

BNA Topics

VOLUME 12 • NUMBER 1

WHOLE No. 120



SEPARATING THE HAMMERS USED FOR THE "SQUARED CIRCLE" POSTMARKS

Several post offices used more than one hammer during the life of these postmarks, and this subject is dealt with in an article in this issue by Dr. Alfred Whitehead. Above is shown rare "Bleeker St., Toronto" (error for "Bleecker") from the author's collection



JANUARY 1955

Journal of the British North America Philatelic Society

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B·N·A TOPICS

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No. 120

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FROM THE "NUTMEGGERS":

Early Planning Features BNAPEX-55 at Hartford

YEP — IT'S ALMOST HERE! They're getting bigger and, we hope, better each year and this year, 1955, with these Connecticut Nutmeggers and your help, it will be a humdinger. This will be the first BNAPEX to be held in New England, so come early and stay long—the welcome mat will be out (just don't trip over it!) Mark the dates and get your tickets early. Cards will be sent in plenty of time for members to make reservations direct with the hotel. There will be a room for group meetings.

Henry and Anne Francis, members of the Women's Stamp Club of Hartford, the Hartford Collectors' Club, the Connecticut Philatelic Society, the West Hartford Stamp Club, and the New England Precancel and Stamp Club, are really planning the entertainment for BNAPEX-55 to be a grand affair in the Insurance City. The Nutmeggers believe Hartford to be one of the finer cities of the country, where there should be much to see and enjoy for the ladies as well as the men, from Canada as well as those from the States. Be the guests of the Connecticut Yankees on what we hope to be a beautiful fall weekend you should not soon forget. Arrange to have your B.N.A. friends meet you in Hartford, September 29 - October 1, 1955.

Chairman of Entertainment: Henry Francis (No. 1009),
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Exhibits will be received from BNAPS members only—the grandest display of British North America material to be shown in the New England area ever. Application forms for the exhibition (16 pages for each frame) may be obtained by writing direct to:

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Chairman of Mystery Ride: Harris Hunt (No. 1140), Norfolk, Conn.

Bourse tables will be limited to BNAPS members. Plenty of your favorite dealers will have space to show their wares, and they are having to pay plenty for this accommodation, which they have agreed to do so that the admission to the Exhibit will be free. Take home some real additions to your collection.

Chairman of Bourse: Oren B. Maxim (No. 972), Box 1505, Waterbury 20, Conn.

Signs made available through: Edward Karpinski (No. 1011) 367 Park St., New Britain, Connecticut.

BNA TOPICS, published at Brampton, Ontario, Canada, by the British North America Philatelic Society. Gordon P. Lewis, Editor, P.O. Box 74, Brampton, Ontario, Canada. Subscription \$3.00 per year; free to members; single copies 30 cents. Opinions expressed in the various articles in this magazine are those of the writers, and are not necessarily endorsed by the Society.

Authorized as second class mail, Post Office Department, Ottawa.

THE PROGRAM

Thursday, September 29:

- 1:00 Official opening
- 1:30 Program for ladies
- 6:00 Exhibit closes
- 6:30 MYSTERY RIDE
Get Acquainted Party (Harris Hunt)

Friday, September 30:

- 9:30 Tours for ladies
- 9:30 New Departure Mfg. Co. tour for men (returning about 3:30 p.m.)
- 10:00 Exhibit opens
- 1:30 Tour for ladies
- 3:00 Judging of exhibit
- 10:00 Exhibit closes
- 10:00 Party (Henry Francis)

Saturday, October 1:

- 10:00 Exhibit opens
- 10:30 Sightseeing tour for ladies (Dutch treat lunch, Bradley Air Field)
- 11:00 Annual meeting
- 5:00 Exhibit final closing
- 6:30 Reception and cocktails (Henry Francis)
- 7:30 Annual banquet.


Registration for the Works: Mystery Ride, Tours (Thursday), Tours, Party (Friday), Reception, Cocktails, Souvenirs, Door Prizes, Annual Banquet (Saturday), \$12.50. And for those who positively cannot take three days, tickets for the Annual Banquet may be purchased separately for \$6.00. We have had to guarantee a minimum of 250 dinners for the Banquet—we can seat only 470 and as you may know, Banks hates to see anyone go hungry, and any philatelist who thinks Banks doesn't know good food had better bring his own lunch basket. Banks is ready to send your registration tickets by return mail on receipt of your cheque for \$12.50, complete for three days of program. Let's be the early birds at the feast—no special menus—no refunds.

You want a program; you want it in plenty of time—here is it! We have the program, now we need your dough to help pay for it. Please don't blame the Committee if you just forgot to get that cheque in on time. Each registration will be numbered, starting with No. 1, so we can tell if you waited too long. September 29 will be coming up fast—IT'S LATER THAN YOU THINK!

Convention Chairman: Leon W. Banks (No. 631), Bethlehem, Conn.

JOIN THE BNAPEX NUTMEGGERS, SEPT. 29, 30, OCT. 1, 1955

The Perfin Group's Handbook

On the following page we commence publication of the  Handbook on "Canadian Stamps with Perforated Initials", prepared by Perfin Study Group of BNAPS. This handbook will appear in four parts in BNA TOPICS over the months of January to April, 1955, following which it will be revised in the light of any new information brought out as a result of publication in the magazine, and issued as a complete pamphlet of 24 pages and cover. The handbook will then be sold at \$1.00 per copy, and will be obtainable from leading dealers as well as from the Society.

Any new information on this subject should be sent to the Secretary of the Perfin Study Group, R. J. Woolley, 359 Ellis Park Rd., Toronto 3.

Canadian Stamps With Perforated Initials

PART ONE

WE ARE INDEBTED for much of the information on the earliest use of Perfins to Mr. Vallancy, who published his Stamp Collector's Handbook No. 1 in 1933, on "British Stamps Perforated With Firm's Initials".

Our "PERFINS", so named by the coining of a word of the first syllables of "perforated" and "initials", are known in Britain as "SPIFS" (Stamps Perforated with Initials of Firms) with a final "s" added to pluralise the coined name.

It would appear that, as the usage of postage stamps increased, the problem of protecting stamps from theft, by both the post office authorities and by the large commercial houses increased in proportion. Stamps would be removed from the mail in transit by dishonest postal clerks, and would be purloined from large firms by employees either for resale or for personal use.

Prior to the introduction of the practise of perforating stamps with identifying designs, several firms were allowed to print their names on the backs of stamps, and these will be found on the penny reds of Great Britain (Scott No. 33) and include Copestake Compton, Boyd, Hitchcock Williams, Great Eastern Railway, and the Oxford Union Society (O.S.U.) who also overprinted their initials on stamps of the same issue.

Official correspondence from the General Post Office, London, to Messrs. Joseph Travers & Sons in November 1867, indicated official objection to the practise of overprinting.

Early in 1868, a Mr. Joseph Sloper invented a machine designed to perforate a full sheet of stamps with a design registered on each stamp, in one operation. On February 16, 1868, he addressed an enquiry to His Grace the Duke of Montrose, then Postmaster General, asking for an official statement regarding his position and authority to continue his work. The P.M.G.'s reply, dated March 13, 1868, stated in part: "he will not object to the perforation of postage stamps in the manner described by you, with a view to protect merchants and others, as far as possible, from the theft of stamps used by them."

In the records of Messrs Sloper, the first entry for a stamp perforating machine appears to be from a Mr. J. T. Allman, a publisher in London, and the design is recorded as TJA.

The extent to which the practise developed in Great Britain is indicated by the highly specialised collection of Mr. Charles Bein, who records more than 7,200 different perforation designs, of which more than 700 appear on the penny reds.

