

More patriotics — page 24

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MORE ADMIRAL COVERS

by ALLAN STEINHART

This cover shows a 4c Admiral partially prepaying the 10c one ounce U.P.U. rate to Belgium. Being short paid 6c, it is charged double deficiency postage due of 12c which

eight cent stamp certainly is not paying the 8c U.P.U. single rate it was designed for. In fact this is an Acknowledgment of Receipt card. It was homemade by the post-

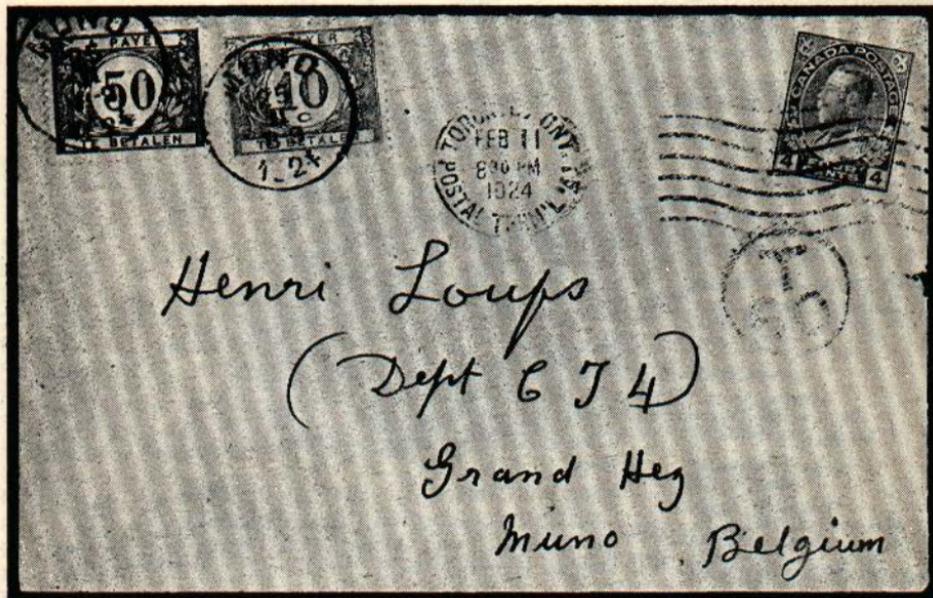


Fig. 1

at 5 centimes to one cent equals 60 centimes which is shown by the T/60 handstamp. In Belgium a 50 and a 10 centime postage due stamp were applied and cancelled.

This postcard to the casual eye appears to be franked in a ridiculous way. What kind of a postcard rate was 10 cents? Without seeing the reverse and without knowing Canada's postage rates and fees of the period it makes no sense whatsoever. The card is Webb's P34f, a common enough card cataloguing only 25 cents and the

master at Hollyburn, B.C. and was used with a registered letter to Dundarave, B.C., a small post office open from May 16, 1918 to Sept. 1, 1931, five miles west of North Vancouver, which became Vancouver-Dundarave. It was received at Hollyburn Dec. 18, 1926. The postmaster at Hollyburn probably ran short of A-R cards and used this unusual method of making one up. The card is filled out on the reverse in the same manner as a proper A-R card.

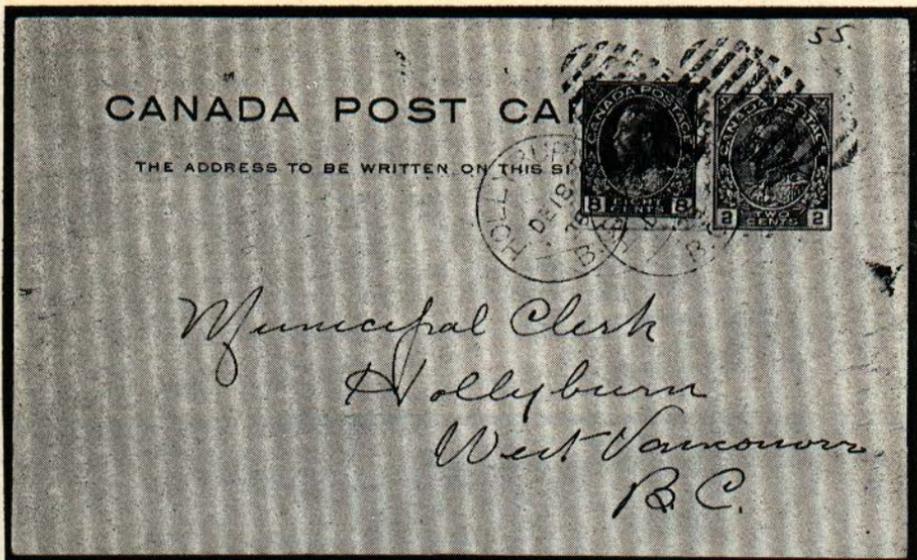


Fig. 2

The postal stationery card in figure no. 3 again shows a Webb's P34f postal card, again used in an extraordinary manner. The card was designed to prepay the domestic postcard plus war tax rate. In this case it is paying the 2c per 2 ounce printed matter

third class rate which became effective October 1, 1921. What makes it even more interesting is the destination of Vaduz, Lichtenstein to which place nottoo many pieces of Admiral period mail can be found.



Fig. 3

Figure no. 4 shows a most interesting cover properly rated in an unusual manner by our friend from the Century Stamp Co. in Montreal. It is a registered U.P.U. one ounce letter from Canada to Bogota, Columbia prepaid 8c for the one ounce U.P.U. rate and 10c for the registration. It left Montreal Feb. 22, 1928, transitted New York Feb. 23 and arrived in Bogota March 23, 1928. The cover is franked with Webb's provisional envelope catalogue EN34, an 8c Admiral and a strip of four 2c on 3c single line Admiral provisionals. EN34 is

Figure No. 5 is a most unusual U.P.U. rate cover. On first appearance it seems to simply be a cover to Switzerland prepaid by a 10c brown Admiral, and a poor, off-centred copy at that. The cover was cancelled at Montreal at 10 a.m. on October 1, 1925. Now the story becomes interesting. Oct. 1, 1925 was the first day of the 8c U.P.U. one ounce letter rate and it turns out this is a first day of the rate cover even though it is overpaid 2c. The 8c blue stamp to pay this rate was not issued until Dec. 1, 1925 and so there was no 8c stamp

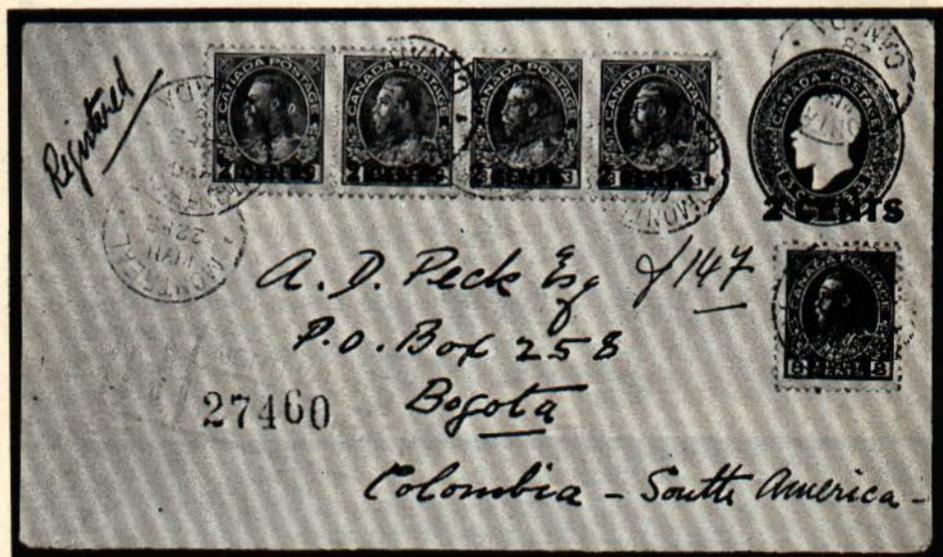


Fig. 4

the early issue 3c brown embossed envelope printed by the printing and stationery department of the post office on wove paper, 6 inches by 3½ inches with the 23mm surcharge. The envelope is unpriced in Webb's and is quite scarce on its own. In combination with the four Admiral provisionals it pays the 10c registration fee and the 8c prepaes the single U.P.U. first class rate. The letter rate to Columbia was reduced to the domestic rate on Dec. 25, 1929.

to pay the rate. The 10c brown stamp was issued Aug. 1, 1925 to replace the 10c blue Admiral which was to become redundant on Oct. 1, 1925 to pay this 8c rate due to the fact the blue colour was reserved for single U.P.U. first class letter rate stamps. I think we can assume in this case the sender was unaware of the rate change and this is the reason for the 10c usage.



Fig. 5

Figure no. 6 shows what I call the "classic" use of the 20c Admiral stamp. It was mailed from Edmonton, Alberta July 2, 1925 to Stuttgart, Germany via Winnipeg with various transit and receiving handstamps on the reverse including a Cologne transit handstamp, a Wurttemery Bahn post handstamp and an interesting airmail hand-

stamp BUEBLINGEN 18-7-25-11-12V. KURORT-INTERNATIONALES FLUG-PLATZ. In this case the single 20c stamp pays a combination of the 10c registration fee and the 10c single one ounce U.P.U. first class letter rate more than effectively tied to the cover by a large purple "R" handstamp.



Fig. 6

Cover no. 7 shows a most interesting use of Mott's no. 124, the 2c carmine Admiral coil stamp, perforated 8 horizontally. It is used on a private postcard mailed to Germany. This usage of this stamp is in itself quite unusual but the date of use makes this card extremely interesting. It was

mailed from Ottawa on March 20, 1913. According to a recent survey on the Admirals, this makes this the earliest reported date on cover for this stamp which probably was issued some time in middle or late February, 1913. The usage to Germany makes it all the more desirable.

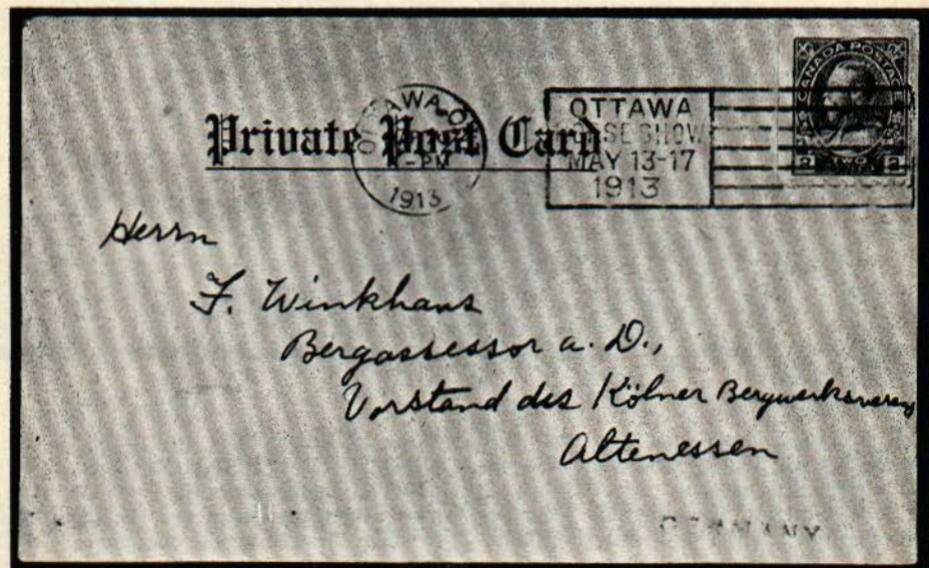


Fig. 7

The Ten Commandments for Philatelic Judges

by SAMUEL RAY

Topics is indebted to Scott's Monthly Stamp Journal for permission to print this article.)

Philatelic judging has fomented more editorials, articles and contention than any other area of our hobby. "The Ten Commandments for Philatelic Judges" printed below were the result of a controversy over judging a few years ago at an exhibition of the Chicago Philatelic Society. Samuel Ray has been a judge at national and international exhibitions for many years.

Judges are presumed to be highly knowledgeable philatelists. Exhibitors consider them to have at least a nodding acquaintance with all aspects of philatelic specialization as well as a profound knowledge of their several areas of expertise. Every judge should endeavor to merit this high regard not only by his actions in judging but in his self-education of philately. In preparing to become a judge one should read — and study — widely in every aspect of philately, and particularly in the fundamentals. One

should subscribe to—and read—all the papers and should join the major societies (local and specialty groups are recommended too) and read their publications—and hopefully, contribute to them. One should collect in a number of disparate fields (in order to gain as much experience as possible), and when these collections attain competitive status, should exhibit them. One should attend all possible exhibitions to study the collections on display, and should attend meetings and lectures regardless of the subject presented—everything is grist for the mill. Nor may one's education cease upon becoming a judge—this is actually the time to redouble one's efforts, for philatelic education is a never-ending process.

Judges should at all times keep in mind two cardinal principles: that philately is reputed to be a friendly hobby, and that exhibitions are its life blood. It follows, then that exhibitors are to be encouraged rather than disparaged. Judges should be friendly toward exhibitors and should refrain from a superior-than-thou attitude. In practice, judges should not feel that they are obligated to seek out the deprecating aspects of exhibits but should instead try to find elements that would justify encouragement. This is not to say that higher awards should be freely given—gold medals still have to be earned—but when lesser exhibits show some merit and possibilities of development, appropriate medals should be awarded. A liberal attitude in this respect should always be maintained by the judges.

Judging should not be approached as an ego trip but as a responsibility that carries with it a certain humility. Judges should therefore make an effort to seek out and empathize with the exhibitor's approach and should refrain from imposing their own standards. One of the charms of philately is the individual approach; it should be remembered that all collectors are free to follow their own idea in collecting, and their efforts should be accorded full and serious credence.

Every collection, as long as it has been accepted by the local exhibition committee and does not contravene any agreed-upon regulations, is entitled to fair and conscientious judging.

Judges are strictly cautioned that they are not judging the owners, the previous own-

ers, the circumstances of acquisition, or any rumors concerning the exhibit, but that their judging is limited solely to the material in the frames. It hardly needs repeating that awards are given to the collection, not the collector. It is the responsibility of the local exhibition committee to police its own rules concerning the ownership of the collection or any other legal or moral matters, and these definitely must be of no concern to the judges.

Judges should know that there is no "right" way to collect or to present a collection. Some collectors prefer to collect and present the stamps and their problems separately from the postal history; other collectors remove aero-philately from the body of the collection and present it separately. Such individuality is to be respected; it is an absolute right of every collector to collect in the manner that seems most logical to him. It is the responsibility of the judges to determine the system preferred by the exhibitor, and if the collection is arranged logically within its own parameters it is not to be down-graded because it does not fit the judges' preconceived notions of what is "right".

Judges should avoid bringing their personal prejudices into their judging. All collections accepted by the local exhibition committee are entitled to serious consideration and careful judging even though there may be a prevailing bias toward them. There are no rules, for example, that state that nineteenth century collections are more "classical" than twentieth century, or rules that permit a bias toward certain countries or fields, or even materials commonly regarded as "philatelic". If the material is susceptible to serious study and the exhibitor is presenting a serious study, then the collection should certainly be taken seriously by the judges.

Judges should assiduously avoid the temptation to denigrate an exhibit because they know little or nothing about the collection. True knowledge consists of knowing how little one actually knows, and admitting ignorance is no sin. If a judge feels that he is insufficiently familiar with an exhibit he should seek advice from an impartial expert or specialist; this is permissible and well-accepted practice. If no advice is available, the judge should then disqualify himself with respect to that collection. He cer-

tainly should not vote, or even comment, when he feels he has insufficient knowledge or is not qualified.

Judges should remember that philatelic education is a continuing process and should use these opportunities to learn something in the given field.

Judges should avoid a tendency to judge the arrangement or write-up instead of the material. Judges should always remember that the material is the dominant factor, and that judging the write-up and decoration is not a substitute for judging the material. Just as an art critic does not judge the frame instead of the painting, a philatelic judge should never allow himself to be deflected from his major job which is judging the stamps and other materials in the collection.

Judges must not display a prejudice against any method of writing-up of a collection. Hand lettering, guide lettering, typewriting, and even pencil lettering are equally acceptable, as long as the work is done in good taste and is appropriate.

Judges should also avoid bias against professional writing up—every collector is entitled to use any kind of help he chooses in putting his collection together. In connection with the writing-up, exhibits should not be downgraded because of an occasional erasure, typographical error, grammatical lapse, or any other such capricious reason, as long as the general effect is one of neatness.

