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Official Journal of The British North America Philatelic Society

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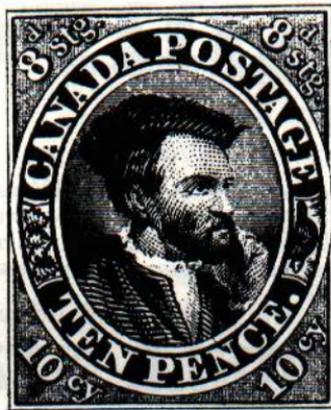
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Winthrop S. Boggs



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The Postage Stamps and Postal History of Canada, one of the largest and most important philatelic works, is a necessity for all Canada collectors and also for those interested in philatelic scholarship, for which this book was awarded the Crawford Medal in 1947.

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BNA TOPICS



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Flag Cancellations

- - something new always
keeps turning up!

BY ED RICHARDSON, OTB



One of the truest statements in the new *Canadian Flag Cancellation Handbook* is in the foreword where I stated the "handbook is certainly not the last word on Canadian Flag Cancellations". Since the handbooks' appearance it seems it has induced many collectors to check through their collections in hopes of turning up that "something new". As I write this shortly after the New Year, 29 different collectors have done just that—mostly earlier or later dates than shown in the handbook. However, some even more important discoveries have been made, and it is time we make a report.

a new discovery

Type 29 supposedly was used only at Vancouver. On page 46 of the *Handbook* I stated "It was used for a long period of time at Vancouver, and it is not likely it was ever used elsewhere." I was referring to the flag die. How wrong can you be? We now discover that the die was originally used at Gananogue, Ontario—perhaps for a very short stay of only a few days—before it was then transferred to Vancouver!

The old McCready booklet listed a flag cancel of this type—no. 124—with a "?" showing no dates reported. We dropped it from our listing as none had been seen or reported. But they did turn up at the Williamsburg convention! (figs. 1 and 2).

This new discovery will be listed as follows:

29-2 Gananogue April 2 (R) April 4 (R)

Coronation 1937: more towns for May 16

In spite of some 83 collaborators assisting with the new *Handbook*, we still reported only one town—Windsor, Ontario—as having used the 1937 Coronation Flag Cancel Type 50 on Sunday morning, May 16.

Generally, if the slogan or flag die is not removed by the day shift in the late after-

noon, the die remains in the machine until early morning when the day shift comes on. This often allows a cancel device to be used for a brief period during the early hours.

This is what caused the Windsor examples. In the *Handbook* I stated "I suspect there will be others." Sure enough, we can now note that both Halifax, N.S. and New Westminster, B.C. have been reported.

Kitchener Type 53

As was the case with Winnipeg and Montreal, it is now known that Kitchener also used a "wide" provincial abbreviation at first and then changed to the smaller or "narrow" type. We illustrate the two types herewith (fig. 3). The listing should now read:

53-7—Kitchener—Hub I Aug. 19 '41 (R) Jan. 5 '42.

53-7A—Kitchener—Hub II Mar. 23 '42 (R) May 19 '42.

unusual error on Type 54: "Train Royal"

Ted Kilish always manages to come up with some unusual material, and this one is no exception. The cover bears the Type

52 Flag Cancel, with the French type Hub —TRAIN ROYAL. But the month is spelled "MAY" instead of "MAI"; thus we have a hybrid, and the date appears to be May 22.

If this was the 22nd, then the train was at Toronto, and up to now at least, only the English version is known to have been used there. If Toronto is the location, it would appear that someone put the *right date slugs* into the *wrong dater hub*.

However, if this date, which is hard to decipher, is really the 20th, then the train was at Ottawa. The TRAIN ROYAL hub was used on the 17th, 18th, and 19th while at Ottawa, and it is easy to understand how the error could have occurred on the 20th. Regardless of where it occurred, it is an interesting and rare hybrid.

ORAPEX '74

Long before now, most flag cancellation collectors have been aware there was an ORAPEX flag cancel for 1974. Except for the dates, the design is similar to 82-1. We are therefore assigning 82-2 to the new flag. The revised listing for Type 82 is as follows:

82-1—1973—March 9, 1973, scarce; May 5, 1973, common.

82-2—1974—April 29, 30, May 19, 1974, less common; May 11, 1974, scarce.

new inverts reported

While none of these have yet been seen, nor confirmed, we have had reports of three new type 8 flag cancels in inverted posi-

tions, as related to their hubs. These are:

8-2A—HAMILTON "B" Inverted, Sept. 22 '99.

9-9A—MONTREAL "-" Die IV Inverted.

8-11A—MONTREAL "-" Die V Inverted Aug. 4, '98.

Lambeth, Type 50 — interesting fake

There are at least three BNAPSers who have in their flag cancellation collections, examples of this bogus Lambeth, Ontario Coronation flag cancellation of 1937. Each is dated "MY 10 37"—the first day of issue for the 3c Coronation issue.

The dater is an *open circular handstamp* as per illustration (fig. 5). The *yag portion* is that of, and must have been applied at, London, Ont. A beautiful fake.

In addition to the dater being the wrong type for a machine cancel, it was placed approximately 15 mm. from the flagstaff. Most Coronation daters are spaced at 8 mm.

We will not go into detail as to how this fakery was apparently accomplished, but it is not too difficult to imagine. We feel it is sufficient just to warn BNAPS members as to the true character of the items.

Joseph Howe 1974

Yes, it happened again! While the circumstances were somewhat different from those in 1973, as told on page 85 of the *Handbook*, the results in 1974 were the

(continued on page 77)



3



4



5



6

Ontario Hydro computer- message reply cards

BY GEORGE A. VANDERBURGH

last of two parts

It is also interesting to note the response on the part of the householder receiving the M-R cards, especially those six cards received when the first class rate was seven cents and 7c cards received when the rate was eight cents. Some householders affixed the extra one cent apparently lacking in postage but in actuality already paid at the source by Hydro (ills. 15 and 16).

The 8c and 8c Message Reply card came into use in March 1972 until December 1973. I have information on at least three printings: 505,000 on February 11, 1972; 2500,000 on January 1, 1973; and 259,600 on March 15, 1973. There appear to be three distinct shades in these cards and undoubtedly this can be attributed to the different printings.

As far as the technical printing of the M-R cards, the only significant printing flaw that I have come across to date is a blot of red ink on the Queen's neck in a series of 25 cards or so which appears in the same position. This I have termed "Blood on the Neck" variety; a rather dubious title!