The advantages to be gained in the protection of postal accounts were soon apparent, and the practise eventually spread to Continental Europe, and by 1880 stamps with initials perforated were in use in Belgium, Germany, France, Denmark, Switzerland and Austria.

Three departments of the British Government had special machines prepared for their own use. The stamps used by the Board of Trade between 1882 and 1904 were perforated with a Crown and the initials BT below, and during parts of 1895 and 1896 the Office of Works used a design with Crown and OW below, and as late as 1933, when Mr. Vallancy wrote his booklet, H.M. Stationery Office was using a design of Crown and SO, believed to have been replaced in the early 1950's by a new machine with design HM/SO.

CANADA

The problem of preventing the pilferage of stamps by employees was apparently as serious in Canada as it had been in England, and the measures taken for the correction of this abuse seem to have followed much the same lines.

Although we have no record of any firm printing its name or other identification on our postage stamps, we do occasionally come across a stamp, generally of the Small Queen period, which has been rubber stamped with the name of the user. This practise was unauthorized, and no doubt discouraged by the Post Office Department, due to the

disfigurement of the stamp design, and the fact that many similarly colored cancellations were in use in that period.

The first official notice of perforated initial stamps in Canada appeared in the Canada Official Postal Guide in January 1895. It reads:

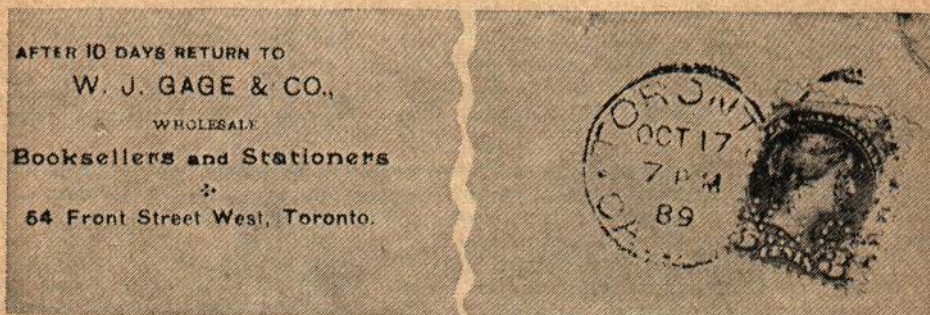
"Persons or firms using very large quantities of stamps may also arrange with the Department to have the stamps they purchase perforated with their initials at their own cost."

From the wording of the above paragraph, it is not particularly clear as to whether or not it was the intention of the Department to do the perforating, but it did give permission for a firm to adopt the practise if it so desired, after making the necessary arrangements with the Department, i.e., on receiving official permission. In 1896 the regulation was changed to read:

"Perforated Stamps: No objection is made by the Department to the perforating of postage stamps with the initials of the individual or firm using them."

With this change, permission was no longer required, and this situation lasted until 1910. Prior to 1910 no record had been kept by the Post Office Department of users who had taken advantage of these regulations, and no limitation had been placed on the size of the holes or on the area to be covered by the design.

One of the earliest users of a perforating device was the W. J. Gage Co., of Toronto, whose initials appear on the stamp on the cover illustrated. The cover is dated 17 October, 1889, and is the earliest known date of use of Perfins in Canada.



EARLIEST KNOWN USE OF PERFINs IN CANADA: W. J. Gage & Co., Oct. 17/89

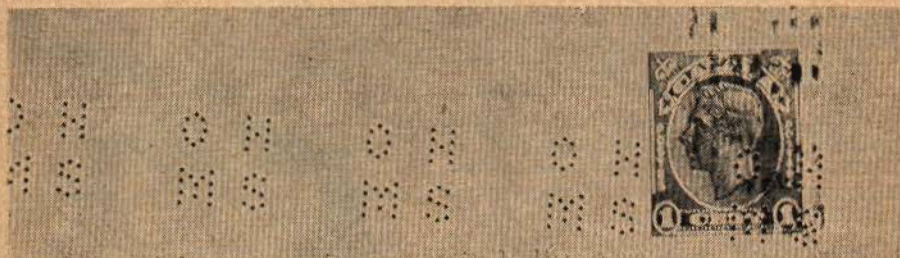
Perhaps the Gage Company, and the other two companies whose initials are found on the Small Queen issue, were using a perforating machine before authority for the use of such a device had been granted.

IC/R was used by the Inter-colonial Railway from Montreal as early as September 30, 1893. The user of the third design to be found on the Small Queen issues is, at the time of going to press, still unidentified. The initials are JH/S, and the few copies noted appear to be postmarked from Montreal.

The quarterly supplement of The Postal Guide for April 1910, states: "No objection is made by the Department to the perforation of postage stamps with the distinctive marks (initials or other) of the individual or firm using them, but it must be understood that the designs employed should be for the purpose of identification, and not for advertising. The perforations shall not exceed one thirty-second of an inch in diameter, and the whole space occupied shall not exceed one-half inch square. The perforating must not be done in such a manner as to prevent the stamp being easily recognized as genuine, and not one that had been previously used. The use of ink or other coloring matter in connection with the perforating is prohibited. Individuals or firms desirous of using perforated postage stamps must first make application to the Postmaster General, submitting their proposed designs, and obtain permission for their use."

This regulation is still in force, and the only change that has been made since 1910 is that permission has been granted for the similar perforating of postcards (1928). No company seems to have taken advantage of this privilege, the only recorded use of perforated

stationery being the 1c green wrapper, 1939-40, used by the Meteorological Division, Dominion Weather Bureau, and perforated OH/MS. Both Type I (5-hole) and Type II (4-hole) have been reported.



ONLY RECORDED USE OF PERFORATED STATIONERY: Meteorological Division of Dominion Weather Office, 1c Green Wrapper

According to the Post Office records, 79 applications have been approved. The number in each year is as follows: 1910, twelve; 1911, eleven; 1912, twenty; 1913, eight; 1914, six; 1915, four; 1917, two; 1920, three; 1922, one; 1923, three; 1924, one; 1925, two; 1926, two; 1927, one; 1928, one; 1931, two. Apparently the regulation is not strictly enforced, as no approval has been granted since 1931.

PERFORATING DEVICES

Before we advance further into the study of Perfins, it might be as well to have an idea as to how the machines which produce them operate. There are several companies who make stamp perforating machines, most of whom manufacture other types of business equipment.

The Sloper machine, the first machine patented in England, would perforate a full sheet of stamps at one operation, and is known to have been used in Canada by the earlier users of perforated initial stamps.

The machine which has had the widest distribution in Canada is made in two sizes. The smaller has a width to accommodate a row of five stamps which necessitates a sheet of stamps being folded, and the larger is wide enough to take a full row of ten regular or five large-size Canadian stamps.

The groups of pins forming the initials are so spaced that when sheets of normal sized stamps are perforated, the design appears in the centre of each stamp. Double-sized stamps will contain part of an extra set of initials.

The machine shown at right has a base measuring $12\frac{1}{2} \times 5$ inches and weighs 23 lbs. Stamps are perforated in rows of five, using half-sheets lengthwise. The capacity per stroke is as follows:

Three or less initials on each stamp (20 stamps at each stroke, row of 5; four sheets thick.)

Four initials on each stamp (15 stamps at each stroke; row of 5, three sheets thick.)

Five or six initials on each stamp (10 stamps at each stroke; row of 5, two sheets thick.)

Stamps can be perforated at the rate of 300 to 500 per minute.

