \$1,500 estimate. Lot 129, the only known Two Cent Large Queen Soldier's letter from the 1870 Riel Rebellion, doubled its estimate at \$10,000, while an historic cover by F. C. Denison, describing his arrival at Fort Garry just after Riel's departure, went reasonably at \$3,250 against a \$2,500 valuation. The last lot in this session, The Riel Collection (which included the rare Riel Essay), opened at \$11,000 and a few hectic moments later, found a new owner at \$27,000.

The next day's sessions saw the disposal of the properties of forty owners. While the general economic situation still seemed to be influencing the market, all lots sold well with many record prices being reached for the more outstanding and desirable material.

The Postal History section saw lots of action from a strong floor, with the Ocean Penny Postage envelope selling at \$825 (estimate \$500), the rare Nova Scotia Scroll (one of three known) bringing \$1,450 (estimate \$1,000), and a DIGBY N.S. Ship Letter going for \$1,250 (estimate \$750). Illustrated covers also sold very well, as did patriotic envelopes.

The final session contained another copy of the Louis Riel Essay, which sold for just over \$2,000. This must have been the first time that two such rarities have been offered in the same sale.

Covers of the Jubilee Issue with interesting foreign destinations sold above estimates, as did much of the Maple Leaf and Numeral material. A single rate 6c Numeral on clean cover brought \$3,000 against a \$500 valuation. The Edward Issues were also much sought after, with an INSURED label on cover selling for \$700 (estimate \$400), and a 50c single franking bringing \$1,300 (estimate \$500).

Maresch is now preparing one of their popular Private Treaty Sales for distribution in August. The last one, held in June 1977, contained many rare items totalling \$1,000,000 and was sold out in one month.

Two Auction Sales are also in preparation for the Fall when the exceptional George C. Marler Collection of the Admiral Issue will be offered. Mr. Marler was the author of numerous books and articles on this his favourite research area, and his collection is the most extensive ever assembled. These auctions, and the Private Treaty, will feature major offerings from all fields of Canadian philately. Collectors should not miss these outstanding sales.

Catalogues and prices realized are available by subscription only at \$10 Canadian Funds (in Canada), \$15 U.S. Funds (in the U.S.A.), and \$20 Canadian Funds (overseas), from R. MARESCH & SON, 330 Bay Street, Suite 703, Toronto, Canada M5H 2S8.

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## **PRECANCEL UP-DATE**

**by H. G. Walburn**

Two new unlisted varieties have surfaced recently. One, that by inference had to exist, the other, a variety that came as a complete surprise.

The first copy of Vancouver 1-92a inverted (10c plum, Admiral issue) was found by the writer in a collection formed by the late Charles A. Porter, one of the old-time Vancouver collectors. At that time the normal variety was unknown but it is most unlikely that only an inverted version would be issued. In a collection recently purchased at a Toronto auction the first copy of 1-92, the normal, turned up. No doubt there are others somewhere, unrecognized as the rarity that they are.

The other new variety, from Calgary, came to me by purchase from an ex-resident of that city, now living in Edmonton — Mr. M. Hampson. The Catalogue No. will be Calgary 2-86H, a double, one normal and one inverted. (Calgary Type 1 reads 'Calgary, Alberta', Type 2 'Calgary, Alta.'). The stamp is the 2 cents carmine of the Admiral issue.

*(Continued on page 274)*

## THE SMALL QUEENS ONE CENT 'STRAND OF HAIR' VARIETIES

by N. J. A. Hillson

Two distinguished Fellows of our Society recently took me to task because in 'The Small Queens' monograph I wrote that there were only two 'Strand of Hair' varieties, and reference was made to me of an article in BNAPS Topics Oct. 70, page 266 which contends there are four, all different, from different but unidentified plate positions.