Some householders not believing or not reading the Hydro statement on the message portion, affixed the full postage applicable prior to remitting the cards.

Some other householders received their M-R cards in the United States forwarded from their address in Canada. In this case the meter reading was estimated and the reply card was remitted bearing U.S. Postage.

In September 1973 the revised Message Reply card format appeared which is still current today. The first order was for 260,000. Information on the quantity printed of the second card is not available at this time. The quantity of these M-R cards used has decreased steadily from

1971. The reason for this is two-fold, as it was explained to me. First of all the Hydro can expect approximately 80% return on the cycle of cards sent out. Of this 80% approximately 10% are filled out incorrectly. Thus the Hydro must still employ people to check approximately 28% of the meters.

Postcard meter reading has not proven itself too successful nor has it reaped financial benefits originally anticipated; the Ontario Hydro is presently trying to strike an economical balance between the two systems.

It is interesting to speculate what the Canada Post, Moore Business Forms and the Ontario Hydro will do about the present requirement for Ottawa tagging on all mails. It is not unreasonable to expect the postal rates to increase to 10 cents in 1975 and presumably the Hydro will be caught with a supply of 8c cards and will pay a lump sum once again. Thus a single series of Special Order Postal Stationery reflects inflation, an interesting innovation and an altogether interesting chapter in Canada's postal history.

One very unfortunate aspect of this issue is the apparent lack of philatelists in the Hydro organization or outside of it with the foresight to preserve an adequate quantity of these cards for posterity. Some samples were apparently destroyed in a fire in a Toronto Hydro office building in 1967.

Author's Footnote: A special word of thanks must go to Earle Covert and Jim Webb for reviewing this article and supplying the necessary photostatic information.

Editor's Note: Dr. Vanderburgh would welcome further correspondence on these cards especially of an additive or corrective nature. For return postage, he will forward a used 8c Ontario Hydro Reply card to any interested reader to add to his/her collection.

Laurentide Air Services

This pioneer aviation company flew the first authorized and regularly-scheduled air mail route in the country — in 1924

BY RICHARD K. MALOTT — *second of a series*

This whole operation is being watched with great interest. If it is successful there are other localities where similar services could be run. The traffic increased as the reliability of the service was proved, and the public gained confidence.

Mining engineers, prospectors and others desiring to visit the new gold fields made use of it continually as it saved much time and trouble and made a shorter and more comfortable trip than the alternative steamboat, launch or canoe trip by lake and river. This will apply equally to the winter service to which the alternative will be a cold sleigh ride over rough winter roads.

A total of 1,004 passengers were carried on the service of which 800 were paying. Express and freight carried by air weighed over 78,000 pounds, while 15,000 letters and telegrams were carried up to the end of the year.

Express delivery of telegrams was a feature of the service. These could be sent from outside points, delivered to the pilot at either Haileybury or Angliers, taken to the mining camps and a return message brought out to be telegraphed from either point to its destination all within a few hours.

After operating for some months and proving its reliability, the service obtained recognition as a regular mail carrier by the Post Office and was authorized to carry mail bearing a special 25c stamp issued by the company.



When the season first started, the service was operated from Angliers, Quebec, the terminus of the CP Railway line in the district direct to Lake Osisko, about 45 miles. It was then found that the railroad connections at Haileybury were better as well as the facilities for handling the machines. The company therefore transferred its main base to Haileybury.

Trips were made from there on the arrival of the through trains, one aircraft calling regularly at Angliers to pick up mail, telegrams, freight, express, and passengers en route every day and stopping on return for a similar purpose. At the Rouyn end, Lake Osisko was made the main base, though passengers and freight were delivered on the shores of any waterways in the district, as required by customers.

A contract for the transportation of the treaty money-paying party, from the National Transcontinental Railway down the Albany river to James bay, was entered into with the Department of Indian Affairs. This flight was carried out in the beginning of August by the Viking Lion amphibian in 10 days, the flying time being about 12 hours and the distance covered over 1,000 miles.

The expedition started at Rémi Lake, a few miles from Moonbeam station, proceeding northwest as far as Martin falls or the Albany river, thence following its course to Fort Albany on James bay, thence north along the coast to the mouth of the Attawapiskat river, then by the coast to Moose Factory and south again to railroad by the Moose, Metagimi and Groundhog rivers. The only alternative to making this expedition by air was to follow the canoe routes, which would have meant several weeks' hard travel by canoe.

The company also carried out several contracts for forest type sketching in conjunction with the James D. Lacey & Co. of Canada, the largest of which was in the district of Algoma for the Spanish River

(continued on page 74)



The RPO Cowcatcher

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

Our hammer study of M-36 was not derailed, merely side-tracked in favor of a project which the RPO Study Group felt was of more immediate import, namely an up-to-date presentation of the RPO listings. We are pleased to advise that by the time this column is printed we will have returned from our printer a new 143-page book which we have done on behalf of the group; this publication is a revision of the catalogue listing section of the Shaw Handbook on *Canadian Transportation Postmarks*, and in addition to the chronological listing of all runs known through January 1, 1975, we have also updated all train numbers, clerk names, steamer names, reporter reference and have presented a more detailed description of type classification.

The new book does not touch on the historical section of Shaw's handbook, nor does it include all of the background notes, most of which are self-explanatory. The main purpose of this new book is to give all RPO collectors a new starting point, after combining, collating and setting forth all existing known data in an orderly fashion; from this starting point, we can continue to make additions, corrections and changes as our knowledge further increases.

For those interested in having a copy of this new book, a cheque to this column in the amount of \$6 will bring the book to you by return mail, postage prepaid. Publication has been limited to 300 copies. All future changes and new runs will be as supplement to this revision of the Shaw handbook.

We are pleased to advise that F. Belanger of Montreal has confirmed the existence of two hammers of M-11K; accordingly, we represent herewith M-11K based on most recent knowledge:

M-11K CAM. & LEVIS/R.P.O.

Two Hammers, Type 17H

Hammer I

Proofed: Unknown
Earliest: August 9, 1967
Latest: Probably December 22, 1969, based on

destruction order proof

Indicia: 18

Usage: Limited to perhaps three or four years.

R.F.: 150 (est. 10%)

Comments: This first strike of Hammer I, same as the Destruction Order Proof, was found in the collection of a friend by Mr. Belanger. With copies at hand, separation from Hammer II is quite easy.

Hammer II

Proofed: Unknown

Earliest: To be advised

Latest: April 24, 1971

Indicia: 122, 123

Usage: Apparently limited to three or four years.

