



One of these is manufactured — page 34

BNA TOPICS

Official Journal of The British North America Philatelic Society

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The Mail to Swift Rapids:

ONTARIO'S REMARKABLE HYDRO GLEN POST OFFICE

by GRAHAM J. NOBLE

The idea of an isolated settlement in this day and age conjures up an image of the far north, the bush country or perhaps the Yukon or Northwest Territories. Yet, less than 100 miles from Toronto is a small community virtually cut off from the outside world — save for the mail!

The Severn River which separates the

District of Muskoka from Simcoe County offers some of the most spectacular scenery to be found in southern Ontario. Midway between Lake Couchiching and Port Severn, where the river empties into Georgian Bay, the Severn drops forty-seven feet at Swift Rapids. On the north shore, nestled in a small cove at the upper level is a settlement of the same name. (Fig. 1).

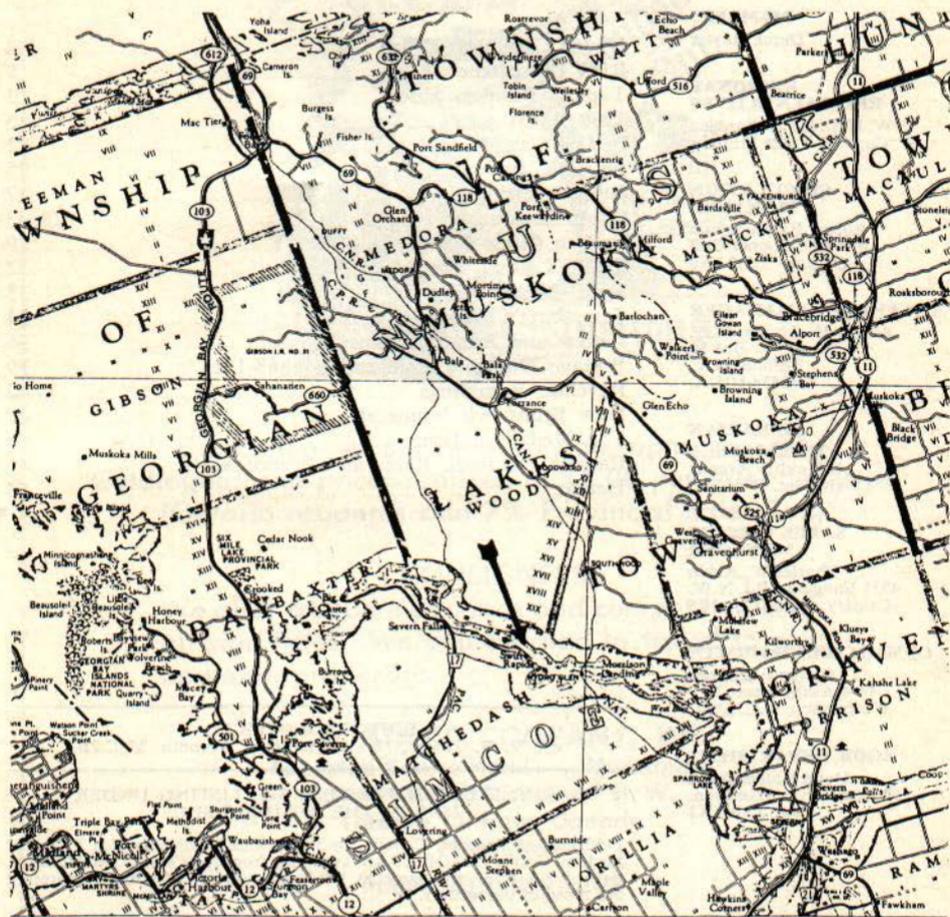


Figure 1

Matchedash Township, of which Swift Rapids is officially part, was opened by Crown Lands for settlement in the 1840's but the takers were few; the physical isolation and extensive shield outcropping effective deterrents. Appropriately, Matchedash is an Indian word for 'a bad and swampy place.'¹

Most of the Severn River remained completely undisturbed until the turn of the century when it attracted some of the overflow from the thousands of summer visitors to the Muskoka Lakes. A few of the patrons of the new Sparrow Lake resort hotels took guided canoe trips down river to Swift Rapids and some returned to build cottages along the shores of the Severn.

In 1906 the Canadian Northern Railway laid its main line from Toronto to Sudbury through Muskoka building stations at Port Stanton on Sparrow Lake and beside the bridge crossing the Severn which was later named Hydro Glen.² Shortly thereafter the Orillia Light and Power Commission chose Swift Rapids as the site for a Hydro dam. Construction began on the project in 1912, supplies sent in on scows from Sparrow Lake.

The Swift Rapids was one of the few remaining obstacles to completion of the Trent-Severn Canal which had been revived under the Laurier Government after a lengthy campaign by business interests along the entire system. While Hydro constructed the dam, the federal Dept. of Railways and Canals built a marine railway

alongside. Both were opened in 1919, work having been suspended during the war.³

The settlement at Swift Rapids (Fig. 2) was originally the site of the construction camp and later home to those who maintained the dam and marine railway. The commercial traffic for which the canal was intended never materialized. Instead, pleasure boats plied the waters of the Severn in increasing numbers as cottages and summer camps filled the shoreline. In 1965 the original structure was replaced with a new \$2,500,000 powerhouse and lock.⁴ During the summer months the lock is manned by a crew of four from Transport Canada. (Fig. 3).

In addition to the hydro works and lock Swift Rapids consists of about a dozen frame cottages and a small Transport Canada administration building. The population has remained fairly static at around twenty-five people. For many years, until it closed in 1972, a small cabin similar to a

1—G. H. Armstrong, *The Origin and Meaning of Place Names in Canada*. Toronto, Macmillan, 1930 (1972), 182.

2—Richard Tatley, *Steamboating on the Trent-Severn*, Belleville, Mika, 1978, 152.

3—C. B. Theberge, *The Trent-Severn Waterway*, Toronto, Samuel Stevens, 1978, 143.

4—Geraldine Coombe, *Muskoka Past and Present*, Toronto, McGraw Hill Ryerson, 1976, 48.

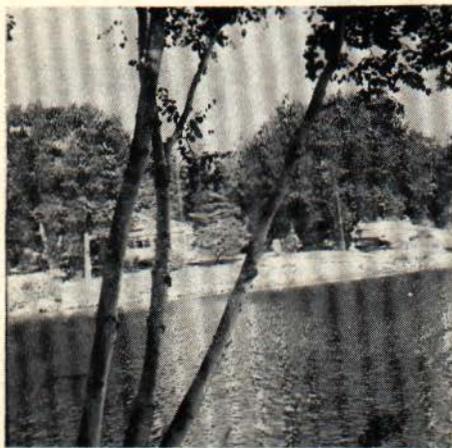


Fig. 2 Two views of Swift Rapids



Fig. 3 Swift Rapids lock

roadside fruit stand served the community, surrounding cottagers and boaters as the store and post office.

Though no roads lead into Swift Rapids, it is possible, weather permitting, to follow the tracks along the power line to the 6th Concession of Matchedash Township. During the winter months supplies are brought in from Severn Falls by snowmobile.⁵

HYDRO GLEN POST OFFICE

On 4th April 1912 a post office was opened at the Swift Rapids construction site with George Page as postmaster. The office was named Hydro Glen after the power

dam. Hammer 1, split circle, was proofed on May 10th (Figure 4) and remained in use for more than twenty years (Figure 5). On October 24, 1935 a second hammer was proofed (Figure 6). A standard boxed registration rubber handstamp was proofed on the same date. This hammer remains in use (Figure 7). The following postmasters have served at Hydro Glen:⁶

George Page 4 April 1912-17 June 1914 (Resigned)

William Flannery 24 Aug. 1914-8 Mar. 1924 (Resigned)

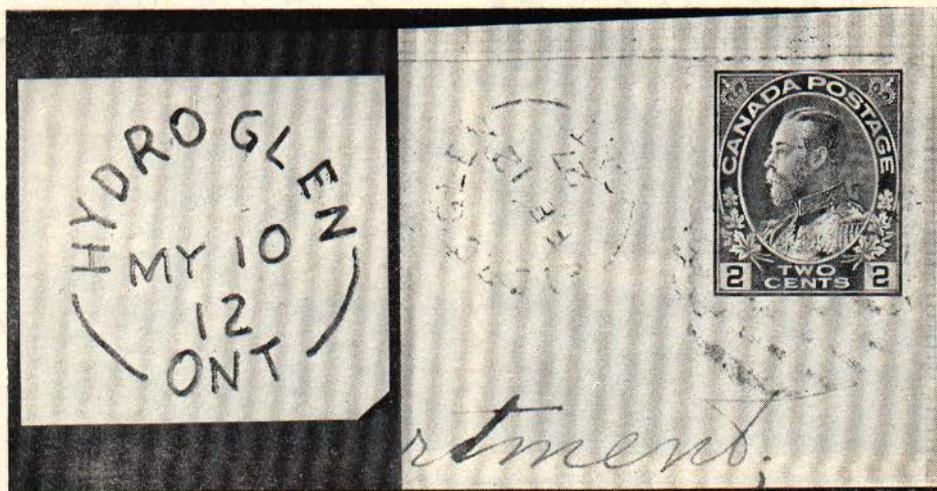
Thomas J. Kelly 2 June 1924-18 Sept. 1946 (Death)

Mrs. Margaret Kelly 27 Sept. 1946-15 Nov. 1961. (Became Mrs. Beauvais in 1950. Replaced due to advanced age in 1961.)

Mrs. Georgina H. Smith, 16 Nov. 1961-1 Aug. 1972 (Resigned).

Mrs. Matilda McMillan 1 Aug. 1972-date.

Given such isolation one might well wonder how any mail reaches Hydro Glen. Actually the service is excellent, mail being flown in twice weekly by Orillia Air Services. During the summer months Cessna 172's on pontoons fly from Orillia every Tuesday and Friday. In the winter the same planes on skis depart from Lake St. John Airport, north of Orillia. For two weeks during the spring thaw and again at winter freeze-up it is impossible to fly into Swift Rapids.⁷ The air service is a vital link with the outside world. Mrs. McMillan the postmistress, and her husband, said in an interview that the community does virtually all its shopping by mail-order catalogues.



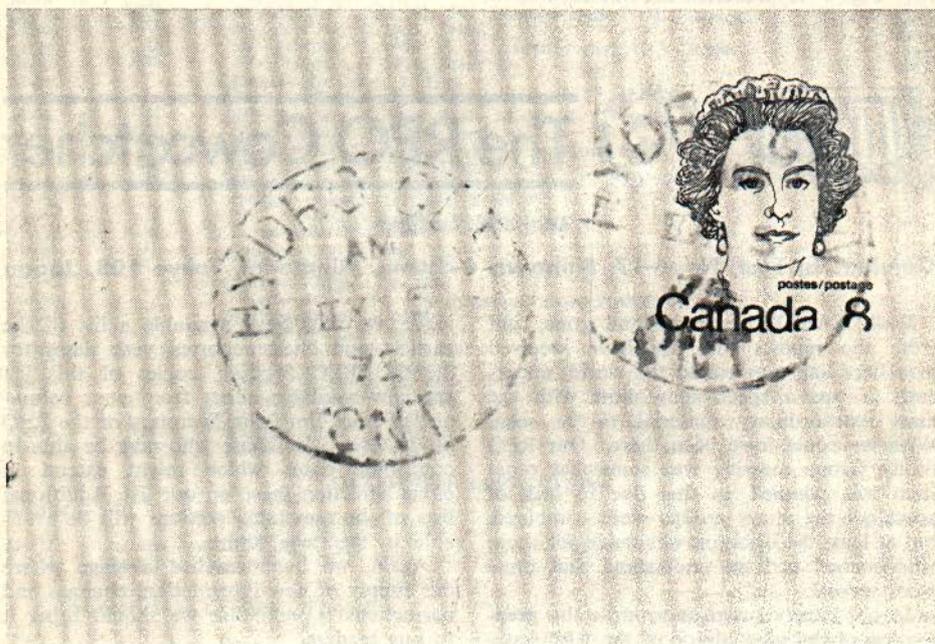
Figures 4 and 5

The post office (Figure 8) is situated in a small room at the back of the McMillan home. Throughout the summer months it serves the surrounding cottage community, lock workers and passing traffic, though few boaters know of its existence since the store was closed. The incoming mail is considerable though a comparatively small amount of mail goes out. The postage credit for the office is a mere \$20.00.⁸ By comparison a fair sized summer office has a credit of \$400.

Due to this low volume and unaware of the dependence of Swift Rapids on the mail, attempts were made ten years ago—during the wholesale rout which characterized the



Figures 6 and 7



Kierans regime—to close Hydro Glen. Fortunately, a rare good sense prevailed and the office and community were spared.

A handful of Canadian post offices still personify an individuality and sense of adventure that characterized our postal past and have not been sacrificed to the mindless grinding conformity the postal bureaucracy has imposed with Draconian precision over the past decade. Hydro Glen post office, the community of Swift Rapids and

its remarkable mail service is a living reminder.

Notes

The author has been a regular visitor to Swift Rapids since 1959. Most of the research for this article was conducted during the summers of 1973 and 1974 at Swift Rapids. Unfortunately no written material exists on the community.



Fig. 8 Hydro Glen P.O. in 1974

- 5—Interview with Mr. and Mrs. McMillan, Swift Rapids, 18 Aug. 1973.
- 6—Canada Post Office (record card—Hydro Glen, Ont.)
- 7—Mrs. D. Richardson, Orillia Air Services, Orillia—author 18 October 1974.
- 8—Interview with Mr. and Mrs. McMillan, 18 Aug. 1973.



The RPO Cowcatcher

Lewis M. Ludlow

Gamlen Far East, No. 6-17, Shibaura 4-chome, Minato-ku, Tokyo 108, Japan

Well, CAPEX has come and gone, and from the reports that we have received over here half way round the world, apparently it was a spectacular show with the most extraordinary material to be seen. Wish we could have been there. Our RPO Study Group meeting was somewhat other than was planned, in that due to lack of space all the study groups were combined, but at least the occasion was made for those who wished and we understand that there were several.

In our steady progress towards the preparation of the next edition of the RPO cata-

logue, we now have available a list of the earliest and latest reported year dates for the QUEBEC Section; copies of this list are now available either from your columnist or from Jim Lehr, Secretary of the RPO Study Group for those who may be able to contribute dates which might extend in either direction those on our list. Additional lists of the remaining sections will be available in the near future.

Again, we have reached a stage where our supply of new information, changes and corrections is such that we should bring it to our readers.

NEW REPORTERS

175 Gordon Hill

NEW RUNS

Shaw No.	Route	Type	Train/ Direction	Period	R.F.	Reporter
Q-248B	QUEBEC & SHER. R.P.O./H. (S. TREN?)T	17J	5	1931	200	173
O-1071	HAM. AND OWEN SOUND/H. L. ELDER	7B	174	1949	200	151
W-27E	C. & V. R.P.O./B.C. (without ornaments) (R.P.O. Crown Seal Bas Relief in wax)	10H		1902	200	160, 16
W-89H	M. Jaw & Mack./GEO. DUNLOP	3D	312	1929	200	160
R-29AA	CANADIAN PACIFIC NAVIGATION CO./ S.S. DANUBE	3F		1899	200	160
R-115A	QUEBEC CENTRAL RY. CO./ THETFORD MINES	3		1951	200	160
R-150M	HUDSON'S BAY COMPANY/GAS BOAT "WEENUSK"	1K		1938	150	160

ADDITIONAL CATALOGUE INPUT

Shaw No.	New Data	Reporter
N-55A	Add ARNOLD'S COVE—March 18, 1938	173
N-55C	Add SPRUCE BROOK—May 9, 1936	173
M-18C	First reported use—Train 40, April 2, 1962	137
M-45B	First reported use—Train 95, August 14, 1956	138
Q-45	Add Clerk J. L.—Train 200, June 5, ?, 2c red Admiral	156
O-306B	First reported use—Train 102, November 25, 1938	173
W-179R	Add Clerk W. R. MITCHELL—March 26, 1949	172
R-29F	Add PRINCESS PATRICIA—July 3, 1973	160
R-150H	Add BUFFALO LAKE—July 13, 1938	160
	Add HEARNE LAKE—June 29, 1938	160
R-1651	Add S.S. VENTURE—September 11, 1946	160

COWCATCHER COLUMN UP-DATE

Shaw No.	Hammer	New Information (S.S.—Survey Strike)	Reporter
M-7A		Confirmed—April 11, 1955	23
M-11C		Confirmed—May 4, 1955	23
		Confirmed—April 26, 1955	23
M-11D	BERNIER	Earliest—April 20, 1912	16
M-11H	II	Earliest—April 12, 1970	150
M-11K	I	Latest—November 3, 1959	16
M-12		Earliest—April 2, 1962	137
M-18C	V	Earliest—February 27, 1902	151
M-36	I	SS—April 21, 1941, Tr. 60; (assigned clerk T. H. Dickson)	138A
M-38	XIII	SS—April 17, 1941, Tr. 59; (assigned clerk T. H. Dickson)	138A
M-38	XV	SS—February 1, 1956, Train 3	138A
M-38	II	SS—February 3, 1956, Tr. 3; (assigned clerk P. Y. Smith)	138A
M-38	III	SS—February 3, 1956, Train 59	138A
M-39		Latest—November 2, 1948	138
M-41		Latest—November 2, 1948	138
M-43	III	SS—February 4, 1956, Train 60	138A
M-43	IV	SS—February 26, 1956, Train 4	138A
M-43	V	SS—January 22, 1956, Train 59 (confirms use)	138A
M-44	III	SS—February 4, 1956, Train 4	138A
M-44C	II	SS—February 23, 1956, Train 4	138A
M-45B		Earliest—August 14, 1956, Train 95	138
M-46A	II	First reported use—July 10, 1961	101
M-51A	I	Latest—March 1, 1954	138
M-76	II	Latest—April 6, 1967	138
M-78B		Latest—February 18, 1965	151
M-78B		Earliest—August 11, 1897	137
M-85A		Latest—August 14, 1897 (Confirms from M-85, H-1)	173
M-85A	I	Earliest—June 16, 1904	151
M-86	II	Latest—March 5, 1951	16
M-86D		Earliest—November 16, 1959	151
M-87B		Earliest—May 12, 1958	175
M-104		Latest—December 27, 1894	16
M-104C		Latest—November 2, 1890	16
M-106	I	Earliest—June 4, 1900	138
M-106	XII	Earliest—July 23, 1916	137
M-106	XIX	Latest—March 13, 1951	138

CATALOGUE CORRECTIONS

Shaw No.	Corrections	Reporter
M-11E	Delisted—printed facing slip	16, 23
R-78A	Change to Type 4G	23, 16

COLUMN CORRECTIONS

The presentation of our RPO information is a detailed and arduous study, and our editors and printer have done a splendid job over the years. We know that they are quite cognizant of the problems and make a special effort in setting up our column for print; at the same time, regardless of attention some errors will creep in. We feel that such of these errors that reflect on the accuracy of the presentation must be corrected.