Judges should avoid displaying money prejudices. Exhibits of common material should be given as much serious attention as any other exhibits, and on the other hand, there should be no bias against rarities or other costly material. The phrase "All you need is money" and similar comments hardly indicate a judicial climate. Such attitudes must be carefully avoided by judges. A temperate judicial demeanor should be second nature to anyone calling himself a judge.

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PIONEER MAIL LINE

by KENNETH S. MACKENZIE

The Montreal Ocean Steamship Company was the first Canadian-owned and operated ocean steam navigation line. Better known as the Allan Royal Mail Line, it served on the North Atlantic from 1854 until absorbed by the Canadian Pacific Steamship Company at the time of the First World

War.

It had many agencies in many countries, but the major ones were Edmonstone, Allan & Company at Montreal and Portland, Maine; G. B. Symes, in Quebec; J. & A. Allan, Glasgow, and Allan & Gillespie, Liverpool. The massive correspondence by

22 Nov
1858

Montreal Ocean Steamship Company,
Quebec Agency, *St. November* 1858.

Wm. Edmonstone Allan & Co.
Montreal

Dear Sir

I am glad to hear that the
Manning vessel has received our attention. We note the advertisement of Quebec
which you have made in the St. John's for the Manning family as found however
that you will do better for them the Manning family are for some time for a family
ticket to St. John's for Passage from St. John's to Quebec and returned to us
and has been cancelled. We have not yet heard of the arrival of the vessel but
expect her in about 10 days. The Post ordered in your Letter for communication will
have our attention, as also Account of the St. John's which we should not
with the general account. We have placed at your credit (St. John's) \$1,100 being
the sum of C. St. John's for Freight from Montreal to Quebec on 10 Bales of
being sent of a Lot in St. John's however which was delivered here although
consigned to St. John's. A Don addressed Henry Russell Smith
a Brough have been turned up this Manning at St. John's Station Point St. John's
and have it forwarded to Montreal tomorrow.

The Purchaser of the St. John's, our friend Dr. Smith has sent us the enclosed
Paper for signature do you think we should give it to him considering the fa-
ction and our in with him regarding printing this and what as to the
Innocence, are you aware of the whole of the matter has been discussed, my presence
or Absence, and also references involved in attempting to come here? We have
not yet been able to do anything in the way of procuring freight for the Lot
of Manning's we expect however to be able to obtain some Bales of it for the

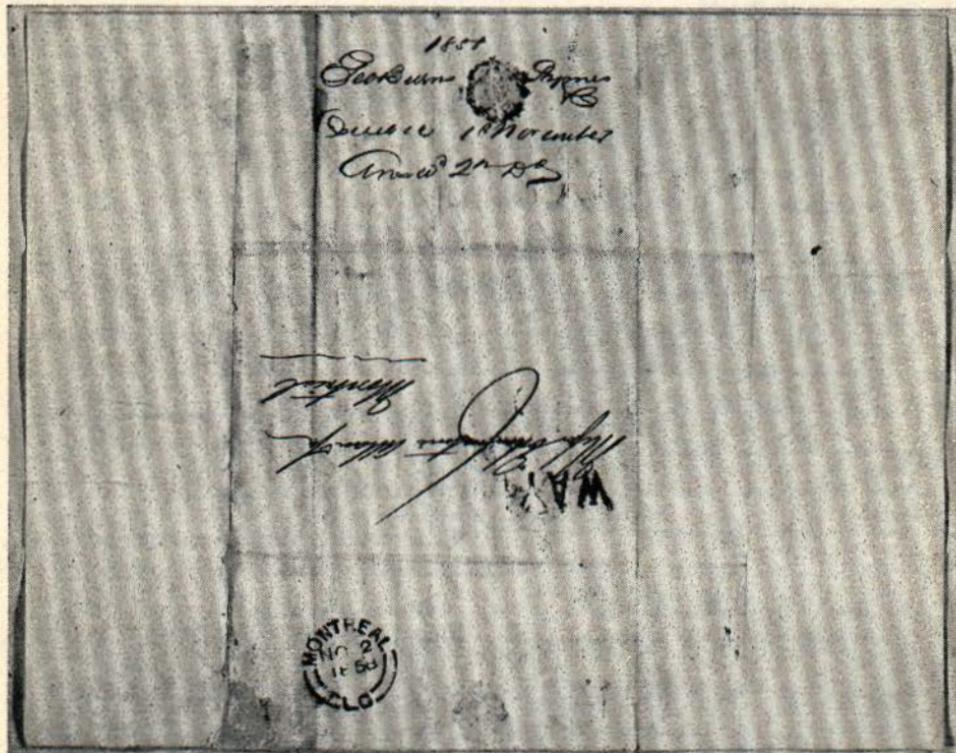
which this far-flung network was kept in touch has been dispersed over the years, much of it, naturally enough, into the hands of dealers and collectors.

The National Postal Museum is attempting to reconstruct this correspondence of dealers and collectors, in order to retain a documentary record of our pioneering mail line. Already news of this project has been spread by word-of-mouth, and already there has been an amazing response from the philatelic community, both here and in the United States. It is now our purpose to advertise this project as fully as possible,

to invite all possessors of this correspondence to send photocopies to the National Postal Museum, Ottawa. Shown with this request are examples of what we are looking for.

Those who respond will be reimbursed their normal cost for photocopying, and unless anonymity is requested their kind cooperation will be suitably acknowledged once the results of this project are made public.

Note: Kenneth Mackenzie is philatelic/postal history research officer, National Postal Museum, Ottawa.



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M-122

TRURO & NEW GLASGOW/M.C.

Two Hammers, Type 9E

Hammer I

Proofed: May 3, 1893
Earliest: June 9, 1893
Latest: April 27, 1897
Indicia: E, W — equally
Usage: Known in each year of period
R.F.: 110 (35.7%)

Comments: For the period, November, 1894 to April, 1897, an inverted "M" was used to indicate "W". Strikes of this hammer are usually clear, but light, and wear was nominal. We note no major rim or letter breaks.

Hammer II

Proofed: May 3, 1893
Earliest: November 24, 1893
Latest: May 21, 1897
Indicia: W—common, E—uncommon
Usage: Full and continuous
R.F.: 110 (64.3%)

Comments: Hammer II saw almost twice as much usage as Hammer I, and strikes are usually stronger and more readable. Like Hammer I, no major breaks have been noted.

SEPARATION OF M-122 HAMMERS

Step 1. Because the two hammers are very similar, careful measurement is required; measure the chordal distance from the bottom of the left leg of the second "R" of TRURO to the bottom of the right leg of the "N" of NEW. Hammer I is a full 8½mm, while Hammer II is only 8mm.

Step 2. For corroboration, measure the chordal distance from the bottom of the left leg of the "A" to the bottom of the second vee of the "W", both of GLASGOW; Hammer I will measure less than 9mm, while Hammer II is over 9mm.

A chart of chordal measurements is available upon request.

Two copies in one collection of M-123, TRURO & NEW GLASGOW R.P.O./., Type 17, have been reported, but are not yet confirmed. Although we have never seen this run, it is quite feasible, and every effort is being made to verify its existence. We would appreciate hearing from any readers having strikes of M-123.

M-124 is a controversy, TRURO & PICTOU/M.C., Type 9E; to date, your columnist has been fighting an up-hill battle, but we can report that we are winning — so far. We do not believe that this run exists. Five strikes were reported in the R.P.O. Study Group Inventory; however, close scrutiny of each has shown each to be M-90 in which the OXFORD has been misread as TRURO. For the time being, we are re-classifying this run as DOUBTFUL; in the meantime, we would like to see any strikes which collectors believe might be M-124.

M-125

TRURO & PICTOU Ry./M.C.

Two Hammers, Type 10C

Hammer I

Proofed: February 15, 1880
Earliest: May 1, 1880
Latest: March 30, 1888
Indicia: WEST—common, EAST—rare
Usage: Evenly throughout period
R.F.: 120 (36.1%)

Comments: At this time of writing, it would appear that these two hammers were used consecutively, rather than concurrently. We can prove no use of Hammer II during the period of Hammer I. A distance of 4½mm for the chord from the bottom of the "I" to the bottom of the "T", both of PICTOU, proves Hammer I.

Hammer II

Proofed: February 15, 1880
Earliest: May 22, 1888
Latest: March 13, 1893
Indicia: WEST—common,
EAST—very scarce

Usage: continuous throughout period
R.F.: 120 (63.9%)

Comments: We have a Hammer II strike dated March 21, 1887, on a 3c Small Queen, Montreal Printing, which may be earlier than that listed above, and might prove some concurrent usage with Hammer I; this, however, will have to wait further clarification from our readers as they analyze their M-125 strikes. A measurement of only 4mm for the "I-T" chord of PICTOU proves Hammer II. A chart of seven chordal measurements for the two M-125 hammers is available upon request.

M-125A

TRURO & PICTOU R.R./=

One Hammer, Type 4

Proofed: Unknown
Earliest: June 29, 1874
Latest: August 28, 1877
Indicia: EAST only
Usage: Rare
R.F.: 150

Comments: The rarity factor above is considerably undervalued; only four strikes of this rare run were reported in the R.P.O. Study Group Inventory. It will be of interest to see whether the time spread above can be extended in either direction.

For M-126, TRURO & PICTOU R.P.O./., Type 17, we have now another controversy, and the battle goes on. Three strikes were reported in the R.P.O. Study Group Inventory; one of these has proved to be M-91, and the other two reporters cannot now find their strikes! For the time being we are classifying this run as DOUBTFUL, but will be glad to reverse our position should a confirmed strike be found.

M-127

TRURO & POINT TUPPER/M.C.

Two Hammers, Type 9E

Hammer I

Proofed: Unknown
Earliest: June 23, 1897
Latest: August 13, 1900
Indicia: W—common, E—uncommon,
Blank—rare
Usage: Full and complete
R.F.: 100 (55.6%)

Comments: EAST and WEST have been previously reported as indicia for this run; we do not believe that such exist. Blank above is dated April 26, 1899, a single such

strike. These two hammers are very similar in characteristics; however, a carefully measured chord from the bottom of the "P" to the bottom of the "T", both of POINT will make a differentiation between the two. Hammer I is only 6½mm, while Hammer II is a full 7mm.

Hammer II

Proofed: Unknown
Earliest: July 15, 1897
Latest: July 21, 1900
Indicia: W—common, E—scarce
Usage: Full and complete
R.F.: 100 (44.4%)

Comments: Although this run is relatively common, both hammers were used only for a comparatively short period of time, and neither shows any amount of wear or distinct breaks. As corroboration in identification, measure the chordal distance from the bottom of the "T" to the bottom of the right leg of the "R", both of TUPPER; Hammer II measures a full 9½mm, while Hammer I is only 9mm. A chart of chordal measurements is available.

M-128

TRURO & PORT HAWKESBURY/M.C.

Three Hammers, Type 9E

Hammer I

Proofed: March 2, 1883
Earliest: December 13, 1884
Latest: March 21, 1893
Indicia: WEST—common,
EAST—very scarce
Usage: Sporadic and inconsistent
R.F.: 110 (53.8%)

Comments: Undoubtedly earlier strikes will be found; we have two strikes of the 1880s on which the year is indistinct, but which probably precede the earliest above. Strikes are generally light, usually partial. Our representation predominates in the early 1890s.

Hammer II

Proofed: March 2, 1883
Earliest: September 9, 1885
Latest: August 22, 1892
Indicia: EAST, WEST—equally;
Blank—rare
Usage: Known in each year of period
R.F.: 110 (38.5%)

Comments: Blank known on February 25, 1887. As with Hammer I, strikes are usually light and partial. Although not as

well known as Hammer I, examples of this hammer are more evenly distributed. No major breaks have been noted in any of the three hammers.

Hammer III

Proofed: March 2, 1883
Earliest: September 26, 1885
Latest: May 28, 1891
Indicia: WEST only
Usage: Very scarce
R.F.: 110 (7.7%)

Comments: To date, we have only seen the above two strikes of this hammer, which probably saw some sort of substitute use. The need for more than two hammers on this run is not apparent.

SEPARATION OF M-128 HAMMERS

Step 1. Measure the chordal distance from the bottom of the left leg of the first "R" to the bottom of the right leg of the second "R", both of TRURO. A chord of $5\frac{1}{4}$ mm is Hammer II; Hammers I and III measure $5\frac{3}{4}$ mm.

Step 2. Measure the distance from the bottom of the "P" to the bottom of the right leg of the "R", both of PORT. A full $5\frac{1}{2}$ mm is Hammer I, while a chord of $5\frac{1}{4}$ mm, distinctly less than $5\frac{1}{2}$ mm is Hammer III.

A chart of chordal measurements is available upon request.

M-128A

TRURO & PORT HAWKESBURY/M.C.

One Hammer, Type 4G

Proofed: July 16, 1881
Earliest: July 26, 1881
Latest: February 19, 1882
Indicia: WEST only
Usage: Very scarce
R.F.: 150

Comments: We believe that all collectors should recheck any M-128A strikes. Several that have been submitted to us were M-128; they were properly identified for lettering, but misclassified as to type. M-128, Type 9E is with an outer ring, while M-128A is Type 4G, no outer ring. Further, we believe that M-128 replaced both M-128A and M-128B and accordingly any strikes after March, 1883 are probably M-128. Against M-128B, it is to be noted that M-128A has no "RY" after HAWKESBURY. Further, for partial strikes, the chordal distance from the bottom of the

first vee of "W" to the lower left corner of the "E", both of HAWKESBURY is $4\frac{1}{4}$ mm for M-128A.

M-128B

TRURO & PORT HAWKESBURY

Ry / M:C.

Two Hammers, Type 4G

Hammer I

Proofed: February 13, 1881
Earliest: September 4, 1881
Latest: July 19, 1882
Indicia: AM, Blank
Usage: Rare
R.F.: 200 (60%)

Comments: I remember reporting my discovery of this run to Tom Shaw, before the proof books, because I found a strike that had too many "RY"s in it; later, we found not one, but two different proof strikes on the same date, February 13, 1881. In our own collection, all three strikes are Hammer I. When the "RY" after HAWKESBURY is available, the Hammer I strikes are immediately recognizable from the vertical dash present below the elevated "Y". Further, for partial strikes, the "W-E" chord described for M-128A measures only $3\frac{1}{2}$ mm.

Hammer II

Proofed: February 13, 1881
Earliest: March 28, 1881
Latest: June 2, 1881
Indicia: AM, PM
Usage: Rare
R.F.: 200 (40%)

Comments: Although the rarity factor above is overvalued because of later discoveries, this run is still elusive and rare. We had never seen Hammer II before, when Jim Lehr sent in two strikes for examination. Both, above, turned out to be Hammer II, which is easily identifiable from the "RY" abbreviation if it is visible; here, under the elevated "Y" is a horizontal dash, in contrast to the vertical one for Hammer I. Further, the "W-E" chord measures almost 4mm. A chart of chordal measurements of M-128A and M-128B hammers is available.

We doubt the existence of M-129, TRURO & ST. JOHN M.C./No., Type 9A, despite the report of nine copies in the Study Group Inventory. So far, we have seen four of the nine copies reported and these four all proved to be a second ham-

mer of M-129B, quite different from the common hammer of this run; thus, their being reported as M-129 is understandable, even though the bottom portion of the strikes was missing. We are currently chasing down the other five strikes to see if they can stand the comparative test; in the meantime, our continued listing of this run is held in abeyance. M-129A, TRURO & ST. JOHN R.P.O./LOCAL No., Type 17N, has defied confirmation. The type is improbable, but not impossible; if correct, it would be the only Type 17N in the Maritimes. There is no proof date and no inventory report. Does anyone have any information on M-129A?

M-129B

TRURO & St. JOHN M.C. / ·

Two Hammers, Type 9

Hammer I

Proofed: Unknown
Earliest: October 17, 1900
Latest: May 20, 1905
Indicia: E, W equally
Usage: Limited and sporadic
R.F.: 130 (21.4%)

Comments: Four different strikes, with bottom sections missing, had been reported as M-129; however, close comparison with a full cover strike showed all to be this first scarce hammer of M-129B. When found, strikes of Hammer I are clear and

crisp. The ampersand is fully curved, top and bottom, and the chord from the period under the "T" of ST. to the bottom of the left leg of the "N" of JOHN is 8mm or over.

