



— Philatelic Photographic Service, Toronto

story on page 6

BNA TOPICS

Official Journal of The British North America Philatelic Society

Summer

For collectors and dealers alike this has been a busy spring. With the two big shows, Interphil and Stampex behind us, we can settle down to a normal stamp summer. However, "normal" isn't what it used to be. Not too long ago so many collectors put their stamps away for the summer that the dealers might as well close down for a couple of months. All this has changed.

While we all manage to find a little more time outdoors to enjoy our all-too-short summer, basic stamp activity seems to forge right ahead with hardly a pause for breath. So it will be at 36 Victoria Street, where our two part-time student, part-time stamp dealers-in-training will be with us full time for the summer months. If your travels bring you into the Toronto area we would like to welcome you for a little visit to the store.

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STARTING A NEW COUNTRY

Most collectors sooner or later reach a "plateau" at which point they frequently find a lack of forward impetus in their current field. There are numerous possible reasons for this situation to arise;

1. The collector may have started out with a "type" or space-filling kind of collection, and his interests switched around to more specialized areas.
2. He may have picked a narrow specialized field, and over-estimated the availability of material.
3. His collecting area may have become too expensive for him.
4. During his time of collecting important sections of material held by other collectors may have been diverted to museums, or otherwise permanently removed from the market.

And so forth, leaving the collector with the problem of "where to go from here".

This decision is too complex to cover adequately on a page such as this, but I will be happy to discuss the matter without obligation with any collector who cares to contact me.

The corollary question is the fate of the old collection. Again there are alternatives;

1. Holding intact as an investment.
2. Keeping some sections for incorporation with the new project, and disposal of the balance.
3. Sale by private treaty.
4. Sale by auction.

ROBERT W. LYMAN

**P.O. Box 438 - Irvington-on-Hudson
NEW YORK 10533**

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FOR ELECTED OFFICERS SEE LISTING UNDER
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Comment & News

The Grand Award winner at the 20th annual stamp exhibition, KAPEX '76, held recently at Peterborough was Graham Noble for his display 'An introduction to Canadian Postal History'. BNAPS'er Noble is well known for his interest in *The Postal History Society of Ontario*. Several BNAPS members attended and Larry Paige's award winning Flag Cancellations were exhibited in the Court of Honour to round off a fine show.

of the new editorial team. . . . Of course, the picture of the handsome gentleman with the droopy mustache enhanced (?) the issue too.

I like your Raming Through the Records column. I was particularly interested in item 5 concerning a December 1855 circular sent out to explain North American Mail Packets for 1856.

— *Ralph A. Hart,*
Lakewood, Ohio.

THE COVER ON THE COVER

The cover shows the very scarce usage of the six cent value of the Maple Leaf issue prepaying the rate it was designed for, namely the five cent registration fee and the one cent drop letter rate where there was no free courier service. The cover is particularly nice because it was used on December 9, 1897, a very early date. The stamp was only issued in early December. The cover is cancelled by a Brockville squared circle and there is also a Brockville squared circle on the reverse.

And thanks again

I must start by congratulating and thanking you (both) for accepting the appointment of editors of TOPICS and may your term of office be a successful one. Starting with two articles in the last issue of TOPICS from your pen is a terrific start and I look forward with great interest to your articles on "Admiral Period Notes" to come.

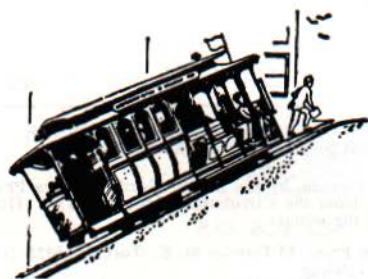
— *A. S. Mackie,*
Aberdeen, U.K.

* * *

Thanks

Congratulations on a splendid issue of BNA TOPICS. It is as fine an issue as I can remember, which speaks pretty highly

Three well known BNAPS members have been named to the advisory body for the expertization of BNA material issued prior to 1950 of the Vincent Graves Greene Philatelic Research Foundation. They are J. N. Sissons, W. H. P. Maresch and A. W. Leggett.



REMEMBER . . .

SEPTEMBER 16-18, 1976

BNAPS

CONVENTION

SAN FRANCISCO

THE CONVENTION . . .

The subject before the house is BNAPEX — 76, our annual convention and exhibition which will be held in San Francisco, September 16-19, 1976. I believe you are aware from information published in *TOPICS* that they approached me at Williamsburg in 1974, and I agreed to act as chairman of this activity.

To date, we have handled a few of the preliminary matters, such as the selection of the site—Holiday Inn, Union Square, San Francisco (formerly the Westbury); availability of frames—through the kind and generous cooperation of the *WESTPEX* Board; and *TOPICS* publicity; however, with only weeks to go before our convention, now is the time for organization of the full and final details of BNAPEX — 76.

To do this we will need all of the help that we can get. There are only 35 BNAPSers in Northern California and not all of them are in a position to assist. Therefore, we hope that we can count on your support. If you would like to help us in September on BNAPEX, please let us know.

— Lewis M. Ludlow
Chairman, BNAPEX — 76
Home Phone: 922-2813

* * *

For opera buffs

For the Opera buffs opening night which is a gala occasion and the social event of the season the San Francisco Opera Company is presenting Massenet's "Thais" with Beverly Sills. The performances that more or less coincide with the convention dates are as follows.

Thais, Sept. 10 (opening night), 15, 19, 25, Oct. 1.

Die Walkure, Sept. 11, 14, 17, 26.

La Fortza del Destino, Sept. 18, 21, 24, 29.

Tosca, Oct. 2, 5, 8, 10.

For tickets and information write the War Memorial Opera House, Van Ness Avenue, San Francisco 94102.

* * *

And Westpex

WESTPEX '76 was the scene of a most successful BNAPS meeting, co-chaired by Lewis M. Ludlow and Daniel C. Rosenblat, at the Jack Tar Hotel in San Francisco on April 24.

This was the first organizational meeting of Northern California BNAPSers to discuss BNAPEX '76.

Ludlow opened the meeting by presenting a short and interesting historical background of BNAPEX and advised that some of the important preliminary matters have already been accomplished—such as the selection of the site.

The WESTPEX meeting, with 20 in attendance, served as the base for full organization of BNAPEX '76. The following members will serve on the BNAPEX '76 staff:

General Chairman	— Lewis M. Ludlow
Co-Chairman & Exhibits	— Daniel C. Rosenblat
Financial Secretary	— King Parker, Jr.
Arrangements	— Joseph Zimmerman
Awards	— Herbert K. Nishio
Bourse	— Garvin F. Lohman
Exhibits & Frames	— Thomas J. Perkins
Publicity	— Preston A. Pope
Security	— Calvin L. Cole
Study Groups	— Howard L. Martin

We are looking forward to helping make this the best BNAPS convention ever held and will be extending all BNAPSers a warm welcome to San Francisco.

— Preston A. Pope
Publicity, BNAPEX — 76

Postmarked Prince Edward Island

Fifth in a series

by G. DOUGLAS MURRAY

Little it seems has been written about fake cancellations of this province at least in recent years, although most P.E.I. collectors know they exist.

Twenty-five years ago two collectors, Leslie Tomlinson writing in the *London Philatelist*, and Mervyn Quarles writing in the *American Philatelist* brought a few of them to light. Both incidentally, made reference to Lt. Col. S. S. Weatherbie, a native islander, as a source of information.

My own research has brought some interesting coincidences and a few more questions; besides there are many new collectors in that quarter century, like myself for whom this information could be explored again. I don't pretend to have all the answers, of course.

I have illustrated seven cancels, four of which are in my own collection. The first and third dealt with by Tomlinson at length, appearing often together in red ink on 6d and 6d horizontal and diagonal bisects. Rather than repeat Tomlinson's facts which are available in the October 1951 issue of the "*London Philatelist*", it is suffice to say I have found no contradictory evidence to prove these marks to be genuine. Selkirk did not have a post office. Armadale P.O. nearby, which served the community, opened on July 1st, 1876, four years after the date of the cancel. Tomlinson concludes this to be a Dutch forgery and I find myself wondering why a Dutchman would choose such a small out of the way village for his efforts, unless he was familiar with P.E.I. Armadale as the area is now know is seven miles east of St. Peters Bay on the north shore.

To cloud the issue a little further, cancel No. 2 illustrated is in my collection combined with No. 3, also in red and on a 6c horizontal bisect. The date on this strike is not readable. These two cancels are similar in size and share the "P.E.J." error and I believe them to be from the same hand. Alberton was a larger centre, known

as Cascumpeque until about 1868, located in the western part of the island.

Cancel No. 4, while quite dissimilar from the first two, is also interesting. The early 1870's is a confusing period in Charlottetown as there were several very different postmarks in use at one time. Although I am not prepared to declare this one a fake I am suspicious of it for three reasons:

- like No.'s 1 and 2 my copy very distinctly has the "PEJ" error
- it also has the word "island" in plural form, an error not previously made, but possible if it was a sample instrument from a new supplier, as the unique design might indicate
- my copy is on the 9d, which is entirely possible, however the pence issues had been replaced by cents issues six months earlier. Other copies referred to in articles are all from 1872.

The last two reasons are a little weak, and I would be very interested to know if anyone else has doubts.

The fifth datestamp shown is a DeThuin fake which I have on cover with a 1 cent diagonal bisect. I also have a copy dated 5 January 1872 with a vertical 1 cent bisect. Both stamps are tied to the covers with a nine bar oval killer measuring 20mm wide and 16mm high and neither bears a backstamp. It seems 1872 was the year with which to fake a cancel, because all P.E.I. issues could be used and because the following year P.E.I. joined Confederation and began using Canadian stamps.

The sixth cancellation may or may not belong in this rogues gallery, however I have included it in the hope of obtaining some more information. The cancel appears quite genuine in all respects and is pre 1861 in issue as paid markings were not required after stamps were issued. It appears to be part of an order approved 5 May 1853 and subsequently ordered from J. Francis, London. The next order issued to J. Francis in 1855 was for a second,

somewhat different set of instruments, (see third article in this series) and subsequent orders were not recorded in the Legislature records. My problem is simply, where was Lot 32 post office? There was no post office by that official name, which leaves the possibility of it having been an alternate name, a common practice here.

A check of the Charlottetown postmasters accounting of revenue and commission paid to postmasters of each of the rural offices for the years 1855, 1857 & 1859 reveals that there were *no* post offices in Lot 32 before late spring 1859 when Cornwall P.O. was opened. Presumably also an unofficial office would not have an instrument. There could be many explanations. Only one other similar strike has surfaced which was not listed as a part of the 1853 order, that being West Cape, which opened in 1853. I would be interested to learn the dates of existing strikes.

It would seem appropriate to list other fake cancels reported on P.E.I. stamps for reference:

- No. 7 illustrated — a red-brown European fake noted on a 6c diagonal bisect and other cent values — Jarrett
- 3d in circle — sometimes used with No. 3 illustrated — Tomlinson
- numeral "83" in a hollow square of 3 curved, unjoined lines — on 4½d — Tomlinson
- four ring target measuring 15½mm — Tomlinson
- ten barred oval killer — on 6d — Tomlinson
- numeral 48 in centre of 11 bar killer — 2d & 3d — my own collection
- B31 in barred oval. An authentic cancel used on mailboat of the Allan line — Jarrett. Reported also as a mark issued to Sierra Leone in 1860 — Tomlinson.



1



2

PAID 3

3



4

5



6



7



Queenston Early Records

by FRANK W. CAMPBELL

(illustrations on page 51)

Many years ago my friend Percy Band, who lived in the north part of Toronto, asked me to visit and see his postal data. Mr. Band collected everything from firemen's helmets to a lot of old tools that he asked me to identify. Well, in the tools I located a sugar screw, a left hand hatchet, and a flax carder, etc. His sons were mechanically inclined.

Postally he had an enormous lot of early records from the Queenston post office. He later told me he bought them at 17 cents a sack in a garage sale in St. Catherines. A man from Hamilton was bidding against him and got some, but I never located any covers from this Hamilton source.

I took home many covers to trace, such as the oval typeset handstamps for Vittoria, Grimsby, and Niagara. Among the lot I took was the rare Toronto-U.C. double circle that brought \$550 in the Sissons July, 1975, auction. This is not the present Toronto, it was on the site of the later Derry West.

Vittoria and Dundas straight line marks were in the lot. I have had a lifetime resisting the changing of the spelling of VITTORIA. So many insist it is Victoria, it is Spanish.

Several of the no-province 1828 order of postmarks as "B" here shown were among the covers. Waterford seems the scarcest in collections of this style in the Niagara peninsula:

St. Catherines in this no-province style is quite common on cover, as "D" here shown. There is an interesting story about this spelling, as two ladies named Cathe(a)-rine were supposed to be included in the selection of the name. One lady was wife of Merritt who built the Welland canal. The

other lady was the wife of Hamilton who started the city. The problem got very public so that two postmark instruments with the different spellings were made. Many covers show two strikes, one of each spelling, on the same cover. This evidently was to satisfy both factions.

St. Catherines first handstamp was two styles of straight line printers type, one all caps, the other cap-and-lower case.

Thorold nearby has a precancel history of a sort. I have seen about a third of a sheet of small queens with the 1828 era THOROLD cancel applied evidently as a precancel, style as "A" in the illustrations. It is odd how a person sees such a rarity once, and never again in years does he know where it now is. It was in Detroit when I saw it at a club meeting.

The Vittoria-Ont. 1869 mark herewith was pasted on the very neat wooden box that contained several kinds of dating type that was in the great find of a half bushel of old Canada handstamps that some years ago a complete stranger brought to my door to see what they were. I kept them for a year, and wrote an illustrated pamphlet about the find.

Fort Erie, opposite Buffalo, N.Y., was established in 1801, with Jonathan Sills as postmaster in 1803, but no further postmaster is found in Quebec Almanack until 1827, with James Kerby. The handstamp "B" illustrated is its first instrument, being made in England in 1828. In fact the three of this style illustrated were among the 100 or so made in 1828 in England, for both Upper and Lower Canada. The full list ordered has not been located, but I drew in about 90 of them in my Post Offices, 1755/1895, which has about 3,000 postmarks illustrated.

Canada-U.S. Handstruck

by FRED STULBERG

One may well wonder why the period from 1829 to 1837 was chosen as the limits for this study. This is neither a complete decade nor a positive historical division. It is, however the point in time when the post offices of the United States and Britain (Canada) reached a formal agreement concerning the handling of mail passing from one country to the other; and the subsequent changes in these regulations eight years later. The agreement dealt with rates as well as the way the mail was to be handled and, in effect, solidified many of the practices in use at that time. One thing that did not change was that the postage of each country was a separate entity and had to be considered as such.

It was agreed that:

- letters originating in Upper and Lower Canada addressed to the United States had to have the British (Canadian) postage prepaid although the American postage could be either prepaid or collect

- letters originating in Canada and addressed overseas that passed through an American port had to have both the British (Canadian) and American postage prepaid

- letters originating in the United States, or passing through an American port, to Canada could have all or part of the postage collect or prepaid

- letters passing between the two countries had to go through specific border transfer offices and, if these were separated by water, an addition fee known as FERRIAGE was assessed. This was considered part of the British (Canadian) postage and was added to it.

Space limitations preclude a dissertation on the postal rates of the period and, perhaps, this is for the better. This aspect of cross border mailings has been more than adequately covered by Boggs, Arnell, Sanderson and others. However, the postal devices that were manufactured for use at some of the border exchange offices to reflect these rates and regulations are a different story again. It is this that forms

the basis of this article. It should be noted that none of them are common and several may actually be unique. To date, eight of them are known and all appear to have been used at post offices on the Canadian side of the border.