In the July-August issue of Topics, in the presentation of the titles of new runs, our

slash (/) was replaced by a dash (-); please of these runs, and the substitution of the Column. As our readers are aware, we use the slash (/) to separate all of the lettering in the top of a strike from all of that on the bottom of the strike when listing the titles of these runs, and the substitution of the dash (-) distorts our meaning; frequently, but not in this issue, a dash (-) does occur in the title, and it should be reserved for its proper use.

In the May-June issue of Topics, our copy was shifted so as to create some confusion; the full paragraph preceding M-88 should

actually have preceded M-98, and further M-98 presentation should have been followed by M-100 which was then followed by M-99 and M-99A. Read in this manner the column will have greater continuity.

In the same issue, our alert editor noted our report of the impossible proof date of July 43, 1876. This obvious attention to detail is much appreciated. In point of fact, this is the date that is shown in the proof strike in the proof book; however, from strikes surrounding this proof, we can confirm that the proof date is July 13, 1876.

The following are additional important corrections to the printed column:

Shaw No.	Correction
M-86	Change ST. to St. (a small capital "T" elevated over a period)
M-86D	Change St. to SAINT
M-89	Change POINTER to POINT
M-93	Add "Indicia: E, W to 1928; then 33—common, 34—uncommon
M-93	Change R.F. from 501 to 50!
M-95	Change from Type 1E to Type 9E
M-100A	Add / after B'VILLE
M-100A	For Hammer II, change 100mm to 10mm.
O-91B	Add asterisk stars (*) fore and aft of G & G

We now resume our detailed presentation of the Maritime runs.

The sequence of occurrence of the St. John and Vanceboro runs is somewhat different from the order of presentation in the RPO catalogue, where they were listed as they were discovered. M-111 was apparently introduced around 1875/76, followed by M-111A in 1881; the latter was of very short duration since at least four hammers of M-110B were made available in 1882/83. M-110 was delivered around 1892 and carried on at least until 1901; however, it was overlapped by M-109, known from 1899 through 1911. This, itself, was overlapped by M-112A, introduced as early as 1906 and used at least to 1916, perhaps longer. M-112 was proofed in 1919, but currently the earliest known strike is 1928; this carried through to 1933, when apparently St. John and Vanceboro as a run was discontinued. M-112B was proofed in 1923, but no strikes have been discovered and we do not know that it actually saw use.

M-109

ST: JOHN & VANCEBORO M.C. /
NIGHT (DAY)

Two Hammers, Type 9B
Hammer I—NIGHT

Proofed: July 9, 1894
Earliest: Not yet reported
Indicia: Blank in proof strike
Usage: Unknown
R.F.: 120 (%)

Comments: No strikes of this run have been reported and we do not know that it was ever used; if it was used, it would overlap another NIGHT run, namely M-110A. Partial strikes can be deceptive, but hammer analysis affords easy identification. We had two partial NIGHT strikes tentatively identified as M-109; however, chordal measurement confirmed one as M-104 and the other as M-110A.

Hammer II—DAY

Proofed: Unknown
Earliest: February 27, 1899
Latest: September 4, 1911
Indicia: W, E—about equally
Usage: Sporadic—no apparent pattern
R.F.: 120 (100%)

Comments: "O" on 2c Edward on December 28, probably 1910. Although the NIGHT Hammer I was struck in 1894, no strikes are known and thus we can draw no conclusions on the introduction of this DAY hammer for which we have no proof date. All strikes, early and late, are reasonably clean and clear, and not indicative of any degree of wear.

M-110

St : JOHN & VANCEBORO DAY / M.C.

One Hammer, Type 9F—DAY

Proofed: October 3, 1892
Earliest: December 18, 1893
Latest: November 22, 1901
Indicia: E, W—about equally; Blank—rare
Usage: Fully known throughout period
R.F.: 120

Comments: "9" only on March 19 on a 3c Small Queen, year unknown. Blank known for indicia on October 27, 1896, first reported. No NIGHT hammer of this run has ever been discovered, and no proof strike of such was found; since M-110A, a NIGHT run, was in concurrent use, a NIGHT hammer for M-110 probably does not exist.

M-110A

ST. JOHN & VANCEBORO RY. / NIGHT

One Hammer, Type 12A

Proofed: Unknown
Earliest: July 21, 1894
Latest: January 20, 1895

Indicia: W only
Usage: Narrow and rare
R.F.: 170

Comments: Indicia and date on latest above completely inverted. In contrast to the previous DAY run, M-110, of concurrent use, this run is currently quite rare with only six strikes reported in the RPO Study Group inventory. It may be, however, that additional strikes will surface from partials in other collections, as did one of ours in the analysis of M-109.

SEPARATION OF M-104, M-109, AND M-110A HAMMERS

For full strikes, separation of these runs is visual and no real problem; however, if only the top left portion of the strike is available, then identification can be difficult. The following steps will facilitate recognition:

1. If the "ST" of ST. JOHN is visible, then a full capital letter "T" in ST, followed by a mid-vertical dot is M-109, Hammer II-DAY. If it is a full "T", followed by a base period, then it would be M-109, Hammer I-NIGHT, although no strikes have yet been reported. If the "T" of ST is small and elevated over a base period and is followed by a mid-vertical dot, the strike is M-110-DAY; however, in this instance, if it is not followed by a mid-vertical dot, then the strike is M-104 or M-110A. For the latter, measure the chordal distance from the bottom dot under the "T" of ST to the bottom of the lower left leg of the "H" of JOHN. M-104 will measure only 5½mm while M-110A will be over 6mm.
2. For the latter two, if NIGHT is visible, measure the straight line chordal distance from the bottom of the left leg of the "N" to the bottom of the "I", both of NIGHT; M-104 will be over 3mm, while M-110A will only be 2½mm.
3. If the ST is not visible, it may be helpful to measure the chordal distance from the bottom of the left leg of the "H" of JOHN to the lower right corner of the "N", also of JOHN; M-110 will be under 3mm, M-109, Hammer II-DAY, will be a full 3mm, or slightly over and M-110A will be almost 4mm. (M-104 is also 3¾mm, but if the HN of JOHN is available, then also probably will be the "M" of MONCTON.)

M-110B
St. JOHN & VANCEBORO Ry. / DAY
(NIGHT)

Four Hammers, Type 4I—

Two DAY and two NIGHT

Hammer I—DAY

Proofed: January 16, 1882

Earliest: July 28, 1884

Latest: March 22, 1887

Indicia: EAST—common; WEST—
uncommon

Usage: Spotty and uncertain

R.F.: 140 (33%)

Comments: Although there were two DAY strikes of this run in the proof book on January 16, 1882, and my notes indicate possibly two hammers, analysis of existing strikes only reveals one hammer; however, collectors should be alert that another DAY hammer may exist that has not yet been identified. In any case, this DAY hammer (or hammers) will be recognized by the absence of any mid-vertical dot after the small elevated "T" over a base period in ST. This DAY hammer is less well known than the corresponding NIGHT hammer of the same proof date.

Hammer II—NIGHT

Proofed: January 16, 1882

Earliest: January 9, "9"

Latest: September 29, "9"

Indicia: WEST—common, EAST—scarce

Usage: Undetermined

R.F.: 140 (67%)

Comments: As with the DAY hammer, there were two NIGHT strikes in the proof book on the above proof date; although we can only confirm one hammer, two may possibly exist for this proof date. Either will be recognized by the absence of the mid-vertical dot after the small "T" of ST. Despite the proof date, and our available strikes, we cannot tell you when this hammer was used. All copies which we have seen show only "9" for the year, and in the absence of a cover, we do not know whether this was 1889, 1890, some other year, a combination thereof, or even perhaps a time mark such as occurs on Q-102A. Again, the efficacy of hammer analysis is revealed in that a partial was thus identified as M-104C (a more desirable run) rather than M-110B.

Hammer III—DAY

Proofed: September 2, 1883

Earliest: Not yet reported

Indicia: Blank in proof strike

Usage: Unknown
R.F.: 140 (%)

Hammer IV—NIGHT

Proofed: September 2, 1883
Earliest: Not yet reported
Indicia: Blank in proof strike
Usage: Unknown
R.F.: 140 (%)

Comments: Hammers III and IV are known only from their proof book strikes; if found, they will be immediately identifiable by DAY or NIGHT and the presence of a mid-vertical dot after the small, elevated "T" of ST; this dot is not present on Hammers I and II.

SEPARATION OF M-104C AND M-110B HAMMERS

Since there have been no reported strikes of M-110B, Hammers III and IV, we can only provide a partial system for the identification of these hammers. We would appreciate receiving strikes on loan from anyone for measurement of anything not in agreement with the following steps:

1. In all hammers, the "T" of ST is a small, elevated capital "T" over a base period. If this "T" is also followed by a mid-vertical dot, the strike must be M-110B, Hammer III or IV, DAY or NIGHT; if this dot is absent, then the strike must be M-104C-NIGHT, M-110B, Hammer I - DAY or Hammer II - NIGHT.
2. If NIGHT is visible, measure the straight line chordal distance from the bottom of the left leg of the "N" to the bottom of the "T", both of NIGHT. M-104C will be less than 3mm, while Hammer II, M-110B, will be over 3mm.
3. Measure the chordal distance from the period under the "T" of ST to the lower right corner of the "N" of JOHN. M-110B, Hammer I - DAY measures over 10mm while M-110B, Hammer II - NIGHT is less than 10mm. (M-104C is also less than 10mm; however, see Step 2 above.)

M-111
WEST · EX · RAILWAY · ST. JOHN
& VANCEBORO

Two Hammers, Type 4D

Hammer I

Proofed: September 29, 1875
Earliest: July 27, 1876
Indicia: EAST only
Usage: Rare
R.F.: 150 (25%)
Comments: It will probably be a shock

to all that there are two hammers of this run in addition to M-111A; identification of any one is travail enough. Only one strike was seen in the proof book in the Philatelic Foundation and for the time being we shall presume that it was Hammer I, although we have nothing to substantiate such at this time. This whole run, both hammers, is very scarce; only eight strikes are currently inventoried by the R.P.O. Study Group. Previously reported as Type 4H, this run is actually 4D; there is a minute connecting line (dash? dot?) at the bottom of the run.

Hammer II

Proofed: Unknown
Earliest: July 30, 1878
Latest: August 31, 1878
Indicia: EAST, WEST equally
Usage: Limited and scarce
R.F.: 150 (75%)

Comments: Comparative identification is easily done. The letters of Hammer I are fully ½mm taller than those of Hammer II, and are more narrowly spaced. For a single strike, measure the chordal distance from the bottom of the "Y" of RAILWAY to the bottom of the right corner of the "N" of JOHN. Hammer I will measure only 9¾mm, while Hammer II will be almost 10½mm. Gillam advises that this run should be known as late as 1881, with which we agree; are there any later strikes in the collections of our readers?

M-111A
WEST · BR · RAILWAY · St. JOHN
& VANCEBORO

One Hammer, Type 4D

Proofed: January 1, 1881
Earliest: April 9, 1881
Indicia: WEST only
Usage: Rare
R.F.: 200

Comments: Shaw's original report was BR. for M-111; however, after seeing Whitehead's collection, Shaw changed M-111 to EX. Later, we discovered the above BR. strike, and Shaw's original report came back into existence as M-111A. All was clarified by the Proof Book in the Philatelic Foundation where we found proof strikes of both runs. Lettering and spacing of M-111A is very similar to M-111, Hammer I, and without BR. or EX., identification is difficult. Measure the chordal distance from the dot (dash) under the "T" of ST to the bottom of the right leg of the "H" in JOHN; M-111A will be full 5½mm, while M-111, Hammer I, will measure only 5mm.

TOPICS: THE BUSINESS SIDE

BNAPS ELECTED OFFICERS

PRESIDENT Leo J. LaFrance, 27 Underhill Road, Ossining, N.Y. 10562
PAST PRESIDENT James J. Pike, 5805 Balsam St., Apt. 801, Vancouver, B.C. V6M 4B8
VICE-PRESIDENT Guy des Rivieres, 71 rue St. Pierre, Quebec, P.Q. G1K 4A4
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 Ten sittings: Five elected in the even numbered years for four year terms.

Serving Until Dec. 31, 1978

Lee Brandom
C. Russell McNeil Daniel Rosenblat
Clarence Stillions

Serving Until Dec. 31, 1980

Robert H. Pratt (Chairman of Board)
Michael Dicketts James C. Lehr
William Simpson David Verity
Ron McGuire

From the Secretary

EDWARD J. WHITING
Malvern, Pa.

APPLICATIONS PENDING

(Addresses for these appeared in the issue in which they were first listed as "Applications for Membership")
19 November 1978

- | | |
|------------------------------|-------------------------------|
| 3731 Root, William E. | 3822 Frith, John E. |
| 3745 Feagan, R. Dennis | 3823 Crossman, Craig |
| 3862 Lindsay, W. G. | 3824 Cooke, Dewar B. |
| 3768 Gendron, Reynald | 3825 Watt, James H. |
| 3771 Aubrey, Joseph M. | 3826 Burgoyne, Terrance E. |
| 3773 Reiling, Charles J. | 3827 Johnston, Alan |
| 3774 Huang, Eddy | 3828 Thompson, Christopher C. |
| 3778 Ross, Dr. Elwood T. | 3829 Marcovitz, Melvin A. |
| 3779 Plaskiewicz, Richard J. | 3830 Stone, Percival K. |
| 3782 Roms, Jeffrey O. | 3831 Bradbury, Ramon E. |
| 3783 Tomasson, Gary Dale | 3832 Asselstine, Robert R. |
| 3786 Komorowski, Richard J. | 3833 Kertcher, Melville C. |
| 3787 Bassett, Steven | 3834 Mida, Hymie |
| 3788 Desautniers, Louis W. | 3835 Little, R. Marcus H. |
| 3792 Sevigny, Yves J. | 3836 Skwarczynski, Peter W. |
| 3794 Shorting, Donald M. L. | 3837 Atwell, Steve |
| 3796 Frick, Miss Shirley Ann | 3838 Renfrow, John A. |
| 3797 Burden, William G. | 3839 Oligny, Michel |
| 3798 Atkinson, Hugh J. | 3840 Crane, Mrs. Anne C. |
| 3799 Cuthbert, Ronald W. | 3841 Bennett, Robert I. |
| 3800 Isbrucker, Mike P. | 3842 Decarie, Maurice A. |
| 3801 McDonald, Alex A. | 3843 Rourke, Robert F. |
| 3802 Macneall, P. Norman | 3844 Robinson, William J. |
| 3803 Prince, Robert W. | 3845 Stephens, Walter T. |
| 3804 Singer, Irving | 3846 Weill, Raymond H. |
| 3805 Crocker, David G. | 3847 Ross, Edward J. |
| 3806 Mirabelli, Robert | 3848 Street, H. Michael |
| 3807 Taylor, Mrs. Eliz. Jane | 3849 Smith, Robert C. |
| 3808 MacDonald, Willis A. | 3850 Kanai, Hiroyuki Nil |
| 3809 Morgan, Timothy R. | 3851 Ooley, Boyd |
| 3810 Money, John D. | 3852 St. Martin, Stephen R. |
| 3811 Playter, Glenn D. | 3853 Barnhisser, Thomas M. |
| 3813 Menich, Stephen J. | 3854 Higgins, Terrence |
| 3814 Chung, Andrew | 3855 Tremblay, Yvon Marc |
| 3815 Woodard, Lane B. | 3856 Green, Kenneth L. |
| 3816 Halverson, Mrs. Marilyn | 3857 Bradley, Whitney L. |
| 3817 Engstrom, Victor E. | 3858 Rowe, Kenneth |
| 3818 Mills, Dr. George R. | 3859 Semple, Dr. Robert Keith |
| 3819 Osterhoff, Robert J. | 3860 Seward, Anthony W. |
| 3820 Adams, Ms. Jeanette | 3861 Williams, Henry N. |
| 3821 Maltais, Norman E. | 3862 Ramsay, Donald R., Dr. |

3863 Dusel, John P.
3864 Skaken, Dr. Ross
3865 Brasnett, Miss Sandra
3866 Peill, Joanne McG.

3867 Paive, Mrs. Marva A.
3868 Tardif, Michael John
3869 Josephson, Dr. Robert L.
3870 Josephson, Dr. David R.
3871 Chafetz, Melvin M.

L-2971 Gallichen, Fred W. — Life Membership pending
L-3628 Kriz, John Jerome III — Life Membership pending

APPLICATIONS FOR MEMBERSHIP

19 November 1978

(C—collector, D—dealer, C-D—collector-dealer)

(Objections **must** be filed with the Secretary **immediately** upon publication)

- 3872 Forest, Jean-Pierre, 4014 des Cedres, Cap-Rouge, Que. G0A 1K0—Cxc. RPO Cancels; railway postcards, Canada cancellations. Proposed by G. des Rivières, 1077, seconded by G. April, 1118.
3873 Bednar, Mike (Sr.), 4 Jackson Rd., Apt. 2, Toronto, Ont. M8V 2G4—Cxc. Canada used singles; blocks; varieties. Proposed by R. J. Woolley, 359, seconded by E. N. Drake, 1178.
3874 Parker, C. Angus, c/o Argyll Etkin Ltd., 55 New Bond St., London W1Y 9DG, England—Dc. Maritime Mail relating to Iceland. Proposed by E. J. Whiting, L-61.
3875 McElfresh, Sonja Z., 1230 Middleground Run, Virginia Beach, VA 23454—C. Canada general; Newfoundland; New Brunswick. Proposed by J. T. Burnett, 3478, seconded by L. R. Paige, 2384.
3876 Gates, Clarence A., 205 Iroquois Rd., Virginia Beach, VA 23462—C. Canada general; Revenues; PEI, N.S., Nfld., N.B. Proposed by L. R. Paige, 2386, seconded by A. I. Waddington, 3760.
3877 Worley, John F., 3201 Armory Ct., Fairfax, VA 22030.—Cc. Small queens on cover; mint singles; cancellations; varieties; philatelic literature. Proposed by R. D. Warren, 3703, seconded by C. A. Stillions, 2495.
3878 Brown, Robert G., Box 442, 88 St. John St. S., Harriston, Ont. N0G 1Z0.—Cc. Admirals; Edward VII; Cancellations. Proposed by G. B. Llewellyn, 384.
3879 Hudson, Anthony, 24, Lydate Rd., Halesowen, West Midlands, England B62-0DW.—C. Canada general; postal history. Proposed by J. E. Winmill, 3566, seconded by A. D. Hanes, 2815.

