

# BNA Topics

*Official Journal of the British North America Philatelic Society*

## **RARE SPECIES**



A Musk-ox and Whooping Cranes, two creatures which existed in fair numbers a century ago, appear on Canada's "Wild Life" issue for 1955. Both these stamps will go on sale in post offices April 4.



**MARCH 1955**

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1938, a set of five cards showing the proposed design in blocks of four, all are as issued except the high values 1r. to 10r. (in blocks of four) which are of a design not offered by us before, and as issued five mint and used sets (with blocks of four), also the 3a. in pink, a corner block of four; overprinted Service to 10r. (nine mint and used with two blocks of four).

1940 1a. on 2a. 6p. with varieties; 1945 Mily. Admn. and 1946 Civil Administration to 10r. with some multiples, both mint and used and showing a few plate varieties, also 1946 overprinted Service to 10r.; 1947 Interim Government to 10r. with some multiples and varieties of overprint, also overprinted Service and a representative collection of later issues to 1954. There is also a large album containing some sheets and an interesting armband worn by a village postman during the Japanese Occupation.

The Japanese Occupation issues include Myaungmya, first types on postage stamps of K.G. V. 9p. and 3½. (3), on official stamp of K.G. V. 6a. (5, with a block of four showing two impressions on the gutter margins); on postage stamps of K.G. VI. 9 p. and 4a. (block of four); on official stamps of K.G. VI 3p. to 1 a., 2a and 4 a in blocks of four; second types, 3 p. to 4a. in blocks of four, 4a., variety overprint double, both inverted, 1r. and 2r.; Pyapon 1a. (5, with a block of four) and 2a. (2); Henzada first types on postage stamps of K.G. V 3p. (8), 9p. (5) and 2a.; on postage stamps of K.G. VI 1 p., 6p. (4), 1a. (2), 1½a. (4), 2a. (6) and 4a.; official 8a. (5) and some forgeries, also a few on covers and Peacocks on postal stationery.

1942 Yano Seal (3, one on cover); 1942 (June) 1a. (11), 1942 (Sept.) ¼a. (2), ½a., ¾a., 1a. (2), 3a. (2), 4a. (2), 1r. (6), 2r. (3, one in red), and 5r. (10, four in red), also two attractive covers of this issue, 1942 (Oct.) 5c. on 1a. scarlet (8, with two covers), 1c. to 3c. and 15c. (3); later provisionals 1c., 2c. (2), 3c., 5c. in blue, 10c (2), 15c. and 20c. (2); 1943 5c crest (8), Farmer 1c. to 30c. in imperforate blocks of four and as issued and later issues, the majority unused, but with some attractive covers.

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issued for the stamp exhibition held in Mount Royal Hotel, Montreal, Quebec, October 5-9, 1925. This is a 150-page official exhibition catalogue, same size and similar in structure to the CAPEX Official Exhibition Catalogue (on sale at 55c). Over 100 pages of B.N.A. articles with 18 full pages of illustrations from the collections of Dr. Lewis Reford, Montreal, and Mr. A. H. Lichtenstein, New York City.

Fourteen-page article by Victor Gaudet, K.C., Postmaster of Montreal at the time, entitled "A Sketch of Postal Organization Through the Ages—With an Outline of the Development of the Postal Service in Canada." "The Specialist" by Fred Jarrett. "The 15 Cents, 1868-1900 (Big Cents Issues)" and "The 11½ Perforation in Canadian Stamps" by Dr. Lewis L. Reford. "Rowland Hill", by J. Powell Davies. An interesting feature in connection with this article lies in the fact that the author is a grand-niece of Sir Rowland, Mrs. Powell-Davies is a resident of Westmount, Que. "The Revenue Stamps of Canada" by Edward E. Goodchild. "Air Mail in Canada" by T. M. Barrington. "The Relative Values of Early Canadian Stamps". Based on numbers printed; by Charles J. Phillips. "Philatelic Bibliography of Canada" by Edward E. Goodchild. "Canada Cancelled Postage Stamps" by Frank S. Thompson.