R.F.: 150 (90%)

M-11K HAMMER IDENTIFICATION

1. Measure the chordal distance from the bottom of the left leg of the "M" in CAM to the bottom corner of the "L" in LEVIS; Hammer I measures $8\frac{1}{2} +$ mm, while Hammer II is only $7\frac{1}{2}$ mm.
2. Measure the chordal distance from the bottom corner of the "L" to the bottom of the "I", both of LEVIS; Hammer I is 7 mm, while Hammer II is only $6\frac{1}{2}$ mm.
3. From the bottom of the left leg of the "R" to the bottom of the "P", both in RPO, is 5 mm for Hammer I and only $4 +$ mm for Hammer II.
4. Hammer II has a distinct rim break over the "C" of CAM which is not present in Hammer I.

All of which brings us reasonably up-to-date, and it is time to get on with the hammer identification and separation of M-36.

M-36 HALIFAX & CAMPBELLTON . R.P.O./.

Fourteen Hammers, Type 17

Hammer I

Proofed: Unknown

Earliest: September 9, 1901

Latest: June 18, 1909

Indicia: WEST throughout; one EAST in 1902,

rare

Usage: Constant within period

R.F.: 30 (13.7%)

Comments: Of 66 strikes, all were WEST but one on September 26, 1902 which was EAST; since EAST is not known on Hammers II and III, which also have full directional words, obviously it is rare. Hammer generally wore well, except for lower left leg of "H" of HALIFAX which is

broken from 1902, and quickly identifies this hammer out of the first three. Also, top left corner of "N" of CAMPBELLTON is broken from 1902. "X" appears barely to meet, rather than cross.

Hammer II

Proofed: Unknown
Earliest: September 12, 1901
Latest: August 4, 1909
Indicia: Only WEST known
Usage: Sporadic within period
R.F.: 30 (4.6%)

Comments: Sparingly used; not yet known in 1907 or 1908. "H" of HALIFAX is unbroken; however, lower right corner of "N" of CAMPBELLTON is frequently broken from January, 1906.

Hammer III

Proofed: Unknown
Earliest: September 18, 1901
Latest: April 11, 1910
Indicia: Only WEST known
Usage: Regular use each throughout period.
R.F.: 30 (7.4%)

Comments: On latest date above, WEST is inverted. "H" is unbroken; however, upper left and lower right corners of "N" of CAMPBELLTON are short from 1906. There is a general deterioration of the hammer with time resulting in many small breaks.

Hammer IV

Proofed: Unknown
1st Period
Earliest: January 14, 1902
Latest: June 19, 1907
Indicia: Only E known
2nd Period
March 1, 1931
September 28, 1941
4—1931; 3—1935-40; 59—1941
Usage: Two distinct periods, sporadic in both.
R.F.: 30 (4.1%)

Comments: There is a break in the back of the "C" of CAMPBELLTON on light to medium strikes. During 2nd Period, hammer shows some degree of wear.

Hammer V

Proofed: Unknown
Earliest: March 3, 1902
Latest: June 11, 1907
Indicia: E is normal; however, single W known

in 1905.
Usage: Limited and scarce
R.F.: 30 (1.5%)
Comments: All three hammers of this set, IV, V and VI saw sparing use, but this one more so than the others; however, the latest strike is clear and sharp, showing little wear. Perhaps it was lost.

Hammer VI

Proofed: Unknown
Earliest: July 10, 1903
Latest: September 5, 1928
Indicia: Only E known through 1916; then 199 in 1918 and 1, 2 in 1926/28
Usage: Occasional throughout period
R.F.: 30 (4.4%)
Comments: This hammer started to deteriorate in 1908 and subsequent strikes show considerable wear. Lower right corner of "N" of CAMPBELLTON short from 1906.

Hammer VII

Proofed: Unknown
Earliest: January 3, 1905
Latest: April 21, 1915
Indicia: W until 1908, then E, W
Usage: Relatively constant and available until 1912, then sparse
R.F.: 30 (6.6%)
Comments: Rim breaks over both "Ps", "C" and "X" are relatively constant. Delicate hammer with numerous breaks in the letters. Very narrow "H" in HALIFAX.

Hammer VIII

Proofed: October 27, 1907
Earliest: January 4, 1908
Latest: March 27, 1924
Indicia: Only W through 1919, 1 in 1924; blank in July, 1912
Usage: Common and constant through 1920; then sporadic
R.F.: 30 (17.7%)
Comments: This hammer was ordered for destruction on December 3, 1969 and there was no year in the indicia set of the D.O. proof; however, this strike shows a very flattened rim at the bottom, which is duplicated in strikes from 1918. Between 1913 and 1917, this bottom portion of the ring is frequently missing. "1" for year on November 12; on a 2c Admiral, so cannot be 1911.

(Hammers IX to XIV to follow)



Semi-Official Airmails

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

Canadian Airways Ltd.

In the October issue of *Topics*, Don Snider enquired about a variety he noted on a copy of the Canadian Airways, Ltd. stamp. D. B. Archer writes that he notices on a copy of the stamp surcharged "10 cents" that there is a break in the outer frame line directly below the vertical line of the "E" of "ONE". This break is about one-half millimeter long.

In the location mentioned by Snider, i.e. below the hyphen, Archer's copy has a blue

smudge extending about half-way between the outer and inner frame lines, but I wouldn't consider this a break in the frame line. Also there is a blue line below the "L" of "MAIL" extending into the space between the frame lines.

Archer also notices in his copy a vertical line from the black circle surrounding the goose almost touching the inner frame line. This is directly below the white cheek of the goose.

(continued on page 80)

TOPICS: THE NEWSFRONT

New Canada Post schedule . . . some new varieties . . . Stampex Canada . . . and a new study group

As expected, there are changes in the program of new issues by Canada Post for this year: *Feb. 5*: Olympic semi-postals (water sports); 8c plus 2c, 10c plus 5c, 15c plus 5c; *March 14*: Olympic sculptures (diver and runner), \$1 and \$2; *April 4*: sub-Arctic Indians (four 8c stamps); *May 15*: L. M. Montgomery and Robert Service (two 8c stamps); *May 30*: Marguerite Bourgeoys and Alphonse Desjardins (two 8c stamps) and Samuel Chown and John Cook (two 8c stamps); *June 11*: Olympic track and field: 20c, 25c and 50c (three stamps) *July 3*: Calgary Centennial (one 8c stamp); *July 14*: International Women's Year (one 8c stamp); *August 6*: Olympic semi-postals (combat sports); 8c plus 2c, 10c plus 5c, 15c plus 5c; *September 2*: Supreme Court centenary (one 8c stamp); *September 24*: Canadian ships (four 8c stamps); *October 22*: Christmas (children's design project); two 6c stamps, two 8c stamps, one 10c stamp and one 15c stamp; *November 10*: Royal Canadian Legion (one 8c stamp).

