



Maple Leaves

*JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN*

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BNAPS – The Society for Canadian Philately

MAPLE LEAVES

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EDITORIAL

This issue should reach all our members before our Convention in Hove and the International 'Stamp Show 2000' in London that follows immediately after. Much effort has gone into arranging 'our' show back-to-back with the other affair in London, so we hope as many members as possible will look in on Convention, even if a full-length stay is not possible. We are expecting a strong overseas contingent and, as a result of the proximity of Stamp Show 2000, there will be a limited dealer presence at Convention for the first time. This is something many members have requested but in normal times it is not a viable proposition.

While on the subject of Convention, Auction Manager Colin Lewis is able to take bids by e-mail or fax right up to 11 May. This does not preclude bidding in

the normal way! Contact details can be found in the October issue, on page 138. Those attending the auction should note the split timing due to the number of lots involved, see 'Society News' on page 273.

The question of the Society's affiliation to the Association of British Philatelic Societies (ABPS) is raised from time to time and it was suggested at the last AGM that a note in 'Maple Leaves' would not come amiss. There is a tangible benefit to the Society and its members, but more important is the view that philately in the UK must have a national voice. While the officers of the Association, like those of the Society, give freely of their time, there is still a cost to be met. The majority of your Committee concur with this view. As a member, the Society is free to report its events in the Association's

quarterly journal, thus obtaining a little publicity, and it is featured in the Specialist Societies Handbook, which is distributed to member societies.

ABPS is involved in a number of philatelic events and promotes its own show every other year; the next such event is Glasgow 2000 (November 17-19). A number of seminars are run during the year and the Association supports the work of the National Youth Stamp Group. A Small Grants scheme is in place to help societies or individuals underwrite special events that help to promote the hobby.

Affiliated societies and individuals are offered a range of discounts by specific dealers and auctioneers on production of a membership card. In addition, Stanley Gibbons allows free hire of conference rooms at 339 The

Strand; the Royal P.S. offers 10% off expertisation fees; 'Stamp Magazine' and 'Stamp & Coin Mart' offer discounts from annual subscriptions.

Any UK member requiring a membership card should contact our Secretary. If our overseas friends feel a little left out of things, we offer the consolation that the Society's subscription to ABPS is levied only on the number of UK members.

We were very sorry to learn of the sudden death of Alec Unwin, erstwhile Secretary of BNAPS. Alec was probably not so well known this side of the Atlantic but we spent time with him at both the Orlando and Vernon Conventions of BNAPS; having sent our condolences to Alec's family we commiserate with BNAPS on the loss of a willing volunteer.

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A SWEETHEART IN EVERY PORT

Part 11 – Varieties

The Yellow Peril

For collectors who enjoy varieties, the excitement of the chase and the challenge to do research, Admirals are the stamps to collect. The issue is just chock-full of them - both constant and non-constant varieties. Constant varieties, as the adjective implies, are those varieties that occur at a particular position on a given plate and therefore all the sheets printed from that plate.

Generally speaking, a constant variety is the result of poor workmanship. When a subject on a plate shows signs of wear the subject is touched up, either by hand or by mechanical means, ie. by use of a transfer roll (a second application of the transfer roll is referred to as a re-entry). If the touch-up is perfectly executed, the stamp will not show any trace of it having been repaired. This, however, is not always the case as there are frequently some tell-tale signs. Stamps with these tell-tale signs are what collectors call constant varieties.

A badly touched-up stamp is quite impressive but a poorly re-entered subject is even more striking. The poorer the workmanship the more spectacular the variety. A good example of a retouch is the redrawn frame line of the 5c violet and an excellent example of a badly re-entered stamp is the major re-entry on the 1c green Admiral stamp. It is stamp number 35 of the lower right pane of plate 12. To me, it is the best of the Canadian re-entries; it is also my favourite.

Unlike constant plate varieties of the earlier issues, such as Small Queens, a repair to an Admiral plate is carried out after an inspection of the plate proof. Retouching or re-entering

Photos by Ian Robertson

is done before the plate is put to use to print the stamps. The 1c green Admiral referred to earlier, for instance, does not exist before it was re-entered. This re-entry is its original state.

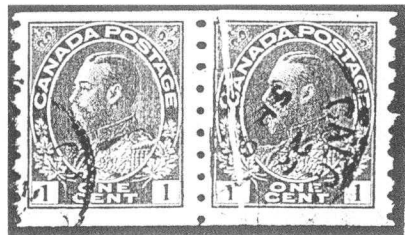
Admiral varieties, certainly all the important ones, are well described and illustrated in Marler. Moreover, members Hans Reiche and Ralph Trimble are doing a commendable job of keeping collectors up-to-date on these varieties.

On the other hand, very little has been written about non-constant varieties. These varieties are referred to as 'oddities', 'errors' and sometimes 'freaks'. The only times I have seen them described are in auction catalogues and in dealers' price lists. As these so called freaks give me more enjoyment than any of my re-entries, I would like to share this pleasure with our members. The following pictorial descriptions are some non-constant varieties that, WITH LUCK, can be purchased at nominal prices. An unopened paper crease, for example, can be bought as a creased stamp; a mis-perforation, an off-centered stamp; and an ink smear, printers' waste, and so on.

Paper Varieties

These creases are the result of stamps being printed on creased paper. After receiving the stamp impression, if the crease is large enough, it can be opened exposing an unprinted area. The wider the crease the more sought after the variety.

Rotary (also flat) press printings are occasionally found printed on a double sheet of paper. The web of paper used



*Above left:
pair of 1c green
sheet stamps.*

*Above:
pair of 1c yellow
coil stamps.*

*Left:
1c green booklet
pane*

*A trio of opened
pre-printing
'accordion' paper
creases.*



3c carmine. Double paper variety.

on these presses must be continuous, therefore any break in the process of manufacture must be lapped and pasted. This overlapping portion when printed is known as a 'Double Paper' variety'.

A stitch watermark consists of a row of short parallel vertical lines caused by the stitches joining the ends of the band on which the paper pulp is formed.

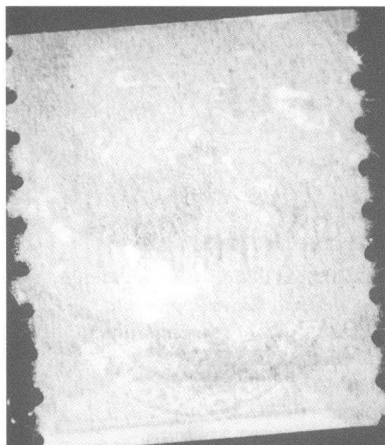
Stitch watermarks are the rarest of the paper varieties, probably because they are so difficult to spot that collectors would not bother to look for them as they would a postmark or a plate flaw. The example opposite and the one illustrated in *Maple Leaves* (#62 October 1959, p23), both 1c green coils, are the only ones I am aware of. The report estimates that there would be only one or two in a thousand stamps. They



2c green. Double paper variety.

Left column:
1c green coil with
stitch watermark.

Below:
3c carmine with
portion of design
missing. (Two
pairs).



Offsets

Various authorities give similar explanations of what offsets are and how they occur. The following paragraphs, which explain the story best, are taken from page 127 of Baxter¹:

could be rarer than that. Does any member have or had sight of a stitch watermark on an Admiral sheet stamp? Are there any mint Admirals with this variety?

Printing Varieties

The variety illustrated at right was caused by foreign matter, most likely a small piece of paper, adhering to the front of the stamp paper being printed, after which the unwanted paper fell off, leaving a blank space.



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1c green

Common Offset Impressions

Offsets transferred from the face of one freshly printed sheet to the back of another (and sometimes back again to the original sheet, simulating double prints) are the most common printing defects, although pulled impressions run a close second.

Blanket Transfers (Offsets)

If an inked plate (sans paper) should be run through the press, an inked impression will be made upon the blanket cylinder. The impression will be transferred to the backs of the sheets

Right: 5c violet

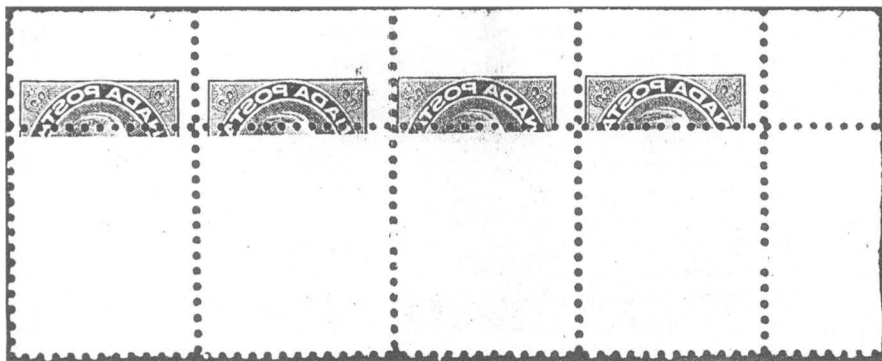
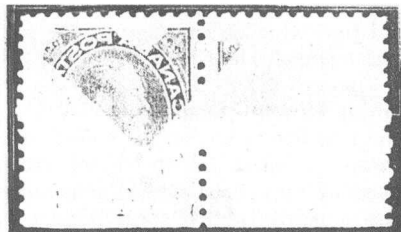
Below:

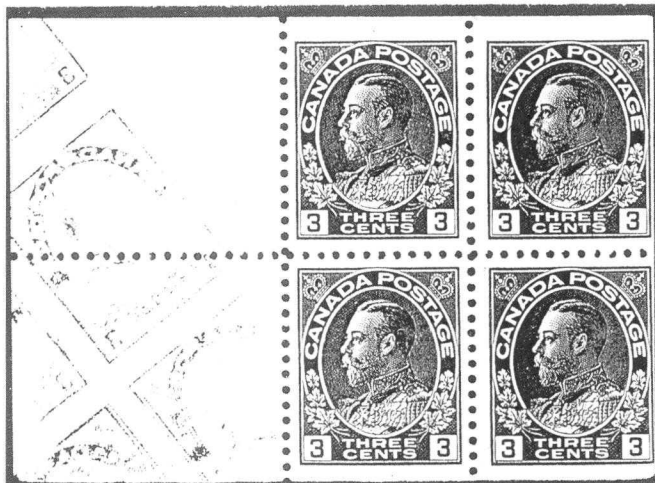
An upper left margin strip of the 3c brown showing partial offset.

subsequently printed, the offset impression becoming weaker and weaker with each sheet printed until it finally disappears. While the first offsets from the blanket are usually very heavy the print is seldom as sharp and clear as a normal impression, principally due to the ridge of ink being squashed against the back of the sheet. Such offsets are always reversed (read from right to left) and 'back-up' (register) with the design on the face of the sheet.

