

*Teslin and the Yukon Field Force — page 7*

# BNA TOPICS

Official Journal of The British North America Philatelic Society

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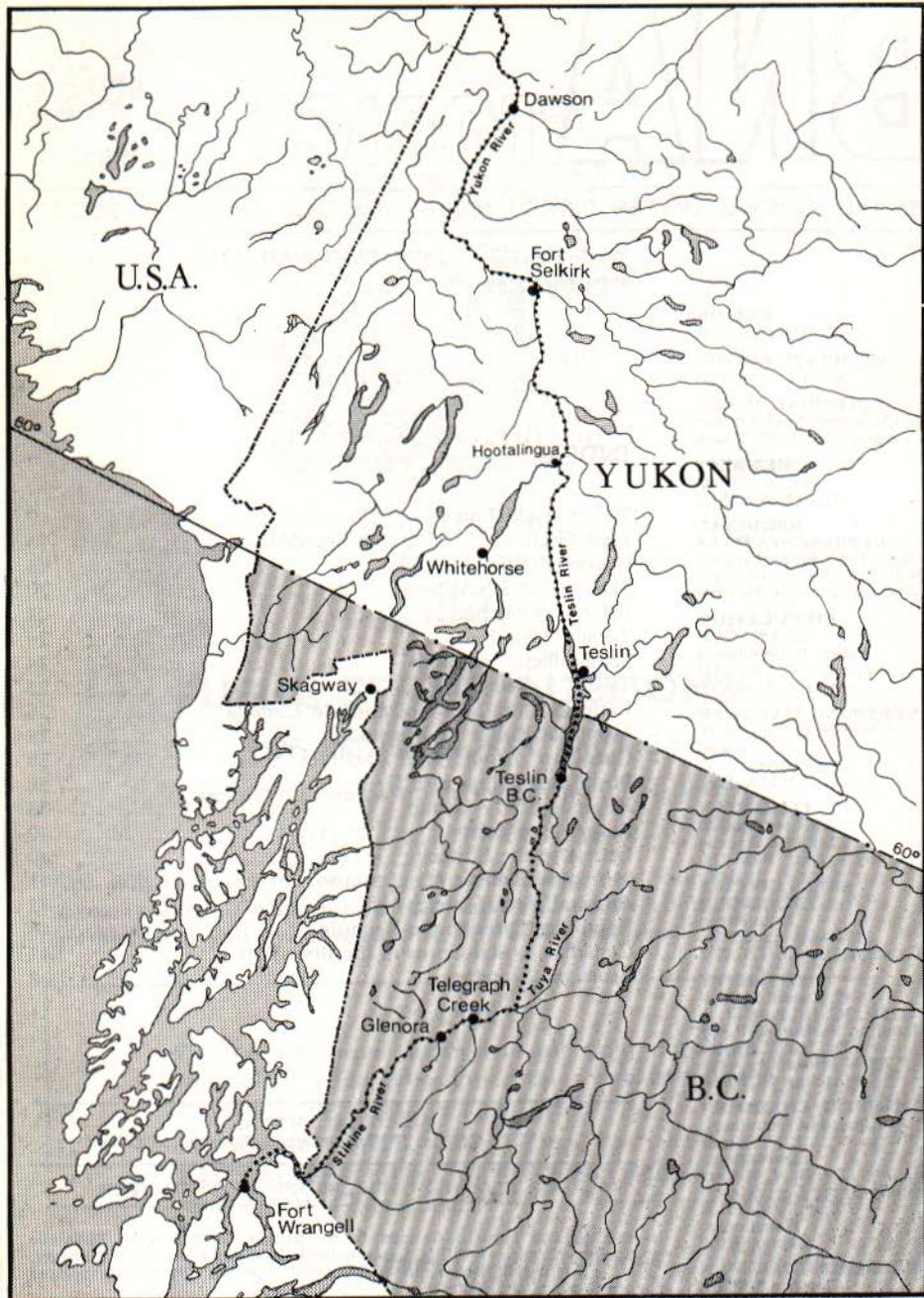
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*Route to the Klondike taken by the Yukon Expeditionary Force*

# Teslin, B.C. - Teslin, Y.T. and the Yukon Field Force

*Compiled by the National Postal Museum, Ottawa*

Beautiful Teslin Lake stretches across the 60° parallel of latitude separating British Columbia and the Yukon. It was natural that the lake should serve as one of the routes taken by explorers, prospectors and lawmen travelling into the Yukon.

The Yukon is described magnificently in the poems of Robert Service:

*"It's the great, big, broad land 'way up  
yonder,*

*It's the forests where silence has lease;  
It's the beauty that thrills me with wonder,  
It's the stillness that fills me with peace".*

The famous Klondike gold rush of 1898 did much to hasten the development of a community on the shore of Teslin Lake. Galbraith located in British Columbia on the southwest shore of Teslin Lake, mushroomed into a frontier community of prospectors, tradesmen and people of many skills and backgrounds all bent on discovering gold and staking a claim. Galbraith was named after J. F. Galbraith an early settler and storekeeper.

With thousands moving into the Yukon, routes developed rapidly to transport supplies and mail, as well as people. The North West Mounted Police were understaffed and a great need existed for assistance in establishing and maintaining law and order. As a result the Yukon Field Force was sent to the Yukon.

The Field Force consisting of 202 Officers, NCO's (non-commissioned officers) and men plus five nurses arrived at Fort Wrangell, Alaska (now Wrangell) on 16 May 1898. A large group of the Force had left Ottawa on 5 May and arrived in Vancouver on 10 May 1898. It was on the 14 May that the Force left British Columbia. Accompanying the Force was Faith Fenton a lady reporter<sup>(1)</sup>. On the 18 May the Force left Fort Wrangell via the river steamers "Strathcona" and "Stickine Chief". They went up the Stickine River to Glenora, B.C. where they arrived on 21 May 1898.

Glenora, a mining camp, had a post office<sup>(2)</sup> since the Cassiar gold fields were discovered. When the gold became less plentiful the post office was closed but reopened again when the Klondike Gold Rush began. Immediately on arrival at Glenora the Force went overland to Telegraph Creek<sup>(3)</sup> 15 miles away. An advance party left on foot for Teslin, B.C. on the south end of Teslin Lake on 1 June 1898 to select a site and build quarters for the Force. The remainder of the force followed on foot to Teslin<sup>(4)</sup> later. It required 170 horses and mules to haul the stores and equipment to Camp Victoria which had been built by the advance party.

Before the Field Force arrived in Teslin a post office for the community was under consideration. E. H. Fletcher, Postal Inspector in Victoria, B.C. in a report to the Post Office Department dated 22 February 1898 asked for a post office for Teslin, B.C., Burrard District. He reported several permanent families living there plus 100-150 men mostly miners and prospectors.<sup>(5)</sup>

No sooner had the Yukon Field Force settled into camp at Camp Victoria than Lt.-Col. T. D. B. Evans<sup>(6)</sup>, Commanding Officer, seized a bag of mail and reported the circumstances to the Post Office Department and the Adjutant General; Lt.-Col. Evans letter<sup>(7)</sup> reads as follows:

To Adjutant General, Ottawa,  
Camp Victoria, Teslin, 14th July, 1898

Sir,

I have the honour to inform you that I have this day taken possession of one bag of H.M. Mail containing 34 lbs. weight of letters addressed to Teslin Lake, under the following circumstances:

Mr. Boyd, agent for the Hudson Bay Co. informed me early this morning of the probable arrival of the mail from Glenora and of a rumor that the carrier thereof intended charging the public at the rate of 25¢ per letter for delivery and that a griev-



*2nd, 3rd and 4th Divisions embarking for the Klondike, Y.T. August 1898*

Courtesy — Public Archives of Canada. Photo by H. J. Woodside



*Yukon Field Force at Teslin, B.C. 1898*

ance on this account existed among the prospectors and miners, many of whom have been waiting since April for a mail delivery here. Shortly after the arrival of the Pack Train with the mail, I proceeded to town and found a large crowd of men gathered in and about a small tent known as a hotel, where letters were being assorted and delivered by one J. McKay at the rate of 25c per letter.

He informed me that he had arranged with the Postmaster at Glenora, his partner in business to carry the Mail to Teslin charge 25c per letter and divide the proceeds. Knowing this act to be unjust and illegal, I took possession of the mail and compelled him to refund to the public the amounts already collected.

Having had the Mail carried to Camp, a large staff of N.C.O.'s and men quickly sorted it all and the letters were delivered to those entitled to receive them.

All letters remaining at the end of a week will be returned to Glenora Post Office.

I am forwarding a report of my action to the Postmaster General, Ottawa, and the Post Office Inspector, Victoria.

There is no Post Office or Postmaster at Teslin and the present population not including the Yukon Force is about 400.

I have the honour to be,

Sir,

Your obedient servant,

(sgd) T. D. B. Evans, Lt. Col.

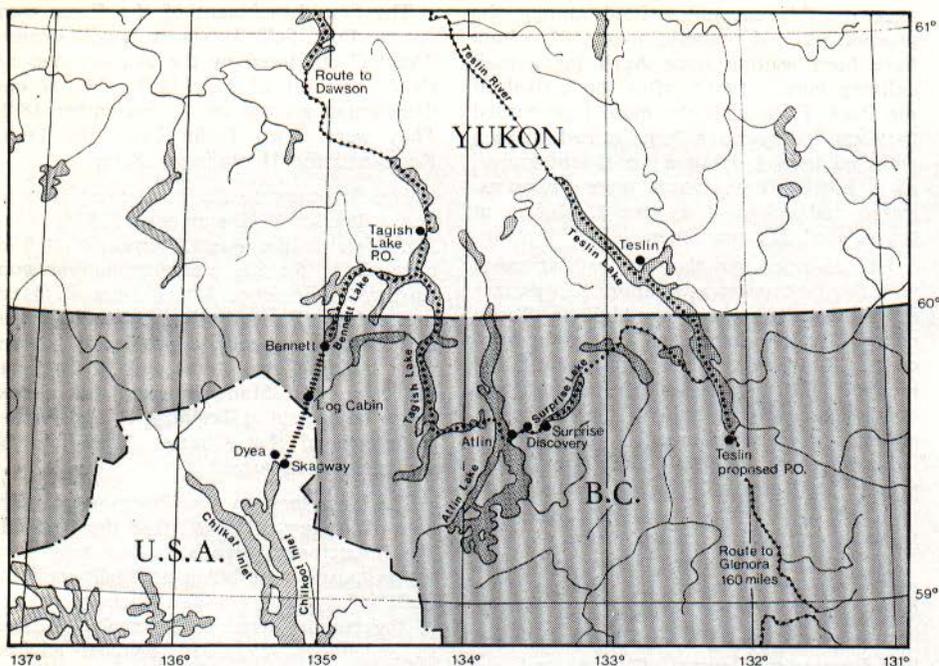
Commanding Yukon Force

In his letter dated 14 July 1898 to the Post Office Department<sup>(8)</sup> Lt. Col. Evans stated the Postmaster of Glenora was dishonest and unfit for office. He recommended that a post office be established at Teslin B.C. and that John C. Boyd, the manager of the Hudson Bay Post, be appointed the first postmaster. Deputy Postmaster General Robert M. Coulter, in his reply to Lt. Col. Evans dated 25 August 1898<sup>(9)</sup> said he was not aware what authority the Postmaster at Glenora had for sending letters to Teslin as no regular mail service existed between the two centres. The Department of Militia and Defence in Ottawa<sup>(10)</sup> asked the Post Office Department in a letter dated 29 August 1898 what provisions were being made for mail service in the "Teslin territory". The Post Office Department replied that the matter would receive early attention.

The first detachment of the Force went on to Fort Selkirk via a small steamer "Anglia" chartered by the Military and arrived there on 25 July 1898. The second detachment arrived on 11 September 1898. They went down Teslin Lake, the Teslin River and the Hootalingua River.

The Secretary to the Postmaster General under date of 27 December 1898<sup>(11)</sup> asked Mr. Fletcher the Postal Inspector at Victoria, B.C., for his recommendations concerning Teslin since Mr. George R. Manwell, M.P. (Burrard) had advised<sup>(12)</sup> that there was a saw-mill, a provincial government building, two stores and 30 dwellings at Teslin. Mr. Manwell asked that a Post Office be opened at Teslin, B.C. and further recommended that Charles A. Wright be appointed Postmaster.

The Secretary to the Postmaster under date of August 2, 1899 asked the Post Office Inspector to give a further report on the proposed post office at Teslin and include information on the settlement, nature of the country, etc. In his reply<sup>(13)</sup> dated 18 September 1899, Mr. Fletcher advised that the Honourable C. A. Semlin, Premier of British Columbia was unable to advise definitely on the prospects and conditions of the district although the trail between Glenora and Teslin would be kept in good condition by the province. Mr. Fletcher reported that owing to the discovery of gold at Atlin, B.C. all but six of the inhabitants of Teslin had left during the winter of 1898-99. They had travelled via Teslin Lake, 30 mile creek, thence across to Surprise Lake and Atlin. (The Atlin post office was established 1 May 1899). The route, estimated at 122 miles, was recommended as a favourable route to supply the proposed P.O. at Teslin. Monthly mail delivery at a cost of \$100.00 per round trip in summer and \$200.00 in winter was proposed. Two stores, the Hudson's Bay Post and Messrs. Galbraith and Cook were still in operation. Mr. Fletcher completed his report by adding, "there does not seem to be a great necessity for the establishment of a Post Office at Teslin". By early 1899 the Yukon Field Force had reached its destination. The Force consisted of "A" and "B" Companies. "A" Company consisting of two Officers and 70 NCO's and men was based at Dawson City. "B" Company based at Fort Selkirk had 10 Officers and 120 NCO's and men.



*Mail and Supply routes to the Klondike*

Lt. Col. W. D. Otter left Toronto to command the troops in the Anglo-Boer War in South Africa. At this stage Lt. Col. Evans was recalled and posted to Toronto. Major Hemming assumed command of the Yukon Field Force. In September 1899 a squadron of "B" Company was located in Toronto and the Force in the Yukon was reduced to 91 NCO's and men plus four officers. The Yukon Field Force left the Yukon on the 26 and 27 June 1900.

The establishment of a post office at Teslin, B.C. was abandoned. By 1920 there were very few signs left of the settlement, only a few walls. Today all signs of Teslin, B.C. have disappeared.

To the wonderment of today's postal historians no identifiable cover from a member of the Yukon Field Force has ever been discovered. The author suspects that free franking for the Force was not authorized. Mail from the Force will be identifiable through the names of the members of the Force writing home from the Yukon. The names of all 202 officers and men comprising the Force are known. There was no special enlistment for the Force, the men

being drawn from the Permanent Force of the Active Militia. For example 10 NCO's and men came from No. 4 Regimental Depot of the Royal Regiment of Canadian Infantry, Fredericton, N.B. Perhaps this article will provide sufficient clues so that readers will be able to search for covers with more success than in the past. Two Orderly Room stamps were used by the Force but no indication exists that they were ever inadvertently used on a cover.

By 1913 a trading post, Taylor and Drury, was established beside Lake Teslin in the Yukon, on the north shore of Nitsutlin Bay about a half mile west at what is today Mile 804. This is where the Alaska Highway crosses the Bay. John Drury of the above noted firm was appointed the first Postmaster of Teslin, Yukon when the post office was established 1 May 1913. Due to the late arrival of supplies required to operate the Post Office it was not until 16 September 1913 that the Post Office opened for business. Gross revenue for the period 16 September 1913 to 13 March 1914, the end of the fiscal year, amounted to \$38.05.

