



BNA TOPICS

Official Journal
of the
British North America
Philatelic Society

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August, 1968

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NEW SEASON AUCTIONS

commences on **September 6th** with a **General Sale** at Bournemouth including all the usual popular features. *Catalogue \$1.50*

The first Pall Mall sale of the new season will be **Postal History** on **September 10th** with Airmails, Chile, China, Great Britain, Holy Land, Russia and Used Abroad as well as Turkey. *Catalogue \$1.50*

The **Overseas** auction on **September 11th** features Afghanistan, China, Egypt, France, Germany, Liechtenstein, Mongolia, Russia, Roumania, Saudi Arabia, United States and a fine collection of Japan. *Catalogue \$3.00*

The specialised **British Empire** on **September 24th** includes fine Barbados, Canada, Cape of Good Hope, Ceylon, Cyprus, Gibraltar, New South Wales, New Zealand, St. Helena, St. Vincent, also Gold Coast and Ghana. *Catalogue \$3.00*

Great Britain on **September 25th** features many outstanding lots of 1840 2d. with strips and pairs, fine 1840 1d., late line-engraved and surface printed; valuable reconstructions, also Used Abroad. *Catalogue \$3.00*

The catalogue prices mentioned above include second class airmail postage. London catalogues include colour.

OCTOBER 8-10

Uncommon Market Sales in Basle



include a fantastic assembly of Airmails, particularly the Newfoundland flights with *the valuable and rare block of four Balbo (with inverted overprint)* formed by a pioneer aviator. British Empire classics will be offered in about 325 lots which are expected to realise \$240,000! The most outstanding sections are British West Indies, British North America, Cape of Good Hope, also the remarkable mint block of thirty-six Great Britain 1840 V.R. penny black.

Italian States, Italy and Colonies come next, followed by other Europeans with strength in France, Germany, Greece, Spain and Switzerland.

Details of catalogue prices, etc., from our Head Office.

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BNAPEX '68

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Under present air traffic regulations a group flight from Toronto is not practical.

Flights from Toronto to Austin via Chicago and Dallas are available on October 9th and 10th.

leaving Toronto

8:55 a.m.

5:05 p.m.

arriving Austin

2:26 a.m.

10:27 p.m.

Return economy fare — \$184.00

An excursion rate of \$161.27 is available to return from Austin by the 11:20 a.m. flight on Sunday, October 13th only, arriving Toronto 6:20 p.m.

Flight reservations must be made directly with American Airlines Inc., Royal York Hotel, Toronto 1.

BNA TOPICS



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

VOLUME 25 / NUMBER 7 / WHOLE NUMBER 269 / AUGUST, 1968

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July 1, 1968

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2367 Jephcott, Mrs. Isobel, 323 Rosemary Road, Toronto 10, Ontario
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2371 Ranger, Eric A. Jr., 1369 East 63rd Avenue, Vancouver 15, British Columbia
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2373 Thomas, Robert B., Bonny Brook Trail, Norwalk, Connecticut 06850
2374 Wagner, Dr. Norman E., 314 Batavia Place, Waterloo, Ontario

APPLICATIONS FOR MEMBERSHIP

- BLAIR, Charles D., 8714 Terri Drive N., Westland, Mich. 48185 (C) CAN—20th century used postage. 1st Day covers. Coils. R.P.O., Duplex, Cameo Tagged cancellations. Adrenal plate varieties. Proposed by C. R. McNeil, No. 649. Seconded by K. R. Rose, No. 2224.
- BAIRD, Donald W., 693 Lavery St., North Bay, Ont. (C) CAN, NFD, PROV—19th & 20th century mint and used postage and blocks. Coils. O.H.M.S.-G. Mint, used booklet panes and complete booklets. Mint and used Airmails. Flag, 2 and 4-ring numeral, squared circles cancellations. Proposed by J. Levine, No. LI.
- CHASSY, David F., Box 2302, Babylon, N.Y. 11703 (D) Proposed by R. J. Woolley, No. 359.
- DOWSETT, John, 54 Maple Drive, St. Hubert, Que. (C-C) CAN, NFD, PROV—19th century mint and used postage. Coils. O.H.M.S.-G. Mint and used Airmails. Proposed by P. L. Fournier, No. 2296.
- EDWARDS, Peter B., 113-2175 Avenue Road, Toronto 12, Ont. (C) CAN, NFD—Canada general; Nfd. Plate Blocks. Proposed by J. F. Webb, No. 1210. Seconded by R. J. Woolley, No. 359.
- HAIGH, Ken, 283 Lee Ave., Toronto 13, Ont. (D-C) CAN—19th and 20th century used postage and blocks. Pre-stamp and stampless covers. Coils. Used booklet panes. Used Airmails. Postage Stationery entires. Literature. R.P.O., 2 and 4-ring, duplex cancellations. Proposed by R. J. Woolley, No. 359. Seconded by G. Wegg, No. 308.
- L'ECUYER, Reynald G., Box 13, Lazo, B.C. (DC-C) CAN, NFD, PROV—19th and 20th century mint and used postage and blocks. Coils. O.H.M.S.-G. Mint, used booklet panes and complete booklets. Precancels. Mint and used Airmails. Literature. Varieties. Proposed by J. Levine, No. LI.
- MULLEN, John G., 2604 S. Park Drive, Bellingham, Wash. 98225 (C-CX) CAN—19th and 20th century mint and used postage and blocks. Pre-stamp and Small Queen covers. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes. Mint, used, semi-official Airmails and on cover. Postal Stationery entires. Literature. Flag, squared circle and duplex cancellations. SPECIALTY—Small Queens. Proposed by J. E. Gooch, No. 1370. Seconded by K. F. Kern, No. 1394.
- NALON, John, 330 King St., Gananogue, Ont. (C-CX) CAN, NFD—19th and 20th century mint and used postage and blocks. Pre-stamp and stampless covers. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes. Mint and used Airmails. Postal Stationery entires and cut-squares. Literature. R.P.O., Territorial, Flag, Slogan, 2 and 4-ring, squared circle and duplex cancellations. Gananogue cancellations. SPECIALTY—Admirals. Proposed by C. R. McNeil, No. 649. Seconded by G. F. Smalley, No. 2160.
- PAIGE, Larry R., 1069 Shillelagh Rd., Chesapeake, Va. 23323 (C-C) CAN—Mint and used postage. Coils. O.H.M.S.-G. Federal, Provincial and Tax-Paid Revenues. Mint and semi-official Airmails. Postal Stationery entires and cut-squares. Flag cancellations. Proposed by A. R. Gourlie, No. 2259.
- SISMAN, John E., 29 Harriman Rd., Aurora, Ont. (C-CX) CAN, NFD, P.E.I., N.S., N.B., V.I. and B.C.—19th and 20th century mint and used postage and blocks. Pre-stamp, stampless, 1st Day and 1 Flight covers. Plate Blocks. Coils. O.H.M.S.-G. Mint, used booklet panes and complete booklets. Precancels. Seals. Federal, Provincial and Tax paid Revenues. Mint, used, semi-official Airmails and on cover. Postal Stationery entires and cut-squares. Literature. Proofs and Essays. "Locals". Proposed by J. Levine, No. LI.

CHANGES OF ADDRESS

(Notice of change MUST be sent to the Secretary)

- 2148 Asbury, Lt. Col. W. B., 96 Sutherland Drive, Toronto 17, Ontario
2143 Bosch, Dr. Warren, 1135 Springfield Road, Staunton, Va. 24401
1826 Brakefield-Moore, E., 4705 William Head Road, R.R. No. 1, Victoria, B.C.
1747 Eddy, Emerson Wick, 71 Strawberry Hill Ave., Stamford, Conn. 06902
1922 Fowler, W. T. Mel, 8225-112 Street, Edmonton, Alta.
678 German, Gordon T., 1654 Warren Gardens, Victoria, B.C.
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- 1527 Kenyon, Alonzo F., 1601 Penn Ave., Apt. 901, Pittsburgh, Pa. 15221
- 2061 Lea, William E. Jr., 37 Albemarle, Wimbledon Parkside, London S.W. 19, England
- 1892 Merman, Joe, Lakeside Drive, Hewitt, N.J. 07421
- 2264 Morris, Edwin W. J., 2493 Lakeshore Blvd. West, Apt. 707, Toronto 14, Ont.
- 2090 Murphy, Brian D., c/o Australia and New Zealand Bank, Martin Place and George St, Sydney, Australia.
- 2337 Soughton, Edward C., Ste. 4-317 East 28th Street, Hamilton, Ont.