I had to confess that while I had read the article some years ago, the argument put forward had at the time appeared to me to be so unconvincing that I had completely forgotten about it. One of my correspondents, who has all four varieties as described in the 'Topics' article, kindly offered to let me see them at Convention, and also went to the trouble of bringing along some blown-up photos for me to keep. This enabled me to reassess the matter and my conclusion is as follows :—



*Long Strand  
Stage 1*

*Long Strand  
Stage 2*

*Long Strand  
Stage 3*

There are two 'Strand of Hair' varieties, but the 'Long Strand' from Position 13 Ottawa Plate C exists in different states due to plate wear; that is that its length shortened as the plate wore.

Why do I not believe that these are not different varieties of the same type from different plate positions? Let us examine how the variety could have got on to the plate. There are only two possibilities. 1) That it was by design. 2) It was accidental.

1) By design. It has been suggested that these lines are caused by deliberate retouching. However, retouching on a plate is invariably carried out to strengthen existing features of the design, not to introduce a new one. The effect of the variety is to put a new parting in the Queen's hair and in its longest form to split her Tiara in two as well. Secondly retouching is usually

*obviously* hand done. Here we have a perfectly executed curve which paradoxically gives a botched effect clear to the naked eye. Most retouching needs a good magnifying glass to detect. It would seem safe to reject the view that the flaw was deliberately made.

2) Accidental damage. The odds against almost identical flaws happening in virtually identical positions on several different subjects of the same plate, let alone different plates, must be astronomical. To my mind this was one of the major problems and one that the 'Topics' article did not touch on. It did contend that what it calls the 'Long Strand of Hair' is in a slightly different position to its 'Medium Strand of Hair Type A' ('Medium Strand of Hair Type B' it says follows approximately the same path as the 'Long Strand') but careful examination of actual examples shows this to be not quite accurate. The advantage of blown up photographs is that one can do with them what one cannot do with the actual stamps if one wishes to remain on speaking terms with their owner — use a sharp pair of dividers on them to trace their path and to measure the distance from the medallion rim under each relevant letter of 'Canada Postage' to the flaw. Doing this it was found that the path of each of the medium and long strands varied only in length. Their position on the head was identical.

The interesting thing is that in spite of the odds against, there are two similar flaws on the same plate, the other being from Position 26, a position that was re-entered. How could it have come about? There is one possibility that seems feasible. In storage plates would have been stacked flat to prevent distortion, and the back of one plate would be effective protection for the working surface of the one underneath. If somehow a couple of bits of unnoticed grit (or even swarf from the re-entering process) got between two plates, and the one on top was knocked hard enough near one of its corners, it would pivot on the plate below and any foreign matter hard enough to score mild steel would leave a curved scratch exactly like the 'Strand of Hair' varieties. This is easily demonstrated. If you like to place say two books of roughly equal size one on top of the other on a table and tap the edge of the top one near any of its corners, you will see for yourself how it moves. If this does not convince you try two flat metal plates and a hammer.

The 'Topics' article mentions that the re-entered Position 26 exists both with and without the flaw, and concludes that the state without the flaw must be earlier than with. This may be so, but equally it could have worn off in use. That though must remain a matter of speculation. Even dated copies do not really help. The medium length flaws exist on copies dated earlier than the long but it must be remembered that the Post Office issued their stock on a 'last-in first-out' basis, and dates are not necessarily of the significance they might at first glance appear to be.

## CANADIAN RAILWAY POSTMARKS (Part II)

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

In parts 2 to 8 of this series the subjects dealt with were the principal types of railway postmarks most commonly used from the early days until 1971 when the last R.P.O.'s ceased to operate. Part 9 of this series dealt with what might be described as a 'minor variety' (type 17G) of a principal type (17F) which was the subject of part 8.



These 'minor varieties' will form the subject of future instalments because, although they are far less frequently encountered, they can easily be confused with the principal types with which they are related.

Type 9A the subject of this instalment, and an example of which is illustrated in the heading, is distinguishable by the so-called clerk's number which appears at the base of the circular datestamp, invariably preceded by the abbreviation 'No.'. The termini, or in two instances only, the name of the railway, are followed by the abbreviation 'M.C.'.