Fifty pages listing Jury of Awards; Donations; List of Special Trophies; List of Exhibitors; List of Entries; Survey of the Exhibition; Auction Catalogue of 172 interesting items; plus 33 pages of interesting ads. on B.N.A. offerings.

This is a find by Mr. Fred Jarrett, R.D.P., F.C.P.S., and all catalogues are personally autographed by Mr. Jarrett. A "must" for all. This catalogue is worth many dollars to the specialist of B.N.A. stamps as a reference guide and for the many fine articles published therein. Due to the limited number on hand, this item is not for sale, but we shall give it to any person who purchases over \$10.00 of Canadian Philatelic Catalogues and Handbooks from the list of items we have in stock as listed below. This feature is to encourage the use of and the reading of Canadian Philatelic Literature.

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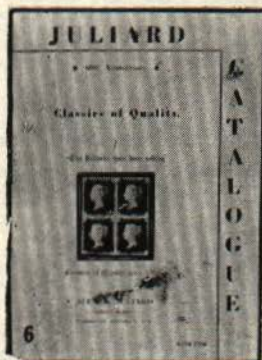
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# BNA Topics

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British North America Philatelic Society

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No. 3

MARCH 1955

WHOLE  
No. 122

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# THE EDITOR'S MAILBAG

## Clerks' Nos. or Time Marks?

In Dr. Whitehead's latest article on "Squared Circles" (January 1955 TOPICS), he presents an important problem to collectors of these postmarks by asking the reader whether the numbers considered as clerks' numbers are really such and not period or time marks.

My belief is that the numbers are time marks in the case of Halifax, N.S.; Belleville, Hamilton and London, Ont., at least. In the case of Ottawa and Winnipeg, they may be clerk's numbers, that is if all the numbers were in use regularly. But certain numbers were probably used oftener than others, indicating a certain period of use, most likely late mail. The Toronto squared circle postmark is only known to exist with "PM" markings, and most of these read "7 PM". I think "AM" markings are much scarcer than "PM" markings, for that is how they rate in my collection.

The substitution of numerals for "AM" and "PM" in the squared circle postmark of London, Ont., was probably meant to indicate a change from a general period of time to specific periods of time. If all the numerals were clerks' numbers, then why was the numeral "1" not used by such large postoffices as Belleville, Hamilton and London? "1 PM" on the Toronto squared circle is most likely the scarcest time mark of that city used on this type of postmark. I have seen 1 PM, 2 PM, 3 PM, 5 PM, 6 PM and 7 PM, on the Toronto squared circle, but no 4 PM, or any "PM" marking later than 7. (I suppose there is a 4 PM?)

Roughly, the use of the squared circle postmark can be divided into two types of use. In the smallest post offices, where one hammer was sufficient, it was in constant use, while in a large city like Toronto its use was restricted to late afternoon and early evening mail. Most of the larger post offices probably used it on afternoon mail more often than on morning mail, differing somewhat from Toronto.

Edward J. McGrath (No. 857)

\* \* \*

## Trans-Canada Air Lines

Rather interested in this month's installment of "Trans-Canada Air Lines" in BNA TOPICS (February 1955), through the fact that I have four covers which are listed as

scarce or unknown. I refer to the March 3, 1938, flight from Vancouver to Lethbridge, Regina and Winnipeg, with B. Middleton as pilot. I have all three, also one to Souris which of course was carried by train from either Winnipeg or Regina.

The story is that I met Bruce Middleton (a former Souris boy) in Winnipeg as he was about to leave for Vancouver to pilot the initial flight. I gave him the covers addressed to the points mentioned and asked him to have them on the first flight. When I received them in Souris after the flight, I found that he had endorsed all four on the face as follows: "NOTICE—To go via Trans Canada Air Lines on first inaugurated air mail trip scheduled for March 1, 1938."