The first of these devices (fig. 1) was used at Niagara, U.C. Post Office which, until January 6, 1831, was the place where most of the letters between Upper Canada and the United States were processed. It was used mainly on mail from

AMERICAN POSTAGE

FERRIAGE

FORWARDED

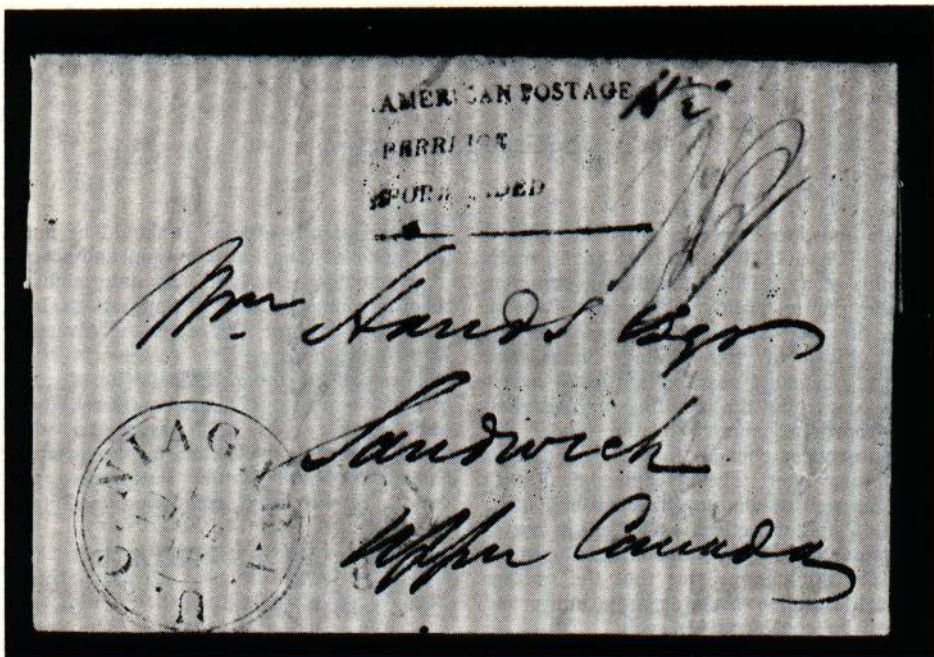
fig. 1.

the United States to Canada and provided for the additional manuscript indication of the postage fee to the U.S. border exchange office from the U.S. post office of origin; the ferriage across the Niagara River to Niagara; and the "forwarded" or British (Canadian) postage "from the lines" to the destination. Strikes are known in both red and black.

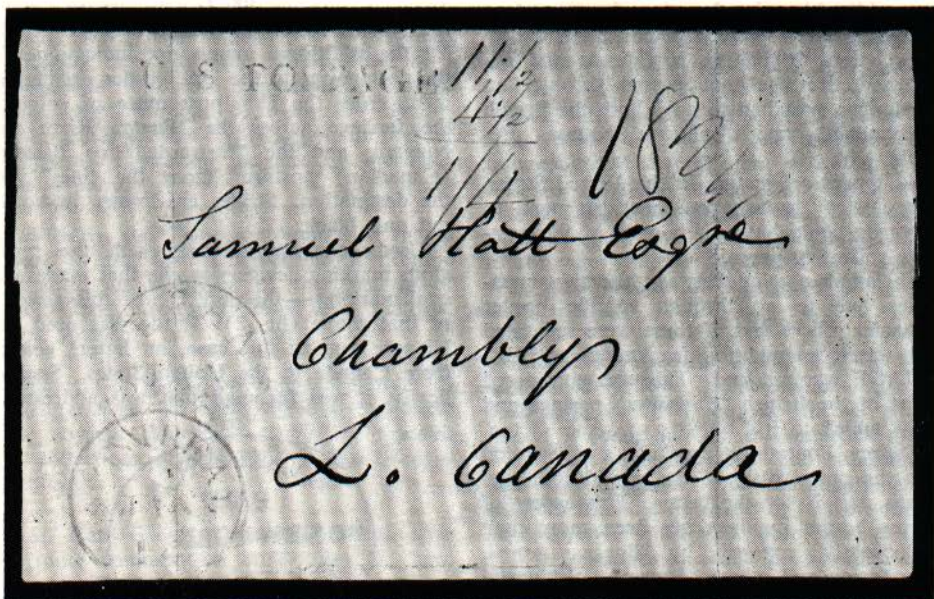
Used contemporaneously with the previous marking device was one that made an oval marking—the only one of this period of that shape (fig. 2). It too was used at Niagara but, in this case, on letters going from Canada to the United States. Specifically, it was for mail that was addressed



fig. 2.



From New York, U.S.A. to Sandwich, Upper Canada, through Niagara — 1829



From Albany, New York to Chambly, Lower Canada, through Montreal — 1830

— Philatelic Photographic Service, Toronto

overseas from the port of New York and, for which, total postage from place of origin to New York had to be prepaid. Of the handful of strikes recorded, all are in red.

It should be pointed out that the border exchange office system existed in Lower Canada (as well as Upper Canada) and Montreal was the post office through which most of the cross border mail of that area of the country was handled. Only recently has a handstruck cross border marking from Montreal been discovered (fig. 3)

U. S. POSTAGE

fig. 3.

and this on a letter from Albany, N.Y. to Chambly, L.C. dated January 6, 1830. It passed through Montreal. This marking, in red, was applied in Montreal with the Canadian currency equivalent of the U.S. postage written beside it. As far as is known, only one example of this mark exists. It is the only one to come from a post office in Lower Canada during this period.

We move back to Upper Canada for the next (and the rest) of the postal cross border markings. This one (fig. 4), was used at Niagara in 1830 and was transferred to Queenston, U.C. when it replaced Niagara as the Canadian border exchange office of that area on January 6, 1831. It was a device used mainly on mail from the U.S. to Canada and provided for the

American Postage
British do

fig. 4

indication of postage of both countries. It should be noted that FERRIAGE was no longer shown as a separate entity and was, in practice, part of the British (Canadian) postage. Most known strikes are in red.

A little known, and seldom reported, marking of this period is one related to the previous one (fig. 5). It is the same italic type and was apparently used at the same

British Postage

fig. 5.

time, at the same post office(s). It provided for the indication of the British (Canadian) portion of postage only and was used on mail going from Canada to the United States having that portion of the postage prepaid. A rare example exists on a letter from the U.S. to Canada entitled to (free) franking of U.S. postage with the British postage collect. Known strikes are in red.

In 1831 all the previous devices at Queenston were replaced by one showing the American and British postage designations (fig. 6). The type face was upright

American Postage
British do

fig. 6.

(rather than italic) but the overall design was the same. Usage, as before, was on mail to Canada from the United States and most known strikes are in red.

One year seems to have been the life span of these devices because in 1832 a new, but similar, marking made its appearance (fig. 7). The type face and word

American Postage
British Do,

fig. 7.

placement was slightly different than before although the wording was the same. This mark, also, is found on letters from the U.S. to Canada and is found in both green and blue. Actually, the colour has no postal significance and merely reflects the colour of ink used at Queenston at that time. This was used for approximately one year and then discarded. It was not replaced.



Through the Port of New York, U.S.A. to Vittoria, Upper Canada, through Queenston — 1831

The next handstruck postal marking (fig. 8) relating to mail from Canada to (or through) the United States was unlike any of the previous ones since it dealt solely with postage paid. It was first used in 1836 and was peculiar to the Toronto Post Office

PAID 9 & 25

fig. 8.

only. It reflected the postage from there through Queenston to New York or any other place in the United States over 400 miles from the lines. The "9" was the British (Canadian) postage, in currency, from Toronto to the Queenston, U.C. and Lewiston, N.Y. border exchange offices. It reflected the 7 pence overland postage from Toronto to Queenston and the 2 pence ferriage from Queenston to Lewiston. The "25" was the prepaid postage, in cents, paying the internal U.S. postage within that country. Actually, almost all of the known strikes have been found on letters ad-

ressed from Toronto to Great Britain via New York where regulations demanded that postage be prepaid through to New York. Strikes are red and black.

On March 5, 1837 a new agreement between the British and United States post office departments came into effect which, among other things, eliminated the ferriage fee. However, by this time only one device was in use in Upper and Lower Canada that related to cross border mail. That was the previously mentioned "PAID 9 & 25" used at Toronto. The transition into the new period was marked by a new device of similar design (fig. 9) also used at Toronto. All it did was show the elimina-

PAID 7 & 25

fig. 9.

tion of the 2 pence ferriage as part of the British (Canadian) postage. Usage was the same, with strikes noted in red (usual) and black.

All the previous devices, with the possible exception of the Niagara oval, appear to have been locally made from printers type. All were peculiar to specific offices and most were used at either the Niagara or Queenston post offices. In almost all cases, not enough examples of usage exist to accurately establish exact dates of transition from one device to another. Also, many more cross border mailings of this period show only manuscript notations.

To say that these are the only handstruck cross border markings that exist during the

period of dual (U.S. & British) rates (to 1851) would be wrong. As more border exchange offices were sanctioned, so did the idiosyncrasies of some postmasters become apparent. The most notable of these was the postmaster at Windsor, C.W. who, around 1844, acquired an entire armamentarium of small type straight line postal devices that were used on all mail including that from the United States. Isolated examples from other post offices exist—but the period from 1837 to 1851 is another story.

Rambling through the Records

By A. L. STEINHART

The following group of notes are items of interest dealing with various subjects gleaned from various records of the Post Office and reproduced here for the information of members of BNAPS through the courtesy of the National Postal Museum at Ottawa.

* * *

From a newspaper clipping pasted in an October 1875 Postal Guide.

"The distance from Prince Arthur's Landing, as given by Government, are to:

Clandeboge	16 miles
Matawin	24 miles
Brown's Lane	32 miles
Shebandowan	45 miles
Kashabowie	64 miles
Height of Land	74 miles
Baril	93 miles
Brule	101 miles
French	115 miles
Pine and Deux Rivieres	132 miles
Maligne	152 miles
Island	162 miles
Miguagnon	186 miles
Kettle Falls	207 miles
St. Francis	252 miles
N.W. Angle	377 miles
Fort Garry	477 miles

"These distances were given to Government by Mr. Dawson; people living along the route say they should be about 5 per cent more."

This, of course, refers to North West Ontario and Manitoba.

From the May 1940 Monthly Postal Guide Supplement.

"It has come to the notice of the Department that in certain cases, Postmasters and their assistants have been cancelling postage stamps at the request of philatelists in an irregular manner. For example, in one case an applicant handed in self-addressed covers prepaid with blocks of four stamps issued in 1897 and requested that they be postmarked specially and handed back to him immediately. The desired postmarking was carried out, but the date was omitted from the postmark and the covers were immediately handed back to the applicant through the wicket."

"Any such procedure is highly irregular and cannot be permitted. The only way in which philatelists or other interested persons can obtain official cancellations on stamps in their possession is by using the stamps for postage in the ordinary way and submitting the relative pieces of mail matter for transmission through the mails in the regular manner."

* * *

From the May, 1924 Monthly Postal Guide Supplement.

"Single reply cards bearing on the face the words 'Business Reply Card' and prepaid ½c postage, are being issued by the Department (singly or in sheets of 8) to be sent out as enclosures with matter

mailed in quantity addressed to places within Canada. Any organization using these reply cards must have its name and address printed on the lower right hand half of the face and must have matter (with or without blanks to be filled in) printed on the reverse side of the card. Such cards, when filled in for return in the mails, are to be forwarded and delivered without additional charge.

"Postmasters are requested to get in touch with firms mailing matter in quantity at their office and advise them of the above.

"Requisitions for this card must be made by the Postmaster direct to the Postage Stamp Division, Financial Branch, Post Office Department, Ottawa, Ont."

* * *

The following is the text of a proposed amendment to the regulations governing the use of precancelled postage stamps dated at Ottawa, March 25, 1905. These rules were approved and appeared partially in the July, 1905 Quarterly Post Office Supplement.

1. No request for precancelled stamps can be considered where the number of pieces to be prepaid thereby is less than 10,000.
2. These stamps must be used only on third-class matter and for the particular kind of that class for which they have been issued. Matter prepaid by them must be posted at the office from which

they have been purchased and the name of which is printed on the stamp as a part of the form of precancellation.

3. Care must be taken by Postmasters to see that each piece of matter is *properly prepaid* at the rate of postage applicable thereto; and, with that end in view, they should satisfy themselves that the pieces of matter for which any given lot of precancelled stamps has been obtained are in respect of class and kind identical; and that the stamps thereon are securely affixed and effectually precancelled.
4. The applying Postmaster should send in a separate requisition for precancelled stamps which in addition to expressing demand in usual way should state:
 - (a) Name of person or firm requiring precancelled stamps.
 - (b) Class or kind of matter to be prepaid by them.
 - (c) The total approximate number of pieces to be prepaid by each lot of precancelled stamps applied for.
 - (d) The period (approximately) during which these pieces shall be mailed.
5. As requisitions for precancelled stamps will necessarily take longer to fill than the ordinary, Postmasters should bear this fact in mind, and send such requisitions to the Department a few days in advance of needs.

NOTES ON POSTAGE DUES

A short review of the first Postage Due, J-1 to J-2

by CALVIN L. COLE

First of a series

The first set of Canadian Postage Due stamps was issued in 1906, with three values appearing, the one-cent dull violet, J-1; the two-cent dull violet, J-2, and the five-cent dull violet, J-4. In 1928 two additional values were issued, these being the four-cent violet, J-3 and the ten-cent violet, J-5. Thin paper varieties of the one-cent, two-cent, and five-cent values were issued in October of 1924. The dates of issue for the first three stamps were July 1, 1906, and July 3, 1928 for the four-cent and ten-

cent values. The thin paper varieties were issued in October, as previously mentioned, but the exact date has not been determined. Imperfs are known for the one-cent, two-cent, and ten-cent value. All were issued with plate numbers and the plate numbers and amounts issued are as follows:

Value	Plate No.	Issued
1c	1 & 2	18,870,000
2c	1, 2, 3, 4	44,178,000
4c	1	1,487,000
5c	1 & 2	13,000,000

As the figures show, J-3 and J-5 were issued in very low numbers, but why the four-cent value should be listed higher, in the Scott catalogue, than the ten-cent, is a bit strange to me. It is very possible that some of the stock of the J-3 could have been recalled and destroyed, but a letter written to the post office department was not answered. The four-cent stamp is much more difficult to come by than the ten-cent, as most of the postage due collectors can tell you.

It is interesting to note that the Admiral issue thin paper varieties are listed in Scott — #107, 112, and 114. There is probably a common reason why the one, two and five-cent dues came out with a thin paper at approximately the same time as the Admiral thin papers showed up. I feel that the papers used in these two sets somehow were put in the same pile, and the printers were not careful with the type of papers they used.

J-1, the first postage due, has a red-violet shade as well as a dull violet and a pale violet shade. Later releases have a straight violet colour. The thin paper varieties are noted on all plates, but it is significant that no accurate figures exist of how many thin paper varieties were printed. The first dues, perf 12, were printed in sheets of two hundred and divided into panes of one hundred. No perf varieties are noted except the previously mentioned imperfs. These command fancy prices and will increase as the years go on. Centering on this issued is poor, leaving much to be desired. Well centered copies should be obtained whenever possible. In years to come J-3 and J-5 will show their true scarcity and even now are becoming difficult to find in very fine to extra fine condition.