When only part of the engraved area is imprinted upon the blanket, such as when a sheet corner becomes turned over or under, or when a crooked sheet is fed to the printing press, it is obvious that only that part will be offset.

Frontal offsets are rare and very light compared to those on the backs of





*3c carmine booklet
pane with frontal
offset*

stamps. This excerpt is from an article on offsets (by Hans Reiche) in *BNA Topics*, March 1971, page 98. "The Canadian Bank Note Company wrote about one such offset on the front of the stamp, as caused when wax tissue previously used for stamps was re-used and the tissue offset some of the ink onto the next stamp"

Inking Variety - Smears

The first time I saw an ink smear on a stamp, I mumbled to myself that someone must have rubbed something over a newly printed sheet. That was umpteen years ago when I was interested only in acquiring and not in the reasons for happening. Today, as I examine my page of ink smears, I am beginning to see things differently.... If something was brushed over a freshly printed sheet, assuming that the ink was still wet, the stamps rubbed would be smudged. This is not the case at all as the details of the designs are very clear and sharp. The smearing is on top of the stamps, indicating there was excess ink on the plate due to faulty wiping. If Admiral stamps were printed by the flat

press method, the wiping of the plates would be done by hand: as all the ink smudges are on low value stamps, where the quantities printed are huge, I can appreciate that hand wiping of the plates would be, occasionally, uneven. My question is: "Were Admiral stamps printed by a flat or rotary press?" If a rotary press was used, and I am convinced that it was, the wiping would be mechanical, automatic and thorough. Would any member care to elaborate on my hypothesis?*

Perforation Varieties

Of all the Admiral non-constant varieties, perforation faults are the most common. Stamps are found misperforated every which way - vertically, horizontally, both vertically and horizontally, slanted and even 'blind'. For years I bought and sold perforation oddities without knowing or caring how Admiral perforations were done - my only concern was their saleability. If someone were to ask, I would simply say 'comb perforated'. It is just now that, in trying to explain these varieties, I am taking a close look



A guide arrow block(2c green) showing smeer.

at what causes them.

The only information I have found was in Marler (p.39) which says that post office sheets were perforated individually and not several sheets at a

time. This surprise statement prompted me to examine my varieties (like never before). After analysing the following pieces, I am beginning to think that Admirals were not comb but line perforated - first in one direction, then in another. Whether the sheets were perforated vertically or horizontally first, or whether another machine was used to put in the second row of perforations, a reader's guess is as good, if not better, than mine.

Concerning double perforations, Boggs (p. xxix) gives this definition: "Often found on early Canadian revenue stamps and occasionally on regular postage issues, double perforations being applied in error". If the strip on p239 was comb perforated, would the horizontal perforations not be double as well?*

Although it was fun gathering bits of information here and there, it is obvious that a lot more research has to be done on these non-constant varieties. Input from our members is, therefore, invited. Please send your comments to our editor.

¹ 'Printing Postage Stamps by Line Engraving' by James H Baxter.

* Editor's Notes:

(a) My understanding is that rotary presses were introduced by the British American Bank Note Co. in 1930 when they produced the 'Arch' issue. The low values 1c to 5c were printed on rotary presses, higher values and some 5c were printed on flat bed presses. I have several glorious smears on the low values so the automatic wiping was not perfect. I also have a block of 10c Library with smears, so both methods allowed the same phenomenon to occur:

(b) Examination of illustrations of blocks in this article and elsewhere suggests that most, if not all, Admiral stamps were line perforated.

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**DEALERS IN
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Top:
Strip of the 7c yellow ochre with double perforations. Stamps are from Plate 2, #51-54. Stamp 52 with re-entry in "C" of 'CANADA' and 'E' of 'POSTAGE'. Stamp #53 with retouched left vertical line to worn numeral box.

Above left:
3c brown showing blind vertical perfs between stamps. Probably worn perforating pins did not cut the paper.

The vertical perforations of the 1c green block being correctly placed and its horizontal perfs misplaced; the horizontal perfs of the 2c carmine block correctly placed but its vertical perfs misplaced, are strong indications that they were line perforated.



1c Yellow with slanting perms.

Vertical perforation being veered off course is the result of a sheet or corner of a sheet being folded over and then perforated.



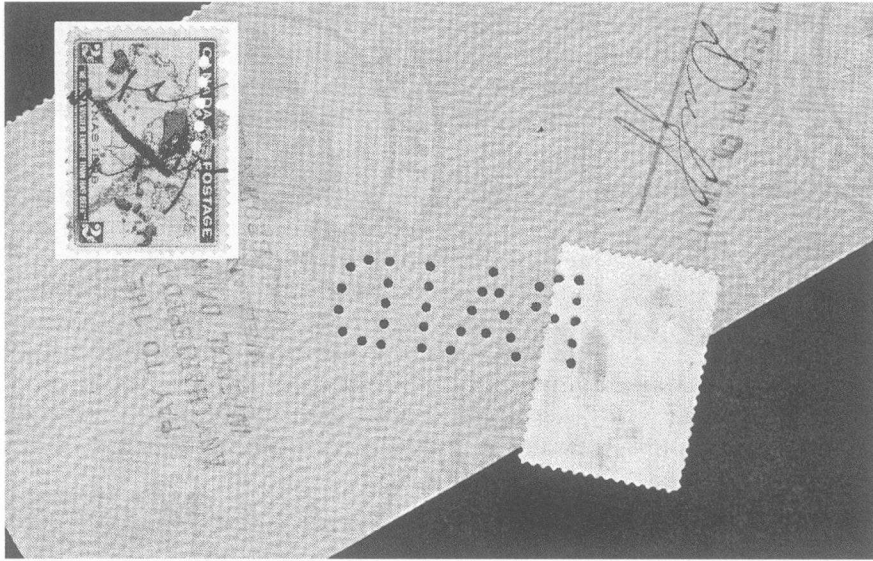
The vertical and horizontal perforations of the block above being misplaced on the slant suggest the possibility of comb perforations. Perhaps the Admirals were perforated by both the line and comb methods.



10c Bistre Brown - almost an imperf margin.

PIECES OF THE PUZZLE

by Robert Lunn



Revenues, which are not valid for use as postage, are sometimes seen on letters both domestically and abroad. Some of the ones I have seen domestically have been taxed and fined because of improper use. Regardless of whether they are caught, they are highly prized by collectors. Revenues are also known on registered mail; for example in the April 1988 issue of *Maple Leaves* the use of the \$4 Duck stamp is illustrated. On the other hand, regular postage stamps, until no longer required, were often seen on cheques. I mention only cheques because I have not seen them on other types of document*.

One of the few disadvantages of living in Fredericton is there is seldom someone to talk stamps to or to buy from. This does give me however the opportunity and time to study my collection in more detail. Reviewing the

odd perforations in the illustrated map stamp made me think back to a cheque I had that was taxed two cents. The odd perforations on the stamp looked very similar to the letter P in the word PAID perforated into the cheque. After laying the stamp on top of the cheque I found that the perforations matched the letter P on the cheque exactly. It was clear that this map stamp was used to pay the revenue tax on the cheque.

The use of a commemorative postage stamp, in particular a stamp as popular as the 1898 Map stamp, is not only a novelty but very rare. The figure shown includes an example of a cheque (taxed two cents) that has been perforated by the word PAID. The map stamp has been laid (upside down) on the cheque to show how the perforations of the letter P in the stamp match up

Continued on p. 245

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PRINCE EDWARD ISLAND PHILATELY (3) Further Postal Developments Martyn Cusworth

A further development took place in 1832 when an Act was passed by the island assembly to provide for the conveyance of mails twice weekly by steamer between Charlottetown and Pictou at a cost of £300 per year. Interestingly it was Samuel Cunard who received grants from both the Nova Scotia and P.E.I. governments for setting up the service. The steamer 'Pocohontas' was used to make the crossings and reference is made to it in the letter illustrated below.

The letter opens:-

"I have had the pleasure of receiving your letter in the unusually short space of a week... we live in a dull, quiet place (Charlottetown!) where each day is only a repetition of the preceding one and, but for the steamboat bringing a few more Nova Scotians to take a look at the

island, we should be wholly without variety."

This unpaid letter is struck with the Post Office P.E. Island datestamp which came into service in 1825 and lasted until approximately 1836. It is rated 8d currency to Halifax and a further 9d to St John, leaving the addressee with a total bill of 1/5d.