Included is a previously unannounced addition, the Calgary centennial. This makes a total of 35 stamps for the year, for a total of \$6.82; of this, nearly one-third of the stamps are Olympic, but these Olympics account for about 70 per cent of the total face value.

Another unannounced item: on January 15 a new \$1 tagged booklet was released, with one 1c orange Macdonald, 11 8c blue Queen, and one 6c red Pearson. Rather than describe it fully here, we'll carry a photo of it in the next issue.

Next month we'll try to do a wrap-up of several varieties that have come to our attention; there are stories of a printed-ongum on the 1c 1967 issue (reported by Ken Pugh) and also on the 8c; Fred Johnson of Toronto has some interesting paper varieties, and there's a missing bird atop one of the totem poles on Scott 575. Booklets of the first (568a) current-series panes are known with the denominations all or partly missing on the bottom stamps.

* * *

If you live in the eastern part of Canada or the U.S., a reminder: the third Stampex show will be held in Toronto's Four Seasons Sheraton Hotel, opposite City Hall, on April 25, 26 and 27. The sponsors are having medals struck for the winners, and a list of fine prizes has also been lined up. A bourse of 50 dealers is planned, plus lectures and discussion groups. It's the third year for Canada's largest annual stamp show.

From Ed Richardson comes news that a new study group has been formed. A very lively seminar was held on flag cancellations at the convention in Williamsburg last fall. As a result, a number of members decided to form a Flag Cancel Study Group, and elected Larry Paige, 1069 Shillelagh Road, Chesapeake, Va. 23323, as secretary.

The first newsletter appeared in January, and it is planned that five or six of these *Canadian Flag Cancel Bulletins*, each of four pages, will be issued in 1975. Dues are \$2 to BNAPSers only.

* * *

We have seen a copy of *Ice Cap News*, published by the American Society of Polar Philatelists, which will be of interest to collectors of northern Canada. This 36-page bi-monthly magazine contains much illustrative coverage of cacheted covers, plus articles and news of related philatelic material, and it is well put together and printed.

Arrangements have been made to exchange publications and *Ice Cap News* will shortly be available from the Librarian. For those seeking further information, please contact Russell Ott, 3541 Calle del Sol, Irving, Texas 75062.

* * *

Albert E. Kreger, 69, of Rainy River, Ontario, died October 2, 1974, according to a report we heard. A collector since the age of 10, Mr. Kreger was an authority on the OHMS perfins of Canada. An Ontario resident, he was a dealer, and a commercial fisherman prior to retirement.

SOME NEW PUBLICATIONS

Postmarks Sarnia, by H. F. Bardwell. 1975. Soft cover, 8½" x 5½", 58 pages. \$1.50 plus 20c first class postage within Canada. Obtainable from the author, P.O. Box 62, Sarnia, Ontario N7T 7H8. Privately printed in a limited edition of 250 copies.

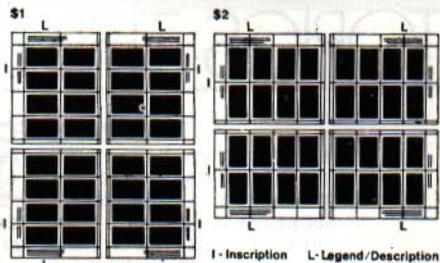
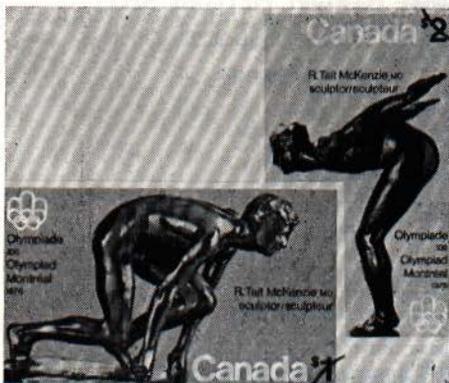
First, this is *not* a book on postal cancellations of Sarnia. BNAPSer Bardwell set out to write a history of Sarnia and district post offices from their inception as a Centennial Year project. Pressures of time and money delayed its appearance until now but postal history fans are rewarded for their wait.

In addition to a detailed account of the establishment of postal service in Sarnia, the author describes routes of rural mail delivery with the names of the various carriers. All of which must make this the last word in postal history for this part of Ontario. The book serves as a personal tribute to one man's research and vision.

Charmingly printed on a hand-set press, it is well worth the modest price for anyone interested in postal history. As a postscript, the author will gladly autograph copies if requested.

—MBD

Post Office Department NEW ISSUES



On March 10 Canada Post will issue yet another in its Olympic Games series — this time a pair of high-value denominations showing two Robert Tait McKenzie statues, *The Sprinter* and *The Plunger*. The stamps have been designed by Allan R. Fleming.

The \$1 and \$2 stamps are in six-color lithography with PVA gum and have been printed by Toronto's Ashton-Potter. They measure (perf to perf) 48 x 30 mm and 30 x 48 mm. Two inscriptions appear on each small (eight-stamp) sheet and turn up on a block of four, leaving the remaining four stamps without inscriptions — the greatest proportion of stamps yet issued by Canada containing marginal inscriptions (see drawing); 10 million of each have been printed.

The press release announcing the issue quotes Postmaster General Bryce Macksey: "These are stamps for art lovers as well as stamp collectors; but they also afford Canadians an opportunity to support the 1976 Olympic Games in Canada."

Since these are not semi-postals, in which a portion of the amount paid for the stamp is specifically earmarked for the Olympic fund, it is not made clear how sales of these stamps will support the Olympics. However it was stated some time ago that revenue from *all* Olympic stamps sold through the philatelic counters would also be turned over to the Olympics. Thus the Canadian government appears to be relying rather heavily on stamp collectors to help pay for the games — by bringing out these very high-value stamps in handy eight-stamp sheets, confident that collectors will buy the full sheets rather than just singles or inscription blocks of four, and indeed that many will go full hog by buying all four sheets in order to have the full set of positions available. Going full hog will cost a mere \$64, but be thankful there's just one (unnumbered) plate.