For the use of postage due specialists, it should be noted that the imprint consists of Ottawa No. —. This is located in the right hand margin reading vertically, opposite rows five and six. Opposite stamp No. 100 is a large double-lined numeral One. Following the plate numbers are other imprints such as 909A, etc. These are printing code numbers and the engravers die numbers. All used multiples of the first set are difficult to come by and should be obtained whenever possible. The Cana-

dian Specialized catalogue does not list used blocks of this issue. Hanson's Handbook, omits blocks of J-1A, and J-2A, used. They are available but hard to find. I have in my own collection, used blocks of four, six, and nine of all the first issue. Some were picked up through other collectors. All were hard to find.

My collection consists of all the listed colour varieties, plus the addition of a very distinctive black-violet colour. It is more than a deep violet and to the best of my knowledge, a rather difficult stamp to obtain.

J-1 was issued in two plates, numbers 1 & 2, with many printings to make up a total of almost 19,000,000. The black-violet shade is easy to recognize; there is a definite black cast to this stamp. J-1A has a light and dark violet shade, and three shades of red-violet. J-2 was issued in shades of dull and red-violet and the thin paper shades mentioned for J-1. There is also the black-violet shade in this value. J-3 was issued in the violet shade along with a red-violet, but I have found no black-violet shade. J-4 has five distinct shades: pale violet, red-violet, dull violet, and grey-violet. Here again the black-violet exists. I have noted that the black-violet shade exists only in the 1906 printing, not on any other printings or the thin paper varieties. J-5 appears to have only the one shade, i.e., violet, but with only 1,000,000 copies printed it can be appreciated that the printer had enough ink for a complete run of 5,000 sheets or 10,000 panes of the 10 x 10 format. This stamp is under priced and should be picked up when possible. There are no shades differences in blocks or singles.

As far as varieties go, not counting the imperfs, I have found very few, they are extremely minor, consisting of relief breaks or die breaks in the value tablets. These show up as white spots next to the figure of value. In the two-cent value, the CA of Canada are joined and the final A of Canada is not joined to the D. I have copies of the two-cent value where the C and A are not joined. The only other variety I have found relates to the figure of value where some of the cross hatching is missing and there are serifs on the one, four, and five-cent values.

Due to the fact that there were many printings of these stamps, it is amazing

that one can find so few abnormalities other than those mentioned. Perhaps the most significant find in this set is the black-violet shade. I would appreciate information about this shade from anyone interested. Found in the margins of this issue is the so called scroll work of different types. It is also interesting to note that the Admiral issue has similar scroll work.

Copies showing scroll work are extremely difficult to find.

My next article will cover the second postage due stamp, J-6 to J-10, and further articles are planned for J-11 to J-14, along with later issues of the postage dues.

Comments on this and future articles would be welcome.

Beware of Phoney 19th Century

by HARRY LUSSEY

The objective of this article is to help prevent collectors from having money taken from them via manufactured or doctored covers. Whenever you get above the \$25 level bear in mind you are definitely vulnerable and even \$10 items may be worked over. Never underestimate the ability of the element in philately which engages in this fraudulent money making operation. Likewise remember it is easy to overlook one or more obvious red flags when your eyes are bugging out of your head, and you are drooling over a scarce usage or rare rate which would look so good in your collection.

When buying covers, and particularly 19th century material, it is essential that you know the period during which a stamp was in use. A little knowledge of cancellations in use at the time is also necessary. In the case of single stamps on cover a reasonably clear tie with a town dated cancellation invariably indicates a genuine cover. However, when other types of cancellations are involved, such as corks, targets, 2 ring or 4 ring numerals, etc., a little careful examination should be undertaken unless the cover is super "clean."

The real trouble makers among the cancels are the straight line Registered, the two ring numerals and the large R in an oval. Unfortunately these are the cancels which appear most frequently on Large and Small Cents covers including scarce domestic rates, exotic foreign usages and multiple

rates. Small Cents covers in these categories are no longer 50c items. Anyone dabbling in this class of material is asking for trouble if he has not studied periods of use, developed at least a moderate knowledge of rates, and is reasonably conversant with the markings which should be found on the front and reverse of the cover under examination.

The general appearance of a cover is important. Don't take anything for granted. The location of the stamps can tell a great deal. A stamp is usually affixed with some measure of care in the upper right corner of the envelope or letter sheet. If there are two or more stamps they will invariably be placed side by side in a vertical position and arranged horizontally. Any other arrangement should be a red flag calling for careful scrutiny.

Now as to cancellations. When a cancel ties the stamp to the cover there will usually be a narrow blank space between the cancel on the stamp and that part of it which is on the cover. This is because the added thickness of the stamp keeps the cancelling device from reaching the cover at the edge of the stamp. When in doubt it is almost always possible to lift one perforation slightly and if the cancel extends under the perforation you have a doctored cover on your hands.

Most of the real "dollar" phonies I have noted of late involve a two ring cancel or the big "R". Any stamp affixed to a cover

in a slanting position and tied by either of these markings becomes a prime suspect. There is an abundant supply of off cover Large and Small Cents stamps cancelled with parts of the R or a two ring numeral. This creates an opportunity to remove one stamp from a cover and substitute another to make a rare or multiple date. Also a very early Small Cents cover could be converted into a much more valuable Large Cents item. The possibilities are almost endless if one has both covers and a liberal supply of off cover two ring and R cancelled stamps in various shades.

Sometimes a cover will have one or more stamps in the upper right corner cancelled in a normal way and another stamp toward the lower part of the cover and tilted at an angle, will be cancelled with the R in an oval. We know that registered covers after 1885 invariably carry an R to identify them as being registered and this is usually in the lower left part of the cover. Whenever a stamp appears to be tied with this R marking, which was in general use, there is a distinct possibility it may have been super-imposed upon or fitted around the R. It is only common sense that any postal employee cancelling one or more stamps with a two ring or other instrument is not likely to put it down and pick up another with the "R" to cancel the other stamp.

Strange as it may seem some operators count heavily upon the buyer being ignorant or careless—even to the point of mixing two ring numerals on the same cover. Here again care and knowledge are important. There is not much difference between them other than very fine strikes of a 6 or a 9, a 20 or a 29, a 26 or a 28, a 43 or a 45, etc. If different values are involved or if identical shades of the same value are used detection may not be easy. However, it is highly improbable that both stamps will be in a normal vertical position. Furthermore two stamps of the same denomination on a cover will probably have been bought at the same time and the centering should be the same.

There are covers in existence carrying several stamps, perfectly tied, to make up a single foreign rate of which one, usually the one at the extreme right, has fallen off due probably to repeated drastic temperature changes or exposure to dampness. Replacement of the lost stamp with another of the same value being hinged to

the cover does not fall in the category of "doctoring" a cover when it is so noted. Auction results indicate the value is assigned more to the example of a scarce foreign *single rate* than the value of a stamp provided the cover is obviously genuine in all other respects.

Dwelling somewhat further on the point of current usage let us consider certain values. The 2c Large Cents was the current 2c stamp until February 1872 and it appears in many combinations long after some of the other Large Cents values were replaced by the Small Cents early in 1870. However it is unusual to find it on covers after 1873. The five cent value had an extremely short current life, from October 1, 1875 to February 1876 when the 5c Small Cents appeared. A liberal supply came out of Whycocomach as late as 1877-78 but copies on cover subsequent to 1880 should be checked with the utmost care. The 6c Large Cents became obsolete when the Small 6c appeared in 1872. The 6c and 8c rates to England expired on September 30, 1875 and the 6c rate to the U.S. was reduced to 3c on February 1, 1875. The 12½c rate to England ended on December 31, 1869, and reduced to 3c on February 1, 1875. The 12½c rate to England ended on December 31, 1869, and this stamp's appearance on covers subsequent to 1869 calls for careful checking. Finally there is the problem child, the 15c value, which paid the single letter rate to the U.K. from April 1, 1868 thru December 31, 1869. From January 1, 1870 thru the end of the century it paid multiples of the 5c rate and was also valid for the registration fee of 5c after August 1, 1893. However it was *not* valid for the registration fee prior to August 1, 1893. All through its life it was used in combination with other values making up odd rates in excess of 15% to foreign countries.

In the registration field the temptation to manufacture covers is great. There are some excellent examples of ordinary 1876-1877 5c covers to England having been converted to registered covers with the addition of an 8c registration stamp tied with a very carefully drawn in REGISTERED straight line in black ink. Under a good glass the irregularities of a hand drawn marking, as opposed to a rubber or metal hand stamp,

(continued page 53)

BRITISH COLUMBIA COLONIAL COVERS

by JAMES A. PIKE



This rare cover mailed in British Columbia, in 1867 - 6

This is No. 2 of the series of four photographs of British Columbia colonial covers taken in the Wells Fargo History Room, San Francisco.

The 10c U.S. stamp (with light streaks) was the rate to cover U.S. postage. The B.C. rate from up-country to New Westminster was sixpence and the rate between New Westminster and Victoria was three pence.

The numeral "32" is one that has not yet been allocated to a post office. G. E. Wellburn, in his excellent paper "The Handstruck Postage Stamps of British Columbia and Vancouver Island" states that a PAID handstamp 9 x 25½ mm was used at

Williams Creek from 1864 to 1871, usually on covers with adhesives to denote payment of U.S. postage. Another similar handstamp 8 x 24½ mm was used at Quesnelle-mouth for a similar purpose. Unfortunately, this handstamp PAID measures approximately 9 x 29 mm.

If this handstamp had been struck in Williams Creek, the "32" would have to be allocated to Antler Creek, the only other post office operating in the Williams Creek area in 1867 or 1868 when this letter was mailed.

The main interest of this cover is in the "32" numeral cancel.

Letter Sorting Mechanization in Canada

by SALLY S. TUNNICLIFF

First of a series

This article will give the reader a general idea of the sequence of events which have taken place in order to bring the post office to its present state of letter sorting mechanization. Later articles will cover the philatelic evidence of present day machines in greater depth.

Although letter sorting machines were in use in other countries as early as 1928, it was not until the 1950's that the Canada Post Office seriously began to consider their use. At that time it was considered necessary to find some way to cope with the ever-increasing volume of mail. A computer-controlled machine, developed and built in Canadian workshops, was probably one of the most advanced systems for its time. This machine was put to test but unfortunately was judged to be uneconomical. It was never put into operation on the public's mail.

A Dutch machine, called the Transorma, was tested and actually put into use in Peterborough beginning in 1955 and continuing until 1963. This type of machine, which had widespread use in Europe and South America, had 5 keyboards. Mail was sorted into 300 receptacles. The letters appeared before each operator at a rate of 30-53 per minute. The operator would then press the keys and the letter would be sent to the proper receptacle. The machine served mainly as an extension of the operator's arm.

Before beginning, each operator was required to insert a marking key containing 2 letters into the machine. As a result these letters appeared in red or black ink on the front of the envelope and identified the operator who sorted the letter. The following letter combinations have been reported:

AA, AC, AD, AH, AJ, AP, AQ, AS, AT, AU, AV, AX, AZ, BA, BB, BC, BH, BK, and BL.

The Transorma machine, although considered a success in Europe, was unsuitable for the number 10 size envelopes so common in North America. These long en-

velopes often stopped the sorting machine and all five states would have to wait until the envelope was removed. Window envelopes created other problems, and the post office eventually concluded that it was faster to sort letters by hand.

In addition to the Canadian and Dutch machines, I have found reference to one more sorting machine which I feel belongs in the former category, although these machines were in use in Canada simultaneously with the present more sophisticated machines. I refer to the Burroughs sorting machine reported by Ken Rose in his Tagging Along column. This machine was in use in Winnipeg in the early 1970's and was composed of 12 consoles each printing a purple number from 1 to 12 on the reverse side of the envelope. Most readers will have seen envelopes from the United States with letters or numbers printed in colour on the reverse side. Burroughs machines are one type of sorting machine commonly in use in the United States.

One of the big problems with the above machines was the lack of a postal code. Even if the machines were able to increase sortation speed satisfactorily, the problem still remained that letters would have to be re-sorted numerous times by post office personnel. Machine operators were required to know thoroughly the keyboard as well as the separation into which the letter would be deposited.

In 1969 a group of Montreal consultants were employed by the Post Office to study the feasibility of a postal code to be written by the public as part of the address . . . after further study and more reports, the coding and mechanization branch of the Post Office was established and work began on the present system.

Making up a code for Canada was much more difficult than merely assigning a group of letters and numbers to each customer. A code had to be developed which was adequately complex to function efficiently and yet not so complex that the public would not accept it. In addition, it was

necessary to consider the possibility of optical character recognition equipment becoming available. Hence, the code would have to be capable of being read by machine.

Post Office personnel studied the codes of many other countries, particularly Great Britain and Germany. A combination of letters and numbers was chosen, as in the British postal code, because of a much greater number of possible separations. The form finally chosen was ANA NAN (A-letter, N-number). With this combination over 17 million different codes are possible. The German code is composed of four numbers which gives 10,000 possible codes. The American zip code with its five numbers has 100,000 possible codes. In reality there are 7,200,000 possible codes in Canada because in order to make the code machine readable the letters D, F, I, O, Q, and U have not been used. Also there are many codes unassigned, and kept in reserve.

Residents of Ottawa, the pilot city, were the first to be assigned a code on April 1, 1971. The remaining regions and provinces were assigned codes over the next 2½ years, it being completed one-half year earlier than the most optimistic date expected by the Post Office.

It had been recommended by the consultants that a system be devised that placed markings on the envelopes which represented the address. These markings would enable the Post Office to apply the code markings in one city and subsequently have the code read by machines in other cities. The letter need not go through coding consoles a second time. In the present system the sender writes the postal code as part of the address. It is then translated by the coding machinery to a system of bars on the envelope which can be read by the sorting machines.

There are two methods by which the Canada Post Office at present prints code bars on an envelope. One method is to have an operator read the code written on the envelope, and then press a key which causes bars to be printed on the envelopes. Operator coded letters are common in most of the cities which have the equipment (Ottawa, Winnipeg, Saskatoon, Regina, Edmonton, Calgary, Vancouver, Toronto and Hamilton). Envelopes can be recognized

by vertical yellow bars below the address.

A console number identifying the console used appears centrally located in either an upright or sideways position. Although the bars and the console number are highly fluorescent under ultra violet they can be seen quite easily without a light. Some envelopes have a console number only, which indicates that the letter went through a machine but a postal code was not included in the address by the sender.

In the second method of printing code bars called optical character recognition indexing (OCR), a machine reads the postal code on the envelope and automatically prints red-orange bars (composed of eight dots) below the address. There is no need for an operator. However, the address must be typewritten or foundry printed and it must appear in the proper position on the envelope. This system is in the beginning stages, and envelopes bearing the red-orange bars are not yet common. They appear the most often on government envelopes. Four cities, Ottawa, Toronto, Vancouver and Winnipeg, have the equipment in operation.

There is no console number printed on the envelopes coded by OCR. There is, however, an extra bar or bars at the far left which serve to identify the machine. The other bars representing the address are located in the same position as are the yellow bars.

The first coding machines installed required an operator. Built in Belgium, they arrived in Ottawa January 4, 1972 and by August 22 were handling live mail. After a one year trial the machines began to be installed in other cities. The story is still unfolding. Many more Canadian cities are destined to install mechanized systems.

With the help of other collectors I hope to establish which dates are important and which console numbers are the most common.

I welcome correspondence with other collectors on any aspect of postal mechanization.

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Editor's Note: For the purpose of clarity the light yellow fluorescent bars have been blacked in.

The Beaver Byline

by CLAYTON HUFF AND ARTHUR H. GROTEN, M.D.