The machine shown on the next page has a base measuring $17\frac{1}{4} \times 5$ inches, and weighs



33 lbs. It has double the capacity of the smaller machine, as stamps are perforated in rows of ten, instead of rows of five.

The perforations made by these machines conform to the requirements of the Post Office Department, i.e., holes not over one-thirty-second of an inch in diameter, and total space covered not over one-half inch square. The stamps lie flat on the plate and are pushed forward by the operator one row at a time.

Usually the pins are so arranged that, when sheets are fed through the machines from top to bottom, face up, the initials will be horizontal, and properly oriented when viewed from the face of the stamp. Occasionally the pins are so arranged that the initials read vertically, but more often vertical initials are produced by sheets being fed in the wrong way.



A sheet of stamps can be fed into the machine in eight possible different ways. Any of the four sides of a sheet with the stamp design face up, and any of the four sides with the gummed side up, so it is possible to find a design in any of the eight different positions. Students of the OHMS varieties have classified and catalogued the relative scarcity of the different positions on these officially perforated stamps, but it is not the purpose of this study group to deal with this phase of the problem.

In addition, the smaller machine, due to the sheet being folded when fed in, produces centre pairs with one perforation normal and the other reversed. These pairs are very scarce indeed, for if they are not separated when applied to mail, they will generally become separated before reaching the hands of a Perfin collector.

A single-unit perforator is also in use, very similar in design to a railway or street car conductor's punch.

Carelessness on the part of the operator of any of the various types of machines produces stamps with double perforations, some perforated obliquely, and occasionally some with two impressions, one of which is reversed.

Some mention should be made here of the extra hole or holes which are added, but which do not form an integral part of the design. These are used for purposes of office identification. International Harvester Co. has around 20 different "position dots" for Canadian offices, and other companies with branch office identification marks include New York Life Insurance Co., Parke Davis Co., C.P.R., Royal & Queen's Ins. Cos., etc.

These branch office markings form part of the study which has been undertaken by the group, and will be found on the last two pages of the handbook.

POST OFFICE PERMITS

Names of firms which have received post office permits, but no stamp reported to date of publication (December 1954): National Drug & Chemical Co., Montreal, P.Q.; A. McKim Co., Montreal, P.Q.; Pittsburg Coal Co., Winnipeg, Man.; Ottawa Electric Co., Ottawa, Ont.; Standard Sanitary Manufacturing Co., Toronto, Ont.; J. I. Case Threshing Machine Co., Racine, Wis., U.S.A.; Dominion Trust Co., Regina, Sask.; Canadian Wholesale Dry Goods Association, Montreal, P.Q.

CUMMINS MACHINES

The following companies are known to have ordered perforating machines but no stamp reported with their type: Chase & Sanborn Co., Montreal, P.Q.; Smith, Davidson & Wright Co., Vancouver, B.C.; R. V. Winch Co., Vancouver, B.C.

(To Be Continued)

Trail of the Caribou

By Freres Meyerson



DURING THE latter part of October 1954 Irwin Heiman, the New York auctioneer, held an auction at which two 20th century Newfoundland imperforates were offered for sale. A horizontal pair imperforate vertically of the 8c Long Coronation realized \$200 and an imperforate pair of the 4c Elizabeth sold for \$105.

* * *

Nelson Bond's superlative book on postal stationery, "The Postal Stationery of Canada", (Newfoundland included), has certainly stimulated interest in that subject. Now that a complete and comprehensive list exists, more and more collectors are turning to that field. There is one variety, rather moderately priced, that seems to be missing from the collections of most of our correspondents. We refer specifically to the 1892 paid reply card for use within the Universal Postal Union. The variety known as Bond NCF1 is comparatively common, but NCF2 is another breed of pups. We have no idea as to the relative quantities printed, but we do know that the latter variety is far scarcer than the slight difference in catalogue price would indicate. Used copies of either NFC1 or NFC2 are virtually unobtainable, particularly used prior to 1900.

* * *

Tom R. Hutton (BNAPS 1080) of London, England, has submitted a used copy of the 3c Queen Victoria (Scott No. 49) with a black "3" handstamped across the face. This is another variety to be added to the list we published some months ago. Tom has also sent along for examination a flight cover that is unlisted in the Dalwick and Harmer book. It seems to be an extension of a flight about which very little is known, as Dalwick and Harmer, in describing the flight, state that no press record seems to

exist. It is their belief that on March 11, 1922, Capt. V. S. Bennett, a contemporary of Maj. Cotton, took off from St. John's for Twillingate and the Fogo District. Covers are known cancelled at Twillingate on March 11 and at Fogo on March 12. This cover in question is cancelled with a straight line "HERRING NECK", dated March 11, 1922. Since Herring Neck is half-way between Twillingate and Fogo, it is reasonable to assume that the plane made a stop enroute from Twillingate to Fogo.

* * *

Dr. Allan Wilkinson (BNAPS 935) is in with the answer to our query of October concerning the AYRE & SONS, LTD. cancellation on the 2c Caribou (Scott No. 116). Allan wrote directly to the concern involved and received the following reply, from which we quote: "So far as I know, this cancellation was used exclusively for stamped receipts, and this particular stamp must have been cancelled prior to 1924, since with the pictorial issue of that date we started to use a perforating machine, which we continued to use until Confederation, when stamps on receipts were no longer required." The letter is signed "Lewis Ayre", a director of the company in question. We learn two things from Mr. Ayre's letter, firstly, the cancellation was undoubtedly a revenue cancellation and not at all in the nature of a precancel, and secondly, this will interest the perfin collectors as we are told rather authoritatively that the AYRE perforation did not make its appearance until 1924. We know of a copy of the 4c Caribou (Scott No. 118) with this perforation, but we can now say quite definitely that it was perforated and used after 1924. Thank you, Dr. Wilkinson, for clearing up this matter.

(Continued on Page 14)

Bringing News About People and Stamps

By REV. JOHN S. BAIN (BNAPS 19)

FOR PURPOSES of keeping the record straight, I would draw the attention of the Perfin Study Group to their column as edited by R. J. Woolley, appearing in TOPICS for November 1954, concerning the "only perfin so far noted on the Map" stamp. This statement is not accurate. The Canada 1898 Map stamp is also known with the perfin W.J.G., which is that of the Toronto book-sellers, W. J. Gage & Co. Copies are known in which the perfin appears horizontally and also vertically. If you have any others, let the Perfin Study Group know about them.

BNAPS

Writing a monthly column brings the ups and downs, the joys and the sorrows. On the "downs" and "sorrows" I shall not dwell. One of the "joys" is the many faithful readers who write in and contribute pieces of information from time to time. Such a person is BNAPSer E. Rushton, who writes to share with me enclosing three sheets 8¾ x 11 inches, with diagram sketches showing the "Flow Sheet for Sulphite Paper Mill", "Flow Sheet for Soda Pulp Mill" and "Flow Sheet for Paper Mill" respectively. These are published by Howard Smith Paper Mills Ltd., Cornwall Division. I mention them because they are the ideal presentation for a club talk on paper. Suggest that you try and obtain a set. My thanks to BNAPSer Rushton for his sharing, that I in turn might share it with BNAPS.

BNAPS

For those collectors of Royal Train items I ran across a card which was new to me. It has a purple cachet reading CANADA/and/UNITED STATES/join to/WELCOME /the/ROYAL VISITORS. The cancellation is also in purple, circular, and reads Transfer Office/Jun/7/1939/9:30 p.m./Suspension Bridge, N.Y. Handwritten on the message side of the card appears: "Royal Train just crossed this Bridge. Official Welcoming at

this station". Much of this Royal Train material is being keenly sought after, and apart from the very common covers, it is extremely difficult to find.