Two of the covers are date-stamped Vancouver, Feb. 28, and two March 1, 1938. The flight did not take place until March 3, due to unfavorable weather, and the cover to Winnipeg is marked "Unclaimed" in Winnipeg on March 4, 1938. The others unfortunately have no date stamp proof, although the one to Regina has part of a hand pointing to the return address in the upper left hand corner, and the date stamps on the back are March 7, the day they left Regina for Souris, and March 8, the day they arrived in Souris.

Bruce Middleton is now with the Transport Department of Imperial Oil Ltd., in Toronto.

G. A. McMorran (No. 513)

\* \* \*

## Squared Circle Book Interesting

Have just received the Squared Circle handbook, and find the contents extremely interesting.

On checking over my small collection, I have noted three date extensions, as follows:

Wolseley, Assa., on reverse of cover from Chickney, Assa., to Toronto. Wolseley cancel dated May 16, '99.

Prince Albert, Sask., on 3c stamp; date, Dec. 28, '98.

Winnipeg, Hammer III, date Oc. 23, '97.

I note with interest that the Grenfell squared circle is rated as rare. I have two superb strikes on a strip of three 1c Small Queens, dated Jan. 14, '97.

A. M. Provick (No. 1071)

*Views and Reviews*

BY THE EDITOR

**'HOLMES' HAS BECOME  
THE B.N.A. CATALOGUE**

CATALOGUES and other handbooks may come and go, but it is the publication which is brought up-to-date more or less regularly that becomes the "authority" in any subject. Such is the case with the Holmes' Catalogue of Canada and British North America. No one can deny the fund of information still to be found in Jarrett's book published as long ago as 1929, and in the more recent Boggs opus, but with the many new collecting interests developed in recent years, a more up-to-date catalogue is a necessity. Collectors of B.N.A. have the last word in catalogues with the publication of the new 8th Edition of the "Specialized Philatelic Catalogue of Canada and British North America" edited by Dr. L. Seale Holmes and a large group of experts in the various issues. This is certainly the finest edition of Holmes yet published, and any serious B.N.A. specialist cannot follow his hobby successfully without this volume in his library.

The listings start with the Province of Canada, 1851, and are complete and detailed right up to the Prime Ministers set picturing David Thompson and Mackenzie Bowell issued in November 1954. The Provinces of Canada are dealt with very completely, as is Canada's latest province of Newfoundland. Information included shows methods of printing, engravers and printers of the various issues, numbers of stamps per sheet, total numbers printed of each stamp, perforations, paper and watermarks.

The byways of Canadian philately are not neglected, and the reader will find detailed listings of pioneer, semi-official and official airmail stamps and covers; booklet and booklet panes and presentation booklets; postcards, entires, letter cards, letter sheets, etc. In fact, name it, and you will find it in this latest editoin. Several completely new sections have been added, including a brief but comprehensive section on early covers and cancellations. The section on essays and proofs of Canada has been completely revised. In plate blocks, the catalogue lists prices for the cheapest positions and plate numbers except in the case of the Silver Jubilees and Royal Visit issue of 1939, where each position and plate number is priced. All imperforates are listed and priced, and numbers issued are given. Something new has been added in the form of a complete listing of permits and meter cancellations, although there has been no attempt to set a price on these items.

The problem of pricing has been dealt with in a most satisfactory manner, and prices are based on the present-day market after an exhaustive study of auction realizations, dealers' lists, and other sources of information.