TOPICS: THE BUSINESS SIDE

BNAPS: ELECTED OFFICERS

PRESIDENT	James A. Pike, 5805 Balsam St., Apt. 801, Vancouver, B.C.
PAST PRESIDENT	Alfred P. Cook, Coy Glen Road, Ithaca, N.Y. 14850
VICE-PRESIDENT	Leo J. LaFrance, Box 229, Ossining, New York 10562
SECRETARY	Edward J. Whiting, 25 Kings Circle, Malvern, Pa. 19355
TREASURER	Edward 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: G. B. Llewellyn (chairman), C. R. McNeil, D. G. Rosenblat

(FOR OTHER OFFICERS, SEE MASTHEAD ON INDEX PAGE)

From the Secretary

EDWARD WHITING
Malvern, Pa.

New Members

- 3251 Currie, Robert, 65 Sellier St., Auteuill, Laval, Que. H7H 1G1
3256 McElroy, Clell E. Jr., 4088 Wilson Lane, Concord, Calif. 94521

Applications Pending — "A" Group

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

- Brahm, Harry C., 1468 Madison Ave., Memphis, Tenn. 38104
Babin, Rene C., 1791 Avenue Bergemont, No. 4, Quebec, Que. G1J 3T1
Bucklin, Hollie A. Jr., 30 East St., Ipswich, Mass. 09138
Chapman, Paul M., Box 472, Downsview, Ont.
Cirelli, Pasquale, 5231-37th Ave. S., Seattle, Wash. 98118
Cox, Richard, 40 Thorncliffe Ave., Toronto, Ont. M4K 1V5
Drozd, Victor B., Box 3925, Bryan, Texas 77801
Elliott, Keith S., 34012 Oxford Ave., Abbotsford, B.C.
Feather, John, Stayner, Ont. L0M 1S0
Fekete, Imre L., 140 Elmridge Dr., No. 1223, Toronto, Ont. M6B 1B1
Forbes, J. A. Jr., P.O. Box 2010, Dartmouth, N.S.
Goldstein, E. M., 1545 Alta Vista Dr., No. 304B, Ottawa, Ont. K1G 3P4
Gordon, D. J., No. 55 Wellington Woods, 252 Stone Rd. W., Guelph, Ont. N1G 2V7
Holtz, Andrew G., 4512 Papineau St., Montreal, Que.
Jenkins, Sydney S., 704-188 Roslyn Rd., Winnipeg, Man. R3L 0G8
Lafontaine, Jean, 262 Joseph Huet, Boucherville, Que. J4B 2C3
Ney, Andre, 21-D Callingwood Ct., Edmonton, Alta. T5T 0H5
O'Brian, Richard A., 2227-10th Ave. E., Seattle, Wash. 98102
Patterson, William, 1111c-34th St. N.W., Washington, D.C. 2007
Peters, George M. Jr., P.O. Box 741, Audubon, N.J. 08106
Richardson, John F., 2866 Salmo Court, Vancouver, B.C. V6T 1N7
Russell, F. H., 103-6055 Balsam St., Vancouver, B.C. V6M 4C2
Sessions, David F., 56 Hoyle Court Rd., Baildon, Shipley, Yorkshire, England
Stokl, Frank Paul, 22 Organ Cr., Hamilton, Ont. L8T 1Y6
Tay, P. H., 6E Lion Towers, Essez Road, Singapore 1, Republic of Singapore
Trimmer, V. R., 8620 E. Windsor Ave., Scottsdale, Ariz. 85257
Turkin, H., 681 Main St., Bldg. 1A, Belleville, N.J. 07109
Veith, Gordon S., P.O. Box 51011, New Orleans, La. 70150
Witt, E. H. Jr., 3877 Chain Bridge Road, Fairfax, Va. 22030
Woodward, Ted, 5249 H. St., San Bernardino, Calif. 92407
Wright, William L., 2724 Doris Court, Carmichael, Calif. 95608

Applications Pending — "B" Group

- Abraham, M., Box 724, Esterhazy, Sask. S0A 0X0
Carver, J., 60 Meadowvale Rd., Toronto, Ont. M8Z 5V1
Collier, George W., 210 S. Main St., Donna, Tex. 78537
Comeau, Robert, R.R. 4, New Germany, Lunenburg County, N.S. B0R 1E0
Crain, E. R., Box 8, Bragg Creek, Alta. T0L 0K0
Csucs, Alexander, 2379 Lakeshore Rd., R.R. 1, Brights Grove, Ont. N0N 1C0
Deem, Calvin K., P.O. Box 24, Mogadore, Ohio 44260
Fevens, Gordon, P.O. Box 1510, Schefferville, Que. G0G 2T0

BNA TOPICS

JANUARY TO DECEMBER, 1974

Editor:

E. H. HAUSMANN

Index compiled by

J. P. HUGHES

Checked by

F. W. L. KEANE

VOLUME 31

THE BRITISH NORTH AMERICA PHILATELIC SOCIETY



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Gagen, T. Gary, 1750—11th Ave., Prince George 1, B.C.
 Greer, Jimmie L., 811 S. Richardson Ave., Columbus, Ohio 43204
 Harding, David, 10 Carriere Ave., Winnipeg, Man. R2M 0A3
 Jacobson, Charlie, Sittner Hall, WWC, College Place, Wash. 99324
 Jensen, Erik R., P.O. Box 5833, Concord, Calif. 94524
 Kost, Harold, 9170 Sheridan Dr., Clarence, N.Y. 14031
 Kowalkowski, Thomas E., 4573 S. 23rd St., Apt. 3, Milwaukee, Wisc. 53221
 Lauer, Edward W., 1111 Michigan Ave., Ann Arbor, Mich. 48104
 MacManus, George, 12 Aurora Cres., Ottawa, Ont. K2G 0Z7
 McDonald, Arthur, 2 Richards Dr., Dartmouth, N.S.
 Merrell, A. Dean, 796 Regent Park Dr., San Jose, Calif. 95123
 Munsart, Herbert, 36 Wildwood Rd., Woodcliff Lake, N.J. 07675
 Muttera, William H., 1672 Carriage Dr., Walnut Creek, Calif. 94598
 Palochik, A. M., 93 Smirle Ave., Ottawa, Ont. K1V 0S4
 Pendleton, Frances J., 6943 Gallery Way, Sacramento, Calif. 95831
 Reid, Suzanne (Mrs. George), 670 Parliament St., No. 1112, Toronto, Ont. M4X 1R4
 Spencer, P. T., 20 Carabob Ct., Apt. 208, Agincourt, Ont. M1T 3N1
 Welch, James R., 58 Beechmont Cr., Ottawa, Ont. K1B 4A8