BNAPS

Had the opportunity a few weeks ago of going through an accumulation of covers mailed from the Canadian Philatelic Agency in Ottawa, in the late 1920's and early 30's. It was amazing to see the variety of postage that was used in these mailings! In fact, I am inclined to believe that this was not regular procedure! Usually the current stamps are used, not ones that date back to 1917!

BNAPS

Start to work now on those philatelic projects for 1955. Another new year will then add to your enjoyment of stamps, instead of slipping away with much left undone that finally becomes a burden. Plan your exhibit for BNAPEX in '55. ★

TRAIL—From Page 13

That was a nice piece that Henry Gates (BNAPS 114) showed us recently. It was a proof of the vignette used for the Newfoundland dog on the stamps, Scott 56-58. The proof in question is in black on thick white card and measures approximately 2 inches by 2 inches, and is several times the size it actually appeared on the stamp, so that the piece in question is probably more correctly termed an essay. Maybe some of the members of the Essay-Proof Society may be able to give us the correct terminology. ★

INDEX TO VOLUME 11

The Index to Volume 11 of BNA TOPICS bound into the centre of this issue, can easily be removed for binding purposes without damaging the remainder of the magazine.

TRANS-CANADA AIR LINES

PART TWO (Continued from Page 327)

JUST AS full-scale civil air operation was at last under way, war came again. If Canadian aviation was born in World War I, it came of age in World War II. The climate and geography of Western Canada, with its flat prairies and clear skies, made this area ideal for flying training. Thus, the proportion of Canada's fighting forces which were connected with aviation was greater than with the other Allies, and Canada made the major contribution to the British Commonwealth Air Training Plan by which thousands of Allied airmen came to Canada for flying training.

The resources of the Royal Canadian Flying Clubs were turned over, and 145 new airfields were built during 1940-43. Aircraft manufacture began on a large scale for the first time. With this backlog of trained personnel and aviation technology, Canada was prepared at war's end to take a major position in world aviation.

War also caused the consolidation of the surviving bush operators into Canadian Pacific Airlines in 1941. Included in this merger were Canadian Airways, Arrow Airways, Ginger Coote Airways, Prairie Airways, MacKenzie Air Service, Yukon & Southern Air Transport, and Wings Ltd. Separate operation of these companies was economically marginal and increasingly inefficient. So as not to compete with TCA, the new airline's routes were laid out predominantly north-south, with TCA supplying the east-west backbone of air transport. Airports were built along the Northwest Staging Route to Alaska; and at Montreal (Dorval), Gander, Nfld., and Goose Bay, Labrador, as part of the Atlantic bomber ferrying service.

A Wartime Project

Another wartime project was the Canadian Government Trans-Atlantic Air Service, originally flown with converted Lancaster aircraft, to carry mail to Canadian forces overseas. The first flight was on

July 22, 1943. By 1945 this had developed into a scheduled passenger service, and tickets were sold through TCA offices, and cabin stewards employed. TCA formally took this service over on May 1, 1947.

The TCA civil operations saw little expansion during the war. The main line was extended via Sydney, Gander to St. Johns, Nfld., on May 1, 1942. Saint John, N.B., and Fredericton were given service on July 1, 1944, via Blissville airport.

The years 1945 and 1946 saw a new spurt of TCA growth. Many ex-service personnel joined TCA as pilots, mechanics, radio operators and other specialists. A new twin-engine fleet of 27 DC-3's (21 passengers) replaced the Lockheeds. A new government regulatory body, the Air Transport Board, was created in 1944. Mainline service was extended to Chicago (July 1, 1946) and Cleveland (August 1, 1946) via London, Ont. A short-lived service between Fort William, Ont., and Duluth, Minn., began September 16, 1946. Service was extended from Halifax to Yarmouth and Boston on April 1, 1947. Shannon, Ireland, was added to the transatlantic route on October 1 of the same year; London, England, and Prestwick, Scotland, had been in use since 1943.

A complete route overhaul between Montreal and Vancouver was made on July 1, 1947. With the completion of airports at Sault Ste. Marie and Fort William-Port Arthur, the Northern Ontario route via Kapuskasing was no longer necessary, and Toronto's Malton Airport became the air capital of Canada. A spur route served Toronto - North Bay-Portquais-Kasputkasing, Portquais Junction being a new air mail point serving Timmins, Ont.

The main line now served Toronto-Sault Ste. Marie-Fort William-Winnipeg. West of Winnipeg, a fast service touched Saskatoon-Edmonton-Vancouver. Brandon, Man., and Yorkton, Sask., were added as alternate points between Winnipeg and Regina, Bran-

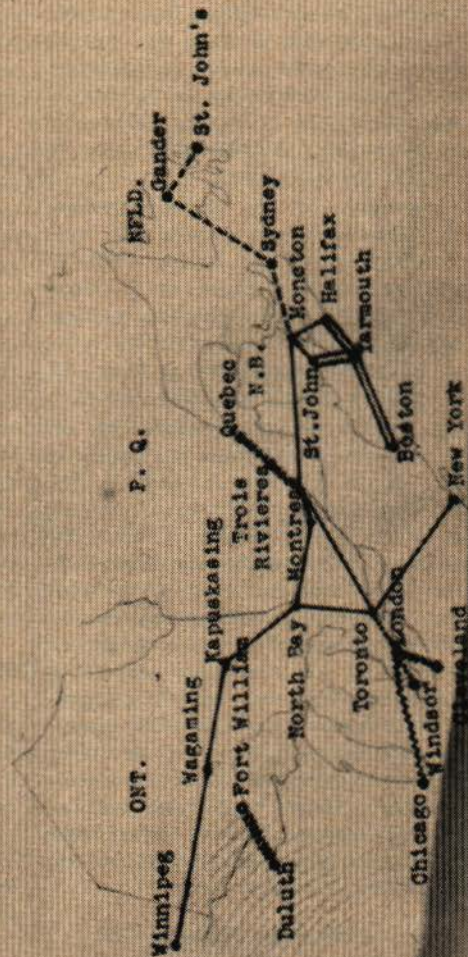
don being a stop westbound and Yorkton eastbound. Swift Current, Sask., and Medicine Hat, Alta., were added between Regina and Lethbridge. An additional fast service

served Winnipeg-Calgary-Vancouver. This cut the time between Montreal and Vancouver to 21 hours (2,550 air miles).

TCA Caribbean services got underway

THE TRANS-CANADA AIR MAIL

- London and Windsor extension, 15 July 1940
- - - - - Newfoundland extension, 1 May 1942
- Chicago extension, 1 July 1946
- Cleveland extension, 1 Aug. 1946
- Fort William - Duluth, 16 Sept. 1946
- Yarmouth and Boston extension, 1 Apr. 1947
- Montreal - Quebec route by Canadian Pacific Airlines, 15 Apr. 1942



on May 1, 1948, with flights from Montreal and Toronto to Bermuda. The Canadian Post Office Department had recently decided to give no more first flight service to collectors, so TCA provided its own cachet. The Bermuda route was extended in December to Bahamas, Jamaica and Trinidad, the first flight leaving Montreal on December 2, and Toronto on December 3. This is winter service, operating between December and May. Flying time to Trinidad is 13 hours; Barbados was a refuelling point.

April 1, 1950, TCA began operations on the lucrative Montreal-New York run, competing with Colonial Airlines. No mail is carried by TCA on the return flight, in accordance with U.S. regulations. Also on April 1, the Caribbean services were re-organized and Tampa, Florida, made a stop. The new routes were Montreal-Toronto-Tampa-Jamaica and Montreal-Toronto-Bermuda-Barbados-Trinidad. Flights were increased to ten per week in each direction during the tourist season. The idea of a Caribbean vacation has caught on strongly

in Canada, and for this TCA is largely responsible.