On the production end, the Ryerson Press, Toronto, has done a fine job and its work has made this a very handsome volume. Heavy coated stock has been used, which gives an added sparkle to illustrations and ensures clear reproduction of type matter. The volume contains 330 pages, bound in cloth, and sells at \$7.00. And you can take it from us that the money will be well spent. ★

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# TRAIN NUMBERS

## on Canadian R.P.O. Markings

### FORERUNNERS:

CERTAIN late Victorian and Edwardian R.P.O. hammers, mostly used on important runs, included a number—"1", "2", etc.—in the fixed lettering around the rim, generally at the base. Good examples are MONT. & TOR. G.T.Ry. (Shaw's Q-165) and its oppoiste, TOR. & MONT. (O-369), both of which had at one time or another no less than twelve hammers, respectively numbered 1 to 12. Similar series were NORTH BAY & S. Ste. MARIE (there were lettering variants), four hammers, numbered 1 to 4; OTT. & PT. ARTHUR (variants), six hammers; PT. ARTHUR & W'PG (variants) six hammers; OTTAWA & TORONTO (variants), four hammers; etc. It is quite certain that these numbers merely identified the hammers and nothing else. This numbering of hammers survives up to the present day, and Ontario and Western groups offer many examples, some of considerable interest. They are worth a future article.

But what shall we say of the following, all, like the above, late Victorian or Edwardian, and all from the province of Quebec: ARTH. & 3 RIVERS M.C., No. 38 (Shaw's Q-6); QUEBEC & CAMPBELLTON EXPRESS No. 8 (Q-190); QUE. & CAMP. M.C. Local No. 5, No. 20 (Q-197), both squared circles; QUEBEC & LAKE ST. JOHN RWY., No. 21 (Q-210); QUEBEC CENTRAL M.C., No. 9 (R-112)? In each case these numbered hammers stand alone among the other markings in use; they do not form part of a numbered ser-

ies. It isn't likely, then, that the numbers were intended to identify the hammers; they must have had another purpose. I venture the opinion that when issued, they may have been train numbers; failing that, clerk's numbers. Such rim numbering has long since fallen into disuse.

### INTRODUCTION OF TRAIN NUMBERS:

The train numbers I now propose to deal with form part of the indicia of Canadian R.P.O. markings, the indicia being the moveable part of the hammer, requiring daily, or at least, frequent, change; they will be found above the date. My last R.P.O. article (BNA TOPICS, July-August 1954) dealt with direction marks—train numbers succeeded them.

The replacement of direction marks by train numbers began, I think, in Ontario. My earliest example is TRENT. & PICTON M.C. (O-422), July 13, '94, with "2" above the date. It is odd that such an early example of a really important innovation should come from a run of about 30 miles on a small rural railway, the Central Ontario Rwy. (See Figure 1.)

Prince Edward Island supplies my next case: CH'TOWN & SOURIS M.C., Sp. 6, '95, with "2" above the date. This is another surprise, for this postmark generally has nothing above the date, and most P.E.I. R.P.O.'s of this period and for ten or more years following, resolutely associated them-



FIGURE 1—Train Numbr "2", TRENT. & PICTON M.C. July 13, 1894. A very early example.



The Daily Sun,  
ST. JOHN,  
N. B.

FIGURE 2—Train number "2", CH'TOWN & SOURIS M.C. Sp. 6, '95. Another early train number.

selves with the past, using "E" or "W", or dispensed with direction marks and train numbers alike. (See Figure 2.)

After the turn of the century the use of train numbers became more general and the story of Edwardian R.P.O.'s is one of fewer and fewer direction marks. In many cases the introduction of train numbers was spasmodic. Much seems to have been left to the whim of the mail clerk. On some runs both systems were concurrent, one clerk using the new train numbers while his colleague(s) stuck to the old direction marks. Too, I have noticed many instances of train numbers being in use for a short period—a few days or weeks only—followed by a complete and lengthy reversion to direction marks, succeeded at last by the final adoption of train numbers. How much of this was due to whim, to the appointment of new clerks, to official instructions, we can only guess. It all makes for fascinating study, however, and convinces the keen student that so-called "duplicate" copies of R.P.O. markings should rarely be parted with, as some day they may constitute desirable links in the history of these markings, certainly in the study of their indicia.

**One example:** I have RIV. DU LOUP & LEVIS R.P.O. (O-263), an E-W marking, introduced (very sparingly used at first) in

June 1905; with train number "33" in Oct., Nov. and Dec., 1907. This number then disappears, "E" and "W" being used again throughout 1908, '09, '10 and the first half of 1911. In July 1911 train numbers, with "45", "46" and "47" (the latter, one copy only in my collection), return to use, and "45" and "46" were normal for a long time.