Applications For Membership

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

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

- BASQUE, Denis, P.O. Box 471, Petit-Rocher, N.B. (C) CAN, NFLD, PROV—Mint 19th and 20th century postage, plate blocks, coils, OHMS-G, Mint airmails. Centennial definitives. Proposed by Gary J. Lyon (2918).
- CHERNS, Larry J., Apt. 308, 500 Queen St., Dunnville, Ont. N1A 1J4 (C) CAN, N.B., N.S., P.E.I., covers, pre-stamp, stampless, 1st day, 1st flight; literature. Covers with original contents only of 19th century and war covers with contents. Proposed by Doris Hollingshead (L2622).
- DIXON, David C., 2036 Duncan Rd., Oakville, Ont. (C) CAN, NFLD, N.B., Mint and used postage, blocks, 19th and 20th century; 1st day, 1st flight covers; plate blocks, coils, OHMS-G, booklets and panes, precancels; mint airmails; postal stationery entires; literature. Plate and perforation varieties; 1967 centennial issue. Proposed by Doris Hollingshead (L2622).
- GILMORE, Jack A., 70 S. Parkwood Ave., Pasadena, Calif. 91107. (C) CAN, NFLD, PROV—Mint and used 19th century postage; stampless covers; plate blocks, coils, OHMS-G; mint booklet panes; postal stationery entires; literature; flag cancels; crown cancels; P.E.I., re-entries, errors, etc. Proposed by Les Davenport (51).
- LABIUK, Eugene M., 8 Cobourg Ave., Toronto, Ont. M6H 1H8 (C) CAN, postmarks and cancels of Lincoln County, Ontario. Proposed by N. A. Pelletier (1268); seconded by Jim Hennock (2447).
- MACDONALD Kenneth C., 138A Coronation Ave., Halifax, N.S. (C) CAN, NFLD postage, mint and used. Federal and Provincial Revenues and Tax Pads. Proposed by R. Fear (2767); seconded by G. Penchar (2762).
- McCLAIN, Robert D., P.O. Box 1631, Sioux City, Iowa 51102. (C) CAN, NFLD, mint and used postage 20th century; 1st flight covers; Airmails on cover; Literature; Canada C-4 1st flight covers. Proposed by E. J. Whiting (L61).

Changes of Address

(Notice of change must be sent to the Secretary. Any other office causes delay)

- 292 Denton, Bert K., Rua dos Cedros, Bloco 2, 3o Esqo, Estoril, Portugal
 2704 Machum, Lloyd A., 933 Smythe St., Fredericton, N.B.
 3058 Preisler, Rev. H. Max, R.R. 2, Oshawa, Ont. L1H 7K5
 658 Profit, Arthur R., 2991 Harriet Rd., Victoria, B.C. V9A 1T2
 1104 Rosenthal, Max, 160 Woodfield Rd., Toronto, Ont. M4L 2W7

Mail Returned

(Address of record published. Information to new address will be appreciated)

- 2953 Charles, Henry, 515 Francois No. 411, Nun's Island, Montreal, Que. H3E 1G5
 199 Dean, Arthur J., 670 Riverside Dr., New York, N.Y. 10031
 2221 Karr, James S., 536—49th Avenue S.W., Calgary, Alta. T2S 1G5
 3089 L'Ecuier, Mme. Lucie C., 165 Grande-Allee Est., No. 616, Quebec 4, Que.
 2685 Tryon, Leslie B., Anchor Harbor, 215 Wasp, Corpus Christi, Tex. 78412

Resignations Received

- 2194 McGregor, A. F. L., 73 Hammerfield Ave., Aberdeen AB1 6LD, Scotland
 1338 Wilson, Leonard F., 7601 Saskatchewan Dr., Edmonton, Alta.

Resignations Accepted

- 2444 Heins, Rev. Henry H., 22 Marwill St., Albany, N.Y. 12209
 1159 Hill, James R., M.D., 5827—142 St., Edmonton 71, Alta.
 2132 Lutz, Edward J., 4 Timberlane Rd., Upper Saddle River, N.J. 07458
 875 McCreery, Hugh C., 232 Avenue "C" West, Bismarck, N.D.
 2760 Nixon, Walter C., 5 Shrewsbury Park, Dublin 4, Ireland
 2530 Pickard, George E., 222 Waverly St., Winnipeg, Man. R3M 3L2
 2563 Poirier, Germain, 6690 29th Ave., Apt. 6, Montreal, Que.
 2062 Williams, John G., 270 S. Buckhout St., Irvington-on-Hudson, N.Y. 10533

Deceased

- 1308 Berkelheimer, Irwin, P.O. Box 188, Newell, N.C. 28126

(THE MEMBERSHIP SUMMARY WILL RESUME SHORTLY)



new
co-editor

For the past five years I've been writing things in this space and using the editorial "we". But now *Topics* is going honest; from here on there really will be more than one person editing this little magazine.

Since the beginning of this year Michael Dicketts has been sharing the editing chores, rapidly taking over more and more work. By now we've got a fairly good system going for passing things back and forth between Toronto and London, Ontario, where Dicketts lives, and the work load is on a 45-55 basis (Dicketts has the 55).

With two editors there will be a good deal of give and take, and a free exchange of ideas and opinions — and *Topics* will be the better for it.

What's more, neither of us will have to work unreasonably long hours month after month, as was generally the case when I did *Topics* myself. Under those conditions, there was little time for reflection and often things had to be pushed through during the early hours of the morning.

But the biggest gain in having two editors is Dicketts himself. For some years he had been contributing what I considered to be the most literate articles in this magazine, which is no small feat when one considers the high quality of several of the other regular writers, and the high quality of research shown by most of the other contributors.

Dicketts is also an active collector, specializing in the Admirals but broad enough in his approach to embrace everything from the Large Queens to the 1967 Definitives.

He offered to join *Topics* just at a time when I began to feel that, after five years, my wife Marion (who did the proofreading) and I needed a break. I would have been sorry to have to drop *Topics* entirely, and his arrival on the scene as co-editor was exactly the right solution. I was delighted, and I know that readers of *Topics* will be equally pleased.

Dicketts came to Canada from England in 1958 to work for a bank. In 1967 he returned to school and later received his B.A. in English from Sir George Williams University, followed by a master's degree in Library Sciences at New Jersey's Rutgers University. He is now the fine arts librarian at the London Public Library.