Hammer II

Proofed: Unknown
Earliest: February 13, 1901
Latest: July 25, 1918
Indicia: W—common, E—uncommon
Usage: Full to 1912; then, intermittent
R.F.: 130 (78.6%)

Comments: This is by far the more well-known hammer of M-129B. The ampersand is curved on the top, but angular on the bottom. The "T-N" chord described in Hammer I is noticeably less than 8mm for Hammer II. Later strikes show only moderate wear.

We have never seen M-130, TRURO & ST. JOHN M.C./DAY, Type 9B. This run was originally reported in Shaw's 1944 Catalogue, but we do not know who was the original reporter. There is no proof data for M-130, and there are no copies reported in the R.P.O. Study Group Inventory. Gillam, however, indicates the possibility of the existence of M-130, so for the time being we put in abeyance any decision on this run. If anyone has knowledge of this run, we would appreciate having a report.

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From the Secretary

EDWARD J. WHITING
25 Kings Circle
Malvern, Pa. 19355 U.S.A.

May 25, 1979

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3831 Bradbury, Ramon E., 310—18 Knightsbridge Rd., Bramalea, Ont. L6T 3X5
3890 Brayley, W. Grant, 1 Paddock Cr., Willowdale, Ont. M2L 2A7
3888 Bronstein, Peter A., 1304 Green Ave., Westmount, Que. H3Z 2B1
3878 Brown, Robert G., Box 442, 88 St. John St. South, Harriston, Ont. N0G 1Z0
3899 Cleland, Fred D., P.O. Box 118, South Durham, Que. J0H 2C0
3885 Cohen, Morrie M., 65 Forden Ave., Westmount, Que. H3Y 2Z1
3889 Giorgi, Julian, 4495 Sherbrooke St. West, Westmount, Que. H3Z 1E7
3893 Hamon, Donald G., 1269 Langmuir Avenue, London, Ont. N5W 2G4
3891 Hiscock, Reginald J., 57 Drayton Road, Pointe Claire, Que. H9S 4V4
3895 Killeen, Larry G., P.O. Box 266, Prince George, B.C. V2L 4S1
3886 Machum, Harry Wilfred, 200 Anderson Drive, Box 1062, Lively, Ont. P0M 2E0
3892 Molnar, John A., 14 Abbey Road, Brampton, Ont. L6W 2T8
3839 Oigny, Michel, 724 McEachran, Outremont, Que. H2V 3C7
3731 Root, William E., 6984 N.W. Portland Ave., West Linn, OR 97068
3896 Smythies, Dr. John R., 4245 Stone River Rd., Birmingham, AL 35213
3845 Stephens, Walter T., 87 Valley Crest Rd., Rochester, NY 14616

NEW LIFE MEMBERS

- L-2711 Arcand, Paul J., C.P. 55, Sillery, Que. G1T 2P7
L-1200 McDonald, Susan M., 2030 Glenmont Ave. N.W., Canton, OH 44708
L-3898 Wright, E. H., c/o George S. Wegg Ltd., 36 Victoria St., Toronto, Ont. M5C 2N8

APPLICATIONS FOR MEMBERSHIP

(Objections must be filed with the Secretary immediately upon publication)
(After the address, C—Collector, D—Dealer, D-C—Collector-Dealer)

- 3913 DALE, John Barry, Box 675, Postal Station B, Ottawa, Ont. K1P 5P7—C. Proposed by C. R. McGuire, L-2859, seconded by J. W. Brennan, 3606.
3914 JOHNSTON, Dr. John L., P.O. Box 1198, Wolfville, N.S. B0P 1X0—C. Canada general mint, singles, blocks, plate blocks. Proposed by F. H. Johnson, 2853, seconded by H. R. Lambe, 383.
3915 MARTIN, Joseph R., 244-A N. Eglin Pkwy., Fort Walton Beach, FL 32458—D. W-W- stamps, covers, etc. Proposed by E. J. Whiting, L-61.
3916 WHITEHOUSE, Ivor F., P.O. Box 30, Dixville, Que. J0B 1P0—D (Philmar Reg'd.) Covers, Stampless and pre-stamp and Postal History. Proposed by E. A. Richardson, 168.
3917 DAY, William Eric, 1489 Epping Ct., Burlington, Ont. L7M 1P7—D, Canada. Proposed by D. C. Dixon, 3297, seconded by A. J. Albert, Jr. 3494.

- 3918 CHAMBERLAIN, Tom, 102 W. 64th Lake Drive, Westmont, IL 60559—D-C. Canada precancels. Proposed by E. J. Whiting, L-61.
- 3920 McLELLAN, William B., P.O. Box 2754, Station D, Ottawa, Ont. K1P 5W8—D. (McLellan Stamps) Canada, N.B., N.S., P.E.I., covers, etc. Proposed by E. J. Whiting, L-61.
- L-3921 PROKOPISHYN, Mrs E. Loreen, 2215—17th Ave., Lethbridge, Alta. T1K 1B2—C. Canada Pence issues, Large Queens, Newfoundland. Proposed by E. A. Harris, 729.
- 3922 WILLIAMS, Jack P., 135 Allan St., Apt. 503, Oakville, Ont. L6J 3N4—C. Semi-Official Air Mail singles, covers, proofs and essays. Proposed by D. C. Dixon, 3297, seconded by W. C. Rockett, 249.
- 3923 EWENS, David P., 3787 Cote des Neiges Road, Apt. 115, Montreal, Que. H3H 1V9—C. Small Queens and N.W.T. and Yukon covers; Canada Stampless and pre-stamp covers. Proposed by D. G. Anderson, 3758, seconded by W. R. Curtis, 2100.
- 3924 CLARE, Dave, P.O. Box 1082, Oakville, Ont. L6J 5E9—D (D & D Covers Inc.) Admirals, Covers in general, Federal Revenues. Proposed by W. C. Rockett, 249, seconded by D. C. Dixon, 3297.
- 3925 BENTHAM, Lorne W., P.O. Box 256, Station A, Ottawa, Ont. K1N 8V2—C. Railway Post Cards, Canada general, 1967 Centennial definitives. Proposed by D. W. Lingard, 3377, seconded by R. D. Mitchener, 2476.
- L-3926 LEVESQUE, Rodrigue, R.R. 1, Angers, Que. J0X 1B0—C. Canada general, postal stationery, precancels, perfins. Proposed by D. W. Lingard, 3377, seconded by G. C. Richardson, 3718.
- 3927 MARASCO, David A., 34047 McCrimmon Ave., Abbotsford, B.C. V2S 2V6—C. Canada Revenues, precancels, general. Proposed by W. T. Day, 1342, seconded by H. G. Walburn, L-1243.
- 3928 GLADWIN, Michael A., 40 Elmwood Ave., Willowdale, Ont. M2N 3L7—C. Canada used singles, covers Pence through Edward VII. Proposed by D. M. Verity, 2312, seconded by D. Hayter, L-3395.
- 3929 McCALLUM, John G., 101 Arkell Street, Hamilton, Ont. L8S 1N6—C. Canada, Small Queens, Squared Circle cancels. Proposed by V. G. Greene, L-40, seconded by Hollingshead, L-2622.
- 3930 RIBBER, Ronald I., 11727 Ledura Ct., Apt. 102, Reston, VA 22091.

RESIGNATION RECALLED

- 2434 Levine, Mrs. Buddy, Woodmere at Jackson, Apt. 7, West County Line Rd., Jackson, NJ 08527.

REPLACED ON THE ROLLS

- 3290 Spencer, P. T., 7 Brightside Dr., West Hill, Ont. M1E 3Y8.

RESIGNATIONS RECEIVED AND ACCEPTED

- 2869 Anderson, Leon S., 2288 Ronda Vista Dr., Los Angeles, CA 90027.
- 2677 Eardley, W. R., Cavan, Ont. L0A 1C0.
- 3817 Engstrom, Victor E., 195C Newport Rd., Cranbury, NJ 08512.

APPLICATIONS PENDING

- | | |
|---------------------------|------------------------------|
| 3887 Wilson, John E. | 3906 Brahm, Betty C. |
| 3894 Carrillo, Juanita J. | 3907 Canham, Nancy L. |
| 3900 Hughes, James J., | 3908 Wendt, Richard J. |
| 3901 Hannah, John | 3909 Hetherington, Albert E. |
| 3902 Baird, James G. | 3910 Winstone, David J. |
| 3903 Sirett, Cynthia M. | 3911 Morris, Mrs. Barbara T. |
| 3904 Voss, Harry J. | 3912 Bacon, James L. |
| 3905 Shyba, Walter | |

LIFE MEMBERSHIP APPLICATIONS PENDING

- L-1501 Harrison, Horace W.
- L-2033 Quattrocchi, A. J.
- L-2386 McCleave, John Graham
- L-3193 MacDonald, Miss E. M.
- L-3494 Albert, André Jean Jr.

DROPPED FROM THE ROLLS — NON-PAYMENT OF 1979 DUES

- 3375 Adams, John C. Jr., P.O. Box 275, Auburn, WA 98002
- 3536 Bastedo, David B., P.O. Box 980, Station K, Toronto, Ont. M4P 2V3
- 1709 Betts, Elmer C. Jr., 3701 Connecticut Ave. N.W., Washington, DC 20008
- 3553 Bodow, Donald M., P.O. Box 664, Syracuse, NY 13201
- 3522 Bouvier, Joseph R., 134 Richland Circle, Sterling, VA 22170
- 3737 Boyd, John N. H., 2311 Ontario St., Apt. 504, Oakville, Ont. L6L 1A5
- 2200 Brown, Dr. Ken A., 86 Elvaston Dr., Toronto, Ontario M4A 1N6
- 3694 Caffrey, John G., 48 Park Ave., Suffern, NY 10901
- 3397 Card, Byron S., Box 914, Kindersley, Sask. S0L 1S0
- 3650 Carr, Dr. Ronald I., 3800 E. Colfax Ave., Denver, CO 80206
- 3249 Chapman, Paul M., Box 5278, Station A, Calgary, Alta. T2H 1X6
- 3538 Clifford, Albert J., 32870—2nd Avenue, Mission, B.C. V2V 1J2
- 3020 Collins, Robert A., Box 434, Stettler, Alta. T0C 2L0
- 2676 Cooper, Samuel W., 1015 S. 91st Street, Omaha, NE 68114
- 3480 Corbett, Maj. H. L., 131 Rutherford Ct., Kanata, Ont. K2K 1N6

- 3493 Di Lietro, James C., 1538 Laredo St., Napa, CA 94558
 3639 Dynia, Michael, 2544 Montgomery, Montreal, Que. H2K 2S4
 3220 Estus, Glenn A., Box 451, Westport, NY 12993
 3600 Fallahay, Michael J., 7309 Drexel Dr., University City, MO 63130
 3612 Fawcett, W. M., 465 Victoria Ave., Chatham, Ont. N7L 3B4
 2812 Flatters, Frank G., Dir. Postage & Retail Prod. Br., P.O.D., Sir Alexander Campbell Bldg., Ottawa, Ontario K1A 0B1
 3704 Gibbons, Edward S., 818 W. Pine Street, Lodi, CA 95240
 2284 Gregory Neil T., Box 1358, Unity, Sask. S0K 4L0
 3517 Hall, Richard S., 155 Murray Street, Rochester, NY 14606
 3551 Hermes, Alfred P., 4364 W. 15th Avenue, Vancouver, B.C. V6R 3A8
 3634 Hewitt, Chauncey, 220 Farist Road, Fairfield, CT 06430
 2743 Huser, Cecil F., P.O. Box 3073, Windsor, Ontario N8N 2M3
 3436 Hoch, Alfred D., 225 Willow Avenue, Somerville, MA 02116
 596 Holness, A. B., 18 Meadowvale Drive, Toronto, Ontario M8Y 2N8
 3477 Iwasienko, Michael, 850 Flora Ave., Winnipeg, Man. R2X 0A8
 2900 Kezys, Mindy, 152 Ferrie St. East, Hamilton, Ontario L8L 3T3
 3432 Kidd, Ralph, 422 Lakeshore Drive, Apt. 202, Penticton, B.C. V2A 1B8
 3716 Legris, Yvon, 5817 Madore Street, Montreal, Quebec H1M 1H3
 3580 Lipinski, Dr. J. Kenneth, 11604—92nd Avenue, Edmonton, Alta. T6G 1B3
 2833 Machin, Frank R., Box 1628, Victoria, B.C. V8W 2X7
 2068 Martin, Harry B. Jr., 1150 Yonge Street, Toronto, Ontario M4W 2M2
 3756 Melzack, Brian, 27 Cheval Drive, Toronto, Ontario M3B 1R5
 240 Minkus, Jacques, 116 W. 32nd Street, New York, NY 10001
 3701 Mitchell, Donald, 195-E Kings Road, North Vancouver, B.C. V7H 1H4
 2477 Munro, J. M., 366 Henry Street, Cobourg, Ontario K9A 3Y9
 3462 Murduck, Bruce D., 705 Willis Street, Kingston, Ontario K7M 6J5
 3744 Navy, James T., 717 Sandlewood La., Chesapeake, VA 23320
 3608 Neuman, Leonard, 43—197 Dauphin Ave., Penticton, B.C. V2A 3S3
 3321 Parker, Mrs. Margaret T., R.R. 2, Utterson, Ontario P0B 1M0
 1351 Powell, Edgar E. C., 10340 Wadhurst Road, Edmonton, Alta. T5N 3V1
 3692 Proulx, Daniel, P.O. Box 1261, Station B, Montreal, Que. H3B 3K9
 2936 Rifkin, Dr. Matthew D., 1919 Greenberry Road, Baltimore, MD 21209
 3843 Rourke, Robert F., P.O. Box 137, Island Heights, NJ 08732
 3526 Shelton, Douglas A., P.O. Box 1174, Sharon, PA 16146
 3568 Smith, F. H., 20 Lesmar Dr., Islington, Ontario M9B 2V1
 2241 Taylor, William P., 2609 E. Main, Richmond, IN 47374
 3167 Tilley, Scott E., 1404 Sadlers Wells Dr., Herndon, VA 22070
 3325 Vandenberg, Vi, P.O. Box 27538, Houston, TX 77027
 3382 Vincent, John, 2 Retreat Ave., Halifax, N.S. B3N 1Y2
 3791 Wheeler, Jim T., 1009 Imperial, Denton, TX 76201
 3442 Wiesmeier, Joe, 355 E. 88th Street, New York, NY 10028
 2197 Woodman, Ralph, 11119—65th Avenue, Edmonton, Alta. T6H 1W3
 1176 Zuckerman, Bert M., Cranberry Sta., Mass. Ag. Exp. Sta., East Wareham, MA 02538

DROPPED FROM THE ROLLS — UNABLE TO REACH BY MAIL, NO CURRENT ADDRESS

- 3254 Fekete, Imre L., Ste. 137, 3025 The Credit Woodlands, Mississauga, Ont. L5C 2V3
 3562 Kense, Francois J., 219 Jackson Pl. N.W., Calgary, Alta. T3B 2V3
 3743 Read, David George, 4965 Elizabeth St., Port Alberni, B.C. V9Y 6M4

APPLICATIONS NOT ACCEPTED — FAILURE TO RESPOND TO OFFICIAL CORRESPONDENCE

- 3826 Burgoyne, Terrance E., P.O. Box 1498, Summerside, P.E.I. C1N 4K4
 3829 Marcovitz, Melvin A., 31 Surrey Avenue, Scarborough, Ontario M1R 1G3

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(Information to correct address needed — this is address of present record)

(In parentheses after address is the Post Office remark)

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 (3) 3318 Miller, W. Barry, 1025 N.E. 8th Pl., Gainesville, FL 32601
 (2) 1490 Moore, Ralph R., P.O. Box 1092, Chautauqua, NY 14722
 (1) 1574 O'Neill, W. Paul Jr., 7000 Glenbrook Road, Bethesda, MD 20014
 (1) 1183 Risteen, F. R., 120 Smythe St., Fredericton, N.B. E3B 2C3

CHANGES OF ADDRESSES

- 3248 Babin, Rene C., C.P. 133, Boischatel, Que. G0A 1H0
 2712 Beny, Sandor, 3579 Academy Dr., Windsor, Ont. N9E 2H8
 3722 Bollinger, Joseph P., Fluor Arabia Ltd., c/o A.C.C. Ju'Aymah, Dhahran, Saudi Arabia
 3865 Brasnett, Miss Sandra, 7143—35th Avenue N.W., Calgary, Alta. T3B 1T1
 2675 Bresin, Joseph G., 2545 York St., Blue Island, IL 60406
 2331 Cunningham, Ralph L., P.O. Box 320, Barrington, NH 03825