From the recorded dates of usage type 9A postmarks made their first appearance in the late 1880's, and after strutting and fretting their few brief years upon the R.P.O. stage most of them were seen no more. For this reason they are usually found on the later printings of the Small Queens issue, and exceptionally as late as the second Admiral issue.

There are three notable exceptions to this span of usage: one (0 19A) 'Blackwater & Mid. M.C.', and possibly the first of type 9A, is known dated 1889. It appears to have died in infancy. In contradistinction (0354) 'Tor. & Lon. M.C.' held the stage for at least 63 years (1894-1957). The record for longevity, however, must be awarded to (0.262) 'Ott. & Toronto M.C.' which survived, in at least sporadic usage, until 1971 when the Ottawa & Toronto R.P.O. finally ceased operation. Since this postmark type is known dated 1894 its minimum age of 77 years places it second only to the Moncton & Campbellton postmark in type 9E which survived for over eighty years (1885-1967).

It is not known, to the writer at least, how many different hammers were ordered, made and used in order to account for the survival of postmarks of the same type over such a long period of time. Nor can a definite explanation be provided. Lewis Ludlow has made an extensive study of the various hammers used in type 9E on the Moncton & Campbellton R.P.O. and it is possible that many different hammers were used in type 9A on the Toronto & London and Ottawa & Toronto R.P.O.'s. It is suspected that the officials who ordered new hammers sent the manufacturers impressions of the old, presumably worn, ones and ordered 'the prescription

as before', thus saving themselves time and trouble. A less likely explanation, which is certainly not applicable to the Moncton & Campbellton hammers is that the original hammers in type 9A used on the Toronto & London and Ottawa & Toronto R.P.O's although replaced in time by later types, were not destroyed. It is possible that they were brought into use at exceptionally busy times, when extra mail clerks were on duty (possibly to deal with Christmas mail) and incurred as a consequence less wear and tear than normally.

Whatever the reason, it is aberrations such as these that give R.P.O. collecting that 'little something that the others haven't got', apart from other attractions! Last, but not least, it will be noted that type 9A postmarks are obvious precursors of the later type 17A, and differ only in the lettering 'M.C.' instead of 'R.P.O.'. This may account for the one example of possible misreporting known: the Montreal & Toronto M.C. in type 9A, which definitely exists in type 17A. The former is more than merely suspect in view of the fact that its reporter is unknown. If he, by any chance, happens to read this and would like to declare his hand, Lewis Ludlow, we are sure, would be pleased to hear from him!

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## DIAMOND JUBILEE by Hans Reiche, F.C.P.S.

In some of the available literature and respective catalogues some doubt is expressed about where the actual die for the jubilee stamp was made. Hansen in his book writes "With the Diamond Jubilee issue a new company took over the printing of Canadian stamps. This was the American Bank Note Co. which in 1923 became the Canadian Bank Note Co. as a subsidiary of the parent firm. Under the terms of the contract the new printers were required to set up facilities in Ottawa. This was done although there seems to be enough evidence to say that the dies of the Jubilee issue were made in New York".

Looking over some files in the Public Archives in Ottawa the following letter was found addressed to the Deputy Postmaster General by the president of the British American Bank Note Co. dated 5 May 1897. (file number RG3 Vol. 514).

"Dear Sir, In reply to your favour of 4th inst., we beg to state that about seven months ago we were notified by the minister of Finance that our contract with the government would cease and be at an end on the 22 April 1897. Since that notice was served the Postmaster General instructed us to prepare designs for a Three Cents Jubilee stamp, which we did in connection with which we had many interviews, with a perfect understanding that the work was to be performed by us. When however we pressed for a final decision the matter of shortness of time in which to execute and deliver the stamps, the Postmaster General delayed his answer for one reason and another until the expiration of our contract, when he informed me, during an interview on the 29 inst., that the work had been done in New York. From the action of the Postmaster General in this matter are we to assume that he has arranged for all the other postal supplies from the same source and that the Canadian Co. have no rights that will be fairly considered by the present government?"