Our first objective is to get *Topics* issued on time (i.e. mailed on the first of the month of issue) and this issue would have achieved just that, except for the civic servants' strike now running, which has brought postal service to a standstill. E.H.H.

Those Olympic issues

The funds being generated from the public through sales of semi-postal stamps appear to be falling well below expectations — with the result that Canada Post is placing more and more of the burden on stamp collectors.

In December postmaster general Bryce Mackasey signed an agreement with four foreign "philatelic product distributors" to push the sales of all Olympic stamps throughout the world. A Belgian firm will cover Western Europe, an English dealer will cover the United Kingdom, an Italian firm the Middle East, Italy and Switzerland, and a Rhode Island firm will handle the U.S.A.

Canada Post describes this as a "milestone for the post office," neglecting to state that this milestone includes giving its agents a discount — the first time discounts have been given by Canada.

This has Canadian dealers hopping mad; they've never been able to buy stamps at a discount at any time, and still aren't able to.

MAIL FROM OUR MEMBERS

The Boggs' reprint

Your reply to the critics of the reprinting (of the Boggs' *Canada*) is, I think, very sound. As a bookman I am personally notorious for my detestation of the swarm of reprintings of "rare books" — which obscure the role of the printer.

But reference books are quite a different matter. And those who own the original Boggs and deplore its reprinting may not do so for bibliographic reasons, but, more possibly, simply as speculators. I sense in the field of philatelic literature an undercurrent of speculation, not unknown to the rare book world itself, but naively manifested by philatelists.

—John Alden

Help!

There are two items in my collection that are unusual to me, and I would like to receive opinions from readers.

I have the 2c carmine Quebec Tercentenary issue with straight edge at the bottom and the 7c olive-green from the same issue with a straight edge on the right. Both look convincing but I have not seen any source confirming straight edges for this issue.

A 2c carmine Edward issue with a straight edge at the bottom, and probably

from a booklet pane. The left border of the left numeral box extends downward to just below the frame line.

Can anyone help?

—E. O'Callaghan

More Admiral Plates

During the last few years I have been watching the auctions and elsewhere and now find that the list of missing plates for some denominations of the Admirals requires updating.

The following are now known to exist, which up to now have not been reported as being in collectors' hands.

1c Green—Plates 41, 69, 70 and 156. 1c Yellow—Plates 192 and 193. 2c Red—Plates 151, 152 and 153. 2c Green—Plate 187. 3c Red—Plates 118, 141, 143, 150, 151, 152 and 161.

Good hunting.

—Hans Reiche

CORRECTION: On page 8 of the January issue we ran the headline "The King George V Provisional Issue of 1932" over Fred Stulberg's article; better make that 1931.

E. A. SMYTHIES

"E.A.S.", as he was known to so many philatelists and friends, died at his home, Castle Morris, in Tralee, Ireland, in the early hours of Friday, January 10, 1975.

In spite of his failing eyesight, his interest in stamps lasted to the end—especially his interest in the stamps of British North America.

He was a Fellow of the Royal Philatelic Society of London, and the Canadian Philatelic Society of Great Britain, and was one of Britain's leading experts in Canadian philately. He was well known to the philatelic world for his many articles in the philatelic press, including *Topics*. To students of BNA, he will be long remembered for his authorship and co-authorship of such handbooks as *BNA Fakes and Forgeries*, *Canadian Fancy Cancellations of the 19th Century*, *Canadian Duplex Cancellations of the Victorian Era, 1860-1902*, and *Canadian Registered Letter Stamps and Cancellations, 1875-1902*.

CLASSIFIED ADVERTISEMENTS

RATES: 10 cents per word per insertion, payable with copy in advance. Copy for classified advertisements should be sent to Edward J. Whiting, 25 Kings Circle, Malvern, Pennsylvania 19355.

FOR SALE

TOPICS — copies of most back issues to the 1950s available through the Circulation Department. Price: \$1 per copy or \$10 per volume (11 issues) all post-paid. For more information contact Circulation Manager Robert F. Boudignon, Box 639, Copper Cliff, Ontario, P0M 1N0, Canada.

QUALITY BNA OFFERINGS — Regular price list on singles, blocks, plates, covers, literature, stationery, varieties, mint and used. Joy Stamps, P.O. Box 2394, Kitchener, Ontario N2H 1A2.

CANADIAN COVERS — all types 19th and 20th century, advertising, hotels, stampless, cancels, moons, etc., on seven-day approval. B. Scott, Box 5145, Armdale, Nova Scotia B3L 4M7.

WANTED

COPIES BNA TOPICS — Volumes 17 to 30 inclusive. Write stating numbers available and price for lot or singles. D. J. Gordon, 55-252 Stone Road West, Guelph, Ontario.

FOR SALE

CANADA VARIETIES AND ERRORS — current list of offerings available from Robert E. Lee, P.O. Box 91175, West Vancouver, B.C. V7V 3N6.

EXCHANGE

NEWFOUNDLAND — Slogan Postal Cancels, correspondence and exchange invited, Eric P. Tizard, 6338 Vienna Street, Halifax, N.S.

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some varieties of revalued George VI postcards

RY
MAX PREISLER

As my collecting interest is the Admiral 2c carmine and 2c plus 1c War Tax issues I am always on the lookout for accumulations of material. I obtained the postcards in a very large lot of mixed mint and used stationery and the ones in question remained unexamined until last year.

The results speak for themselves and I hope that in providing readers with examples they will take a closer look at their collections and, hopefully, find they, too, own some of these unusual varieties.



LAURENTIDE — *continued*

Pulp and Paper Company, for whom similar work has been done in previous years. This sketch survey covered an area of 2,000 square miles of forest land.

Work of the same nature was also carried out in the province of Quebec, including an operation in the difficult and mountainous country northeast of the city of Quebec, and another in the Upper Gatineau region. It also contracted to supply the flying required on one of the photographic operations for the Fairchild Aerial Surveys Company in northwestern Quebec.

The company employed five licensed pilots and seven licensed ground engineers. Their total flying time for the year was 933 hours, miles flown approximately 66,000, and the number of flights, 894. The distribution of the flying time was: freight, mail, express, and passenger service, 516 hours; test and instruction, 12; cross-country flights, 220; survey and reconnaissance, 127; photographic survey, 55; miscellaneous, 3. During the whole of this work no accident occurred involving injuries to anyone.

Other smaller organizations operating the country were: Edgar A. Alton of Winnipeg; J. V. Elliot of Hamilton; H. H. Fitzsimmons of Lethbridge; R. J. Groome of

Moose Jaw; and Laurentian Air Services of St. Jovite.