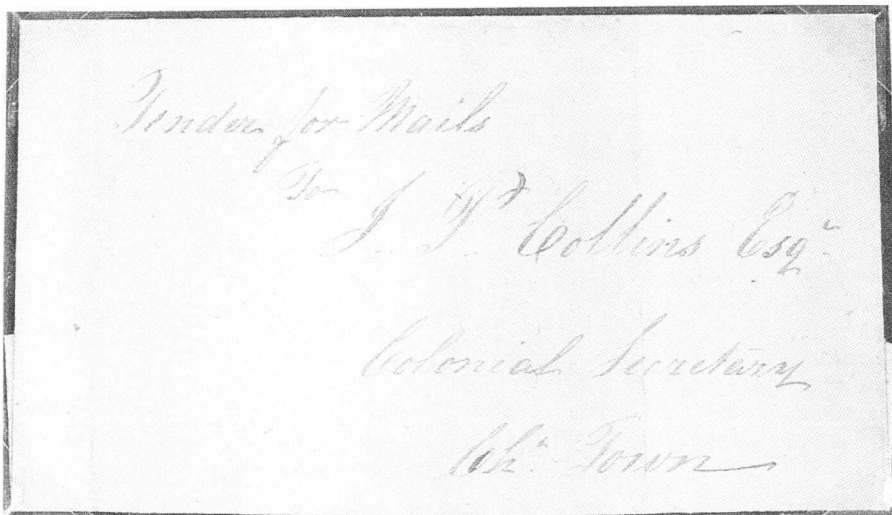
Vessels like the 'Pocohontas' were rather inadequate during the winter months and ice-boats were still the only mail link across the Capes. Illustrated overleaf is an October 1832 tender for carrying the mails addressed to J P Collins, Colonial Secretary, Charlottetown and carried as a favour letter with no postal markings.

The tender reads as follows;

"Sir,

We the undersigned do hereby undertake

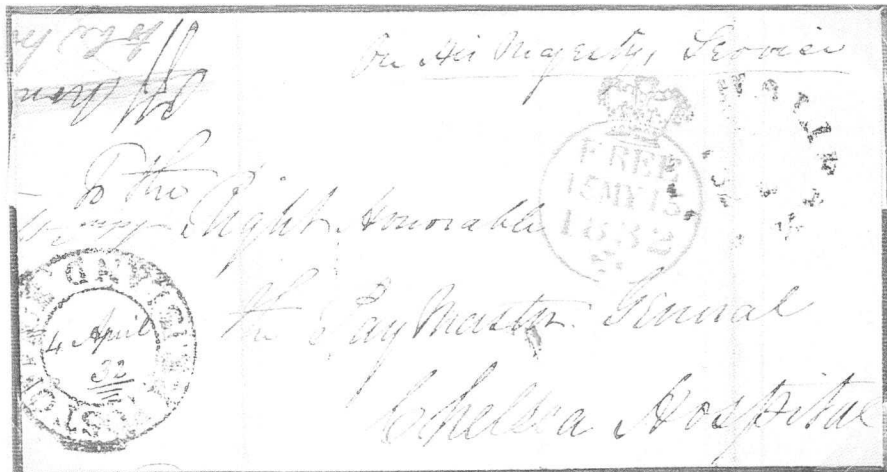




to convey the mails during the winter months to and from Cape Tormentine and Cape Traverse and to forward the return mails to Charlottetown at the rate of three pounds nineteen shillings per trip. We also engage to go once a week, to be provided with two ice-boats (the motive for having two ice-boats is, should a heavy fall of snow occur, we would require one far lighter than the

other) and one sufficient boat to cross should there be no ice in the Gulf- also three able-bodied men, and to remain at Cape Traverse after the outward mails are received until we succeed in crossing the Straits, for the due performance of which William Scantelberry and John McDonald both of Charlottetown will be given as security."

The grammar of this note leaves a





little to be desired but the reader can get the drift of what is being proposed. The letter was signed by John Lord junior and Charles Lord.

Returning to the Post Office P.E. Island mark, another interesting example of this mark is illustrated opposite.

Struck with a Post Office P.E. Island mark on 4 April 1832 it is a letter from a retired soldier to the Paymaster at Chelsea Hospital complaining about his pension. A similar letter was illustrated by Dorothy Sanderson in *Maple Leaves* of January 1994... (p205) It has been carried free of postal charges after being endorsed 'On His Majesty's Service' in manuscript.

In 1834 a new type of handstamp came into use in Charlottetown wherein the datestamp read Prince Edward's (note the 's') Island. As with the two previous devices the date was inserted in manuscript. Illustrated above is the use of this device on an unpaid letter to London.

The letter is a double sheet item

attracting a 1/4d charge (prepaid as far as Halifax) to Nova Scotia plus a 4/4d ocean mail fee postage due from Halifax to London. The small circular 'Paid' mark alongside the 1/4d is peculiar to P.E.I. The Prince Edward's Island datestamp was in use until 1842.

In the next article we will consider the impact of steam on mail from the island to Britain.

Continued from p.241

with perforations on the cheque. In addition, the front of the stamp is shown with some script writing on it. The letters 'nts' are clearly seen and may be from the word 'cents' written on the cheque. The remaining letters may be part of a signature.

**Editor's note: The use of postage stamps was legitimised in 1931. The War Revenue Act was amended, effective 1 July 1931; from that date postage stamps could be affixed to cheques and bank drafts in payment of stamp duty.*

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THE ADMIRAL DESIGN

R.A. Bayes

I have read the Yellow Peril's articles on the Admirals with great interest, particularly that concerning the proofs (ML April 98). As a supplement to this article, readers may like to see copies of the photographs by W & D Downie and H. Walter Barnett (not Barrette as shown in the YP's article) and the composite model referred to in the article, as well as the master die.

The existing contract with the American Bank Note Company had several months to run when the new design was under consideration. The Post Office Department told the Bank Note Company what ought to be included in the design and asked them to use their judgement in preparing one or more designs for consideration.

A.E. Stephenson, in *Maple Leaves* of December 1960, and again in the August 1963 issue, wrote of his efforts to find the portrait used in the build-up of the Admiral design. Through his dealings with the Post Office Department in Ottawa, he found that it was a composite portrait, composed of various portions of photographs of King George V, by W & D Downie and H. Walter Barnett, both of London, England. It was not the department's practice to entrust to one or more artists the task of preparing a design so this was a radical departure from the norm. The engraving was done by Robert Savage.

While Mr. Stephenson was able to locate portraits made by both firms, he was unable to confirm these were actually used in the build-up. With the benefit of lot 1876 from the Christies sale of Archive material on 13 September, 1990, we can see six photographs used in the preliminary

artwork for the preparation of die F-211, the first Admiral die.

The Master die (Fig.7) shows that the upper part of the design was considered common to all the seven original values. It follows that it was necessary to engrave, by hand, on the die of each denomination:

- i) stems of the leaves
- ii) numerals and numeral boxes
- iii) denomination in words
- iv) lines of shading
- v) remainder of the frame.

The card bearing the composite models (Fig.8) shows, at left, the approved design. Both models are printed in carmine, with black vignette, on very soft, thin, absorbent, semi-opaque paper, which is mounted on soft card to provide a fine, clear impression of the engraving. The design was approved by both the PMG and the deputy PMG, a note to that effect is initialled 'JAM' (Jose A. Machado) of the ABNCo. Machado designed the Quebec Tercentenary issue. It will be seen that the original intention was to include a 15c value though such a value was never printed; also the intention is shown that the 2c value was to be printed first, followed by the 1c.

Figure 9 shows stamp sized photographic models demonstrating the two sizes of numeral box. The photographs are affixed to a card (167 x 146mm) that bears the instruction 'Engrave in 2 lines', initialled by J. A. Machado and dated 30 September 1911. The initials 'DEW' signify approval for the ABNCo on 3 October 1911.

As we have already seen, the intention was that the 2c and 1c values should be printed first. On 12 November, 1911, the PMG, Louis P.



Figure 1. Photograph by H Walter Barnett

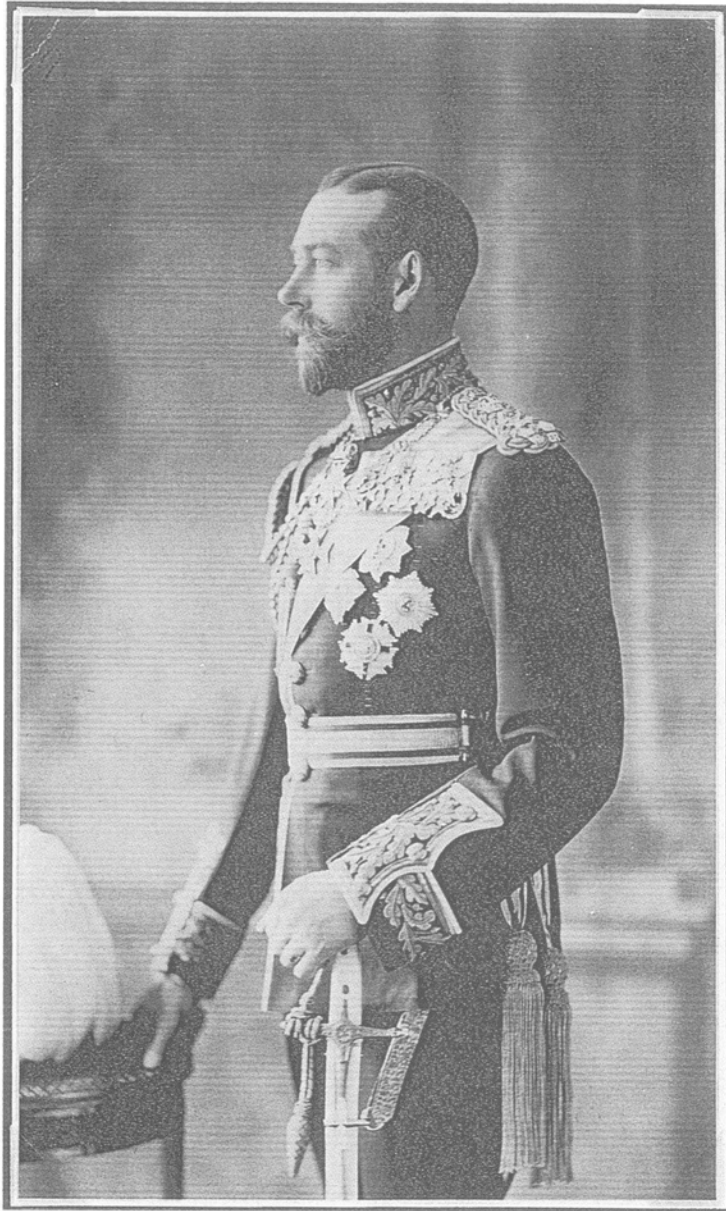


Figure 2. Photograph by W & D Downie. There is a note on the back indicating it was to be used for die F-211.