Trans-atlantic Service Extended

The trans-atlantic service was extended to Paris, France, on April 1, 1951, although Air-France had the honor of the first flight (October 5, 1950). Stephenville, Nfld., was added between Sydney and Gander on September 1, 1951.

Fredericton, N.B., was added between Montreal and Halifax on February 1, 1952. Dusseldorf, Germany, was added November 5, 1952. Points recently added include Sudbury, Ont., and Mexico City.

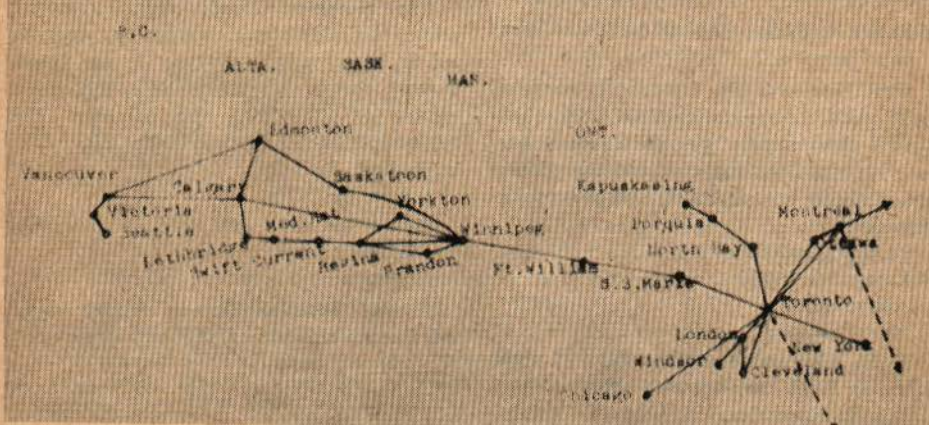
Other Canadian scheduled airlines include: Canadian Pacific Airlines, Vancouver; Maritime Central Airways, Moncton; Queen Charlotte Airlines, Vancouver; Central Northern Airways, Winnipeg; Leavens Bros. Air Services, Toronto; Mont Laurier Aviation Company, St. Jean de Brebeuf, P.Q.; Rimouski Air Lines, Mont Joli, P.Q.; Wheeler Air Lines, St. Jovite, P.Q., and Quebec Airways, Montreal. ★

(To Be Continued)

THE TRANS-CANADA AIR MAIL

- Revised TCA route, 1 July 1947
- Toronto and Montreal to Bermuda, 1 May 1948
- Montreal to Bahamas, Jamaica, Trinidad 2 Dec. 1948
- Toronto to Bahamas, Jamaica, Trinidad 30 Dec. 1948

During 1946, TCA took over existing RCAF routes to Prestwick, ~~London~~ and London. No first flights were made.



"SQUARED CIRCLES":

Towns Using More Than One Hammer

IN THE ARTICLE on Squared Circles in BNA TOPICS, December 1951, a list was given of towns using more than one squared circle hammer; this list has since proved to be incorrect. The following list has been determined by much subsequent research: HALIFAX, N.S. (2 hammers); ST. JOHN, N.B. (3); HULL, Que. (2); BELLEVILLE, Ont. (3); KINGSTON, Canada (2); BLEECKER ST., Toronto (2); WINNIPEG (4); VICTORIA, B.C. (4?).

It will be seen that these are all of Type 2, with thick bars; no similar duplication of hammers is known in Type 1, with thin lines.

The separation of the hammers under discussion cannot be effected by study of the indicia. Several collectors have thought that a number above the date in some cases indicated the number of the hammer. This is far from the case. Separation of these hammers is effected only by a study of the fixed lettering—town name, province, etc.—and the shape, size and position of the individual features of the surround of bars. Of these, the vertical side-pieces are of the greatest assistance.

HALIFAX, N.S., CANADA. There were two hammers.

First Hammer: The lettering is medium-sized, with a period after CANADA. Later strikes show much "spread" of lines, bars and lettering, due to wear, and the corners are markedly rounded. Left side-piece thicker than right.

Earliest: Sp 7/93

Latest: Mr 29/97

Above the date: 1, 2, 3, 4

Very common.

Note: The above earliest date IS right. It IS Sp 7/93, and not that given in BNA TOPICS, November '54. One of Canada's

best known philatelists was responsible for that error, and has expressed to me a proper degree of contrition!

Second Hammer: Taller lettering; no period after CANADA; corners at first very sharp; later, slightly rounded. Right side-piece very thin.

Earliest: Ja 19/97 (overlapping the period of first hammer by more than two months)

Latest: Fe 8/99

Above the date: 1, 2, 3, 4

Very common.

One page of my collection of the Halifax squared circles shows four postcards, each with a very clear strike of the second hammer. Each shows a different clerk's number: 1, 2, 3, 4. The notable fact about these strikes is that they are all at the same angle, slightly leaning to the right, and at least three of them on the very same spot of the stamp. Could it be that one and the same clerk impressed all strikes, and that the numbers are period or time marks and not clerks' numbers, as generally supposed?

ST. JOHN, N.B., CANADA. There were three hammers.

First Hammer: Corners slightly rounded; short, thin side-pieces; bottom bar concave on its upper edge (sub-type 3, see Handbook*), this is very clear and is the easiest means of identifying the hammer. Tall lettering; CANADA centred to left.

Earliest: Ap 1/95

Latest: Oc 29/96

Above the date: AM, PM, 1 (the latter is extremely rare)

Common.

Second Hammer: Corners slightly rounded; longer side-pieces, the left quite thick;

* "THE SQUARED CIRCLE POSTMARKS OF CANADA", by Alfred Whitehead. Advertised in this issue. Price \$1.50.



ONE OF TWO HAMMERS: The rare BLEEKER ST., TORONTO (error for "Blecker") used on piece, Ja. 30/95. (Author's collection).

rather smaller lettering; CANADA more widely spaced; left dot closed to "C".

Earliest: No 7/96

Latest: Oc 22/97

Above the date: AM, PM, normally, but 1, 2 are known, and will be dealt with in a later article.

Common.

Third Hammer: Corners sharp; thin side-pieces of medium length, left thicker than right. Tall lettering, thinner than that of first hammer.

Earliest: Oc 25/97

Latest: De 28/98

Above the date: AM, PM

Common

Note: None of the hammers has a period after CANADA.

HULL, QUE. There were two hammers.

First Hammer: Large, wide lettering; side-pieces short; the horizontal bars quite wide and heavy; indicia dots small.

Earliest: De 2/93

Latest: Oc 26/94

Rather scarce.

Second Hammer: Smaller, squat lettering; first "L" has both strokes shorter than second "L". Indicia dots very large, and in early strikes, square.

Earliest: Fe 15/95

Latest: Jy 8/97

Not so scarce.

BELLEVILLE, ONT. There were three hammers, all introduced in 1893 (Belleville is unique in this respect) and used concurrently with apparent freedom. Given sufficient material, a chronology might be determined; I trust a collector will

attempt this before long. In my handbook I speak of the three hammers as first, second and third, giving the earliest dates of each as then known. However, a recent acquisition changes the order, as a fine cover shows a clear strike of the "third" hammer of the handbook with an earlier date than any reported in the "second". Collecting is like that, as any specialist who has done some cataloguing will tell you! Despite this upset, I list the Belleville hammers below in the order in which they are found in the handbook; this to avoid confusion.