Their work was chiefly passenger carrying and pleasure flying. Mr. Fitzsimmons established a regular weekend service to Waterton Lakes from Lethbridge and carried 177 passengers during the summer season, besides a quantity of express matter. He also ran a taxi service to the oil wells, a distance of 115 miles from the railroad at Lethbridge, and flew passengers there on demand.

The Alaska Airways Ltd. incorporated in the United States and working under contract with the United States Post Office, operated a mail service between Seattle and Victoria, B.C., connecting with outgoing and incoming steamers arriving at Victoria from the Orient; this is the only regular international service in Canada. It is carried out in accordance with the terms of the International Convention for Air Navigation in all respects. The machine reports to the Canadian Customs on arriving and before leaving Canadian territory.

No trouble or difficulty has been experienced in operating this route, which shows that, when the time is ripe, international flying between Canada and the United States may be of mutual benefit to the commerce of both countries.

(to be continued)

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FLAGS — *continued*

same — an original die, used briefly and unofficially, and an altered die used by the sponsoring organization on the dates as originally intended.

The remedy used was similar to the previous year also, for once again the vertical line to the right of the shield was removed in the altered design.

The new listing should read:

85-1—Original Die Oct. 1-2 '74, scarce.

85-2—Altered Die Oct. 3 and 13 '74, less scarce; Oct. 4-12 '74, scarce.

Quantities cancelled for the altered die (approx.) Oct. 3rd (500), 4th-12th (125 each), 13th (375).

rare die, type 1, was sent to Ottawa

If you have both Ottawa flag 1-9 and 1-10, you are aware that the flag die is the same; only the Hub differs. However, now that the Study Group has had a chance to study the details of Montreal flag No. 1-1, the rarest of all Canadian

flag cancels, it also turns out to be *from the same die*.

While the brochure published by Imperial illustrates a no. 1-1 cancellation of March 18, 1896, we know nothing of the whereabouts of the cover, and suspect it to have been a proof. The only cover we have recorded is that of March 21, 1896. It would have been in use for a very brief time in Montreal, as we now know that the die was in use as early as April 1st at Ottawa. The die continued in use at Ottawa until at least late October 1897.

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I will be glad to give advice to collectors wishing to branch out with a new country. Factors to be considered in such a decision are:

1. Literature available.
2. Availability of material, especially if one desires to build up a championship collection.
3. Cost.
4. Expertization problems for rarer items.

ROBERT W. LYMAN

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

Robert W. Marcello offers the observation that of the six copies of this stamp in his collection, five have **normal spacing**. The one with the spacing variety has the complete building outline at the left of the stamp.

All of his normal spacing varieties have a broken frame line under the "9" of "1924". As far as shades are concerned he can see no appreciable difference in the red color but there is a difference in the black. But he believes that the variation in shades is probably due to a re-inking of the plate during process of printing.

He points out that in tallying the number of unused copies it should be considered that some of the stamps used on cover were not tied by a cancel.

The possibility therefore exists that a stamp which was not tied to cover could be removed, thereby creating a flown cover without stamps and a stamp with the ap-

pearance of being unused. So, while the statement that "950 stamps were used on covers carried on the flight" may be correct, it does not necessarily mean that all 950 stamps received a cancellation.

Ed O'Callaghan writes of an interesting sidelight on the Estevan-Winnipeg stamp. He worked in the same company with the son of the editor and printer of the Estevan *Mercury* where the stamp was printed; however his co-worker could add **nothing** to information surrounding the stamp and its printing.

* * *

The serialized article on Semi-Official Air-mail Stamps of Canada by D. G. Cox appearing in the Royal Sydney Philatelic Club magazine of June 1973, states that engine trouble developed near Bienfait, 14 miles from Estevan, on the flight and that the pilot, E. A. Alton, descended, wrecking his plane and the mail was carried from there to its destination by rail. That article also reports that one stamp in each pair has a space between the "E" and "W" of "Saskatchewan".

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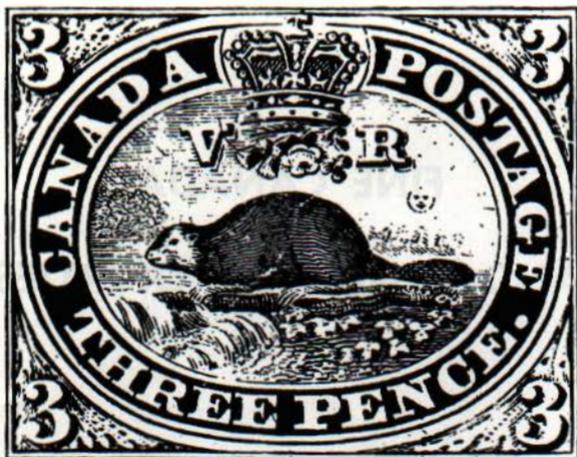
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Clifton A. Howes, in his *Canada: Its Postage Stamps and Postal Stationery*, brought a pioneering approach to philatelic research, especially in his use of documentation and presentation of the story behind the Canadian postal issues, which gave a new depth and direction to the field. More than 60 years after its original publication, in a now-rare 1911 edition, Howes' information and approach retain their value.

This 312-page Quarterman edition is an unabridged reproduction of the original with the addition of a new foreword. The 14 illustrated plates, inserted loosely into the original edition, are included as a special signature at the back of this hardbound volume. Although Winthrop S. Boggs described this title as a "great work", he did not incorporate all of Howes' information into his Canadian volumes. Thus, *Canadian Postage Stamps and Stationery* remains a solid ground for continuing study and a necessity for all Canada collectors.

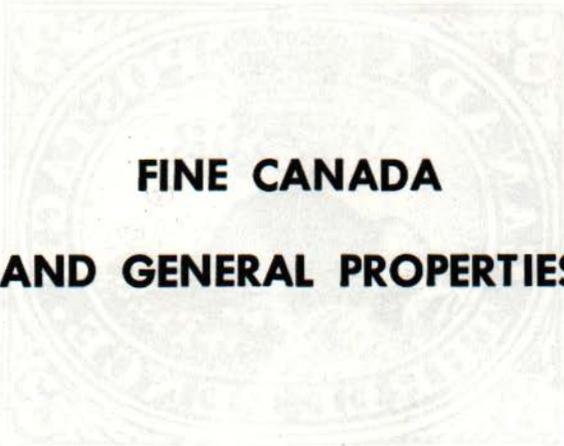
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