Figure 3. Downie photograph as in fig. 2 but slightly cropped. Note on the back indicates it to be used for Order#F-3041.

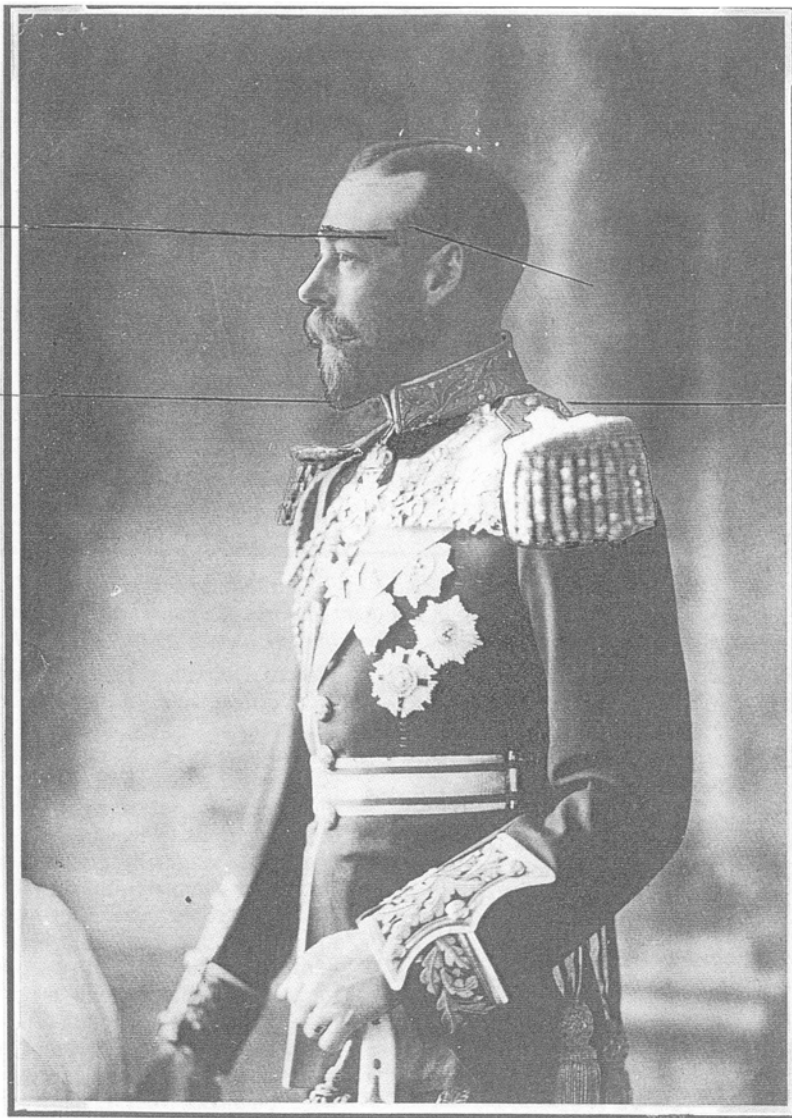


Figure 4. Doctored version of the Downie photograph, as fig. 2 but cropped slightly and differently from fig 3. Epaulettes have been pasted to the shoulders; tunic darkened beneath the collar to emphasise the medals; right margin shows lines indicating height of epaulettes, lines at left indicate portion of photo to be used for this die (F-211); moustache and beard have been touched up at left.

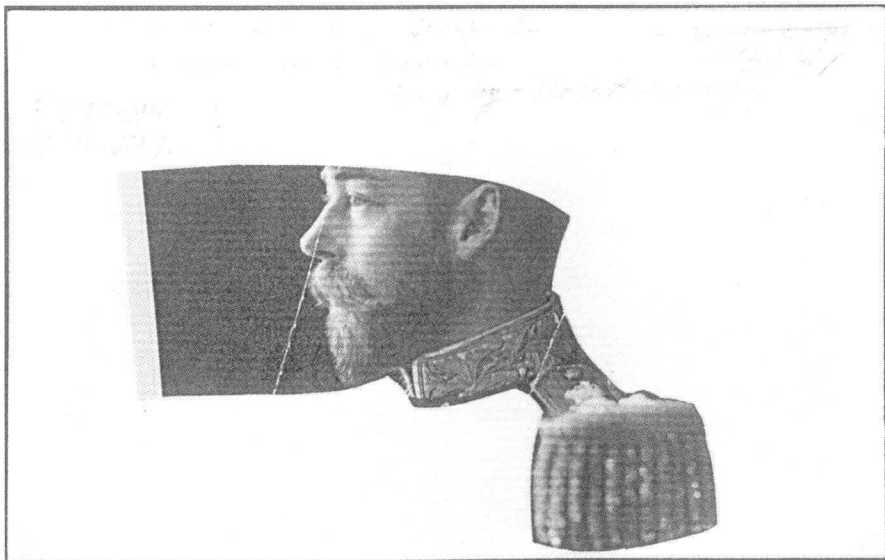


Figure 5. Portion of the Downie photograph used for the head and shoulders. The Barnett photograph shows the King in full dress uniform of Admiral of the Fleet; it was used for the uniform and medals and gave the 1912 series its title 'Admirals'.

. Pelletier, issued a circular to all postmasters: "King George V postage stamps... Postmasters are hereby informed that arrangements for the new issue of the postage stamps bearing the portrait of His Majesty King George V have been authorized and that they will be supplied with the same for sale in the usual way to the public on and after 1st January 1912". Despite this precise instruction, we know that the 1c and 2c became available late in December 1911.

The die for the 2c was completed in October 1911, being the first die prepared for the Admiral issue. This was die F-211; late in 1912 the die was retouched by strengthening the vertical line in the upper right spandrel. Die F-212 (for the 1c value) was hardened in Ottawa on 26 November 1911. This too was worked over, between the 3rd and

30th of December 1912, to strengthen the vertical line in the upper right spandrel.

Early in 1912, the manufacturers in Ottawa laid down another set of seven dies, one for each of the original denominations. Measurements differ from those originally prepared in New York. The company imprint was added but the proofs were not given an identifying number and were never hardened. The imprint was slightly longer than that on the original die proofs (25mm as opposed to 23.5mm) and was of a slightly different type. The manufacturers claimed that better proofs were obtained from unhardened dies. George Marler, in his classic book, 'The Admiral Issue of Canada', expressed the opinion that these extra dies were made to provide samples of the quality of work the manufacturers were capable of producing.



Figure 6. Barnett photograph. The back carries the name of H Walter Barnett cut in half. Photo printed in reverse, note sash apparently over right shoulder.

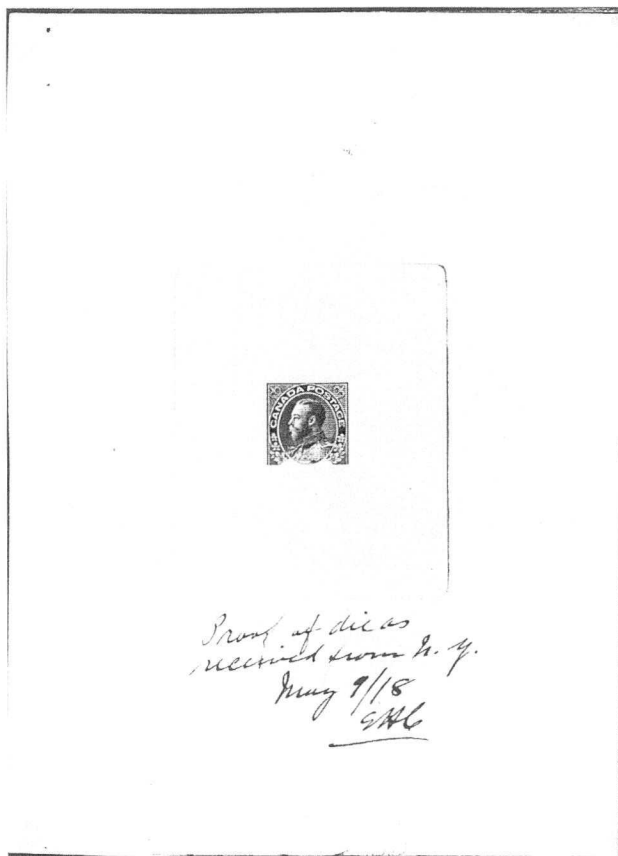


Figure 7. The master die

A proof in yellow was taken from Die F-212 on 12 September 1921 and approved on 28 October 1921. Subsequently, in September 1924, a new die was prepared for use with the dry