Mr. Drury received \$39.58 as commis-



*Orderly Room datestamps used by the Yukon Field Force*



*Impressions of datestamps in the National Postal Museum Proof Book  
(The Teslin B.C. post office never opened)*

sions and rent allowance for the same period. During the three succeeding years — 1915, 1916, 1917 — Mr. Drury was paid a yearly salary of \$50. During this same period revenues amounted to \$40 (1915), \$24.70 (1916) and \$12.50 (1917). The Teslin Post Office remained at this location until it closed in 1920. The original log building was torn down a few years ago.

Teslin, the community's name adopted from that of the nearby lake is an Indian name meaning "long waters". It is located on Nisutlin Bay — another Indian name meaning "quiet water".<sup>(14)</sup> The longest over-water span on the Alaskan Highway cuts across the Bay.

In preparation for the opening of the Teslin, Yukon Post Office a cancelling device was ordered. The proof date in the Postal Museum's proof book is 3 March 1913. Since Teslin, Yukon was practically unknown and Teslin, B.C. was on record it was believed that an error had been made and a Teslin, B.C. date stamp was also ordered. The manufacturer, Pritchard-Andrews Ltd., Ottawa, proofed the new ham-

mer on 2 May 1913. It was forwarded to Victoria, B.C. the regional office but was never put into use since Teslin being located at Lat. 60°-10', Long. 132°-43', is in the Yukon Territory. The Teslin, Yukon cancelling device did not go into use until 16 September 1913.

On 1 July 1920, Mr. Drury resigned and the Teslin, Yukon, Post Office was closed. From this time until the Post Office reopened in 1930 the mail service for the community came from Atlin, B.C. to Teslin, N.P.O. (Non Post Office point) and thence to White Horse. There were three trips in the summer and three in the winter. On the 1 June 1930 the Teslin office reopened although Mr. Robert McCleery, a former R.C.M.P. member was not officially appointed the postmaster until 9 June 1930.

In June 1933 it was reported that many families had left the area owing to the depression but had started drifting back. Thirty-five families used the postal facilities. A sawmill and two stores served the community. The residents' chief occupations were trapping, mining and lumbering.

Postal service from Atlin, B.C. (85 miles away by trail) was semi-weekly in summer, and weekly in winter. Teslin was also served from Whitehorse (250 miles away by water).

Starting in November 1933 Taylor-Drury took over the mail contracts, Atlin-Teslin-Whitehorse on the basis of three trips during the summer and three trips during the winter at a cost of \$240.00 per annum.

Effective the 30 September 1936, Mr. McCleery resigned in order to look after some personal matters in Vancouver and Victoria, B.C. The mail service to Teslin was discontinued and the post office closed the same day. No replacement could be found. During his stay in Victoria, Mr. McCleery proposed to the Post Office officials that Teslin should exchange its mail with Carcross, Yukon instead of Atlin, B.C.

After being closed for six months the Teslin post office re-opened on 1 March 1937 with Robert McCleery as Postmaster. Arrangements were made to exchange the mails with Carcross and White Horse three times during both summer and winter. Mr. McCleery reported that there were 54 families including 35 Indian families plus about 40 additional people (about 260 individuals) using the post office.

In July 1947 McCleery was found by the Postal Inspector to be using the BYN (British Yukon Navigation Co.) bus service to send and receive mail from White Horse. The bus line made three trips weekly in summer and two per week in winter. At the time McCleery had a post office contract whereby he was being paid \$840.00 per annum to provide a twice per month service between Teslin and White Horse. The inspector reported Teslin was a busy office and recommended that arrangements be made to continue using the bus company to transport the mail since the service was excellent and cost very moderate.

Due to increased business the Teslin post office, a non-accounting office No. 55225, was upgraded to an accounting office. The new office number allotted to Teslin was X009. The effective date for change of status was 1 November 1950. For the 1952-53 fiscal year revenue was reported as \$1,074.86, up from \$791.30 for the previous year. Listed as Group 10, the Postmaster received \$925.00 per annum plus a rent allowance of \$228.00. On the 6 January 1954 Mr. McCleery died in office. His

wife Suzan Helen McCleery took over the duties of postmaster and was appointed acting postmistress on 1 February 1954. Mrs. McCleery received confirmation of her appointment as Postmistress on 23 April 1954.

Since January 1953, Miss Lillyan Rudolf had acted as an assistant to Mrs. McCleery. On the 10 May 1956 Mr. Leonard E. Usher of the Department of Transport purchased Mrs. McCleery's business. He planned to marry Miss Rudolf in August. Mrs. McCleery<sup>(15)</sup> resigned and the duties of Postmistress were taken over by Miss Rudolf who was officially appointed acting Postmistress on the 20 June 1956. On 3 October 1956 Miss Rudolf who was now Mrs. Lillyan E. Usher was confirmed as postmistress of Teslin. Still Group 10, the compensation was \$1,200.00 per annum. While revenue dipped slightly in the late 1950's it soon recovered. The Teslin post office has always enjoyed a substantial business.

On the 5 December 1957 the business housing the Teslin post office was broken into but no post office loss occurred. Money and merchandise were stolen from the store. The money and nearly all the merchandise were recovered. Two local Indians were arrested, tried and convicted.

Effective 1 February 1960, the Teslin post office number X009 was superceded by the office number 23028. The office number X009 was required for use in the Province of Prince Edward Island. In March 1973 a new computerized six digits numbering system was inaugurated by the Post Office Department and Teslin Yukon became No. 720151. When the postal code in Canada was instituted Teslin was given the Code Y0A 1B0.

In a report to P.O. Headquarters dated November 1971<sup>(16)</sup> the standard mail service to Teslin was reported as going north to Whitehorse on Sunday and Thursday and south to Dawson Creek on the same days. The distance between Dawson Creek and Whitehorse is 918 miles with Teslin being the last stop before Whitehorse 115 miles to the northwest. In a further report two months later, authorization was made for mail trucks, Trip 163 and Trip 164 leaving Dawson Creek and Whitehorse respectively, to supplement the service to Teslin by stopping there. The mail truck from Dawson Creek was scheduled to ar-

23028  
TESLIN  
31 V 1967  
YUKON

23028

NOT CALLED FOR

TESLIN  
SEP 29  
73  
YUKON

R Teslin, Yukon.  
No.

RETURNED-TO

X009  
TESLIN  
FEB 3 1954  
YUKON

C.O.D.  
Envoi C.R.  
No.....

T  
CENTS

INSURED PARCEL  
Colis Assuré  
No.....

X009



PLEASE RETURN  
COVER TO POSTMASTER  
FOR ENQUIRY



55225

720151

31 III 1976

TESLIN  
Y. T.

*Various postal markings used by Teslin, Yukon, post office*



*Teslin Post Office located in the Nisutlin Trading Post*

rive at 12:00 noon every Tuesday while the Whitehorse truck arrived earlier at 10:00 a.m., every Tuesday.

On June 1, 1972 the Teslin post office was reclassified to Group 6 from Group 5. The postmaster's salary was \$2,700.00 per annum plus \$280.00 rent allowance. From 1930 the post office has been located in the business now known as "Nisutlin Trading Post". Although this business has moved three times over the years it has never been more than 100 yards from the original loca-

tion of the Taylor and Drury store.

Today Teslin, Yukon, 115 miles southeast of Whitehorse, a trading post and Indian village, has about 200 inhabitants. A small airport is located close by and is in frequent use. Teslin is in the Electoral District of Mackenzie River. After more than 20 years of service Mrs. Usher is still the Teslin Postmaster.

The post office history record is as follows:

#### TESLIN, YUKON

Office No. 720151 Code No. Y0A 1B0

Postmaster	Appointed	Vacancy	
John Drury .....	1-5-1913*	1-7-1920	Resignation
P.O. closed .....	1-10-1920		
P.O. re-opened .....	1-6-1930		
Robert McCleery .....	9-6-1930	30-9-1936	Resignation
P.O. closed .....	30-9-1936		
P.O. re-opened .....	1-3-1937		
Robert McCleery .....	1-3-1937	6-1-1954	Death

Mrs. Suzan Helen McCleery .....	1-2-1954	Acting	
Mrs. Suzan Helen McCleery .....	23-4-1954	10-5-1956	Resignation
Miss Lillyan Rudolf .....	20-6-1956	Acting	
Mrs. Lillyan E. Usher .....	3-10-1956		

\*Post Office did not open until 16 September 1913.

#### REFERENCES

- (1) The Globe, Toronto, Ontario, June 1898.
- (2) Glenora, B.C. post office re-opened 1 May 1898 with I. N. Bond as postmaster. It previously operated 1875-1886.
- (3) Telegraph Creek, B.C., post office opened 1 July 1899 with J. F. Galbraith as postmaster.
- (4) Formerly known as Galbraith, after J. F. Galbraith who was a partner of the Galbraith and Cook general store at Teslin.
- (5) See Letters, Public Archives of Canada, Record Group 3, Series 4, Volume 40 (hereafter shown as RG3-4/40 or as appropriate).
- (6) Col. Evans had been commanding officer of the Royal Canadian Dragoons at Winnipeg.
- (7) Public Archives of Canada, RG3-4/40.
- (8) Public Archives of Canada RG3-4/233.
- (9) Public Archives of Canada, RG3-4/40.
- (10) Ibid.
- (11) Public Archives of Canada, RG3-6/33.
- (12) Public Archives of Canada, RG3-4/40.
- (13) Public Archives of Canada, RG3-6/33.
- (14) J. W. Phillips, Alaska — Yukon Place Names, (Seattle, Washington, 1973) pp. 96 and 130.
- (15) Mrs. McCleery now (1976) lives in Cranbrook, B.C.
- (16) Postmaster Letter Files — Teslin, P.O. Hdq's.

Photos not marked are "Courtesy — National Postal Museum"

## THE FIRST DECIMAL ISSUE OF CANADA, THE BURR ON THE SHOULDER FLAW ON THE SEVENTEEN CENT STAMP

By GEOFFREY WHITWORTH

From late 1867 to March 1868 every sheet of the 17 cents value that was issued to the district Post Offices may have contained one stamp with a most prominent flaw visible over Jacques Cartier's right shoulder. This has been named the 'Balloon' or 'Burr on Shoulder' flaw and the

individual stamp carries certain recognition features enabling it to be identified as being on position No. 7 on the sheet. These features, illustrated in the diagram below, must be present on all genuine copies of this flaw.



Fig. 1



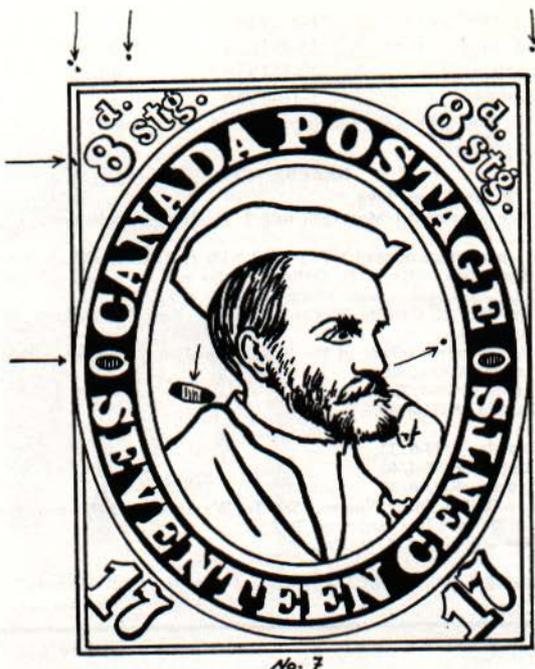
Fig. 2



Fig. 3



Fig. 4



Two plate proofs and 24 copies of the flaw have been examined and the significant features are:

1. The flaw appeared in four stages which are illustrated in figures 1 to 4 above.

2. The stamps appeared in two colours of blue which coincide with the colours Senator Calder associated with Order No. 12.

Six stamps are as Fig. 1 and of colour 12a and 12b.

Twelve stamps are as Fig. 2 and are of colour 12b (lighter shade of blue).

Four stamps are as Fig. 3 and are of colour 12a (darker shade of blue).

Two stamps are as Fig. 4 and are of colour 12a.

3. Only four dated stamps have been seen.

Fig. 2 flaw dated FE 20 1868 and two others with only '68 visible.

Fig. 3 flaw dated Kingston MY — 68.

4. The two plate proofs are different, one as Fig. 1 the other as Fig. 2.

A third proof has been located but information as to its appearance is not available.

It is recorded that on the 12th February 1867 the Canadian Post Office Department re-ordered stamps of all values from their printers, The American Bank Note Co., New York. At that time it was not known that the Canadian Post Office Act would be passed later in the year and that this would be the last order for the 17 cent stamp. The printers would wish to keep the plate in good condition and the writer has proved that at this time a very thorough repair was made to both the 5 cents Beaver and the 10 cents Consort plates and that proofs were pulled to check these repairs. It has always been thought that the 17 cents pale blue proofs were printed at this time. Did this proof show us the flaw for the first time and was it missed in the checking only to be seen when some sheets had been printed? Did they then withdraw the plate for attention by an engraver after which a second proof was run off? Why were some sheets printed from the plate in this state and then twice corrected?

After a discussion between a few members with considerable knowledge of the methods used in recess printing, the opinion seems to point to the fact that, as an

engraver using a burin could only cut out more of the plate and make a larger splash of colour, he must first have turned the plate over and punched up from the back at the point where the flaw lay and then started to recut the horizontal lines that had been damaged. From this reasoning it is suggested that some sheets were first printed from the plate after it had been cleaned when taken from store. The fault was missed on the proof and only seen after some printing. As only this one position was at fault the use of the transfer roll must not have been considered necessary and a hand retouch was carried out. Fig. 1 shows the largest splash of ink and it is most likely to represent the original damage to the plate. The engraver would punch up the back, recut some of the now high places and print a second proof to check his work. Fig. 2 illustrates this stage. As stamps are also found in this state, and in the largest quantities, there must have been instructions to print off some sheets quickly, perhaps until the end of the working day, when the plate was again given to the engraver. A further recutting to enhance the horizontal lines would produce an effect as at Fig. 3 and some printed sheets showed this effect on the stamp. A still further recutting would produce Fig. 4 and the last of the sheets to complete the order were printed from this state.

As with previous orders, the 12th order of February 1867 was for only 500 sheets, a quantity that could easily be printed in one day. What evidence is there that the flaw did not develop during the printing of the 11th order? The 11th order was placed on December 11th, 1866 and had been received into the Post Office stores at the annual stock-taking on June 30, 1867. There were two shades of blue from the printing, order 11A being a deep bright blue and 11B being a lighter and brighter colour. These shades have been noted postally used from June until November 1867. No stamps showing the 'Burr' flaw have been seen in either of these two colours.

Dated copies of the 12th order are recorded from December 2nd, 1867 when the Montreal Office cancelled stamps of both colour on that day. (Two covers in the author's collection). This would seem to suggest that the damage to the plate occurred either when the plate was being protected and put into store after printing

the eleventh order or when the plate was taken out of store and cleaned up ready for printing the twelfth order for stamps.