From this correspondence it is clear that the work was done in New York not Ottawa.

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*(Continued from page 269)*

This variety, in the years to come, will probably prove to be scarcer than Vancouver 1-92. There would no doubt be a number of sheets printed of this last one, but only one sheet or part of a sheet of the Calgary double. During this period Precancels were printed on a hand operated 'Clam Shell' press and errors occurred when a sheet got out of line and only part of the sheet received the cancellation. It would then be run through the press a second time.

According to my information there was no such thing as printer's waste in connection with Precancels in those early years. If 100 sheets were handed over by the Post Office to the King's Printer for precancelling then 100 sheets had to be returned, errors and all. There would be no inspection and the 100 sheets would be delivered to the Post Office requiring them.

## BOOK REVIEW

### THE EVOLUTION OF IMPERIAL PENNY POSTAGE AND THE POSTAL HISTORY OF THE CANADIAN 1898 MAP STAMP by R. B. Winmill

It is a pleasant task to write about a book that bears all the hallmarks of originality. This is no rehash of old material 'titivated up' with a few new snippets of information. It is a book guaranteed to please postmark collectors and *MAP STAMP* collectors alike. Both will almost certainly, after reading this book, look at their postmarks and stamps with renewed interest, and some will undoubtedly be pleasantly surprised. If, for example, a Brantford squared circle is found on *THE MAP*, on stamp it will join the only other one known to exist. On cover it will be less rare and join two others that have been reported! Even more rare would be a Cobourg squared circle on *THE MAP*, or *MAP STAMP* cover. Reports that it exists in one state or the other have proved to be erroneous so far!

These are but two examples of the many curious and unsuspected facts that emerge from this book which is the product of 23 years of research into what is undoubtedly Canada's most interesting 19th century stamp. The author admits his indebtedness to many collectors and dealers who have collaborated with him and have permitted him access to their collections and stocks; in turn collectors will be indebted to the author for the painstaking and laborious task that he undertook in order to make his findings known. As far as the principal postmarks known to exist on the stamp are concerned these have been listed with the object of encouraging collectors to turn to their own stamps to see what further discoveries can be made.

Specialists in this stamp, 'ordinary' collectors, postmark collectors and cover collectors alike will find this book a delight. It is not a book to be read and put away on the library shelf and forgotten. Nor will it be; it is essentially a reference book to be dipped into whenever collections are examined or new map stamps or map stamp covers are acquired.

It holds something for everyone, therefore: railway postmark collectors will find that some 200 different strikes have been found on the stamp. Much more surprisingly they will discover that railway postmarks on map stamp covers are far less frequently found than squared circle postmarks on covers. Unsuspected facts such as these make fascinating reading, and they are far too numerous to recount here. In any case that, if it were attempted would detract from the pleasure that readers will best derive from finding them out for themselves.

Lavishly illustrated with 98 photo plates, which are a delight in themselves, it is difficult to think of any aspect of the stamp in its relationship to its contemporary postmarks that has escaped the author's attentions. Apart from those mentioned, duplex, roller, precancels, fancy cancels, flags, rings in

all their varieties, grids, coloureds and many more add up to a veritable feast, that can only be enjoyed first hand.

Both the author and the publisher, Jim Hennok, are to be congratulated on the production of a work that will undoubtedly enjoy the success it so rightly deserves. Post paid at the price of \$25 from the publisher at 43 Adelaide Street East, Toronto M5C 1J4 to say that it is good value for money would be a gross understatement. Members in the U.K. can obtain this book from the Handbooks Manager, Dr. M. W. Carstairs (for details of address see inside of back cover of this issue) *WHILE STOCKS LAST*. They will not last long, however, at £12.50 postpaid.