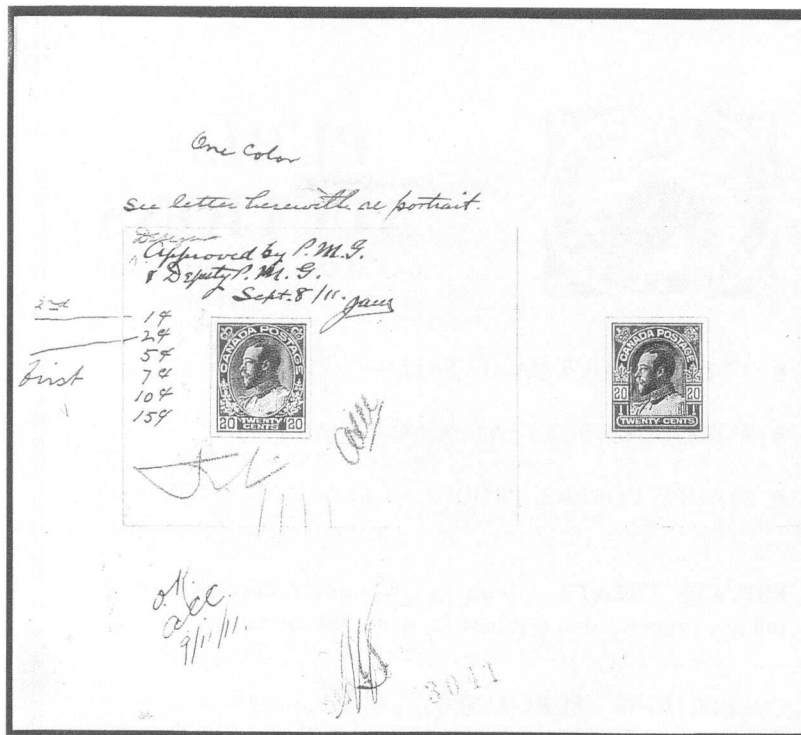
printing method. This die was given the number XG-86 (Extra George - 86) and was marked 'DUPLICATE', it was hardened on 23 September 1924 and is known as die 2.

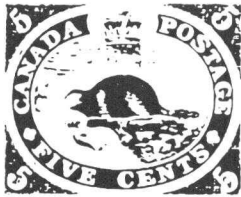
Page opposite, above:

Figure 8. Composite model approved design at left. The initials ACC are those of A. C. Converse of the ABNCo.

Page opposite, below:

Figure 9. Stamp size photographic models.





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AIR EXPEDITED EXTERNAL MAIL WITHIN CANADA FROM 1930

L.D. (Mac) McConnell

The early 1930s saw a rapid expansion of air services within Canada which were utilised by the Canadian Post Office to provide an improved facility for getting mails across the country to outgoing ships. These services have been well written up in articles by Walter Plomish, (1) (2) and David Whiteley (3).

The air mail services were also available to incoming and transit mails.

Incoming Terminal Mails

A service had begun on 27 October 1927 when mails were landed at Rimouski and accelerated to Montreal by air. This service was available again in succeeding years during the St Lawrence navigation season.

In London the Post Office Circular of 6 April 1932 included the following Notice for letters posted in the UK..

Air Mail Correspondence for Canada

With the opening to navigation of the St Lawrence River, air mail correspondence for Canada will again be sent by the direct Canadian Pacific Railway steamers, normally sailing on Saturdays, for conveyance from Rimouski to Montreal by air and thence by the appropriate Canadian air or ordinary service. The service affords up to one day's gain for Montreal, Toronto and Ottawa, and up to two days' to Winnipeg and beyond.

The first despatch will be by the "Empress of Australia"

sailing from Southampton on the 16th instant.

Air mail correspondence will also be despatched by the midweek service via New York when there is no direct sailing to Canada. This service will offer no advantage for letters for Eastern Canada, but offers up to one day's gain to Winnipeg and beyond.

The outlets for airmail correspondence will be indicated in the Post Office Daily List, and the airmail correspondence for Canada should follow, as far as the Office of Exchange, the circulation appropriate to ordinary correspondence for Canada and the latest time for posting should apply.

The combined air fee and postage payable will be 2½d. for the first half ounce, and 1½d for each additional half ounce.

A big boost was given later in 1932 when an extended service was instituted in connection with the Ottawa Imperial Economic Conference. This gave to delegates a gain of more than a full day in their correspondence by vessels entering or leaving the St Lawrence through the Strait of Belle Isle. From 28 June the surcharged mails were landed at Red Bay, on the Strait, and flown forward to Ottawa.

A further step began in Europe on 12 July when late acceptance letters were

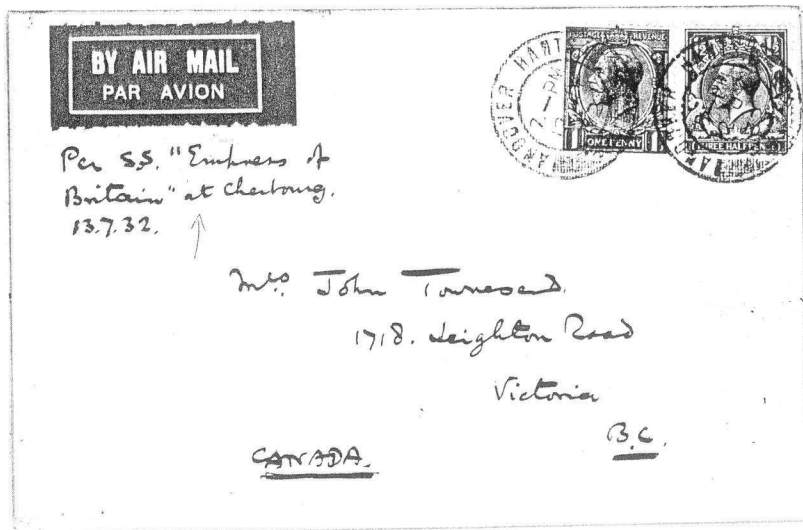


Fig. 1 1932 From UK to Victoria BC with air mail transport to France and within Canada. Backstamps - Montreal and Victoria.

carried from London, through Croydon airport, by a Westland Wessex aircraft to Cherbourg, France. This allowed connection with the Canadian Pacific liners which had left Southampton the previous evening. The air surcharged mails were landed at Red Bay and flown by Bellanca seaplane to Havre St. Pierre. There they were transferred to a Vancouver flying boat for Rimouski and then by a Fairchild monoplane to Montreal and Ottawa. Mails for Ottawa were backstamped with a special machine cachet reading "By seaplane from Strait of Belle Isle - $\frac{1}{2}$ Shortest Route from Europe". Mails for destinations west of Montreal were transferred there and received only the normal circular date stamp.

An example of the improvement which could be obtained is shown by a cover from Andover, Hampshire (posted 7pm, 12 July 1932) which, for 2 $\frac{1}{2}$ d, was

flown across the English Channel to connect with the 'Empress of Britain' at Cherbourg the following morning. It went ashore at Red Bay and forward by air to Montreal (St Hubert) airport, 17 July, and by available air or rail stages to reach Victoria, BC, on 20 July, less than eight days from posting in the UK. This represents the inauguration of the extended service.

Transit Mails

Transit mails could also benefit from the improving Canadian facilities.

In 1930 the New Zealand P.O. had introduced an expediting option under which, for an air surcharge of 4d per half ounce in addition to the normal letter postage, letters would be carried by sea from Auckland to Vancouver then forwarded by Canadian air services. The first despatch under this scheme went per RMS Niagara ex Auckland on 29



Fig. 2 1930 From New Zealand to UK with partial air mail transport across Canada.

July 1930. This mail was forwarded from Vancouver to Calgary by rail because no air link then existed. From Calgary it was flown by Western Canada Airways via Medicine Hat, Moose Jaw and Regina to Winnipeg. The next stage was again by rail to Toronto and onwards by Canadian Airways to Montreal for connection by an earlier ship to the UK. This first despatch reached the UK in time for delivery on 27 August, a saving of almost a week over the normal trans-Canada surface route.

Four weeks later, when the 'Aorangi' arrived, the air surcharged mails were landed at Victoria, BC, and flown to Vancouver for forwarding.

The air expedited service was extended in the reverse direction to cover connections with the trans Pacific sailings. Mails again needed to be specially endorsed to go by this method. In 1934 the air rate from the UK. to China was 1/- and applied to all routes.

A cover from London, 25 February

1934 to Shanghai, China, was endorsed 'Via Vancouver per Bremen and Emperor (sic) of Japan' to which the sender had added "if possible". It should have gone to New York by the German ship then forward to Vancouver by air. However, a helpful (!!) GPO official realised that it could reach its destination quicker by going eastwards 'Via Indian Air Mail' to Bombay then on by ship. The cover remains in my collection as a frustrating reminder of what might have been.

Canadian Air Mail operations have much of interest outside the realm of cacheted first flight covers.

References

(1) Plomish, Walter - *Canadian Partially Flown Mail to European Destinations 1928-1931*, *BNA Topics* March / April 1992, pp24-29 and May / June 1992, pp36-41.