Most of the runs on which both direction marks and train numbers were current, a situation almost entirely confined to the Edwardian period, are found in the Quebec group. It might prove interesting to give the chronology of my specimens of ST. GEORGE & BEAUCE JCT. R.P.O. (Q-272) with 1910-12 dates.

FIGURE 3—CAMP'TON & LEVIS LOCAL R.P.O. The same hammer used with "150" (East) and "151" (West) on successive days. A complete trip!



(a) 150—Oct. 14/11 (b) 151—Oct. 15/11

ST. GEORGE & BEAUCE JCT. R.P.O.

The Chronology of the Train Numbers,  
1910-12

Introduced late in 1910, Nos. 15 and 30 to 35 appear on K.E. issues and have a curiously complex and difficult chronology. The occasional reappearances of the old

direction marks "N", "S", together with a few dates when direction marks and train numbers alike were lacking, do not simplify matters.

	15	30	*31	*32	33	34	35	No Dir.	N.	S.
1910										
Oct.										
Nov.										
Dec.	Dec. 3					Nov. 12	x (Oct. x x	27th ear	liest see	n by me)
1911										
Jan.	x									
Feb.	x			Feb. 1					x	
Mar.	x			x		x				
Apr.							x		x	
May									x	x
June			June 26				x		x	
July		July 1	x				x		x	
Aug.		x	x				x		x	
Sept.	I have	none in	my col	lection.			x			
Oct.	They do	ubtless	exist.							
Nov.	x									
Dec.	x			x						
1912										
Jan.					Jan. 6			x		
Feb.		x			x			x		
Mar.					x			x		
Apr.		x			x					
May					x					
‡	21	8	11	8	8	6	18	5	16	3

\* Not listed by Shaw.

‡ Number of copies in my collection.

COMBINED TRAIN NUMBERS  
AND DIRECTION MARKS:

These were in limited use on one Quebec run, and far more widely on a group of Ontario markings. They, too, belong to the transition period—late Queen Victoria and the Edwardian periods, occasionally a little later.

The Ontario runs are N-S, or E-W, so we have the following: T1N (Train One North), T2N, T1S, T2S, or T1E, T2E, T1W, T2W. These are listed by Shaw for Bridgeburg and Goderich, Hamilton and Southampton, Harrisburg and Southampton, London and Kincardine, London and Niagara Falls, London and Sarnia, London and Wingham, Meaford and Owen Sound, Palmerston and Kincardine, and Stratford and Warton. The study of these should be made by some research philatelist with sufficient material. I believe that an interesting chronology may be discovered.

My earliest of these Ontario combinations are on LONDON & NIAGARA FALLS Ry.P.O. (O-150), T2E, Fe. 6, '93. By the way, I have O-150 with "E" (unlisted by Shaw for this marking) on two dates in

1897, the work, in all likelihood, of a clerk temporarily on this run.

In Quebec, the use of combined train numbers and direction marks was confined to the run between Levis/Quebec and Campbellton, N.B. The following may be found: E1, E2, W1, 1W, and W2. Only W1 is out of the rarity class; I still remember the pleasant experience of finding a fair number of copies of this when going over the biggest lot (3,400,000) of Edwardian 2c stamps that ever came my way. I knew I was on the track of a "character" among mail clerks, and like most of us, I dearly love a "character"—philatelic or otherwise. The others, E1, E2, 1W and W2, are rare and despite my opportunities in this field, I have a few scattered dates only.

Here is the chronology of "W1", in which I have included my copies of "1W", as they seem to fit into the scheme and may be the work of the same man:

QUE. & CAMPBELLTON LOCAL, W1 (Q-189): Sp. 8/03—Au. 4/05.

QUEBEC & CAMPBELLTON LOCAL, R.P.O., W1 (Q-187): No. 18/05—Ju. 27/07.