Only about 30 examples of the genuine flaw are known to the author but how many could have been sold from the Post Offices? The P.O. Department held stock-taking procedures on June 30th each year and their records show:

30.6.1866 Stock .....	60375 stamps	
(Orders 9 and 10)		
30.6.1867		
Received from the printers		
during the year .....	100000	"
(i.e. all orders 11 and 12)		
Issued to Post Offices .....	78402	"
(i.e. all orders 9, 10 and		
18027 of order 11) ...		
Stock .....	81973	"
(i.e. 31973 of order 11		
and all of order 12)		
30.6.1868		
Received from printers .....	nil	"
Issued to Post Offices .....	48097	"
(i.e. balance of order 11 and		
16124 of order 12)		
Remainders .....	33876	"
(i.e. theoretically all order 12)		

The First Decimal Issue of 1859 was finally withdrawn from sale on April 1st, 1868 when all Post Offices were asked to return their remaining stocks for destruction. There are no records of the quantities returned and it seems certain that the remaining 17 cents stamps were not all of the 12th printing. Many small offices had very little call for this value and their stocks lasted longer than in the larger town offices. Some small towns may never have received any 12th order stamps and so their remainders could not contain any flaw stamps. With 33876 stamps, say 339 sheets, of Department remainders from a 500-sheet printing, 161 sheets containing 161 flaws, should have been issued for sale. As already stated the number of stamps returned to the Department stores is not recorded but, dealing in round figures, can it be assumed that this was 61 sheets? This leaves only about 100 copies of the flawed stamps used in postage. If 30 copies are extant today this gives a survival rate of 30% which would appear to be a higher expectation than is usual on such rarities. Could it be that the P.O. Dept. placed the delivery of twelfth order stamps on top of existing stocks and issued many of them to post offices on demand?

In this case the remaining 339 sheets could consist of many eleventh order stamps and so the true amount of flawed stamps available for sale may be of the order of 300, giving an approximate 10% survival rate. This is a very probable conclusion.

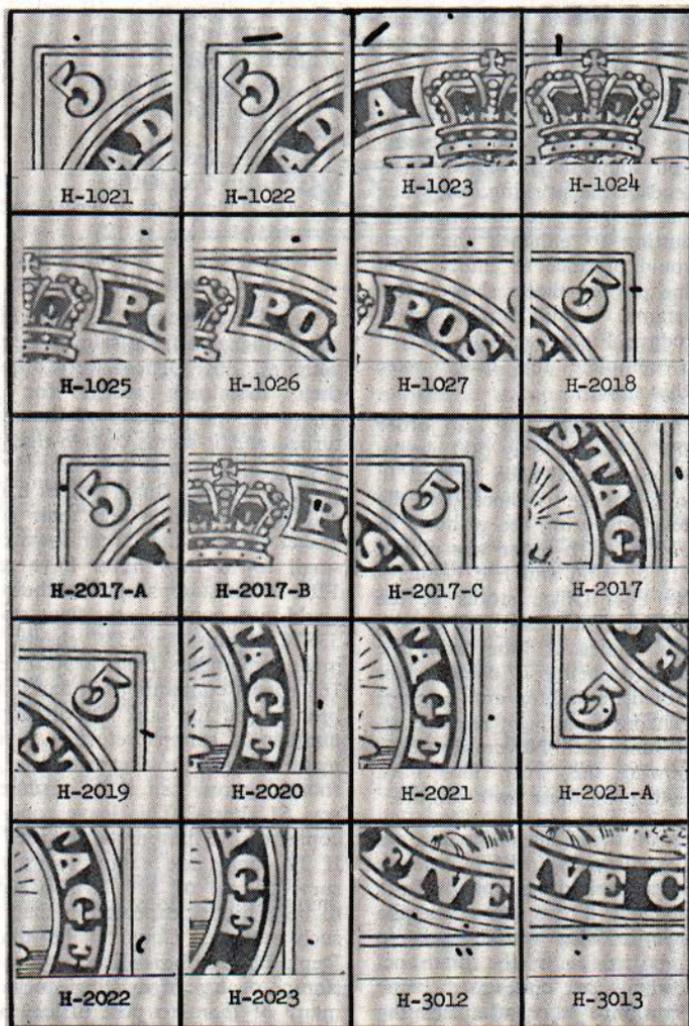
With so few examples of the flaw available for study the author's conclusions have been mainly based on the four drawings of

the flaw and by examining the possible way they could be reproduced by the use of a burin on the plate. Any further information as to the numbers of each state that are extant today would be much appreciated as also would alternative views as to the sequence of events that took place on that day in early 1867 when the 500 sheets of the 17 cents Cartier stamp were printed.

# The Beaver Byline

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

*Second series*



## ABBREVIATIONS AND REFERENCES

Descr.—Description  
 T.P.—Thirkell Position  
 Perf.—Perforated, 1—11¼; 2—11¼; 3—12  
 P.P.—Plate Position St.—State  
 T—Top; R—Right; B—Bottom; L—Left  
 cc—Copies  
 flg.—Frame line gap—a distance of about .4mm  
 fr.—Frame  
 diam.—Diameter  
 V—Vertical

### C. HUFF — 5c BEAVER Second Series

#### Ident No. H-1021

Descr. Short horizontal line 1 flg. above TL5.  
 1.8mm to R of L outer fr.  
 T.P.: Above A1  
 P.P.: ? Not T  
 State: ?  
 Perf.: 2 (2cc)  
 C-dot: Avg. size—touching at R. Height 2  
 Other: This flaw appears on stamps showing PF 106a.

#### Ident No. H-1022

Descr.: Line 1mm long. Slants up from ½ flg above T fr. to 1 flg. above T fr. L end of line begins 1mm to R of L inner fr.  
 T.P.: Above A1  
 P.P.: 81  
 State: ? — before imprint was added. Does not appear on proofs of St. 1 and 2.  
 Perf.: 1 (1 copy) and 2 (1 copy)  
 C-dot: Small—touching at R—Height 3  
 Other:

#### Ident No. H-1023

Descr.: Strong line 1.7mm beginning at T fr. and running sharply up and to right to 1½mm above T fr. Strong dot is 1.7mm above T fr. over L of three horizontal pearls at L of cross — probably position dot.  
 T.P.: Line — above A3; dot — above A4  
 P.P.: Top row—may be PP4.  
 State: ?  
 Perf.: 2 (2cc); 3 (2cc)  
 C-dot: Very small—touching at R—Height 4.  
 Other: Short entries in hatching inside L fr. at top and bottom.

#### Ident No. H-1024

Descr.: Strong vertical line through fr. gap and 1 flg. above it. Over middle of three horizontal pearls at L of cross  
 T.P.: In A4 and above  
 P.P.: ?  
 State: ?  
 Perf.: 1 (1 copy) and 3 (1 copy)  
 C-dot: Large—just clear at R. Height 3  
 Other:

#### Ident No. H-1025

Descr.: Small, weak dot 2 flg. above T fr. over P of Postage 7mm to L of R outer fr.  
 T.P.: Above A6  
 P.P.: 78  
 State: 7 showing PF64. Dated copy shows 12/9/62. The last 2 is inverted—probably meant to be '67  
 Perf.: 3 (6cc)  
 C-dot: Small—just clear at R. Height 3  
 Other:

#### Ident No. H-1026

Descr.: Short horizontal dash 1½ flg. above T fr. above PO—5½mm L of R inner fr.  
 T.P.: Above A6  
 P.P.: 41  
 State: 10—Probably — no R43a or b  
 Perf.: 3 (2cc)  
 C-dot: Very small (almost none) touching at R—Height below 4  
 Other:

#### Ident No. H-1027

Descr.: Very small but crisp dot 1 plus flg. over

T fr. 4½mm L of R inner fr.  
 T.P.: Above A6-7  
 P.P.: ? not R column  
 State: ?  
 Perf.: 2 (1 copy); 3 (1 copy)  
 C-dot: Small—1 diam. from R—Height 4  
 Other: R fr. doubled at B

#### Ident No. 2018

Descr.: Short horizontal dash through outer fr., 1½mm below T outer fr.  
 T.P.: A8  
 P.P.: ? not L column  
 State: 4 showing PF97. Dated cc: 7/28/64 and 2/64  
 Perf.: 2 (& 3?) 6cc  
 C-dot: Small, just clear at R. Height 3  
 Other: Some cc show a dot 1 flg. outside R fr. opposite extension of T inner fr

#### Ident No. H-2017

Descr.: Strong but blurry vertical dash 1 flg. outside R fr.—5½mm below T outer fr.  
 T.P.: B8 shows on 5 of 7cc of PF 107  
 P.P.: ? not L, R, or B row  
 State: ?  
 Perf.: 3 (7cc)  
 C-Dot: 2 very tiny — lower touches at R. Height 3  
 Other:

#### Ident No. H-2017A

Descr.: Strong dot between L frames—touching inner fr.—1mm below T inner fr.  
 T.P.: A1—shows on 5 of 7cc of PF107  
 P.P.: ? not L, R, or B row  
 State: ?  
 Perf.: 3 (7cc)  
 C-dot: 2 very tiny — lower at R. Height 3  
 Other:

#### Ident No. H-2017B

Descr.: Faint vertical dash in top of vertical shaft of P of POSTAGE  
 T.P.: A6—shows on 2 of 7cc of PF107  
 P.P.: ? not L, R, or B row  
 State: ?  
 Perf.: 3 (7cc)  
 C-dot: 2 very tiny — lower touches at R. Height 3  
 Other:

#### Ident No. H-2017C

Descr.: Slant line of 1 flg.—beginning 1½flg. outside R fr. extending down to 2 flg. Start is 1mm below T inner fr.  
 T.P.: A8—shows on 3 of 7cc of PF107  
 P.P.: ? not L, R, or B row  
 State: ?  
 Perf.: 3 (7cc)  
 C-dot: 2 very tiny—lower touches at R. Height 3  
 Other:

#### Ident No. H-2019

Descr.: Horizontal line—1 flg. long running through R outer fr. (mostly outside) 3½mm below T outer fr.  
 T.P.: B8—shows on all 5cc of PF 79  
 P.P.: ?  
 State: ?  
 Perf.: 3 one copy dated 9/65  
 C-dot: Average size—just clear at R. Height 3  
 Other: This flaw is not an extension of PF 79 but is almost as strong

#### Ident No. H2020

Descr.: Strong vertical dash just outside R fr. beginning 8½mm below T outer fr.  
 T.P.: C-D8 4cc  
 P.P.: ? not bottom  
 State: ?  
 Perf.: 3  
 C-dot: Average — 1½ diam. from R. Height 2  
 Other:

#### Ident No. H-2021

Descr.: Large dot 1½ flg. outside R fr. 9mm below T inner fr.  
 T.P.: D8  
 P.P.: ? in R margin

State: ?  
Perf.: 1 (5cc)  
C-dot: Very small — 1 diam. from R. Height 3  
Other: 1 copy has a small flaw in hatching above BL 5

**Ident No. H-201A**

Descr.: Dot in fat part of BL5 (3 of 5cc)  
T.P.: F1  
P.P.: ? in R margin  
State: ?  
Perf.: 1 (3cc)  
C-dot: Very small — 1 diam. from R. Height 3  
Other: 1 copy has a small flaw in hatching above BL 5

**Ident No. H-202**

Descr.: Curved vertical dash 1½ flg. long — 1 flg. outside R fr. opposite E of POSTAGE  
T.P.: D8 — shows on 2cc of 5 of PF26a  
P.P.: ?  
State: ?  
Perf.: 3 dated cc: 7/5/66 and 12/27/65 — of PF26a — no dated of H202  
C-dot: Small — 1 diam. from R. Height 3  
Other:

**Ident No. 2023**

Descr.: Small dot 1½ flg. outside R fr.

6½mm above B inner fr.  
P.P.: ?  
State: 8  
Perf.: 3  
C-dot: Small — ½ diam. from R. Height 3  
Other:

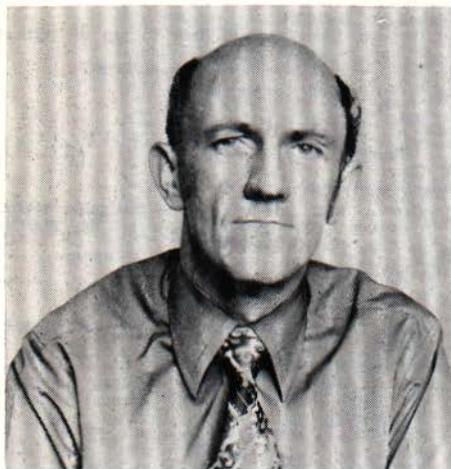
**Ident No. H-3012**

Descr.: Four dots below IVE  
T.P.: F2, F3, G3  
P.P.: ? Not T  
State: ?  
Perf.: 1 (2cc)  
C-dot: Large, ½ diam. from R. Height 3  
Other:

**Ident No. H-3013**

Descr.: Two dots below B fr. — one touching fr. 7.6mm from L outer fr.; other is 2 flg. below B fr. 7.3mm from outer L fr.  
T.P.: G3  
P.P.: 93  
State: 3  
Perf.: 2 (all 4cc showing PF 114b)  
C-dot: None  
Other: Slight doubling to B fr. at L & R

## Further Sketches of BNAPSers...



DAVID F. SESSIONS

For a while the Canadian Philatelic Society of Great Britain advertisement which appears in our Journal has referred to D. F. Sessions — membership secretary. This sketch will tell you a little about Dave who is not only the membership secretary of CPS of GB but has now taken on the duties of secretary as well.

Dave was born in Reading, Berkshire, England. After service in the Royal Air

Force he has been engaged in life assurance for more than 20 years..

Approximately 10 years ago he started collecting Canadian stamps and his main interests these past few years have been the Edward VII definitives, flag and early machine cancellations. As he says "I am a fully paid up member of Ed Richardson's happy band of flagsters."

Currently he is studying the "International" machine cancellations of 1902-20 with a particular view to placing the W.W. I flags into perspective. He has a series of articles in progress on this subject in "Maple Leaves". Eventually, he would like to see a handbook covering machine cancels 1896-1920, i.e. those prior to fellow BNAPSer Ken Barlow's handbook.

Bradford Philatelic Society keeps him busy locally, having served as its president and now on their committee. The CPS of GB's Yorkshire group has an unofficial leader in Dave. Besides entering local competitions and CPS of GB, he has made two forays into national competition where he has won a silver and bronze medal.

On the home front, his wife "Pep" has a collection of Austrian stamps but claims there is little time to deal with them. Four healthy boys, Kevin, Patrick, Mark and Christopher ranging in age from 9 to

16 would substantiate Pep's claim.

Besides hoping to see the membership of CPS of GB increase, Dave has a personal wish to see the value of the pound pick up. Then he can once again buy Canadian material for his collection in the open market.

He also wants to bring his wife to Toronto for CAPEX '78 and meet some fellow collectors who are at present known only via the mailbox. Let's hope Dave and Pep make it to CAPEX '78.

— Wayne R. Curtis



# The RPO Cowcatcher

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

M-61  
HALIFAX & SYDNEY/R.P.O.

M-62A  
HX. & T. R.P.O./.

## Two Hammers, Type 17H

### Hammer I

Proofed: November 21, 1928  
Earliest: June 5, 1929  
Latest: April 18, 1932  
Indicia: 5, 6  
Usage: Limited and infrequent  
R.F.: 110 (83.3%)

Comments: This run was probably brought into being to replace M-59 and M-60 which it does not appear to overlap very much. Even so, it did not continue in use for any length of time.

### Hammer II

Proofed: November 21, 1928  
Earliest: To be advised  
Latest: August 11, 1931  
Indicia: 6 only  
Usage: Single known copy to date  
R.F.: 110 (16.7%)

Comments: Both hammers are probably undervalued at this rarity factor. Separation is dependent on chordal measurement and cannot be done visually.

## SEPARATION OF M-61 HAMMERS

STEP 1. Measure the chordal distance from the bottom of the "F" of HALIFAX to the bottom of the first "Y" of SYDNEY; Hammer I measures less than 10½mm, while Hammer II measures almost 11mm.

STEP 2. As a further check, measure the chordal distance from the top of the upper right leg of the "X" of HALIFAX to the top of the upper left arm of the first "Y" of SYDNEY; Hammer I measures just about 8mm, while Hammer II is a full 9mm.