MAIL RETURNED

(Information to present address will be appreciated)

- 1861 Downs, Ralph W., 99 Kendal Avenue, Toronto 4, Ont.
- 1495 Wright, G. B., P.O. Box 131, Bolton, Ontario

RESIGNATIONS RECEIVED

- 2345 Giovino, Thomas J., 17 Kenneth St., Hartford, Conn.
- 2119 Laurence, Kenneth R., 980 N.E. 132nd Street, North Miami, Fla. 33161
- 274 Vizzard, Kenneth C., Wheatley, Ontario

DECEASED

- 208 Gill, Evan R., Flat A, 67 Hanger Lane, Ealing, London W5, England
- 1410 James, Dr. E. S., 119 Mountbatten Ave., Winnipeg 29, Manitoba

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, May 1, 1968	1032	
NEW MEMBERS, July 1, 1968	11	
	11	
DECEASED, July 1, 1968	2	1043
	2	1041
TOTAL MEMBERSHIP, July 1, 1968		1041

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THE *Editor's* MAILBAG

Dear Mr. Young:

Congratulations to Dr. Carr for his biographical sketch of Sir George Williamson in the May issue of Topics.

I have had the great pleasure of meeting Sir George at the C.P.S. of G.B. conventions over the past several years. He is an outstanding philatelist, of course, but besides that, is a fine gentleman and conversationalist.

Since he is from Aberdeen, and this year's C.P.S. of G.B. convention will be held in Aberdeen, it would be a good chance for any BNAPS'er taking a fall tour overseas to attend the convention, and meet this genial collector.

As the Overseas Contact member for the U.S., I invite you to attend, and can assure you, from personal experience, that you will be royally greeted and attended, throughout your stay in the "Granite City".

The Imperial Hotel is the setting, and the dates are from October 16 to 19, giving you time to fly to Scotland after the close of the BNAPS convention on October 13.

Yours very truly,
(Dr.) Ian W. Taylor
BNAPS No. 1984
CPS of GB No. 1482

**HOT AIR BALLOON
"THE SPIRIT OF CANADA"
CARRIES SOUVENIR MAIL
IN OTTAWA, CANADA**

One of Canada's three hot-air balloonists, Mr. Stan Sheldrake of Smithville, Ontario, successfully flew his 60 foot tall and 40 foot wide "Spirit of Canada" from the grounds of the National Museum of Science

and Technology, Ottawa, Ontario, Canada, on Saturday evening, June 29, 1968. Plans for similar flights on June 30th and July 1st had to be cancelled because of bad weather. The balloon cannot be flown if the wind velocity exceeds 10 miles per hour.

The flight on June 29 was the first recorded manned hot-air balloon flight in Ottawa since 1888 when a Professor Williams took off from Lansdowne Park. That flight was marred with a death when one of the volunteers did not let go of the tie-down ropes and he was carried several hundreds of feet into the air before falling to his death. The red, white, and blue giant balloon is the first Canadian balloon to be granted certification and registration by the Department of Transport—CF-VOZ. It is the first balloon to carry mail in Canada—on 14 May 1967. It was the first balloon to represent Canada in an international balloon race in the United States of America on April 23, 1967, placing fourth in a group of seven. This balloon with its 900 square yards of plastic material and 52,000 cubic feet capacity, has more than a million stitches in it. The balloon is lifted into the air by hot-air produced by propane gas burners carried above the balloon's wicker basket. The balloon was made in 6 months in 1966 by Mr. Sheldrake and 4 other balloon enthusiasts. Smoke jumpers as late

as the 1930's used hot air balloons to lift them into the air.

For the flight on 29 June one passenger, Mr. Bob Bradford, the Curator of the Aviation and Space Division of the National Museum of Science and Technology, was carried as well as 300 specially cacheted envelopes commemorating this series of flights from Ottawa and that of Pro W. Lowe in 1858. The cachet is composed of suitable wording plus a scaled down reproduction of the "Spirit of Canada". The cachet is applied in black to the left side of the envelope and all are addressed to the Museum of Science and Technology. A 5c Canadian commemorative stamp is used depicting a scene of the Parliament Buildings of Ottawa, Canada. The envelopes were to be carried on three flights but only the first one on 29 June was flown. The envelopes received a hand-stamped Ottawa cancellation dated 1 July 1968.

A limited number of these envelopes are available at a cost of 50c each. Orders may be sent to Major R. K. Mallot, 16 Harwick Crescent, Ottawa 6, Ontario, Canada. If cheques are sent please add 25c for bank charges. Further details may also be obtained from Mr. Sheldrake of Smithville, Ontario. The balloon travelled two miles on the 29th and landed on the Pine View Golf and Country Club, Blair Road, Ottawa.

Report from the Library

STEWART S. KENYON, 15205-74 Ave., Edmonton, Alberta

REVIEW

The new 8th Edition of the Gilbert W. Noble Catalogue of Canada Precancels, Editor—H. G. Walburn, is to hand (Price \$2.00 U.S.A.). The new edition is in the same format as the 7th. The same plates seem to have been used for printing the illustrations, which are now showing some signs of wear, and are not very clear.

Prices on the whole are up, in some cases by 100%. This was to be expected as the 1965 edition was far behind the market. However some prices are still on the low side, such as the Bar Type "A" which are still quoted at \$20.00 each, these are very rare. In my opinion are well worth at least double the quoted figure.

A new feature in the 8th Edition is the inclusion of a check list (unpriced) of the

Precancelled Stamps with Perforated Initials, (PERFINS) these are mostly very scarce. An indication of the rarity factor would have been of considerable help to members.

Some varieties reported during the past few years by the Precancel Study Group are still not included, such as Toronto 5/77a. This is to be regretted.

Sidney, N.S., is now spelt SYDNEY, which is the correct spelling according to the Canadian Gazetteer.

Once again the Precancelled Postal Stationery has NOT been listed, although at least the George VI and Q.E. II Envelopes and Post Cards are quite "Official".

All those interested in collecting Canadian Precancels should get this new edition, as there are so many alterations in

the pricing. Also the PERFIN listing is new.

As this Catalog is supposed to be issued for Specialists it is a great pity it does not list the "fore-runners", as mentioned in Jarrett, nor the unofficial, but quite genuine ROLLER precancels which are of so much interest. Smythies' Handbook deals in part with the "Rollers", but does not price them as his work is not a Catalogue.

Catalogues can be obtained from R. J. Woolley, Apt. 206, 1520 Bathurst Street, Toronto 10, Ont., Canada at \$2.25 (Canadian) plus 45 cents Air Mail Post. Messrs. Harris Publications Ltd., are NOT stocking this work.

R. B. Hetherington

HANDBOOK OF IRISH PHILATELY

by David Feldman

This is a well bound and finely printed Handbook, with clear illustrations on good paper; which makes so much difference when the work has to be in constant use.

Not much has been published on the present subject since Meredith's Handbook, the fourth edition of which was published as long ago as 1927, and incidentally costs you between £3 and £4 at Auction, if you can find a copy. (See "Stamp Collecting" for 27th June 1968). In fact except for the above mentioned work only two other small works, one by P. W. Ware and the other by F. F. Freeman & T. T. Stubbs have been written, and both these were published in the 1920's.

The present work covers in detail the "Fore-runners" (Fenian issues etc.) The "Overprints" are listed and illustrated in detail. The other issues are listed up to the Jonathan Swift stamps of the 30th November 1967. The Handbook also lists the Postal Stationery and Air Letters. The Handbook also lists the Postal Stationery and Air Letters. The Author uses his own numbering system, but in Section 9 there is a most useful Appendix giving the corresponding Cat. Nos. for Stanley Gibbons, Scott, Michael and Yvert.

From the point of view of our members it is a pity no mention is made of the early Postal History, nor are the Atlantic mails between B.N.A. and the Irish Ports even referred to!

It is to be regretted, in my opinion, that no prices are quoted, specially for the Postal Stationery and Air Letters. There is no

Bibliography, nor are any Cancellations mentioned or illustrated. Other than these few points the work is a must for all interested in Irish Philately.

The Handbook is a joint publication of David Feldman Ltd., and the Dolmen Press Ltd., both of Dublin. The work is distributed outside Ireland, except in the U.S.A. and Canada by the Oxford University Press. The Price is 50/- net.

R. B. Hetherington

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Canada Plate Block Catalogue—
5th edition (Bileski)

Canada Plate Block Catalogue—1st, 2nd
and 3rd editions (Stanley Stamp)

The Stamp Finder by H. E. Harris & Co.
1 issue—Sisson's Auction Catalogue

1 issue—Emco Monthly Journal

Official Catalogue of Canada Precancels
—6th and 7th editions

Mr. Hans Reiche

4 issues—"The Postmark"

Mr. John T. Pratt

7 issues—"B.N.A. Topics"

5 Assorted Auction Catalogues

Mr. A. W. McIntyre

Canada Official Postal Guide—1933

Gibbons' Catalogue of Stamps of the
World—1932

Large quantity of Philatelic newspapers,
auction catalogues, etc.

B.N.A. PHILATELIC LITERATURE FOR SALE

From the Dr. William Orobko estate, we have available the following items of B.N.A. Philatelic Literature. Please contact the Librarian for any items in which you are interested.