CHANGES OF ADDRESS

- 3134 Bataille, Gerald V., 749 Claremont Dr., Downers Grove, IL 60515.
3722 Bollinger, J. P., Box 360, c/o Fluor Arabia, Dhahran, Saudi Arabia
3522 Bouvier, Joseph R., 134 Richland Circle, Sterling, VA 22170
L-2848 Churley, Gerald Herbert, P.O. Box 3333, Langley, B.C. V3A 4R7
1431 Chappell, Charles D., 3320 Kauffman Ave., Vancouver, WA 98660
3125 Dionne, Dr. Martin J., P.O. Box 88, Wells, ME 04090
2534 Gibbard, Glen A., 6626 Emerson St., Burnaby, B.C. V5E 1W4
L-3506 Holschauer, George W., 118 Mt. Vernon St., Boston, MA 02108
3724 Kawamoto, Thomas M., P.O. Box 542, Mt. View, CA 94042
1760 Lackner, Robert J., 2015 N. Starling Way, Flagstaff, AZ 86001
3672 Malenfant, Cecile, The Siamp Shoppe, 244-A North Eglin Parkway, Fort Walton Beach, FL 32548
1036 McLellan, Hubert M., 4540—8th Ave. N.E., No. 1206, Seattle, WA 98105
1649 Mortonson, W. H., 2-6 Wade Hampton Dr., Star Rt. 5, Beaufort, SC 29902
2624 Ross, Alex, 65 Huntingdale Blvd., Apt. 1108, Scarborough, Ont. M1W 2P1
3589 Stechysin, D. W., 5607 Melling, Cote Saint Luc, Que. H4W 2C1
1174 Tinker, Richard L., 1000 Lowry St., Apt. 2E, Delray Beach, FL 33444

RETURNED MAIL

(Information to correct address needed—this is address of record presently.) (In parentheses after address is the Post Office remark)

- 1574 O'Neill, W. Paul Jr., 7000 Glenbrook Rd., Bethesda, MD 20014 (undeliverable as addressed)
2176 Sanguinetti, Haughton E., 7108 Partridge Hill Row, New Port Richey, FL 33552 (not deliverable as addressed—unable to forward)
L-2461 Tannenbaum, Dr. Martin M., 1435 York Ave., New York, NY 10021 (Addressee unknown—not in directory)
3562 Kense, Francois J., 219 Jackson Pl. N.W., Calgary, Alta., T3B 2V3 (moved, address unknown)

REPLACED ON THE ROLLS

- 3707 Lundy, James B., No. 28—3049 Glencrest Rd., Burlington, Ont. L7N 3K1

DECEASED

- 565 Keane, F. W. L., 306—1955 Ashgrove St., Victoria, B.C. V8R 4N8

RESIGNATIONS RECEIVED AND ACCEPTED

- 2787 Campbell, Capt. N. D., c/o Robson Lowe Ltd., 50 Pall Mall, London S.W.1, England
2974 Kenda, Joseph G., Morinville, Alta. T0G 1P0

MEMBERSHIP RECAP

Members as of 15 September 1978	1,506
Replaced on the rolls	1
	<hr/> 1,507
Deceased	1
Resignations	2
	<hr/> 3
Members as of 19 November 1978	1,504

APPLICATION FOR LIFE MEMBERSHIP

Supplemental List — 27 November 1978

- 2115 Dicketts, Michael B., 61 Alwington Ave., Kingston, Ont K7L 4R4

APPLICATIONS FOR MEMBERSHIP

- 3880 Lageux, Paul, 94 Courcelette, Montreal, Que. H2V 3A6.—Cx. Small Queens, Large Queens, Admirals, Quebec town cancels. Proposed by G. des Riviere, 1077, seconded by G. April, 1118.
- 3881 Graham, W. Bruce, 17 Davis St., Aylmer, Ont. N5H 2N4.—Cxc. Canada mint and used singles; precancels; perfins; Squared circle and Fancy cancels. Proposed by E. Whiting, L-61.
- 3882 Arslanian, Michel, 5277 McKenna, Montreal, Que. H3T 1T9.—C. Canada Admirals and 1967 Centennial Definitives. Proposed by G. des Rivieres, 1077, seconded by —.
- 3883 Rigler, Yaakov, Box 391, Lefferts Stations, Brooklyn, NY 11225.—Dcx. Canada general, Large Queens, Fancy cancels, 1967 Centennial definitives. Proposed by E. J. Whiting, L-61.
- 3884 Soper, Robert B., 5214 Gerrish St., Apt. 702, Halifax, N.S. B3K 5K3.—Cxc. Canada and Newfoundland postal stationery, R.P.O. Cancels. Proposed by R. B. Mitchell, 2414, seconded by E. P. Tizard, 1911.

CHANGES OF ADDRESS

- 3579 Kaye, Donald B., Box 4201, Station D, Hamilton, Ont. L8V 4L6
- 2704 Machum, Lloyd A., 933 Smythe St., Fredericton, N.B. E3B 3C8
- 2415 Narbonne, R. F., Greenwood Stamp Co., 216 Mailey Dr., Carleton Place, Ont. K7C 3X9

RESIGNATION RECEIVED AND ACCEPTED

- 2569 McCusker, John J., 5702 Ruatan St., Berwyn Heights, College Park, MD 20740

Minutes of the 1978 Annual General Meeting at West Palm Beach, Florida

The meeting was called to order by President Leo LaFrance at 10:40 a.m. at The Breakers, October 14, 1978.

The minutes of the previous meeting were dispensed with.

President LaFrance read communications from Russ McNeil, Dan Rosenblatt, and Jim Sissons expressing their disappointment at being unable to attend wishing the 1978 Convention well. The President then made his report (text follows). He was followed by Bob Pratt who made his report as Chairman of the Board of Governors. He touched on the new printer for *Topics*, the work of the Editorial Board and the change from 1st Class to 3rd Class. He noted that one member had been expelled for cause but that otherwise the Board's time had been taken up with routine affairs.

The Treasurer's report and the Secretary's report were read by Ed. Whiting (texts follow).

The Permanent Convention Committee report was presented on behalf of Bill Simpson by Leo LaFrance. It indicated that in 1979 our convention will be in Quebec on September 13, 14, 15 at the Chateau Frontenac. In 1980 we are to go to Houston, Texas for November 6, 7, 8 at Galeria Plaza. In 1981 Ottawa is scheduled. The 1982 locale is being worked on by Russ Allison and it probably will be somewhere in the Pocono Mountains of northeastern Pennsylvania or northwestern New Jersey. A bid by the Winnipeg group for 1983 has been accepted.

The nominating committee reported that since Jim Lehr had been elected 1st Vice-President his seat on the Board had been filled by the appointment of Ron McGuire and also the Board had appointed Garvin Lohman to fill the vacancy created by Bert Llewellyn's resignation. Reports for both the Editor and the Editorial Board were

made by John H. M. Young. He indicated the myriad of problems engendered by the loss of the associate editor and the changing of printers are all being worked on and will eventually be resolved. John then presented the Society with an initial contribution to endow what is to be known as the "Editor's Stipend Fund". He accompanied the contribution with a very strong plea for some form of financial remuneration for the Editor who has a terrific job to do and does it well with what he has to work with.

There followed the report of the Membership Committee by Clarence Stillions, the report of the Advertising Manager read by Ed Whiting for Dr. Art Groten, the report of the Librarian read by Vinnie Greene for Mike Squirell (text of all three follows). Larry Paige then told us of the six Study Groups and the financial problems of some due to costs of newsletters. The six present Study Groups are: Flag Cancells, R.P.O., Revenues, Small Queens, Squared Circles, and Military Mail.

Ed Whiting then read the reports of the Circulation Manager and the Handbook Committee on behalf of their chairmen (texts follow).

The Secretary was directed to write a letter of thanks to Will Rockett and his helpers for their great job at CAPEX. Will then reported on the activity indicating the acquisition of about 50 applications for membership in the Society.

The presentation of the Vincent G. Greene Award and the President's Certificate were then made (text follows).

There was no old business.

Under "New Business" the Secretary was directed to record John H. M. Young's generous gift. It was also moved, discussed and passed that the Society assist convention host committees to the extent of up to \$400.00 as deficit situations arise. The amount of the limit is to be reviewed every three years.

There was some discussion on the publishing of deceased members' names. The Secretary emphasized quite strongly that it was impossible for him to read every journal and he did rely very heavily on being notified of such events by other members.

The presence of 11 past presidents of BNAPS, including Walter Hoffman, our first president, was acknowledged by a stand-

ing round of applause.

The meeting adjourned at 11:40 a.m.

Respectfully submitted
Edward J. Whiting, Secretary

PRESIDENT'S REPORT

October 14, 1978

The year 1978 was not without its problems regarding the publishing and mailing of *Topics*. Steps have been taken and further proposals are being evaluated to better the production and issuance of the magazine on time.

The Secretary has brought forth easier methods of handling various affairs so that records are easier to handle.

I have investigated the matter of insurance for exhibits, sales circuits, etc. and the Board will decide what is to be done in these areas.

Since CAPEX was attended by a number of our members from the CPS of G.B. a get together was held at the King Edward and enjoyed by all. In view of this Mike Dicketts was appointed Coordinator for our participation in the International in London, England in May of 1980.

Regional Group activity has increased and a new one was established for the Mid-Atlantic States with the Chesapeake area acting as hosts under the actions of John Burnett and Larry Paige.

We are also working on new ways to increase the income of the Society without increasing dues. Since inflation is taking its toll steps must be taken to provide adequate funding for *Topics*, etc.

I wish to thank all those who have helped to keep the wheels turning and wish my successor, Guy des Riveres all the best.

Respectfully submitted,
L. J. LaFrance

REPORT OF THE TREASURER

For the year ended June 30, 1978

The drop in the value of the Canadian dollar relative to the U.S. dollar had a very dramatic effect on your Society's operations this year. Records indicate a loss of \$4,463 for the period, but half this amount is an unrealized loss due to conversion, for statement purposes, of Canadian funds to U.S. funds.

Revenues during the period were essen-

tially the same as the previous year despite the virtual elimination of revenues from the Book department and the Sales Circuit department. These two departments, once considered the prime services offered to Society members, have, for various reasons, dropped to a low ebb. Your Board is searching for solutions to these problems.

Expenses for stationery and postage have risen sharply and the membership roster, which is published every second year, have

contributed to the increased expense reported.

Again my thanks for cooperation to the members of the Society at large, your Board of Directors, and especially to your Society department heads who must account for Society funds they handle.

I move this report for adoption.

Respectfully submitted,
Edmund A. Harris, Treasurer

BRITISH NORTH AMERICA PHILATELIC SOCIETY STATEMENT OF ASSETS, LIABILITIES AND FUND BALANCES

As at June 30, 1978

(With comparative figures for June 30, 1977)

ASSETS

	United States Dollars	
	1978	1977
Current Assets		
Cash in Bank	\$22,036	\$23,986
Cash held by Department Heads	3,673	3,369
Petty Cash	194	197
Term Deposits	11,502	7,296
Accounts Receivable	739	
Less: Allowance for Doubtful Accounts	220	1,488
	<hr/>	
Inventory — Books	3,010	3,737
Prepaid Expenses	1,232	76
CAPEX '78 — Guarantee Fund (Note 1)	1,100	1,655
	<hr/>	
	\$43,266	\$41,804
Restricted Funds		
Marketable Securities — at cost	\$ 2,466	\$ 2,466
	<hr/>	
	\$45,732	\$44,270

LIABILITIES AND FUND BALANCES

Current Liabilities		
Accounts Payable	\$ 5,649	\$ 3,384
Due Owners on Sales Circuit	2,956	3,509
Dues Prepaid less than one year	6,779	7,279
	<hr/>	
Dues prepaid more than one year	15,384	14,172
	85	25
	<hr/>	
	15,469	14,197
Fund Balances		
Appropriated — Convention Funds	1,298	1,334
— Insurance Fund	4,457	4,278
— Life Membership Fund	396	355
	<hr/>	
Unappropriated — Members' Equity	6,151	5,967
— BNAPS Foundation	17,211	21,640
	4,435
	<hr/>	
Total General Funds	27,797	27,607

Restricted Funds		
Jephcott Fund	2,466	2,466
	<hr/>	<hr/>
	30,263	30,073
	<hr/>	<hr/>
	45,732	44,270

Note 1. The Society is contingently liable for a total of \$5,000.00 guarantee for CAPEX '78.

**BRITISH NORTH AMERICA PHILATELIC SOCIETY
STATEMENT OF OPERATING REVENUES AND EXPENDITURES**

	United States Dollars	
	1978	1977
Revenues		
Dues — current year	\$14,706	\$11,036
— prior years	75	3,769
Fees	119	157
Book Sales Revenue (Schedule 1)	(11)	814
Circuit Sales Commission (Schedule 2)	(4)	465
Interest	1,568	1,312
Dividends	166	186
Library and Circulation Departments (Schedule 4)	256
	<hr/>	<hr/>
	16,875	17,739
Expenditures		
BNA Topics (Schedule 3)	\$14,033	\$15,836
Stationery and Supplies	1,165	581
Postage	1,596	522
Bad Debts	(60)	94
Other	102	172
Insurance Expenses	276
Loss on Foreign Exchange (Note 2)	2,026	615
Membership Roster	1,828
CAPEX '78	372
	<hr/>	<hr/>
	21,338	17,820
EXCESS OF EXPENDITURES OVER REVENUES	(4,463)	(81)

Note 2. Foreign exchange loss includes an unrealized loss of \$2,556.

**BRITISH NORTH AMERICA PHILATELIC SOCIETY
SCHEDULES**

	United States Dollars	
	1978	1977
SCHEDULE 1		
Book Department Revenues and Expenditures		
Sale of Books	\$ 609	\$ 2,410
Cost of Books Sold	469	1,508
	<hr/>	<hr/>
Gross Sales Revenue	140	902
Less Expenditures	151	88
	<hr/>	<hr/>
	(11)	814
SCHEDULE 2		
Sales Commission Revenues		
Commissions	287	538
Less Expense	(291)	73
	<hr/>	<hr/>
	(4)	465

SCHEDULE 3

BNA Topics Revenues and Expenditures

Expenditures:

Printing	\$12,337	\$11,946
Engraving	719	2,563
Mailing and Postage	3,703	3,861
Other	64	265

Advertising Revenues	\$16,823	\$18,635
	2,790	2,799

Net BNA Topics Expenditures	\$14,033	\$15,836
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SCHEDULE 4

Library and Circulation Departments

Miscellaneous Sale of Topics	\$ 348	
Donations to Library	13	

Library Expense	47	
Circulation Department Expense	58	105
		256

SECRETARY'S REPORT ON MEMBERSHIP

At the last annual meeting we reported 1,513 members. Since then we have had

- 111 additions to the rolls,
- 22 replaced on the rolls,
- 28 resignations,
- 12 deaths,
- 96 dropped for non-payment,
- 1 dropped for conduct unbecoming a member.

resulting in there being 1,509 members presently on the rolls. This breaks down into 1,459 regular members and 50 life members. A net loss of four for the year. Also, there are 100 applications for membership presently pending publication and/or action by the membership committee.

We shall start work on the new Membership Handbook and Directory immediately after this convention.

At their meeting in Toronto this past June the Board of Governors created a new class of membership for those members with 35 consecutive years as a member, and who have attained age 75, to be termed Emeritus Members. They are to have all the rights and privileges and benefits of regular and life members without having any more dues levied or collected. A canvass of our existing regular members has resulted in the following seven qualifying and thereby becoming Emeritus Members:

C. B. D. Garrett, No. 15

H. C. Canham, No. 77
 Thomas H. O'Neill, No. 34
 Leslie A. Davenport, No. 51
 Raymond A. Jamieson, No. 72
 The Hon. George C. Marler, No. 109

Respectfully submitted,
 EDWARD J. WHITING

REPORT OF THE MEMBERSHIP COMMITTEE

During the past year the Membership Committee reviewed 42 applicants for membership and only two were denied membership. At present there are 51 applications in varying stages of investigation. This large number is due to the many applications received following CAPEX. It is expected this number will be worked down over the next few months as investigations are completed and publication in *Topics* occurs.

Respectfully submitted,
 C. A. STILLIONS

ADVERTISING MANAGER'S REPORT

As you all know, there have been continued production problems for *Topics* this past year resulting in long publication delays. From my point of view, as Advertising Manager, this is a problem because some of the advertisements we publish are timely and of little value to either the advertiser or potential customer. This costs us money since adjustments must be made

to compensate those advertisers so affected. However, as our editors will report, we are anticipating better service and, hopefully, such delays will no longer occur. I offer my apologies formally to those inconvenienced by problems beyond our control.

The overall quantity of advertising has remained relatively unchanged. Revenue this year is projected at \$3,536.41. This represents an increase of \$408.83 over last year.

Respectfully submitted,
ARTHUR H. GROTEN, M.D.

LIBRARY REPORT

I would like to thank the Board of Governors for clarifying the position of the Library and keeping it within the Society. This decision at last year's convention gave me the incentive to get on with my work on a new Listing for the Library. I hope that there will not be a repetition of the past situation concerning the Library, which was more or less a hindrance to the operations of this Department of the Society.