M-62  
HALIFAX & TRURO/R.P.O.

## One Hammer, Type 17H

Proofed: October 8, 1937  
Earliest: To be advised  
Latest: September 20, 1939  
Indicia: 6 only  
Usage: Single known copy to date  
R.F.: 120

Comments: This run, known only into the war years, is also undervalued, based on our experience. We have seen no other copies than that above; however, we believe that there are other strikes around that can be reported which will help us more properly define this run.

## One Hammer, Type 17

Proofed: July 11, 1946  
Earliest: July 5, 1949  
Latest: March 13, 1957  
Indicia: 6 only  
Usage: Apparently sporadic  
R.F.: 100

Comments: We believe that this late use run will have both the earliest and latest date extended beyond that above by additional reports from our readers. Our source material for this late period is limited.

M-62B  
HX. & TRURO/R.P.O.

## One Hammer, Type 17H

Proofed: January 24, 1947  
Earliest: To be advised  
Latest: March 18, 1957  
Indicia: 5 only  
Usage: To be advised  
R.F.: 120

Comments: Here is another of those runs introduced toward the end of the R.P.O. period and our representation is limited to the single cover dated above. Even thus, we do not believe that this run was so prevalent; we solicit comments from our readers.

M-62C, HAL. TRU. & SYD. R.P.O./., was first reported by Ross Baker as having been used in 1960. We have never seen a strike of this run and have not found any proof data in our search. We have asked Baker to give us vital statistics on M-62C and would appreciate information from anyone else who has a strike of this run.

M-63  
HALIFAX & YARMOUTH/M.C.

## Two Hammers, Type 9E

### Hammer I

Proofed: Unknown  
Earliest: June 26, 1897  
Latest: May 11, 1904  
Indicia: E—common; W—uncommon; Blank—scarce  
Usage: Full and continuous throughout seven year period  
R.F.: 100 (60%)

Comments: Blank without indicia between January 10 and January 22, 1900. Although we have no proof strikes of either hammer it would appear from their similar nature that they were both issued at the same time. This would also appear true since their period of use is almost parallel.

## Hammer II

Proofed: Unknown  
 Earliest: June 19, 1897  
 Latest: February 22, 1902  
 Indicia: E, W equally  
 Usage: Continuous throughout five year period  
 R.F.: 100 (40%)  
 Comments: This hammer did not wear as well as Hammer I and was probably taken out of service due to such wear, as well as coinciding with the introduction of M-64; there is some overlap between the two runs.

## SEPARATION OF M-63 HAMMERS

Separation of these two hammers is rather easy, particularly if you have examples of both available.

STEP 1. Check the "H" of HALIFAX. Hammer I is wide, 1 3/4 mm while Hammer II is medium, 1 1/2 mm.

STEP 2. Check the "H" of YARMOUTH. Hammer I is very narrow, 1 1/4 mm while Hammer II is wide, 1 3/4 mm.

Step 3. For confirmation of the above

separation, measure the chordal distance from the bottom of the left leg of the "M" to the bottom of the "T", both of YARMOUTH. Hammer I is a full 7mm, while Hammer II is only 6 1/2 mm.

STEP 4. As a further check, measure the chordal distance from the bottom of the right leg of the first "A" of HALIFAX to the bottom of the "Y" of YARMOUTH. Hammer I will measure only 1 1/2 mm while Hammer II is a full 12mm.

It has been several months since we updated the catalogue with the information supplied by our readers, and since this column is for them and this new data is what it is all about, it seems timely to catch up.

## NEW REPORTERS

155 Clifford Guile	157 H. A. Price
156 Warren L. Bosch	158 Ken Ellison

## NEW RUNS

Shaw No.	Route	Type	Dir./Tr.	Period	R.F.	Reported by
Q-6A		51	123	135	200	133
Q-176G	TRAIN NO./Mont-Joli and Matane R.P.O.	51	1	135	200	133
Q-263B	TRAIN NO./Riv. du Loup & Levis R.P.O.	51	36	135	200	16
O-331E	FROM SUD. & LITTLE CURRENT R.P.O./	22F		252	170	16
O-398A	TRAIN No./Tor. St. Marys & Lon. R.P.O.	51	W	135	200	144
W-0C	ALBERNI-UCLUELET/R.P.O.	23		135	200	157
W-23O	CAL DIST./D. L. ASKEW	4K	7	390	150	151, 158
W-64L	KEL & SIC/R. F. MARRIAGE	1E	708	325	150	151, 158
W-142B	SASK. & KIND./C. ROBINSON	7B	24	104	200	151, 158
W-160AO	VANCOUVER & SKAGWAY/R.P.O.	3C		90	200	92, 151
W-160AP	Vancouver-Anyox. R.P.O./STR. VENTURE	3C		135	170	151, 158
R-19F	CANADIAN NORTHERN QUEBEC/RAILWAY/GRAND'MERE, Que.	3C		104	200	144
R-19G	C.N. RYS./HICKSON, ONT.	1J		136	200	144
R-29Q	CANADIAN PACIFIC/RAILWAY/STEAMER/PRINCESS VICTORIA	1J		97	200	144
R-29R	CAN. PAC. RY./FREIGHT OFFICE/TIMISKAMING, QUE.	1N		246	200	144
		23		246	200	144
R-150I	S. S. PRINCE RUPERT	23		246	170	138, 144
R-150K	S. S. PRINCE RUPERT	5		330	200	144
R-150L	S. S. "Empress of Russia"/PURSER'S OFFICE	1K		231	150	144
D-29C	NORTH SYDNEY/Terminal Office, N.S.	3D		356	200	146

## CATALOGUE CORRECTIONS

N-28A	This run is delisted; it is the same as N-96	16, 10
O-52B	Change type to Type 12A	16
O-338A	This run is delisted; the reported strikes are TOR., not TORONTO; they are O-338J	16, 10
W-26K	Change DERKETT to DENNETT	151
W-1201	Change NORTH BATTLEFORD to N. BATT.	56, 16
W-160A	Change type to Type 3C	92, 16
W-205B	This run is delisted; it is the same as W-173B	16, 10
D-1A	This run is delisted; upon authoritative advice, this is not a rail depot	136
D-40	This run is delisted; upon authoritative advice, this is not a rail depot	138

## COLUMN UP-DATE

Run	Hammer	New Information	Reported by
M-7	III	Latest — October 24, 1917	156
M-11	I	Latest — July 6, 1970; add Tr. 123	150
M-11	VI	Add Train No. 631	150
M-12	XX	Latest — July 22, 1914	156
M-12	XXIII	Latest — August 15, 1919, Train 3	156
M-18	VI	Earliest — August 16, 1928	16
M-19		Latest — 1st Period — November 3, 1913	156
M-20		Earliest — March 5, 1895	156
M-26	II	First known strike — October 25, 1917	156
M-26	VII	Earliest — 2nd Period — July 21, 1942	156
M-27	I	Latest — June 2, 1910	156
M-35	III	Earliest — October 2, 1929	16
M-37C		Add Trains 3 and 4	150, 16
M-39	IV	Add Train 4	150
M-41		Latest — December 21, 1947	101
M-43	III	Latest — January 26, 1971	4

M-43	IV	Latest — June 23, 1955; add Tr. 60 .....	150
M-44	II	Earliest — January 7, 1916 .....	156
M-45	III	Earliest — October 31, 1929 .....	16
M-50	III	Earliest — January 2, 1934; Tr. 13 .....	137
M-52	II	Latest — April 11, 1912 .....	10
M-52	IV	Latest — December 29, 1944 .....	10
M-52	V	Earliest — February 25, 1925 .....	10
M-52	XII	Latest — April 30, 1913 .....	137
M-55		Latest — April 4, 1918 .....	10

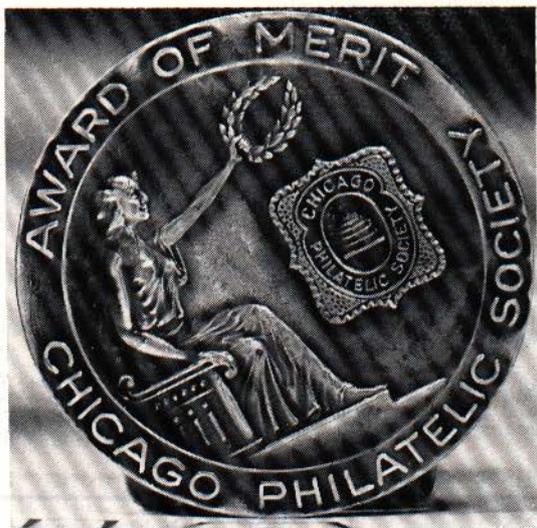
#### ADDITIONAL CATALOGUE INPUT

Shaw No.	Information	Reported by
Q-52C	Add clerk J. ANT. HILARD—May 27, 1913 .....	16
Q-133A	Reported on cover—April 8, 1927 .....	136
Q-167C	Add clerk F. J. LEE—May 2, 1959 .....	56
O-335C	Usage confirmed on cover—July 17, 1923 .....	146
O-394B	Usage confirmed—February 3, 1932 .....	144
W-26D	Add clerk R. F. MARRIAGE—February 19, 1923 .....	151, 158
W-26E	Add clerk S. MALCOLM— .....	151, 158
W-26J	Add clerk H. DAVEY—August 30, 1962 .....	151, 158
W-26K	(Between CAL and VAN can have & or—) Add clerks R. C. Clowater—Sept. 2, 1964 C. E. DEWEY—September 8, 1962 H. F. HINTON—November 5, 1960 L. V. R. Astoria—July 14, 1963 .....	151, 158
W-27A	Add clerk E. W. Elliott, Jr.—Feb. 28, 1963 .....	151, 158
W-28F	Add clerk W. H. GATE—February 28, 1963 .....	151, 158
W-127B	Add clerks V. HAYES—January 30, 1930 O. L. MacFIS—March 13, 1930 .....	154
W-160R	Add STR. AMUR .....	92
W-160AH	Usage confirmed on 1917 Confederation .....	151, 158
D-24A	Usage confirmed on cover—January 28, 1915 .....	16



Two well known Canadian philatelists on a recent visit to Egypt. In the saddle is Vincent G. Greene, a former president of BNAPS. Holding the bridle is Harry Sutherland, president of the Royal Philatelic Society of Canada.

# Award



*Silver medal awarded B.N.A. Topics at the Chicago Philatelic Society 90th Annual Exhibition, October 8-10, 1976.*



## Semi-Official Airmails

**Houghton E. Sanguinetti, 591 Mediterranean Manor, Dunedin, Fla., USA 33528**

### Gum Varieties on Commercial Airways Ltd.

It appears from correspondence received by the study group of Semi-Official Airmail Stamps of Canada that all of the printings of the stamps of this company are known on both the white and the yellow gum. This fact, coupled with the distinct shades of colour in which the various issues were printed raises the possibility that the four Issues that are listed in the Stamp Catalogues should probably be increased to eight printings.

Bill Topping confirms that the imperforate variety of the Fourth Issue exists on the two distinct gums — white and yellow and that the white gum appears to be the same shade as what he has identified as the Second Printing and has a wide tab of

sheet. The yellow gum appears to be on paper cut to the width of two stamps and in a darker but not a true dark shade of stamp.

Trelle Morrow confirms that the First Issue designated as CS54 in the Sissons Specialized Canadian Catalogue, was issued in booklet form. He has a partial booklet pane and says that he has seen another partial booklet pane. That is, the stamp has a tab intact. There is a double perforation on the left margin so that firstly the stamps could be torn out for usage and secondly the coupon could be torn out and returned to the Company's Head Office. The booklet tab would then remain in the Booklet which was held together by three staples.



The ill-fated London to London Flight in September 1927 created Canada's rarest semi-official airmail stamp. Since mail was to be carried on that flight, Mayor Moore of London, Ontario swore in the two pilots Terence Tully and James Victor Medcalf, as official carriers of government mail.

The plane, called "Sir John Carling", was to carry a mailbag of 97 letters. The envelopes were cancelled on August 29, 1927 prior to the first attempt at the flight which was turned back by fog near Kingston. Another attempt was made a few days later and the letters were given a Second cancellation on September 1, 1927 at London, Ontario. Somehow one of the envelopes was not put back into the mail pouch. This letter and three or four mint stamps are the only genuine copies of this philatelic gem. The cover was shown at INTERPHIL by Edward A. Richardson and the cancellation and postmark shown is from that cover.

With respect to the so-called "Proofs" there is now evidence indicating that the use "Proof" is a mis-nomer. Stuart Johnstone of Vancouver, formerly of Edmonton and who was associated with Commercial Airways, Ltd., and probably with the Hamly Press claimed that these were made at his request in various colours as a joke and he does not know how they got into private hands.

They are known of both the "VIA AIR" and "AIR FEE" types on paper and on card in Orange, Crimson Lake, Lemon, Violet, Jade Green, Black and in a Blue.

Trelle Morrow reports that he has what he calls a "Galley Proof". These are on newsprint and are the first pull from the galley by the printer. These are from the Ed Richardson collection and Ed terms them "newsprint proofs". Perhaps these are the only true "Proofs". They have been proven to be legitimate and contemporary with the 1930 issue, however, the newsprint has turned quite brown.

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## Two Parallels

By LEOPOLD BEAUDET

The 8c QE2 Centennial definitive and the caricature stamp that replaced it were printed by the British American Bank Note Co., and both have varieties that are very similar to each other.

Both stamps are harrow perforated; that is, a complete pane is perforated with one strike of the comb. This is why just one perforation misalignment occurs per pane, in the left margin for the Centennial stamp and the bottom margin for the caricature definitive. A few months before the former

was replaced some panes were found with one perforation missing, presumably the result of a broken pin. Its location is in the next to bottom row of perforations, the rightmost pin in the left margin. I searched for the same variety on the caricature stamp but was unsuccessful until July, 1974, when I finally found a pane with a missing perforation in the rightmost but one column of holes, the first pin in the bottom margin. The defective pin is the same for both stamps since the Centennial definitive trav-

elled through the printing press and perforator left to right with respect to the design whereas the caricature stamp travelled in the top to bottom direction. It would appear that the broken pin was noticed and repaired while the Centennial stamp was printed, but broke again during a printing of the caricature stamp.

In the October and December, 1973, issues of *BNA Topics*, Kenneth W. Pugh wrote about a peculiar variety on the Centennial definitive which took the form of a dotted horizontal line in the bottom margin of the third or the top margin of the fourth row of stamps. His postmarked examples originating in Manitoba and southern Ontario were dated in June and July, 1973. A similar variety (literally a parallel!) has been found on the caricature stamp in the right margin of the pane (see illustration). Examples found so far have emanated from southern Ontario and were first noted in June, 1976. I know of no satisfactory explanation for this variety.



— Philately In Print



## Letter Sorting Mechanization in Canada

by SALLY S. TUNNICLIFF

*Fourth in the series*

I had a most enjoyable tour of the Ottawa letter processing plant recently. In addition to observing and asking numerous questions, I performed a simple experiment using envelopes with stamps placed in unusual positions. The combination of the tour and the experiment has increased my

understanding and enjoyment of postal automation.

My first impression was one of surprise to see so many workers involved in mail handling. The ideal situation of dumping a bag of mail in one side of the post office and removing other bags already sorted

from the other side with no people between is far from being realized. In fact there is much manual work to be done even if the letter is properly coded and sorted.

Mail from letter boxes enters the main mail sorting floor by a system of conveyor belts. These pass the mail in front of several mail handlers involved in culling mail which is not suitable for machine processing. Here workers remove newspapers, parcels, metered mail, keys, mice, etc. The purpose of these mail handlers is to help out the Toshiba culler-facer-cancellers. The Toshiba, unlike the older Pitney Bowes Mark II, does cull mail. It is obvious, however, that the machines will function more efficiently if the bulky items are removed by hand.