First Hammer: Small, round lettering (see "O" in "Ont"), similar to that for OT-TAWA (Type 1) and KINGSTON, first hammer. Top of "T" in "Ont." extended slightly upwards at right; top of last "L" points to the middle of third thick bar at right.

Earliest: Ju 15/93 (the earliest date known for a Type 2 squared circle)

Latest: Ja 31/95

Above the date: 2, 3 (I have not found "4" on this hammer)

Quite scarce.

Second Hammer: Larger lettering; ONT. narrow spacing, "N" wide; period closer to ONT. Last "L" of BELLEVILLE points to top of right side-piece. By Feb., '94, first "L" broken at foot of the vertical stroke; the third hammer later developed a similar break, but rather higher. "T" in ONT broken.

Earliest: Oc 4/93

Latest: De 10/97

Above the date: 2, 3, 4.

Third Hammer: ONT, tall, narrow let-

tering and widely spaced. "N" narrow; "O" broken, "ON" rather close at top. Last "L" points to base of third thick bar at right.

Earliest: Sp 29/93 (this date, found since the preparation of the handbook, actually makes this the second hammer in the light of our present knowledge)

Latest: Mr 20/87

Above the date: 2, 3, 4.

KINGSTON, CANADA. There were two hammers, easily separated.

First Hammer: The lettering is small, round and neat, very similar to that of OT-TAWA and BELLEVILLE (first hammer), and some other early squared circle hammers; they are evidently the products of the same workman.

Earliest: Oc 23/93.

Latest: De 13/93

This is a very brief period—about seven weeks—and puts this hammer in the same class as those for BERLIN and ORANGEVILLE, both of which were issued and discarded (or lost) in 1893, after a very short life.

Above the date: 2, 3, 4 (I have not seen 1) Scarce.

Second Hammer: The lettering is much taller and unmistakably different.

Earliest: Ja 7/94

Latest: De 6/98

Above the date: 1 (rare), 2, 3, 4, Nt. (this last is very rare)

Common.

Note: There is no period after CANADA on either hammer.

BLEECKER ST., TORONTO. There were two hammers, easily separated.

First Hammer: "BLEEKER"—error for BLEECKER. This was not in my first list, BNA TOPICS, Dec. 1951.

Earliest: Ja 23/95

Soon withdrawn and very rare.

Note: At least two earlier circular date-stamps are known with the same error of spelling.

Second Hammer: Correct spelling of BLEECKER. Sub-type 3, with bottom bar concave on its upper edge.

Earliest: Ap 23/95

Latest: My 22/00

Rarity.

WINNIPEG. There were four hammers,

three with "MAN" and one with "CAN-ADA" at the base.

Above the date: Clerk's numbers 1 - 10.

First Hammer: MAN at base; narrow "N" in MAN; "NN" (WINNIPEG) close and first "N" broken at foot. Very short side pieces, left being very thick. Common.

Second Hammer: MAN at base; wide "N" in MAN; "NN" spaced normally. Long thin side-pieces. Common.

Third Hammer: CANADA at base. very common.

Fourth Hammer: MAN at base. Upper angles of "M" and "A" do not meet. WINN . . . differs from the first hammer and MAN from second. Only one copy reported, dated No 22/04, on K.E. 2c—five years later than strikes from the earlier hammers.

A complex and most interesting chronology of eight periods has been determined for the above hammers. Readers are referred to the handbook for a full statement.

VICTORIA, B.C. There were probably four hammers. Their description and chronology are set out in the handbook elaborately and clearly by Dr. Lorna Cooke of London, England, after a close study of upwards of a thousand strikes. Here are a few notes of my own:

First Hammer: Long, thinnish side-pieces; smallish lettering; thick bars just above the base, long; left dot higher than right dot.

Earliest: Jy 14/93

Latest: De 24/94.

Second Hammer: Short, thick side-pieces (left thicker); large lettering, widely spaced, "B.C." especially so; bars above the base, short; side dots are square.

Earliest: Ju 3/95

Latest: Oc 9/97.

Third Hammer: Smallish lettering, "B.C." small; all bars thick; right side-piece thicker than left.

Earliest: Oc 12/97

Latest: De 30/99.

Fourth Hammer: Readers are referred to the handbook for a description of this puzzling hammer. Only one copy reported. Was it reserved for special use?

Hammers 1, 2, 3, show AM, PM or Nt above the date. (Only SHERBROOKE, Que., and VICTORIA, B.C., show the typical English "Nt"). ★

REVENUE GROUP NEWS

SECRETARY: Prof. R. DeL. French, 7481 Upper Lachine Rd., Montreal 28

THERE WERE A FEW revenue lots in Sisson's sale of November 24 last:

377 128 items, 1864-1946, incl. first issue \$3 bill, \$5 Supreme Ct., \$4 Ontario law, etc. (E\$8-\$12) \$ 9.50	
378 1897 \$5 Supreme Court, block of 6, VF (cat. \$18)	7.50
379 Same, 20 copies, incl. 2 blks. (cat. \$60)	17.00
380 1915 Supreme Court, rouletted, F. (cat. \$8)	7.00
381 B.C. hospital tax, 3c-10c, blks. of 25, F. (cat. \$112.50)	11.00

* * *

Some time ago we ran a note in these columns asking the help of members in trying to compile a check list of bottle seals, beer labels and the like, used by the various provincial liquor control boards. The response was hardly enthusiastic—there was but one, that one fortunately from a member with a good showing of this kind of material, and it was most helpful.

Does this result mean that this member is the only one who has even a single one of these labels? Probably not; it merely means that most of you think that, unless you have a real collection, it is useless to co-operate. Well, please change your minds. Even if you have only a single bottle seal, let the editor of these notes see it, or send him a detailed description of it.

While it is quite true that these labels are not stamps in the strict sense of the term, most of them are skilfully made and attractive, and form an appropriate supplement to a collection of federal liquor stamps, which are reasonably popular.

* * *

In 1952 there was a provisional strip cigar stamp issued, 20 on 25 cigars, with fine roulette; we noted it at the time. The figures "20" appear twice over the old denomination and "TWENTY-FIVE" is cancelled by a bar 15 x 1½ mm., all in dark blue. This stamp we have seen.

But we were told on government authority that another surcharged cigar stamp appeared at the same time. We have no information whatever about it, save that it was used on a brand of cigars called "Scotties". A fairly thorough search of the Montreal area has not revealed any such brand sold locally.

Members could help us by inquiring of local tobacconists if they know of any such brand, and, if found, by buying a package for the writer, who may not be affluent enough to smoke cigars, but who has an interest in their stamps just the same.

* * *

Canadian revenue collectors would—or should—be interested in a collection of United States private proprietary stamps, which the writer recently had an opportunity to look over. These stamps, which are listed in Scott's Specialized U.S. Catalogue, were used by many makers of matches, and playing cards, from 1862 to metics, and playing cards, from 1862 to 1883 and again from 1898 to 1901, in place of the regular government issues. There is a great variety of designs, some odd and some appealing to one's sense of humor. Few are really cheap and easy to find and the top one lists at \$750; only one damaged copy of this is known.

These stamps come on five kinds of paper, with one exception hardly distinguishable from the face of the stamp. The owner of the collection referred to chose to neglect paper varieties, reducing the number of collectable items from about 1,150 to some 500. This unorthodox procedure probably adds to the layman's enjoyment of the collection, rather than detracts from it. The writer has never enjoyed paging through a collection as he did in this case. Of all the world's revenues, these are tops in human interest. If you ever have a chance to look over such a collection, do not miss it. ★

A Double Paper Variety?