Postal Stationery of Canada (1951)

by Bond\$ 2.00

Holmes Handbook of Canada and

B.N.A. (1945) 4.00

Canada—Its Postage Stamps & Postal

Stationery (1911) by Howes (pri-

vately bound, xerox plates) 20.00

Jarrett's B.N.A. Book (1926)	12.00
Postage Stamps of Canada (1923) by Jarrett	8.00
Some Phases of the Canada '59 Issue by Calder (xerox plates)	7.00
Postage Stamps, Envelopes, Wrappers & Post Cards of the North American Colonies of Great Britain by Philatelic Society of London (1889)	15.00
Specialized Catalogue of Canadian Airmail Stamps (1934) by Morgan	2.00
Postage Stamps & Postal History of Newfoundland by Boggs	13.00
Handbook and Catalogue of Canadian Transportation Postmarks by Shaw	3.50
Post Offices of British Columbia by Melvin	1.00
Prince Edward Island by Dalwick (Melville Handbook)	2.00

**LIST OF BOOKS, PAMPHLETS, ETC.
IN B.N.A.P.S. LIBRARY**

**Section D — Handbooks
Classification 1 — General**

- Bil — Billig's Philatelic Handbooks by F. Billig, starting in 1942, covers wide range of philatelic subjects. Articles of B.N.A. interest will be listed under subject with reference to volume. Members interested in other subjects can obtain copy of complete index from Librarian. Each volume consists of approximately 200 pages. Volumes on hand are Vol. 1 (revised 1944), Vol. 2, Vol. 2 (revised 1948), Vol. 3, Vol. 4, Vol. 5, Vol. 6, Vol. 7, Vol. 11, Vol. 12, Vol. 17.
- C2-46 — British Colonial Handbook by A. C. Johnson, 1945, 57 pp, ill., paper.

Classification 2 — British North America

- A1-16 — The Postage Stamps, Envelopes, Wrappers and Post Cards of the North American Colonies of Great Britain by Philatelic Society, London, Eng., 1889, 67 pp, ill., cloth.
- A1-22 — Canada — It's Postage Stamps & Postal Stationery by C. A. Howes, 1911, 287 pp, ill., cloth.
- C1-16 — Postage Stamps of Canada by F. Jarrett, 1923, 103 pp, ill., paper.
- C2-12 — Jarrett's B.N.A. Book: Stamps of British North America by F. Jarrett, 1926, 261 pp, ill., leather.
- A2-6 — Standard British North America Catalogue by F. Jarrett, 1929, 610 pp, ill., 1929, 610 pp, ill., cloth.

- A2-7 — Holmes Handbook of Canada and British North America by L. S. Holmes, 1943, 246 pp, ill., cloth.
- A2-2/3 — The Postage Stamps and Postal History of Canada (2 vols.) by W. S. Boggs, 1946, 761 pp and 339 pp, ill., cloth.
- C1-18 — Canadian Stamps by P. Hamilton, 119 pp, ill., paper.
- B2-18 — Canada's Postage Stamps by D & M. Patrick, 1964, 220 pp, ill., cloth.
- Section E — Pre-Stamp & Stampless**
- B2-10 — The Canada & Newfoundland Stampless Cover Catalogue by H. M. Konwiser and F. W. Campbell, 1946, 58 pp, ill., paper.
- F-312 — Canadian Stampless Covers by J. M. Donovan, 1957, 2 pp, art.

**Section F — Canada Postage Stamps
Classification 1 — Pence Issues**

- F-77 — The Pence Issues of Canada by F. Jarrett, 1922, 2 pp, ill., art.
- C1-4 — Canada: A Prelude to Dollar Decimal Currency by D & M. Patrick, 1956, 4 pp, ill., art.
- A3-20 — Three Penny Beaver: 1851 by W. M. Sprung, 17 pp, paper.
- F-101 — The 3d Stamp of Canada: Some Notes on the Re-entries and Other Constant Plate Irregularities by Lt.-Col. M. A. Studd, 1927, 2 pp, ill., art.
- C3-19 — Bisected Beavers, by I. J. Glassborow, 1967, 1 p, ill., art.
- F-116 — The Canada Sixpence on Thin Wove Paper, 1851-55 by G. E. Wellburn and E. H. Sullivan, 1947, 2, pp, ill., art.
- F-115 — The First Printing of the Canada Six Pence, 1851 with a Discussion on Bank Note Paper by G. E. Wellburn and E. H. Sullivan, 1947, 3 pp, ill., art.
- F-114 — The Design of the Six Pence, Prince Albert by G. E. Wellburn, 1946, 5 pp, ill., art.
- A3-19 — Stamps of Canada — Six Penny 1851 by W. M. Sprung, 44 pp, paper.
- A3-18 — Stamps of Canada—Twelve Penny 1851 by W. M. Sprung, 4 pp, paper.
- F-147 — Our Most Valuable Stamp by R. E. Mason, 1934, 1 p, ill., art.
- Top-1-3 — Canada—1855-7 10d Blue Jacques Cartier by Lt.-Col. J. S. O'Meara, 1944, 3 pp, art.

Classification 2 — 1859 Decimal Issue

- F-261 — Canada: The Dies for the 1859 Issue by H. Gates, 6 pp, ill., art.
- F-260 — Perforations of the 1859 Issues by H. G. Bertram, 1 p, art.

(Continued on page 187)

The Third of Eighteen

by John F. Wilsdon, BNAPS No. 196

Despite World War I, 1918 marked the Genesis of Canadian airmail. It was first carried by airplane from Montreal to Toronto on June 24th and at Calgary, July 9th, the American aviatrix Katherine Stinson had post office authorization to fly mail to Edmonton to publicize its Exhibition.

The above were single flight affairs and really publicity stunts. Originally, Capt. Peck's flight to Montreal was intended solely to stimulate lagging enlistments in the air force and it was the Aerial League of Canada's suggestion to the Post Office that mail be carried on the return flight to Toronto.

The U.S. Post Office had inaugurated regular airmail service between Washington and New York a few weeks before, on May 15th and it was possible because of this that Canadian authorities acquiesced so readily.

Because of its luck in Montreal, the Toronto branch of the League requested and received the sanction of the Postmaster-General for a demonstration of airmail between Toronto and Ottawa.

There were to be three round trips, August 15-16, August 26-27 and September 4th, 1918, the last to be completed in a single day. Curtis biplanes (the old Jenny) and pilots were to be supplied by the R.A.F. and the original orders issued to Lt. Tremper Longman, of the first flight, were:

Thursday, August 15th, 1918

8:45 a.m.—mail closes at Toronto Post Office.

9:00 a.m.—mail leaves Leaside Aerodrome.

2:45 p.m.—mail bag leaves Rockcliffe Rifle Range at Ottawa for Post Office.

3:30 p.m.—mail bag delivered at Ottawa Post Office for distribution by carriers of regular afternoon delivery.

Similar orders were given for the return flight scheduled the following morning. Instructions for Toronto patrons were also given:

"Letters for aerial mail must have a three-cent stamp and bear "Per Aerial Mail" written across them. They must be delivered at the enquiry wicket in the lobby of the Toronto General Post Office prior to hour set for closing of mail".

There was a change in plans and the return flight to Toronto was a day later, Saturday, "affording time for the recipients



of mail by the first trip to write answers to be carried on the aviator's return."

Strangely, Jarrett in his 1929 B.N.A., did not list these flights, possibly because only 60 letters were carried, mainly greetings from one politician to another. He did describe the two later trips although they really were not "first flights" as such.

They were extremely unique in that mail carried on them required a copy of Canada's first pioneer air stamp, value 25 cents, in addition to the regular three-cent postage. The Post Office gave added publicity for the remaining flights (the Hamilton Spectator carried the release) and mail for them could be deposited in any Toronto collection box.

These unofficial airmail stamps were available at the Toronto G.P.O., the cantons of the R.A.F. and at the office of the Aerial Club of Canada. The proceeds from their sale went to the R.A.F. prisoners of war fund.

Major R. K. Mallot (BNAPS 2335) sent me a prospectus giving a brief history of the historic 1918 flights prepared to interest collectors in his souvenir commemorative covers. In the description of the flights to Ottawa, the Major stated that two of the pilots, Lt. Arthur Dunstan and Lt. Edward C. Burton, had died and Lt. Tremper Long-

man, of the first flight "an American, of whom no trace has been discovered after he returned to New York after the end of the war".

For no good reason, the writer checked the Columbus, Ohio telephone directory and found a listing for a Tremper Longman, who turned out to be a son.

His father, very much alive at 74, was very cooperative and supplied some very interesting details regarding his flight and a photograph taken when an R.A.F. cadet.

A Brooklynite, he had tried enlisting with the U.S.A.A.F. but was turned down because of a minor eyesight defect. In July, 1917, he happened to meet Vernon Castle, a famous dancer of those days who was with the R.A.F. Tremper was persuaded to try his luck in Canada and he enlisted in Toronto with the 78th Squadron.