- 2100 Curtis, Wayne R., P.O. Box 74, Postal Station A, Toronto, Ont. M5W 1A2
 1342 Day, Walter T., 13430—105th Avenue, Surrey, B.C. V3T 1Z4
 2263 Edwards, Edward D., 1629 Waterside St. N.W., Port Charlotte, FL 33952
 2583 Felix, John, P.O. Box 5332, Toronto, Ont. M5W 1N6
 2422 Hall, Henry D., 115 Torbarrie Road, Downsview, Ontario M3L 1G8
 3640 Hanson, George T., P.O. Box 1727, Columbia Falls, MT 59912
 3527 Haugh, John J., 1212 Benjamin Franklin Plaza, Portland, OR 97258
 2736 Kelman, Fred, 2101 Islington Ave., Apt. 1411, Weston, Ontario M9P 3R2
 3055 Love, Andrew G., 57 Castlewood Road, Toronto, Ontario M5N 2L1
 3808 MacDonald, Willis A., 211 Wurtemberg St., Apt. 104, Ottawa, Ontario K1N 8R4
 3360 Messenger, Ronald Grant, 8 Bally Haly Place, St. John's, Nfld. A1A 2B4
 3663 Peroff, Dr. John, Silver Lady Lane, North Bay, Ontario P1? ???
 2503 Siddaway, Charles Wm., 119 Spooks Branch Road, Asheville, NC 28804
 1174 Tinker, Richard L., P.O. Box 1059, Huntingdon, Que. J0S 1H0
 2628 Tomlinson, John G., c/o DevRin N.V., 5353 N. Federal Hwy., Ste. 405, Fort Lauderdale, FL 33308
 3688 Twan, Lyle D., P.O. Box 78, Lumby, B.C. V0E 2G0
 2431 Walton, Wayne J. A. Jr., 719 Seafoam Rd., Houston, TX 77062
 3772 Ward, Murray J., 17507—77th Avenue, Edmonton, Alta. T5T 0H9
 2996 Wilkinson, James L., P.O. Box 3058, Denver, CO 80201

MEMBERSHIP RECAP

Members as of 18 March 1979			1569
New Members	17		
New Life Member	1		
Resignation Recalled	1		
Replaced on the Rolls	1	20	1589
Resignations Received and Accepted	3		
Dropped from the Rolls — no current address	3		
Dropped from the Rolls — non-payment '79 dues	58		
Physical count adjustment	6	-70	1519
Members as of 25 May 1979			1519
New Applications for Membership	16		
Applications Pending	15	31	1550
Drops pending — bad addresses	5		
Drops pending — non-payment of dues	6	-11	1539

SCOPEX Gathering

SCOPEX '79, sponsored by the Mt. Nittany Philatelic Society, State College, PA, resulted in the impromptu gathering of six BNAPS members during the weekend of April 27-29, 1979.

The six, all members of the mid-Atlantic region of BNAPS, were Nancie Rabe, a member of the Mt. Nittany Philatelic Society; Ed Whiting, BNAPS Secretary; Carl Snyder, well known dealer from Baltimore; John Worley, whose exhibit of "The 1869 Locomotive" was awarded the SCOPEX Large Gold Medal; John Burnett, whose exhibit of "Canada, The Small Queens" was awarded the SCOPEX Gold Medal; and Richard Colberg, whose exhibit of "Great Britain Surface-Printed Issues of 1855-1883" was awarded the SCOPEX Silver Medal.

SCOPEX is a well-established exhibit whose small size, 92 16-page frames, is more than compensated for by the high quality of the exhibits.

The judges, Sid Schneider of New Jersey, Gordon Torrey of Washington, D.C., Jess Boehret of Pennsylvania, stated during the informal critique of the exhibits that due to the high caliber of the exhibits they had had to judge the show as if it were a national exhibit.

Exhibitors were warmly hosted by the Mt. Nittany group. The groundwork has been laid for a meeting of the mid-Atlantic region in conjunction with SCOPEX '80, to be held April 26 and 27, 1980.

The Mt. Nittany Philatelic Society is joined in State College, PA, by the headquarters of the American Philatelic Society. As a courtesy to those in attendance at SCOPEX, the A.P.S. Library, normally closed on Saturday, opened on Saturday.

The next scheduled meeting of the mid-Atlantic region is to be held in conjunction with SEPAD in Philadelphia, PA, October 6, 1979.

The Chronology of the Toronto Fancy 2 Cancellations

by N. BRASSLER, S. F. COHEN, H. E. DUCKMORTH,
H. W. DUCKWORTH, J. SIVERTS, F. G. STULBERG

In 1961, S. Cohen and H. W. Harrison published an article in *BNA Topics* and *Maple Leaves* on the fancy 2 cancellations of Toronto, and on their occurrence on the Large Queens, *Topics*, Vol. 18, No. 9, Oct. 1961, p. 222; *Maple Leaves*, Vol. 8, No. 11 June 1961, p. 222. Some 64 designs were illustrated, and covers giving dates of use for 11 of the designs were reported. As an expansion to this study, the six authors listed here have pooled information on covers bearing fancy 2 cancellations; this information is presented in Table I. The dates listed are all from covers in the possession of the authors, or occasionally from clear photographs in which the designs of the cancellations could be identified with confidence.

In the tabulation, the designs are identified by the Type numbers in the Cohen and Harrison study. Fifty-seven dated items are listed in Table I, involving 27 different fancy 2's; these designs are shown in Fig. 1, in chronological order as they are mentioned in Table I. In most cases strikes on actual stamps appear in Figure 1, but in four cases the Cohen and Harrison drawings are reproduced because of difficulty in obtaining clear enough strikes to photograph. Table I does not include the variant 2-ring cancellations listed by Cohen and Harrison, since these are not really fancy cancellations. One new fancy Type, which we shall call Type 73 (since the original list of 64 provided by Cohen and Harrison has since been swelled to 72), is the Roman numeral "II", whose Toronto origin is demonstrated by three covers.

Of the 27 dated Toronto fancy 2's, all but three fall in a five month period extending from August 11, 1869 to January 19, 1870. In January, 1870, other fancy cancellations are known from Toronto, not incorporating a numeral, and these fancy corks seem quickly to have replaced the fancy 2's. Of the three fancy 2 examples dated after January, 1870, two contain the numeral as a metal insert instead of a carving, while the third (Type 55) is a crude effort compared with the designs

used during 1869.

During the heyday of the fancy 2's, in late 1869, the dates in Table I show that two or more different designs were in use simultaneously. Stulberg has already noted the employment of as many as three different cork cancellations at the same time, later on in the fancy cork period. There is not enough information in Table I to allow one to speak with confidence about the lifetimes of individual fancy 2's. In general the periods of use seem to have been short, although for one, Type 5, the recorded strikes span 40 days.

We hope that readers will add to the list of dated examples of Fancy 2's given in Table I. As collectors of this kind of material are aware, it is often difficult to identify particular designs with Cohen and Harrison types, partly because a number of rather similar designs are known. Reports of further dated examples, therefore, will be most useful if they are accompanied by clear photocopies of the actual items. Such information, and any other correspondence on the subject of fancy 2 cancellations, should be sent to H.E.D. at 49 Oak Street, Winnipeg, Manitoba, Canada R3M 3P6.

Table I: Dated Examples of Fancy 2 Cancellations of Toronto.

Cohen & Harrison		
Type Number	Date(s) noted	
37—AU 11	1869a	
1—AU 16, AU 27,	SP 6	1869
45—AU 17	1869	
60—AU 23	1869b	
30—AU 30	1869	
3—SP 3, SP 4	1869	
32—SP 10	1869	
50—SP 14c, SP 15,	SP 23	1869
73d—SP 20, SP 22a,	SP 22	1869
20—OC 9, OC 11	1869	
36—OC 12	1869a	
5—OC 13a, OC 20,	NO 22	1869
27—OC 14, OC 19b,	OC 21, OC 29,	1869
10—OC 18	1869	
19—OC 18	1869	
41—OC 21	1869	
26—OC 21	1869b	

2—NO 19 1869
 12—NO 26a, NO 26b, NO 30, DE 1,
 DE 2 1869
 24—DE 4, DE 9 1869
 11—DE 10 1869
 23—DE 29 1869a
 63—JA 10 1870
 17—JA 19 1870a

38—SP 1, OC 10 1870
 14—SP 20, OC 2, OC 10 1870
 55—OC 21, OC 22, OC 23, OC 29 1872

a—No Toronto postmark. Strike is on prices current circular of date given.
 b—Two examples of this date known.
 c—Three examples of this date known.
 d—A new type, not listed by Cohen and Harrison. See Figure 1.



37



1



45



60



30



3



32



50



73



20



36



5



10



19



41



27



26



2



12



24



11



23



63



17



38



14



55

THE PRECANCEL SPECIALIST

by R. S. CHESHIRE and H. REICHE

This is a new column which will appear as often as we are able to put some interesting news to you. For many years Fred Keane of Victoria, B.C. and "Heffie" Hetherington of Worthing, U.K. have been working on a specialized listing of Admiral Precancels. After both these eminent collectors died the writers of this column have tried to continue the work which had been started. We have contacted a large number of precancel collectors and have obtained much new information with their valuable help. Much more work remains to be done but some of the information which has been gathered will be the start of this column.

The initial task was to continue the identification of the various printings in the Admiral issue for each precancel. A master chart which had been started by F. Keane was used as the base and this was extended into some additional specialized subjects. For example the various dies used were identified, the wet and dry printing was separated, the Admiral Types in accordance with Marler and Reiche handbooks were described. Mr. Walburn kindly provided his entire Admiral precancel stock for study and other well known precancel collectors have added to the information. Not

only have new items been located which have never been recorded before, but some facts regarding certain issues, time periods and frequency of distribution or printing have been clarified. We will report these soon. An extensive search of all available files in the Post Office was made. It resulted in some interesting data.

Although the study priority is the Admirals, information on the early bars and the later issues is being collected as well. The Admiral issue remains the most prolific one for precancels.

Any study of this kind will find its start in the search for available literature. A glance at philatelic literature reveals that very little has been published. One of the earliest catalogues was issued in 1923 by F. S. Thomson. The well-known C. C. Sonne catalogue became eventually the H. G. Walburn catalogue, which remains the only one on this subject. One of the first listings was made by F. Percy in the U.S.A. who published a list in 1911 for the Stamp Journal. This was followed in 1912 by M. Shoemann check list of Canadian precancels.

Let us hear from you — what you would like to know about precancels — and if you would be interested in helping us in our study.

Patriotic Postcard Series

by W. L. GUTZMAN

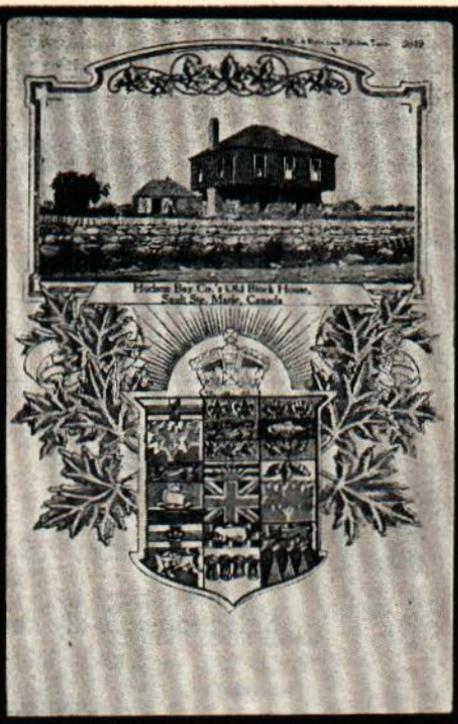
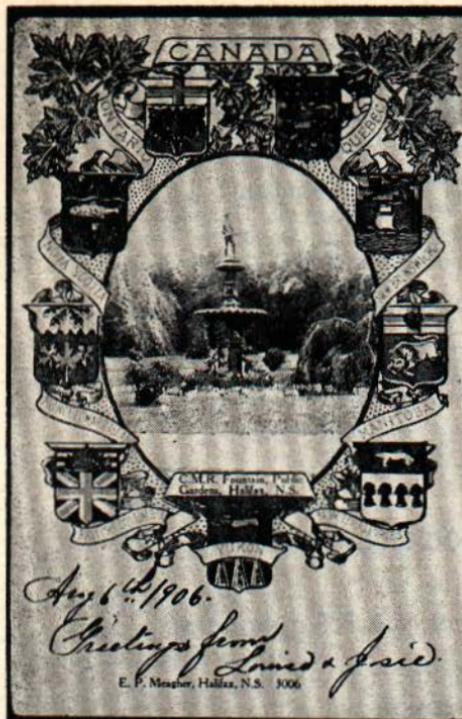
Framed View Over Large Canada Crest

We illustrate a set produced by Warwick Bros. & Rutter, Toronto, this time in vertical format. The rectangular view is in an ornate gold frame embellished with entwined maple leaves across the top. The Canada crest, highly colourful, sits within two branches of olive-green maple leaves.

Most of these cards appear to have been circulated in 1906 and 1907 but some have been seen cancelled as late as 1913. These may, however, have been leftovers in someone's possession.

Most of this set have divided backs. However, here the similarity stops. The designs on the address side show great variations, both in form and colours used. They vary from the ornate standard "Canadian Souvenir Post Card" design in blue to the plain "Canadian Souvenir Post Card" in a rectangular frame, in colours of blue, green or red.

The publisher's name appears either at the top right or lower left of the card. New Brunswick cards are generally "Published for T. H. Hall, "Colonial Bookstore", St. John, N.B., established 1860". Some cards appear without the publisher's or the dis-



tributor's name.

If you have any of these, or other patriotic postcards, which do not appear in my listings, please send me details so my lists can be made more complete. Write to W. L. Gutzman, 272 Vinet Ave., Dorval, Que., H9S 2M6

- 897 Grammar School, Campbellton, N.B.
- 921 King Edward Hotel, Toronto
- 928 St. John's Cathedral, Winnipeg, Man., used 1907.
- 951 Hotel del Monte, Preston Springs, Ont. (V-UDB and DB).
- 954 King Square, St. John, N.B. (V-UDB), used 1907.
- 955 Queen Square, St. John, N.B. (V-UDB).
- 957 Court House, Shelburne, N.S.
- 983 County Court House, Annapolis Royal, N.S.
- 3027 Shooting the Rapids, Sault Ste. Marie, Canada.
- 3036 Kings College, Windsor, N.S.
- 3049 Hudson's Bay Co's. Old Block House, Sault Ste. Marie, Canada, used 1906.
- 3057 Lost Channel, Thousand Islands, Canada.

3060 S.S. Toronto, among the Thousand Islands.

3062 Park Grounds and Pavilion, Delta, Ont. (V-UDB).

3131 Court House, Dorchester, N.B.

3138 Harbor View, Picton, Ont.

— Ontario Parliament Buildings, Toronto

Vertical Oval View Within Provincial Crests

Warwick Bros. & Rutter, Toronto, produced many of the beautiful patriotic-design postcards during the 1903 to 1908 period, when postcards were at their peak in popularity.

This set, in vertical design, appears in somewhat duller colouring than others. This seems to be mostly due to the golds being darker, almost brown, and the greens being quite a drab shade.

The earliest date of use that we have found is July 1905, but this is by no means conclusive, since so few of the cards in this set have been reported. As with other sets which require more data, any reader's information will be appreciated.

As with the "Framed View Over Large Canada Crest", the cards of this set all have divided backs, but the printing on the back is very variable, both in design and colouring.

All of the cards reported are numbered, with the exception of one, from Brockville.

917 Trinity Church, St. John, N.B.

919 City Hall, Toronto.

S920 Temple Building, Toronto, Can.

984 The Black Hole, Old Fort Annapolis Royal, N.S.

3005 Entrance to Citadel, Halifax, N.S. (V-DB) (pub. for E. P. Meagher,

Halifax).

3006 C.M.R. Fountain, Public Gardens, Halifax, N.S. (pub. for E. P. Meagher, Halifax).

3021 Post Office, Digby, N.S. (V-DB).

3035 Church School, Windsor, N.S. (V-DB) (pub. for Book & Novelty Co., Windsor, N.S.)

3175 Among the Thousand Islands "Picnic Island", Brockville, Ont. (overprinted Brockville Old Boys Reunion July 28-Aug. 30, 1906).