(2) Plomish, Walter - *Canadian Text continued on page 269*

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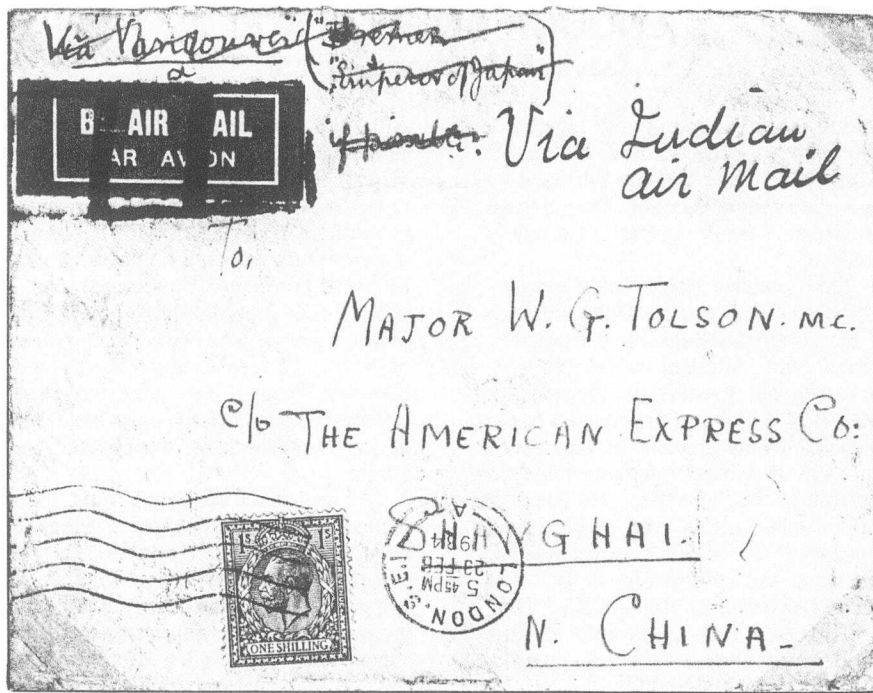


Fig. 3 1934 The one that got away. Intended to go via Vancouver with Canadian air mail input but switched to the Indian Air Mail route.

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ENOUGH ON MY PLATE!

David F. Sessions, F.C.P.S.

Having recently begun to put together a collection of post-Admiral George V definitives, I have become intrigued by the plate markings of the British American Bank Note Company (BABNCo).

The Canadian Bank Note Company (CBNCo), formerly the Ottawa branch of the American Bank Note Company, printed the Admiral series and its successor, the Scroll issue. However, in 1929 the CBNCo lost the contract to the BABNCo. This appears to have been more a political decision than a business decision by the Post Office. Be that as it may, a new series, the Arch issue, appeared in 1930. The contract was for five years and upon expiry in 1934 the contract reverted to the CBNCo. Thus the BABNCo was responsible for just two definitive issues during this period, the Arch and the Medallion.

As regards plate layout for the Arch issue, the low values, 1¢ to 10¢, were printed in sheets of 400, which were divided into P.O. panes of 100; the higher values, 12¢ to \$1, were printed in sheets of 200 and divided into P.O. panes of 50. The intention appears to have been to have imprints in the left and right margins at top and bottom so that, when broken into panes, each pane would carry one identifying imprint. The imprints in the left margin read upwards, those in the right margin read downwards.

Unfortunately good intentions seem to have been overridden in a number of cases. The 2¢ green shows reversed numbers 1 to 4 in the left margin alongside the sixth row; accompanying the '1' can be found a reversed 'C'. The numbers do not necessarily coincide with the plates on which they are found.

Although not listed in the Unitrade catalogue, the reversed numbers '3' and '4' can also be found on the 2¢ red. No report of such numbers has been made in relation to the 2¢ brown. It seemed therefore that reversed numbers '1' and '2' were confirmed to plates 1 and 2 (used for 2¢ green only), '3' and '4' to plates 3 and 4, which were common to both the 2¢ green and the 2¢ red; however, Boggs¹ has reported three different numbers on the same pane. The 2¢ brown was printed from plates 7 to 10.

As well as the corner imprints, some plates have a central imprint alongside rows 5 and 6. Such imprints do not usually tally with the corner imprints in respect of the spacing between 'No.' and the numeral. These imprints seem quite superfluous, one wonders why they were felt necessary, particularly as they do not appear on all plates.

Then we have the biggest mystery of all, demonstrated by the strip at figure 1. The strip of 2 x 8 of the 1¢ green shows 'PLATE NO. 1' alongside rows 5 and 6 as one might expect, but alongside rows 3 and 4 we have 'PLATE NO. 2'! How can this be? I have found no reference to this phenomenon in any of the writings (admittedly sparse) on the subject. It seemed to be some sort of bizarre error until the strips from the succeeding Medallion issue (figures 2 and 3) came my way. Same printer, same 'error'.

Major K.H. White, editor of the Canadian Plate Block Catalogue,² writing in 'BNA Topics',⁴ may have offered a clue in his dissertation on the 2¢ green Arch. He reports three stages in the imprint story for this value. Stage 1 has plates 1 and 2 with only the numerals '1' and '2' as an imprint and,



Figure 1. Arch issue, 1¢ green, showing inscriptions 'PLATE NO. 1' and 'PLATE NO. 2' on same pane.



Figure 2. Medallion issue, 1¢ green, showing plate inscriptions 'PLATE NO. 5' and 'PLATE NO. 6'.

in each case, on the UL pane only. The other three panes are blank. At stage 2, plates 3 and 4 are laid down, as above, with just numerals '3' and '4'. At some subsequent time during printing, four full corner imprints were introduced i.e. 'PLATE NO. 3' and 'PLATE NO. 4'. The UL pane still had the numeral only imprint at mid centre in each case. Stage 3 saw the introduction of plates 5 and 6 with full imprints at mid centre. The UL pane in each case has a symbol to the left of the word 'PLATE', the symbols differ slightly.

The clue lies in stage 2 which shows that the printers added plate inscriptions during the printing process. The fact that the central inscriptions differ slightly from the corner inscriptions shows they did not stem from an identical source and bears out Major White's assertion.

It seems likely that the BABNCo followed the same practice as the CBNCo and used the plates in pairs. So it is just possible that further plate inscriptions were added during the printing from plates 1 and 2 of the 1¢ green and that they were impressed on the wrong plates. This would seem very careless as, even in reverse, the numerals '1' and '2' are quite dissimilar.

As already mentioned, if indeed it was a careless mistake, then it happened again during the printing of the 1¢ Medallion. Here one could almost forgive the mistaking of a reversed '5' for a reversed '6' – just. But it all seems a bit unlikely.

One can understand the printers adding plate imprints to the other three panes, having originally identified only the UL pane, but why corner markings and central markings?

While we are in an inquisitive mood



Figure 3. Medallion issue, 1¢ green, showing plate inscriptions 'PLATE NO. 6', 'PLATE NO. 6', 'PLATE NO. 5'. The inscription alongside rows 5 and 6 is very feint and may not show in the illustration.

there is the question of 'albino' imprints, which show up as thinly outlined letters and numerals with only some or no infill, while other imprints are quite solid. These are dismissed as 'under inking' but, if the imprints are under inked, why are not the adjacent stamps under inked? It could be that some imprints were not so deeply impressed onto the plate or perhaps, when the plate was inked, insufficient was spread onto the margin; it would not have been deemed important, provided the stamp impressions were well inked.

Of course, as aficionados will know, it is the Arch and Medallion series that boast plate markings on some booklet panes, but that is quite a different story!

Lack of discussion on the points raised probably stems from the fact that the queries are not apparent when

studying plate blocks of four; it is only when full strips are examined that one begins to fret. Members with relevant material to hand are invited to report their observations. Any members with alternative theories or, better still, actual knowledge, are very welcome to join the discussion.

References

¹'The Postage Stamps and Postal History of Canada', Winthrop S. Boggs, 1945.

²'The Canadian Plate Block Catalogue' Ed. Major K.H. White, c.1951

³'Canada: Plate Imprints 1930-31 Issues' Major K.H. White, 'BNA Topics' v8 no3, 1951

⁴'Canada: No. 164. 2 Cents Green 1930 Leaf Issue' Major K.H. White, 'BNA Topics' v8 no 5, 1951.



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AN UNKNOWN INCOMPETENT FAKER

Horace Harrison F.C.P.S.

The reduced illustration is the work of an incompetent postal historian attempting to restore a nice Canadian R.P.O. item. A 2¢ Registered Letter Stamp was removed from this cover, probably to go into a stamp album. Some years later, the cover having been preserved, an incompetent postal historian decided to replace the missing stamp and found a magnificently centred replacement with a large 'R in Oval' socked on the nose marking. He should have known this type of marking did not come into general use in Canada until 1886; the cover is dated JU 22, 1880. The inked area above and below the stamp were created beautifully with an ink which matched that on the stamp sufficiently to fool the next owner and the expert describer at the auction house, where this cover was sold in March, 1999. The successful bidder recognized that the cover had been altered in some way and undertook to discover how the faker had done it so neatly. High powered magnification

disclosed that the arcs had been added, indicating that the original Registered Letter Stamp on the cover probably had not been tied since, once the stamp was soaked off the cover, there were no postal markings found under the stamp. The current owner, in attempting to remove the added arcs, rubbed a hole in the envelope under the bottom arc. For that reason, traces of the top arc are still visible through the 'AL' of 'INTERCOLONIAL'. Thus, having found a stamp with a more suitable cancel to replace the incorrect stamp, he was forced to affix it so that it covered the hole. Below the reduced illustration is the cover as it exists today, marked on the back '2¢ RLS does not belong'.



THE BRITISH MISSIONS TO RUSSIA 1918-20

The Canadian Experience (7)

David Whiteley

APPENDIX A

Cancelling Devices, Censor Stamps and Unit Hand Stamps known to have been used by the C.E.F(s) 1918-1919



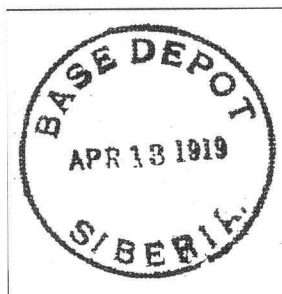
CS-1 Circular Steel Hammer, Field Post Office Canadian Siberian Exp. Force. Hammer 1 Black



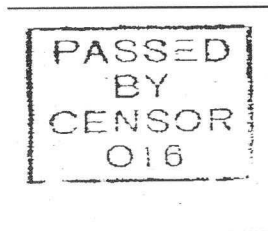
CS-2 Circular Steel Hammer, Field Post Office Canadian Siberian Exp. Force. Hammer 2 Black.