Of the three pilots picked for the flights, Tremper was the senior and flew the first round trip. He started from Leaside Camp (wish I had its cancellation) on schedule and steered for Ottawa, 260 miles distant, with compass and map. His altitude was 2,000 to 2,500 ft. for the most part, although he flew somewhat higher over the Rideau Lakes in case he should, in the event of having to make a forced landing, require distance for "volplaning" as it was called then, to the ground.

At Deseronto, Ont. (another R.A.F. camp and another missing cancellation) he halted for lunch. While the Lieutenant is eating, I might comment that on Capt. Peck's Montreal to Toronto flight, he was reported

as having stopped to refuel at Kingston. It seems unlikely that Kingston would have an airfield in 1918 and I would be inclined to believe that he, too, stopped at Deseronto.

Resuming his journey, Lt. Longman arrived at Rockcliffe at 3:09 p.m. For the last 25 miles, he steered straight for the city, being able to recognize at that distance the Parliament Buildings. Present day travellers to Montreal from Toronto on Air Canada can also see Ottawa on the horizon and usually, the pilot calls attention to the view.

The successful landing didn't complete the job and the aviator had to bring the mail to the Post Office, arriving with it at 3:32 p.m., just two minutes over the scheduled time.

The return flight was uneventful and no fanfare. At 7:00 a.m. on Saturday morning, only two spectators were present to see the take-off.

After the war, Mr. Longman served two decades with the U.S. Foreign Service and during the last war, he served with the U.S. Air Force in the Western Flying Training Command. He was C.O. of the Classification Center at Santa Ana, Calif. and held various administrative jobs until war end. At present, he is with the State Department with the Agency for International Development, part of the Marshall plan. It would seem that Mr. Longman has had a very interesting and busy life.

P.S.—He didn't collect first flights or save airmail stamps.

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Rounding Up Squared Circles

Editor: DR. W. G. MOFFATT, Hickory Hollow, R.R. 3, Ballston Lake, N.Y.

Dr. C. W. Hollingsworth has sent me for examination, the pair of OTTAWA "nude" cancellations which illustrate this month's column. They are similar to the strike illustrated in Figure 30 of the Third Edition Handbook, wherein the several cancellations shown are noted as being "probably used as precancels". The two strikes of Dr. Hollingsworth's are clearly not precancels, since the strikes can be seen to tie the stamps to portions of cover.

He writes: ". . . there is a part of a signature under the stamp which looks like those MPs' signatures one used to see on "FREE" items from the House of Commons. Could this blank have been reserved for OHMS or House of Commons mail—I don't recall having seen this written down anywhere".

Before getting the two stamps photographed, I made a tracing of the signature under the stamp by shining the spot viewer of an X-Ray film reader through the stamp. The facsimile signature is shown in the photograph along with the two strikes. Per-

haps some reader can tell us who A. Johnston was!

If the signature is, indeed, that of a Government official, then that fact along with the use of the hammer to cancel OHMS mail, as evidenced by the other strike, makes plausible the assumption that the "nude" hammer was used for a period of time to cancel House of Commons mail.

The column listing the known squared circle strikes on 5c Registry Stamp has prompted a number of collectors to write me regarding additional examples not included in that listing. The following are all new examples not included in the listing in February 1968 TOPICS:

Dr. Robert A. Chaplin writes that he has BEAVERTON, GRIMSBY, and REGINA squared circles on 5c Registry. He also has HALIFAX and SEAFORTH 1892 Barred Circle on 5c Registry.

Dr. F. G. Stulberg reports that he has STRACHAN AVENUE on 5c Registry.

Mr. C. F. Black reports that he has CHARLOTTETOWN squared circle on 5c



Registry, somewhat indistinct, but undoubtedly CHARLOTTETOWN.

Dr. Edward C. Banno writes that he has MARKDALE I on 5c Registry; that the date does not show, other than final P and trace of a letter preceding it. This would be either AP or SP. Since the P shows at the extreme right of the month-day slot in the hammer, the date must have been of the type 10 SP or 16 AP (day preceding month).

Mrs. Claire L. Mackay has written me with a report (and photo) of a new late date for WOOLER: MY 20/ 12. This is a backstamp on a cover bearing Scott's No. 90, cancelled c.d.s. DESBARATS, ONT., MY 18/ 12.

Walter Chadbourne reports another example of LUNENBURG, N.S., carrying PM time mark prior to the AU 24/ 96 date listed in the Handbook. His strike is PM/AU 6/ 96 and is of the same period as the PM/AU 4/ 96 reported by Dr. Walck in September 1965 TOPICS.

Clarence Kemp has sent me the following for examination:

MARMORA, DE 19/ 4 (4 for year date; no trace of another digit)

QUEBEC, 4/ AU 11/ 96 (AU 11 inverted)

LAKEFIELD, FE/ 25/ ? (year does not show—probably 1895—but this is another example of three-line date; see note following Lakefield, in Handbook).

I am in receipt of a most interesting letter from W. E. Topping, of Vancouver, with further information regarding the UNION and CUMBERLAND, B.C. post offices. I think that the information is of sufficient general interest to quote at length:

"The UNION office was located in a store (possibly the company store) on the property of the Union Coal and Mining Company. The miners lived in company houses on company property. The name Union referred to the union of a number of coal companies under James Dunsmuir and this resulted in a nearby town being called Independent."

"During the mid 1890's a small settlement sprang up on the edge of the Dunsmuir property and a store or stores, a hotel (complete with bar) and other buildings, including a hall belonging to the workers, formed the basis of this settlement. It took the name Cumberland, after the famous Cumberland coal area in England. I am told by the daughter of the owner of the hotel that the company town soon became inhabited by Chinese workers who were em-

ployed in large numbers, and that the non-Chinese soon moved to the new town of Cumberland within two miles of the pit head. There seems to be some indication that a railway service was established, but it may have only been used to carry the coal to the shipping point at Union Bay."

"Some form of problem must have come about during March of 1898, as in a telegram dated 1 April 1898, the Postmaster General authorized the change from Union to Cumberland. This was followed by the usual authorizing order, No. 399, dated 1 April 1898. This latter order would not have reached Vancouver, the District Post Office, for four or five days and since April 1 was a Friday, it is unlikely that the actual change could have taken place before the middle of the following week; and it would have taken another day to get from Vancouver to Union. Thus, unless the change had already taken place prior to April 1 and was only approved on that date, the actual move could not have been before the 5th or 6th. On the other hand, Vancouver would have no equipment at hand for the Cumberland office and so it was logical for the equipment from the Union Post Office to be moved there. There are a number of instances where short term offices were simply issued with equipment from recently closed offices, and thus the office continued to use the Union hammer until new equipment reading Cumberland came into use. The normal time for the production of such equipment seems to have been about a month and thus it could have been as late as 1 May before the Cumberland hammer was delivered. Thus I can see no reason why the Union hammer would not have been in use, probably in Cumberland, on 28 April 1898."

"Thus, to answer your questions: in my opinion there was a physical move of postal facilities from Union to Cumberland, a distance of no more than two miles, sometime during the spring of 1898. George Melvin has already pointed out that John L. Roe moved with the office, or possibly he followed the move from Union to Cumberland and took the Post Office with him. The telegram authorization of name change would indicate that public pressure and feeling must have been involved in the name change and thus I would think the office had been in Cumberland for some time prior to the name change. As to the electoral district—I do not have an 1898

(Continued on page 184)

More Sketches of BNAPSers

DR. ROBERT V. C. CARR, 117 Robin Hood Way, Sherwood Forest, Youngstown, Ohio

No. 120 GEOFFREY WHITWORTH BNAPS 1684

Once more we return to England to hear of one of their outstanding BNA collectors—Geoffrey Whitworth. A native of Yorkshire, he lives just a few miles away from the relatives of our president, Bob Wooley, while from the next hilltop came Graham Fairbanks! As to earning a living, Geoffrey is a woolen cloth manufacturer making cloth for women's coats and costumes. The deeds of the firm date back to 1737 when they were using a water wheel for power.

Along with stamp collecting, there is golf and gardening. Chess and model engineering are hobbies of old but photography has long been a hobby and a useful one as it so fits into recording his stamps and covers.

Mrs. Whitworth, although not too interested in stamps, does have a nice Swiss Pro Juventute collection. More helpful, she proofreads Geoffrey's writings—especially the Canada 1859-1868 issue. His book has been well received by many TOPIC members and has won both the Tapling medal and the CPS of GB Founder's Trophy. With the writings, he became very friendly with the late Nicholas Argenti. Together, they worked on colour sorting and perforations. Their work on perforating machines answered some of the problems previously unsolved on the 1860 issue.

Geoffrey began specializing in 1928 with South Africa and Australia. Canada collecting came in 1930 but it was in 1935 that he went all out by buying much of a large collection of Canada prior to 1872. He now



has 21 volumes of the 1859 five cent beavers! Being too large to display all at one time, sections of his research are sent all over the United Kingdom for society meetings and shows.

Besides our society, he is a fellow of the Royal Philatelic Society of London, a member of the Royal of Canada, the CPS of Great Britain and many local societies.