More new, confirmed flaws of the 5c Beaver follow. The abbreviations used are repeated for your convenience.

Descr.—Description
T.P.—Thirkell Position
P.P.—Plate Position St.—State
Perf.—Perforated 1—11¾; 2—11¾; 3—12.
Perf.—Perforated
T—Top; R—Right; B—Bottom; L—Left
cc—Copies
flg—Frame line gap—a distance of about .4mm.
fr.—Frame
diam.—Diameter
V—Vertical

Ident No.—H6001

Descr.: Small but strong dot between Top frames over O of POSTAGE, nearly 5½ mm. L of inner R frame.

Other:
T.P.: 6A (TR)
P.P.: ?—Not T or R. St.: ?
Perf.: 2—(3cc)
C-dot: Large, ½ diam. from R. Height 3

Ident No.—H6003

Descr.: Dot just outside, touching R fr., opp. A of POSTAGE, 6 mm. below inner T fr.

Other:
T.P.: C8 (TC)
P.P.: ?—Not R. St.: ?
Perf.: 1—(1 copy)—3—(1 cc)
C-dot: Avg. size, just touching at R. Height 3

Ident No.—H6004

Descr.: Small but strong (G. W. agrees) dot between R frames above E of POSTAGE, 9½ mm. below top inner fr.

Other:
T.P.: D8 (CC)
P.P.: ?—Not B. St.: ?
Perf.: 3—(2cc)
C-dot: Avg. size, 1 diam from R. Height 4

Ident No.—H6005

Descr.: Small dot in TR5 where vertical straight part meets top horizontal part.

Other:
T.P.: 8A (TL)
P.P.: ? Not R. St.: ?
Perf.: 1—(1 copy) 3—(1 copy)
D-dot: Large, just clear at R. Height 2

Ident No.—H6007

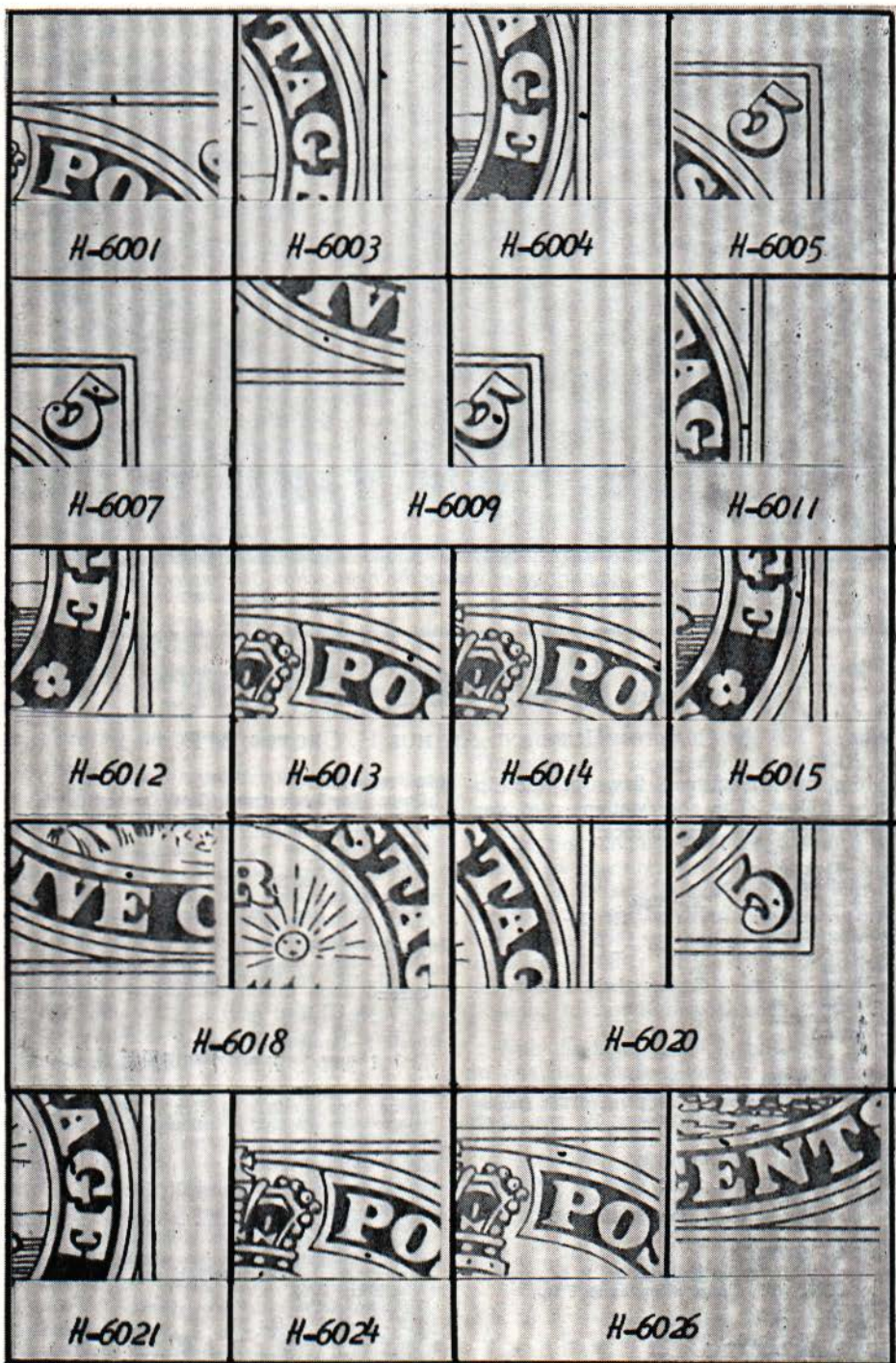
Descr.: Dot in middle of wing of TR5

Other: Also dot high in ball of TR5
T.P.: 8A (LC)
P.P.: ?—Not L. St.: ?
Perf.: 3—(2cc)
C-dot: Small, ½ diam from R. Height 2

Ident No.—H6009

Descr.: Large dot in upper middle of fat curved part of TR5

Other: Several other marks above T fr., also small dot in out curved fr. gap below R side of I in FIVE
T.P.: 8A (LC)
P.P.: ?—Not T. St.: ?
Perf.: 2—(1 copy); 3—(1 copy)
C-dot: Avg. 1 diam from R, opp. top of lower prong. Height 3



Ident No.—H6011

Descr.: Dot in outer curved fr. gap opp. middle of G of POSTAGE
 Other: Doubled B frs. at L
 T.P.: 8C (BC)
 P.P.: ? St.: ?
 Perf.: 2—(1 copy); 3—(1 copy)
 C-dot: Small, 1 diam from R. Height 3

Ident No.—H6012

Descr.: Dot in outer curved frame gap opp. middle of E of POSTAGE
 Other: Both cc have short entry in TL hatching
 T.P.: 8D (CC)
 P.P.: ?—Not L or B. St.: ?
 Perf.: 1—(2cc)
 C-dot: Large, just clear at R. Height 3

Ident No.—H6013

Descr.: Faint dot in inner curved frame gap above middle of O of POSTAGE
 Other: Both cc have very small dot in tip of bottom wing of E of FIVE.
 Both cc have short entry in BL corner.
 T.P.: 6A—7A line (L)
 P.P.: ? St.: ?
 Perf.: 1—(2cc)
 C-dot: Large, touching at R. Height 2

Ident No.—H6014

Descr.: Very small dot in inner curved fr. gap above R side of O of POSTAGE
 Other: Also PF46a—small on both cc
 T.P.: A7 (BL)
 P.P.: ?—B row. St.: ?
 Perf.: 2—(2cc)
 C-dot: None

Ident No.—H6015

Descr.: Dot in inner curved fr. gap above L side of E of POSTAGE
 Other:
 T.P.: E8 (TL)
 P.P.: ? St.: ?
 Perf.: 2—(2cc)
 C-dot: Small, touching at R. Height 4

Ident No.—H6018

Descr.: Very small dot in middle of S of POSTAGE
 Other: Short dash above E of FIVE; also a

pip at top end of ribbon after CANADA (by crown) as in R8, 10, 16—so must be part of Reentry—probably R10—have 5 other cc.
 T.P.: B7 (CL)
 P.P.: ? St.: ?
 Perf.: 2—(1 copy) 3—(1 copy)
 C-dot: Avg., touching at R. Height 2

Ident No.—H6020

Descr.: Dot halfway up R side of R arm of A of POSTAGE
 Other: R curved and R frames doubled at B, L fr. doubled at T. Dot in middle of fat part of BR5. 2cc show strong dot 2 fig above T fr 3 mm. to L of R inner fr. G. W. suggested that this could be R97 but it doesn't seem to check with limited info in book.
 T.P.: C7 (RC)
 P.P.: ? Not in bottom 2 rows. St.: ?
 Perf.: 1—(2cc); 2—(3cc)
 C-dot: Avg. 1 diam from R. Height 3

Ident No.—H6021

Descr.: Dash across lower part of fat side of G of POSTAGE
 Other:
 T.P.: C7 (BR)
 P.P.: ?—Not L. St.: ?
 Perf.: 1—(3cc)
 C-dot: Large, 1/2 diam from R. Height 2

Ident No.—H6024

Descr.: Dot in inside curved fr. below R, side of P of POSTAGE
 Other: Has dot in gap between B frames under C of CENTS. Short entry at R.
 T.P.: 6B (TL)
 P.P.: ? G. W. (has 2cc) says PP95, State 2. St.: G. W. says 2—not on proofs of State 1 or 3. G. W. has copy dated 11/20/60.
 Perf.: 1—(2cc)
 C-dot: None

Ident No.—H6026

Descr.: Dot in outer curved fr. over L tip of P of POSTAGE
 Other: Small dash—over E of CENTS
 T.P.: 6A (TL)
 P.P.: ?—Not B. St.: ?
 Perf.: 2—(2cc)
 C-dot: Large, 1/2 diam from R. Height 3

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 Convention
 at San Francisco
 BNAPEX '76
 September 16-18, 1976

Admiral Period Notes

by A. L. STEINHART

Some Notes on Admiral Booklets

One Cent Booklets

On Dec. 26, 1912, in reply to an enquiry from the Post Office, the American Bank Note Co. noted that the cost of providing one cent stamp books, similar in general construction and detail to the two cent books, except that there would be 24 one cent stamps instead of 12 two cent stamps, and that the binding and colour of the cover would be green instead of pink, would be 9/10c per book, in addition to the regular charge for the stamps.

A letter of explanation from the Bank Note Co., dated Jan. 8, 1913, gave further information on the cost of the new 1c booklets. "The stamps for these books are printed in a special way, which is more expensive than for the regular stamps delivered in sheets. In the case of the 1c books with twice the number of stamps, this extra expense will be doubled as compared with the 2c books. The oil paper required is doubled; also the number of sheets to be collated in the binding is doubled, increasing the cost of the same. The special machinery used for stitching the books will have to be duplicated, but adapted for the increased thickness of the books."

A memorandum for the Assistant D.P.M.G., dated Jan. 27, 1913, gave the information that "a large and very general demand exists for one-cent stamp books, in addition to the two-cent stamp books now issued." It also stated that the "average monthly issue of two-cent Stamp Books for the year ending December 31, 1912 was 155,000. The memorandum recommended the acceptance of the price and issuance of the 1 cent booklets. The Assistant D.P.M.G. noted on the bottom of the memorandum "I agree with Mr. Lemaire that this is a fair and reasonable arrangement and also that the introduction of the book would be in the public interest"

On Feb. 12, 1913, an order was placed for "500,000 one-cent postage stamp books" with "the cover to be a light green to correspond with the colour of the stamp, the binding cloth to be a deeper shade of the same colour and the postal information printed inside the cover to be the same as at present." The letter went on to ask for submission of a sample of the coloured paper for use in these books. A letter of the American Bank Note Co. of Feb. 13, 1913 acknowledged the order.

On Feb. 14, 1913, the Bank Note Co. submitted two dummy books as examples to the Post Office. The dummy books were approved on Feb. 15, 1913 by the superintendent and one was returned to the Bank Note Co. marked "Colour approved R.M.C." (Dr. R. M. Coulter, D.P.M.G.). This was acknowledged by the Bank Note Co. on Feb. 17, 1913. A letter of the Bank Note Co. of Feb. 18, 1913 noted "we will commence delivering the 1c stamp books about March 12th" (1913). It went on to note "we will do our utmost to deliver at least half the order by April 10."

A note from the Post Office at Ottawa to the P.M.'s at Calgary, Toronto, Regina and Halifax dated April 28, 1913 gave the following information. "By this afternoon's mail I am sending you 6,000 one-cent stamp books which from the 1st May next the Department will issue in addition to the two-cent stamp book." A similar letter was sent to the P.M. at Montreal, while Ottawa received 1,000 booklets.

* * *

French Booklets

On Feb. 2, 1916 a letter was sent from the D.P.M.G. to the American Bank Note Co. mentioning "I am sending you herewith the text of the new French stamp books which the Department proposes to issue in both the one- and two-cent denominations." The letter went on to ask for costs and stated the work was to be put in hand immediately and executed with the greatest possible despatch.

A letter, dated, Feb. 4, 1916, from the Bank Note Co. accompanied the submission of "a model or design of the cover, which, as you know is printed from a steel-plate, and for which new engraving must be prepared. Proofs of the French text were also submitted at this time. The quotations for these books was \$10.00 per M for the first 500M and \$9.50 per M for subsequent lots of not less than 250M one cent books, and \$8.50 per M for the first 500M and \$8.00 per M for subsequent lots if not less than 250M two cent French books. The English booklets remained at \$9.00 per M for one cent books and \$7.50 per M for the two cent books. A letter from the P.O. dated Feb. 4, 1916 approved the new French covers and the new prices.

On March 23, 1916, 50,000 one cent French booklets and 50,000 two cent French booklets were ordered from the American Bank Note Co. On Mar. 28, 1916 the Bank Note Co. submitted complete French booklets as samples to the Post Office. The order for only 50,000 booklets at a time necessitated a new price scale as follows:

First 50,000 one-cent	
French booklets	\$12.00 per M
Subsequent lots of not	
less than 500,000	\$10.00 per M
First 50,000 two-cent	
French booklets	\$10.50 per M
Subsequent lots of not	
less than 50,000	\$ 8.50 per M

This letter was sent May 3rd and on Aug. 24, 1916 approval was given by the Post Office. A memorandum of Sept. 13, 1916 noted that "requisitions for Stamp Books from Postmasters in the Province of Quebec should be filled by issuing one-half the quantity required in French Stamp Books," so, we know the books were issued about this time.

* * *

Three Cent Booklets

A letter of Oct. 8, 1920 from the Post Office to the American Bank Note Co. alluded to "the possible issue of a three-cent stamp book." It also asked the question "what would you think of a combination book?" Some further correspondence took place but nothing was resolved at this time.

On March 16, 1921 a further letter was

addressed to the Bank Note Co. on the same subject suggesting a book "containing eighteen three-cent stamps, or three sheets of six stamps each, which . . . could be sold to the public at 55c, one cent more than the face value of the stamps." The Bank Note Co. agreed with this booklet format.

Apparently the format was abandoned as the next correspondence we find was a letter from the Bank Note Co. of Nov. 22, 1921 which referred to "the proposed new 3c stamp book which is to contain two sheets of four stamps each. "The price was to be \$9 per M for the English and the French booklet price was as agreed in 1916. It also noted that a new stamp contract was to come into effect Oct. 1st, 1922. These prices were approved by the Post Office on Nov 26, 1921. A letter of Dec. 3, 1921 noted that "work has already been commenced and delivery will be made of 3c stamp books at the earliest possible date."