— Butterfly Island, Brockville, Ont.

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Cachets and Cancels of Commercial Airways Limited

by HAUGHTON E. SANGUINETTI

For each of its First Airmail Flights with company stamps, Commercial Airways Limited used a different cachet but there were only two types of cancellations:

Type "A" is a boxed rectangle 6.2 cm by 3.0 cm with the left one-third having the words "USE AIR MAIL" and the remaining two-thirds consisting of five wavy parallel lines.

Type "B" consists of nine parallel horizontal wavy lines measuring 5.5 cm and

flight included. Type "A" cancels are on all covers carried on this flight. Later flights had the cancellation in purple.

Cachet on Inward Flight and Return Flights were the same except that the route was reversed. Thus "FIRST FLIGHT/AIR MAIL / EDMONTON / to / GRANDE PRAIRIE / MAY 1, 1929" became "GRANDE PRAIRIE / to / EDMONTON" on the return flight.

1929, Dec. 31 and 1930, Jan. 10—Fort



is unboxed.

These cancels are known in black, dark blue, light blue, and purple inks, and are not always the same colour ink as that used on the cachet of that cover.

The company cachets were printed in black, dark blue, purple, green and red and in a turquoise which Trelle Morrow believes is a bastardized ink mix from two pads.

The following First Flights with mail are generally accepted by collectors:

1929, May 21—Edmonton-Grande Prairie-Edmonton. Blue cachet consisting of a small double lined octagon with date of

McMurray to Aklavik, N.W.T. This flight to and from the Northwest Territory flown by Commercial Airways Limited was a government contract flight for which company stamps were not required. This regular Official Air Mail Flight with government stamps had 26 special cachets applied in black at Edmonton and each had a different central design. Some covers were signed by the pilots, W. R. May and I. Glyn Roberts.

The flight stopped at Forts Chippewyan, Fitzgerald, Smith, Resolution, Hay River, Providence, Simpson, Wrigley, Norman, Good Hope, Arctic Red River and Mc-

Pherson.

The special cachets read "CANADA AIR MAIL/FORT McMURRAY/TO/(Name of Community)/FIRST REGULAR OFFICIAL FLIGHT" and bore the individual central designs.

1930, June 17-18 — Mirror Landing-McLennan. Emergency Service. One flight only. Flown by Commercial Airways Limited with Capt. Cy Becker, pilot. Last minute authorization was granted by Ottawa as a railway bridge was down and service suspended. Mail originally scheduled for transport by train carried and also 50 letters were carried by the pilot for collectors. All of these 50 covers were signed by the pilot. Others for which service had been authorized can be identified only by postal markings. No cachet and no company cancel as the covers did not have company stamps.

1930, July 23 — Edmonton-Fort McMurray. The company's purple stamps were specially issued for this flight but the company honoured its previous issues and these are also known on First Flight covers. The cachet was a small double-lined octagon with date in the octagon, applied in purple, violet and blue. Type "A" cancel in dark blue. The cachet was used only on the Inward Flight. The Return, or Outward, flight on July 26 was made using only the ordinary 2c government stamp as it was an official contract Air Mail Service.

1930, Dec. 6 — Edmonton-Peace River. Covers were postmarked Edmonton, Alberta, Dec. 6, 1930 and back stamped at Peace River on Dec. 12, 1930. Large double lined octagon cachet with date "Dec. 6, 1930" in the octagon. Purple cachet. Type "A" cancel used.

1930, Dec. 9 — Edmonton-Fort McMurray. First Flight with the new orange company AIR FEE stamp. Cachet boxed in red. Both types "A" and "B" cancellations have been reported in blue.

1931, Feb. 12 — Peace River-Edmonton. Diamond cachet in blue reading "COMMERCIAL AIRWAYS LIMITED EDMONTON (one word on each of the diamond sides) and inside "FIRST FLIGHT * PEACE RIVER to/EDMONTON/*" Type "A" cancellation.

1931, Feb. 23 — Fort McMurray-Athabasca-Fort McMurray. Diamond shaped cachet similar to the February 12, Peace River-Edmonton cachet. No date in the cachet. Cachet has been reported printed in blue and also in green. Type "B" cancels

are known in blue and in green and in black.

1931, Feb. 23 — Edmonton-Athabasca-Edmonton. The company reverted to the large double lined octagon cachet for this trip but there was no date in the design. The cachet was applied in violet and blue inks and Type "B" cancels applied in blue and in black have been reported.

1931, March/April. Aklavik, N.W.T. to Miami, Florida, U.S.A. The company had prepared an essay for a stamp to be used on this flight from "Pine to Palm" but the stamp was not authorized. The through air mail left Aklavik the last of March and covers were backstamped in Miami on April 2. The covers bore the Canadian air mail stamp C-1 — the 5c brown olive and on the back of the cover was Commercial Airways Limited black AIR FEE stamp cancelled by company's Type "A" cancel.

Due to lack of space we regret we could illustrate only one of Mr. Sanguinetti's illustrations. — Ed.

La Belle Province this Fall

— page 1

CLASSIFIED ADVERTISEMENTS

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Letters & Announcements

Map Squared Circle

About 10 years ago the late C. B. D. Garrett (BNA 15) sold me a squared circle collection. The interesting items in it were several 1898 map stamps showing the squared circle postmarks. The maps interested me. Later, the Chris Moore's collection was offered in a Sissons' Auction. Then the search began! I knew that Stanley Cohen had at least 150 towns. My objective was to surpass him. Then a thought came that it would be nice if I could find old postcards related to the covers. It became a problem and required the help of many friends. The collection now shows 172 towns and indicia. I am now after at least 26 more known towns. The search brought out the fact that I was not the only one collecting the above maps.

Out West one day, I found a Kingston map. Arriving home I noted that it was dated DE 7 98. A single London had once been reported with a part cancel. The copy illustrated is dated FE 3 00. The London hamper had not been known during the map period, except for about a week in 1900. Recently a friend phoned that he had a Kincardine for me. It was dated OC 6 99—six months later than the latest date reported. Perhaps an inquisitive clerk tried the hamper on that date. One item that I would like is a Charlottetown map cover with a squared circle cancel on face.

In forming the collection, I do want to thank several B.N.A. members—Ed Richardson, Bill Moffatt, John Silverts, Miss C. Jones, Ron Winmill and dealers like Jim Hennok, James Miller, John Talman and others.

If I had not been a member of B.N.A. the collection could not have been made. It was shown at Capex, and an award was received in a nice presentation case.

As this is being written a note was received that C. B. D. Garrett had passed away on January 1st, 1979. He was 98 years old, and a B.N.A. Charter member.

—N. A. Pelletier, No. 1268



Kingston DE 7 98



London FE 3 00



Kincardine OC 6 99

* * *

Moustache No.?

The extended moustache is listed in one catalogue as Pl. 8 LR No. 64. Should this not be No. 65? I am updating my Constant Plate Variety list which was published 20 years ago.

—Hans Reiche

BIRTHDAY POSTMARKS

by FRANK W. CAMPBELL

The postmarks illustrated are dated before they left Ottawa for the several places. They are the first postmark of each place, as opened in 1895, except Fort Cudahy which opened in 1894. I call them birthday postmarks.

The six places were a block cut out of the Pritchard & Andrews proof sheets, of the years 1876 to 1895. The years 1884 and 1885 are missing. These proof sheets, 711 pages, were discarded about 30 years ago, when the post office department had a housecleaning. They were sold to a New York collector for \$135. Last November microfilm of them was sent to the Canada Postal Museum, in Ottawa.

Pritchard & Andrews soon after Confederation in 1867, was the chief supplier of handstamps to all the provinces, the factory being in Ottawa.

In the 711 pages are probably 25,000

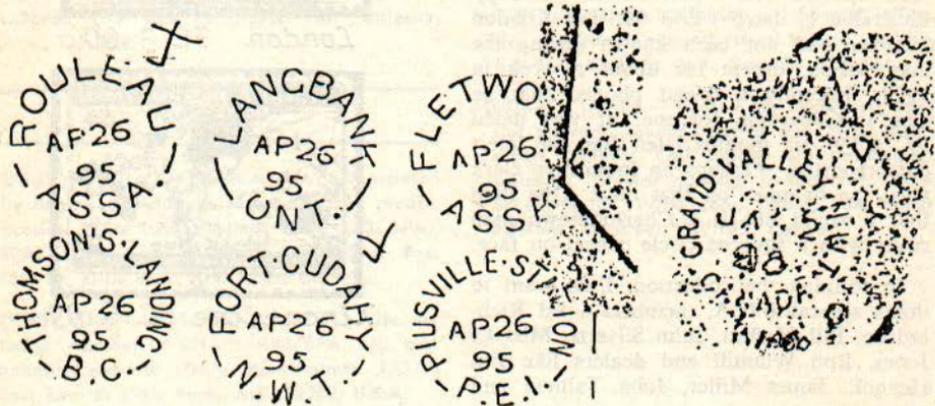
dated town handstamps. Other items in the Xerox I have are voluminous pages of registers, dead letter marks, duplex cancellors, money order marks, custom office handstamps, banking blanks, etc.

The Squared Circles are there until 1895, including HONOLULU-H.I. townmark, duplex with "one" in the killer, and a Squared Circle all dated FE 9-94.

The six illustrated are a fair sample of clearness, but many are as the Grand Valley sample.

Fort Cudahy had a townmark a year earlier, locating the place in British Columbia, about 500 miles wrong. I don't know if it was used on covers.

In the discards of 30 years ago were many postal guides, P.M.G. annual reports, route sheets, etc. The late Dr. Goodwin and I bought many of these at \$1 a piece. This was the base of my post offices book.



TOPICS NEEDS ORIGINAL MATERIAL

FOR PUBLICATION

Early Admiral Dates

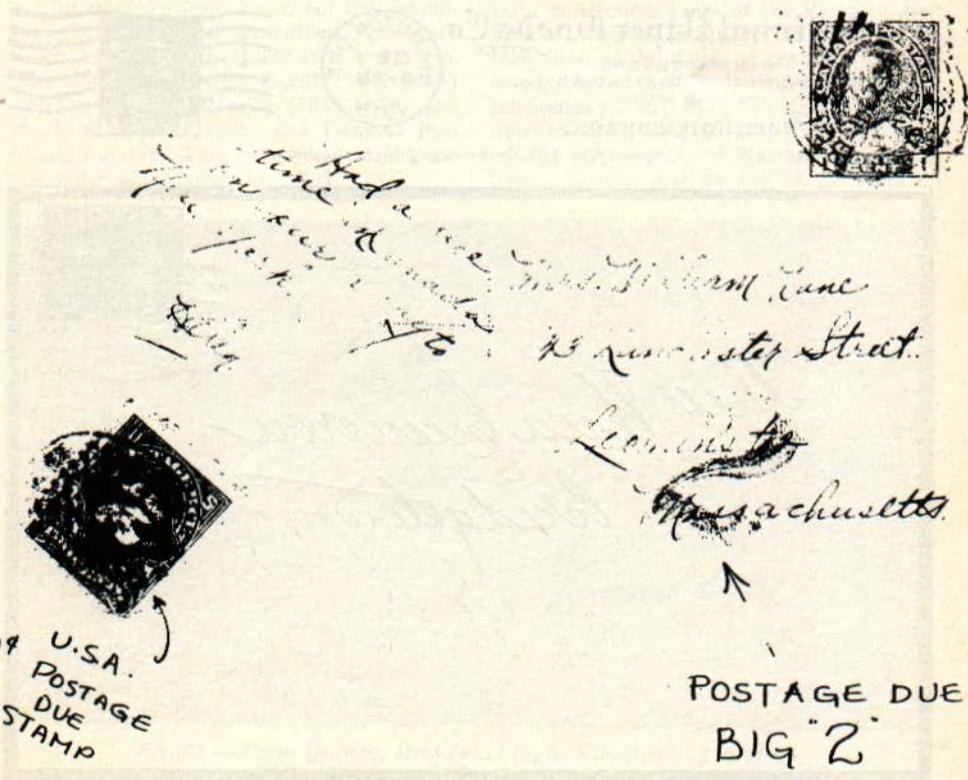
by PETER DOUGLASS

A. L. Steinhart's article of last year on early dates has prompted this note and illustrations.

EARLIEST KNOWN
DATED COPY
JAN 3RD 1916



TYPE 1 - PLATE 1 OR 2.



Scott No. 105 1c yellow die No. 1 18mm — dry. July 26, 1923.



Mr J Leonard McGregor
P. O. Box 15-3.
Halifax
N.S.

17 1/2

Scott No. 108 3c brown 17 1/2 mm — wet. Split ring dial Westfield, N.B. Feb. 12, 19

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Scott No. 108 3c brown 18mm — dry.



Miss Una Cameron
Bridgetown
N.S.



Scott No. 109 3c Carmine, die No. 1. Dial New Glasgow, Nova Scotia, Sept. 16, 1 p.m., 1924

Canada Domestic Rates and Postmarks

by CHARLES P. DE VOLPI

(CONCLUSION)

PART VI
(1843-1851)

One of the most important steps forward in Canadian Postal rate reform came into being by Treasury Warrant of October 11, 1843, that effective January 5, 1844, all mail would be on a weight basis instead of the sheet basis which had been in effect since the inception of the Post Office in Canada.

Great Britain had adopted the weight basis for both domestic and overseas mail January 10, 1840. Letters arriving in Canada would in many cases be charged four and five times the single Rate due to the number of sheets or enclosures, although under one half ounce and subject to only the single Great Britain rate.

This started a long drawn out correspondence between Lord Sydenham, Governor General of Canada (1839-1841), his two successors, Sir Charles Bagot (1842-1843) and Sir Charles Metcalfe (1843-1845) and the British Government and General Post Office, London. This culminated in a treasury order of October 11, 1843.

TREASURY WARRANT

"WHEREAS, by an Act passed in the fifth year of the Reign of his late Majesty King George the Third, intituled, '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', the Post Master General for the time being, and his Deputies were authorized to demand, receive, and take for the conveyance of letters, packets, and other things carried or conveyed by the post between any of the British dominions in America or between any parts of the said dominions, the several and respective rates and sums therein mentioned:

"And whereas by an Act passed in the third and fourth years of the Reign of Her present Majesty, intituled, 'An Act for the regulation of the duties of postage,' it is enacted, That it shall be lawful for the Commissioners of Her Majesty's Treasury, from time to time, and at any time after the passing of that Act, by Warrant under their hands, to alter and fix any of the rates of

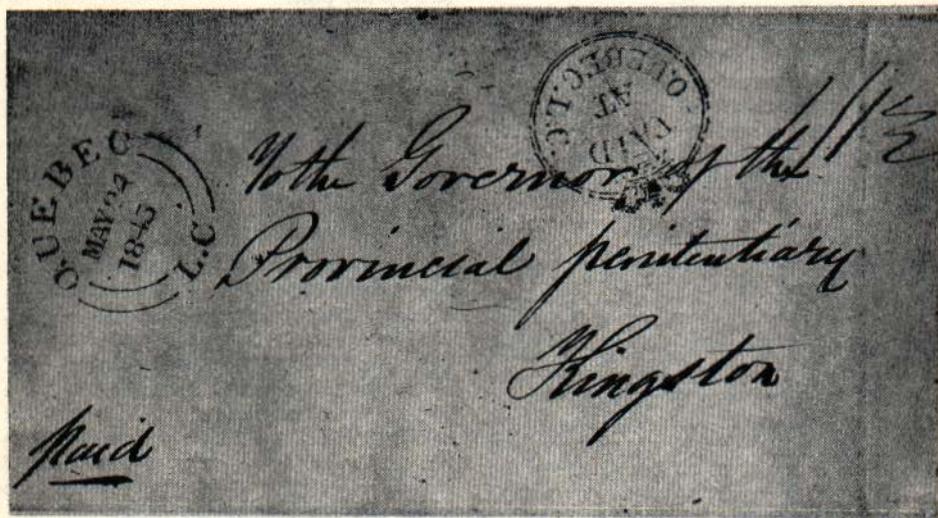


Fig. 25 — From Quebec, May 24, 1845, to Kingston — 379 Miles.
Rated $1/1\frac{1}{2}$ — Rate Applicable to 301 to 400 Miles
(Effective October 21, 1843).