Another leading philatelist is our Geoffrey Whitworth—would we had more like him.

ELECTION OF OFFICERS

Ballot in This Issue — Please Vote

→ Extension of Closing Date to September 25th ←

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A Status Report On Carrier Marks

By Jacque Houser

CARRIER MARKS Towns, types, dates, delivery

Type	City	Period of Use	Dia	Delivery
(2 FE 4 98 I)	Barrie	Dec. '93 - Mar. '99	19 mm	1
	Brantford	July '98 - June '07	20	1, 2, 3
	Montreal	June '84 - Mar. '02	16, 16½, 17	NN, 1, 2, 3, 4, 5, 6, 7, MT, NT
	St. John, N.B.	Mar. '97 - Feb. '00	19	4
	Toronto	Dec. '82 - Nov. '83	20, 20½, 21	11:30, 12:30, 2:30, 4PM
	"	Feb. '85 - Sept. '87	17, 17½, 18	0, 1, 2, 3, 4, 5, 6, 8, 11
(H FE 20 I)	Vancouver	April '95 - Jan. '03	19½, 20	1, 2
	Victoria	Jan '91 - Nov. '02	19, 20	1, 2
	Winnipeg	July '89 - Mar. '07	17½, 19, 20	1, 2, 3
	Hamilton	Jan. '92 - Nov. '94	20	8AM, 11:15, 11:30, 4:15, 4:30
	"	Feb. '95 - Jan. '02	19, 20	1, 3, 4, 5
(4 DE 11 A)	Kingston	Oct. '91 - July '97	19, 21	10, 2, 4, 5, A, D, I
	Montreal	Feb. '83 - May '85	21	1, 2, 3, N
(3 PM FE I)	London	Jan. '84 - Apr. '01	21	8AM, 3PM
	(8-30 NOV 2)	Hamilton	Apr. '80 - Jan. '01	18, 19, 21
(2 Y)	Kingston	May '83		8:30
	Montreal	Dec. '78 - Apr. '80	18	1, 3
	St. John, N.B.	June '94 - June '96	19	4
	Toronto	Oct. '75 - Nov. '84	20, 21	8, 8AM, 8:30, 11:30, 12:30, 1:30
(26 DEC 8:00)	Hamilton	June '92 - Dec. '92	19	2, 3:30, 4PM 8:00, 4:15
	(AM JU 13 85)	Winnipeg	June '85 - Jan. '96	16
VII				

Several articles discussing carrier marks prepared by the author have appeared in this journal. The latest, which appeared in the February 1966 issue, was expected to be the conclusion of the series. At that time no new types or towns had come to the attention of this writer for nearly a year and the earliest and latest use dates appeared to have stabilized around the dates given in the summary page of that article. Since that date, however, two new types have turned up and while the list of towns remains the same, some significant extensions of the dates of use have been noted.

In the February 1966 article reference was made to two Montreal stamps shown in "Jarrett" identified as Figures 340 and 341 which were obviously carrier marks of some kind, but which could not be related to the general type. A third hammer of this period from Montreal has now been found and is shown in Figure 1 along with the other two noted in the earlier article. We still have no documentation regarding the use of these, or any, carrier marks, but a highly significant clue to the purpose of the early Montreal marks has been found in the Post Office Report for the year ending June 30, 1875. Boggs presents an excerpt from this report on page 30-M of Volume II of his "The Postage Stamps and Postal History of Canada". The following paragraph is taken from that report:

"At Montreal, in consequence of the limited accommodations available for the purpose at the Post Office, the large number of carriers necessarily employed, and the extent of the city, it was found necessary, in order to secure a more prompt delivery, to

establish three branch offices. Letters and papers for delivery are conveyed to these branch offices by wagon four times daily, and distributed from thence by the Letter Carriers, who are in attendance at certain fixed hours to receive them."

From the above it appears that the hand stamps may have been issued to the carriers working out of the branch and main offices to identify the carrier and his office, but the need for close control on the time of clearing the office was not recognized. Whether to classify these early Montreal hand stamps as forerunners or not seems somewhat academic. Taking the practical approach, this writer is satisfied to consider them only as types VIII, IX, and X as a means of identifying them.

While the Report mentions three branch offices we have seen only North and West Districts and Head Office. Was the third the South or East District? The Report also comments on the "large number of carriers", but to date only carriers No. 1, No. 3 and No. 4 from the West District; No. 1 and No. 3 from the North District; and No. 1, No. 2 and No. 3 from the Head Office have been reported. Are there other carrier numbers in this group of hand stamps; if so, where are they?

The second new type is shown on the summary page as type VII. The only examples seen are from Winnipeg and the dates of use fall in 1885 and 1886. The diameter of the stamp is 16 mm. Only A.M. has been recorded, but it seems likely that P.M. must also exist. Dates of use of this type in Winnipeg should fall between late

(Continued on page 187)



Type VIII



Type IX



Type X

Figure 1

**Early Montreal Types
1876 - 1881**

The Canadian Stamp Collector

GLENN F. HANSEN, No. 2203, 375 Jefferson Ave., Winnipeg 17, Manitoba

Unlike the stamps of British Columbia, Vancouver Island and Prince Edward Island the stamps of New Brunswick were uniformly attractive. The first New Brunswick issue was engraved and printed in London by Perkins, Bacon & Co. This first issue came out in 1851 and consisted of 3d, 6d and 1 shilling values produced imperforate on a bluish paper. There are two shades of each denomination.

When the three value set was produced a complex arrangement of postal rates existed. The domestic rates were 3d currency per ½ oz. plus 3d currency for each additional ½ oz. All letters to states other than Oregon and California in the United States were 6d currency per ½ oz. and 9d currency per ½ oz. was charged to the two named states. Letters to Newfoundland were 7½d currency while letters to Bermuda and the West Indies carried the same rate. United Kingdom mail via Halifax was 1 shilling 3d currency per ½ oz. and 1 shilling 2d sterling or 1 shilling 5d currency if sent by way of New York.

Such a confusing state of postal ratings, coupled with only three stamps in use, led to the use of bisected stamps as provisionals to cover rates of postage. A 6d plus a half of a 3d would cover letters to Newfoundland and the West Indies, for instance.

This first issue of New Brunswick was

square in shape and had as a design a Royal Crown surrounded by two roses, a thistle and a shamrock. Both Newfoundland and Nova Scotia used a similar design in their early issues.

In 1860, with the introduction of decimal coinage, a new issue was brought out in 1c, 2c, 5c, 10c, 12½c and 17c values. This was a very attractive set with the 1c value showing a wood-burning locomotive and the 12½c value showing Canada's steamboat—the Royal William. The 17c value showed Prince Edward (later Edward VII) while the 2c and 10c denominations used the famous Chalon portrait of the Queen. The 5c value caused great consternation when it appeared bearing a portrait of the postmaster general of the colony, Chas. Connell, as the central design. The Executive Council of the colony gave orders that the stamp should not be issued and, after strong arguments from both sides Charles Connell resigned and the stamp was issued with the Chalon portrait of the Queen substituted for that of Connell. Some proofs exist of this controversial unissued stamp and are occasionally sold at auction.

This last set was produced by the American Bank Note Co., of New York and all stamps were perforated 12. Some shade varieties exist. Reprints were issued in 1890 of the first pence issue but these are easily recognized. These are not forgeries.

BNAPS '68 IS SET FOR AUSTIN, TEXAS

(By A. W. McIntyre, Director of Publicity)

BNAPS '68 Silver Anniversary Convention of the British North America Philatelic Society will be held October 9 to 13 in Texas for the first time, at Austin, the state capital.

The exhibition will feature an extensive non-competitive showing of the finest stamps of Canada in non-duplicating array of single 8-page frames in 150 different categories.

An extensive program will include seminars on specialty phases of collecting such as military covers, revenues, interrupted mails, airmails. Monographs will be provided each participant. There will be a business meeting and ladies' events.

The convention will be staged in the luxurious Lakeway Inn and Marina, a private club that the association has taken over for the week. Situated 20 miles from the capital on Lake Travis, facilities will provide all manner of recreation, such as golf and water skiing.

Host committee comprises Ed. and Mickey Richardson, League City, Texas.

Confirmation of An Admiral Booklet Pane Variety

by Daniel G. Rosenblat

The author has the pleasure of informing students of the Admiral Issue of Canada of the confirmed discovery of a booklet pane of six of the two cent green (Scott 107C) in the form of the re-engraved die but printed by the wet process.

The existence of this pane in two forms, retouched die—wet process and re-engraved die—dry process, has long been known, and the possibility of the third type has been suspected for many years, but to the best of my knowledge has not heretofore been confirmed.

George Marler, in his Notes on the 1911-1925 Series, states, "The early panes of six—retouched die—were printed by the wet process; the later panes of six—re-engraved die—by the wet process." This sentence, most unfortunately, contains one of the few typographical errors in the Notes, as the description of the re-engraved die was intended to read "dry process" rather than "wet process" as printed.