The letters and flat parcels which manage to get by the first group of mail handlers are next placed on one of two Toshibas. During the culling procedure letters are checked for thickness. All letters which will not fit through a slot 5mm thick are removed. Those passing through are carried by a series of straps past the flat removing devices. Any letter which is too tall is removed and rejected.

Mail which "survives" the Toshiba at this point is next moved along to the facing portion of the machine. Here there are a series of four fluorescence sensing devices. There are four possible positions for an envelope—right side up facing forward or backward and upside down facing forward or backward. The sensing devices are located in two groups of two. The first group scans an area 74mm x 40mm on the bottom edge of the envelope normally occupied by the stamp. If both sensing devices fail to locate a stamp a signal is sent "telling" the machine to route that particular envelope through the inverting straps where the envelope is turned over. After inverting these envelopes all envelopes should have the stamp on the bottom edge. The second group of sensors determine which side of the envelope the stamp is on and the appropriate cancelling die strikes the stamp. If no stamp is found the envelope is rejected. The cancelled envelopes are stacked in boxes to await coding. All are arranged with the stamp in the same position. The facing function of the Toshiba is very important because none of the machines will operate properly if letters are not faced.

There seems to be some disagreement in the post office as to whether all mail should automatically go through the OCR (Optical Character Recognition) machines. Only a small percentage of letter box mail is addressed in a way readable by the OCR's. Some personnel believe that only mail with a high percentage of readability should be placed on them. Government mail is processed easily and this is, I believe, why most red bar coded envelopes are government mail or other large volume mailers. The other envelopes are often not even given the chance to go through OCR.

Letters which are placed on the OCR must again go through a series of possible rejections. First, the code must be placed in the correct place and be properly printed or else the letter is rejected. After the code is located and read, the red bars are spray printed on the envelope. Next, the envelopes are checked for correct coding. If the bars do not correspond with the code as printed on the envelope the letter is rejected. All envelopes are then pre-sorted into 10 different divisions—one division for rejected letters, one for letters with coding errors and eight for various geographical areas. The geographical regions vary from one automated post office to another depending upon the mail processed. Ottawa has two or more of these geographical divisions because more Ottawa mail is destined for this city than elsewhere. Other divisions are for other Ontario cities and other provinces.

The large portion of mail rejected by the OCR's is moved manually to coding consoles. Here the letter drops into the view of an operator who reads the code and punches the appropriate keys. For most codes an operator must punch six keys. For Ottawa destined mail which has codes beginning with K1 and K2 there are special keys to punch which include the first two digits. In these cases only five keys must be punched. Again some mail is rejected, primarily because the sender has not written a postal code as part of the address. These letters, which go through the coding consoles but which are unable to be coded, receive a yellow number only.

After passing through the coding consoles, these letters are also pre-sorted into several geographical divisions. The pre-sorted letters from the OCR's and coding consoles are then taken manually to the

letter sorting machines where they are sorted into one of 288 bins depending upon the computer program being used. Mail leaving an automated plant destined for other cities is sorted according to the first three digits of the code. Local mail is sorted according to all six digits.

For my experiment I prepared nine envelopes, the address perfectly typed in the proper position for OCR reading. On two envelopes the stamp was placed in the normal position. On the others I put the stamp in the upper left corner, the bottom left corner or the bottom right corner. On one envelope I placed the stamp at the top center in the position used by collectors who want a socked-on-the-nose machine cancel. The letters were posted in the letter box outside the facility. My principal question was what will the machines do with these envelopes.

Out of the nine envelopes only one did not have a Toshiba cancellation. This envelope was culled manually before reaching the Toshiba. It had the stamp at the lower right. The cancellation is that of an older cancelling machine located in the culling area. The cancellation appears in the upper right completely missing the stamp, making it necessary for a postal worker to hand cancel the stamp.

The two envelopes with the stamp at the upper right as well as the one with the stamp at the top center were cancelled correctly by the Toshiba. The two envelopes with the stamp at the lower left were "seen" by the machine as being upside down and were cancelled on the stamp but upside down. The other three envelopes (two stamps upper left and one lower right) were cancelled by the Toshiba but the stamp was completely missed. Because the stamps did not fall within the scanning area on the envelopes, these envelopes would have been rejected by the Toshiba. There is, however, a mechanism on the Toshiba by which the operator can place rejected envelopes in a "cancel only" mode. The letters would be cancelled in whatever position they were fed in. In this way the letters can receive a machine date stamp. However, rather than being sent on to the coding machines these letters would be handled manually where a cancellation would be placed on the stamp.

None of my envelopes were OCR coded. This, I believe, was because they were taken directly from the Toshiba to the coding consoles. The three envelopes properly cancelled were also properly yellow bar coded. Three envelopes with stamps in incorrect positions did not go through the coding consoles, one being manually culled before the Toshiba, two were those rejected by the Toshiba as described in the above paragraph. Of the other three, one had the stamp in the lower left which would have been fed into the coding console in an upside down position. The code bars, however, are right side up. Most likely the coding console operator turned the envelope right side up manually. This can be accomplished quite easily. Another envelope with the stamp in the same position had a console number only (no bars) in an upside down position. This letter would have been fed into the machine upside down. In this case, however, the operator would have chosen to push the reject key, probably because an upside down code is difficult to read.

The fate of the remaining envelope is more difficult for me to explain. The stamp is at the upper left and a Toshiba cancellation appears at the lower left upside down. This envelope should have been rejected by the Toshiba, placed on the "cancel only" mode and then sent on to manual sort. However, perfectly normal code bars appear. I believe that the Toshiba failed to reject this envelope. The postmark indicates that the envelope was cancelled at the same time as the envelopes with correctly placed stamps. The two envelopes rejected by the Toshiba and the one manually culled prior to the Toshiba were dated the following day.

The whole automated plant in a way seems like a complex obstacle course for each letter with many places where it can be rejected. Nevertheless, a large percentage of properly addressed and stamped letters do go through perfectly cancelled and coded. The automation process is a tremendous technological success. The major problem remaining is the human factor.

The author welcomes correspondence. My address: 265 51st Avenue, Lachine, Quebec H8T 2W3.

# THE MONTREAL ROLLER 21 PRECANCEL

HANS REICHE

Although the Official Catalogue of Canada Precancels does not list the Montreal roller it is suggested that some rollers were prepared and applied to sheets not only in Ottawa but other localities. The 21 roller appears to be one of such rollers which was prepared in Montreal and used there. The small Queens can be found with this cancel and the more common values are the 1, 2 and 3 cents.

There appears to be four different types of impressions which originated from the one rubber roller. The design or setting of the numeral 21 in relation to the horizontal bars differs for the four positions on the roller. The four types can be identified as follows:

Measure the distance between the top horizontal bar above numeral 1 and the front of the flag of the numeral.

Impression 1, 0.0mm; 2, 0.5mm; 3, 1.7mm; 4, 2.0mm.



Slight variations of these values are due to the wear or poor inking of the rubber roller. For some reason impression 1 appears to be more common than others.

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## CANADIAN AIRPORT MAIL FACILITIES

By W. G. ROBINSON

### PART 7 — WESTERN CANADA LISTING

Many of the markings reported from Western Canada originate from the Vancouver International Airport, where an Air Mail Facility has operated since 1940 — first as a sub post office, and later as a postal station. There is also a sub post office (Vancouver No. 144) located in the main terminal building for the use of the travelling public.

Calgary, Edmonton, Lethbridge, Regina and Winnipeg have also operated Air Mail Facilities for varying periods, and some of these — or sub post offices in terminal buildings — are still in use.

The writer wishes to acknowledge with special thanks the contributions of Miss E. M. MacDonald of Minnedosa, Man., and Messrs. Bill Topping and Ken Barlow of Vancouver toward the data contained in this section of the listing.

Further notes in this series will appear from time to time as more information is compiled or received from readers — who are again reminded to forward comments, additional listings, extended periods of usage, or surveys of their holdings to Joe Purcell at 6 Richardson Drive, Kingston, Ont. K7M 2S6, or to the writer at 5830 Cartier St., Vancouver, B.C. V6M 3A7.

Sincere thanks are extended to all persons who have assisted in any way with this project.

AIR MAIL CANCELLATIONS — WESTERN CANADA

Number	Inscription	Type	R.F.	Period	Remarks
W- 1	CALGARY . A.M.F./ALBERTA	10b	170	1960-67	
2	Registered/Calgary, A.M.F.	29	200		
3	Aeroplane Mail Service/CALGARY, CALGARY, ALBERTA	31f	200	1918	See Holmes
4	DELTAERO/B.C.	11e	200	1942	
5	EDMONTON—A.M.F./ALTA.	10c	150		
6	EDMONTON/A.M.F.	18	170		
7	EDMONTON A.M.F./REGISTERED/ ALBERTA	29i	250		Proof Only
8	8360/EDMONTON ALBERTA/FWD. LETTER BRANCH/AIR MAIL	33a	200	1968	
9	AIR MAIL/EDMONTON/ALTA.	33c	200	1968	
10	570079/SUB-AUX 104/ EDMONTON/AB	34	150	1975	POCON
11	EDMONTON, ALTA./SUB. 104	R-9	150	1975	
12	VIA AEROPLANE/ESTEVAN, SASK.	2c	200	1924	
13	LETHBRIDGE . A.M.F./ALBERTA	10b	150	1943-53	
14	LETHBRIDGE, ALBERTA AIRPORT./ WAY MAIL	12	200	1944	
15	LETHBRIDGE A M F/ALBERTA	13a	200		
16	REGISTERED/LETHBRIDGE A.M.F. ALTA.	29m	200	1953	
17	LETHBRIDGE A M F/ALBERTA	R-5	250		Proof Only
18	REGINA A.M.F./SASK.	9a	250		Proof Only
19	REGINA . A.M.F./SASK.	10a	150	1940-45	
20	REGINA, SASK. AIRPORT . /WAY MAIL	12a	250		Proof Only
21	REGINA, A.M.F. (72x7mm)	39a	250		Proof Only
22	AIR MAIL SECTION/SASKATOON, SASK.	14c	200	1961	
23	VANCOUVER . A.M.F./B.C.	10a	50	1943-46	
24	VANCOUVER A.M.F./B.C.	10a	100	1966-72	
25	VANCOUVER—A.M.F./B.C.	10c	120	1946-51	
26	VANCOUVER, A.M.F./B.C.	10d	120	1964-74	Two hammers
27	VANCOUVER A.M.F./B.C.	10h	150	1971	
28	VANCOUVER AIRPORT/B.C.	11	150	1955-57	
29	Vancouver, B.C. Airport/WAY MAIL	12b	250		Proof Only
30	VANCOUVER/A.M.F.	13b	150	1975-76	
31	AIR DESPATCH SECTION/VANCOUVER, B.C.	14f	200	1972	
32	VANCOUVER, A.M.F./B.C.	19b	170		
33	VANCOUVER, A.M.F./B.C.	19c	150	1971	Narrow "B.C."
34	VANCOUVER, A.M.F./B.C.	19c	150	1972-73	Wide "B.C."
35	VANCOUVER A.M.F./B.C.	19d	150	1960-66	31mm dia.
36	VANCOUVER A.M.F./B.C.	19d	150	1972-73	34mm dia.
37	Vancouver, A.M.F./B.C.	19e	150	1972-74	37mm dia.
38	Vancouver A.M.F./Postal Station B.C.	20	150	1944-53	
39	VANCOUVER, B.C./A.M.F.	27	150	1971-75	
40	VANCOUVER, B.C./A.M.F.	27a	150	1968-73	Several Hammers
41	VANCOUVER, A.M.F./REGISTERED	29e	170	1959-64	Several Hammers
42	VANCOUVER, A.M.F./REGISTERED	29e	170	1947-53	Serifs
43	Vancouver A.M.F./AIR MAIL	32	250	1966	Sans-serif
44	9801/VANCOUVER/A.M.F./B.C.	33a	170		Proof Only
45	VANCOUVER/A.M.F./B.C.	33c	250		MOON Cancel
46	99148	33d	250		Proof Only
47	9801	33e	250		Proof Only
48	647543/STN. SUCC. AMF/ VANCOUVER/B C	34	250		Proof Only POCON
49	644889/SUB. AUX. 144/VANCOUVER/B C	34	150	1973-76	POCON
50	FORWARD DIVISION/AIRMAIL UNIT/ VANCOUVER, B.C.	38	170	1961-71	
51	VANCOUVER, A.M.F. (46x4mm)	39	200		Facing Slip
52	AIR DESPATCH SECTION/ VANCOUVER, B.C.	14f	200	1972	
53	MAIL DESPATCH BRANCH/AIR MAIL SECTION/Vancouver, B.C.	43	200	1942	
54	VANCOUVER AIRPORT	R-2	200	1957	
55	VANCOUVER, B.C./A.M.F.	R-3	200	1970	
56	VANCOUVER, A.M.F./B.C.	R-4	200	1975	
57	VANCOUVER, B.C./SUB. 144	R-9	170	1975-76	
58	VICTORIA, B.C. TO SEATTLE, WASH./ VIA/SEA/PLANE	44	200	1925	
59	VICTORIA/INTERNATIONAL AIRPORT	35a	200	1971	
60	WHITEHORSE, Y.T./AIRPORT	7	250		Proof Only
61	WINNIPEG CANADA/ . AIRPORT .	6	200	1931	
62	WINNIPEG, MAN., A.M.F./ . CANADA .	10f	170	1962-70	Closed Jan 16/71
63	WINNIPEG AIRPORT/MAN.	11	200	1955	
64	WINNIPEG—AIRPORT/CANADA	11a	170	1956	
65	Winnipeg, Man. Airport/WAY MAIL	12b	250		Proof Only
66	AIR MAIL SECTION/WINNIPEG DISTRICT	14c	200	1941	
67	AIR MAIL SECTION/WINNIPEG GPO	14c	200	1947	
68	WINNIPEG A.M.F./WINNIPEG, CANADA	20a	200		

Number	Inscription	Type	R.F.	Period	Remarks
69	WINNIPEG SUB 118/MAN.	26c	150	1975	
70	516023/SUB. AUX. 118/WINNIPEG/M B	34	150	1975	POCON
71	WINNIPEG A.M.F./WINNIPEG, MAN.	35	200		
72	A.M.F./Winnipeg, Man.	37	200	1963	
73	REGISTERED/WINNIPEG A.M.F.	29c	200	1970	
74	WINNIPEG, MAN. SUB. 118	R-9	150	1975	

AIR MAIL FACILITIES CANCELLATION TYPES - WESTERN CANADA



2c



6



7



9a



10



10b



10c



10d



10f



10h



11



11a



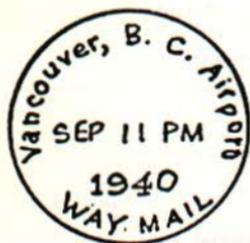
11e



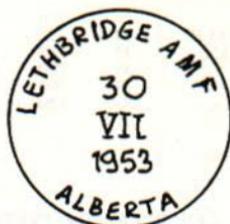
12



12a



12b



13a



13b



14c



14f



18



19b



19c



19d



19e



20



20a



26c



27



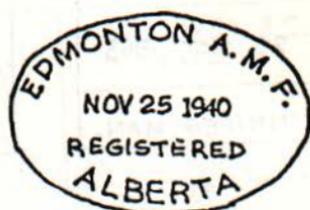
27a



29



29e



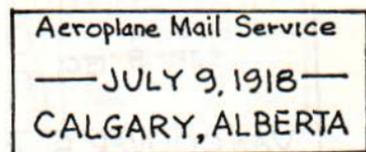
29i



29m



29o



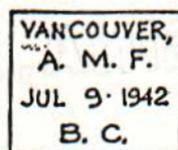
31f



32



33a



33c

99148

33d

9801

33a

644889

SUB. NOX. 144  
2 III 1976  
VANCOUVER  
B C

34

WINNIPEG A.M.F.