Requests from the Library have been about the same as in past years, sometimes there are weeks that I do not receive requests, and times that I get many in a short period of time, the members who take advantage of this Department have indicated in their correspondence that they are very appreciative of this service.

I would like to take this opportunity to thank the following Libraries: American Philatelic Research Library; Western Philatelic Library; and Roland Greenhill, Librarian, CPS of GB for enriching our Library with copied articles and original material. And a special thanks to Cimon Morin, Librarian, National Postal Museum for his help in obtaining literature in the past year. Also in the past year we have had support from our members of Literature and funds for binding.

Some of you have seen the index and Revenue section of the Library Listing, I have been promising for the last couple of years, at the time of my submitting this report, I will probably be having a five-month enforced holiday which will allow me to finish this project, hopefully.

In closing I wish Harry and Bob, their helpers a most successful convention.

MICHAEL J. SQUIRELL,
Librarian, BNAPS

CIRCULATION DEPARTMENT

The year 1977 was for the Circulation Department a quiet year of relatively stable activity. Good sales were made in back issues of *Topics*, individual, by volume and in bulk.

During the year, at the request of the Secretary, a resumé was prepared, detailing those jobs which fall into the responsibility of the Circulation Manager.

The year 1978 will be remembered for CAPEX. Our Society's Courtesy Lounge was provided with several hundreds of current issues of *Topics* for distribution at minimum cost to those who approached the Lounge and indicated an interest in the Society. These issues were provided from Circulation Department surplus stock.

Postal costs have again gone up and this is reflected in the Department's Financial Statement. Though there are many delivery delays in the distribution of *Topics* it should be stated that in our seven years of operation of the Department we have only had to report one lost parcel of *Topics*.

The short Financial Statement which accompanies this Report covers a period of 18 months. These statements will in future cover the period from July 1st to June 30th of the following year.

The above Report is respectfully submitted for acceptance.

R. F. Boudignon, Circulation Manager

Financial Statement — Circulation Dept.

Receipts	1977	1978
Sales of <i>Topics</i>	\$287.00	\$108.00
Total		\$395.00
Expenditures		
Postage	\$131.73	\$ 91.52
Misc. Op. Expenses	43.65	25.50
Misc. Stat.	26.67	23.10
	<hr/>	<hr/>
Total Expenditures	\$212.05	\$140.12
Net profit 1977-1978		\$ 42.83
Balance Forward from 1976		286.17
	<hr/>	<hr/>
On hand		\$329.00

REPORT OF THE CHAIRMAN HANDBOOK COMMITTEE

Since taking over from George Wegg last year I have added to the Committee, Glenn Hansen, whose knowledge of publishing will be of great assistance.

Regretably another year has passed without appreciable progress being made towards any of our proposed publishing ventures. Delays in the completion of manuscripts by our authors, whose time must be split between other concerns and that of gathering together material will, unfortunately, always plague a volunteer group such as ourselves.

Arrangements have been made for a complete listing of currently available books from our Sales Department to be published in the latest edition of *Canadian Books in Print*, and we anticipate additional sales to libraries and other institutions through this medium.

The Committee continues to invite potential authors to discuss possible publication with them.

Respectfully submitted,
MICHAEL DICKETTS
Handbook Committee Chairman

REPORT OF THE ELECTIONS TALLY COMMITTEE

The count of the ballots cast for members of the Board of Governors resulted in the following being duly elected for a term of four years, to start January 1st, 1979: Glenn Hansen, Trelle Morrow, Lee Brandon, Bert Llewellyn, Clarence Stillions.

There having been no opposition to the candidates nominated for the offices of President, First Vice-President, Second Vice-President, Secretary, and Treasurer the Secretary has been directed to cast a unanimous ballot and the following are declared elected as indicated:

Treasurer, Edmund Harris; Secretary, Edward Whiting; Second Vice-President, Edward Richardson; First Vice-President, James Lehr; President, Guy des Rivieres.

Respectfully submitted,
HENRI REINHARD

REPORT OF THE WINNER OF THE VINCENT G. GREENE AWARD FOR 1977

Each year the elected officers, members

of the Board of Governors and the Donor vote to decide a winner of the V. G. Greene Award for the best article, series of articles, column or series of columns authored by a member or members of BNAPS and which was originally published in *BNA Topics*.

A canvass of the 17 persons above mentioned resulted in 11 responses. The tabulation of these responses determines that the winner this year is member number 2010, Allan L. Steinhart.

REPORT ON THE WINNER OF THE PRESIDENT'S CERTIFICATE FOR 1977

Each year the President's Certificate is awarded to the member who proposed the most new members during the year. The tabulation of the new members enrolled during 1977 by their proposers determines that the winner this year is member number 249, Wilmer C. Rockett.

REPORT OF THE CHAIRMAN OF THE EDITORIAL BOARD

During the year 1977 and most of 1978, The Editorial Board supervised the activities of *BNA Topics*, the Editorial team and the printers. It has been a rocky road that we have travelled — numerous, uncountable Canadian mail strikes (another begins this weekend), high postage costs and difficult editorial team co-ordination of production of the magazine.

The membership should be made aware of the fact that the Editors of *BNA Topics* have never, and do not now, receive any remuneration for their difficult job. It is a labour of love and had we not had an editor and an associate editor, who has a talent for writing, we might not have had what actually was printed. Both members of the Editorial team travel extensively in their salary-earning capacity, and *BNA Topics* naturally must come second.

The Editorial Board has tenuously held this friendly working team together for the past year and a half, but, regretfully, we must report that the Associate Editor, Allan Steinhart, has tendered his resignation. Allan has now become the new President of the Postal History Society of Canada, and his active philatelic business will not allow the time for *Topics*. We wish to thank him for his past help and hope that he will continue to write for our Society.

The Editorial Board has kept watch over
BNA TOPICS / JANUARY-FEBRUARY, 1979 / 21

the development of the larger double month issues, and feels that this method of issue is a success if we can get the magazine out on time. On this matter, we had the approval of the Board of Governors to switch printers. We are just at the beginning of a transition from a printer of approximately 20 years, using linotype, to a new printer using electronic and photo-offset printing. We ask the membership to bear with us during this transitional period of change of printer and loss of our Associate Editor.

Topics will attempt to be produced by an Editor only, with the printers doing most of the technical work. An examination of costs is under study, and will be reported at the next annual meeting.

Postage costs for mailing the magazine have almost tripled, and we are now forced to revert from first class mailing to third class, at considerable savings. The standard rate in the local Toronto area was 32c and went as high as 60c, depending upon distance. This cost alone was a large proportion of a member's annual dues.

In closing, once again the Editorial Board asks the membership to make the Editor's job a paying position. Such an incentive would help, now and in the future, in retaining an editor. To initiate a start in this long-neglected area, my associated stamp companies hereby donate \$500 to an Editor's Stipend Trust Fund. If the membership can build this Trust fund over \$12,000, we should be able, at current rates of interest, to pay a stipend of \$100 per issue to the incumbent editor.

Respectfully submitted,
JOHN H. M. YOUNG
Chairman, Editorial Board

REPORT OF THE SALES MANAGER

May I first wish all present a successful convention and offer my sincere regrets for my personal absence.

As an update to the Board of Governors Meeting held at CAPEX '78, I am happy to announce that members are responding to my plea for Circuit Books and although slowly, we are once again beginning to build a stock of books to forward on Circuit. I believe the next six months will once again see the Circuit active and more satisfying to the members as well as the Society.

I would like to take this opportunity to offer my sincere thanks to all those members who have contributed books to the Circuit and for the patience they have shown with this period of changeover and rebuilding.

I plan to have a series of articles on the operation of the Circuit for *Topics* this coming winter, which should answer the many questions I receive from new members, as well as from the more established members wishing to enter material for sale.

I have not included the financial figures with this report as I am reporting directly to the treasurer every six months; i.e., June 30 and December 31 and assume the figures will be included with his report.

Respectfully submitted,
CHARLES W. AUBIN, Sales Manager



IN OLD CANADA

THE TORONTO MACHINE CANCELS OF 1902

by FRED STULBERG

During the first month of the year 1902, and for several years prior to that time, the majority of mail at Toronto was cancelled by the Bickerdike Mail Cancelling Machines. However, early in February of that

year these were phased out and replaced by the more efficient International Machines. The actual period involved was a little over two weeks and was pregnant with interesting and puzzling happenings.

During the last few days of January and the first few days of February the Bickerdike machines at Toronto used the barred flag cancelling dies identified in the "Canadian Flag Cancellation Handbook—Richardson" as type 8 (fig. 1). There were six similar dies in service at that time, differentiated by the letters "A" to "F" below the Union Jack. It appears as though the

"E" and "F" dies were retired on January 30 and the "B" die one day later. Several strikes of the "C" flag have been found with only the word "FEB" in the dater with no indication of the day. This would indicate that this die was used at least to February 1 and possibly during the next day. The "A" and "D" dies were used up to and including February 3. Then an odd thing happened.

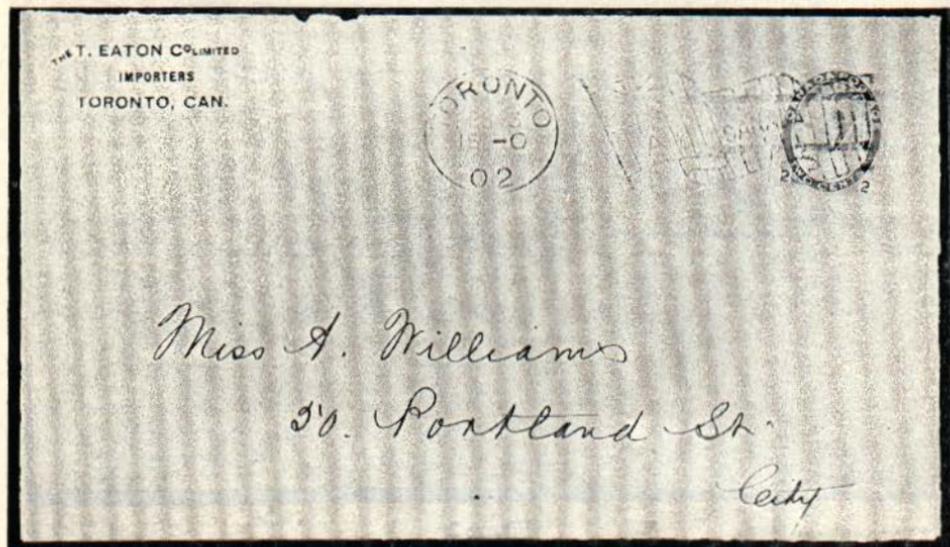


Figure 1

That day saw the introduction of a completely different (for Toronto) die design identified by Richardson as type M-6. (fig. 2). Toronto apparently received six of these dies lettered "A" to "F" and these also were for use on the Bickerdike machines. Why these different dies were sent in instead of continuing with those already in service presents an enigma which intensifies when we realize that they were used for only two days.

Thus, on February 3, 1902 we find that mail at Toronto was being cancelled with the "A" and "D" flag dies as well as those with the straight line "bar type". There is a strong indication that only dies lettered "B", "C", "D" and "E" were used that day. However, on February 4, dies "A" and "F" were put into use (with the discontinuance of the two flag dies) making it possible to have a complete set of these machine cancels for that day. Also, that day marked the end of the use of the Bickerdike ma-

chines at Toronto.

The next day, February 5, ushered in the International Machine era at Toronto. This "wavy line type" (fig. 3) was destined to become the standard throughout Canada during the next decade. Toronto was assigned dies "1-R" and "1-C" and these seemed to be used with the same frequency. The hub or dater portion showed the word TORONTO on the top with the year 1902 on the bottom. The date and time were shown in the centre in two lines. However, the stormy transition from Bickerdike to International was not yet complete.

On February 13 or 14 another change came with the introduction of a new dater hub design (fig. 4). Apparently the word TORONTO was not considered to be adequate identification of the post office and the word CANADA was added. Now, sixteen days after the change started, the machine cancelling processes at Toronto had stabilized.

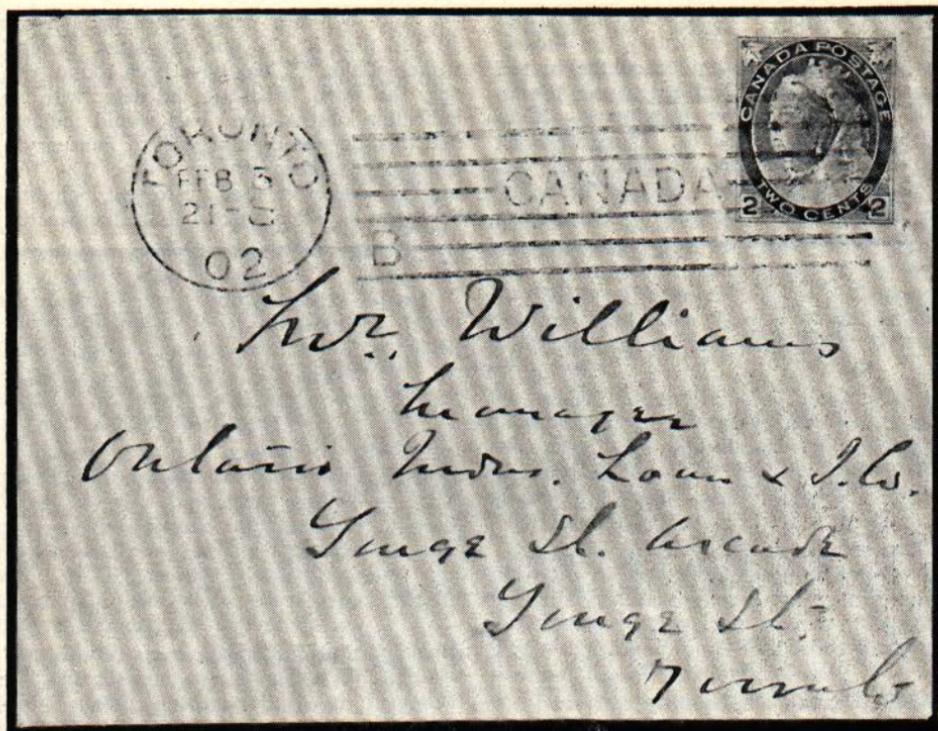


Figure 2

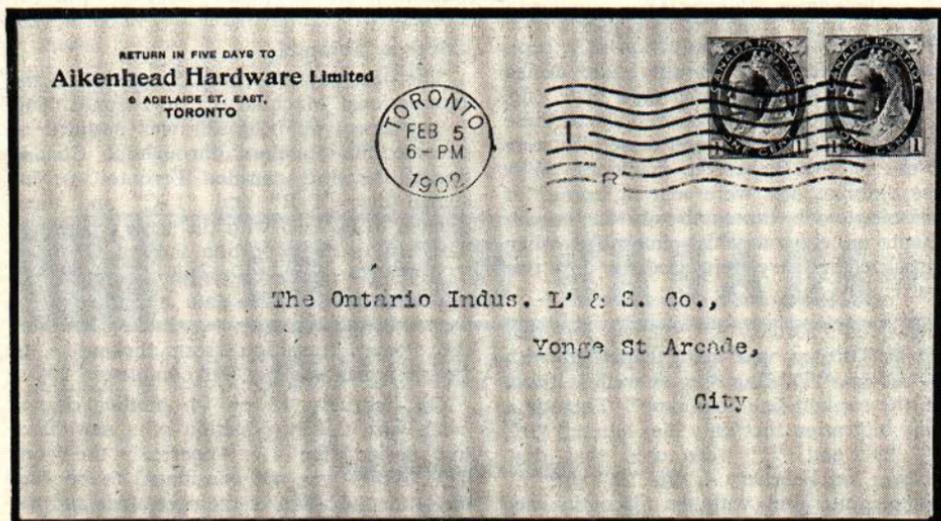


Figure 3

The story would not be complete unless several idiosyncracies involving the use of the International Machines were mentioned. For instance, the "discarded" TORONTO dater hub continued to be used without the cancelling die as a receiving mark for the rest of the year. Also, both types of hubs, this time with the stamp cancelling die, are

known on printed matter mail with the date and time omitted. Lastly, isolated and rare instances of the use of dies "1-D" and "1-T" have been noted at Toronto. However, for all intents and purposes, the middle days of February, 1902 marked the normal, but not initial, use of the International Machines at Toronto.



Figure 4

Patriotic Postcard Series

by W. L. GUTZMAN

Scenes in Canadian Flag

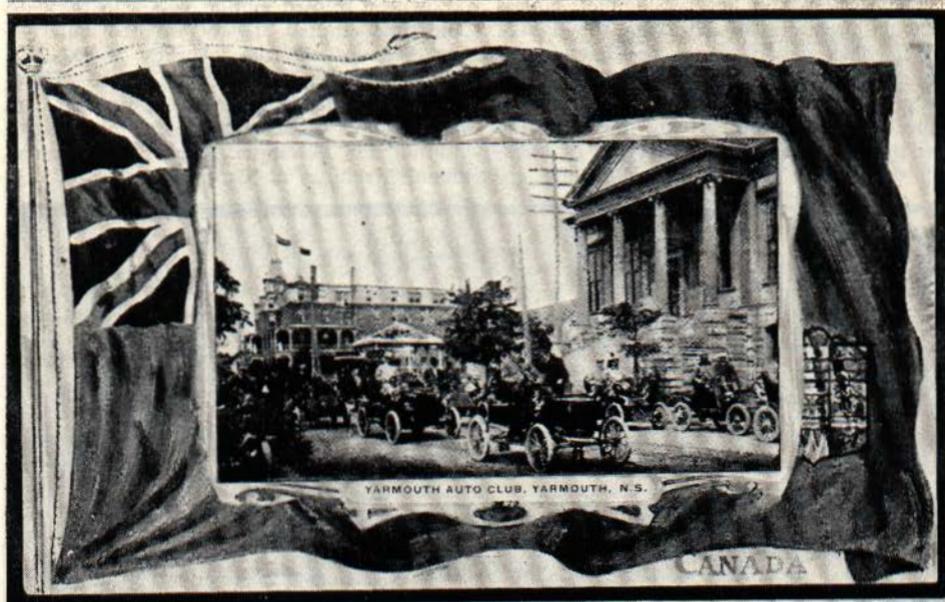
This series has been discussed in June Topics of 1965 by Clarence Westhover, but many numbers have been identified since that time.