* * *

A letter of the Bank Note Co. of Nov. 30, 1921 noted there was a change in postage rates, and, "these books can only be altered by rubber stamping each one." The letter noted a large quantity of material for booklets on hand and suggested they could "overtyping on the inside covers of the books in red a notice calling attention to the change of rates." The quantity of these books would be 1,265,000 combined for the 1c and 2c books. An alternative was to paste new labels with the rates on the inside covers and the charge would be 65c per 1000 books. The latter mentioned that the binding cloth was available in 4 colours; red, green, maroon and black and that maroon was chosen for the 3c booklets.

A letter from the Post Office date Dec. 2, 1921 agreed to these arrangements and returned the specimen booklet received.

* * *

Combination Booklet

A letter of the Post Office dated April 18, 1922 noted that "authority has been granted for the issuing of a new book of postage stamps, made up of 1c, 2c, and 3c stamps, as per sample book herewith." A circular dated May 6 was issued to postmasters announcing the new booklet. A note of Mr. Taylor of the Post Office on May 6, 1922 noted that "Mr. Wood of the Am. Bank Note Co. informs me that these

books will be available for distribution on, or a little before July 1st.

* * *

A letter from the Canadian Bank Note Co., dated Mar. 31, 1924, noted there was to be a revised text in the booklets and that the Post Office desired to have all booklets delivered in the future without the strip of binding material on the back. The letter offered to offset the increased cost of one with the saving of the other. This was agreed to in a letter from the Post Offices dated April 1, 1924 and the binding was left off from this date onward.

On April 29, 1924 the Canadian Bank Note Co. confirmed the approval of the Post Office of the Booklet cover "printed from the same original engraving, but by a slightly different method than before." It noted that the printing was "much brighter and clearer," and that "all book covers under the present contract will be supplied

according to the new method of preparation."

A letter of the Post Office, dated Oct. 16, 1925 noted the Post Office was returning a sample booklet "with the authority of the D.P.M.G. to change the lettering of the notices printed therein." It also suggested "it would be advisable to leave out the printing on the two pages that come next to the stamps." This was acknowledged by the Bank Note Co. on Oct. 17, 1925 and went on to say that "as soon as our present stock is exhausted, we will proceed to furnish stamp books prepared in the new way." On Nov. 12, 1925, the Bank Note Co. submitted proofs of all the booklets showing the revised lettering in accordance with the model approved Oct. 16, and these were initialled and approved by the D.P.M.G. on Nov. 14, 1925.

The information in the above article was obtained from postal records by the author through the courtesy of the National Postal Museum.

Postal Beginnings North from Sault Ste. Marie

by MAX ROSENTHAL

Two Hudson's Bay Company trading posts, Batchewana and Michipicoten River, received the first post offices on the east shore of Lake Superior, in Algoma District, north of Sault Ste. Marie in 1865. Earlier, the company's posts also functioned as 'post offices' for the territory it controlled. Letters, newspapers and parcels were forwarded from one post to another by fresh couriers, often being despatched onward within half an hour of the mail's arrival.

In 1850, by treaty, the Indians turned over all their lands from Batchewana Bay west to the Pigeon River, except for three reservations, one of these being four square miles at Gros Cap a little west of Michi-

picoten Harbour.

Michipicoten River post office, 120 miles north of Sault Ste. Marie, was opened by Colin Rankin in 1865. Next year Peter Bell became both postmaster and chief factor for the Hudson's Bay Company. Batchewana, on the river of the same name, 45 miles north of Sault Ste. Marie, had Robert Mackay as its first postmaster. It closed in 1868 and reopened in 1872 but was closed much of the time later on.

A Mail to James Bay

On October 20, 1879, in a letter now in the Ontario Archives, Ontario's first Premier, Oliver Mowat, wrote to Postmaster General Sir Alexander Campbell

"Is it not reasonable to give a mail to James Bay? I am told you get some \$12,000 a year from Customs there, and that the people get nothing in return. There are 2,000 in that neighbourhood. The mail might be once a month in summer via Michipicoten and once in two months in winter via Abitibi or Moose. It is said that the cost would not much exceed \$1,200; that the mail could be sent better and cheaper by P. W. Bell, the Company's Officer at Michipicoten than any other way; that tenders would be useless. But these are matters of detail."

There had long been a traders route from Michipicoten to James Bay, but there was to be no post office until the Temiskaming and Northern Ontario Railway reached there from Cochrane over 50 years later. Harry E. Heggart finally opened Moosonee post office in 1932.

Michipicoten Island

Michipicoten Island had a post office only from 1882 to 1885. The Michipicoten Copper Company owned 20 square miles of the island, and their mine was nine miles from the steamboat landing, connecting with the copper works.

25 miles north of Sault Ste. Marie, Goulais Bay could boast of two churches and a school by the time it obtained a post office in 1886. Further east, on the river of the same name, Goulais River post office opened in 1890.

Furs and mining went into decline at Michipicoten during the 1880's, as men and ships switched to carrying supplies for the Canadian Pacific Railway's trans-continental line being built north of Lake Superior in 1883 and 1884. Rails and supplies were delivered by ship at Michipicoten Harbour and were then carried overland to the construction crews. The later townsite of Wawa became one of the camps for the freighters to Grasset and Missanabie.

After the railway was completed, passing some 40 miles north, Michipicoten lapsed back into a mission and Indian village. Supplies were still brought to Michipicoten Harbour by boat in summer but during the winter there was an overland trek to Grasset or Missanabie by snowshoe or dog team for the mail.

Wawa

One of these couriers was an Indian

trapper and guide William Teddy. In 1897 he found gold on a promontory sticking out into Wawa Creek. This brought a gold rush. Lake coats arrived at the harbour while sailboats made their way upstream to the mission. There, wagons rumbled over corderoy roads to Wawa townsite. New cabins and stores were hastily erected.

In September 1899 the site officially became Wawa City. However, the post office established the same year by James Mackie was designated Wa-Wa. It is an Ojibway word meaning 'wild goose' and the lake got its name because of the migrating flocks flying over. That same year Michipicoten Harbour post office came into being at Michipicoten City. By 1906 there was no more gold to be mined and the community faded away with Wa-Wa post office closing the next year.

Helen Mine

In 1893 Francis Clergue came from Sault Ste. Marie to Michipicoten Harbour to climb the hills 12 miles inland to the shores of Boyer Lake and found a mountain of iron. He opened the Helen Mine, named for a sister, and built a 12 mile railway to transport the ore to the harbour. Helen Mine, like Wawa, mushroomed overnight into a boom town. John Miller opened a post office in 1900. Clergue built a steel mill at Sault Ste. Marie to work the ore and new suburbs sprang up west and north of the town, Sault Ste. Marie West and Steelton, both of which established post offices in 1902.

The Algoma Central Railway

Construction of the Algoma Central Railway north from Sault Ste. Marie began in 1899. By 1901 regular service reached Goulais River, across from Searchmont. The latter got a post office in 1903. Where the Algoma Central reached the C.P.R. tracks at Grasset, a post office was operated from 1906 to 1908.

Even though the old mines at Grasset were worked out a regular mail service was maintained from Grasset and Missanabie to Helen Mine. These 40 and 50 mile walks were usually done by snowshoe or dog team. During the summer steamships brought the mail to Michipicoten Harbour where it was delivered to its destination by the line Clergue had built and later taken over by the Algoma Central, connecting with its main line.

CANADIAN AIRPORT MAIL FACILITIES

by W. G. ROBINSON

Part 4 — Quebec Listing

To date, all the A.M.F. and airmail cancellations reported from Quebec have come either from the St. Hubert Airport or the Montreal International Airport at Dorval.

St. Hubert was the first airport of major importance at Montreal. In 1929 a large mooring mast was constructed here to service the British "R" type dirigibles on their trans-Atlantic trips. St. Hubert served as the main Montreal airport until the construction of Dorval airport after World War II. It continued in use as a military airport for many years, and is now the site of the headquarters of Mobile Command of the Canadian Armed Forces.

Dorval is one of the busiest airports in Canada and houses the Montreal A.M.F. Postal Station — as well as Sub-Post Office No. 250, which serves the travelling public in the terminal building. Many of the Montreal A.M.F. markings appear as back-stamps on incoming overseas and domestic registered mail. Montreal A.M.F. is also the distributing point for airmail to settlements in the Eastern Arctic area of the North West Territories.

The recent opening of the Mirabel airport, north of Montreal, will probably bring many changes — some of which may be reflected in new postal markings.

As usual, readers are invited to forward comments, additional listings, extended periods of usage, or surveys of their holdings to Joe Purcell, at 6 Richardson Drive, Kingston, Ont. K7M 2S6, or to W. G. Robinson at 5830 Cartier St., Vancouver, B.C. V6M 3A7.

AIR MAIL FACILITIES CANCELLATIONS — QUEBEC

NUMBER	INSCRIPTION	TYPE	R.F.	PERIOD	REMARKS
Q 1	MONTREAL AMF/Air Mail Service/POSTE AERIENNE	2b	170	1939	
2	MONTREAL A.M.F./P.Q.	10	100	1955	
3	MONTREAL — A.M.F./P.Q.	10a	100	1941-62	
4	MONTREAL — A.M.F./P.Q.	10c	100	1960-73	
5	MONTREAL — A-M-F/P.Q.	10i	200	1975	
6	MONTREAL — I A.M.F.	10k	200	1950-51	
7	MONTREAL AIRPORT/P.Q.	11	120	1956	
8	MONTREAL — AIRPORT/P.Q.	11a	120	1957	
9	MONTREAL AIRPORT/CANADA	11b	150	1957	
10	MONTREAL, P.Q. A.M.S.	17	170	1958-60	
11	MONTREAL A.M.F./P.Q.	19d	170	1975	
12	Montréal, A.M.F./P.Q.	19e	170	1973-75	
13	P.S. MONTREAL A.M.F./No.	21	150	1973-75	
14	P.S. MONTREAL A.M.F./No.	21a	150	1974	
15	P.S. MONTREAL/A.M.F./NO.	21b	200	1969	
16	MONTREAL, A.M.F./NO.	22	50	1962-63	
17	MONTREAL, A.M.F./NO.	22a	50	1965-72	
18	MONTREAL, A.M.F./NO.	22b	50	1969-72	
19	MONTREAL A.M.F./NO.	22c	75	1966-70	
20	MONTREAL, A.M.F./NO.	22d	100	1966	

Q 21	MONTREAL, A.M.F.	22e	150	1972-73	
22	Montreal Airport, Canada/No.	24	150	1953	
23	MONTREAL A.M.F. CANADA/NO.	25	150	1961	
24	SUCC — STN. MONTREAL A.M.F./DORVAL P.Q.	26	170	1963	
25	SUCC. MTL. A.M.F./DORVAL P.Q.	26a	150	1968	
26	SUCC — STN. MONTREAL — A.M.F./P.Q.	26b	150	1971-75	
	A.M.F.-PQ	28a	120	1965-66	Machine Cancel
27	AMF/MONTREAL	28	120	1965-66	Machine Cancel
28	MONTREAL A.M.F./PQ	28a	120	1972	Machine Cancel
29	15159/MONTREAL/SUB 250/P.Q.	33a	200	1966-72	MOON Cancel
30	15159/MONTREAL/B. AUX. 250/P.Q.	33b	150	1966-72	MOON Cancel
31	229954/SUB-AUX 250/MONTREAL/PQ	34	150	1973-75	POCON Cancel
32	MONTREAL A.M.F.	36	150	1973	Roller Cancel
33	MONTREAL A.M.F. POSTAL STN/P.Q.	41	150	1964	
34	AIRMAIL SERVICES/SERVICES AERIENS/POST OFFICE/ BUREAU DE POSTE/ MONTREAL, P.Q.	42	200	1967	
35	POSTAL STATION/SUCC. POSTALE/MONTREAL AMF	R-8	200	1970-75	
36	Montreal, Canada/St. Hubert	1	120	1930	
37	MONTREAL:PP.Q./ST. HUBERT	1a	120	1930	
38	AERODROME — ST. HUBERT — AIRPORT/AIR MAIL SERVICE/POSTE AERIENNE	2a	150	1929	

Did You
Cast Your Ballot
in
the Election?

A.M.F. CANCELLATION TYPESQUEBEC

1



1a



2a



2b



10



10a



10c



10i



10k



11



11a



11b



17

- 7 -

A.M.F. CANCELLATION TYPES

QUEBEC (Continued)



19d



19e



21



21a



21b



22



22a



22b



22c



22d



22e



24

A.M.F. CANCELLATION TYPES

QUEBEC (Continued)



25



26



26a



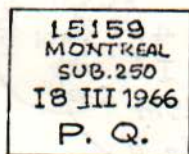
26b



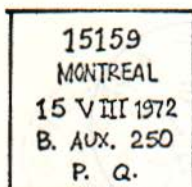
28



28a



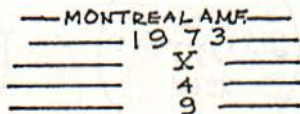
33a



33b



34



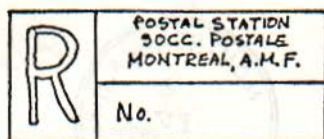
36



41



42



R - 8

The Joggins Mines, N.S. Crossroads

by CAPT. R. B. MITCHELL

Joggins Mines, a small mining community situated about one mile inland from the shores of Chignecto Bay at the head of the Bay of Fundy had one of the clearest and most distinctive of the "crossroads" cancels.

The small community, its population never exceeded 1,700 persons, was the site of Canada's first coal mine, coal having been dug there as early as 1757 and the mine opening up commercially in 1846 with the railway coming in 1887.

Derivation of the place name is in dispute with one authority suggesting that it was so named from a "jog in" the high cliffs which keep out the 45 ft. tides, a second and more plausible suggestion that it was derived from a Micmac Indian word 'Chegogin' meaning encampment. Whatever the origin a 1750 map shows the place name as Joggin.

The Joggins Mines P.O. was opened in 1856 and the town incorporated in 1919. In 1937 the name was officially changed to Joggins and at the end of 1949, when the

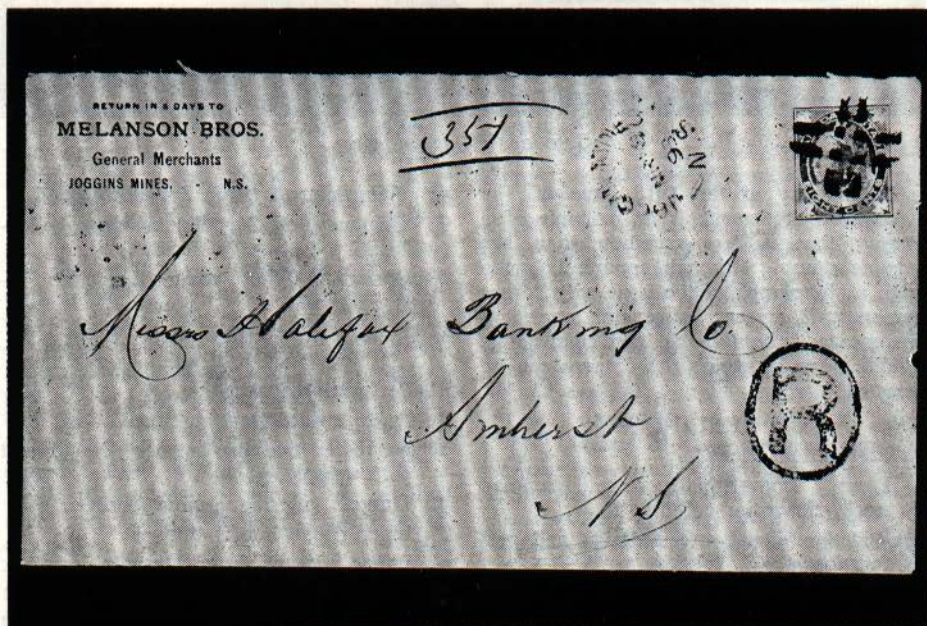
population had fallen to below 1,000 and with a town income of under \$10,000, the town was dissolved as such.