25 OCT 1963

WINNIPEG, MAN.

35

VICTORIA

JUL 7 1971

INTERNATIONAL AIRPORT

35a



37

FORWARD DIVISION  
AIR MAIL UNIT

SEP 8 1961

VANCOUVER, B. C.

38

VANCOUVER, A.M.F.

39

REGINA, A.M.F.

39a

MAIL DESPATCH BRANCH  
AIR MAIL SECTION

MAY 1 1941

Vancouver, B.C.

43



44

R	VANCOUVER AIRPORT
	No.

R 2

R	VANCOUVER, B.C. A.M.F.
	No.

R 3

R	VANCOUVER, A.M.F. B.C.
	No.

R 4

R	LETHBRIDGE A.M.F. ALBERTA.
	No.

R 5

R	EDMONTON, ALTA. SUB. 104
	No.

R 9

# Postal Beginnings in British Columbia

By MAX ROSENTHAL

As late as 1857 the whole of what was to become mainland British Columbia had only a handful of fur trading posts scattered from Fort Langley on the lower Fraser River to Fort Work on the Peace River to represent white settlement. The Hudson's Bay Company, since 1838, had had exclusive trading rights with the Indians. The Scottish traders called the whole area New Caledonia.

## Early Forts

Fort Langley, the Hudson's Bay Company post some 20 miles up the Fraser River from its mouth on its south bank, was built in 1827. For nearly 25 years from 1833 a James Murray Yale was its chief trader.

With the signing of the Oregon Treaty in 1846, a Canadian route to the interior had to be found. A company employee, A. C. Anderson, surveyed the old Indian trail through the Coquihalla Pass two years later. He crossed the height of land near Spuzzum, and followed a watershed to the Fraser, 25 miles north of Hope.

The first available flat land below the Fraser Canyon became the site of Fort Yale that year, on the west bank of the river, a few miles upstream from the Coquihalla River mouth. However, the difficulty of crossing the Fraser between the fort and the Anderson River, and the nearly impossible canoe passage upstream from Hope forced the company to reconsider the location of its supply depot.

Early in 1849 Fort Yale was abandoned and another post established at Fort Hope, at the mouth of the Coquihalla River. A trail was opened up that river, and across the Cascade Mountains. From then on the Company used the Fraser River brigade canoes to supply pack trains of mules and horses for regular trips between Fort Kamloops and Fort Hope.

Fort Yale did revive for a few years during the Fraser and Cariboo gold rush.

## Gold Rush

A gold discovery in 1857 in the Thompson River and its tributaries, and the send-

ing of the nuggets by the Hudson's Bay Company to San Francisco for minting in February of the next year launched the great Fraser gold rush, beginning in April 1858. Most of the American treasure hunters came up the coast by boat to Vancouver Island, and after landing at Esquimalt and Victoria, where James Douglas headed the Hudson's Bay Company's affairs, crossed to the mainland in various kinds of craft. (See *Early Days at the Victoria Post Office*, BNA Topics, Sept.-Oct. 1976)

On July 8, 1858 Edward Bulwer-Lytton, Secretary of State for the Colonies, introduced in Commons a bill to provide for the Government of New Caledonia. However, the choice of Queen Victoria was "British Columbia". The government of British Columbia was to be composed of a Governor and a Legislature. Douglas was appointed Governor—he was already Governor of Vancouver Island, and Chief Factor of the Hudson's Bay Company on the Pacific.

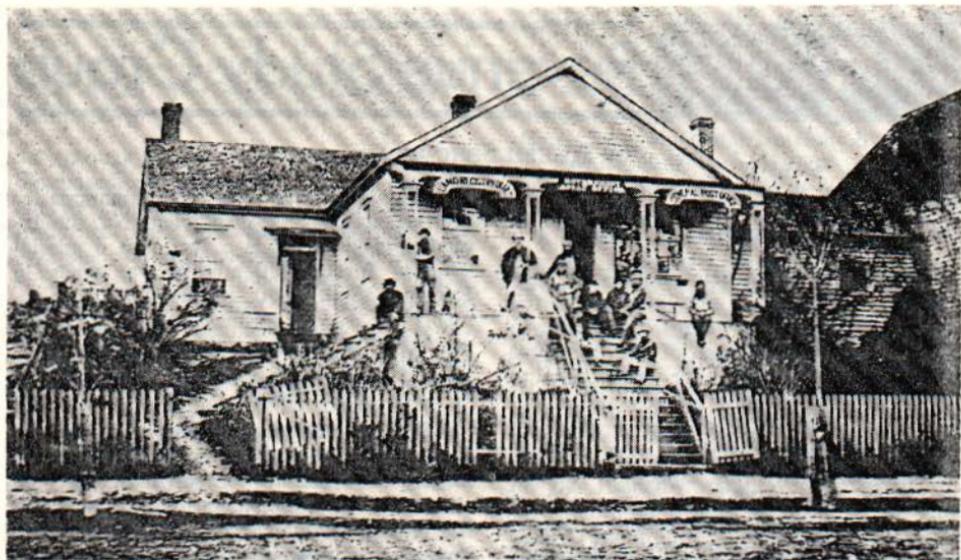
A townsite was surveyed at Fort Hope in November 1858. At the end of that month, the new Postmaster-General of British Columbia, A. C. Anderson, set up between Yale, Hope and Langley postal routes. The postmasters at these new post offices, P. B. Whannott, R. T. Smith, and W. H. Bevis respectively, also held other official positions under the new government.

## A New Capital

After almost establishing the new capital of British Columbia at a townsite called Derby, near Langley, the site of New Westminster was selected instead. On January 28, 1859 the surveyor, Colonel Richard Moody, wrote to Governor Douglas.

"The site which appears to be best adapted for the Capital of British Columbia is about 10 miles below the new town of Langley and on the north bank of the Fraser."

On February 5, Douglas wrote to the Secretary of State: "It will be esteemed as an especial mark of favour were Her Majesty to name the Capital of British Co-



lumbia either indirectly for her Royal Self, or some member of the Royal Family."

However, the response in May stated: "I am commanded to acquaint you that Her Majesty has been graciously pleased to decide that the Capital of British Columbia shall be called 'New Westminster.'" As a result, July 20, 1859, the Governor issued a proclamation announcing this change from Queensborough, which had been Colonel Moody's idea.

In the spring of that year, one of the officials of the new government, Warner Reeve Spalding, was instructed to supervise the establishment of a post office in his house, which belonged to the government. In November 1859 the post office was moved to Holbrook's store, where Henry Holbrook acted as postmaster without pay.

### The First Stamp

In the summer of 1860 the first postage stamp was issued, and Captain Spalding was named Postmaster-General of British Columbia, at £400 a year, and his house was enlarged. He was also postmaster of New Westminster. For about three months before it was moved to his house in March 1861, the post office was actually situated in the jail. The *British Columbian* reported that it was "approached through a break-

neck alley".

Haphazard arrangements for the colony's domestic and foreign mail were reflected in the same newspaper in June 1861, when it complained. "Our mails have been subjected to a week's delay in Victoria, and the interior mail service was said to be even worse." At first, shipping and express companies handled the mail without charge — and without much responsibility — but by 1862 they were refusing to carry it free. Thus, while Captain W. A. Mouat had been carrying mail free from Victoria on the Hudson's Bay Company's "Otter", he now asked for, and was given a contract at \$50 monthly for a weekly mail service between Victoria and New Westminster when a new steamship, "Enterprise", took over the route. By the summer of 1865 it was raised to \$97.

The first New Westminster man to deliver mail was Chinese. Appointed a few weeks after the arrival of Governor Seymour, he was paid £1 a week, for delivering letters door to door after the steamer from Victoria docked.

Until 1865, the only post office in the Lower Mainland-Fraser Valley area was in New Westminster, with the people of the surrounding district all having to come to the town for their mail.



# Revenue Study Group

by JOSEPH SCHONFELD

## Safeguarding The Revenue Stamp

The title of this article should not mislead the reader. It is not intended to tell him how to keep his stamps safely, but to convey to him some idea of the ingenious safety measures which have been taken to foil forgers of revenue stamps and documents, or to make the misuse or re-use of revenue stamps impossible or very difficult.

Considering only this aspect of revenue stamps, the great difference between these and postage stamps soon becomes apparent. Without belittling the efforts that have been made to prevent the forgery of postage stamps, it must be pointed out that the very nature of revenue stamps and of their use requires a more thorough system of safeguarding. Although this safeguarding does not apply to *all* revenue stamps of *all* countries, it can be found practically everywhere in one form or another.

### a) Prevention of Forgery

Most collectors know that forging postage stamps is an undertaking which is mainly intended to deceive collectors. Only a small proportion of fakes were meant to defraud the postal authorities, because there is not much money in this business of forging the comparatively low denomination of postage stamps. It is a different story with revenue stamps, however. Here we have to consider the fact that often the face value of the stamps is high. Whereas postal charges, and therefore the corresponding stamps, are limited by the weight or value of the packages, etc., fiscal duties go up and up and there is often practically no upper limit (don't we all know it!) For the payment of these duties, revenue stamps have to be provided whose denominations often represent a large sum. For instance, we find U.S. revenue stamps of face value up to \$1,000, £500 values in various British Colonies, a 20,000 peso stamp in the Argentine or a 200 franc value in Switzerland, at a time (1884) when these amounts represented small fortunes. In this connection it may be of interest to know that

sometimes the available denominations of revenue stamps are insufficient for the intended purpose. It is a fact that a special issue of foreign bill stamps was made in England about 1890, to meet the requirements of a few business concerns which needed a value greater than the £5 of the then current set, so a few higher values up to £300 were issued.

When we realize the mere existence of such high-value stamps is tempting to the forger, we must not be surprised that the authorities have taken various measures to foil attempts at forgery. It is interesting, however, to note that most such security measures are concerned with the sale, distribution, application and cancellation of revenue stamps. Only to a lesser degree are the stamps themselves produced in such a way as to make duplication especially difficult. Of course, many revenue stamps have been issued which require a high degree of technical skill for forgery. We find among revenue stamps many features which pertain to postage stamps, for instance, finely engraved plates, difficult printing processes, secret marks (e.g., Canada, Switzerland), multicolour printing, water-marked paper, impressed "watermarks" (New Zealand), specially prepared papers (Great Britain), silk threads, etc. Some particular features which are not usually found with postage stamps are "transfer printings" (Baudrucke) and the use of water-soluble inks, but these belong under a different heading, which I will discuss later. The greasy streaks and patches applied to various revenues of France, Portugal, Mexico, etc., were not meant to hamper the work of the forgers only; they also play a certain role after the stamps are affixed to documents.

### b) Prevention of Mis-use

The prevention of the misuse of revenue stamps is often more important than forestalling the loss of revenue through forged stamps. In many cases a document may receive its official recognition by the application of a revenue stamp, and often the

document is considered as genuine by many people only if it bears that stamp. So, a forger of documents may put the final touch to his "work" by sticking a genuine stamp on it.

Although many revenue stamps can be purchased readily at banks, postal stations, tax or customs offices in some countries, there are other countries where this is not possible. There, any required stamps have to be fixed to the documents by officials, who are able, through this procedure, to check on the documents and to keep a record of them, as well as of the revenue stamps which have been issued. A great variety of methods have been used to achieve this end. I may mention, for instance, the many numbered stamps (e.g., the Canadian inspection stamps), or those revenue stamps which come with "talons". In the latter case, every stamp has a separate perforated part which is retained by the issuing office; often both stamp and talon bear the same number. Sometimes the stamps are bound in little booklets, the talons remaining in them after the actual stamps have been taken out, similar to a cheque book. We find this type of revenue stamp in many countries, notably in Mexico, Belgium, Austria and Roumania. Then there are German stamps which are perforated in half, each part serving its particular purpose. Similar stamps have been issued in Sweden, Peru and Brazil. We meet with multiple stamps which consist of two, three or even four individual parts. Of these, each part has to be used in a certain way during the fiscal transaction (Italy, France, Cuba, Mauritius, Ceylon, India, etc.)

One of the most outstanding facts in connection with the surveillance exercised over revenue stamps is the perpetuity of the issues, year after year. Although this may be discouraging to collectors at times, such a system is efficient in keeping a continuous check on issues to prevent stockpiling for unlawful purposes and to be always ahead of a potential forger. The best known country using this type of revenue stamp is perhaps the Argentine, where year after year identical sets have been issued, differing in the date but little in design. Contrary to these are the revenues of Mexico whose beautiful designs change every year. Mecklenburg issued a set of four stamps in 1874, repeating it each suc-

ceeding year with the altered date until 1914 and perhaps later. Only a few interesting variations of the types just described are recorded here: Uruguay went a step further by dating many stamps for every quarter year and there are some Swiss revenues which bear various dates (viz. month and year), but these may be just the dates of different printings.

A further check on the distribution of revenue stamps is obtained by narrowing down the locality of use. This is achieved by provincial overprints as in the case of Mexico, Peru and Cuba, or by municipal overprints, e.g. Salvador. A somewhat similar precaution is to overprint the stamps with the names of firms, corporations, etc. Such overprints, which are actually cancellations at the same time, can be found on the Escuelas stamps of Venezuela, the pharmaceuticals stamps of France, the Consumio stamps of Brazil, the proprietary stamps of the U.S. and others. The many overprinted numbers, letters and names on the majority of taxpays of many countries, including Canada, belong under the same heading. A very widespread application of private overprints can be found on many English revenue stamps. Here, the marking on the stamp eliminates the danger of theft since such stamps are quite useless to anyone except to the firm whose name appears on the stamps.

### c) Prevention of Re-use

Some authorities thought it necessary to make it difficult to detach revenue stamps from documents, for reasons similar to the ones already discussed. The fraudulent intent may be either to use such a stamp on another document in order to cheat the fiscal authority of the fee, or in the more dangerous instance, such a stamp—which may be otherwise unobtainable—could be used to make a forged document appear genuine.

The ideal preventative measure against re-use can be found in the transfer-printed stamps of Austria, Czechoslovakia, Bosnia, Bulgaria, Brazil, Roumania, etc. These stamps are printed on a very thin transparent paper and a considerable part of the design is printed also on the gelatine-coated reverse side of the stamp. Any attempt to soak the stamp off the paper will result in leaving a large area of the printed design adhering to the document as a thin film, rendering the stamp useless at the same time. *(To be continued)*

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## RECENT PUBLICATIONS

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*The Postal History of Yukon Territory Canada*, by Robert G. Woodall. Reprint published by Quarterman Publications Inc., 5 South Union Street, Lawrence, Massachusetts 01843, U.S.A. Size 7¼x10¼ inches, hardcover, 267 pp. Retail price \$25.00.

More than a reprint, this volume is a revised edition of the 1964 privately published book. Aside from philately the book offers an interesting social study of an exciting period of Canadian history. And what a job the author, now living in the south of England, must have had. One note speaks for itself: "With regard to the publication and records it was hoped to find in the Yukon itself, the conditions of life there prevented the hoarding of printed or written matter after its initial use had been served . . ."

Illustrating some of those conditions are two postcard views of ant-like swarms of miners ascending a mountain pass, and other views of the Governor's residence on fire in Dawson in 45° below zero temperature.

The publisher has maintained his usual high standard. Readers in the U.K. should note that the book is published simultaneously by Harry Hayes, Batley, West Yorkshire.