British Postage or inland Postage, payable by Law on the transmission by the post of Foreign or Colonial Letters or Newspapers, or of any other printed papers, and to subject the same to rates of Postage according to the weight thereof, and a scale of weight to be contained in such Warrant, and from time to time, by Warrant as aforesaid, to alter or repeal any such altered rates, and make and establish any new or other rates in lieu thereof: and, by Warrant as aforesaid, to appoint at what time the rates that might be payable were to be paid."

Now we, the undersigned, being three of the Commissioners of Her Majesty's Treasury do, in exercise of the power or authority in us for such purpose vested in and by the said last-recited Act, and of all other powers enabling us in this behalf by this Warrant under our hands' order, and direct, that all Letters transmitted by the Post within British North America, or within the British West Indies, or between British North America or the British West Indies, and any place or places out of the same, respectively, shall, in lieu of the present mode of charging by the number of inclosures, be charged by weight, according to the following scale; and that the several numbers of rates of postage, hereinafter set forth, shall be charged and paid on and for the inland conveyance of such Letters (that is to say):

On every Letter not exceeding half an ounce in weight, one rate of postage.

On every Letter exceeding half an ounce, and not exceeding one ounce in weight, two rates of postage.

On every Letter exceeding one ounce and not exceeding two ounces in weight, four rates of postage.

On every Letter exceeding two ounces and not exceeding four ounces in weight, six rates of postage.

On every Letter exceeding two ounces and not exceeding three ounces in weight, six rates of postage.

And for every ounce in weight above the weight of four ounces there shall be charged and taken two additional rates of postage; and every fraction of an ounce above the weight of four ounces shall be charged as one additional ounce.

And we further direct, That the distance according to which such Letters as aforesaid shall be rated with inland Postage, shall

extend to and include the distance which such Letters may be carried on any rivers and Lakes, as well as the distance which such Letters may be carried by land;

And whereas it may happen, That in British North America, and the British West Indies, there may at one and the same time exist two or more different and distinct routes or lines of communication by the post between towns or places, one of which routes may, in distance, be longer than the other, and, consequently, Letters conveyed by the post by such route might, unless otherwise provided for, be chargeable with a higher rate of postage under this Warrant, than if conveyed by the post by the other or shorter of such routes; now we further direct, that, in order to prevent any inconveniences or differences arising in this respect, in all cases in which two or more different routes of conveyance by the post exist, or shall exist, between towns or places in British North America, or the British West Indies, the rates of postage to be charges on Letters conveyed by the post between any such towns or places, shall be according to the distance by the shorter of such routes, although such Letters may actually be conveyed by the longer route; and this direction shall apply, whether such shorter route shall be constantly or only occasionally used for the conveyance of Letters by the post.

And we further direct, That this Warrant shall come into operation on the 5th day of January, 1844.

HENRY GOULBURN,
JOHN YOUNG,
HENRY BARING,

Whitehall, Treasury Chambers,
The 11th day of October, 1843.

This order did not change the distance postage rate schedule but did create a considerable saving to the public, permitted enclosures and as many sheets of paper required at the single rate providing the half ounce weight was not exceeded. On the part of the post office it eliminated the necessity of "Candelling" to check letters for enclosures. It also started the usage of envelopes which until this time would have added another rate to the letter.

This system stayed in effect until April 6, 1851.

Since Great Britain's adoption of penny-

post in 1840 agitation for lower rates in Canada became a momentous matter. Appointment of a commission to enquire into the administration of the Post Office was invoked the 26 October, 1840. The matter of rates was the main item to be investigated.

Montreal 26th October, 1840

GOVERNMENT HOUSE

"GENTLEMEN,

I am commanded by the Governor General to inform you that His Excellency has been pleased to appoint you to be Commissioner to enquire into the present administration of the Post Office within the Province of British North America.

"It is not His Excellency's intention in notifying to you this appointment, to embarrass your discretion as to the extent of your inquiry or the means of conducting it, by instructions pointing out minutely the course you are to pursue. You will understand that the object of Her Majesty's Government is to ascertain whether any and what alterations can be made to promote the efficiency of the Post Office Establishment, and to advance the convenience of the public. The reduction of postage, lately effected upon all letters from and to the United Kingdom, seems already to have provided for that branch of the subject; but the end to be obtained, in the Post Office arrangement for these Provinces as regards the transmission of letters within them, should be to afford such a reduction of charges, together with such augmentation of convenience, as may be found possible consistently with security that the revenue raised shall suffice to defray all expenses incurred.

"Much also may remain to be done even with respect to the communication with the United Kingdom, apart from the mere charges for letters, and you will therefore embrace in your inquiry every matter connected with Post Office communication in these Provinces which appears of importance,—the number and situation of existing offices and the necessity for new establishments,—the improvement of internal communications whether by land or water,—the rates of inland postage,—the expense of the different lines as compared with the revenue, and the manner in which that expense is defrayed,—the emoluments of the different Officers of the Department, whether arising from fixed salary, from

agency, or from perquisites,—and the means of facilitating communication between the respective Provinces and the United States. To all these and to any other points which may appear to you of importance, your attention will of course be directed.

"To assist you in the conduct of your inquiry the Governor General has been pleased to appoint Mr. C. Dunkin to be your Secretary, and you will consider yourselves authorized to require from all officers of the Government and more especially from all Post masters or other individuals engaged by several Post Offices, such information or documents as may appear to you necessary. You will also be at liberty, should you think it expedient, to summon before you any of the servants of the Post Office whose evidence you may desire to receive *vivâ voce*; but in using this authority you will of course endeavour to interfere as little as possible with the conduct of the public business.

"In respect to the other Provinces of British North America you will probably be able to obtain, by correspondence with the Post Masters and other officers of the Government, all the particulars necessary for your inquiry. The Lieutenant Governors have already received from the Secretary of State instructions to transmit to the Governor General such information on this subject as they may be able to afford; and the Despatches which have in consequence been received from them will be laid before you at once. Should it appear to you at any time necessary to invoke the interference of the Governor General to obtain any additional information from public officers, whether in this or the neighbouring Provinces, His Excellency will be ready to attend to any representation which you may make to him.

"You will probably find it expedient to apply to some of those engaged most exclusively in commerce for particulars relating to your inquiry. In that case His Excellency feels confident that you will receive from them all the attention which the importance of the subject demands.

"When you shall have completed your inquiry, you will proceed to report the result to His Excellency for the consideration of Her Majesty's Government, accompanying your Report with a scheme of the measures necessary for carrying out the alterations

which you may suggest.

"I have the honor to be, Gentlemen,

Your obedient servant,

T. W. C. MURDOCH,
Chief Secretary.

(Signed,)

E. Dowling, Esquire,
T. A. Stayner, Esquire,
J. Davidson, Esquire."

The complete report of the Commission appears as an appendix to the fifth volume of the Journals of the Legislative Assembly of the Province of Canada for the session of 1846.

A large part of the report is with regards to "bootleg mail", letters carried illicitly by other than the Post Office and the conclusion is that 50% to 83% is handled illegally due to the high cost of regular service.

The investigation and replies appear to have been completed by late 1841. Why the report was not tabled before 1846 is a mystery.

An inquiry was started by a Select Committee February 19, 1845, in which T. A. Stayner, Deputy Post Master General and Christopher Dunkin, Secretary to the Post Office commission were questioned with regards to what action had been taken on the report and why nothing had been done to lower rates. Again there were no apparent results.

The matter again came up in 1847 when the Earl of Elgin, Governor General of Canada (1847-1854) submitted a brief on Provincial control of the Post Office;

Montreal, October 29, 1847.
GOVERNMENT HOUSE

"MY LORD,—I have the honour to transmit herewith for Your Lordship's information, the draft of a Report on the practicability of establishing an uniform and efficient Post Office system throughout the British North American Colonies, under Provincial control and management, which has been placed in my hands by Mr. Cayley, the gentleman named by me to inquire into this subject, in conjunction with the Commissioners appointed on the same behalf by the Lieutenant Governors of Nova Scotia, New Brunswick and Prince Edward's Island.

"The draft herewith submitted has, in point of fact, been seen and approved only

by Mr. Cayley, the Commissioner for Canada, and Mr. Johnston, the Commissioner for Nova Scotia; no Commissioner for Prince Edward's Island having been appointed in consequence, I apprehend, of the absence of the Lieutenant Governor from that Colony, and Mr. Hazen, the Commissioner for New Brunswick, having been obliged to leave Montreal before the labours of the Commission were concluded. I am assured, however, that there is every reason to believe that the authorities in these Colonies will concur in the suggestions which it contains.

"I am induced to call Your Lordship's attention to this report in its present imperfect shape, with the view of ascertaining whether Her Majesty's Government will be disposed to surrender the control of the Post Office Department to the Provincial Legislatures in the event of their carrying out such arrangements as are proposed in it. The Commissioners are unwilling to proceed further in the matter until they have received some assurance to this effect. I venture, therefore, to recommend it to your Lordship's early and favourable consideration. The scheme which it propounds is not altogether free from objection; but, on the whole, in the peculiar circumstances of these Colonies, I consider it well adapted to attain the end in view.

(Signed) "ELGIN AND KINCARDINE."
The Right Honble.

Earl Grey,
&c. &c. &c.

The ensuing correspondence covers the final adoption of a single uniform rate of postage in Canada and the sanction of the British Government to put the post office under provincial control.

Montreal, 19th November, 1847.
GOVERNMENT HOUSE,

"MY LORD,—Advertising to my Despatch, No. 94, enclosing the draft of a Report from the Commissioners appointed to inquire into the practicability of establishing an uniform and efficient Post Office system throughout the British North American Colonies, I have now the honour to transmit to Your Lordship a copy of the Report signed by the Commissioners. The only difference worthy of remark between the draft previously transmitted and the present Report, is, that in the latter the

duties to be performed in the central Office of Audit in Canada are more accurately defined.

"I have also the honour to transmit a copy of a Despatch from the Lieutenant Governor of New Brunswick, enclosing a Resolution of the Executive Council of that Province, agreeing to support the above-mentioned Report of the Commissioners.

"I have, &c.,

(signed,) "ELGIN AND KINCARDINE."

The Right Honble.

Earl Grey,
&c. &c. &c.

To His Excellency the Right Honourable the Earl of ELGIN and KINCARDINE, K.T., Governor General of British North America, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

"We, the undersigned, in obedience to the instructions of Your Excellency and the Lieutenant Governors of Nova Scotia, New Brunswick and Prince Edward's Island, to inquire into and report upon the practicability of establishing an uniform and efficient Post Office system throughout the British North American Colonies, based upon the views entertained by their Lordships Earl Grey and Lord Clanricarde, and communicated to Your Excellency by Despatch, dated the 31st December, 1846, have given our best consideration to the various important points embraced in the subject of enquiry, and have now the honour to submit our Report.

"The elaborate Report drawn up by the Canadian Commissioners in 1841; the Address from the Legislature of that Province, dated the 2nd June, 1846, in which it is prayed, that if a reduction of the rate of postage to the extent enjoyed by the Mother Country could not be conceded, at least the rates now obtaining in the United States might be adopted; the joint Address of the Legislative Council and House of Assembly of New Brunswick, dated 11th April, 1845; the Report of a Select Committee of the latter, dated 11th April, 1846; and more recently still the Resolutions passed by the House of Assembly of Nova Scotia of the 29th March, 1847, in which are contained pledges for defraying any deficiency that might be created in the Post Office Revenues from the establishment of a low and uniform rate of Colonial and inter-Colonial

Postage. These and the several representations from the other Provinces clearly indicate the unanimous desire entertained by the British Possessions in North America to have extended to them a share of those benefits, intellectual, social and commercial, which have in so large a measure been conferred upon the Mother Country by the establishment of the Penny Postage.

"Each day's increasing experience has attested the wisdom that prompted the adoption of a measure which was not at the time more characterized by its boldness than it has subsequently been by its success. The example of cheap Postage thus set in Great Britain has recently been followed in the United States in a modified form, adapted to a more widely scattered population and extended limits. The success which has attended these reductions has relieved the experiment of much that appeared hazardous in a financial point of view, and promises to support the Commissioners in the assumption that any serious diminution in the Provincial Post Office Revenues, arising from an effective reduction in rates, would prove but of short duration, and would be more than balanced by the attainment of the many advantages so ardently sought for by the Provinces, and which such reduction would confessedly confer.

"Concurring in their appropriateness, and believing they will meet the approval of the Provincial Legislatures, we adopt them as part of the scheme we have the honour to recommend in this Report, subject to some explanations which we have subjoined.

"1st. That the British Principle of weight, and the scale by which additional rates are calculated, should in no case be abandoned.

"2nd. That there should be maintained throughout the British North American Provinces one uniform system and rate of Postage, with no greater modification than their circumstances may demand.

"3rd. That no transit Postage should be chargeable on letters forwarded between these Provinces for the cost of conveyance through any of them.

"4th. That the uniform internal Colonial rate of twopence sterling the half ounce should remain in operation as regards letters transmitted in the British Mails between the United Kingdom and the North American Provinces, to be extended to countries having postal conventions with Great Britain, as suggested by Lord Clanricarde.

"5th. That the pre-payment of Postage as well between the Provinces as between the United Kingdom and the Provinces, shall remain optional.

"6th. That to avoid complicated accounts each Province shall retain the amount of Postage it collects, a stipulation that involves the understanding of unrestricted freedom and uniformity of principle in respect to the pre-payment of Postage.

"7th. The Packet Postage of one shilling sterling per half ounce, we understand, will be collected in the four enumerated Provinces, and be remitted to the Postmaster General in England, after the deduction of any just claim on behalf of the Provincial Postal Departments. The internal Colonial rate of two-pence sterling, chargeable on letters by the British or other Packet Mails, stands on a different footing, and will, we assume, remain at the credit of the respective Provinces where it may be collected; while in the case of pre-payment in England it will be passed to the credit of the Province to which the letters shall be addressed for delivery.

"It is also understood that Nova Scotia and New Brunswick are not chargeable out of their several postal funds for the transmission through either of those Provinces of the Packet Mails passing to Colonies lying beyond them respectively.

"This service, we assume, will be provided for out of the Shilling Sterling Packet Postage, and that Her Majesty's Government, out of that fund, will continue to transport the Packet Mails to the Provinces for which they are destined, as formerly was done by the Unicorn to Quebec, and subsequently through the territory of the United States.

"We have agreed to recommend three-pence currency per half ounce as the primary rate; and in suggesting its restriction to distances of three hundred miles, and an additional rate to be superadded for distances beyond that limit, we have been alone actuated by considerations of revenue, as influencing the probable concurrence of the several Legislatures.

All which is respectfully submitted.
October, 1847.

(Signed,) WM. CAYLEY,
J. W. JOHNSTON,
R. S. HAZEN.

DOWNING STREET,
15th December, 1848.

"MY LORD,—I have now to acknowledge Your Despatch of the 14th June last, enclosing the Report of a Committee of the Executive Council of Canada on the subject of the Provincial Post Office. I have communicated on the important subject of this report with the heads of the other Departments of Her Majesty's Government, and have now to inform you that Her Majesty's Government are prepared to carry into effect the proposed arrangement, and to take steps by which the management of the Post Offices in the North American Provinces will be left to the Colonial Governments. But on reference to the Law Officers, they have been advised that this cannot be done without the authority of an Act of Parliament.

"Application will therefore be made for that purpose in the ensuing Session."

I have, &c.,
(Signed,) GREY.

The Right Honble.
The Earl of Elgin,
&c. &c. &c.

TOPICS
NEEDS
MORE LETTERS
COMMENTS
MANUSCRIPTS
ETC.

BOOK REVIEW

Harris Reference Catalog of Postage Stamp Price for United States, U.N., Canada and Provinces, Summer 1979 Edition price \$2.25, pp. 486.

In this edition 11,000 price changes are published. A new feature, toward the back of the book, is a premium pricing guide. Those who work at it arrive at the percentage over regular price (for "good average" copies) that one should expect to pay for fine, very fine and extra fine copies.

* * *

The Canadian Lathework Design, by Hans Reiche.

Lathework collecting is such an appealing study that it is a wonder a book on this subject has not been published long before this. The 12-page publication is, therefore, most welcomed and it should be of interest to many collectors, especially newcomers. The book outlines five theories for their existence; four theories for their "incompleteness"; and the author's views. There is also a checklist for lathework found on Admiral stamps. Unfortunately the list is "incomplete" for it does not state whether the designs are normal or inverted.

To correct the error on page 2, simply invert the picture and relabel design

"D" to read "A"

"C" to read "B"

"B" to read "C"

"A" to read "D"

A "trimmed" selvedge is a possible explanation for the narrow band of lathework illustrated on page 3.