A rectangular picture appears within a full-size red Canada flag, resulting in a colourful combination. The word CANADA in gold appears in the lower right corner. The cards in the series appeared first in

May 1907, became numerous between September 1907 and September 1908, and some were still in use as late as 1910.

There were several publishers who produced the same designs. Those which have been identified are:

(a) Warwick Bros. & Rutter, Limited, Printers, Toronto: The address side shows "Canadian Souvenir Post Card" in an ornate blue scroll and maple leaf design, or "Post



Card" in plain gray (Armories, Windsor)

(b) W. E. Hibb, Publisher, Halifax, N.S.: These have a fully-divided back with "Canada Post Card" in plain dark blue.

(c) Made especially for T. H. Hall, Saint John, N.B. The address side in these is fully divided, with "Canadian Post Card" in black. Publisher's name is not indicated for these printings.

Many of the cards in this series have been reported both with and without numbers. It is therefore quite likely that the designs appearing in the list of unnumbered cards do in fact have a number associated with them, and would thus fill in some of the gaps in our list. All information concerning missing numbers will be appreciated.

Scenes in Canadian Flag

- 3700 Entrance to Victoria Park, Truro, N.S.
 3708 View from Citadel, Halifax, N.S.
 3710 Market Slip, Low Tide, St. John, N.B.
 3716 Market Slip, High Tide, St. John, N.B.
 3717 Gagetown, St. John River, N.B.
 3718 Brown's Flats, St. John River, N.B.
 3720 Old Chipman House, St. John, N.B.
 3723 Christ Church Cathedral, Fredericton, N.B.
 3724 Prov. Parliament Buildings, Fredericton, N.B.
 3725 University of New Brunswick, Fredericton, N.B.
 3726 Officers Quarters, Fredericton, N.B.
 3731 King Square, St. John, N.B.
 3732 Birch Bark Indian Wigwam, St. John, N.B.
 3733 Main Street West, Morrisburg
 3736 Gates Bridge, Weymouth, N.S.
 3738 Bridges and Reversible Falls, St. John, N.B.
 3740 Horseshoe Falls
 3747 Steamer Victoria Fredericton, St. John Route
 3749 Horse Shoe Falls, Niagara Falls, Ont.
 3750 Armouries, Woodstock, Ont.
 3752 Horse Shoe Falls (Canadian) from Goat Island
 3756 An Oxen Mobile, Bridgetown, N.S.
 3765 H. & S.W. Station, Shelburne, N.S.
 3772 Yarmouth Auto Club, Yarmouth, N.S.
 3774 Grand Hotel, Yarmouth, N.S.
 3775 Bay View Park, Yarmouth, N.S.
 3776 Main Street, Yarmouth, N.S.
 3788 Entrance, Point Pleasant Park, Halifax, N.S.
 3791 Scene in the Gardens, Halifax, N.S.
 3792 Point Pleasant Park, Halifax, N.S.
 3793 Regatta Day, North West Arm, Halifax, N.S.
 3794 Old Runciman House, Annapolis Royal, N.S. (also at times 794)
 3795 Barrington Street, Halifax, N.S.
 3796 Holy Well, (Victoria Park) Truro, N.S.
 3797 Victoria Park Scene, Truro, N.S.

- 3798 View from Citadel, Halifax, N.S.
 3799 Military Inspection, Citadel Hill, Halifax, N.S.
 3800 Scene on North-West Arm, Halifax, N.S.
 3801 Grand Military Review, Halifax, N.S.
 3802 British Sailors at Gun Drill, Halifax, N.S.
 3803 Regiment on Parade, Halifax, N.S.
 3805 Joe Howe Falls, Victoria Park, Truro, N.S.
 3807 Str. Lakeside leaving Port Dalhousie
 3811 Provincial Norma School, Truro, N.S.
 3846 Lock Gates, Morrisburg
 5530 SS Margaret entering Sheet Harbour, N.S.
 5784 Ferry Landing, Windsor, Canada

Unnumbered:

- Grand Military Review, Halifax, N.S.
 Scene on North-West Arm, Halifax, N.S.
 Regatta Day, North West Arm, Halifax, N.S.
 Entrance, Point Pleasant Park, Halifax, N.S.
 Barrington Street, Halifax, N.S.
 Point Pleasant Park, Halifax, N.S.
 Railway Bridge, Bridgewater, N.S.
 Greetings from Crystal Beach
 Smelter Junction
 Chester Basin, N.S. Pugh Mfg. Company, Toronto
 Banish the Bar Poem, St. John, N.B.

JUBILEE JOTTINGS

Correspondence

A subscriber writes in regard to the varying prices asked for Canadian jubilee stamps by different dealers. The facts are quite obvious, but our reader has apparently overlooked some excellent business reasons therefor. Some of the Canadian dealers were so fortunate as to secure a few of the ½c and 6c values at face value in the regular way, while others had to pick them up as best they could from the official speculators. The former are entitled to a good profit on their lucky investment, but would naturally charge less for the stamps than those who had to pay a considerable premium to the government sharks.

Buffalo, N.Y., Sept. 1, 1897

Editor Mckeel's Weekly Stamp News:

The way the employes of the Canadian government have manipulated the sale of the jubilee stamps for their own personal profit is outrageous; and we would like to show up an experience that we ourselves have had, through the columns of your widely read paper.

Sometime ago our Mr. Hubbell made a trip to Toronto for the purpose of securing a stock of jubilee stamps. Same was purchased and in the course of time entirely sold out. Within the last few days we tried to secure a further supply at the Toronto office and were informed that certain de-

nominations were entirely sold out. Yesterday, a young lady, whom we instantly recognized as one of the persons employed in the Toronto post-office to sell these stamps, came over to Buffalo with a large lot of sets and tried to sell them to us at a big premium.

Yours very truly,
Raynor Hubbell Stamp Company

* * *

According to a Canadian correspondent not more than 10 per cent of the total number of ½ cent Jubilee stamps printed have been sold to dealers and collectors, and further that not more than another 10 per cent remain in the post-offices to be sold; now, what he wishes to know, and what every one would like to know, is, where is the other 80 per cent? The stamps are in somebody's possession, of course, but whose? Time will tell.

— *Golden Hours*

* * *

Canada and Newfoundland

The demand for Canada Jubilee and Newfoundland Cabot stamps has made business brisk the past summer. The plates have been destroyed, and prices must rise. I can fill orders for a short time only at these prices. All previous quotations are cancelled. Postage 3c extra.

Canada, 1, 2, 3, 5, 8 and 10c	\$0.60
Canada 1, 2, 3, 5, 8, 10, 15, 20 and 50c	1.75
Canada ½c to 50c	11 var. 3.75
Canada ½c to \$1.00	12 var. 5.00
Canada ½c to \$5.00	16 var. 16.75
Canada 1c to 10c	6 var. .60
Canada 1c to 15c	10 var. 1.00
Newfoundland, 1c to 6c	6 var. .35
Newfoundland, 1c to 60c	14 var. 2.90

Make money orders payable at Calais, Maine, or St. Stephen, N.B. Bills or stamps taken.

MATTHEW R. KNIGHT

Oak Hill, Carlotte Co., New Brunswick, Can.

* * *

Weekly Review

By S. B. HOPKINS

It appears that a certain Victoria (B.C.) daily paper had the temerity to enter the lists in defense of the Canadian jubilee issue, and the way it has been handled — by and for the Canadian government. In commenting on this the F.F. and F. predicts a long life for the issue which will be very disheartening for those who hope and advertise that it is even now almost exhausted. It appears that about 9,000 complete sets have been disposed of, something over one-third of the output. "If the Canadian government does not intend to destroy any of these stamps," says the F.F. and F., "we predict that this issue will have a very long existence, as after the first enthusiasm has abated it will take quite a long time to dispose of an additional 16,000 sets. As an example of this we can only cite our own Columbian stamps, the high values of which were issued in rather small quantities, proportionately only a few more than the Canadian stamps, and the result was that even now, after four years have elapsed, stocks are still to be had at the Washington post-office. If this happens in the United States, and the number concludes with, perhaps the Canucks will resort to the surcharge, like Uruguay, et al.

* * *

Somebody's Want List

Canada Jubilee, 1, 2, 3, 5c10
Canada Jubilee, 8c gray var.70
Canada Jubilee, ½c black, also blocks	.40
Canada Jubilee, 8c gray, also blocks	.16
Canada Jubilee, \$1 lake	1.40
Canada Jubilee, ½c to \$5, complete	16.90

Canada Jubilee, ½c to \$1, complete .. 3.25

Remit in bills or m.o., stamps under \$5

Get a free copy of "The Collector".

WM. R. ADAMS, 7 Ann St., Toronto, Can.

* * *

London Notes

By IGNOTUS

There is bing offered for sale in London a set of "Diamond Jubilee Commemoration Stamps," seven for 36 cents. These are adorned with portraits of the Queen, Prince and Princess of Wales, Duke and Duchess of York, and Prince Edward of York. It is scarcely necessary to warn American readers that these stamps are in no way an official issue, and if they come across the same and purchase them they will only have themselves to blame. It is an enterprise which will no doubt call forth the attention of the Inland Revenue authorities.

Source: *Mekeel's*, September 1897

Publications Received

Canada Tagged Stamps Handbook, by Ken Rose, published by Saskatoon Coin & Stamp Centre Ltd., 217-23rd Street East, Saskatoon, Sask., Canada S7K 0J3. Paper cover, 39 pp., illustrated. Retail price \$3.95.

The introduction says it all: "This booklet is a brief of Canadian tagged errors, tagged stamps up to 1973, and tagged perfins. It is not presented as the best, the only, or even an adequate reference work. It is certainly not intended to be complete, as all previous lists that I have compiled have been out of date before they reached my readers."

Nonetheless Mr. Rose and editor M. Kindrachuk have compiled a professional looking work with quite adequate looking illustrations including tagging types showing (in yellow ink) width and spacing of the tagging bars.

— D.H.

WHY NOT SEND US AN ARTICLE
OR A LETTER FOR PUBLICATION
IN BNA TOPICS?

Broken Circle Postmarks of the Present Northwest Territories

Several of us (Ferd and Nicole Belanger, Paul Hughes, and Gray Scrimgeour) are collecting data for a handbook on the broken or split circle postmarks of Canada. Most of these postmarks fall into the category we have designated as Type A, those with a single set of arcs in the circle. We have developed a classification scheme to simply differentiate between the varieties of broken circle hammers.

One geographic unit of Canada that could be dealt with fairly rapidly was the present Northwest Territories. When these territories were established in 1905, there were no post offices in existence there. The first office set up was Fort Smith, which used as its dater a broken circle with the subscript "ATHA". The Athabaska description appears to have been an error because, al-

though Fort Smith touches the border of Alberta (and the portion that formerly was in Athabaska), the developed part of the town is in the N.W.T. We describe this early Fort Smith hammer as Type A2, i.e. as having a non-standard province or territory subscript. Pond Inlet also had an unusual subscript (POND'S INLET BAFFIN ISLAND, N.T.), and is the only other A2 in the N.W.T. All other broken circles here are standard A1—town name, followed by N.W.T. To our knowledge, 25 broken circle hammers have been used in the N.W.T. Data on these are presented below, in tabular form. All offices opened in 1929 or before were supplied with broken circle hammers. Post offices opened after 1929 received full circle daters.

According to the proof books, several

Illustrations

FORT SMITH
First hammer
A2



FORT SMITH
Second hammer
A1



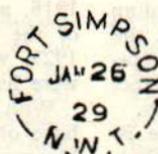
FORT SMITH
Third hammer
A1



FORT SIMPSON
First hammer
A1



FORT SIMPSON
First hammer
A1



POND INLET
(N.T.)
A2



Broken Circle Postmarks of the

	Present N.W.T.			Office Opened	Office Closed
	Proof Date	Type	Size		
AKLAVIK	JUL 6, 1922	A1	20	JUL 1, 1922	
ARCTIC RED RIVER	NO 16, 1922	A1	21	JUL 1, 1923	
BACHE PENINSULA	JUN 9, 1926	A1	21½	AU 7, 1926	AP 12, 1933
CHESTERFIELD INLET	MY 6, 1924	A1	20½	AU 10, 1924	
CRAIG HARBOUR ELLESMERE ISLAND	DE 16, 1922	A1	21	AU 28, 1922	NO 23, 1956
CRAIG HARBOUR	DE 9, 1925	A1	21½		
DUNDAS HARBOUR	FE 16, 1925	A1	21	SP 2, 1925	SP 1, 1933
FORT GOOD HOPE	NO 16, 1922	A1	20½	JUN 1, 1923	
FORT McPHERSON	NO 16, 1922	A1	20½	JUN 1, 1923	
FORT NORMAN	MR 9, 1920	A1	20½	JUL 1, 1920	
FORT PROVIDENCE	NO 19, 1913	A1	19½	FE 1, 1914	
FORT RESOLUTION	AP 6, 1910	A1	20	JUN 1, 1910	
FORT SIMPSON	FE 13, 1913	A1	19	FE 1, 1913	(6 mm arcs)
" "	AU 21, 1917	A1	19		(4-4½ mm arcs)
FORT SMITH, ATHA	*	A2	19	DE 1, 1907	
FORT SMITH, N.W.T.	JAN 5, 1916	A1	19		
" " "	MR 2, 1923	A1	20½		
FORT WRIGLEY	NO 16, 1922	A1	21	FE 1, 1922	JUL 1, 1923
HAY RIVER	NO 19, 1913	A1	19½	FE 1, 1914	
HERSCHEL ISLAND, N.W.T.	AU 30, 1924	A1	21	P.O. located in Yukon.	
LAKE HARBOUR	MY 25, 1927	A1	21	AU 28, 1927	
PANGNIRTUNG	MY 3, 1924	A1	21	AU 20, 1924	
POND'S INLET BAFFIN ISLAND, N.T.	JUL 6, 1921	A2	20	JUL 5, 1921	
RAE	MY 20, 1929	A1	21	JUL 15, 1929	DE 11, 1954
WRIGLEY	MY 16, 1923	A1	20	JUL 1, 1923	

hammers were prepared but probably did not see service. A hammer for Bache Peninsula, was proofed on May 6, 1926, but replaced two months later by a corrected hammer. Fort McKay, N.W.T. was prepared on November 16, 1922. This fort was actually located in Alberta, and apparently never had a post office. A hammer reading "Fort Resolution, Ont." is recorded in the proof book on April 6, 1910 with the notation that it was received back. The correct hammer was proofed on the same day.

Only three N.W.T. post offices were issued with more than one broken circle

hammer. Fort Simpson had two hammers of similar diameter, but differing in the lengths of the arcs. Craig Harbour had two hammers, with different lettering. Fort Smith had three hammers: the hammer with "ATHA" at the base, and two hammers with "N.W.T." at the base — one issued in 1916, and the other in 1923. Oddly, both of the latter daters were in use in June, 1929, when a large number of air covers were handled.

With the help of the Postal Museum, we have obtained the proof dates for all these hammers except the Fort Smith, Atha. de-

vice. We have no evidence of postal use of five of these hammers, and would appreciate information on them. They are: the Craig Harbour Ellesmere Island hammer, the first Fort Simpson hammer, the Fort Wrigley hammer, the Hay River hammer, and the Rae hammer. Anyone with information on these postal daters, or able to supply information on broken circle postmarks for the rest of Canada may contact

Gray Scrimgeour, 227 Hanna Road, Toronto, Ont. M4G 3P3 for further details on the huge project. A number of collectors have already assisted us with information for the following table. Size of each hammer is given as the vertical diameter in millimetres. This basic format will be used in the handbook, to describe the broken circles for all of Canada.

CLASSIFIED ADVERTISEMENTS

RATES: 15 cents per word per insertion, payable with copy in advance. Copy for classified advertisements should be sent to Dr. Groten, Box 30, Fishkill, N.Y. 12524, U.S.A.

The Editorial Board of BNAPS Topics reserve the right to accept or reject any submitted advertisement based upon its own consideration at the time of submission.

FOR SALE

OUR MAIL AUCTIONS — always feature a large Canada section including better singles, sets, covers and cancels. Free copy on request. Vance Auctions, Box 267, Smithville, Ontario, Canada L0R 2A0.

CANADA MINT USED — Singles and Blocks. My current list available from George W. LaBorde, P.O. Box 1057, Stn. "M", Calgary, Alta., T2P 2K4.

CANADIAN REVENUES — 100 different \$12.50. We buy, sell, trade singles, collections and accumulations. Pollak, 1236F Los Angeles Ave., Simi Valley, CA., 93065.

SLOGAN POSTAL CANCELS OF CANADA — 1978 Edition, 4,000 cancels 1897 to 1978. Thousands of cities and towns listed with dates of use. Hundreds of price increases, topical check list. Special service markings, hand cancels and inverted cancels. Price \$7.00, U.S. Funds Postpaid. David H. Proulx, 7629 Homestead Drive, Baldwinville, N.Y. 13027.

BUY, SELL, EXCHANGE

CANCELLATIONS—RPO's, Squared Circles, Towns, Military, Covers, Specialty Items. Bought, Sold, Traded. Mail Sales and Auctions. Jim Miller, P.O. Box 160, Kamloops, B.C. V2C 5K6.

NEWFOUNDLAND, CANADA — Special offers, list sent free on request. Gary J. Lyon (Philatelist) Ltd., Bathurst, N.B., Canada E2A 3Z4

CANADIAN PIONEER — Airmail covers, stamps; Semi-Official airmail covers, stamps, sheets, essays, die-proofs. Government C1 to C9, CE1 to CE4 die proofs, essays. Ray Simrak, Schoolane R.R. No. 1, Windsor, Ont. N9A 6J3.

HAVE 038A — 50c Textile, Plate 2, U.R. N.H. Block. Will trade for same N.H. L.L. Plate Block. Also have 045A, 20c Paper, Plate 2N, U.R. N.H. Block. Will trade for same N.H. U.L. Plate Block. Blocks have Fishhook G and High Flying G varieties respectively (Bileski). R. P. Cox, c/o Bank of Montreal, Athens, Ontario K0E 1B0.