\* \* \*

*The Postage Stamps of New Brunswick and Nova Scotia*, by Nicholas Argenti. Reprint published by Quarterman Publications Inc., 5 South Union Street, Lawrence, Massachusetts 01813, U.S.A. Size 8¾"x11¼", hardcover, 223 pp. Retail price \$35.00.

Published several years ago in a limited edition of — copies by the Royal Philatelic Society of London, this reproduction of the original is intended for wider distribution. A. R. Butler, of the Royal's publications committee, states: "The Society believes that the distribution facilities available to Quarterman will bring this important work to a wider field of collectors than was previously possible."

The two colour plates in the original are now reproduced in monochrome. We are given a brief Corrigenda and Addenda, pre-

pared by Dr. Robert van Court Carr. As with the *Yukon* reprint the clean look and feel is generally there, though at least two plates give extremely muddy impressions.

\* \* \*

*Stamps of the United States, United Nations, Canada & Provinces, Fall/Winter 1976-77 edition*. Published by H. E. Harris & Co. Inc., Boston, MA 02117, U.S.A. Size 5¼"x8¼", 218 pp., price \$1.50 (add 50c if you buy direct from the publisher).

This edition features over 6,000 price changes from the previous edition. Three examples in Canada are: \$1 Parliament (Scott No. 159) unused, goes up \$95, to \$195; 1935 Silver Jubilee (No. 216) unused increases by \$3.75, to \$7.25; 1969-74 5c Postage Due (No. J32) unused gains \$15, to catalogue \$25.

\* \* \*

*Stamp Auction Prices Realized, Volume 1 United States and Canada*. Size "6x8", 182 pp. Published by APR Publishers Inc., Box 5075, Fresno, CA 93755, U.S.A. Price \$10.

Volume 1 of "The Green Book of Stamps" first came out in 1973. This, the fourth edition of prices realized, was compiled from 124 public auctions held between September 1975 and July 1976 by 17 different auction houses in the U.S. and one in Canada (J. N. Sissons, Ltd.)

The Canada and provinces section accounts for only 43 pages of the book. Even so the statistics make fascinating reading. Preceding each country's listing is a market analysis. It is interesting to see percentage increases of individual stamps compared with the earlier edition of the book.

(Please turn to page 49)

\* \* \*

## LETTER TO THE EDITOR

### Olympic Semi-Postals used

Fellow members of the BNAPS may be interested in the following comments on the semi-postal Olympic stamps issued with pics, *i.e.*, B1 to B12.

The Canadian Specialized catalogue lists all of them as worth less used than mint. I think this is wrong, for the following reasons.

For the last several years I have had the opportunity to examine a very large num-

ber of returns — in excess of 20,000 annually — of mailing pieces from professional people mailed to Toronto from all parts of Canada between March and May. These are primarily individual letters, with stamps, from every province and territory.

An article could be written on the variety of stamps used and on the proper and improper postal usage, but one thing is clear, the semi-postals were NOT used. Philatelists are the main purchasers, not the general public.

This year I counted exactly 118 of the 8c+2c, mainly B10 but a sprinkling of B4 and B7, exactly one 10c+5c, and not a single 20c+5c, and this in over 20,000 pieces of mail from a group of people well able to afford this extra support of the Olympic Games.

So, roughly 1 in 180 letters received in this period, in which B10-12 was readily available at all post offices, was the count of their actual use.

I am convinced that far from being worth less used than mint, in the future good used copies will be worth more.

— J. D. Cambridge

*In theory Mr. Cambridge would seem to have a point. But we put the proposition to Mr. A. W. Leggett, pricing editor of the Canada Specialized Catalogue, who replied:*

We can never catalogue a modern stamp with a higher value used than mint because these can be cancelled to order in any quantity and put on the market in large numbers.

If the Olympic stamps in question were not available mint we would have a different situation; but until we are in that position the used, in my estimation, are worth less than the mint.

## Minature Rubber Handstamps

By J. L. PURCELL

These cancels first came to my attention about 15 years ago. I have dates between 1958 and 1973. Their use appears to be limited but widespread. In the last 15 years I do not think I have seen 50 strikes, including 23 different devices from 19 different post offices.

Most of these handstamps are about 15mm square, although a few are slightly larger. Most have a single line border, but a few have double lines, *eg.* Charlottetown, and one of the Montmagny devices. Most were issued for general use, but four special uses are noted. Montreal has two Registered Types R-2 and R-3 plus a Special Delivery Type DL-3. Saskatoon has a Letter Section device.

The following post offices are known by me to have used them. Undoubtedly many more exist.

Gander, Nfld.  
Charlottetown, P.E.I.  
Causapsal, P.Q.  
Lachine, P.Q.  
Montmagny, P.Q. (2 devices)  
Montreal, P.Q. (DL-2)  
Timmins, Ont. (2 devices)  
Melfort, Sask.  
Kimberley, B.C.  
Vancouver, A.M.F., B.C.  
Goose Airport, Labrador, Nfld.  
Arsenault, MI, P.Q.  
Chicoutimi, P.Q.  
Lachute, P.Q.  
Montreal, P.Q. (R-2 & R-3)  
North Bay, Ont.  
Toronto, A.M.F., Ont.  
Saskatoon, Sask. (Letter Sect.)  
Vancouver, B.C.  
Victoria, B.C.

It is interesting to speculate on the originally intended purpose these distinctive devices were designed for. While I've been unable to learn the true purpose, it has been suggested that they were issued in connection with money orders — an idea refuted by the lack of any number yet found on a strike. They can certainly be found on letters and parcels, both cancelling stamps and acting as receiving mark. If anyone can shed further light on the matter I would be glad to know.

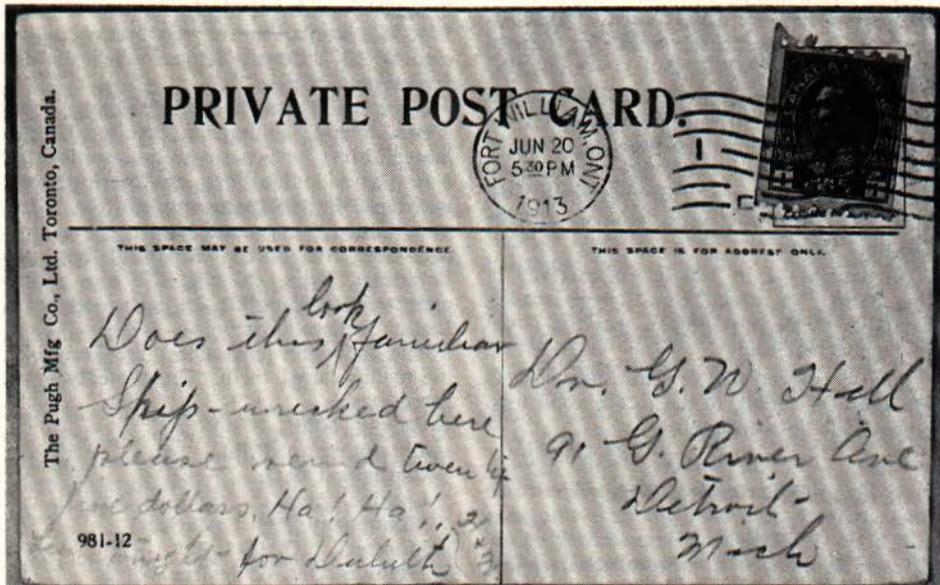


# Admiral Period Notes

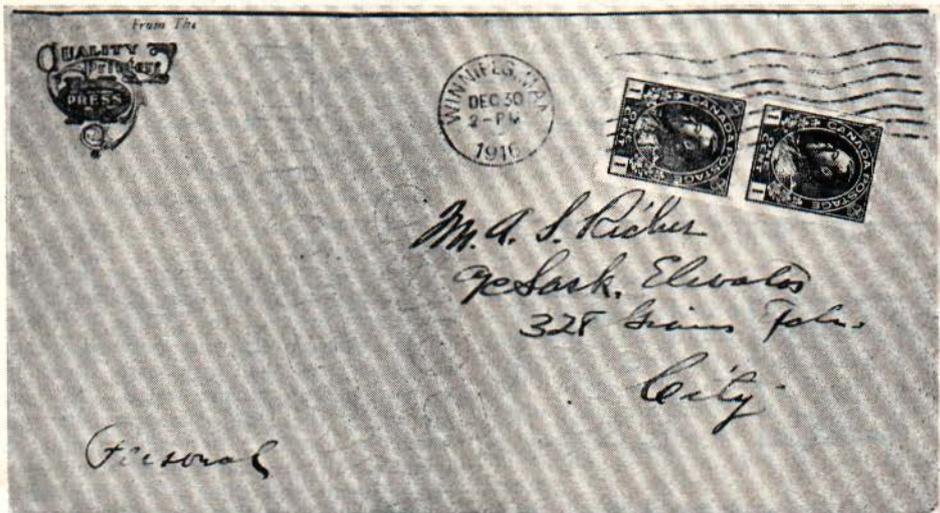
by A. L. STEINHART

## Some Admiral Covers

Scott Nos. 123 and 124, the 1c green and 2c red Admiral coil stamps perforated 8 horizontally are difficult stamps to come by. For the same reasons that they are hard to come by they are even scarcer on cover. The stamps were probably issued in early 1913.



(1) A 1c green, No. 123, paying the 1c domestic post card rate, June 20, 1913, a very early use on cover.



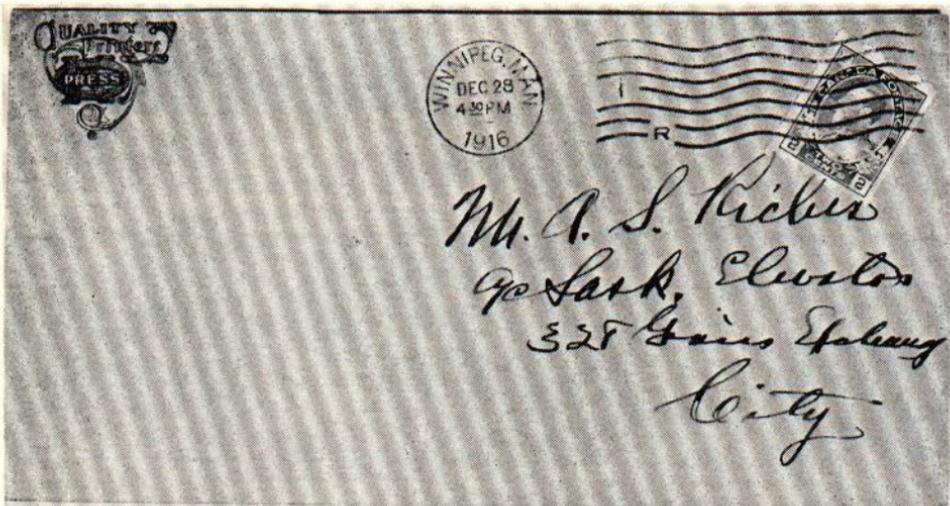
(2) A pair of No. 123, 1c green, paying the 1c drop letter rate plus 1c war tax, December 30, 1916.



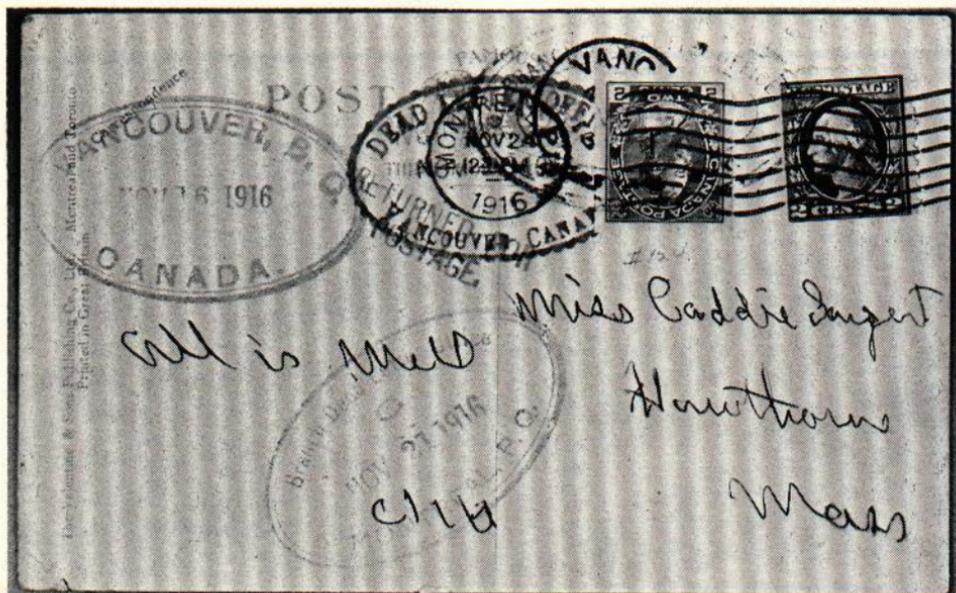
(3) A strip of 3 of No. 123, 1c green, paying the 2c forward first class rate plus 1c war tax, February 1, 1917.



(4) A 2c red, No. 124, paying the 2c forward first class rate, February 17, 1914.



(5) A 2c red, No. 124, paying the 1c drop letter rate plus 1c war tax, December 28, 1916.



(6) A 2c red, No. 124, paying the 1c postcard rate plus 1c war tax on a mis-franked postcard returned for postage with 4 P.L.O. handstamps, November 21, 1916.

92 NOTRE DAME EST  
CHAMBRE 22  
MONTREAL. P. Q.

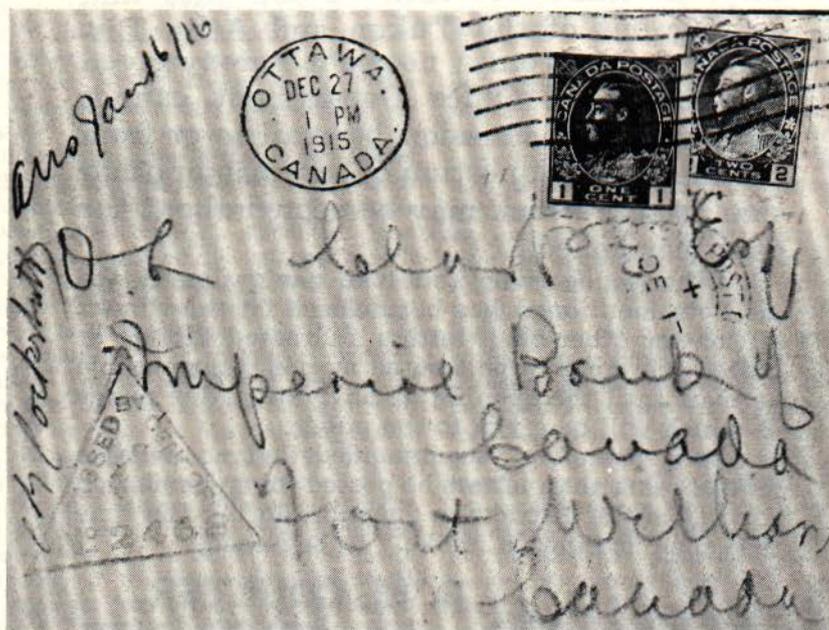


L'Ecole de l'Industrie Laitière  
ST-HYACINTHE,

P. Q.

Attention M. Flemondon

(7) A 2c red, No. 124, and a 1c green, No. 123, on a cover paying the 2c forward first class rate plus 1c war tax, March 18, 1920.



(8) A 1c green, No. 123, and a 2c red, on a Canadian soldier's letter from overseas, applied free by the Canadian post office to comply with U.P.U. rules. No one actually paid the 3c.