CAMPPTON & LEVIS LOCAL R.P.O. W1 (M-8): Jy. 26/07—Oc. 11/07. (M-8 was first used, I believe, on Jy. 6/07, so Jy. 26 would be in its first month.)

CAMP. & LEVIS EXPRESS R.P.O., 1W\* (M-12): 1908—June 14, 25, Nov. 20, 23, 24; 1909—Fe. 23, Ap. 3.

CAMP. & LEVIS EXPRESS R.P.O., W1: 1909—Fe. 16, 19; Mar. 21.

\*—The "W" in "1W" is always "M" inverted.

Shaw lists only Q-189 with W1. Of the others, I repeat, my dates are few and widely spaced, a noteworthy fact as my Edvardian R.P.O.'s for this run constitute almost a complete day by day chronicle.

It is my firm belief that "W1" above may be the work of one and the same clerk, at first regularly employed on this great run (a run rich in variety and interest) but later with only occasional duties. There is great fascination in studying markings peculiar to the same hand. I have followed up several such leads and hope to write about some of them in later articles.

### SPECIAL MOUNTING OF TRAIN NUMBERS:

There are many ways of studying and mounting R.P.O.'s, and some pages devoted solely to train numbers would increase the interest of any collection; certainly collections of any pretension are not fully round-

ed without such. Train number 199, and its much rarer opposite, 200, may be traced from Halifax to Montreal (as may others) in late K.E. days, and even better in the next decade. And in present-day R.P.O.'s, train No. 7 (returning No. 8) which daily leaves Windsor Station, C.P.R., Montreal, for its long journey to Vancouver, may be traced right across the continent, a new marking coming into use at succeeding divisional points, all bearing the train number 7. Try it!

**Complete trips** of a mail clerk on the same run—going and returning—are of considerable interest, as I pointed out in my article on Direction Marks. (See Figure 3.)

**Error Train Numbers** may be found occasionally, although I have been only moderately successful in this field. My best is LEVIS & MONTREAL R.P.O., E July 28, 34—an amazing error, where "E" confusingly appears with the train number "34", the latter inadvertently used instead of the year, which was 1911 or 1923. ("E" had long been dropped by 1934, so "34" could not possibly be the year date and must be a misplaced train number.) It is the product of the transitional period when both direction marks or train numbers were current and optional. ★

## Perfin Group Handbook:

# Canadian Stamps With Perforated Initials

PART III (Continued from Page 51, February 1955)



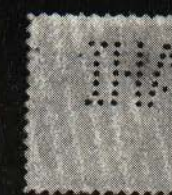
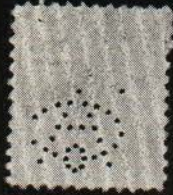
- R3 —R&QS/COS Royal & Queens Ins. Cos., Montreal, P.Q.  
R3a —R&QS/COS Royal & Queens Ins. Cos., Vancouver, B.C.  
S2 —S Swift Canadian Co., Toronto, Ont.  
S2a —S Swift Canadian Co., Moose Jaw, Sask.  
S3 —S Swift Canadian Co., Toronto, Ont.  
S3a —S Swift Canadian Co., (not known)  
S3b —S Swift Canadian Co., Moncton, N.B.

This listing includes the major type, without code hole, which will be found illustrated in the general listing.