However, Marler goes on to state that, "The discovery of six stamps—re-engraved die—printed by the wet process and having one or more sides imperforate gives rise to the question as to whether Plates 21-22 for the panes of six, or Plate 2 for the panes of four, was printed by the wet process. No plates from the re-engraved die appear to have been used for damp paper printings of the Two cent Green in sheet form, so that clearly it must be inferred that the stamps in question are from booklets. As the panes of the One cent Yellow and Three cent Carmine for the combination booklets were printed by the wet process, it seems probable that the stamps come from Plate 2, but no satisfactory answer can be given until a complete pane is discovered."

As recently as 1965, in his book on the Admiral Issue, Hans Reiche indicates that the question was still unanswered when he stated, "Marler raises the question as to whether Plates 21-22 for the panes of six, or Plate 2 for the panes of four, was printed by the wet process because these panes are from the re-engraved die. The detection of stamps from the re-engraved die, with one or two straight edges and wet printed, has raised this question."

Several weeks ago I had the good fortune to come across a complete unused pane of six of the Two cent Green which was unquestionably from the re-engraved die and gave every indication of being a wet process printing. This pane was first submitted for examination to Mr. F. W. L. Keane of Victoria, B.C. He replied that he agreed with its identification as a wet process printing, and suggested that it be forwarded to Mr. Marler for a definitive opinion.

This was subsequently done and Mr. Marler has kindly given his permission to quote from his reply as follows:

"You are quite right in observing that there is a typographical error on page 34 of my Notes and the text should have read 'dry process' instead of 'wet process'. On referring to my original manuscript I note that this mistake was made by the printers and not by myself.

"On re-reading my notes, I observe that the purpose of my comments was to suggest that some of the booklets, either in panes of four or in panes of six, were wet-printed from plates of the type of the re-engraved die. The option then appeared to be in favor of plate 2 of the panes of four or the last five plates of the panes of six. I am now rather firmly convinced that plate 2 of the panes of four was not used and consequently it is not altogether surprising to find, as you have done, a pane from the re-engraved die printed by the wet process.

"The pane you sent me and which I now return is unquestionably a wet printing and when I compared it with others in my own collection, the narrower dimension of your pane made it quite evident that it was a wet printing. Curiously enough, the gum closely resembled some panes of the dry printing that I have but the stamps are so clearly narrower that no doubt could exist as to your pane being printed by the wet process.

"Long after I published the Notes, I learned that the last five plates were used for various printings in 1927 and 1928. At this time, according to a letter that the Philatelic Division sent to me on 10th February 1938, the manufacturers had com-

(Continued on page 187)

Postal Service in the Early Days Along The Baie Des Chaleurs

by Max Rosenthal

That warm day of July 1534 when the ships of Jacques Cartier sailed the waters of the Baie des Chaleurs is responsible for the name borne by the wide expanse of water forming a portion of the boundary between northern New Brunswick and Quebec. On the expulsion of the Acadians from Nova Scotia in 1755 many of the French speaking people came to its northern shores, including the settlement of Tracadigache. United Empire Loyalists settled on both sides of the Baie des Chaleurs at the close of the American War of Independence. They re-named Tracadigache Carleton, in honor of Sir Guy Carleton (Lord Dorchester), Governor of Canada.

On the New Brunswick side of the Baie des Chaleurs, one of the first settlers was Hugh Munro, one of the Loyalists. He lived at "Somerset Vale" three miles north of the future village of Bathurst, where he owned 1,000 acres, and became a prominent figure. There about 1790 he became postmaster of the Baie des Chaleurs post office, when it was first established. The Quebec Almanacs of that decade do not list the other New Brunswick post offices. After listing those in Lower Canada and Upper Canada, Baie des Chaleurs is inserted, almost as an afterthought, probably because it served Quebec's Gaspé area as well as northern New Brunswick.

The mail was brought to Baie des Chaleurs once a winter by a courier from Fredericton. His route lay up the Nashawack River, down the Miramichi River to its mouth, along the Gulf of St. Lawrence shore to Dalhousie, and across to the Baie des Chaleurs.

By the early 1800's there was no Baie des Chaleurs post office. In 1804 it was reopened on the Gaspé Peninsula side, in Quebec, at Carleton, but under the name Bay of Chaleurs. At the same time at Gaspé village a post office was established under the name of Douglstown. The postmaster at Bay of Chaleurs was J. B. Mann, at Douglstown Henry Johnson. In 1817 Edward Isaac Mann became postmaster of Bay of Chaleurs. Around 1820 for a year or so Mann's post office was called Ristigouche, the spelling at that time of Resti-

gouche, the name of the river which flows into the western extremity of the Baie des Chaleurs. Then it took on the name Chaleur's Bay, still with Mann as postmaster.

"The Postal History of Nova Scotia and New Brunswick" does not list the Baie des Chaleurs post office of the 1790's, when it was in the latter province. Surprisingly it does list a Bay of Chaleurs post office in New Brunswick from 1825 to 1828, although the Quebec Almanac for those years has Chaleur's Bay post office in Lower Canada (Quebec), with Mann as postmaster.

(Listed under Nova Scotia's John Howe's direction.)

In the early 1830's, when James Crawford was postmaster, its name had once more undergone a change, to Baie de Chaleur. Matters were progressing when in 1829 the welcome news became known that mails for Baie de Chaleur and Douglstown (Gaspé) would be sent two or three times during the year by special expresses. Hitherto, letters from the rest of Lower Canada had been sent by schooners or other vessels going from Quebec City to the Gaspé Peninsula. With the opening through northern New Brunswick of the road from Miramichi River, in 1831 a weekly mail was begun between Dalhousie, N.B. and Paspébiac, on the Gaspé Peninsula. There were two mails each year from Quebec.

An Indian named "Noel the Post" conveyed the first mail from the St. Lawrence by way of Matapédia in 1833. He carried it through the woods on his back, across the big lake of Matapédia in a canoe, thence along the shore, as there was no road to Miguasha, where it delivered it to Archibald Kerr, who took it on to Dalhousie.

On this route Campbellton post office was established in 1835 on the New Brunswick side of the mouth of the Restigouche River, in the general store of Ritchie and Co. There was still only one mail a week received and sent on horseback, to Dalhousie and on to the Miramichi, but no regular mail carrier between the Restigouche and Quebec until 1838.

When Joseph Meagher took over as postmaster of Baie de Chaleur, its name was finally changed to the one borne by the vil-

lage all along, Carleton. This was in 1837, the year a post office was established at New Carlisle. It was another Loyalist settlement on the Gaspé shore of the Baie des Chaleurs founded at the close of the American Revolution and the capital of the district. The Gaspé Gazette, the first newspaper of the Gaspé country, was published weekly there by Robert Warren Kelly from 1848 on. At the same time he was postmaster.

In 1838 a new mail route was opened by way of Metis and the Forks of the Matapedia, the Kempt Road route. A man called Brochu contracted for a weekly service. Later a road was made around the Lake of Matapedia. The courier travelled through the woods, the monotony of which was relieved by the houses of two settlers. In winter the courier donned snowshoes. Dogs were put on the route when George Dickson took the contract, which he filled for 22 years.

Schooner service ceasing to be satisfactory in 1835, John le Boutillier had applied for a regular postal service between Baie de Chaleur (Carleton) and Douglstown (Gaspé). In the 1840's a post office was opened at Port Daniel. The first English settlers came to Port Daniel about 1825. Port Daniel Bay is one of the most useful in the Gaspé Peninsula, being four or five miles in extent. It was named after a contemporary of Champlain, Captain Daniel of the Marines who voyaged in the Gulf and an account of his voyages was published in 1630.

Store and millowner Cracken, in business at Bonaventure, interested himself in the postal services, and through his efforts Archibald Kerr became the first mail contractor carrying mail between post offices in the Gaspé Peninsula, conveying it with the help of his sons from Dalhousie, N.B. to Port Daniel, nearly 100 miles. For many years "Archie" Kerr was a well known figure in the Baie des Chaleurs country, in his knee breeches, with the mail on his back, as he hurried on his way.

In winter the courier travelled on snowshoes until dogs were pressed into service. At Port Daniel the carrier from Gaspé met the one from the west, like the others on snowshoes. The usual trip per day was from Port Daniel to Perce, a distance of 50 miles. From Gaspé to Quebec the mail was carried via the St. Lawrence, on snowshoes. The couriers sought shelter in camps and shacks along the route, the wages being paid by merchants from Gaspé to Port Daniel.

In 1839 Benjamin Patterson contracted to carry the mails between Gaspé and Port Daniel, making the return journey in eight days. For the greater part of the journey the only path was along the sea beach. When the trail led through the woods it was no more than three feet wide. The rivers were unbridged.

By 1851 the mail service was pretty well established. Between Metis and Campbellton was George Dickson, between Cross Point and Perce Archibald Kerr, Perce and Gaspé, Abraham Patterson.