GOING THROUGH a lot of Scott No. 213, the 3 cent carmine Jubilee stamp, actually hunting for varieties, I came across a stamp which, when soaked off the piece of paper on which it was once used, unfolded into two perforated rectangles of paper. One had the proper imprint of the stamp—the other one joined to the first one at the top by the perforations—a blank paper, but perforated all around. On the piece of paper from which this item came, the stamp looked like any ordinary stamp, as the other blank part was folded back. I do not know on which side the gum had been.

After having examined the stamp from back to front and not coming to any definite conclusion, I wrote first to Mr. Jim Sissons, who gave the following explanation: "With regard to the 3 cent Jubilee, this might be a double paper. If so, it would be quite scarce and have some value. It is just possible that it was a genuine stamp and the face was skinned off it completely."

After this I wrote to Dr. Holmes, who answered "Your interesting piece of paper, which we return herewith, is something that I cannot definitely explain. I do not know whether you soaked this off of the cover or not, and if so, was it folded back with the gum on the back of the blank piece and the stamp being free, or was it also gummed to the piece of paper? If it is a double paper variety, I would expect the two pieces of paper to be gummed together and what surprises me is that it is joined to the stamp with the perforations.

A BLANK PIECE OF PAPER POSES PROBLEMS FOR EXPERTS

You would expect the double paper stamp to have this blank piece not joined by perforations. This item of yours must have been folded back, and if so, you would expect it to be the edge of the sheet. Yet the edges of the sheets have margins all around them, which are torn off, so this blank piece cannot be the margin because it is too large; I do not think for one moment that the blank piece could have been a gutter between two sheets which had got out. It is very interesting, and by all means guard it from falling apart."

After this letter I mentioned it to the superintendent of the Canadian Bank Note Company, who turned the inquiry over to Mr. Mills, Director of Financial Services, Canada Post Office. The reply was as follows:

"The unusual postage stamp combination you forwarded to the Company is enclosed herewith. The probable explanation for the peculiar condition of the items is that this was originally a block of two stamps and by mechanical means the printed portion of one stamp has been lifted or split off, leaving the remaining white portion. By looking along the top of the white portion from the side, the paper fibres can be seen standing up on the surface from which the printed portion was lifted. This is further confirmed by the fact that the white portion is only half the thickness of the 3 cent stamp, which is of normal thickness."

To this last remark I would like to

(Continued on Page 24)

BNA TOPICS DISPLAY ADVERTISING RATES

	1	6	12		1	6	12
	Insert.	Insert.	Insert.		Insert.	Insert.	Insert.
Full Page	\$10.50	\$9.25	\$8.00	Quarter Page	\$ 4.00	\$3.25	\$2.75
Half Page	6.25	5.25	4.75	Column Inch	1.25	1.00	.90

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The Editor's Mailbag

Canadian R.P.O.'s

As you may possibly know, an R.P.O. Study Group has been formed amongst the members of the Canadian Philatelic Society of Great Britain and we are hoping that we might enlist the support of members of BNAPS who are interested in these cancellations, so that they could co-operate with us in the compilation of a detailed record of present and past routes.

Briefly, our aim is to amplify the present records which have been so painstakingly and accurately collated by Mr. T. P. G. Shaw and his collaborators, with a view to establishing the dates of operation of discontinued routes and the commencing dates of routes which are still functioning.

It is hoped at some future date that it may be possible to issue a catalogue containing facsimiles of the various strikes that have been used as well as dates of operation.

At the moment, however, we would ap-

preciate it if members of BNAPS who would care to co-operate would communicate with our group leader, Mr. Lionel F. Gillam, 30 Brecklands, Broom, Rotherham, Yorkshire, England, or myself, in order to make arrangements for the exchange of information so necessary to the success of this project. I may add here that Mr. Gillam has done a great deal of work already along these lines and is a most efficient and keen leader of our group.

J. Millar Allen (No. 996)

36 Antrim Road,
Lisburn, N. Ireland.

Correction

Re article on "Saskatchewan Electrical Inspection Stamps" in September TOPICS, two typographical errors appeared:

1941 Serial 'C' SE10, should read 1c.

1941 Serial 'A' SE21 50c on \$10, should read SE24.

Roy Wrigley (No. 1065)



BNAPSers IN ACTION: The above photograph, taken during the combined Edmonton Stamp Club and Calgary Philatelic Society get-together held during the fall, shows BNAPSer Dr. M. C. Adamson auctioning a lot of Canadian plate blocks. The three other members of the auction committee facing the camera are all BNAPS members and are, left to right: R. J. Cooper, R. M. Williams and E. A. Harris. The Calgary Club put on a show in the first part of the afternoon which covered a wide range of interests. Some of the frames which were on view can be seen in the photograph.

Sketches of BNAPSers . . .

By V. G. GREENE (BNAPS L40)

No. 63: R. A. Jamieson, Q.C.

THE SUBJECT of this Sketch, Raymond A. Jamieson, was born in Almonte, Ontario (25 miles from Ottawa) close to the end of the last century. He was educated at Almonte public and high schools, University of Toronto, and Osgoode Hall. His grandfather and father were both practising lawyers in Almonte, and he follows the same profession, being a Queen's Counsel Mr. Jamieson says Almonte is the most beautiful town in Eastern Ontario and that it is the home of Tait MacKenzie, the famous sculptor, who was later physical director at the University of Pennsylvania, and also of Dr. James Nasmith, the inventor of the game of basketball. At the present time there is underway an active campaign to raise funds for a "Nasmith Memorial Hospital" and contributions are coming in from all over the continent.

Mr. Jamieson has collected stamps on and off for many years, but only in earnest since 1938. His specialties run to the unusual in philately; for instance, he has one of the best collections in the country of "Royal Train" covers of 1939, and also of Canadian forgeries and locals, and also U.S. locals. Those of us who attended the Niagara Falls Convention will remember with interest his display of early Canadian philatelic magazines, particularly those of S. Allan Taylor, which are very rare, and literature in connection with early Canadian philatelic societies.

He also has an extensive collection of plate blocks, including the only known block of the 1939 Royal Visit 3 cent Plate 5-3, with full selvedge (and it only cost him 12 cents!). "R.A." is also interested in certain branches of Canadian stampless covers, particularly "money-letters", and has written articles for TOPICS, Popular Stamps, Gossip, Stamps and Maple Leaves on the above and allied subjects.

A keen sportsman in his youth, Mr. Jamieson was on the University of Toronto



Raymond A. Jamieson, Q.C.

track team for two years, but lately has confined his activities to golf. Aside from stamps, his indoor activities are confined to tuning up certain musical instruments with strings, which many members of BNAPS well know. In fact, if an award was given for the best fiddler in the British North America Philatelic Society, "R.A." would win it hands down! ★

EDMONTON GROUP

• **The Edmonton Group**, BNAPS, held its annual meeting recently and elected Dutton A. Copp as president. Ronald M. Williams is the new secretary.

The group has only two elected officers, president and secretary. It was decided that each man serve one year in each office in order to share the responsibility and give all members experience. Dutton Copp retired as secretary, and Ed. Harris is ex-president of the group. ★

DOUBLE PAPER—From Page 22

add that the thickness is almost the same as the original stamp, and that so far as I can see, the fibres do stand up as well on the white portion as on the stamp itself. Besides, why should someone carefully skim one stamp off, then fold it and paste it on an envelope? So, what is the real answer to this? ★

OFFICIAL SECTION

BRITISH NORTH AMERICA PHILATELIC SOCIETY

Report of the Secretary . . .

December 15, 1954.