**LIST OF COMPANIES  
PERFORATING CANADIAN POSTAGE AND/OR REVENUE STAMPS**

No.	Description	Name of User	Issue	Rev. Stamp	Pre-cancel
A1	ACo M11½-7½-3½	(Armour Co.)	1918		
A2	AEA HF5	A. E. Ames & Co., Toronto, Ont.		S.T.	
A3	AHI H8		1912		
A4	AN/D 2H5½/5	Anglo-Newfoundland Development Co.			
A5	AR/&Co 2H5½/4-2½	Alphonse Racine & Co., Montreal, Que.	1911/31 1903/12		
A6	ARI H7	Alberta Rwy. & Irrigation Co., Lethbridge, Alta.	1903		
A7	ATF/Co 2H5/4-3	American Type Foundry Co., Vancouver, B.C.	1903		
A8	AYRE D4½ (15 mm. wide)	Ayre & Sons, St. Johns, Nfld.	1923/43		
A9	AYRE D4½ (20 mm. wide)	Ayre & Sons, St. Johns, Nfld.	1919/46		
B1	B En 12/4½ (star)	Burroughs Adding Machine Co.	1903/39		
B2	BC/Co 2H5½/5½-2½	Baker Chemical Co.	1932		
B3	BC/ER 2H4½/4	British Columbia Electric Railway, Vancouver, B.C.	1912		
B4	BEA/VER 2H5-4/4	Beaver Laundry Machine Co., Fort Erie, Ont.	1903/30		
B5	BofM H12-4-12 (of-2H)	Bank of Montreal, Montreal, Que.	1912/30		
B6	B/LL/B 3H-4	Lamontagne Ltd., Montreal, Que.	1912/28	ET	
B7	BM/C 2H5½/4½	(Berger Mfg. Co. [U.S.A.])		CD	
B8	BOR/DEN 2H5½-4/4	Borden Farm Products Co., Montreal, Que.	1922/30		
B9	BR H10½	(Babson's Report [U.S.A.])	1923	ET	
B10	BT H11½	Bell Telephone Co., Montreal, Que.	1912/54	ET	
C1	CB H5½		1903/12		
C2	CB H7½		1903		
C3	CBC H5½	Canadian Broadcasting Corp., Ottawa, Ont.	1942/54		
C4	CCC D5½	Canada Cement Co., Montreal, Que.	1912/32	ET	
C5	CC/&F 2H4	Canada Car & Foundry, Montreal, Que.	1903/12		
C6	C(Co) Ex12/4½-2½	Codville Co., Winnipeg, Man.	1912/54		Brandon
C7	CCR D5½	Canadian Cons. Rubber Co., Montreal, Que.	1912		
C8	CEA H7	Canadian Edison Appliance Co., Stratford, Ont.	1912		
C9	CFF D5½	Can. Foundries & Forgings Ltd., Brockville, Ont.	1912/27		
C10	C/GE 2H5	Canadian General Electric Co., Toronto, Ont.	1903/54		Toronto





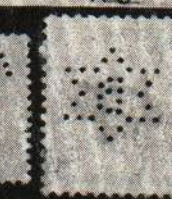
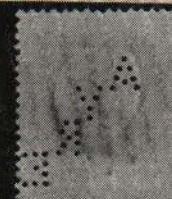
A 1

A 2

A 3

A 4

A 5



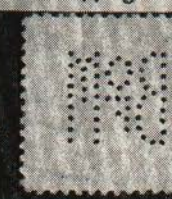
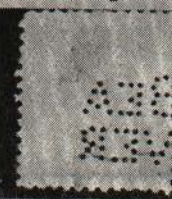
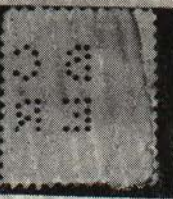
A 6

A 7

A 8

A 9

B 1



B 2

B 3

B 4

B 5

B 6

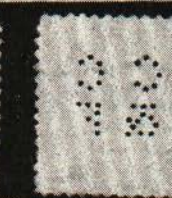


B 7

B 8

B 9

B 10



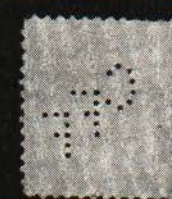
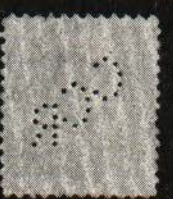
C 1