FINAL WORD ON CAPEX 78

Reproduced from The London Philatelist, Journal of the Royal Philatelic Society, London.

The venue of Canada's International Exhibition was the same as for their first in 1951, namely the Automotive Building in Toronto. It would be fair to consider the following three facts before making any comments which may be complimentary or otherwise. Two of the facts relate to the question of budget and income. The budget was £350,000.

(1) There was no financial support from the Post Office other than their space rental and only a very nominal sum of \$400 from Local Government funds.

(2) The population of Canada is small by European standards and is spread over a vast area (Canada's east seaboard is nearer to the UK than its west coast). About three million people live within 100 mile radius of Toronto.

(3) It was twenty-seven years since they had held a previous International.

In the light of the foregoing the CAPEX Committee must be satisfied that a small profit was achieved. Besides the many methods of income that can accrue to an Exhibition of this type the turnstile must not be excluded and the fact that over 40,000 paid to visit the Exhibition is a very interesting statistic. On the first three days the queues were very large, as via an entrance ticket one could purchase a souvenir pack of which only 10,000 were produced and these were rationed to cover the first three days. The pack included three souvenir sheets incorporating previously designed Canadian stamps with the accompanying art work. No doubt this was a great contribution to the successful attendance. However, unlike some Internationals in recent times when the souvenir was the most important item, considerable interest was taken in the actual exhibits and one can hardly recall a time when there was not a queue waiting to see the Court of Honour where some of Her Majesty's collection was on display.

The building was lofty with an upstairs balcony which could be reached by an escalator or stairs. The ground floor was given over to the 3,600 frames which in-

corporated the Court of Honour, and considerable interest was shown in the format of the frames which received favourable comment. Also on the ground floor were the Canadian and U.S. postal administrations and four premier professional organisations. The balcony accommodated approximately 100 dealers and 33 foreign Post Offices and Agencies plus The Beaver Club dining lounge and a room for Society functions (this was the one used for the Royal's Reception).

There were no banks of flowers or waterfalls (Toronto's magnificent stores have these in abundance) but the starkness of any such building had a relief in coloured festoons hung from the roof and the carpeted areas surrounded the Canadian Post Office and Museum displays. This included examples of the printing and sorting machinery and a quaint nineteenth-century local post office. There was also a team of Indians who spent the period making bark canoes.

The standard of the Exhibition appears to have been high and this can be best gauged by the number of Gold Medals which were awarded.

Whereas our Reception went off very well, and after all those responsible have had a lot of experience in this field, a great deal of criticism was levelled at the Preview Reception, which was held the evening before the Official Opening, as apparently a large number who paid for the privilege did not receive a very generous quota of the 'goodies' which were being offered.

The other point that created a number of raised eyebrows was the actual Palmares Dinner where those in the Class of Honour did not receive any Medals or the equivalent which is the normal custom on this occasion, and a number of special prizes were not distributed. Some felt this was a great anti-climax to what had been a very well organised Exhibition.

Comment should be made on the incredible achievement by those responsible for the final wind down. The Exhibition closed at 6 o'clock on Sunday evening and by 9 o'clock the following morning not only had all the exhibits been taken down and placed in their respective envelopes, but every frame had been dismantled and

packed away. When asked how this was achieved, apparently there were a number of commissioners and other helpers who assisted in the take down and a band of 50 trusted students dismantled everything in 12 hours when they had been given 24 hours.

Let us hope Canada does not wait an-

other 27 years to hold another International, and I am sure the small points where there was some dissatisfaction have been noted and will not be repeated on the next occasion, with the result they would like another one in five years time!

Footnote: The Canadian Post Office was so please.



Semi-Official Airmails

by HAUGHTON E. SANGUINETTI

Mavericks

Not all covers bearing semi-official air-mail stamps were carried by the airways company whose adhesives they bear. Stamps of Jack V. Elliot Air Service were honoured by its successors — Elliot Fairchild Air Service and Elliot Fairchild Air Transport and are also to be found on mail carried by Patricia Airways & Exploration Company, Ltd.

Although Patricia Airways Limited was entirely separate from Patricia Airways & Exploration Company, Ltd., it carried covers bearing the stamp of companies it absorbed or to whose airmail routes it succeeded.

Western Canada Airways, Ltd., contract with the Post Office Department to carry mail between Sioux Lookout (Rolling Portage) and Gold Pines, Red Lake and Woman Lake, commenced May 10, 1927 but from March 4th, they carried letters bearing stamps of earlier companies: Patricia Airways, Patricia Airways & Exploration Company, Ltd.; Jack V. Elliot Air Service and Elliot-Fairchild Air Service, Ltd.

Semi-official airmail stamps issued by short-lived aviation companies are known on covers bearing ordinary postage stamps of Canada postmarked before the company stamps were printed and after the company had ceased operations. Obviously these could not have been flown by such airways company. Most of these "manufactured" covers were addressed to A. C. Roe or A. C. Roessler, East Orange, New Jersey, and since they were franked with Canadian Government stamps were accepted in the mails.

In this category may be included the

covers bearing the stamps of Klondike Airways Limited with that of McGreeley's Express. Klondike Airways, Ltd. ran a freight and trucking business between Whitehorse, Mayo and Dawson City and had a mail contract for that route for several years before it operated an airplane. It bought its first plane in October, 1928 and made its first flight with Air Mail in October, 1928 between White Horse/Wenecke/Keno/Mayo Landing and Dawson.

Covers bearing stamps of Maritime & Newfoundland Airways are sometimes encountered franked with stamps of Canada and apparently, on the face, genuinely flown covers. But they were admitted to the mails as ordinary postage with the company adhesive on the back of the cover having no validation.

This company was formed to carry mail and express between Newfoundland-St. Pierre and Sydney, Nova Scotia. In August 1931 an unofficial flight was made from Sydney to St. Pierre. The letters were refused entry into the mails and were retained in St. Pierre while the company sought to obtain permission for its stamps. The company failed to obtain sanction for the stamps from any government and the covers were returned to the senders in 1934.

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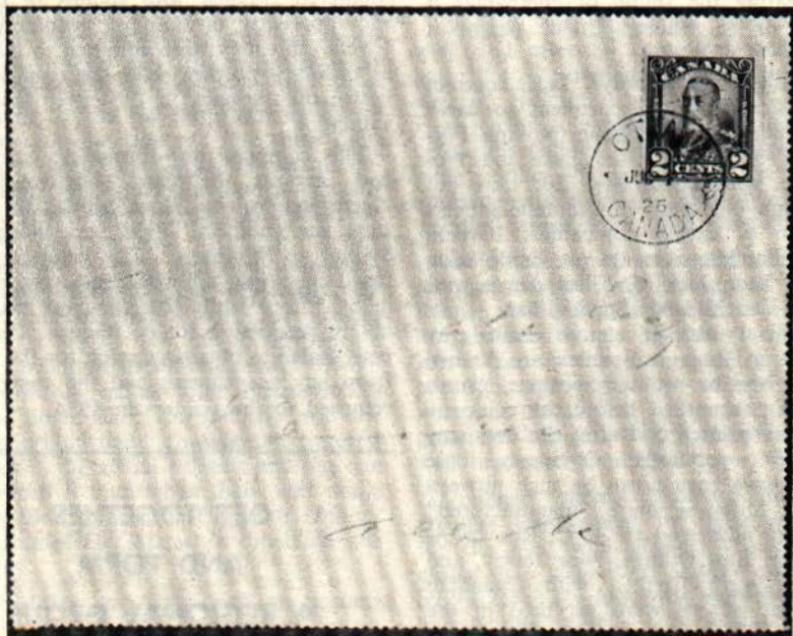
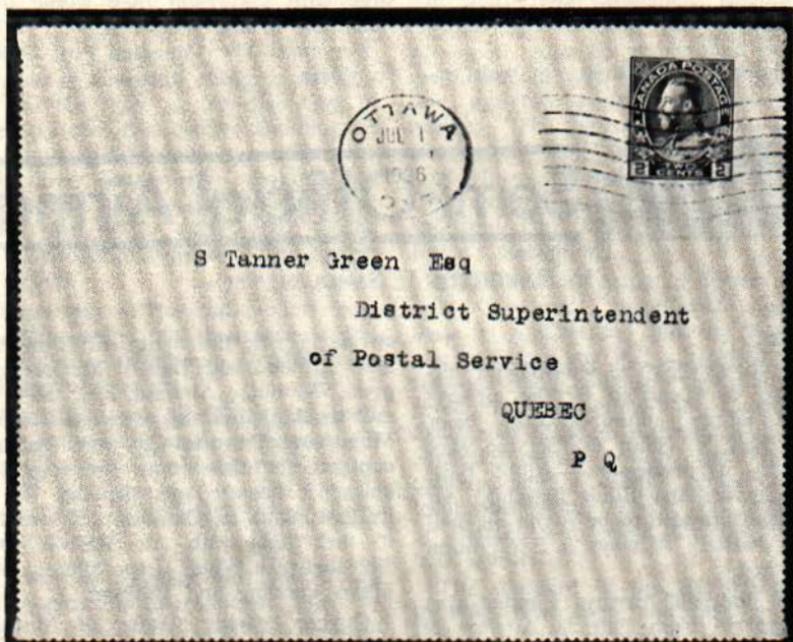


Figure 1

— see next page

Ottawa,
Dominion Day,
July First,
Nineteen twenty six.

To commemorate the beginning of the sixtieth year of Confederation and the restoration of two cent postage, I am sending you this greeting prepaid at penny postage rate which is effective from this date.

Chas. Murphy

Postmaster General of Canada.

Figure 2

The oddity in this pair of souvenir letter-sheets is the 2c Green, 1928 Scroll issue, Scott No. 151. It is date stamped July 1, 1926—about two years and three months before the stamp's issue date.

We are indebted to E. O'Callaghan of Sudbury, Ontario, for bringing it to our attention. Mr. O'Callaghan states in a covering letter that *Topics* Sep.-Oct. 1978—"Rambling Through the Record"—published a letter from Canadian Bank Note Company to the Post Office dated August 24, 1928 which "approved model of the 2c denomination. . . ."

How, then, could a copy of the stamp be found with a 1926 post mark? The answer is simply that this souvenir card is "manufactured". Figure 1, top, shows the legitimate souvenir, with a 2c Admiral franked July 1, 1926. Fig. 2 shows the

purpose of the card which, among other things, commemorates the restoration of two cent postage. The card is signed by Charles Murphy, PMG from December 29, 1921 to June 28, 1926.

The majority of die proofs of the 1928 Scroll issue were initialled by PMG Peter John Veniot, whose tenure of office was September 25, 1926-August 6, 1930. Approval dates of these dies opens up another can of worms. For the 1928 2c Green Boggs gives the date as November 4, 1928, while listing the stamps *issue* date as October 16, 1928.

Something's still wrong.

Can anyone holding a 2c die proof with approval date let us know what it is?

— Editor

Letters & Announcements

OFFICE OF THE GENERAL MANAGER,
CANADA ATLANTIC RAILWAY CO.,
OTTAWA, ARNPRIOR & PARRY SOUND RY. CO.
OTTAWA, ONT.



Stuart A. Clark Esq
Hawthorn
Ott

Interesting RPO Cover

Shaw's handbook, *Canadian Transportation Postmarks*, lists the various railway companies which once existed. Ottawa and Pontiac railway went from Galetta, Ont. to Quyon Station and to Arnprior. The Brockville and Ottawa railway went from Ottawa to Arnprior as one part of the rail, the Canada Atlantic railway went from Ottawa to Parry Sound as part of the rail system. These are examples of lines which covered this area.

The cover illustrated, which comes from the office of the general manager of the Canada Atlantic Railway Co., shows the special railway company of Ottawa, Arnprior and Parry Sound Ry. Co. Probably no known cancel exist with this kind of RPO. The cover is cancelled with a squared circle Ottawa, hammer No. 7, 16 Aug. 1897.

— Hans Reiche

* * *

Your Convention \$'s

Stuart A. Clark, Winnipeg, raises the question of hotel accommodation costs at various conventions. For The Breakers in Palm Beach, he says, *Topics* published a (daily) rate of \$100, whereas the hotel's published rate was between \$65 and \$95.

The latter rate was available if you didn't mention you were with the BNAPS group. (*Topics* May-June issue actually stated \$80-\$100 single, Modified American Plan.)

Mr. Clark doesn't state in his letter whether the cheaper rate quoted included breakfast and dinner, which the MAP did. However, he does say that he had a similar experience in British Columbia. The Royal Vancouver had quoted \$45 for delegates to the RPSC convention. Mr. Clark phoned the hotel, made no mention of RPSC, and secured one night's accommodation at \$45, and a weekend special (Friday, Saturday, Sunday) at \$28 a night.

* * *

A 2c Red Admiral Reentry

Thanks to a dealer in Montreal I am continuing to look over thousands of "unsorted" Admirals every year. On the average I have been able to find about 10 reentries, 10 good retouches and other constant flaws including many RPOs, duplexes and dates. This time an interesting reentry turned up.

The well known 1c green major reentry, Plate 12 LR No. 35, shows the skewed reentry. A similar type of reentry has been recorded on the 2c green. We can now report this reentry on the 2c red which has

a similar skewed entry as the other two. Here the upper right frame line is very thick and slanting downwards, the left frame line is thicker from top to bottom, the upper left corner is thicker, the right numeral box shows doubling of the top line, the left numeral box shows doubling outside the box and extension of the horizontal shading lines into the box and slight doubling appears of the upper right spandrel line. Also the left numeral 2 shows doubling. The stamps come from a printing period around 1915. It is the only copy I have noticed so far and unfortunately the stamp is slightly damaged. The stamp can easily be recognized by its appearance of the strong and thickened frame lines.

— H. Reiche

* * *

Edmonton Regional Group

The Edmonton Regional Group of BNAPS meets regularly on a monthly basis with summer meetings at the option of the Group. Meetings include lively programs and seminars. All members welcome. Contact Rick Parama, No. 107 16425—109 Street, Edmonton, Alta., Canada, T5X 2K1, for further details.

* * *

Revenue Seminar at PIPEX 79

Chuck Emery has announced a Canada revenue seminar to be held at Pipex 79, June 8-10, at the Royal Towers Hotel, New Westminster, B.C. It is being open to any interested revenueurs.

There will be a special revenue exhibition section in the show, and revenue dealers are encouraged to obtain a bourse table. For further details write to Box 1242, Coquitlam, B.C., Canada V3J 6Z9.

* * *

Harrison Honoured

Horace W. Harrison has been elected a Fellow of the Canadian Philatelic Society of Great Britain. The announcement came at the time of the society's 32nd annual convention.

Canada's Program for 1979

24 JANUARY — High-value Definitive,	
Fundy National Park	\$1
1 FEBRUARY—Quebec Winter Carnival	14c
8 MARCH—Low-value Definitives,	
Queen Elizabeth II	17c
Houses of Parliament	17c
Tree	35c
10 APRIL—Endangered Wildlife Turtle	17c
Whale	35c
27 APRIL—Postal Code	2 x 17c
High-value Definitive	
Kluane National Park	\$2
3 MAY—Authors	17c
Emile Nelligan, Frederick Philip Grove	17c
11 MAY—Colonel John By	17c
Colonel Charles-Michel de Salaberry..	17c
15 JUNE—Provincial and Territorial	
Flags—Miniature sheet	12 x 17c
16 AUGUST—Women's Field Hockey	
World Championships	17c
Canoe, Kayak World Championship	17c
13 SEPTEMBER—Inuit—Shelter	4 x 17c
17 OCTOBER—Christmas/UN Year of	
the Child	15c, 17c, 35c
15 NOVEMBER—Aircraft	2 x 17c, 2 x 35c
(The above issues were announced in December.)	

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Postage Due and Redirection, 1868-1911

by ALLAN STEINHART

PART II

The next major Act of Canada's Postal System of concern to us in this article is the Post Office Act of 1875. The Act again specified the same rule in regard partially prepaid articles of mail matter for delivery within or outside Canada and went on to say in section 27 that "when any letter or other mailable matter is posted in Canada without prepayment, or insufficiently prepaid in any case in which prepayment is by this Act made obligatory, the Postmaster General may detain the same, and cause it to be returned, when practicable, to the sender."

Department Order No. 15 of the post office department, dated Sept. 1, 1875 and effective Oct. 1, 1875 outlined some of the rules put into effect as a result of the Post Office Act of 1875. Section 1 said the rate on letters internally mailed in Canada was 3c per half ounce "but the statute provides that this rate must be prepaid by postage stamp at the time of posting the letter." From this time on the sender no longer had a choice of sending a letter 3c prepaid or 5c collect per half ounce.

Section 2 of this directive went on to say, "Any such letter posted wholly unpaid cannot be forwarded to its destination, but is to be sent to the Dead Letter Office, with the reason plainly marked on it — 'postage not prepaid'. Such letter must be carefully post-marked with the name of the Office where posted and date of posting."

Section 3 of the same directive went on to detail the measures to be taken on partially prepaid multiple rate letters. "Letters as aforesaid posted in Canada, and addressed to places in Canada, when weighing more than half an ounce, and liable therefore to two or more rates of postage, may be transmitted by mail to destination, though not fully prepaid, if as much as one full rate of three cents has been prepaid thereon by postage stamp; and are in such cases to be forward charged with double the amount of deficient postage not prepaid, which charge is to be entered on the Letter Bills, and to be collected and accounted for on delivery. Thus, if such a letter weighing more than ½ oz., and not exceeding 2 ozs. in weight, be posted pre-

paid 3 cents only, it is to be rated 6 cents unpaid — 'more to pay' — and forwarded to its address."

Section 3 of this directive is a most important rule for us. It is the first time the principle of double the deficiency for postage due was introduced in Canada for general use. The principle was later extended to other areas and is still used to this day in Canada on many different types of short paid mail matter. Here is an example of a major principle of Canadian postal history first raising its head in a section of a minor directive of the Post Office.

There was one exception to the rule that unpaid letters could not be forwarded after Sept. 30, 1875. An order originated with F. M. Passow, post office inspector for Nova Scotia, allowed unpaid letters mailed at country post offices addressed to public departments in Halifax were to be forwarded with double postage until October 31, 1875. Here we again have the double deficiency principle, but even though only for one month, it is the first time we see it applied to completely unpaid domestic mail matter.