The usage dates for the crossroads cancel are not definitely known but a small cache of material recently discovered contained a number of covers and pieces addressed to the Halifax Banking Co. at Amherst, N.S., a private bank which amalgamated with the Canadian Imperial Bank of Commerce in 1903.

The items so far unearthed range from a 5 cent Small Queen, Scott #42, the 1 to 8 cent Maple Leaf, #67-72, the 1 to 8 cent Numeral, #75-82, and two shades of the 1898 Map stamp.

This would suggest "crossroads" usage during the years between 1893 and 1898 but definite information is lacking on the question.

The most common items are the 8 cent Maple Leaf and Numeral covering the registered letter rate, all others can be classed as scarce, with VG covers, such as the one illustrating this article, meriting the classification "Very Rare".



— Philately In Print, Toronto



Semi-Official Airmails

Haughton E. Sanguinetti, 591 Mediterranean Manor, Dunedin, Fla., USA 33528



Genuine (left) and forgery

The forgery of the 1918 issue of The Aero Club of Canada is an example of a forgery that is less common than the genuine stamp. Although apparently made from a photograph of the issue with corner numerals, it presents a general weak appearance and there are at least eight points of difference by which the forgery can be detected.

GENUINE

1. Perforations clean
2. Paper: commercial wove gummed stock, newsprint colour
3. Wide margins between design and perforations
4. Lettering around border is thicker and stronger
5. Inner frame line thicker and stronger

- 6: Flame extends from Zeppelin in red
7. Tail area of Zeppelin is strongly defined
8. Horizontal lines cover Zeppelin's inflated area.

* * *

FORGERY

1. Perforations ragged
2. Paper: white wove gummed
3. Narrower margins between design and perforations
4. Thinner lettering around border
5. Inner frame line is thinner
6. Flame extends from Zeppelin in black
7. Tail area of Zeppelin is sketchy
8. Horizontal lines in Zeppelin's inflated area fades to a large blank area.



An inquiry by Neil Callahan as to the Wayzata issue prompts this column.

The Wayzata \$1 air stamp is still a controversial item after 43 years. It was ordered by the Newfoundland government in 1932 but was it officially put into use?

Aerial World Tours, Inc., a United States corporation, planned a passenger-mail flight across the Atlantic and proposed to finance the purchase of a Sikorsky amphibian four engine plane capable of carrying 44 passengers to fly from Wayzata, Minnesota, via Toronto, Montreal, St. Pierre, St. John's and Holyrood, across the Atlantic Ocean with stops at Greenland, Iceland, Norway, Sweden, Germany and Denmark to England.

It proposed to the Newfoundland government that they authorize a special issue for use on mail on the flight, but that the company design and have the stamps printed. Aerial were to sell the stamps as agents and retain 80c of each \$1.00 realized.

The proposal was originally rejected by the government but in June 1932 a contract was signed whereby 400,000 of the stamps were to be printed. The company was to take delivery of 300,000 stamps in batches of 25,000 and the Newfoundland government to sell 100,000 stamps through its post offices. The government later claimed that they were not required to accept their 100,000 stamps until the company had accepted delivery of 300,000 stamps; and that Aerial was to pay \$5,000 to the printers when they accepted delivery of each 25,000 of stamps.

The approved design showed the Sikorsky flying boat over the Atlantic Ocean with the inscription above "FIRST TRANSATLANTIC AIRMAIL AND PASSENGER

FLIGHT", across the top in white letters "NEWFOUNDLAND", and below in two lines "AIR MAIL POSTAGE — ONE DOLLAR", the year "1932" on either side and "\$1" in a circle in the lower corners. The stamps were printed in blue.

The stamps were produced by Bureau of Engraving, Minneapolis, Minnesota and delivered to the Northwestern Bank on August 11, 1932. Aerial paid \$5,000 and took delivery of 25,000 stamps. These were offered to the public. Philatelic societies and philatelic press denounced the project and it was the consensus that the issue would not be recognized as a government issue. The Newfoundland government cancelled the contract on September 13, 1932, claiming a breach of contract by the company. None of the stamps had been delivered to the government.

On October 4 and 5, 1932, the company sent some packages of covers bearing the Wayzata stamp to St. John's for mailing. These were not acknowledged by the post office and in December were returned to the addressee uncanceled, in another envelope. However a few covers posted early in October from small post offices went through the mail without surcharge and on that basis it was claimed that they were officially recognized. The number of these covers is unknown.

The Minister of Posts and Telegraphs of Newfoundland ordered that all remainders of the stamps be delivered to the government and the printing plates destroyed. It is presumed that this was done and that the total issue of delivered stamps was the 25,000 accepted by the company. Stamp catalogues of today list the Wayzata as being ordered but never put into use.



Rounding Up Squared Circles

Dr. W. G. Moffatt, Hickory Hollow, RR-3, Ballston Lake, N.Y. 12019

Column No. 142—As many of you know by now, a new Fourth Edition Squared Circle Handbook was authorized at the 1975 Convention in Toronto.

Much of the revisions for the listings in the new Handbook are well along through your response to previous columns, filling in gaps of years for which strikes had not previously been recorded, and providing new record dates earlier and later than listed in those columns. Much other valuable information regarding periods of use of specific indicia, and indicia abnormalities has also been reported. I urge you to review the preceding columns and report any information at odds with the listings.

* * *

New features planned for the Fourth Edition Handbook are checklists of known towns on 3c Jubilee, Map stamp, 5c Registry, Admirals, and 10c Special Delivery, which are specialties pursued by a surprising number of readers. In addition, I will provide revised roster listings showing the total number of strikes reported for each town, separated into several categories both on-cover and off-cover. The totals will be revised to include reports on the contents of numerous collections received since publication of the original roster counts. If you are a new member whom I have not already written to, drop me a note requesting a roster form to fill out. In the interest of obtaining the best possible assessment of the relative scarcity of the various towns, it is essential to gather as much information as we can. Finally, if there is some particular feature which you would like to see in the new Handbook, please drop me a line about it.

* * *

Two errors in recent columns have been called to my attention: (1) Column No. 137, OWEN SOUND—time marks are A, B, and C (not A, B, C, and D), and (2) Column No. 137, LONDON, Type II—the late date for Period IV is SP 17/54 and not NO 17/54 (the strike actually reads 17/IX 17/54, but was incorrectly tran-

scribed in my notes as 17/XI 17/54). A new early date for Period IV has just been reported by Graham Noble, so Period IV should now read: JU 7/46 to SP 17/54. In addition, Jack Gordon has reported four dates later than the late date shown for Period I, which should now read: FE 2/95 to OC 30/98. And Stan Cohen has just reported the first example known to me of LONDON, Type II on Map stamp; I do not have the date of this strike, but clearly it must be later than the OC 30/98 late date for Period I given above.

* * *

In addition to the first reported example of LONDON on Map stamp, mentioned above, Stan Cohen reports the first example known to me of CLIFTON, NB. on 3c Jubilee. Nels Pelletier reports the first example of NEWPORT LANDING on Map stamp, and from Harry Lambe comes report of the first known example of BAIE-VERTE, N.B. on Admiral, AP 4/12, which is also a new late date for this town. At the Toronto convention, Dr. Chaplin showed me an Admiral cover with ROCK-TON Squared Circle, DE 25/16 which is new late date by almost five years, and becomes Period IV in this town's listing given in Column No. 139. Many new early and late dates have been reported, but these will be deferred in the interest of continuing with the listings.

* * *

Listing of earliest and latest recorded dates continues: normal time marks are shown in parentheses following dates, except in complex cases where they are discussed following the listing. Then I give years during the earliest—latest period for which I have no strikes recorded (NSR), if no NSR notation appears, I do have record of use of the hammer for each year of the period. Please review these listings and let me know of changes which need to be made.

MORDEN: Period I—AP 9/94 to JY 28/03 (every year). Period II—FE 27/12 to JA 16/13. Period III—1917 on KGV (Hbk 1). Period IV—JA 30/23 to FE

13/23. Period V — DE 20/46.

Time mark slot invariably blank except for certain dates in 1897, following issue of the Jubilees, when the number 37 appears. According to my records, time mark 37 appears on JU 30; JY 3 and 20; AU 14, 21, and 31; SP 3, 4, and 25; and DE 1. But the time mark slot is blank on SP 7/97 — probably because there were not enough 7's to put 37 in the upper slot. I expect the upper slot was probably blank on the 7th, 17th, and 27th of the month. Please report JU through DE dates for 1897, stating whether slot contains 37, or is blank.

NEEPAWA: MR 26/94 to DE 3/00 (every year; time mark slot blank).

PIPESTONE: DE 7/93 to JA 23/99 (Blank; NSR 95).

1894 strikes known in violet.

PORTAGE LA PRAIRIE: NO 5/93 to NO 6/97 (every year).

Time mark slot blank through NO/94; time marks 1 and 2 from DE 7/94 through JA 30/95; AM and PM later in 1895 — from NO 9/95, perhaps much earlier;

blank again in NO/97. Please report dates, with time marks, from FE through OC/95.

ST. BONIFACE: DE 2/96 to AP 10/00 (every year).

Generally blank; according to Handbook 3, AM and PM are known in 1897 and 1898, but I am not able to verify this from roster returns. Please report any examples of this town with AM or PM time mark, giving complete date. The above early date is more than three years after proofing date.

SELKIRK: Period I — OC 20/93 to FE 2/99 (every year). Period II — DE 10/19.

Blank in '93, then AM, PM to end of Period I.

SOURIS: Period I — SP 30/93 to OC 3/93 (Blank). Period II — JU 1/97 to MY 10/00 (Blank).

* * *

I will attempt to complete the listings in the next column so that there will be time for you to send me any revisions in time for inclusion in the new Handbook.



The RPO Cowcatcher

Lewis M. Ludlow, P.O. Box No. 135, South San Francisco, CA 94080

M51

HALIFAX & ST. JOHN

Three Hammers, Type 17

Hammer I

Proofed: Unknown

Earliest: March 6, 1901

Latest: October 20, 1906

Indicia: W—common; E—rare

Usage: Constant within period

R.F.: 75 (23.8%)

Comments: "O" for year on May 26, year not yet known. This hammer is self-identifying with a mid-vertical dot between the "N" of JOHN and the "R" of R.P.O. Additionally, the width of "AX" of HALIFAX across the bottom is wide, a full 4mm, while the width of "HN" of JOHN across the bottom is narrow, less than 3 mm. "HA" of HALIFAX is wide, almost 4 mm.

Hammer II

Proofed: Unknown

Earliest: November 13, 1905

Latest: October 12, 1906

Indicia: W only

Usage: Limited to one year and scarce

R.F.: 75 (11.9%)

Comments: There is no mid-vertical dot between the "N" of JOHN and the "R" of R.P.O.; the same is true for Hammer III. Hammer II, however, has a narrow space between this "N" and "R", about 1½mm, a narrow "HN" in JOHN of about 3½mm, and a wide "HA" in HALIFAX, almost 4mm.

Hammer III

Proofed: Unknown

Earliest: January 16, 1907

Latest: May 5, 1916

Indicia: W—common; E—scarce

Usage: Continuous and common throughout

R.F.: 75 (64.3%)

Comments: Hammer III, like Hammer II, has no mid-vertical dot between the "N" of JOHN and the "R" of R.P.O.; however, Hammer III has a wide space between this "N" and "R" over 1½mm, a wide "HN" in JOHN of about 3½mm, but a narrow "HA" in HALIFAX of about 3mm. After January 1909, the base period after "O" of R.P.O. is frequently faint to completely missing; however, this is dependent on the heaviness of the strike and is not constant. In identifying M-51 strikes, it is important to be sure that the strike clearly indicates the bottom dot of Type 17; M-52 strikes with the bottom missing might be confused with those of M-51.

M51A

HALIFAX & SAINT

JOHN/R.P.O.

One Hammer, Type 17H

Proofed: June 18, 1937

Earliest: October 22, 1937

Latest: August 11, 1949

Indicia: 14 only

Usage: Infrequent and scarce

R.F.: 50

Comments: We believe that the rarity factor of this run is low; our experience shows 10 times more frequent occurrence of M-51 than M-51A. We would appreciate the advice from other collectors on this specific point.

M51B
HALIFAX & SAINT JOHN
R.P.O./.

One Hammer, Type 17

Proofed: Unknown
Earliest: May 19, 1967
Latest: (October 26, 1968 in D.O. strike)
Indicia: 13 only
Usage: To be advised
R.F.: 110

Comments: Although unknown as to proof, the hammer was ordered destroyed on September 24, 1969 with the latest above as the date set. Our representation of this late run is inadequate and we would appreciate receiving dates from others who hold this elusive strike.

M52
HALIFAX & ST. JOHN
R.P.O./DAY (NIGHT)

Fourteen Hammers, eight DAY and six NIGHT, Type 17C

Hammer I — DAY

Proofed: Unknown
Earliest: April 1, 1907
Latest: October 13, 1917
Indicia: W—common; E—uncommon
Usage: Heavy early; then, sporadic
R.F.: 75 (18.5%)

Comments: One of three hammers probably introduced in late 1906 or early 1907, perhaps as a follow-up to the first two hammers of M-51. On this hammer, the lower part of the vertical of the "F" in HALIFAX is missing on all strikes.

Hammer II — DAY

Proofed: Unknown
Earliest: August 15, 1907
Latest: October 1, 1910
Indicia: W—common; E—rare
Usage: Limited and scarce within the three year period
R.F.: 75 (9.0%)

Comments: One strike known in purple, June 1, 1910, the only E direction yet reported. Strikes of this hammer are generally clear and socked-on-the-nose.

Hammer III — DAY

Proofed: Unknown
Earliest: October 5, 1908
Latest: April 11, 1919
Indicia: W—common; E—scarce
Usage: continuous through 1912; then intermittent
R.F.: 75 (24.2%)

Comments: Early strikes are clear and sharp; however, by 1911, cancellations become less distinct and rather blurred. The hammer did not wear well.

Hammer IV — DAY

Proofed: July 6, 1920
Earliest: To be advised
Latest: October 26, 1932
Indicia: 13 only
Usage: To be advised
R.F.: 75 (0.8%)

Comments: Of the total of fourteen hammers, eight are either known only from proofs or from only one or two use strikes. This is the first of these eight. We find it difficult to understand why so many different hammers were requisitioned when apparently these eight saw little or no use.

Hammer V — DAY

Proofed: July 6, 1920
Earliest: To be advised
Latest: June 26, 1940
Indicia: 13 only
Usage: To be advised

R.F.: 75 (0.8%)

Comments: The use of this and the previous hammer, or rather the lack thereof, is not at all understood. While we believe that others will be reported, we do not feel that lack of material is responsible for the paucity of our representation.

Hammer VI — DAY

Proofed: July 6, 1920
Earliest: Not yet reported
Indicia: W in proof strike
R.F.: 75 (0%)

Hammer VII — DAY

Proofed: July 6, 1920
Earliest: Not yet reported
Indicia: W in proof strike
R.F.: 75 (0%)

Hammer VIII — DAY

Proofed: May 26, 1924
Earliest: Not yet reported
Indicia: W in proof strike
R.F.: 75 (0%)

Comments: For Hammers VI, VII and VIII—two of the four hammers proofed on July 6, 1920 and the lone proof on May 26, 1924—no strikes have yet been discovered, and yet each is sufficiently distinctive so that no mistake can be made in recognition. Were these hammers ever used? Probably not all of them in any event. In the meantime, the lure of the chase is still there.