CS-3 Circular Rubber Hammer, Field Post Office Canadian Siberian Exp. Force. Black.



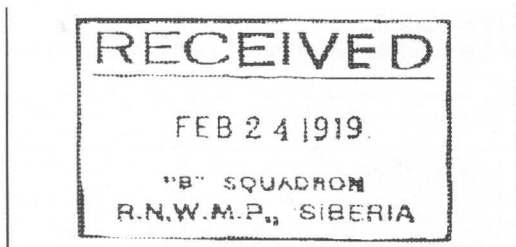
OR-1 Circular Rubber Handstamp, (Orderly Room) Base Depot Siberia (Purple Shades)



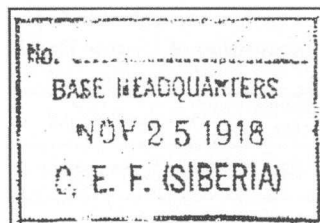
CM: Rubber Handstamp, Passed by Censor 001-035 (all not used) (Purple shades & Blue-Black) See also appendix C.



OR-3, (Orderly Room) 259th Bn. Can. Rifles (Siberia) (Purple)



*OR-2 Received "B"
Squadron R.N.W.M.P., Siberia
(Green and Black)*



*PCM: No. Base Headquarters
CEF Siberia (Used as a
Provisional Censor Stamp).
Seen only in Black.*

APPENDIX B

Reported use of Date Stamps, Censor Marks and Orderly Room Cachets

CS-1 Hammer 1. date stamp:	91 examples reported
CS-2 Hammer 2. date stamp:	2 examples reported
CS-3 F.P.O. (Canadian) Siberian Exp. Force date stamp:	3 examples reported
PCM. Base Headquarters date stamp:	12 examples reported
OR-1 Base Depot date stamp:	12 examples reported
OR-2 RNWMP (Siberia) date stamp:	4 examples reported
OR-3 Orderly Room 259th Bn. Canadian Rifles (Siberia) date stamp:	3 examples reported

CM. Official Censor Marks

001. - 5 reported	002. - 3 reported	003. - 1 reported	004. - 2 reported
005. - 4 reported	006. - 3 reported	007. - 9 reported	009. - 2 reported
010. - 1 reported	012. - 2 reported	013. - 1 reported	014. - 5 reported
016. - 1 reported			

Continued from p.259

*Partially Flown Air Mail to European
UPU Destinations from Feb. 2, 1931,
BNA Topics July / August 1992, pp314-
325.*

*(3) Whiteley, David – Air Mail Rates to
Foreign Destinations 1930-1940, Maple
Leaves, June 1998 pp286-291 and
August 1998, pp314-325.*

APPENDIX C
Disposition of Censor Handstamps Used in Siberia by the Canadian Contingent

Stamp No.	To what unit issued	Location	Receipt acknowledged	Days in use	Known used?
001	Camp Commandant	Pushkinskaya Theatre	1918 12 09	69	Yes
002	Base Headquarters	Pushkinskaya Theatre	1918 12 09	69	Yes
003	1/9th Battalion, Hampshire Regiment	Omsk	1918 12 09	75	Yes
004	Base Company	West Barracks	1918 12 09	69	Yes
005	#9 Detachment, Canadian Ordnance Corps	Egerscheldt	1918 12 13	65	Yes
006	#5 Company, Canadian Postal Corps	Egerscheldt	1918 12 09	69	Yes
007	Base Depot	East Barracks	1918 12 09	69	Yes
008	Royal North West Mounted Police	Gornastai Bay & Second River	1918 12 28	50	No
009	#11 Stationary Hospital	Naval Hospital Vladivostok	1919 01 10	37	Yes
010	20th Machine Gun Company	Gornastai Bay Barracks	1919 01 17	30	Yes
011	Headquarters, 26th Middlesex Regiment	Omsk	1919 01 05	50	No
012	260th Battalion, Canadian Rifles	Gornastai Bay & Second River	1919 01 18	29	Yes
013	Headquarters, 16th Infantry Brigade	Gornastai Bay Barracks	1919 01 17	30	Yes
014	259th Battalion	Gornastai Bay Barracks	1919 01 20	27	Yes
015	Detachment, 25th Middlesex Regiment	Krasnoyarsk	1919 01 08	47	No
016	16th Field Ambulance	Gornastai Bay Barracks	1919 02 05	11	Yes
017	Y.M.C.A. Headquarters	Fedorovskaya St., No.1	1919 02 03?	11?	No
018-019	Not issued by D.A.A.G.	-	-	-	-
020	Lt. -Col. Morrissey - Omsk Headquarters	Omsk	1918 12 08	75	No
021-035	Not issued by D.A.A.G.	-	-	-	-

Table courtesy Robert C. Smith, "Markings of the Canadian Expeditionary Force (Siberia)," Journal of the Postal History Society of Canada, Vol. 36, p.8. Table updated to reflect report of 013.

TWO 'NEW' COUNTERFEITS

The Yellow Peril

From information provided by RCMP letter dated 23 August 1971, Ed Hausmann, then editor of BNA Topics, and I wrote 'Canada's 4 Counterfeits' (Topics #305 October 1971).

Our report dealt with the following counterfeits:

- 1954 4c Violet/QE 'Wilding' issue
- 1963 4c Carmine/QE 'Cameo'
- 1967 4c Carmine/QE 'Centennial'
- 1968 4c Orange/QE 'Centennial'

In the autumn of 1984, I acquired two hitherto unreported counterfeits of the 1953 3c QE 'Karsh' and the 1954 5c QE 'Wilding' stamps. They were from two blocks of four that were broken up to satisfy three other collectors. I sat 'in the weeds' with these forgeries hoping that more would surface and someone would write about them. Neither happened.

After 15 years of waiting in the bushes, I decided that it was high time that someone started the ball rolling! In November 1999, I grabbed the bull by the horns and wrote to the RCMP, enclosing a photocopy of the two

Photos by Ian Robertson

counterfeits. The National Counterfeit Co-ordinator replied that the "Central Bureau for Counterfeits had no knowledge of these counterfeits and noted that much of our historic information is no longer available".

Member Ian Robertson, who is actively researching Canadian counterfeit stamps (and currency notes) says that they are the first that he has seen. His observations are:

Design:

- 3c - excellent lithograph image
- 5c - muddy image; under glass there are splashes of ink dots that are most likely from a photocopy machine.

Gum:

- White whereas gum of the genuine is yellow.
- Gum of the 3c appears to have been brush applied.

Paper:

As far as can be determined, genuine.

Perforations:

Exact.

Mr Robertson advises that the two

continued overleaf



Left:
Genuine



Right:
Counterfeit

INCOMPLETE TRANSFER ROLL ENTRY

Hans Reiche FCPS

Incomplete transfer roll entries are well known and are not peculiar only to Admirals. The problem of incomplete transfers arises from the difficulty in seeing the results of an entry during the roll-in time. The depth of an entry is hard to judge and only when an actual print is made of the plate, will an incomplete entry show up. Such faults are usually noted by the inspector and the position of the fault marked in order to make the necessary correction prior to the final plate approval. But the reliability of the human inspector may sometimes fail and then an incomplete entry is not caught prior to printing. Marler shows one such incident for a 7c Admiral that was noted by the inspector, then corrected before the final plate was approved and run.

All these incomplete entries show lack of line definition in that the depth of the engraved line is insufficient to



accommodate enough ink for proper printing. The areas are usually weak in impression and sometimes cover a fairly large area. The two crowns are often noted to be weak and so are the adjacent shading lines. The illustration shows a 2c carmine with all the left side incompletely entered, leaving a weak impression of all the engraved lines, including the crown and the maple leaves. Some collectors may have thought this to be plate wear, which it is not. This particular stamp comes from a plate around 1915.

continued from previous page
stamps could be submitted to the Crime Laboratory for examination. I am, of

course, reluctant to do so, but I will not hesitate to pass this information on to an eventual new owner!



*Left:
Genuine*



*Right:
Counterfeit*

SOCIETY NEWS

From the President

I am pleased to report that we have almost reached a full house for the Convention at the Sackville Hotel, Hove, in May and you will find details of the provisional programme in the adjacent column. If you have not already booked there is still time as there are a few double bedrooms available at the time of writing. You can reach me in a number of ways as follows:
home tel: 020 8281 0442 or
office tel: 020 7407 3693 or
fax: 020 7407 7084 or
e-mail on: banfieldstevens@supanet.com

A number of matters I would like to emphasise with regard to the convention. Please support the 'Members Displays' on the Thursday morning. This proved very popular when it was introduced at the Bournemouth Convention a few years back and there will be a prize for the best display, to be judged by your fellow collectors. Please also support the competitions. I have received a number of entry forms already but more are needed to fill the frames we have available.

Finally, I can tell you that the Sackville Hotel is presently undergoing a programme of complete refurbishment and work will be over well before we arrive in May. I am therefore sure that your stay will be a comfortable one and we look forward to seeing you soon.

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President
Three Vice Presidents
Secretary
Treasurer

Provisional Convention Programme

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Something for the Ladies - to be announced.

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New Honorary Life Member

Honorary Life membership of this Society is bestowed seldom, and with great care, on a member. The AGM at our 1999 Glasgow Convention resolved that Derrick Avery should be so honoured.

Very many members know Derrick well but perhaps a personal appreciation from one of the newer members might be allowed to enable the rest of you a closer insight into what makes him tick.