The Postal Guide issued October 1, 1875, noted the rule changes of the Post Office Act of 1875 and went on to expound them in more detailed form. Some of these rules affect this study. On letters to the United Kingdom, if they were sent unpaid, double postage charged on each item on delivery, less the amount prepaid. A mutilated stamp or a stamp cut in half was not recognized in payment of postage. This rule effectively means that all funny bisects used after this time and things such as the Port Hood provisionals are only freaks or philatelic items which slipped through the postal system and were not caught by officials or were made up by some postmaster or clerk on a low level and were not *officially* authorized.

A couple of other new rates in the October 1, 1875 Guide related to redirection and other instructional markings found on covers. It provided that "letters without any direction" or improperly addressed and unpaid and insufficiently paid letters addressed to countries to which letters could not be sent unpaid were to be returned through the Dead Letter Office. A letter

delivered to the wrong person was to be returned to the postmaster endorsed "opened by me through mistake" and it was to be signed by the opener. Among the other rules found in the guide are the following:

"Registration stamps cannot be accepted in payment of ordinary postage.

"Mail couriers are bound to receive letters offered to them whilst on the road between one post office and another, provided that when a letter is so offered, the distance from the nearest post office exceeds one mile. Such letters are termed WAY LETTERS, and must be prepaid by stamp."

There is yet one more rule in this guide dealing with drop letters we must note. "Drop letters, if redirected in consequence of a change in the residence of the person addressed, become liable to the double unpaid rate of 6 cents. Insufficiently paid drop letters will be rated with double the amount of deficient postage." This meant a drop letter rated 1c of redirected out of town would be rated unpaid 6c less the 1c prepaid or postage due of 5c.

The October, 1878, Official Postal Guide expanded on the rule in regard free redirection of letters in Canada. This rule was extended to letters mailed in the United States, addressed to Canada and redirected from Canada to the United States without being taken out of the Post Office.

The October, 1878 Guide had some other rules of interest to us. One of them noted that "in calculating the amount of postage due on a letter, care should be taken to ascertain its exact weight. If the half ounce be exceeded to the smallest extent, even though the balance be merely turned, the letter becomes liable to an additional rate."

Department Order No. 24 of the Post Office, dated September 1, 1879, stated the Post Office rule in regard missent letters. Section No. 4 said "when letters or other postal matter is mis-sent and reaches a Post Office for which it is not intended, the Postmaster, when sending on the same to what he judges to be the right destination, should be careful to mark thereon 'mis-sent to . . .' adding the postmark of his office."

The January 1879 Postal Guide noted that "the impressed Stamp cut from an envelope cannot be used for prepayment of postage in any shape, and when detached from the Envelope on which it was impressed, it loses all value as a Postage Stamp." This rule still applies today.

A Post Office circular, dated March 24,

1879 and effective April 1, 1879, announced that if a letter or other article of mail matter was short paid to the U.S.A. or Newfoundland, it had to be charged double the deficiency except on redirected correspondence when only the short paid amount was charged and there was no doubling of the deficiency.

An extract from the *Canada Gazette* of Saturday, May 14, 1881, gives us some information in regard insufficiently paid letters mailed between Canada and the United States. It was signed by Canadian officials April 28, 1881 and became effective May 1, 1881.

Insufficiently paid letters mailed in Canada addressed to the United States and vice versa on which a single rate of postage or more had been prepaid were to be forwarded charged with the amount of deficient postage, to be collected on delivery and returned by the post office of the country of destination. The amount of such deficient postage was to be indicated in figures by the despatching exchange office on the upper left hand corner of the address.

The July 1881 Official Postal Guide added the following in regard unpaid and short paid U.P.U. letters. "Unpaid letters addressed to countries in the Postal Union (except the United States) are charged double the prepaid rate, and those partially paid are charged double the deficiency. The same rates are chargeable in Canada on insufficiently paid letters received from Postal Union Countries." It went on to say that unpaid and insufficiently prepaid letters to Newfoundland were treated the same as those to any other Postal Union country.

Department Order No. 81 dated February 13, 1888 concerned the rates of postage put into effect by the new postal convention with the United States that became effective March 1, 1888. One of its provisions is of interest to us as it says that letters on which one full domestic rate had been prepaid by stamps were to be forwarded stamped 'T' and marked with the amount due and short paid, to be collected on delivery. This is the earliest I have found the international postage due symbol "T", short for tax mentioned in post office documents.

In the 1889 postal guide the term "more to pay" was no longer used and the new phrase introduced was "insufficiently prepaid."

In the 1890 Postal Guide we find a change in rules of rating redirected drop letters. The guide said that "drop letters, if redirected to some other post office in consequence of a change in the residence of the person addressed, become liable to the ordinary rate of 3 cents per ounce, less the amount prepaid." This was a significant change from the previous double deficiency.

In the same 1890 Guide there is an interesting section in regard to short paid U.P.U. letters. The guide said "the deficient postage on short-paid letters from Postal Union countries is reckoned in the first place in centimes, not cents, five centimes being the equivalent of one cent, and Postmasters in Canada have sometimes been misled by these circumstances into making excessive charges on the delivery of such letters . . . It is the duty of the Exchange Office receiving such letters to indicate in Canadian currency the exact amount to be collected."

As an example if a letter was mailed to Great Britain single rated and franked 3c it would be short paid 2c. 2c was equivalent to 10 centimes and so it should be marked at double the deficiency or 20 centimes postage due or T/20. ½ pence equalled 5 centimes and so the letter should be charged 2 pence postage due in the U.K.

The January, 1893 Guide noted the "T" symbol was to be used on all short paid Postal Union mail to or from foreign countries.

The January 1898 Postal Guide had a note in relation to U.P.U. mails which is of interest to us here. The note said that "if the insufficient prepayment is due to the fact that the letter was posted in the first place as a domestic letter and was afterwards redirected to another country, the simple deficiency only in the Postal Union rate is collected on delivery. This applies not only to letters but to all other classes of mail matter."

The Act to Amend the Post Office Act assented to June 13, 1898 but not effective until January 1, 1899 noted "letters wholly unpaid shall not be forwarded by post; but letters which are addressed to any place in Canada and on which any postage has been prepaid by stamp shall be forwarded to their destination charged with double the amount of the postage thereon not so prepaid, which amount shall be collected on delivery."

The same act also introduced a new rule

for unpaid mail and improperly addressed mail. The rule was that in the case of mail matter which bore upon the cover thereof the name and address of the sender, and which was mailed unpaid, the postmaster at the office of mailing could notify the sender of such non-payment and allow him to supply the short postage for the purpose of being affixed thereto by the postmaster, and that in the case of imperfectly addressed mail matter which indicated on the cover the sender's name, the postmaster could afford the sender an opportunity of enabling the postmaster to complete the address."

The January, 1899 Postal Guide had a most interesting rule. "Commemorative postage stamps of temporary validity only are not recognized in the international service." This rule did not apply to any of Canada's stamps but could explain a postage due rate on incoming mail. Another rule in this guide could also explain postage due in an unusual case. The rule was "letters, etc., mailed on a vessel at sea may be prepaid by means of postage stamps of the country whose flag the ship carries; but letters mailed on a vessel in port must be prepaid by stamps of the country to which the port belongs."

The January, 1900 Postal Guide noted that "correspondence, whether registered or unregistered, addressed to a deceased person, may be delivered to the legal representative of the deceased." Previous to this all such mail was supposed to go to the Dead Letter Office.

A circular of the Post Office Department dated June 1, 1906 announced the issuance of postage due stamps and changes in the system of collecting unpaid postage. Section one of the circular noted "the Department will issue a special stamp which will be known as the "POSTAGE DUE" stamp and when delivering any article of mail matter on which unpaid or additional postage is to be collected the Postmaster will collect from the addressee the additional postage in cash and affix to the article and cancel POSTAGE DUE stamps to the amount of the additional postage charged on such article."

As a result of the 1907 U.P.U. Congress in Rome there were some changes in wording and methodology in rating short paid U.P.U. letters. A Post Office Department Circular of September 27, 1907 gave these changes.

"In the case of unpaid and insufficiently prepaid articles posted in Canada double

the amount of the deficient postage expressed in francs and centimes must be stamped or marked in easily read figures placed by the postage stamps on insufficiently prepaid articles and in the upper left corner of totally unpaid letters, except where the deficiency arises from redirection when the amount of the deficient postage only is to be so indicated.

"In the case of unpaid and insufficiently prepaid articles addressed to Canada, the number of centimes stamped or marked on each article divided by 5 should in every instance represent the amount in Canadian currency to be collected by the office of destination from the addressee."

The October 1908 Quarterly Postal Guide had a note on redirection and postage due of drop letters. "It will sometimes happen that a letter, which has been posted for

local delivery, prepaid at the 'drop letter' rate of one cent per ounce, will have to be redirected to an address in the United States or in Mexico. In such a case, the letter should be forwarded to its new destination charged simply with the difference between the amount of postage prepaid and the amount that would have been chargeable had the letter been originally addressed to that destination, notwithstanding the fact that, if the letter had been originally addressed to the United States or Mexico, the regulations would not have allowed it to go forward without being prepaid at least two cents — one full rate."

This gives us some of the rules and regulations in regard postage due and redirection during the period April 1, 1868 to December 31, 1911. There are many more specific rules I have not touched upon here and perhaps they will be treated in the future.

Revenue Ramblings

by CHUCK EMERY

Something relatively new on the scene in this past year or so, is an alarming oversupply of the current Saskatchewan Law stamps overprinted "Specimen", or having the top selvage overprinted "Specimen", and each stamp punched with a circular hole about 1/2 inch up from the bottom on the left of the stamp.

Members of our revenue study group will know the sets I mean, as they were all given photocopies of the vertical strips of five carrying the overprints.

These sets include all denominations, with both types of overprints, and are usually offered in the vertical strip format, such a set selling for an average of \$1,000 or so. I have personally seen, just in the Vancouver-Washington area, enough sets of strips to reconstruct at least two sheets of each value.

What is going on? Anybody know?

* * *

Someone wrote the other day to ask about the Prohibition stamps of Quebec (Holmes QP1-QP10, and so a few noted from my files.

Under 9 George V, Chapter 18, passed on 17 March, 1919, and assented to 1 May, 1919, Quebec legislation stipulated that alcoholic beverages and liquors could only be

sold for medicinal, industrial, mechanical, scientific, or artistic purposes, through a licensed dealer.

The Act specified a tax equal to 5% of the purchase price, rounded off to the nearest penny. The government supplied tax stamps which were glued to the lid or top by the dealer, then cancelled at the time of the sale.

The tax stamps were printed by the British American Bank Note Co., Ottawa, and came in denominations of 1c orange, 2c blue, 5c brown, 5c bistre, \$1 olive green, \$5 deep blue, and \$10 violet. The paper is white wove, each stamp imprinted at the bottom by the name of the printer. All stamps appeared perf 12 at the time of issue. Subsequent printings were perf 11.

It might be interesting to recall the rubber cheese sandwiches of Ontario's tougher liquor law days, whereby the law required a person to order food with his booze. The so-called rubber sandwich was slapped down in front of every customer, and the same one used again and again.

Something similar occurred durink Quebec's Prohibition. Just about all the regular customers had a doctor's certificate or prescription for their booze, which they used over and over again. For those not so for-

tunate, most dealers carried a blank supply of prescription pads, and the customer simply wrote his own prescription, probably signed by Dr. John Barleycorn.

Prices for the complete issue today run about \$300 mint or used, with the two expensive items being the \$5 and \$10. Almost all used copies were cancelled with a rubber hand stamp. It should be noted that this is a very difficult issue to exhibit on cover.

* * *

For those revenueurs on or near the West Coast, you should note that there will be a

revenue seminar at Pipex '79, the annual show and convention of the Northwest Federation of Stamp Clubs. The show will be held 8-10 June, 1979, at the Royal Towers Hotel, New Westminster, B.C. For complete details, exhibit entry forms, etc., write to Pipex '79, P.O. Box 895, New Westminster, B.C., Canada V3L 4Z8.

There will be a special revenue section in the show. Other highlights include a seminar by the Postal History Society of Canada, judging seminars, reception, banquet, ladies' program, etc.

BOOK REVIEW

Arctic Postmarks, by Phil Cove. Ottawa, Canadian Philatelic Research Associates, 1977. 100 pp., mimeo, paper. Available from the author, 1410 Jamison Avenue, Orleans, Ont. \$8.00 postpaid.

Research is a slow, deliberate and all too often painstaking process. One of the first things a good researcher learns is there are no short cuts. Unfortunately *Arctic Postmarks* is an attempt at a short cut and the result is simply not a finished product.

In his introduction Cove states his book is a study of current arctic postmarks. One might well wonder what there is to study. The book provides few answers. A general mailing to arctic postmasters would have yielded the same information.

Arctic Postmarks is divided into three sections covering 100 (unnumbered yet) pages. A four page listing of closed offices gives geographical location, dates of operation and first postmaster. Culled from *Change of Postmaster cards* and Woodall's *Yukon Post Offices*, the list is carelessly strung together and is rife with errors of every imaginable description. Of 40 Yukon offices, Cove manages to make major errors in eight.

An alphabetical listing of arctic post offices follows, one to a page, with illustrations of assorted contemporary hammers.

Arctic Quebec offices as well as Yukon are weaved in with NWT rather than given a separate section. The *pièce de résistance*, however is an eight page listing of hammer types patterned after Woodall. Rather than learning from Woodall's mistakes, Cove compounds them with a narrow, unworkable type-chart that emphasizes trivial indicia variations while ignoring significant type differences. Incredulously, the serial numbers attached to these 'types' were

never incorporated into the body of the text.

A definitive work on arctic postal history is long overdue. *Arctic Postmarks* is a painful reminder of the abysmal lack of co-operation among researchers. A work in any other field that completely ignores 40 years of published material, lacks any semblance of purpose and taps none of the vast store of material in the hands of specialists would be viewed with disbelief. In postal history it is blithely received without a murmur.

The time has long since past for 'lone-wolf' half-baked efforts. If nothing else, *Arctic Postmarks* should serve as a catalyst for one or more of the leading collector-researchers in arctic postal history to take on the job of co-ordinating the work now underway and channel it toward the production of a definitive work. Such a book should properly contain a solid introduction, interpretive community histories, full details of hammer usage, photos, carefully documented data on P.O. openings, closings and name changes and a comprehensive bibliography. A wealth of research material exists to support such a study.

This work would profit from the enthusiasm and initiative demonstrated by Phil Cove. A former Yellowknife resident, Cove, 33, worked for the Territorial Division of Tourism and is currently with the Northern Pipelines Branch of the Federal Department of Indian and Northern Affairs. A veteran philatelist he has been an avid collector of arctic cancels for seven years and as a member of several specialist groups. His articles have appeared in society journals, *Linn's*, *Canadian Stamp News*, *Recreation Canada* and *North Magazine*.

—Graham Noble

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ETC.

NEW BRUNSWICK NUMERALS

by NORMAN BRASSLER

Having recently acquired a Small Queen cover cancelled by the New Brunswick numeral No. 14 I decided to do some more work on the transfer of these numerals from their original allocations to the smaller towns, mostly after Confederation. Adequate research has been done on the original allocations, originally by Walter Chadbourne (Stamps Jan. 4th, 1940), who established the fact that after No. 1 (St. John) the distribution was by alphabet, at least through No. 34. No. 35 was apparently given to Sheffield (Argenti reports having seen one on cover) No. 36 to Upham Vale No. 37 to Waterville which appears in a larger type a copy of which I have seen off cover. No. 38 was allocated to Ossekeag, verified by a cover in the Argenti Sale lot 289, the cover dated 1863. 39 belonged to Indiantown. I have a cover dated July 27 1865 verifying this use. Again it is in the large type.

My object is to list the known uses in the small or sometimes the same towns as originally allocated.

Incidentally, one interesting fact arose in my compilation. In at least two or three instances the numerals were reassigned before Confederation (July 1, 1867).

No. 8 Chatham to W. O. Upper Wicklow. My cover dated Nov. 14 1864.

No. 10 Dalhousie to W. O. Whites Cove. My cover dated Oct. 7 1865.

No. 21 Newcastle to Florenceville. Reported but not seen. Source not known.

Perhaps more exist. It would be interesting to ascertain this fact as well.

Incidentally, Argenti mentions the earliest use of a numeral obit to be Feb. 2nd 1854. I have a cover from St. George (#28) dated Jan. 21 1854.

Jephcott and Greene in their wonderful Postal History give short shrift to the numeral cancels and their allocation of the later numerals should be disregarded. For example they assert #33 was Woodstock. To the best of my knowledge this has never been verified. I own two covers from Woodstock with #34 dated Feb. 6 1858 and March 4 1861.

Since the earlier numbers have all been verified I will forego listing them. Later numbers as indicated need verification.

- #31 Have seen a copy off cover, needs verification
- 32 Upham?
- 33 Upper Mills?
- 34 Woodstock verified
- 35 Sheffield verified by Argenti
- 36 Upham Vale?
- 37 Waterville have seen a copy off cover?
- 38 Ossekeag verified
- 39 Indiantown verified

We now come to the interesting part of the listings, namely the use after Confederation to be found on the Large and Small Queens and occasionally later.

- #2 St. John Have cover Nov. 7 74
- 2 ?
- 3 Woodstock Have cover dated 8 14 73
- 4 ?
- 5 ?
- 6 Has been reported as West Marley. This town not listed in Campbell, probably Westmoreland
- 7 W. O. Waterville Cover dated 9 11 69
- 8 Upper Wicklow Cover dated 1 13 70
- 9 Grand Falls Covers dated 1 14 70 and 6 23 74
- 10 White Cove Cover dated 9 7 96
- 11 Upper Woodstock ?
- 12 ?
- 13 Fredericon 12 9 68
- 14 Upper Maugerville Cover dated 3 21 98
- 15 ?
- 16 Penobsquis Cover dated 5 17 98
- 17 ?
- 18 ?
- 19 Memramcook Covers dated 1 23 71 and 5 23 89
- 20 Wickham Cover dated 4 6 94
- 21 W. O. Victoria Cover dated 11 23 70
- 22 Oramocto Cover dated 4 23 96
- 23 ?
- 24 ?
- 25 ?
- 26 Upper Gagetown Covers dated 7 27 70 and 2 21 97
- 27 Upper Sackville ?
- 28 ?
- 29 ?
- 30 St. Stephen Cover dated 7 II 84
- 31 ?
- 32 Upham Vale ?
- 33 Wicklow Cover dated 6 14 87

- 34 ?
- 35 Upper Peel ?
- 36 Upper Queensbury ?
- 37 ?
- 38 ?
- 39 Indiantown off cover in Shanahan Sale April 1959 Unverified

There still seems to be no reason for the reallocations, since as can be observed, some towns kept their numerals for many years i.e.