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## OBITUARY

### R. J. WOOLLEY, F.C.P.S.

All who knew him, and they are many in this society and in the British North American Philatelic Society, will have been saddened by the news of the death of one who can fairly be described as a loyal member of both organisations. Bob Woolley's quiet, gentlemanly, unassuming manner assured for him a host of friends in Great Britain and particularly in his native Yorkshire which he never ceased to regard as his home. It was to his home and to the Society's Annual Convention that he always returned whenever he had the opportunity. But this did not in any way detract from his loyalty to his adopted home in Canada and our sister society of which he was a prominent, yet self-effacing member. His work, over many years, in the Perfin Study Group of B.N.A.P.S. will be particularly remembered, for in many ways he pioneered a branch of Canadian philately that was despised by many at the outset. Under his guidance and with complete dedication, however, he elevated this aspect of Canadian philately to the status that it enjoys today, opening up a new avenue of collecting interests that but for his enthusiasm and research would still have been languishing in the backwaters, disdained and neglected. It was typical of the man that he did not hand over his work to others until ill health overtook him; but by this time he had laid the foundations truly and well. By then Bob Woolley and his perfins had ceased to be a joke; what had been everyone's poison had become meat for many. This in itself was an achievement and Bob's name will always be inseparably associated with perfins whenever they are discussed. Much as he cherished them, however, what he valued most was the host of friends he made along the way. In the U.S.A., in Canada and in Great Britain he leaves behind him many who were proud to call him a friend and who will mourn his death as only friends can do. He had no capacity for making enemies; he only had friends. That could well be his epitaph.

## POSTAGE DUE ON BUSINESS REPLY STATIONERY

by G. A. Wallace

It is 17 years since R. B. Hetherington wrote a series of articles on Permit and Business Reply Stationery for *Maple Leaves*. The information he gave was accurate and well worth re-reading. I do not intend to try to better his articles, just to give a few aspects of Business Reply Cards and Envelopes a new lease of life. Personally, I think this form of Postal Stationery is about the dullest form of philately, with regard to a long list of ELECTRO sizes and the tedious number of CHEVRONS; so, these will not be mentioned again.

I am interested in the use of Postage Due stamps on these envelopes and cards, having in mind the rates and methods of payment. To recap on previous articles, Business Reply Envelopes are a spin-off of Permit stamped envelopes. These are in turn an alternative form of pre-cancelled envelopes. The difference being, that the postal fee on Business Reply Cards and Envelopes was only charged if the item enclosed was returned by post. This service could save business firms huge amounts of postal charges, which more than compensated for the 1 cent per item extra charge.

A large firm sending out printed matter in thousands could expect to receive about a ten percent response on the advertising, order forms and reply coupons despatched. During the 1930's, a thousand stamped envelopes for inclusion would cost \$30.00 in postage, of which approximately \$3.00 worth resulted in actual business; thereby constituting a wastage of \$27.00 – not a very promising return on the initial outlay. This new service, which began early in 1930 (possibly February), would only cost the business the original \$3.00 plus the 1 cent per item, amounting to \$1.00; keeping in mind the average response of ten percent. The saving of \$26.00 per thousand made this service a viable solution to the problem of wasted postal charges.

As this service was on a C.O.D. basis, and the majority of returned items were received within the first week following despatch, the system of payment could be arranged with the Postmaster in three different ways:—

1. By a special bank account with sufficient money deposited in advance.
2. By the purchase of sheets, or part sheets of the largest denomination Postage Due stamps, i.e. 10 cents – which were pre-cancelled and held in abeyance until the total had been used, (this is why cancelled sheets can be found with original gum). Many Postmasters used Postage Due stamps as a form of accounting.
3. By individually affixing Postage Due stamps to the straggling replies coming in after the initial surge of the first week's post; or for smaller firms with a lesser turnover.