CORRECTION IN MEMBERSHIP NUMBERS

The following new members listed in November and December issues of BNA TOPICS were allocated incorrect membership numbers. Correct numbering should be as follows:

1229 Bentley, Robert J.	1245 Pett, Edward
1230 Chilcott, Milton B.	1246 Schonfeld, Joseph
1231 Debney, Philip L.	1247 Senécal, F. A.
1232 Elliot, R. Edwin	1248 Thackray, Percy R.
1233 Ethier, Jules J. C.	1249 Tharp, Mrs. Clarence A.
1234 Feit, Herbert H.	1250 Umbreit, Geo. M.
1235 Geldert, Dr. G. M.	1251 Begin, C. N.
1236 George, Graham Frank	1252 Cabot, George D.
1237 Hornby, Fred	1253 Chapman, C. Edward
1238 Kalinowski, Victor W.	1254 Foresman, Ralph D.
1239 Katz, Jay P.	1255 Lamb, Richard M.
1240 Kay, Joseph S.	1256 Lum, Cpl. Stanley
1241 Kinnear, John H.	1257 Melvin, George H.
1242 Larsen, R. W.	1258 Mitchell, Wallace B.
1243 Lynn, Thomas William	1259 Patterson, J. L.
1244 Martin, J. Stanley	1260 Swenson, Einer C.

NEW MEMBERS

- 1261 Barr, Dr. Charles, 32 Lake Street, Monroe, New York.
1262 Butler, Mrs. Hannah B., 114 Carolina Street, Buffalo 1, New York.
1263 Cole, Ezra D., Nyack, New York.
1264 Cox, Donald George, Box 18, Post Office, Tighe's Hill, 2N, N.S.W., Australia.
1265 Handley, Dr. Arthur, 6125 Dorothy Drive, San Diego 15, California.
1266 Kent, Stafford E., 372 Blake Blvd., Apt. 5, Ottawa 2, Ontario.
1267 Mitterman, Irving, 3334 West Harold Street, Philadelphia 32, Pennsylvania.
1268 Pelletier, Narcisse A., 34 Blandford Avenue, Toronto 10, Ontario.
1269 Pugh, T. B., 1734 Macomb Place, Richland, Washington.
1270 Thomson, Robert T., 168 Evelyn Avenue, Toronto 9, Ontario.

APPLICATIONS PENDING

- Blair, Don, 13750 Dexter, Apt. 203, Detroit 38, Michigan.
Bryant, Roger H., 85 Forest Street, Worcester 9, Massachusetts.
Clegghorn, John R., 220 Prado Place, Riverside, Ontario.
Hadley, Fred R., 121 - 11th Street East (P.O. Box 54), Prince Albert, Saskatchewan.
Hughes, Peggy Joanne, 1951 Prospect Street, Niagara Falls, Ontario.
Muller, Elizabeth H., 36 Elmer Street, East Hartford 8, Connecticut.
McLennan, Lindsay M., 184 Arkell, Hamilton, Ontario.
Schuberta, Charles W., 45 Niles Street, Hartford 5, Connecticut.
Stewart, William C., 304 Orchard Street, Chagrin Falls, Ohio.
Theeuwissen, Rene, Moulin, Nossegem, BT, Belgium.

APPLICATIONS FOR MEMBERSHIP

(Objections must be filed with the Secretary within 15 days after month of publication)

- CHASE, Abbott, College Highway North, Granby, Connecticut (CX) CAN, NFD—19th & 20th century mint and used postage and blocks. Pre-stamp, stampless, 1st Day and 1st Flight covers. Plate Blocks. Coils. Mint & used booklet panes and complete booklets. Federal & Tax-Paid Revenues. Mint & used Airmails and on cover. Cut-squares, R.R. cancellations. Proposed by L. W. Banks, No. 631. Seconded by D. Mower, No. 754.
DAME, Ralph L., R.R. No. 2, Dundas, Ontario (C) CAN, NFD—Mint & used postage, 1st Day covers. Coils. O.H.M.S. Mint booklet panes. Mint Airmails. Proposed by C. R. McNeil, No. 649. Seconded by B. R. Marsales, No. 647.
GARDNER, James W., 46 Whitton Road, Hamilton, Ontario (C) CAN—Mint postage and blocks. Plate Blocks. Proposed by C. R. McNeil, No. 649. Seconded by L. W. Sharpe, No. 395.
HILTZ, Charles I., Chester, Nova Scotia (C) CAN, NFD—Mint & used blocks. Mint booklet panes. Federal and Provincial Revenues. Proposed by E. L. Piggott, No. 629.
McKAY, Walter Garry, 12 Sills Apts., 633 - 14 Avenue West, Calgary, Alberta (CX) CAN—19th & 20th century mint & used postage, 1st Day covers. Coils. Mint & used Airmails and on cover. Literature. Proposed by E. A. Harris, No. 729. Seconded by M. C. Adamson, No. 527.
MUKA, Joseph A. Sr., 253 Federal Street, Greenfield, Massachusetts (CDX) CAN, NFD, PROV—Mint postage and mint blocks. Mint booklet panes. Proposed by L. W. Banks, No. 631. Seconded by E. T. Karpinski, No. 1011.

PELADEAU, Dr. Marius, 75 Linden, Brattleboro, Vermont (CX) CAN, NFD, PROV—Mint & used postage and mint blocks. Pre-stamp, stampless & 1st Day covers. Plate Blocks. Coils. O.H.M.S. Mint booklet panes and complete booklets. Precancels. Federal & Provincial Revenues. Mint & used Airmails and on cover. Postal stationery entires. Literature. R.R., Flag, Slogan, 2- & 4-ring and other cancellations. Proposed by Dr. J. J. Balassa, No. 786. Seconded by Levine, No. 1.

WELTER, Edward A. F., 15 Harmon Avenue, St. James, Winnipeg, Manitoba (C) CAN—19th & 20th century mint & used postage, 1st Day covers. Coils. O.H.M.S. Mint & used Airmails. R.R. and Slogan cancellations. Proposed by H. W. S. Wilding, No 1040. Seconded by A. W. Stewart, No. 1087.

REPLACED ON ROLLS

1149 Lundberg, John P., 11232 - 95A Street, Edmonton, Alberta.
407 Wise, Joseph M., 108 - 14 65th Road, Forest Hills, New York.

OMISSIONS OF COLLECTING INTERESTS

CLEGHORN, John R. (C) CAN—Used postage. Postcards. Coils. O.H.M.S. Used booklet panes. Precancels. Postal stationery entires. R.R., Flag & Slogan cancellations.

HADLEY, Fred R. (CX) CAN, NFD, PROV—19th & 20th century mint & used postage and blocks. 1st Flight covers. Plate Blocks. Coils. O.H.M.S. Mint booklet panes. Precancels. Provincial Revenues. Mint, used & semi-official Airmails and on cover. Postal stationery entires & cut-squares. Proofs & Essays.

CHANGES OF ADDRESS

Hedley, Richard P., 78 Allen Street, Buffalo 2, New York.
Lum, Cpl. Stanley 55011, 1 Air Div. HQ, RCAF, CAPO 5052, c/o Postmaster, Montreal, Canada (from Edmonton, Alberta).

RESIGNATIONS RECEIVED

1078 Gnadinger, John F., 121 South May Street, Joliet, Illinois.
741 Manning, James F., 1827 - 17th Avenue, San Francisco 22, California.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, November 15, 1954	878
NEW MEMBERS, December 15, 1954	10
REPLACED ON ROLLS, December 15, 1954	2
TOTAL MEMBERSHIP, December 15, 1954	890

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