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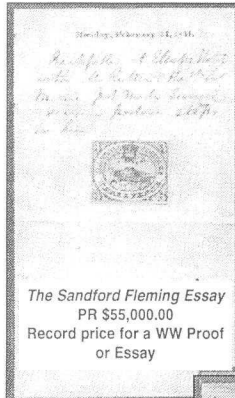
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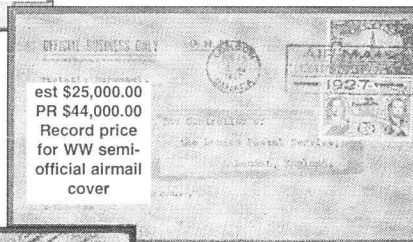
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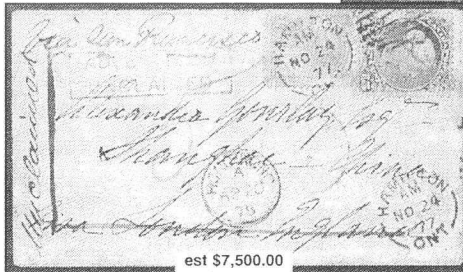
est \$25,000.00
PR \$34,500.00



cv \$22.50
PR \$230.00



est \$25,000.00
PR \$44,000.00
Record price
for WW semi-
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cover



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HANDBOOKS FOR SALE

April 2000

Prices include inland postage unless otherwise stated

Canada Small Queens Re-appraised John Hillson £6.50

"This booklet... is a must have for all Small Queens collectors". - *'BNA Topics' Jul-Sept 1999*

"An excellent example of what... specialised monographs are all about". - *'London Philatelist' Sept 1999*

Philatelic Fantasies of BNA, 1860-1910 David Sessions £13.50

"(The) book delights me and should be welcome and not only to cinderella collectors but also anyone interested in BNA philatelic history".

'American Philatelist' Jan 2000.

" This is a book all serious collectors of BNA philately should have on their bookshelves".

'The Canadian Philatelist' Sept/Oct 1999

Pioneers of Canada Dr Alan Salmon £10.00

"Anyone with a general interest in the stamps of Canada... will find this book a mine of information".

'Maple Leaves' July 1999

"... a book that is much needed in Canadian philately".

'Canadian Stamp News'

OTHER RECENT ADDITIONS

Registration Markings and Registered Stamps Lussey £16.00
Standard Pre-Cancel Catalogue 2000 Walburn £7.50

Maple Leaves Binders (post & packing extra) £7.50

BARGAIN BASEMENT

The Early Rapid Cancelling Machines of Canada Sessions £3.00

See previous advertisements for other books in stock

Obtainable from:

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62 JACKMANS PLACE • LETCHWORTH • HERTS • SG6 1RQ

Please make cheques payable to Canadian P.S. of G.B.

When the CPS was formed at the end of WWII Derrick joined (membership No. 121) as an early recruit from south of the border. The actual date of his joining is lost in the mists of time even though it was written on pre-biodegradable paper. An estimated late 1946 is close to the mark and was contemporary with the first roneod issue of the Newsletter which predated Maple Leaves, (ML Ed. please note!). The annual subscription was then five shillings.

George Searles (No.176) became Contact Member for the Notts and Derby group late in 1947 and Derrick made his contributions. When George left the area in 1949 Derrick took over as Contact Member and the Group flourished, with stalwarts like Donald Pearson, Frank Elston, Geof Thompson and others.

Around 1953 I was invited to their meetings - (what a great crowd they were) - but resisted until early 1956 their blandishments to part with a still modest subscription fee. Under Derrick's quiet guidance I learned so much from the group. His impeccably neat writing up (he is a draughtsman par excellence) became a source of wonderment to me as we studied each other's Admirals, Queens large and small, postmarks, re-entries, postal history and goodness knows what else.

Conference attending, with his wife Esther, since the Buxton 1954 meeting has allowed many more of us to know him well. Auction convenor in 1983 and the President of CPS in 1986, with Convention at Lichfield, are highlights of more than half a century of membership.

One last snippet, Derrick is hoping to complete 50 years as Notts and Derby group convenor with a rather special Group meeting in the first half of 2000.* Perhaps many from beyond the

geographical boundaries of two of the best counties of the country will be tempted to travel there.

Derrick, it has been grand to have known you for so long. Your honour is well deserved.

Member 845

** See letter from Derrick below*

I am writing to convey my heartfelt thanks to the Committee and the other members responsible for awarding me Honorary Life Membership of the Society.

Active membership of the CPS and the Nottinghamshire P.S. (also 50 years) has brought me a lot of pleasure and many friends along the way. I would be happy should some local member volunteer to carry on my local group after our next meeting, to be held at the

MIDLANDS PHILATELIC
FEDERATION SPRING
CONVENTION on 13 MAY at
ALDRIDGE, STAFFS. between 2 and
4 pm.

FORTHCOMING EVENTS 2000

April 17 London Group
April 28-30 Royal/Royale 2000
Winnipeg, Canada Annual Convention
of the RPSC

May 5-11 BRNO 2000 National
Philatelic Exhibition

May 6-7 ORAPEX 2000, National
Stamp and Literature Exhibition, RA
Centre, 2451 Riverside Drive, Ottawa,
Canada.

May 8 London Group

May 13 Notts & Derby Group,
Community Centre, Middlemore Lane,
Aldridge, Staffs (2-4pm)

May 17-20 CPS of GB Convention,
Hove

AMENDMENTS TO MEMBERSHIP to 24 February, 2000

New Members

2809 Slamo, M.D. 112 Poplar Ave,
Hove Sussex BN3 8PS
2810 Prentice, Robert R. The Gables,
Quality St., Merstham, Surrey RH1
3BB

Reinstatement

1683 Wagner, Dr Norman E. 1320-720
13th Ave. SW., Calgary, AB, Canada,
T2R 1M5. PC, SC

Deceased

1006 Salter, T.H. 2774 Unwin, A.

Resigned

931 Buchanan, W.O.
2532 Hardie, W.G.L.
2524 Pilkington, J.
2791 Wain, P.

Change of address

568 Gillam, L.F. 23 High Trees, Stag
Lane, Rotherham, S. Yorks, S60 3NR

2106 Parama, R. 6 Yamate-Cho, Naka-
Ku, Yokohama, 231-0862, JAPAN
2690 Childs, G.A.H. Harmers of
London, Stamp Auctioneers Ltd., 111
Power Rd., Chiswick, London W4 5PY
2457 Gartland, T.E. The Old Inn,
Bishops Hull Rd., Bishops Hull,
Taunton, Somerset, TA1 5EG
2468 Newby, C. 11 Seaview Crescent,
Sheringham, Norfolk, NR26 8XR
1688 Crew, S.A. 18 Royal Court, Den
Crescent, Teignmouth, Devon, TQ14
8BR
2507 Munro, J. 6 Cedar Close, Market
Rasen, Lincs, LN8 3BE

Amendment to address

2791 Pawluk, W. PO Box 6032, Station
'A', Calgary, AB, Canada, T2H 2L3

Revised Total 433

Forthcoming events continued

May 21-24 London Millennium Stamp
and P.H. Show, Chelsea F.C., Stamford
Bridge
May 22-28 STAMP SHOW 2000, Earls
Court, London
May 30 - June 4 WIPA 2000, Vienna
Aug 11-20 INDONESIA 2000,
Bandung
Aug 13 S.W.Group at Bristol Federation
Convention, Portishead.
Aug 31-Sep 2 BNAPEX, Chicago, USA
Sep 20-24 STAMPEX, Islington,
London
Oct 6-14 ESPANA 2000, Madrid
Oct 26-28 PHILATEX, Horticultural
Hall, London

Nov 17-19 GLASGOW 2000, Scottish
Exhibition & Conference Centre
2001
Feb 28 - March 4 Spring Stampex,
Islington, London
Sept 19 - 23 Autumn Stampex,
Islington, London

Details of London Group from Colin
Banfield 020 8281 0442 (home) or 020
7407 3693 (office); Wessex Group from
Dr Dorothy Sanderson 01794 523 924;
S&C Scotland from John Hillson 01461
205656. Contact for West of Scotland is
Bill MeVey 0141 637 6853 and for S.W
Group, Neil Prior 01656 740520

THE CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN 1998/9

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For further information or a membership application form, please write to the Secretary:

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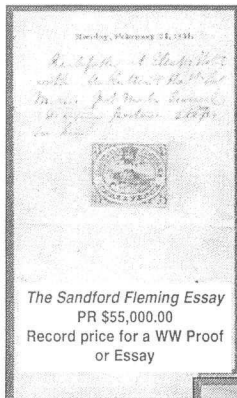
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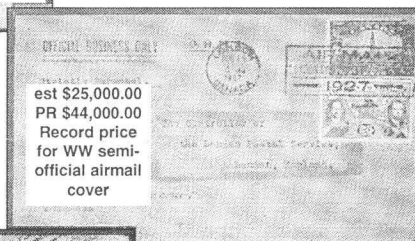
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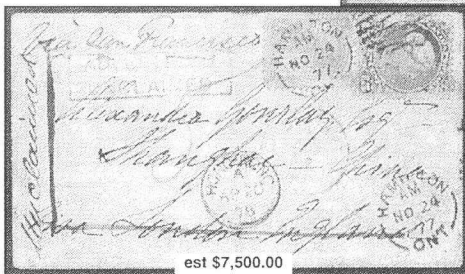
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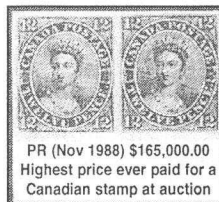
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