C.P.R. View Cards - An Updating

(Continued)

by Horace W. Harrison

LIST OF C.P.R. VIEW CARDS PREVIOUSLY RECORDED AND CURRENTLY UNLOCATED

NOT present in 4 of the largest collections of C.P.R. cards

Card: View in Green, Queen Victoria 1c Red	Recorded by:
KGV 2c Green, Blank Card, Die C or III	
18. Chateau Lake Louise, B.C.	Bond, Holmes, H & G
KGV 2c Green, Scroll Issue	
19. Banff Springs Hotel	Bond, Holmes, H & G
20. Chateau Lake Louise, B.C.	Bond, Holmes, H & G
KGV 2c Red, Arch Issue	
21. Algonquin Hotel	Bond, Holmes, H & G
22. Chateau Lake Louise, B.C.	Bond, Holmes, H & G

Collectors interested in having an up-to-date check list of these Canadian Pacific Railway View Cards may do so by sending \$1.00 and a self-addressed No. 10 envelope

to Mr. Harrison at the address previously given. Those who are willing to wait will find the list published in this magazine when the finalized version is completed after waiting a suitable time for response to this article.

Mr. Harrison would also be interested in hearing from any collector who has one or more copies of the Post Card bearing a 1c Numeral adhesive and the views of the C.P.R. Hotels in sepia, issued about 1899-1900. So far he has recorded only Fraser Canon House and Place Viger Hotel views on this post card having the Statement of Earnings and Expenses on the message side.

Some C.P.R. View Cards are NOT listed by either Bond, Holmes, or Higgins and Gage; yet there is a likelihood that they may exist. All are the Sepia views which first appeared in 1917 and continued in use until 1933 on various Canadian Business Postal Cards. In order to make the listing of the C.P.R. cards as complete as possible, would collectors holding any of the cards on the following list communicate with Mr. Harrison as aforesaid.

- | | |
|--|------------------------------------|
| King George V 1c Green, Horiz. Line only, Die B or II: | Bond CL10B, Holmes 1428a |
| 23. Giant Steps, ALTA. (not B.C.) | Gage 33B |
| 24. Lake in the Clouds, ALTA. (not B.C.) | |
| KGV 2c Red, Horiz. line only, Die B or II: | Bond CL13B; Holmes 1435a, Gage 51B |
| 25. Chateau Lake Louise, ALTA. (not B.C.) | |
| 26. Giant Steps, ALTA. (not B.C.) | |
| 27. Lake in the Clouds, ALTA. (not B.C.) | |
| KGV 2c Green, Blank Card, Die B or II: | Bond CL38; Holmes 1437a; Gage 57B |
| 28. Giant Steps, Alta. | |
| KGV 2c Green, Blank Card, Die C or III: | Bond CL43C; Holmes 1437b; Gage 57C |
| 29. Mt. Assiniboine | 30. Mt. Stephen |
| KGV 2c Green, Scroll Issue: Bond CM5; Holmes 1443; Gage 87D | |
| 31. Mt. Sir Donald | |
| KGV 2c Green, Arch Issue: Bond CN8B; Holmes 1452; Gage 101F | |
| 32. Algonquin Hotel | 38. Mt. Sir Donald |
| 33. Banff Springs Hotel | 39. Mt. Stephen |
| 34. Chateau Lake Louise, Alta. | 40. Place Viger Hotel |
| 35. Chateau Frontenac | 41. Vancouver Hotel |
| 36. Emerald Lake | 42. Windsor Station |
| 37. Lake in the Clouds, Alta. | |
| King George V 2c Red, Arch Issue: Bond CN18B; Holmes 1453; Gage 105F | |
| 43. Banff Springs Hotel | 46. Mt. Sir Donald |
| 44. Chateau Frontenac | 47. Mt. Stephen |
| 45. Empress Hotel | 48. Windsor Station |
| KGV 2c Brown, Arch Issue: Bond CN24B; Holmes 1454; Gage 109F | |
| 49. Banff Springs Hotel | 56. Mt. Assiniboine |
| 50. Chateau Lake Louise | 57. Mt. Sir Donald |
| 51. Emerald Lake | 58. Mt. Stephen |
| 52. Empress Hotel | 59. Place Viger Hotel |
| 53. The Gap | 60. Vancouver Hotel |
| 54. Giant Steps | 61. Windsor Station |
| 55. Lake in the Clouds | |

SQUARED CIRCLES — (Continued from page 176)

electoral map handy but I do not recall that the Vancouver Electoral District ever took in any part of Vancouver Island and thus this may be little more than an error of listing. I will try to check this latter point further.

Mr. Topping has raised the intriguing possibility that with the exodus of the non-Chinese from Union to Cumberland, the

Postmaster joined his friends and neighbors and made a similar move, taking the Post Office equipment with him; that the move actually predated the authorization order for the name change, and that the request for the name change may have come about because of public pressure over continuance of the use of the Union post office name at its new location in Cumberland.

More About Official Stamp Covers

by Wm. Pekonen

RPSC 7526—BNAPS 2091

Fifty-five governmental departments, corporations and agencies are entitled to use the bulk mailing privileges. (A list of these will be submitted in a later article as well as further information regarding the interval between January 1, 1964 and to date.) The multiple branches under specific control of a department are also included in the privilege. The offices of these branches further increases the number of chances for the collection of varieties. The exact number of all combinations is not known at this time, but further research now being done will establish a more correct total. The scope offered by this selection is almost endless and the quantity issued must be large. A representative collection is easily accumulated.

It is presumed unless stated otherwise and unless the size of the article dictates otherwise, that the mail is to be transmitted by first class post. Three other designations have been observed in frequent use: Third Class, Parcel Post, and Registered Mail. The instructions have been observed as being imprinted in three different ways.

The article being mailed should be identified further as being an envelope, label, parcel, booklet, or other form. There are many sizes of envelopes manufactured from different types of paper. The most common sizes are the No. 8 and No. 10. It seems however, that the envelope is designed to fit the enclosure and many custom sizes exist. It would seem advisable, if one wishes to be technical, to list the measurement i.e. 5" x 11½". The paper is usually kraft, manila, or bond—the latter being used mainly by Ministers or Department Heads. The envelope can be further classified in other technical ways such as plain, window, glassine window, side flap, end flap, etc.

The Post Office department has stated the following:

"It is a requirement that mailing envelopes used by federal government departments be imprinted on the face with the phrase "ON HER MAJESTY'S SERVICE" and "SERVICE DE SA MAJESTE" to indicate that they contain official correspondence. With the introduction of the bulk payment arrangements it was also required that government mailing envelopes bear the endorsement "CANADA — POSTAGE

PAID — PORT PAYE" to indicate to the Postal Service that any postage or postal fees that should be paid were included in the mailing department's bulk payment to the Post Office. As an economy measure it was further decided that all government mailing envelopes should bear the above endorsements whether intended for the mailing of correspondence acceptable free of postage or for government mail subject to postage, such as, letters passing between government agencies located outside of Ottawa."

Twenty different varieties of "OHMS" have been noted in my collection. For the purpose of this article, I have selected five of the most common forms being used:

ON HER MAJESTY'S SERVICE

SERVICE DE SA MAJESTE

ON HER MAJESTY'S SERVICE

SERVICE DE SA MAJESTE

(no line between)

ON HER MAJESTY'S SERVICE—

SERVICE DE SA MAJESTE

(one line)

O.H.M.S.—S.S.M.

O.H.M.S.

S.S.M.

A further complicating factor is the use of different type fonts. Since there are literally thousands of possible combinations, the technical classification requires a highly specialized skill. It seems unnecessary to complicate the matter further with an almost infinite sub-classification. A brief explanation of type font will illustrate why this technical subject is best left to the type experts. Various printing machine manufacturers own different type fonts. Each type font usually comes in sizes ranging from 6 point to 96 point. The standard measurement is 72 points to one inch. Some type is two inches in height. The fonts are designed by artists. A manufacturer may alter slightly a currently popular type font, and attach a name to identify his own version. Different fonts have been designed each year since the invention of the printing press, and new designs are still being

made. The type usually comes in UPPER CASE (capital letters) and lower case, and usually, both UPPER and lower case letters are combined. The difference in type font can be enjoyed by each individual at his own leisure. Most of the various fonts are easily separated visually, and good luck to anyone wishing to do so.

Three main methods of imprinting "POSTAGE PAID" are being used; printed by the envelope manufacturer; use of a printing head attachment on sealing machines; and rubber stamped impressions. Several other minor methods are being used. The Post Office department has informed me that:

"A general instruction sent to government departments indicates that the endorsement "Canada—Postage Paid—Port Payé" shall be in a half inch by one inch block in the top right hand portion of the envelopes."

The block varies in size according to department or most usually, the size of the envelope. Here again, the variety is extensive and it would seem unnecessary to enumerate all the different sizes in this article. It should suffice for all but very notable exceptions, to group these into STANDARD (½ inch by 1 inch); under-size, and over-size. The usual position is horizontal length, but vertically long blocks have also been noted. Different word groupings also exist.