# Rambling through the Records

By A. L. STEINHART



## Notice to the Public.

### MAIL SERVICE TO AND FROM THE YUKON DISTRICT.

Inasmuch as navigation on the Yukon River and other inland waters of the Yukon District is liable to interruption by ice about the first of October or even earlier, and as, when this occurs, it will be necessary, to limit the mails going into and coming out of the Yukon and Atlin Districts to letters only; notice is hereby given that the Post Office Department cannot guarantee transmission by mail to or from the districts in question of any matter other than letters which may be posted about the date mentioned.

When once river and lake navigation in the districts mentioned has been closed for the winter, all matter other than letters addressed thereto or posted therein, will be treated as non-transmissible by mail until the opening of navigation, due notice of which will be given to the public.

It is therefore recommended that no mailable matter other than letters be posted for transmission to or from the districts in question during the time that such navigation is likely to be closed.

**R. M. COULTER,**

*Deputy Postmaster General.*

Post Office Department, Canada,  
Ottawa, 15th September, 1899.

9,600-15-9-99.

*Courtesy of the National Postal Museum*

# The Canadian Postal Corps in the Boer War

The following is the third in a series of letters from the Canadian Postal Corps in South Africa to the Post Office Headquarters in Canada from the files of the Public Archives of Canada and is reproduced here with the kind permission of the Public Archives of Canada and the National Postal Museum.

Capetown 21 Mch 1900

R. M. Coulter, Esq.  
Deputy Postmaster General  
Ottawa

Sir:

I beg to report that the members of the Canadian Postal Corps are well and that their work is giving satisfaction both to the Army Postmaster and the Canadian Contingents. Messrs. Johnstone and Murray are now in Bloemfontain performing work in connection with the Canadian Regiment there. On my application Major Treble has been pleased to give Mr. Johnston the rank of sergeant which was necessary to facilitate intercourse between the officers of the regiment and himself. In compliance with the application from the Postmaster General, the Imperial authorities have placed our corps on the military payroll and they are now being paid same rates as Imperial Corps. The weekly mail here is of very large proportions, this week over four hundred sacks of newspapers, over ten thousand parcels and a very large letter mail. The handling of this is rendered more difficult owing to the fact that lists of sick and wounded are sent in from the various hospitals and their matter selected. Besides this the rapid changes in location of troops and detachment of details make it difficult to effect accuracy in delivery of the mails. I understand the Australian Government following the lead of our own has offered a postal contingent to the Imperial Government. The matter has been referred to Major Treble and he favors its acceptance, as their services are greatly needed and he has several times assured me of his appre-

ciation of the thoughtful foresight of the Canadian Government in so promptly sending postal assistance. The Canadians suffered considerably in lost engagements and are now resting in Bloemfontain. Their conduct is highly praised here. Trusting that the above report is satisfactory and with the assurance of my respectful regards in which the others join.

I have the honor to be  
Sir  
Your obedient servant  
W R Ecclestone, Lieut.  
Army Postal Corps

Capetown 27th March 1900

The Honorable Wm. Mulock  
Postmaster General  
Ottawa

Sir:

I beg to acknowledge receipt of your letter dated 17th ultimo, and desire to express my grateful thanks for the promptness with which my request for lieutenant's commission was complied with. It has greatly simplified matters at Army P.O. Headquarters and enables me to carry out the work in hand with much greater efficiency. The amount of mail matter sent to the troops is astonishing and the amount of work in handling about doubled owing to the necessity of selecting letters for the sick and wounded. So far our own staff has been doing good work and several officers have expressed to me their satisfaction at the way the mail for the regiment and themselves has been received. Two of our men, Messrs. Johnston and Murray were sent on to Kimberly to join our own regiment and are now in it, in Bloemfontein where I understand they will probably remain for two weeks longer. The others—Messrs. Bedell and Lallier, are here attending to the sortations of Canadian mails and in assisting the British Corps as required. Major Treble has taken me to assist him as much as possible and I also supervise our Canadian business. Following the initiative of our own Government, the Australians have offered a Postal Corps to the Imperial authorities and Major Treble has recommended its acceptance. Trusting that the Postal Corps may prove quite satisfactory,

I have the honor to be, Sir,  
Your obedient servant  
W. E. Ecclestone, Lieut.  
Canadian Postal Corps.

# TOPICS: THE BUSINESS SIDE

## BNAPS: ELECTED OFFICERS

PRESIDENT	Leo J. LaFrance, 29 Underhill Road, Ossining, N.Y. 10562
PAST PRESIDENT	James J. Pike, 5805 Balsam St., Apt. 801, Vancouver, B.C. V6M 4B8
VICE-PRESIDENT	Dr. Fred G. Stulberg, 15 Westgate Cres., Downsview, Ont. M3H 1P7
2nd VICE-PRESIDENT	Ed Richardson, P.O. Box 939, League City, Texas 77573
TREASURER	Edmund A. Harris, 620—75 Avenue N.W., Calgary, Alta. T2K 0P9
SECRETARY	Edward J. Whiting, 25 Kings Circle, Malvern, Pa. 19355
BOARD OF GOVERNORS	Nine sitting; three elected each year for a three-year term: 1975-77: C. R. McNeil, D. G. Rosenblat, George B. Llewellyn 1976-78: David Verity, Michael Dickettes, Clarence Stillions 1977-79: Robert H. Pratt (chairman), James C. Lehr, Guy des Rivieres

(FOR OTHER OFFICERS, SEE MASTHEAD ON INDEX PAGE)

## *From the Secretary*

**EDWARD J. WHITING**  
Malvern, Pa.

November 15, 1976

### New Members

- 3568 BOUDREAU, Andre J. R., 5420 Boisvert, St.-Hubert, Que. J3Y 6A5  
3568 SMITH, F. H., 20 Lesmar Dr., Islington, Ont. M9B 2V1

### Applications Pending

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

- |                               |                                |
|-------------------------------|--------------------------------|
| 3557 FIELDS, William S., M.D. | 3574 TOWNSEND, H. R.           |
| 3560 STATE, Stanley           | 3575 WHITE, Owen L.            |
| 3561 BLY, Frederick W.        | 3576 McCLUSKY, Fred            |
| 3565 KOLCZ, Fred J.           | 3577 HAMILTON, John            |
| 3566 WINMILL, Jancy E.        | 3578 LEVITT, Martin, M.D.      |
| 3569 LAFLIN, Daniel J.        | 3579 KAYE, Donald R.           |
| 3567 ADAMS, W.                | 3580 LIPINSKI, Dr. J. Keenneth |
| 3570 CARR, Martin C.          | 3581 WENER, Edward             |
| 3571 EDWARD, William G.       | 3582 McKEE, Thomas Douglas     |
| 3572 SOSS, Thomas L., M.D.    | 3583 DUCKWORTH, Harry William  |
| 3573 HADDEN, J. Alex          | 3584 ATKINS, James             |

### Applications for Membership

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

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

- 3480 CORBETT, Capt. H. L., HQ Canadian Forces Europe, CFPO 5000, Canada K0K 3R0. Application revived from "Applications Not Accepted" June listing. For details see original April 1976 listing.
- 3585 BERLINGUETTE, Paul, 101 Beaufort St. S.W., Calgary, Alta. T3E 3H6 (C) Canada mint; Winnipeg tag stamps; centennial issue. Proposed by T. A. Morrow, 2890.
- 3586 HEBERT, Richard S., P.O. Box 603, Auburn, N.Y. 13021 (C) U.S.; Canada; Flag cancels; Squared circles; Postmarks, BNA Revenues. Proposed by W. C. Rockett, 249.
- 3587 de GROOT, Peter, 1005 Colborne St. E., Brantford, Ont. N3S 3T5 (C) Newfoundland. Proposed by J. H. Talman, 2884, seconded by J. A. Steinhart, 2010.
- 3588 RALEY, James H., 5723F N.E. Hazel Dell Ave., Vancouver, WA 98663 (C). Former BNAPS No. 1702. Canada used; covers; coils, mint booklet panes; Federal and Provincial revenues; British Columbia DPO's. Proposed by G. F. Hansen, 2203.
- 3589 STECHYSIN, D. W., 3196 Noorduyn, St. Laurent, Que. H4R 1A2 (C-xc) Canada mint and used, 19 and 20 Cent; mint blocks; pre-stamp covers; plate blocks; coils; mint booklet panes; mint and used airmails; literature; RPO, 2-ring, 4-ring, squared circle cancellations; specialty is large Queen issue. Proposed by E. J. Whiting, L-61.
- 3590 SCHWARTZ, Maurice S., 624 W. 10th, San Pedro, CA 90731 (D). Proposed by W. C. Rockett, 249.
- 3591 PAWLUCKI, R. N., 12115 N.E. 134th St., Kirkland, WA 98033 (C) Semi-Official airmails; squared circle postmarks; RPO postmarks. Proposed by R. T. Thompson, 3448.
- 3592 THORNE, Dennis G., 4914—43 St., Yellowknife, NWT X0E 1H0 (C) Canada, Nfld., all provinces mint and used 19 and 20 cent; mint and used blocks; pre-stamp, stampless, 1st day, 1st flight covers; plate blocks; coils; OHMS-G; Seals; Federal, provincial and tax-paid revenues; mint, used semi-official, on cover airmails; squared circle cancels. Proposed by G. F. Hansen, 2203.
- 3593 PHILLIPS, Clinton A., 1704 Glade St., College Station, TX 77840 (C) Canada. Proposed by B. L. Shapiro, 3200, seconded by E. A. Richardson, 168.

### Changes of Address

(Notice of change must be sent to the Secretary, any other office causes delay)

- 3311 ELKINGTON, Peter J., 111 Marquez Place No. 305, Pacific Palisades, CA 90272

- 2284 GREGORY, Neil T., Box 1, Star City, Sask. S0E 1P0  
 1907 KUHLMAN, Fred, 908-320 Sherbrook St., Winnipeg, Man. R3B 2W6  
 3491 MILAVSKY, B., 15-B, 333 East 34th St., New York, N.Y. 10016  
 1533 SMITH, Ernest F. Schiewick, P.O. Box 322, Sooke, B.C. V0S 1N0  
 1773 STONIER, Peter F., M.D., No. 405, 8804-165th St., Edmonton, Alta. T5R 2R9

**Deceased**

- 2665 HART, Ralph A., 1055 Nicholson Ave., Lakewood, OH 44107  
 1791 WALCK, Edna, M.D., 6 Longmeadow Rd., Dover, NH 03820

**Resignations**

- 3035 BEZANSON, Warren B., 1702 Canterbury Rd., Greenville, NC 27834  
 795 McDONALD, F. Beattie, 390 Pomona Ave., Burlington, Ont. L7N 1T5

**MEMBERSHIP SUMMARY**

Members as of October 15, 1976 .....	1525
New Members .....	2
	<hr/> 1527
Deceased .....	2
Resigned .....	2
	<hr/> 4
Members as of November 15, 1976 .....	1523
Applications pending .....	22
New Applicants .....	11
	<hr/> 33

**RECENT PUBLICATIONS**

*Canada/BNA Postage Stamp Catalogue, 7th Edition, by Tom McAlpin and Will Gandley, printed and published by Canadian Wholesale Supply, P.O. Box 841, Brantford, Ont. N3T 5R7—price \$1.50.*

The recent appearance of the seventh edition of Gandley's Canada/BNA Stamp Catalogue is a pleasant surprise. It is by far their finest effort. A quite striking jacket with a red and white enlarged 3 penny beaver stamp embossed upon a black background with gold lettering immediately makes one want to look further. With a new attractive layout that is simple and easy to follow and the reasonable \$1.50 price tag it will become a strong contender on the Canadian stamp catalogue market. Pricing for the 1977 stamp market has been difficult this year but with the able assistance of Tom McAlpin and the advantage of viewing both the Canada Specialized and Lyman's, the editors have produced realistic prices in most cases. The easy to follow index on the inside cover assists one to find booklets, officials, first day covers, etc., quickly. To be constructively critical it gives only a token acknowledgement of varieties and more precise condition premiums should be laid out for the user's guidance. All in all this catalogue should become very popular with the basic BNA collector.

— ALS

*Lyman's Canada British North America Postage Stamp Retail Catalogue, 1977 Edition, published by J. K. MacRory, Robert W. Lyman (Canada) Co. Box 23-R, Station V, Toronto, Ont. M6R 3A4. 71 pp., size 6"x9". Price \$1.75.*

*Canada Specialized Postage Stamp Catalogue 1977, published by Philatelic Publishers Company, Box 714, Station Q, Toronto, Ont. M4T 2N8. 71 pp., size 5"x8½". Price \$2.00.*

Publishing dates for the two catalogues were running neck and neck. In the event Lyman, celebrating its 25th anniversary, came out first. But both catalogues were available to collectors before the end of August.

By this time readers will have digested the many price changes, of which Lyman boasts nearly 5,000 over the previous year. Lyman, too, is in its fourth year "New Look" edition. It's a good catalogue, and its price is not increased over the previous year.

A new regular feature of the Specialized is the six-page section on semi-official airmails. Maintaining its pocket-size format the Specialized has now switched to a more pleasing stock of paper.

— DH

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CANADA VARIETIES AND ERRORS — current list of offerings available from Robert A. Lee, P.O. Box 937, Vernon, B.C., Canada V1T 6M8.

CALGARY, ALTA. COVERS — especially Small Queen, Hotel and Commercial Advertising, Stampede, all machine and hand postal markings and early view cards. E. A. Harris, Box 1478, Calgary, Alta.

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ONT., NWT, YUKON — railway depot, squared circle cancels (stamp or cover), 1939 Royal Visit, Ontario P.O. views. Have same to offer plus cancels from all provinces, registered covers, slogans, FF's, military, RPOs, rollers, etc. Graham Noble, C.C., Trent University, Peterborough, Ont.

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## LITERATURE

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THE HUGH FINLAY JOURNAL — Colonial Postal History 1773-1774. \$5.50 plus 50c postage. Most other in-print titles of interest to serious B.N.A. collectors are also available conveniently by mail. David M. Verity, Box 849, Burlington, Ontario, Canada L7R 3Y7.



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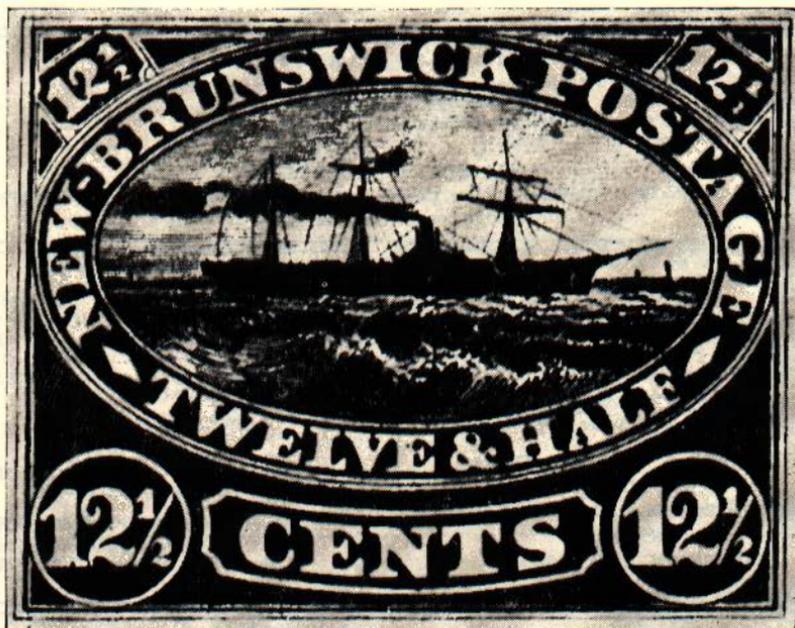
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