Hammer IX — NIGHT

Proofed: Unknown
Earliest: February 8, 1907
Latest: January 24, 1918
Indicia: E, W equally
Usage: Continuous
R.F.: 75 (37.1%)

Comments: The first of the NIGHT hammers, IX is the most common of all fourteen M-52 hammers. On early to middle light to medium strikes there is a double rim break over the "X&" which is indicative of Hammer IX.

Hammer X — NIGHT

Proofed: Unknown
Earliest: January 6, 1908
Latest: June 6, 1922
Indicia: E, W
Usage: Sporadic and infrequent
R.F.: 75 (4.0%)

Comments: These strikes are of poor quality and difficult to identify. Look for a rim break over the "S" of St. as indicative of Hammer X.

Hammer XI

Proofed: Unknown
Earliest: August 13, 1908
Latest: December 2, 1911
Indicia: E—common; W—scarce
Usage: Sporadic and infrequent
R.F.: 75 (3.2%)

Comments: It is probable that Hammers I, II and III and Hammers IX, X and XI were all issued at the same time; however, the proof dates of all six are unknown. Our speculation is based on examples of simultaneous use. On balance, strikes of Hammer XI are clean and clearly hit.

Hammer XII

Proofed: December 3, 1908
Earliest: April 19, 1909
Latest: To be advised
Indicia: E only
Usage: Rare
R.F.: 75 (0.8%)

Comments: Only a single strike of this hammer so far; surely there must be others. Above is on a pair of 1c green Edwards.

Hammer XIII — NIGHT

Proofed: Unknown
Earliest: February 1, 1909
Latest: October 1, 1909
Indicia: E, W
Usage: Rare, within eight month period
R.F.: 75 (1.6%)

Comments: With this one, there were now five NIGHT hammers in simultaneous use in contrast

to only three DAY hammers also in use in the same period; at the very least we might have expected that they would be balanced between DAY and NIGHT. Perhaps there are two more days hammers yet to be found?

Hammer XIV — NIGHT

Proofed: April 19, 1923

Earliest: Not yet reported

Indicia: Blank in proof strike

R.F.: 75 (0%)

Comments: And here is yet another hammer for which we have a proof strike but no actual use examples. This hammer, as are most of the others, is quickly identifiable for full, clear strikes.

SEPARATION OF M52 HAMMERS

Hammer	Bottom	Ampersand	N . R	R.P.O.
I	DAY.	Angular	no dot	O
II	DAY.	Angular	no dot	O
III	DAY.	Angular	no dot	O
IV	DAY	Curved	.	O.
V	DAY	Curved	.	O.
VI	DAY	Curved	.	O.
VII	DAY	Curved	:	O
VIII	DAY	Curved	.	O
IX	NIGHT	Angular	.	O
X	NIGHT.	Angular	.	O
XI	NIGHT	Angular	.	O
XII	NIGHT	Angular	no dot	O.
XIII	NIGHT.	Angular	no dot	O.
XIV	NIGHT	Curved	.	O.

As can be seen, examination of four characteristics provides considerable separation and in some cases identification of the individual hammers. At the bottom of the cancellation we have either DAY or NIGHT. More importantly, if you have diagonal dashes on either side of DAY, this identifies Hammer VIII. A base period after NIGHT identifies Hammer X, while mid-vertical dots fore and aft of NIGHT identifies Hammer XIV. A base period after DAY signifies Hammer I, II or III. As can be seen, the ampersand can be either angular, or curved and rounded. In the space between the "N" of JOHN and the "R" of R.P.O. we have either blank, a mid-vertical dot, or in the case of Hammer VII a colon, which is identifying. After the "O" of R.P.O., a base period either is or is not present. Thus, visually we can identify Hammer VII (colon), Hammer VIII (diagonal dashes), Hammer X (base period after NIGHT) and Hammer XIV (mid vertical dots around NIGHT). We can also identify Hammer III (base periods after DAY and O), Hammer XII (base period after O but no period after NIGHT) and Hammer XIII (no base period after O or NIGHT and no dot between "N" and "R"). This then leaves us with three groups still to be separated. These are Hammers I and II (period after DAY), Hammers IV, V and VI (no period after DAY) and Hammers IX and XI. We separate each of these three groups as follows.

For Hammers I and II, a missing lower vertical of the "F" of HALIFAX is proof of Hammer I; however, if this is not available, measure the chordal distance from the bottom of the right leg of the "X" of HALIFAX to the bottom of the left leg of the "H" of JOHN. Hammer I is 10½mm, while Hammer II is over 11mm.

For Hammers IV, V and VI, repeat this same measurement; Hammer V is a full 10mm, while Hammers IV and VI are only 9½mm. For the latter, measure a straight line distance from the top of the "A" to the top of the left leg of the "Y", both of DAY; Hammer IV is less than 1mm, while Hammer VI is over 1mm.

For Hammers IX and XI, repeat the first measurement above as in I and II; Hammer IX is a full 10mm, while Hammer XI is only 9½mm.

Other characteristics are possibly available for identification, and for interested readers who get in touch we will be glad to make available a more complete set of chordal measurements on all 14 hammers.

AT THE AUCTIONS

R. Maresch & Son,

Toronto,

May 12-13.

The tone of this sale was set on the first lot, a collection of odds and ends estimated at \$500 that brought \$1,400 after lively bidding. A superb 6 penny on laid paper fetched \$675 (catalogue \$300). A very fine proof of the 12d black with SPECIMEN fetched \$600 against an outdated Essay Proof valuation of \$250. A ½d rose (Cat. No. 8) being the major re-entry in superb condition fetched \$800. A pair of 5c beavers with sheet margin, from the first printing in brick red and very fine brought \$825 (catalogue \$200), and a very fine used single catalogued at \$7.00 sold for \$135 with a blue SON cancellation. The strength of the sale was an outstanding collection of large Queens. A set of plate proofs in issued colours sold for \$900. Selected complete sets in very fine used condition sold between \$240 and \$500 with \$168 catalogue value. A very fine 3c large Queen mint brought \$600 (cat. \$250), and a mint pair of the 5c \$1,050 (cat. \$400). A collection of the 2-ring numerals on the 3c was highly competed for and sold for \$1,600 against a \$500 valuation.

Further Sketches of BNAPSers...



*Glenn F.
Hansen
BNAPS No. 2203*

One member whose name is well known inside and outside our Society is Glenn Hansen. He is presently working on his third edition of "The Guidebook & Catalogue of Canadian Stamps". A BNAPS application was included in the first two editions and a number of Canadian collectors learned of BNAPS existence and joined it. The records show that Glenn has been given the President's Certificate for proposing the most new members for five years running, starting in 1971.

As obvious as the picture on this page, he is an ardent Squared Circle enthusiast.

He would like to find time to exhibit his collection of these cancels or his reference collection of Canada's Centennial issue. Glenn has been president of the Riverview Stamp Club the past two years and was co-chairman of Manipex '70. He has judged several local stamp exhibits, and hopes to be at San Francisco '76 after attending our last three conventions at Calgary, Williamsburg and Guildwood.

Besides several articles for professional papers and his writings for TOPICS, the Winnipeg Free Press and the Saskatoon Star Phoenix carry his weekly columns. His "Guidebook" is a labour of love, love of Canadian stamps in particular and the hobby of stamp collecting in general.

Glenn is the secretary treasurer of Seven Oaks School Division No. 10 of Winnipeg. He's also a member of the Minister's Advisory Committee on educational finance and of the Public Schools Act Amendment Committee in Manitoba. He is executive secretary of Professional Organization of which he has been president.

A native of Winnipeg, married with three married daughters and one grandchild, he is the only stamp collector in the family. As he says he hasn't stood still long enough to have a formal portrait as he spends his free time in summer in fishing, photography and working about his summer cottage. In winter it is cross country skiing, ice fishing and picnicing. He thinks his only major crime is the sign — the play on words.

— Wayne R. Curtis

MAIL FROM OUR MEMBERS

Perforations and gauges

At our Revenue Group meeting last year at the Rockets, Leo LaFrance mentioned the KIUSALUS Specialist Gauge. That Monday I hid myself to mid Manhattan and purchased one. BNAPS, with reservations, should adopt it as official for the issues perforated in the English System.

The cover sheet points out that the perforation machine's pins were calibrated on one thousandths of an inch — not in the metric system developed by the Europeans. The cover sheet states: "This research will continue for many question remain unanswered". Not enough to rule it out as a better gauge than we have been using. The other night, I placed Stanley Gibbons' In-

stanta over the Kiusalus Gauge. The only correlation was S.G. 11.9 to Kiusalus 12-66.

K's 12-64 was close to S.G.'s 12.6, so I feel that K has too many 12's—and that one should be 12½.

K does not go above 12½-63 but the First Bill Issue has 13's—how many pins for these?

The S.G.11 squeezes at the right on K's 11-70, so it's close. Below K's 11-73 there is no near correlation—but S.G. doesn't go below 10.

The few stamps that I've perfered, fit right on the button with the K gauge.

Canada is now working into the Metric system. When do they or have they changed printing and perforations to that system?

We should study the earlier issues in the English system instead of the Metric system.

— C. Kirk Liggett
Wyncote, P.A.

And now, Unperfed?

The straightedge stamps illustrated—September *TOPICS*—obviously reflect some amateurish attempt to convert single straightedge and double straightedge items into perf all round specimens. How anyone could be fooled by this crude attempt at perforating is beyond me. To call them "repaired" specimens may or may not be a reasonable description.

In any discussion of straightedges we must bear in mind that issues prior to the Admirals, excluding imperfs and booklets, never had any natural straightedges. At times one will encounter an 1859 item, for example, that appears to be short, or squat, or perhaps unduly tall and narrow. In such instances the possibility exists that there had been some serious defect near an outer edge and by re-perforating inside the defect a sound, but perhaps unusually shaped, specimen was produced. Certainly in such cases a repaired status exists. An obvious exception must be made in the case of the latter printings of the small cents and registration issues where extremely large or undersized specimens are not uncommon.

However, starting with the Admiral period, and continuing through a few sub-

sequent issues, straightedges were the result of normal production. Single straightedges were common but double straightedge varieties, in the Admirals, were limited to four specimens in a complete sheet of 400. In the case of the Grand Pre and Cavell 14 out of every pane of 50 had straightedges. Collectors as a group wanted no part of these undesirable straightedge specimens and few would put them in their collection.

So, what happened?

Some enterprising and accommodating individuals acquired perforating devices which would match perfectly the perforating wheels used by the Bank Note Company. Straightedge copies were purchased at a low price, perforated, and then made available to ready and anxious buyers at full market price. This is what has happened to a high percentage of straight-edged Grand Pres, Cavells, Grain Exhibition and better values of the Admirals, etc. How often do you see a Cavel straightedge offered for sale today, yet almost 30% of those issued had a straightedge. Where are these items? It is a 1000 to 1 bet that some are in your collection, and in mine as well. Identification is practically, if not entirely, impossible.

We now come to the last angle on re-perfing. About 15 years ago I noticed four consecutive lots of Admiral blocks in a New York auction and every one was straightedged. After looking at them casually, I took a second look. Sure enough, each lot consisted of mint blocks with double straightedges. Putting the four lots together made the centre positions of the 400-position sheets. Competition was just about non-existent and the price was right. While the set is not complete it is, in my opinion, one of the real rarities of the issue.

I have found it impossible, so far, to acquire the few double straightedge blocks needed for completion. Why not keep an eye out for these really scarce blocks, or even single, but be careful. If collector interest develops on other than a limited scale we will find the perfs being clipped off to produce the rare centre position specimens. What will these be termed? Unperfed?

— Harry Lussey

TOPICS: THE BUSINESS SIDE

BNAPS: ELECTED OFFICERS

PRESIDENT	James A. Pike, 5805 Balsam St., Apt. 801, Vancouver, B.C. V6M 4B8
PAST PRESIDENT	Alfred P. Cook, Coy Glen Road, Ithaca, N.Y. 14850
VICE-PRESIDENT	Leo J. LaFrance, 29 Underhill Road, Ossining, N.Y. 10562
SECRETARY	Edward J. Whiting, 25 Kings Circle, Malvern, Pa. 19355
TREASURER	Edmund A. Harris, 620—75 Avenue N.W., Calgary, Alta. T2K 0P9
BOARD OF GOVERNORS	Nine sitting: three elected each year for a three-year term: 1973-1975: Ed Richardson, Wilmer C. Rockett, S. S. Kenyon 1974-1976: James C. Lehr, E. H. Hausmann, Robert H. Pratt 1975-1977: Robert H. Pratt (chairman), C. R. McNeil, D. G. Rosenblat 1976-1978: Ed Richardson, David Verity, Michael Dicketts

(FOR OTHER OFFICERS, SEE MASTHEAD ON INDEX PAGE)

OFFICIAL NOTICE

Report of the NOMINATING COMMITTEE for 1976:

The BNAPS Nomination Committee for 1976 wishes to place in nomination for the 1976 elections the following candidates:

For President	Leo LaFrance
For Vice-President (one to be elected)	Michael B. Dicketts Dr. Fred Stuberg
For Secretary	Edward J. Whiting
For Treasurer	Edmund A. Harris
For Board of Governors (three to be elected)	Guy des Rivieres Ralph A. Hart James C. Lehr Robert H. Pratt

For the Committee, respectfully submitted, Edward A. Richardson, Chairman

From the Secretary

EDWARD J. WHITING
Malvern, Pa.

New Members

3454	Bett, Ian R., 44 George Henry Blvd., Willowdale, Ont. M2J 1E2
3459	Blake, Neil R., R.D. #4, Box 417, Red Lion, PA 17356
3453	Forde, David H., P.O. Box 235, Edmonds, WA 98020
3451	Gagnon, Raymond D., 2 Lafayette St., Lewiston, ME 04240
3457	Jenkins, James R., 815 Park Terrace, Eugene, OR 97404
3420	Matza, Edmond, 6331 McLynn Ave., Montreal, Que. H3X 2R5
3450	McLean, Robert D., 51 Gordonhurst Ave., Montclair, NJ 07043
3455	Seibert, Kenneth, P.O. Box 1911, Wilmington, DE 19899
3423	Simonetti, Frank, P.O. Box 706, Brooklyn, NY 11237
3448	Thompson, Rae T., 384 E. Ralston Ave., San Bernardino, CA 92404
3452	Werner, Joseph, 3339 Upton Pl. N.W., Calgary, Alta. T2N 4G9
3416	Zimmerman, Joseph, 615 Darien Way, San Francisco, CA 94127

Life Member

L-2952 Boubelik, Charles F., Box 1737, Boulder, CO 80302

Replaced on the Rolls

3062 Woike, Mervin E., 516 E. 84th St., #4W, New York, NY 10028

Applications Pending

(Applications must be pending in two successive issues of the magazine.)