The printing head attachment imprint may cause some confusion. The Post Office department have clarified the matter in this way:

"Postage meters, as devices for the imprinting of postage, are no longer used by Departments or offices of the Federal Government. You may have observed on envelopes and mailing covers, however, what may appear to be postage meter impressions but these are merely impressions from printing head attachments on sealing machines to print a date, a return address, the endorsement "On Her Majesty's Service" and the French equivalent, and the wording "Canada—Postage Paid—Port Payé". These printing heads are generally used in larger Government mailing rooms where mail sorting and sealing machines were in use prior to the introduction of the bulk system for the payment of government postage expenditures. This is an economy measure as it permits the use of blank (unprinted) envelopes."

There are several distinct types of printing heads in use as well. This will be a subject for further explanation. In addition to these distinct types, the use of different colours of ink have been observed.

The third main method is the use of a rubber stamp. The wording usually conforms to the requirements set out by the post office department. However, there are several unusual groupings. I assume that the "non-conformists" are ones which were ordered early in 1964 when the requirements were not clearly known. A person could accumulate an interesting selection of rubber stamp impressions on cover or label.

The return address can be separated into the groups of the English language, French language, bi-lingual, and method of imprint. This grouping is self-explanatory.

Many envelopes have printed instructions relating to control or information regarding contents, delivery, and handling. One illustration would be the recent envelope sent to you by the Department of National Revenue stating:

This envelope contains your
Personalized Income Tax Return
and Instruction Guide.

Cette enveloppe votre
déclaration, a titre personnel, d'impôt
sur le revenu et le
Guide d'instructions.

The Unemployment Insurance Commission also uses the envelope for messages of one form or another.

Numerous symbols appear on envelopes. These include the general information regarding the departmental code number plus printing date and quantity. Other symbols which appear frequently are the familiar Centennial, and Expo 67 markings and the Canadian Coat of Arms.

Some of the categories mentioned in this article will be the subject of further articles. Illustrations will be included with the more detailed studies. In case anyone is interested, I have developed a code-system of quickly separating the main identifying factors. This system can be explained later. Should any of the readers have any information to add to the foregoing, I would appreciate receiving correspondence. It is my intention to co-relate any available data before it disappears. Your assistance, exchange of material and correspondence would be most welcome.

LIBRARY — (Continued from page 172)

- A1-8 — Some Phases of the Canada '59 Issue by Sen. J. A. Calder, 1939, 53 pp, ill., cloth.
- A1-32 — The First Decimal Issue of Canada: 1859-68 by G. Whitworth, 1965-6, 33 pp, ill., acco. (from London Philatelist).
- C3-8 — The First Decimal Issue of Canada: 1859-68 by G. Whitworth, 1966, 96 pp, ill., card.
- C3-19 — Canada: The 1859 Issue by G. Whitworth, 1967, 2 pp, art.
- F-210 — Canada: The 1859 5 Cents: A Commentary by G. A. E. Chapman, 1955, 7 pp, ill., art.
- F-75 — Canada 5c 1859 by G. A. E. Chapman, 2 pp, ill., art.
- F-211 — Canada 5c 1859: Record of Re-entries by G. A. E. Chapman, 14 pp, ill., art.
- F-225 — Canada: The Plate Problem of the 1859 5c Beaver by W. E. Lea, 1955, 6 pp, art.
- F-120 — Canada 1859: Plate Position of the 5c Beaver Major Re-entry by C. G. Kemp, 1962, 3 pp, ill., art.
- F-209 — Canada 1859 Ten Cents by G. A. E. Chapman, 5 pp, ill., art.
- F-308 — That Ten Cent Albert 1859 Canada by H. G. Saxton, 1951, 9 pp, art.
- F-226 — Canada: 10c Prince Consort of 1859 by W. E. Lea, 1956, 2 pp, ill., art.
- F-224 — Canada: 10c Prince Consort of 1859 — Position No. 97 Retouch and Repaired Impression by W. E. Lea, 1954, 3 pp, ill., art.
- F-228 — Canada 1859 Issue: The 10c Retouches by Sen. J. A. Calder, 1946, 1 p, ill., art.
- F-121 — Canada 1859: 10c Prince Consort — The Origin of the Double Epauettes on Stamp No. 61 by G. Whitworth, 1961, 2 pp, ill., art.
- F-41 — Canada 1859 — 12½ Cents and 17 Cents by G. A. E. Chapman, 1951, 12 pp, art.
- F-192 — The 17c Stamp of Canada by B. W. H. Poole, 1929, 1 p, art.
- F-198 — Notes on the Canada 17c Blue by P. J. Hurst, 1959, 1 p, ill., art.
- F-229 — Canada 17c 1859: The Identification of its Printings Through the Use of Comparative Color Charts by Sen. J. A. Calder, 1943, 14 pp, ill., paper.

CARRIER MARKS — (Continued from page 179)

1881 or early 1882, the beginning of carrier service; and early 1889, the earliest reported use of type I from Winnipeg.

One peculiar variation of type I, which so far has defied explanation, has been noted from Hamilton. This "oddball" was first brought to the writer's attention in 1965 by Lloyd W. Sharpe. In the mark reported by Mr. Sharpe the year date in the third line is replaced by the letters CDD. An example recently added to the writer's collection has the date replaced by the letters CED. Mr. Sharpe's example was mailed from Toronto and does not show a Hamilton arrival stamp. The second example was mailed in Hamilton September 18, 1899 and shows what appears to be a Hamilton arrival stamp on the reverse of the cover,

but the strike is too indistinct to be sure. There is some reason to suspect that these marks may not be carrier marks. The meager evidence on hand could be interpreted to indicate that they are arrival stamps. More examples must be examined before a firm evaluation can be made. Collectors with examples of handstamps of this type in their collections are invited to send the details to the author.

The summary page accompanying the last article has been revised and is presented here. Many of the revisions are the result of suggestions by F. W. Campbell, E. R. Gill, M. E. Grant, and G. H. Melvin. Corrections or additions to the summary by collectors interested in this field are solicited.

ADMIRAL BOOKLETS — (Continued from page 181)

pletely turned over to the dry-printing method. In fact, the Philatelic Division said that this had been done by January 1926 but I think that this information applied to the denominations issued in Post Office sheets or in coil form but I am quite ready to believe that some printings by the wet process were made in 1926 and, in the case

of the booklets, it is quite likely that plates 21 and 22 were so used."

Accordingly, collectors should annotate their Marler and Reiche Notes to the effect that a third type of this pane definitely exists, and panes from the re-engraved die should be carefully re-examined with regard to the process by which they may have been printed.

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61	38.00	32.50	211-16	2.30	1.50	375-82	.70	.14
62	—	25.00	217-27	6.50	1.95	383-88	.50	.08
66-73	17.00	9.50	231-36	.75	.12	389-95	.57	.08
74-84	44.50	11.50	241-45 (6 val.)	7.35	1.45	396-400	.38	.06
89-95	73.00	8.75	249-62	8.50	1.65	410-17	2.30	.55
96-103	34.25	27.50	268-73	4.95	.85	418-29A	.95	.35
139-40	8.00	—	274-83 (6 val.)	.37	.14	C1-C9	7.10	5.40
141-48	3.05	1.70	295-300	.92	—	CE1-4	2.00	2.00
149-59	27.50	10.00	311-14	1.00	.55	E1-11	18.25	11.25
162-77	21.00	4.50	316-21	2.20	.30	O1-10	51.00	49.00
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102	7.00	5.00	J3	3.25	2.70
103	7.25	6.00	J5	.90	.60
116	3.50		J10	4.50	.85
130	1.80	.15	O-25	13.00	12.00
158	6.00	2.00	O-27	11.00	10.00
159	11.00	3.00	CO1	.70	.45
201	.80	.10	CO2	1.10	.90
206	.40		EO1	1.50	1.50
245	2.25	.40	EO2	2.25	2.25
337-41 Tagged	.55				

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1948	\$ 385,568	*1958	\$1,874,801
1949	\$ 510,468	1959	\$ 782,686
1950	\$ 382,432	1960	\$ 911,476
1951	\$ 774,662	1961	\$1,218,272
1952	\$ 601,446	1962	\$1,232,589
1953	\$ 690,709	1963	\$1,163,610
1954	\$ 730,731	1964	\$1,454,252
1955	\$ 801,189	1965	\$1,661,012
*1956	\$1,702,834	1966	\$1,953,922
*1957	\$1,522,879	1967	\$2,112,802

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*Caspar years.

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The competent philatelist who purchases outstanding items from reliable sources will almost certainly have an excellent long-term investment as well as much pleasure.

All that is necessary is to refer to the auction catalogues of the Ferrari, Hind, Pack, Caspary and Crocker sales. If one checks the big pieces for the prices realized at the time there is no question that philately is competitive with many other areas of informed speculation.

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