- St. John 1860 to at least 1984
- White Cove 1865 to at least 1896
- Fredericton 1855 to at least 1868
- Memramcook 1859 to at least 1889
- Oromocto ? to at least 1896. Also later use

St. Stephen 1858 to at least 1884

It is surprising that so few covers have surfaced in all these years. Some numbers

must be extremely scarce or non existent. Needless to say any assistance in locating the missing numbers would be most welcome to add to our philatelic knowledge.

Editor's note: Mr. Brassler later submitted the items below which he received from John Siverts.)

- #2 From Tracy's Mills 11 28 68
- #3 Is a very confusing item since he shows it from W. O. Bath 12 29 70. I can't explain this since I have a cover dated 8 14 73 as indicated.
- 11 John has a cover dated 4 24 94 from Upper Woodstock which verifies that no.
- 22 Another mystery since John has a cover dated 4 7 99 from Winding Ledges, mine of 96 shows Oromocto.
- 39 Is definitely Indiantown since he has a cover dated 4 1 68.

THE MEDALLION ISSUE - A Record of Re Printing Orders

by ALLAN L. STEINHART

PART II

Requisition No. 123 of Jan. 6, 1934 was for booklets and more postal stationery.

- 300,000—3c English booklets
- 25,000—Combination English booklets
- 100,000—1c post bands
- 100,000—½c single French business reply cards
- 100,000—½c French business reply cards, 8 on a sheet
- 300,000—1c bilingual post cards
- 1,000,000—1c English post cards
- 100,000—2c Bilingual post cards

Requisition No. 124 of Jan. 9, 1934 was for 50,000 1c + ½c English special Business reply cards, 8 on a sheet.

Requisition No. 125 of Feb. 7, 1934 was for stationery.

- 200,000—1c post bands
- 200,000—2c Advertising post cards, 8 on a sheet
- 100,000—1c special wrappers

Requisition No. 126 of Feb. 22, 1934 was again a large order for stamps, coils,, booklets and stationery.

- 60,000,000—3c stamps
- 3,000,000—5c stamps
- 100,000—3c English booklets

- 25,000—3c French booklets
 - 2,000—1c coil rolls
 - 3,000—2c coil rolls
 - 5,000—3c coil rolls
 - 2,000—1c coil rolls, precancelled
 - 300,000—1c post bands
 - 3,000,000—1c English post cards
 - 500,000—1c Bilingual post cards
 - 500,000—2c English post cards
 - 500,000—2c Advertising post cards, 8 on a sheet
 - 50,000—1c Advertising cards, single
 - 100,000—1c + ½c English single reply cards
 - 100,000—1c special wrappers
- Requisition No. 127 of February 22, 1934 was for 20,000,000 1c stamps.
- Requisition No. 128 of March 20, 1934 was again an order for stamps, booklets, coils and stationery.
- 35,000,000—1c stamps
 - 25,000,000—2c stamps
 - 50,000,000—3c stamps
 - 2,000,000—5c stamps
 - 200,000—3c English booklets
 - 2,000—3c coil rolls
 - 2,000—1c coil rolls, precancelled
 - 100,000—½c French single reply cards
 - 300,000—½c English single reply cards

200,000—½c French reply cards,
8 on a sheet
200,000—½c English reply cards,
8 on a sheet
100,000—2c Advertising cards,
16 on a sheet

Again on April 7, 1934, requisition No. 130 was for stamps, coils, booklets and stationery.

500,000—4c postage stamps
500,000—8c postage stamps
20,000—1c English booklets
25,000—2c English booklets
2,000—1c coil rolls
2,000—2c coil rolls
100,000—2c Bilingual post cards
500,000—2c English post cards
25,000—1c + Eng.
100,000—2c Binlingual post cards
500,000—2c English post cards
25,000—1c + 1c English reply cards
50,000—Combination English booklets

Requisition No. 131 of April 17, 1934 was for special postal stationery.

10,000,000—1c stamps
10,000—1c French booklets
25,000—1c English booklets
5,000—2c French booklets
25,000—2c English booklets
25,000—3c French booklets
2,000—1c coil rolls
3,000—2c coil rolls
5,000—3c coil rolls
2,000—1c coil rolls, precancelled
300,000—1c Bilingual post cards
1,000,000—1c English post cards
100,000—2c Bilingual post cards
500,000—2c English post cards
500,000—2c Advertising post cards,
8 on a sheet
500,000—1c Advertising post cards,
8 on a sheet
100,000—1c Special Wrappers

Canada Domestic Rates and Postmarks

by CHARLES P. DE VOLPI

PART III (1765-1775)

A decree was issued October 4, 1764, by Governor James Murray that effective January 1, 1765, one shilling sterling was equivalent to 1 shilling four pence currency. On the same basis one shilling currency was equal to three pennyweights, and one shilling sterling was equal to four pennyweights.

The exchange tables were then:

STERLING		CURRENCY		TROY	
S	D	S	D	DWT.	GRS.
0	- 1	0	- 1	0	: 8
0	- 2	0	- 3	0	: 16
0	- 3	0	- 4	1	: 0
0	- 4	0	- 5	1	: 8
0	- 6	0	- 8	2	: 0
0	- 8	0	- 11	2	: 16
0	- 9	1	- 0	3	: 0
0	- 10	1	- 1	3	: 8
1	- 0	1	- 4	4	: 0
1	- 4	1	- 10	5	: 8
2	- 0	2	- 8	8	: 0

This ratio of exchange remained in effect until March 29, 1777.

By act of 5 GEORGE III - CAP. XXV, effective October 10, 1765, Canada's first Official Postal Rate schedule came into effect, repealing act 9 ANNE - CAP. X (Quebec Gazette) Sp. 12. 1765, G.P.O. London Order of June 8, 1765.

"An Act to alter certain Rates of Postage, and to amend, explain, and enlarge several Provisions in an Act made in the Ninth Year of the Reign of Queen Anne, and in other Acts relating to the Revenue of the Post Office.

"So much as relates to the Postage on Letters and Packets conveyed by the Post within the British Dominions in America and the West Indies, and to any Felony or other Offence committed within such Dominions."

III — (1765-1775)

"Most Gracious Sovereign,
Whereas the Security and Improvement of Correspondence throughout Your Majesty's Dominions is a Matter of great Concernment and highly necessary for the Preservation and Extension of Trade and Commerce; And whereas by an Act made in the Ninth Year of the Reign of Her late Majesty Queen Anne several Rates are settled for the Port and Conveyance of Let-

ters and Packets passing to and from the several Parts of the British Dominions in Europe and America: And whereas by the Increase of Trade and Commerce since the passing of the said Act, and by the vast Accession of Territory gained by the late Treaty of Peace, several Communications are opened, and new Posts have been or may be established to and from the several Parts of Your Majesty's Dominions in America for which the Rates of Postage cannot, under the present Law, be properly ascertained: And whereas the present Rates of Postage may in some Parts be reduced, and the Revenue nevertheless may hereafter be improved by means of a more extensive Circulation, we, Your Majesty's most dutiful and loyal Subjects, the Commons of Great Britain in Parliament assembled, do most humbly beseech Your Majesty that it may be enacted; and be it enacted by the King's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, That so much of the said Act made in the Ninth Year of the Reign of Her said late Majesty Queen Anne, intituled An Act for establishing a General Post Office for all Her Majesty's Dominions, and for settling a weekly Sum out of the Revenues thereof for the Service of the War, and other Her Majesty's Occasions, as establishes certain Rates or Sums for the Port or Conveyance of Letters and packets passing between London and the British Dominions in America, and between any Places within the said Dominions, shall, from and after the Tenth Day of October One thousand seven hundred and sixty-five, be and is hereby repealed.

2. And to the end that more easy and equal Rates of Postage may be settled and established, and the Benefits of Posts be in Time extended to every Part of the British Dominions in America, be it enacted by the Authority aforesaid, That from and after the said Tenth Day of October One thousand seven hundred and sixty-five it shall and may be lawful to and for His Majesty's Postmaster General for the Time being, and his Deputy and Deputies by him thereunto sufficiently authorized, to and for the Use of His Majesty, His Heirs and Successors, to demand, have, receive, and take, for the Port and Conveyance of all and every the Letters, Packets, and other

Things that shall be carried or conveyed to or from London from or to any of the said Dominions from or to any other Part thereof, according to the several and respective Rates and Sums hereafter mentioned, the same being rated either by the Letter or by the Ounce; that is to say,

For all Letters and Packets conveyed by Sea from any Port in the British Dominions in America to any other Port within the said Dominions, for every Single Letter Four-pence, for every Double Letter Eight-pence, for every Treble Letter One Shilling, and for every Ounce One Shilling and Four-pence, and so in proportion for every Packet of Deeds, Writs, or other Things.

For the Inland Conveyance of all Letters and Packets to or from any Chief Post Office established or to be established within the British Dominions in America from or to any other Part of the said Dominions not exceeding Sixty British Miles distant from such Chief Offices respectively, or from the Office where such Letters or Packets not passing through any such Chief Office may be put in, for every Single Letter Four-pence, for every Double Letter Eight-pence, for every Treble Letter One Shilling, and for every Ounce One Shilling and Four-pence; and being upwards of Sixty such Miles and not exceeding One hundred such Miles, for every Single Letter Sixpence, for every Double Letter One Shilling, for every Treble Letter One Shilling and Sixpence, and for every Ounce Two Shillings; and being upwards of One hundred such Miles and not exceeding Two hundred such Miles, for every Single Letter Eight-pence, for every Double Letter One Shilling and Four-pence, for every Treble Letter Two Shillings, and for every Ounce Two Shillings and Eight-pence; and for every Distance not exceeding One hundred such Miles beyond such Two hundred Miles, and for every such further Distance, for every Single Letter Two-pence, for every Double Letter Four-pence, for every Treble Letter Six-pence, and for every Ounce Eight-pence, and so in proportion according to the said several and respective Rates and Distances for every Packet of Deeds, Writs or other Things."

This act, effective October 10, 1765, set up the following rate schedule in sterling, and on the basis of Governor Murray's ordinance of October 4, 1764, the currency and Troy equivalents are shown:

To 2. 16
Mr. William Grant
Montreal

Fig. 7 — From Quebec, August 17, 1769 — to Montreal — 180 Miles.
Rated 2 . . 16 = 2 dwt 16 gr — Collect-rate applicable
For Distance of 101 to 200 Miles.

Qd D dwt
A Monsieur
Monsieur Jean Bernard
N. G. J.
Montreal

Fig. 8 — From Quebec, October 24, 1771, to Montreal — 180 Miles.
Rated Q8 dwt. — Collect Triple Rate for Distance of 101 to 200 Miles —
Letter had 2 enclosures.

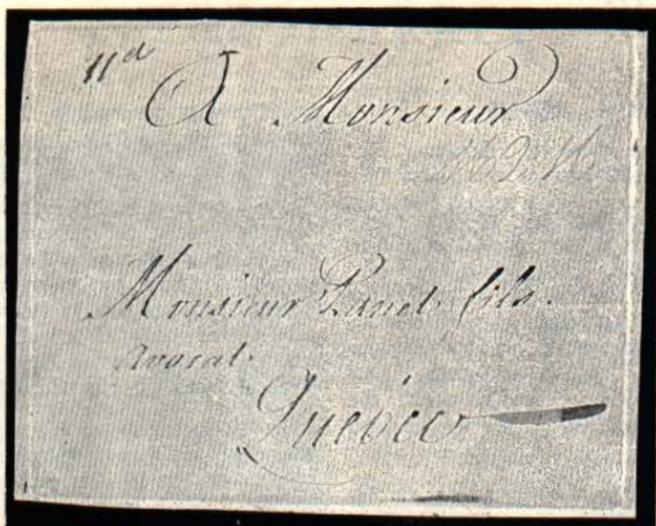


Fig. 11 — From Montreal, January 18, 1773, to Quebec — 180 Miles.
 Rated 11d (currency) M2 .16 (2 dwt. 16 grs.)
 ...Rate Applicable to Distance of 101 to 200 Miles....

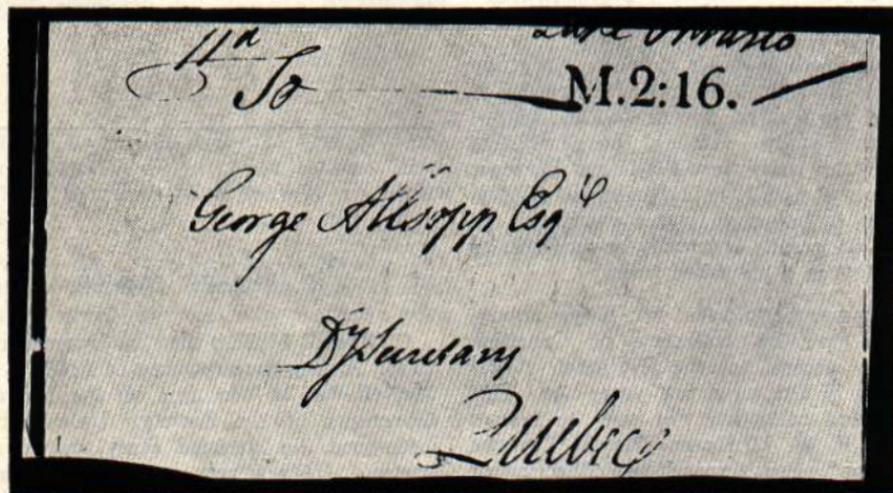


Fig. 12 — From Montreal, August 12, 1774, to Quebec — 180 Miles.
 Rated 11d (currency) M.2:16. (2 dwt. 16 grs.)
 Canada's First Rate Handstamp

DEATHS

F. W. L. KEANE

J. E. Kraemer writes:

Fred W. L. Keane of Victoria, B.C. passed away after a long period of illness on 6 October 1978. Fred was a keen philatelist, a modest author and a gentleman. His research and studies on the British Columbia law stamps resulted in a 1975 publication entitled "British Columbia Law Stamp—Twenty-Five Cents Value of the Fifth Issue". Howard L. Martin assisted him.

Also in 1975 Mr. Keane wrote an 84-page study in collaboration with J. Paul Hughes and others entitled "Canada—The 1967-73 Definitive Issue".

From 1968 to 1972 Mr. Keane with R. B. Hetherington wrote a series of articles in "Maple Leaves" entitled "Precancels on the Admiral Issue".

As far back as 1955 Mr. Keane contributed articles to "Topics", "Maple Leaves" and the "Canadian Philatelist".

At his death he was a member of a group studying the "Broken-Circle" postmarks of Canada. He worked, encouraged and helped fund this study. Among those assisting Fred on this study were Ferdinand Bélanger of Montreal and J. Paul Hughes of Sidney, B.C. It is hoped that this work will go on and the results eventually be available to philatelists in a published form.

It can now be told that Mr. Keane anonymously gave his collection of Canadian revenue stamps to the National Postal Museum in Ottawa a few years ago. This magnificent collection will now be known as the "F. W. L. Keane Canada Revenue Collection". Fred's specialized collection of B.C. law stamps is included in the collection.

Michael Dicketts writes:

F. W. L. Keane, or Fred as his many friends and admirers universally called him, came from a distinguished Irish family, and was educated in a way few are today. A gentleman in the true meaning of the word, he worked in the Forestry Service in Brit-

ish Columbia, spending the latter part of his career in the fruit growing area of Vine-land.

As a scrupulous philatelist, Fred Keane had few peers, for he applied his mind to the study of stamps and the problems and questions raised by others with a rare insight. His generosity in helping others with advice and material is well known, and he was unstinting in sharing his knowledge with all who were privileged to know him.

A bibliography of his writings for this magazine and elsewhere would need several pages, but just to illustrate his range of interests I must mention his seminal listing of postal rates in 1954 and his handbooks on the Centennial issue and the plating of the 25c B.C. Law revenue.

In paying tribute to a fine gentleman and philatelist, I know that the many collector-friends of Fred will join with me in offering our respects to the memory of an outstanding member of BNAPS. May he rest in peace.

C. RUSSELL McNEIL

C. Russell McNeil died on December 27, 1978. A long time member of BNAPS, Mr. McNeil was at one time on the Board of Governors of the Society. Unless health intervened, he attended every annual convention. He was very active in the Hamilton Philatelic Society, and a past president of that Society.

He was employed by the Fuller Brush Company for 40 years, and took early retirement due to health reasons. Altogether a great guy, he will be missed by all.

BNAPS extends to his wife Zelma their deepest sympathy.

—Robert V. C. Carr

FRED JARRET



Fred Jarrett, the doyen of Canadian philately, died in his sleep on January 22nd, 1979. He would have been 91 on March 26th.

When he published his magnum opus, "Stamps of British North America" in 1929 it represented the most comprehensive work

on Canadian philately at that time. His emphasis on cancellations, almost totally ignored previously, is one aspect which gives the work an enduring value, and, although published 50 years ago, is still consulted by students of Canadian philately.

Fred Jarrett was the oldest living signatory of the "Roll of Distinguished Philatelists" an honour headed by King George V in 1921. He was an honorary Fellow of the Royal Philatelic Society of Canada and of the Canadian Philatelic Society of Great Britain and received the Order of Canada from the Governor-General of Canada, the Right Honorable Jules Leger, C.C. in April, 1974.

Born in Huntsville, Ontario, Mr. Jarrett started collecting stamps as a school boy and was basically a collector throughout his life.

At one time champion speed typist of Canada, he was employed by Underwood Limited as a representative for Underwood typewriters and travelled extensively throughout the world. During the First Great War he was private secretary to Sir Edward Kemp, Minister of Canadian Overseas Military Forces in London.

The Society extends to his wife Elsie and his family their deepest sympathy in their great loss.

— V. G. Greene

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MARCH 22nd. and 23rd.

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