Despite printing errors the learned phi-

latelist and bilingual golfer has produced an information and thought-provoking book. At \$2.50 per copy—even "The Yellow Peril" can afford one.

— Yellow Peril

* * *

Canadian Philately: bibliography and index, 1864-1973. Published by the National Library of Canada and available from your dealer or from Publishing Centre, Printing and Publishing, Supply and Services Canada, Hull, P.Q. K1A 0S9. Canadian price \$9.80; other countries \$11.80.

Stated to be the first ever bibliography on Canadian philately, the book was compiled by the librarian at Ottawa's National Postal Museum.

Cimon Morin has done an enormous research job in producing this book. Naturally it's not complete, but that is not to pick holes in the volume. It's a wonderful reference work, and we hope it will be revised from time to time.

The book deals with literature on stamps, postal stationery, postal history and postal markings of Canada and BNA monographs, brochures, catalogues, and even articles from periodicals. It lists works printed in English and French. There's an author index and subject index to about 4,000 entries.

Altogether a highly helpful book to those engaged in research, or simply on the lookout for general information on their area of interest.

— D.H.

Chronological Listing of the Post Offices of Elgin and Norfolk Counties

by ROBERT C. SMITH

The postal history of the county of Elgin and the former county of Norfolk (now part of Haldimand-Norfolk), makes a particularly interesting study. While its beginnings naturally do not go back in time nearly so early as those of other regions of British North America, it is nevertheless

true that the Long Point Settlement, and shortly afterward the Talbot Settlement were established very early in the nineteenth century.

In order to facilitate the study of the postal history of this area, it was thought to be of interest to reproduce a listing of

the post offices which operated there. The one presented here lists the offices chronologically by opening date. (The author has also made similar listings by closing date and alphabetically, for both counties together and for each separately).

Some explanation of the table is necessary in order to understand it fully. The first two columns are self-explanatory; they give the name of the post office and the county in which it was (or is) located. The third column gives the opening date of the office, the year appearing first, then the month, and finally the day (this international standard form for dates is very advantageous when ordering events chronologically as is done here—when the date is treated as an eight-digit number, the smaller the number the earlier the date, and so the listing is essentially in numerical order). If the month or day is unknown, as is the case for some of the early dates, a "00" is substituted for it. An "NC" appearing to the left of an opening date indicates a name change, in which case the date given is the one on which the office commenced operations under that name. An "RO" to the left of the opening date indicates that it is the date of reopening of an office that had been closed at some earlier time.

The fourth column gives the closing date of the post office, a blank indicating one which is currently operating. "NC" again means the date of a name change, so that the date given is the last one on which the office operated under that name. The date of such a name change is treated as the closing date for the office bearing the old name and the opening date for the office bearing the new name, even though the actual post office in most cases remained in continuous operation. A "TC" to the left of the date indicates that the office was only temporarily closed on that day, and was

reopened at some later time. Every post office has one entry in the list for each distinct period during which it was open, and so an office which has a "TC" will appear farther down the list with an "RO" by the opening date (or perhaps an "NC" if it reopened under a different name).

The next column contains an occasional "Q". This indicates that there is some question concerning the data given on that line: a date may be uncertain, there may be a lack of evidence substantiating a name change, or some other datum may be problematical. Usually a note appears which explains the nature of the uncertainty, unless it is simply one of date.

The last column shows any other name the particular office may have had at some other period in time. There will naturally be an entry in this column only if one or more name changes took place.

The majority of the dates were taken from the "Change of Postmasters" cards which are kept in the National Postal Museum in Ottawa for the offices no longer in operation, and in the Southwestern District Office in London for those still operating. Some of the earlier opening dates, not recorded on these cards, were taken from Boggs' "The Postage Stamps and Postal History of Canada", pp. 561-564; others were obtained from Campbell's "Canada Post Offices 1755-1895" (where no month or day is given; the dates given by Campbell and those given on the cards occasionally differ). Still others were obtained from the copies of correspondence between Canada and the Postmaster General in London kept in the National Archives of Canada under the descriptive title of MG40L; included in this correspondence are copies of some of the semi-annual lists of new post offices opened in Upper and Lower Canada by the Deputy Postmaster General, along with their opening dates.

Name of Office	County	Opening Date	Closing Date	Other Names for this Office
Long Point (1)	Norfolk	1816 00 00	1819 00 00	Q
Vittoria (1)	Norfolk	1819 00 00		Q
Port Talbot	Elgin	1820 00 00	TC 1870 09 01	
St. Thomas	Elgin	1825 00 00		
Waterford	Norfolk	1826 00 00		Q
Simcoe	Norfolk	1829 07 06		
Yarmouth	Elgin	1830 01 06	TC 1837 00 00	Q Temperanceville, Orwell
Port Stanley	Elgin	1830 01 06		
Port Burwell	Elgin	1830 01 06		

Name of Office	County	Opening Date	Closing Date	Other Names for this Office
Bayham	Elgin	1830 01 06	1970 04 02	
Port Dover	Norfolk	1831 07 06		
Middleton (3)	Norfolk	1831 07 06	NC1864 06 01	Q Courtland
Walsingham (2)	Norfolk	1831 07 06	NC1842 10 06	Fort Rowan
Aldborough	Elgin	1831 10 06	1913 04 30	
Vienna	Elgin	1836 04 06		
Aylmer West	Elgin	1836 10 06		
Tyrconnell	Elgin	1837 02 06	1913 04 31	
Sparta	Elgin	1841 07 06		
Davenport (4)	Elgin	1842 00 00	1846 00 00	Q
Walsingham (2)	Norfolk	1842 10 08	NC1869 06 01	St. Williams
Normandale	Norfolk	1842 10 06	TC 1955 06 30	
Port Rowan	Norfolk	1842 10 06		Q Walsingham
Houghton	Norfolk	1842 10 06	1915 05 01	
Fingal	Elgin	1846 07 06		Q
Temperanceville	Elgin	NC1849 04 06	NC1856 06 01	Yarmouth, Orwell
Killanora (5)	Norfolk	1851 00 00	1851 00 00	Q
Straffordville	Elgin	1851 07 06		
Windham Centre	Norfolk	1851 08 06		
Villanova	Norfolk	1851 09 06	1918 08 31	
Union	Elgin	1851 10 06		
Silver Hill	Norfolk	1851 10 06	1932 08 04	
Port Royal	Norfolk	1851 10 06	1914 11 01	
Forestville	Norfolk	1851 11 06	TC 1916 11 30	
Talbotville Royal	Elgin	1851 12 06		Q
Grovesend	Elgin	1852 02 06	1914 08 31	
Rolph (6)	Norfolk	1852 04 06	TC 1868 10 01	Ronson
Hartford	Norfolk	1852 05 06	1919 02 28	
Boston (7)	Norfolk	1852 05 06	NC1895 05 01	Shawmut
Iona	Elgin	1852 07 06	1963 03 31	
Wallacetown	Elgin	1852 07 06		
Jamestown	Elgin	1852 09 06	1856 06 01	
Clear Creek	Norfolk	1853 01 06		
Lynedoch	Norfolk	1853 02 06	1961 09 30	Q
Belmont	Elgin	1853 04 01		
Rowan Mills	Norfolk	1853 06 01	TC 1867 07 01	Stisted
Delhi (3)	Norfolk	1853 06 06		Q
Bloomsburg	Norfolk	1853 09 01	1914 02 01	
Salem	Elgin	1853 10 01	NC1868 01 01	Mount Salem
Lyons	Elgin	1854 01 01	1914 12 31	
N. Walsingham	Norfolk	1854 01 01	1864 08 01	
Rockford	Norfolk	1854 03 01	1914 02 01	
Spring Arbour	Norfolk	1854 04 01	TC 1858 10 15	
Eden	Elgin	1854 06 01		
Avon	Elgin	1854 07 01	1914 11 01	
Port Ryerse	Norfolk	1854 07 01	1969 09 16	
Kelvin	Norfolk	1854 10 01	1918 09 30	
Clunas (8)	Elgin	1854 10 01	NC1863 11 02	Springfield
New Sarum	Elgin	1854 12 01	TC 1861 02 01	
Port Bruce	Elgin	1855 04 01	TC 1920 06 15	
Largie	Elgin	1855 04 01	TC 1866 05 01	
Brock's Creek	Elgin	1855 05 01	1857 07 01	
Orwell	Elgin	NC1856 06 01	1918 08 31	Yarmouth, Temperanceville
Mapleton	Elgin	1856 09 01	1914 02 28	

Name of Office	County	Opening Date	Closing Date	Other Names for this Office
Guysborough	Norfolk	1856 09 01	1915 09 00	
Luton	Elgin	1857 08 01	1913 07 14	
Clachan	Elgin	1858 02 01	1915 01 01	
Dexter	Elgin	1858 08 01	1918 04 30	
Spring Arbour	Norfolk	RO1859 02 01	1899 10 25	
Townsend Centre	Norfolk	1859 04 01	1914 06 01	
Renton	Norfolk	1859 04 01	1914 04 31	
Crinan	Elgin	1859 06 01	1967 06 30	
Frome	Elgin	1861 01 01	1914 01 31	
Pleasant Hill	Norfolk	1862 06 01	NC1876 07 01	Walsingham Centre, Wals.
Langton	Norfolk	1862 06 01		
Round Plains	Norfolk	1862 06 01	1913 11 30	
Blakeston	Norfolk	1863 05 01	NC1864 09 01	Teeterville
Eagle	Elgin	1863 08 01	1913 10 01	
Springfield	Elgin	NC1863 11 02		Clunas
Cowal	Elgin	1863 12 01	1913 01 15	
Yarmouth Centre	Elgin	1863 12 01	1954 11 15	
Courtland	Norfolk	NC1864 06 01		Middleton
Bookton	Norfolk	1864 08 01	1914 06 01	
Teeterville	Norfolk	1864 09 01	TC 1918 11 30	Blakeston
Rodney	Elgin	1865 01 01		
S. Middleton	Norfolk	1865 03 01	TC 1878 04 01	
Glen Meyer	Norfolk	1865 03 01	1975 05 07	
Walsh	Norfolk	1865 03 01	1919 07 15	
New Sarum	Elgin	RO1865 08 01	1969 01 08	
Corinth	Elgin	1867 03 01	1970 07 07	
Atherton	Norfolk	1867 09 01	1919 02 28	
Lynnville	Norfolk	1867 09 01	1925 07 01	
Ranelagh	Norfolk	1867 09 01	1913 07 31	
Kinglake (9)	Norfolk	1867 09 01	TC 1874 07 01	
Tyrrell	Norfolk	1867 09 01	1913 11 01	
Rowan Mills	Norfolk	RO1867 10 01	NC1867 11 01	Stisted
Stisted	Norfolk	NC1867 11 01	TC 1873 01 01	Rowan Mills
Largie	Elgin	RO1868 01 01	TC 1871 08 10	
Mount Salem	Elgin	NC1868 01 01	1914 08 14	Salem
Marston	Norfolk	1868 02 01	1913 04 02	
St. Williams	Norfolk	NC1869 06 01		Walsingham
West Magdala	Elgin	1869 07 01	1899 11 30	
Brandy Creek	Norfolk	1869 08 01	TC 1904 10 25	
Bealton	Norfolk	1869 09 01	TC 1874 08 01	
Acacia	Norfolk	1870 04 01	TC 1883 12 01	
Copenhagen	Elgin	1870 05 01	1914 08 31	
Ronson	Norfolk	NC1870 06 01	1908 05 27	Rolph
Calton	Elgin	1870 08 01	1914 09 01	
Killerby (10)	Elgin	1871 11 01	TC 1875 11 01	

(This listing, with reference notes, will be concluded in *Topics* next issue.)

Classification of Broken Circle Postmarks

by GRAY SCRIMGEOUR

For the Handbook that our group is preparing, we have devised a simple and flexible classification scheme for the broken (or split) circle postmarks of Canada and the B.N.A. provinces. The postmarks are divided into four basic types, A to D, depending on the number and type of circles and arcs. In addition, a sub-type number is assigned (1 to 7) in order to describe the wording of the hammer clearly. Although there have been many previous classifications (e.g., Jarrett's numbered illustrations,

Bogg's classifications, and the Goodwin notation used by Holmes and Campbell), we felt—after study of all the previous schemes—that our new classification method was necessary to adequately review the specialized field of broken circle postmarks. In designing the new scheme, we assigned the lowest letter or number to the most common type of postmark. We have attempted to provide the greatest flexibility and least ambiguity with as few subdivisions as possible.

Type A



Single broken circle

Type B



Double broken circle

Type C



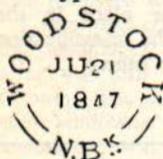
Open circle

Type D



Enclosed broken circle

Type A



B2s

Type B



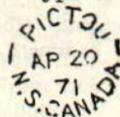
A3

Type C



A4

Type D



A4



B5s

Single broken circle



A6

Double broken circle



B7X

WAY OFFICE

Open circle



B7s X

PAID

Enclosed broken circle

The single broken circles (Type A; Goodwin's round group 7) are by far the most common of the four basic types. Type A is followed in occurrence by the double broken circles (Type B; also called double arcs or two-part-circles; includes Goodwin's groups 2, 4, and 6). The open circles (Type C) sometimes have no arcs showing because of their long town names. Some Type C postmarks have dots rather than arcs. Most of the enclosed broken circles (Type D; also called inner circle postmarks) were issued to some offices in Ontario and a few offices in Quebec starting about 1868.

After the basic type is assigned, a sub-type is designated based upon the wording or format of the hammer. Most of these sub-types depend on the province or territory designation. They are:

1. Common abbreviation for the province or territory at the bottom.
2. Alternative or less common abbreviation for the province at the bottom (this abbreviation will be completely specified in the hammer's description in our lists).
3. Province or territory or district in full at the bottom.
4. "CANADA" (or DOMⁿ OF CANADA) at the bottom.
5. No location given at the bottom.
6. Duplex hammer.
7. Special use hammers, or unusual arrangements (the entire wording of these hammers will be given in the

lists).

The only other notations used in the classification are for certain early hammers. The letter "s" is added at the end of the description if the type in the hammer is serified. The letter "x" is added if the hammer did not have type for the dates but used manuscript dates.

Three of the examples illustrated above use the common abbreviations for their provinces, so YELLOW CREEK would be called A1, HAMILTON B1, and PETERBORO D1. WALSINGHAM has the less common U.C for Upper Canada at the base, and is serified, so is called Type C2s, with an "x" added for the manuscript dating. The common abbreviations for the provinces and territories are: ALTA., ASSA., ATHA., B.C., KEE., MAN., NEWFD, N.B., N.W.T., N.S., ONT., P.E.I., QUE., and SASK. No abbreviation was used in broken circle postmarks for the word YUKON (so most Yukon postmarks are Type A3, with YUKON in full at the base). Examples of the less common abbreviations, for sub-type 2, are BRIT. COL. for British Columbia; L.C., C.E., Q., and P.Q. used in Quebec at various times, and the ATHA. and N.T. used in the North West Territories (*cf. Topics*, Vol. 36, p. 29).

Here are several further examples that show the use of all of the sub-classifications. We have found that virtually all of Canada's tens of thousands of broken circles fall easily into the proper place in the scheme, and hope that the classification method simplifies study for others.

Early Saanich and Alberni Post Offices

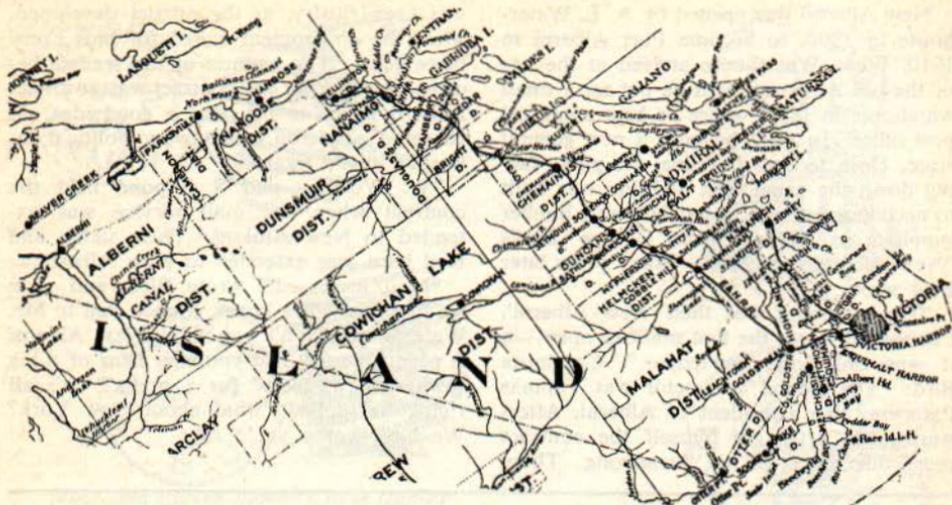
by MAX ROSENTHAL

In 1859, Henry Simpson, one of the first farmers in Saanich, about 13 miles northwest of Victoria, on Vancouver Island, raised a mortgage on his 300 acres for £83 6s 8d to build the Prairie Tavern near the road, or rather the trail from Victoria. Later, when there really was a road, he ran the first stage to Victoria, and also had the mail carrier contract. He was paid \$250 a year for this service. Some of the mail was delivered by his daughter Emma after school hours.