The last method could be used to rectify any mistakes made, such as:— (a) old stationery used after a change in rate., (b) a drop letter reply mistakenly posted out of town, or (c) an enclosed addition causing an

overweight reply. All three reasons are rare, but can occur. I have an example of (a) in my collection. It is a 3 cent Reply Envelope of 1930, used in 1935 with a 4 cent Postage Due stamp. This could have been taxed double on the 1 cent deficiency, creating a 5 cent rate; or double taxed on the whole amount which is an 8 cent rate. Examples of (b) and (c) have been reported, but to date they have eluded me.

Business Reply Cards & City Rate Envelopes	Feb. ? 1930 – Apl. 1 1943 –	Apl. 01 1943 1951	3c. 4c.
Business Reply Envelopes at Domestic Rate	Feb. ? 1930 – July 1 1931 – Apl. 1 1943 –	July 01 1931 Apl. 01 1943 1951	3c. 4c. 5c.

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### THE U.P.U. CENTENARY ISSUE OF CANADA, 1974 by George W. Smith

A few years ago the President of the British American Bank Note Co., Ottawa, provided me with the following details of the procedure adopted when his company prepared and printed the two stamps which made up this issue.

“The engraver followed the style of his previous larger engraving (of 1952) which has not been used on a commercial printing job.

On the U.P.U. a single engraved die was used for both the 8 cents and 15 cents values to include all the elements printed in purple on either stamp. Two transfer rolls were taken up from the hardened die.

For the 8 cents value the “Canada 15” was removed from one roll. For the 15 cents value the U.P.U. symbol was removed from the second roll.

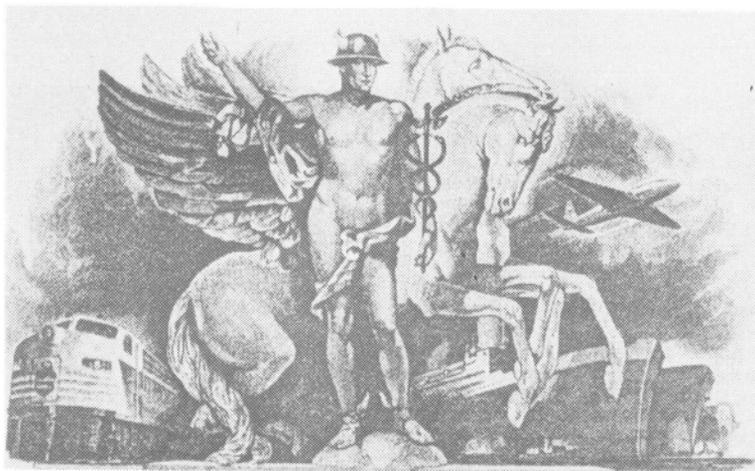
In each case the removed design element was replaced by gravure printing in red to create two distinctive stamps.”

This results in an interesting comparison between the two stamps. On the 8 cents value the U.P.U. emblem is engraved and “Canada 8” is in gravure. On the 15 cents value the U.P.U. emblem is in gravure and “Canada 15” is engraved, other features being common to both values.

“The previous larger engraving of 1952”, to which reference has been made, is also the work of the engraver, George A. Gundersen, and was possibly prepared as an essay for a bank note design. Here the figures of Mercury and the winged horses were superimposed on a background of ships, plane and train, representing “Modern Transportation”. (*See Fig. 1*)

Mercury and the horses only were used on the stamps, but the design clearly closely resembles this part of the original.

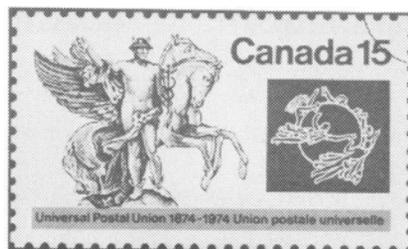
A publicity "miniature sheet" (presumably issued by the Canadian Post Office), shows the two values enlarged and more or less in the issued colours and both values with the U.P.U. emblem as though from an engraved original, whereas the issued 15 cents value has this emblem in gravure. This difference is not apparent in the accompanying illustration. (See Fig. 2).



(Fig. 1)



(Fig. 2)



(Fig. 3)

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From:

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