(For addresses of these applicants please refer to the issue in which they were first listed as new "applications for membership")

"A" Pending

Belton, Christina
Gaiser, J. Raymond
Hamblin, Nathan Chipman II
Heasman, Robert G.
Hollens, Arnold
Jansen, Guenter
Kidd, Ralph
MacDonald, Hugh R.
Murduck, Bruce D.
Olson, Mark
Pillar, William B. Jr.
Smith, Jack E.
Sutherland, Maj. J. Robert
Uzanski, William

"B" Pending

Taylor, James R.
Emery, Charles Owen
Thompson, Violet Mary
Low, David J.
Millar, Michael
Koontz, John W.
Aitken, Hugh D.
Deery, Michael B.
Miller, Ken
Pearson, Albert N.
Iwasienko, Michael
Burnett, John Towers

Life Application Pending

3058 Preisler, Rev. H. Max
1358 Frampton, Gene W.

Applications For Membership

(Objections must be filed with the Secretary within 30 days after month of publication.)

(C—collector; D—dealer; DC—dealer-collector; c—correspond; x—exchange.)

- PYM, Gordon, 10 Mill Rd., Howick, Que. J0S 1G0—Cxc Can mint and used postage, plate blocks, coils, OHMS-G, airmails mint, semi-official. Proposed by G. F. Hansen, 2203.
- CORBETT, Capt. H. L., HQ 4 Svc. Bn., CFPO 5000, Canada K0K 3R0—Cxc Can. Nfld. All Provs.; mint and used, 19 and 20 cent postage; coils, OHMS-G; mint, used and semi-official airmails; speciality is 3c Small Queens. Proposed by G. F. Hansen, 2203; seconded by A. D. Hanes, 2815.
- GODWIN, Bryan, c/o Mid-Michigan Stamp and Coin, 4324 W. Saginaw, Lansing, MI 48917-D. Proposed by W. C. Allen, 3098.
- GREENLEY, W. G., 56 Maple Ave. N., Smiths Falls, Ont. K7A 2A5—C B.N.A. Proposed by E. J. Whiting, L-61.
- EAGER, R. L., 46 Weir Cr., Saskatoon, Sask. S7H 3A9—C Canadian—used, all periods; perfins, including OHMS; officials. Proposed by J. I. Jamieson, 2395.
- WATMOUGH, W. W., 118 Balmoral Ave. S., Hamilton, Ont. L8M 3J9—C. Proposed by F. B. Atkinson, 758.
- DAVIS, Brian, 520 Scarboro Ave. S.W., Calgary, Alta. T3C 2H6—C Can. Nfld., Alberta. Mint and used postage; mint blocks; 1st day covers; plate blocks; coils, OHMS-G; mint, used panes and complete booklets; mint and used airmails; stationery entire; literature. Proposed by E. J. Whiting, L-61.
- WILLS, Michael C., 3 Rosedale Rd., Toronto, Ont. M4W 2P1—C Canada, specializes in 5c Beaver. Proposed by V. G. Greene, L-40. Seconded by J. H. M. Young, L-1523.
- SAINT, J. Ronald, 2111 Thistle Cr., Ottawa, Ont. K1H 5P4—Cxc Can. Nfld., N.B., N.S., P.E.I., B.C.; mint and used postage of 19 and 20 cents; mint used blocks; pre-stamp and stampless covers; coils; OHMS-G; complete booklets; proofs and essays. Proposed by B. D. Murphy, 2090. Seconded by G. H. W. LeMesurier, 2077.
- KRAVETZ, George, 791 Birch Ave., Sherwood Park, Alta.—Cxc Can. Nfld., P.E.I., N.B., N.S., B.C.; mint and used, 19 and 20 century postage; mint, used and semi-official airmails. Proposed by E. J. Fiala, 2850; seconded by D. J. Allen, 2730.
- BEAULIEU, Maurice, P.O. Box 85, Grand Falls, N.B. E0J 1M0—C Canada; mint and plate blocks. Proposed by E. J. Whiting, L-61.
- MacDONNELL, John, 36 Prospect Hill Rd., Croydon, Victoria, Australia 3136—C pre-cancels, cancellations. Proposed by E. J. Whiting, L-61.
- MILAVSKY, B., 310 Lexington Ave., New York, NY 10016—C. Proposed by E. J. Whiting, L-61.
- CONNOLLY, John F., 78 Adelaide St. N., Chatham, Ont. N7M 4K4—Cxc Can. Nfld., P.E.I., N.S.; 19 and 20 cent. Mint and used postage; covers; proofs; flag, 2-ring and squared circle cancels also barred circles 1892, way cancels and covers. Proposed by E. J. Whiting, L-61.
- DIPIETRO, James C., 1538 Laredo St., Napa, CA 94558—C. Proposed by Rev. J. S. Bain, 19; seconded by W. E. Baker, 3065.

Changes of Address

(Notice of change MUST BE SENT TO THE SECRETARY. Any other office causes delay.)

- 2153 Cross, John S., 1940 Merner St., Cedar Falls, LA 50613.
- 2277 Handleman, David, 237 Brighton Ave., Downsview, Ont. M3H 4E8
- 3263 Jenkins, Sydney S., 503, 365 Wellington Cr., Winnipeg, Man. R3M 3T4
- 3022 Lo Patriello, Robert B. M., 14 Hammersmith Ave., Toronto, Ont. M4E 2W4
- 1257 Melvin, George H., 1308B 45th St., Vernon, B.C. V1T 7R3
- 2236 Pope, Vern J., 165 Churchill Dr., Gananoque, Ont. K7G 1R7
- 2287 Southey, Thomas W., 15 Wellington Pl. S.W., Calgary, Alta. T3C 3C2
- 1869 Devlin, J. Murray, 728 - 3 Ave. N.W., Calgary, Alta. T2N 0J1
- 3031 Walters, Peter S., P.O. Box 16007, Long Beach, CA 90806

Resignations Accepted

- 2618 Bucka, Joseph A. Jr.
- 2572 Dreeske, Carl W.
- 2897 De Groot, John G.
- 2892 2892 Piotrowski, Aloysius

Resignations Received

- 3188 Butler, Dr. D. E., 145 LeMarchant Rd., St. John's, Nfld. A1C 2H3
- 2527 Fred, Charles D., 354 Amherst St., Winnipeg, Man. R3J 1Y9
- 2734 Globus, Saul, 5565 Cavendish Blvd., Cote St. Luc, Que. H4V 2S1
- 2651 Hurd, R. A., 515 Lang's Rd., Ottawa, Ont. K1K 2J3
- 3089 L'Ecuyer, Lucie C. (Mme.), 2271 Villeneuve #412, Longueuil, Cte. Chambly, Que. J4J 4W5
- 2919 Matckie, Richard A., 1 Meadowbrook Rd., Braintree, MA 02185
- 3093 Meyer, David S., 310 Madison Ave., New York, NY 10017
- 2706 Moore, Arthur, 2372 Lyric Ave., Los Angeles, CA 90027
- 1228 Silverman, I. Irving, 105 W. Adams St., Chicago, IL 60620
- 2727 Stein, Henry, 2541 Sweetbriar Dr., Campbell, CA 95008

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Members as of March 15, 1976	1508
New Members	+ 12
	1520
Resignations accepted	4
Dropped	114
Deceased	0
	— 118
Members as of April 24, 1976	1402

Dropped From The Rolls (for non-payment of dues)

- | | |
|--|---|
| <ul style="list-style-type: none"> 3269 Abraham, M. 520 Allison, Russell 3339 Annett, Bryan J. R. 758 Atkinson, F. B. 3034 Berman, Elliot A. 1409 Bernard, Eugene 3017 Brolly, Michael T. 2538 Brown, James 2200 Brown, Ken. A., MD 3302 Brownstein, Herman 1839 Buck, L. Gordon 2741 Burrows, Alan G. 3019 Cairns, Douglas R. J. 577 Campbell, Murray, MD 2811 Campbell, Ronald D. 3340 Cangley, Patrick 3171 Cardin, Pierre 2582 Cassidy, James A. 2953 Charles, Henry J. 3154 Clark, Paul R. 2914 Cohen, G. D. 3356 Cooper, Alex 3208 Davidson, J. F. 1155 Davis, Franklin O. 3138 Davis, Robert R. 1756 Day, W. H. 2322 Decima, Allen F. 3037 Deedy, Kenneth J. 2101 Deffenbaugh, George S. 2699 Dillman, Franklin W. 2927 Dolgoy, Dr. M. 3001 Durnick, Thomas J. 2942 Eckel, Leonard 2533 Edgington, Charles A. 3276 Gagen, T. Gary 1447 Gibb, James S. J. 1370 Gooch, John E. | <ul style="list-style-type: none"> 2621 Breen, Blair W. 884 Harper, George T. 2304 Harris, James P. 2742 Hawley, James Earle 3393 Hendershott, Gary 956 Hickey, Frank J. 2743 Hiuser, Cecil F. 3426 Hoebanckx, Alphonse E. 3436 Hoch, Alfred D. 2735 Howson, William S. 2958 Iacovelli, John 2752 Jonasson, Sig H. 793 Johnson, John H. 2791 Johnson, Roderick W. 1676 Kenyon, Stewart S. 3280 Kost, Harold 3264 LaFontaine, Jean 584 Langer, F. 516 Law, James 3212 Lawson, James A. 1097 Levine, Irving 2193 Levy, Edward 3336 Little, Albert P. Jr. 2586 Litton, Jason J., MD 1083 Lloy, J. M. 3074 Lovins, Roger M. 2917 Lowe, O. D. 1149 Lundberg, John P. 2719 MacDonald, Dr. M. R. 1605 MacLeod, D. J. 3041 Macneall, Norman 866 MacNutt, W. S. 3332 Maddison, Harry W. T. 2946 Mascieri, Russell 2796 Mathis, Roy Harvey 2437 Matthews, Lawrence 3283 McDonald, Arthur |
|--|---|

2994 McKeag, Richard C.
 3437 McLean, James W.
 3110 Merikallio, Reino A.
 3320 Morris, Charles
 3350 Nicol, James W.
 3237 O'Brian, Richard A.
 3287 Palochik, A. M.
 2893 Perry, Ronald D.
 2746 Philmus, Dr. Robert
 3150 Potvin, Andre
 658 Profit, Arthur R.
 2738 Pugh, Kenneth Wayne
 393 Quarles, Mervyn V.
 2352 Reeve, Erle B.
 2426 Richardson, W. D.
 2839 Rowe, C. Francis
 2762 Schwerdtfeger, Dr. C. F.
 2804 Scott, Edwin A. F.
 2129 Scott, Dr. Paul A.
 2880 Sibbet, D. E.
 1962 Simmonds, William E.
 3406 Stead, Rick B.
 3429 Stobernack, Just.
 2754 Symmes, William D.
 3446 Thatcher, John Victor Hallam
 2362 Thompson, Frank S.
 2188 Tindale, William A.
 3268 Turkin, H.
 1007 Von Klippstein, Ray V.
 2617 Walton, William Charles
 1186 Watson, H. J. Michael
 3442 Wiesmeier, Joe.
 1866 Winder, John W.
 3013 Wright, Dr. A. J. L.
 2548 Yaskow, Leonard
 785 Young, Donald A.
 3333 Zage, Dr. George R. Jr.
 2631 Zelman, Bert N.

RECENT PUBLICATIONS

1976 Canada / BNA Simplified Stamp Catalogue by Will Gandley, published by Canadian Wholesale Supply. A 38 page handbook size over-simplified listing of BNA postal issues priced at 95c.

1976 Canadian Matched Plate Block Stamp Catalogue by Will Gandley, published by Canadian Wholesale Supply. This catalogue, starting with the 1928 Scroll issue, lists plate blocks of 4 by plate number and position giving values for each. It is a 48 page companion to the Simplified Catalog and lists only a few varieties. Its value to the BNA collector would be greatly enhanced if it could be augmented by inclusion of known varieties and extend the period covered to earlier issues. It does include the OHMS and G overprints as well as Airmails and Special Deliveries and Semi-Postals. Inclusion of more detailed data and information would make it more nearly worth its \$2.50 cost.

—EJW

1976 Canadian First Day Cover Catalogue by Will Gandley, also published by CWS as are the books listed above. It is a priced listing of singles, blocks and plate blocks on First Day Cover starting with the 1937 issue; a 52 page companion booklet to the Simplified and Matched Plate Block catalogues selling for \$1.50. As with the two previous booklets the simplification of the listing is its greatest drawback, however, it is excellent for the person who would begin a collection of this material and should be used as a basic listing subject to additions as varieties become known. The pricing is intended as a realistic retail valuation.

Things you should know about Stamp Collecting by Will Gandley and published by CWS. The sub-title is: "Inside information on the Stamp Market." For \$1.95 this 38 page booklet can't miss! It or its equivalent is a must for anyone starting to collect stamps and even for many a veteran collector, too. It is easy reading and contains a wealth of basic information for any collector. Other than an occasional instance where the typewriter misspelled a word it is well worth its price and would be an ideal "stocking filler" gift for any acquaintance who is thinking of starting a collection. A good item for every stamp club to have and circulate among the members.

—EJW

La Philatélie, pour qui? pour quoi? comment? Published by La Fédération des Sociétés Philatéliques de Québec. A very fine French language guide book for collectors and clubs, it is for the bilingual person an excellent companion to the one previously covered. I note the following BNAPSers among those who collaborated to produce this fine publication: Jean-Jacques Charron (#1525), Jean G. Dalpé (#3309), Marguerite Fortin (#2211), Cimon Morin (#3009), David Mayeroitch (#2517), and André Potvin (#3150). In 12 "chapters" the book covers in excellent detail and with many fine illustrations everything a collector or a club should know about this hobby. The chapter headings give an indication of the scope of the book. This book is worthy of any philatelist's bookshelf.

—EJW

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are clearly evident. Then too the absence of registration numbers for each post office in transit and the corresponding back-stamps are a dead giveaway. The presence of the blue cross lines means little as it is a simple matter to put them on a cover as a finishing touch.

Covers are in existence with an 8c registration stamp which bear dates from 1878 to May 1889. On these the stamp, by regulation, can only pay for registration so it represents an overpayment of 3c on the registration rate. Anyone left with 8c registration stamps after the rate dropped to 5c had the choice of using them to pay the 5c rate or not use them at all. The 8c registration was not valid for postage during the period of use of the registration stamps. Such covers certainly have considerable value but they do not represent correct

usage of the 8c registration stamp.

There are also covers in existence with Small Cents, and possibly the 5c Large Cents. In various combinations paying the 13c combined postage and registration rate without a registration stamp. This was permissible from November 15, 1875 thru September 30, 1876 and even after that date a few covers went through without a registration stamp. Care must be taken with these as well to be certain that 8c in stamps has not been added to an ordinary cover dressed up with a phoney REGISTERED marking.

I have no idea whether this covers the doctored cover field completely. Auction prices for scarcer covers have risen rapidly in recent years and we may expect a corresponding increase in the volume of questionable items being offered via private sales in particular. The desire to make a fast buck can lead to some presently unthought of techniques. The best weapon a collector can use is, of course, knowledge. Next, one can resort to publicity, spreading the word when a bad cover is offered.

Stamps of the United States, United Nations, Canada & Provinces, Spring-Summer 1976 Edition. By H. E. Harris & Co. Inc., 645 Summer St., Boston, Mass. 02210. Size 5½"x8¼"; price \$1.50. Available from the publishers or most dealers.

This edition, while primarily a U.S. catalogue, has a 38 page section devoted to Canada and the provinces. The listings are simplified without the numerous varieties listed in more specialized catalogues. It's an excellent beginner's catalogue. The prices quoted are "actual Harris retail prices", and stamps at these prices are available from the publishers. The catalogue was recently awarded a vemeil medal for publications at the Exfilma '75 philatelic exhibition in Montevideo. Some of the more interesting price advances for mint stamps from the 1975-76 issue of the catalogue are, No. 411 Dollar Export from \$9.75 to \$19.95; 15c Quebec from \$40 to \$55; \$2 Jubilee from \$300 to \$395.

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