The Saanich Peninsula

Across Shoal Bay, at the Brackman Mill, was opened North Saanich post office, in 1884. H. Brackman kept it in a store next to the mill, 17 miles north of Victoria.

It was another eight years before the Saanich Peninsula saw further post offices, but then a bunch of them were established. At the beginning of May 1892, L. Dickenson opened Sidney, 15 miles north of Victoria. Three months later the others came



into existence: Turgoose, at what was later Saanichton, 13 miles north of Victoria; Young, 11 miles north; Sluggett, the same distance north of Victoria; Hagan, 13 miles north.

William Turgoose had come to Victoria after hearing of the Cariboo gold rush. After two years he settled on a 500-acre farm, whose northwest corner became the centre of Saanichton. It was his son Fred who opened Turgoose post office at the beginning of August 1892. Three decades later its name was changed to Saanichton.

Young post office had H. R. Young as its first postmaster, followed by F. Young. The latter was still postmaster in 1904, when its name was changed to Keating, after a local landowner. Similarly, Sluggett's first postmaster was J. Sluggett. It became Brentwood Bay in 1925. Again, Hagan was opened by J. Hagan, its only postmaster from beginning to closing, in 1913. Present Keating Crossing, followed by F. Young. The latter was still postmaster in 1904, when its name was changed to Keating, after a local landowner.

Alberni

A missionary to the Indians, Father Brabant, wrote in his diary in 1874 that on his way from Alberni to Victoria he went on a newly made road to Qualicum. Called the Qualicum Trail, it was the first land route into the Alberni Valley.

About the time that a Scotsman, Charles Taylor, arrived in Victoria, drawn by the discovery of gold in the Cariboo, the Ander-

son Company of London, England was establishing a sawmill at the head of the Alberni Canal. Most of its employees were from Scotland, so it was natural that Taylor would accept employment there.

The Anderson Mill was open only from 1860 to 1864, but Taylor stayed on. Their farm, with its cattle and horses, was left in his charge, at a nominal rent of one dollar a year. In 1884 his son, also called Charles, with a wife and young son, joined his father. The younger Charles, a steam engineer by trade, farmed on a small scale on the Indian Mission side of the river. Charles Taylor, Sr. opened the first Alberni post office in 1885. Two years later his son took it over. From their house Mrs. Taylor carried on his duties.

As Alberni grew in importance, and the mails increased, the government constructed a wagon road in 1889, which was considered a more direct route than the old Qualicum Trail.

On the flats below the present day Alberni, Sayward-Alberni was opened in 1886. When the first Alberni post office of the Taylors closed in mid-1891, Sayward-Alberni was renamed simply Alberni.

The first regular mail was brought into Alberni by Walter Watts, who carried it on horseback from Qualicum. There he met the Comox boat on its way from Victoria and Nanaimo. After the wagon road was built the first contractor to carry the mail was William Armstrong. This service remained weekly until shortly before it was established at New Alberni.

New Alberni was opened by A. E. Waterhouse in 1900, to become Port Alberni in 1910. When Waterhouse arrived at the site of the old Anderson Mill he put up a small warehouse in 1896, where he kept a general post office. In 1902 he built a new general store, close to the shoreline, on piles, facing down the canal. An addition was built to accommodate the postal business, lumber supplied as before from George Bird's "New Alberni Saw Mill". Many years later Bird wrote:

"The postmark was then 'New Alberni'. I happened to see the first mailbag open—in it was only one newspaper." Continues Bird: "The second contractor was Thomas Paterson, also a resident of Alberni. Afterwards, McCarter got himself the contract more than once, as did Armstrong. There

was keen rivalry, as the district developed, when the government called for bids every three years. The amount of the tenders became known after the contract was awarded. This, it seems to me, was a good idea. It removed suspicion of favor or political influence in the award.

"W. Woodley and S. Vipond held the contract when the mail service was extended to New Alberni. Their stable and feed barn was extended to New Alberni.

"Mail increased," wrote Bird, and soon we had post office boxes. I once said to Mr. Waterhouse, 'Don't you think New Alberni is a poor name? Did you ever hear of a big town with a "New" for a prefix?' 'It's all right,' he replied, 'what about New York? We have hopes yet.'"

Duplex Hammers in British Columbia

by JACQUE HOUSER

PART 1

I. Introduction

Duplex hammers for simultaneously post-marking letters and cancelling stamps have been used in British Columbia since 1886. Part of the history of these postal markings has been told by Smythies¹, but their use in Twentieth Century British Columbia has had only superficial documentation^{2 3}. No comprehensive catalog of the distribution of types and periods of use has ever been compiled.

Perhaps there is good reason for this lack of attention. Certainly, there are many who will say, "So what?"

British Columbia postal history is definitely not the most popular fad sweeping the country today. And there are, too, the practical problems associated with assembling the material for such a catalog. Finding examples to examine could take a short lifetime. It is definitely not a one-man job, but to this dabbler it seems worthwhile to get started now while some of the duplex hammers are still in use and before the silverfish devour the existing covers bearing the older strikes.

To that end, a survey of all of the types of duplex hammers known to the writer to have been used in British Columbia is pre-

sented with tables showing their distribution and periods of use. The listings in the tables, unfortunately, are probably not complete. They are based on strikes on covers and on piece coming to the writer's attention over the past 15 years or so. It is hoped that additional examples of use known to, or in the collections of, others will be brought to the attention of the writer for inclusion in supplemental articles.

II. Barred Circles

Barred circle duplex hammers, Figs. 1a, 1b, were the first of the duplex type to be used in British Columbia. Smythies reports the 9-bar as the earliest used⁴. This strike is from Victoria and is dated 1886. Using his notation, this hammer would be type IIA-9. Eight cities are reported by Smythies to have used the 9- and 11-bar hammers, (types IIA-9 and IIA-11) before 1902—the cut-off date for his study. These cities, and the earliest dates of use reported by him, are as follows:

1. E. A. Smythies, *Canadian Duplex Cancellations of the Victorian Era, 1860-1902*.
2. George H. Melvin, *The Post Offices of British Columbia, 1858-1970*, pp. 162.
3. Lester E. Small, "Duplex Cancels of Canada," *Stamp Collector*, June 10, 1978.
4. op. cit.



Fig. 1a, 1b



Nine- and Eleven-Barred Circle Duplex

City	9-bar hammer	11-bar hammer
Grand Forks	1902	
Greenwood	1902	
Kaslo	1901	
Nelson	1898	1898
New Westminster		1899
Rosland	1901	
Vancouver	1888	1898
Victoria	1886	

Discoveries made since the publication of Smythies' work extend Rossland's earliest date of use to 1898; add Nanaimo to this select circle, the earliest date now reported for Nanaimo being Feb. 9, 1900; and add a 13-bar hammer, type IIA-13, to those used at New Westminster. The date of use of the only strike of the 13-bar hammer known to this writer is Oct. 31, 1899.

This study has extended Smythies' list of towns using barred circle hammers by nine names. (It should be noted that none of these uses, except Nanaimo, are before his cut-off date, 1902.) These offices are:

Ashcroft	Phoenix
Cranbrook	Port Essington
Fernie	Prince Rupert
Kamloops	Vernon
Nanaimo	

III. Barred Ovals

The barred oval duplex hammers, Figs. 2a, b, c, d, appear to have been used over a period of more than 50 years. The earliest use noted here is 1907 and the latest, 1957. If this sampling can be taken as representative of the whole, the 11-bar type was the one experiencing the widest distribution.

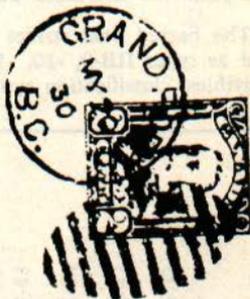


Fig. 2a, 2b, 2c, 2d

9-, 10-, 11-, 12-Barred Oval Duplex

The 9, 10, and 12-bar hammers were apparently issued to very few offices. In fact, to so few offices that the 10- and 12-bar types have gone unreported until just recently. The existence of the 10-bar oval duplex hammer in B.C. had not been reported until the letter to the editor of *BNA Topics* by Jacque Houser appearing in the Nov.-Dec. 1977 issue of that journal. The tabulation here includes strikes from Anyox and Hollyburn not mentioned by Houser in his letter. The use of the 12-bar oval duplex hammer has not been reported in the philatelic literature before this study.

The barred oval strikes would be identified as types IIB-9, -10, -11, and -12 using Smythies' classification system.



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Town	BARRED CIRCLE			BARRED OVAL				WAVY BARRED OVAL				Proof Date
	9-Bar	11-Bar	13-Bar	9-Bar	10-Bar	11-Bar	12-Bar	With Canada Norm	Invert	W/O Canada Norm	Invert	
Abbotsford				5/22/30								11/25/11
Agassiz				11/24/39		14-42				56-66		12/26/19
Alberni							1/20/22					7/26/19
Aldergrove									62-63	11/15/54		
Anyox					4/19/19	5/ :	3/28					5/16/22
Ashcroft	10/15/06					8/ 3/15						5/ 6/15
Birch Island								52-57				
Blind Channel								47-48				
Bralorne										42-52		
Britannia Beach						30-37				53-56		
Burns Lake								10/21/52	57-61	45-51		
Campbell River						07-22						7/26/20
Cassidy						3/15/27						
Castlegar									3/ 9/57			
Chase												8/ 3/11
Chemainus										53-60		
Chilliwack					30-38							11/ 3/09
China Creek								1/63				2/19/12
City Heights												
Clinton												7/19/13
Cloverdale						15-21						
Cobble Hill						11/27/12						
Collingwood East					?	29-63						8/ 2/21
Comox												2/12/12
Corbin						21-34						5/ 2/16
Corbin												3/29/24
Courtenay						11-42				8/15/46		8/ 7/12
Cranbrook	5/ /10					16-33						5/27/15
Creston									52-58			9/24/25
Cumberland	11/30/11											7/20/20
Duncan				27-28				2 / 9/47				

Town	BARRED CIRCLE			BARRED OVAL				WAVY BARRED OVAL				Proof Date	
	9-Bar	11-Bar	13-Bar	9-Bar	10-Bar	11-Bar	12-Bar	With Canada		W/O Canada			
								Norm	Invert	Norm	Invert		
Duncan's Station					13-18								5/26/10 7/13/1 1/6/21
Eburne						13-18							
Eburne Station						2/14/19							
Elko													5/29/11
Enderby						1/28/28							2/16/10
Englewood				2/23/29									
Farmington								2/18/53					
Fernie	01-08					11-31		6/ 4/56					11/16/12
Field									/ 7/62				7/21/09
Fort St. John								53-54			35-45		
Fraser Mills													7/ 2/10
Ganges													1/29/22
Gibsons								5/ 3/51					
Giscome							8/14/27				55-64		
Glacier													12/26/20
Grand Forks	02-13				36-34					60-64	53-57		
Greenwood	02-16							8/25/38	62-64				
Haney											56-58		
Hazelton								4/17/15					9/25/09
Hedley													12/ 6/17
Hillcrest													12/13/09
Hollyburn													
Honeymoon Bay									50-64				
Hosmer													10/ 9/08
Huntingdon								3/11/55					
Invermere				38-39									
Kamloops	06-09							9/16/15					
Kaslo	01-02							13-34					
Kelowna													1/ 8/10 4/ 6/21

Town	BARRED CIRCLE			BARRED OVAL				WAVY BARRED OVAL				Proof Date
	9-Bar	11-Bar	13-Bar	9-Bar	10-Bar	11-Bar	12-Bar	With Canada		W/O Canada		
								Norm	Invert	Norm	Invert	
Kerrisdale												1/23/14
Kimberley						6/5/26		8/8/61	11/ 7/58		4/20/45	1/29/23
Kinnaird									9/24/64			5/ 3/11
Kitselas												5/3/11
Ladner						10/ 3/12		1/10/57		42-52		2/ 2/11
Ladysmith				9/20/30		10/26/32		52-64				3/19/12
Lake Cowichan								53-60	64-65			11/26/18
Langlie Prairie											7/10/38	
Lillooet						27-32						10/ 2/15
Lockport												4/30/14
Lund												5/16/22
Lynn Creek												2/13/15
Lytton						12/ /17						
Marpole						1/ 8/17						8/ 2/16
Matsqui										62-63		2/ 9/21
Merritt												12/ 2/21
Michel												6/27/09
Milner										9/ 2/39		
Mission City						17-38		8/19/58	52-66	9/23/52		
Moyie												12/15/08

(Towns N to Y will be published in *Topics* next issue)

Canada-U.S.A. Cross Border Letter 1840

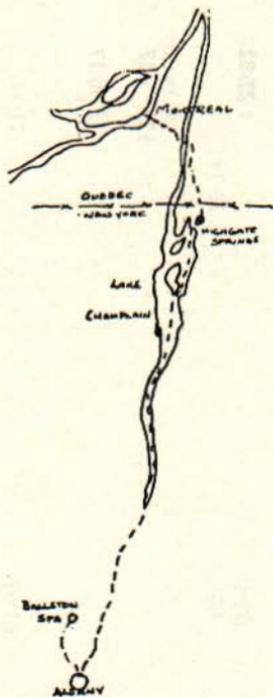
This cross border letter of 1840 is addressed to BALLSTON SPA, NEW YORK. It was posted in MONTREAL, QUEBEC on July 10. Various postal instructions and markings indicate the route it travelled.

The circular Montreal and red "PAID 9" indicate a double $4\frac{1}{2}$ Canadian rate to the border and the M/S " $37\frac{1}{2}$ " the double U.S. rate of $18\frac{3}{4}$ to Ballston Spa. These charges

follow the sender's instructions as to the route "VIA ALBANY".

The most interesting marking is perhaps the red "STEAMBOAT" which is almost certainly American and probably applied at or shortly after reaching the U.S. entry point at HIGHGATE SPRINGS, NEW YORK.

— André duSolon



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- Thank you very much for your letter and cheque. May I take this opportunity to thank you for the excellent manner in which our business transaction was completed. It is thanks to your sound advice over the last 15 years that has kept me away from significant trouble. — *D.A.S., M.D., Toronto, Ont.*
- Thank you for your cheque. The proceeds from the disposal of my father's collection was a real surprise — much more than I had been led to expect. — *Miss B.P., Ottawa, Ont.*
- My mother and I would like to thank you very much for the way in which you handled the sale of my father's Postal History collection. We are both pleased with the results of what must have been a difficult and time-consuming job. — *D.H., Ottawa, Ont.*
- Just a short note to extend my heartfelt gratitude to you and your staff for the courtesy and hospitality given me during my stay in Toronto. The Auction was magnificent and my participation, exhilarating. I am just beginning to bask in the full glory of my purchases. — *R.P.W., M.D., California*
- Thank you for your prompt settlement of my account, and the presentation of my material in your catalogue. It has been a pleasure doing business with you. — *M.J.H., Newfoundland*
- A brief note to thank you for your services in disposing of my father's collection and for the "big" cheque (which exceeded my expectations many times over). — *F.E.C., New York*
- Thank you for your recent letter with your cheque for proceeds from the auction. As in previous sales, the results were very gratifying. — *C.Y.H., Ph.D., New York*
- Je tiens à vous remercier sincèrement suite au cheque reçu. Un tel empressement à satisfaire les clients est rare de nos jours, c'est pour-quoi je tiens à souligner votre délicatesse et votre dévouement. — *R.A., Montreal*
- Nochmals vielen Dank für ihre hervorragene Leistung meinerseits in Ihrer letzten Versteigerung, und prompte Verrechnung. Ich habe weniger als die Hälfte erhofft. — *Dr. K.M.G., Germany*

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