C 2

C 3

C 4

C 5



C 6

C 7

C 8

C 9

C 10

No.	Description	Name of User	Issue	Rev. Stamp	Pre-cancel
C11	CH H16½	....., Newfoundland	1931		
C12	CHI M10-6-7½	International Harvester Co., Hamilton, Ont.	1903/54	ET	{ Montr'l London W'peg
C13	CIL H4½-9-4	Can. Industries Ltd., Montreal, Que.	1930/33		
C14	CIL H4½-9-4	Can. Industries Ltd., Montreal, Que.	1930/37		
C15	C(Ja) Ex 12-6-3	J. Coristine Co., Montreal, Que.	1903/12		
C16	CMS D5½	Cons. Mining & Smelting Co., Trail, B.C.	1912/54		
C17	CNR H5½	Can. Northern Rwy., Winnipeg, Man.	1903/27	ET	
C18	CNR D4 (N-4v-3d)	Can. National Rwys., Toronto, Ont.			
C19	CNR D4½ (N-4v-2d)	Can. National Rwys., Toronto, Ont.	1932/54		
C20	CNR D5 (N-5v-4d)	Can. Northern Rwys., Toronto, Ont.	1903/54	ET	Toronto
C21	CNR D5½ (N-5v-3d)	Can. National Rwys., Winnipeg, Man.	1912/54		
C22	CNR D7 (N-6v-3d)	Can. National Rwys., Montreal, Que.	1912/54		
C23	CP H5½	Consolidated Press, Toronto, Ont.	1903/12		
C24	CPMC H5		1903		
C25	CPR H5	Can. Pacific Rwy., Ottawa, Ont.	1903/12		
C26	CPR D5½/6½/5½	Can. Pacific Rwy., Montreal, Que.	1903/54	ET	{ Montreal W'peg
C27	CPR Du5½-7-5½	Can. Pacific Rwy., Vancouver, B.C.	1912/54		
C28	CSL H5½	Can. Steamship Lines, Montreal, Que.	1912/37		
C29	CSS/CO 2H5½/4½	Cunard Steamship Co. (U.S.A.)		CD	
C30	CTC(o) H5-6½-5-3	Cleveland Tractor Co. (U.S.A.)		CD/ET	
C31	CUD/AHY 2H5-4/4	Cudahy Packing Co (U.S.A.)	E1		
C32	CWS/LTD 2H4½/4-2½	Cunard White Star Ltd. (U.S.A.)		CD	
C33	CW/C 2H5½	Can. Westinghouse Co., Hamilton, Ont.	1912/51		Hamilton
C34	CXL H4½-11-4	Can. Explosives Ltd., Montreal, Que.	1912/30	ET	
D1	D(1) En 11½/5½	Dennison Mfg. Co.	1912/35		
D2	DG/CO 2H6½/4	Dominion Glass Co., Montreal, Que.	1912/32		
D3	DM/CO H6½/4	Dennison Mfg. Co.	1912/54	CD	



C 11

C 12

C 13

C 14

C 15



C 16

C 17

C 18

C 19

C 20



C 21

C 22

C 23

C 24

C 25



C 26

C 27

C 28

C 29



C 30

C 31

C 32



C 33

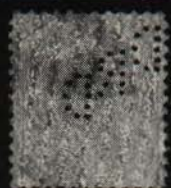
C 34

D 1

D 2

D 3

No.	Description	Name of User	Issue	Rev. Stamp	Pre-cancel
D4	DRD D5½	D. R. Dingwell Ltd., Winnipeg, Man.	1912		
D5	DTC(o) H7-11-7½-3½	Drug Trading Co., Toronto, Ont.	1912/27		
D6	DU/PONT 2H2½/5-2½	duPont Chemical Co.	1912		
D7	DXN H5-11½-5		1912		
E1	E H9	T. Eaton Co., Edmonton, Alta.	1912/27		
E2	E H10	T. Eaton Co., Montreal, Que.	1928/43	ET	Montreal
E3	EB H9	Eby-Blain Ltd., Toronto, Ont.	1903		
E4	EBE/COY 2H5½/5-4	E. B. Eddy Co., Hull, Que.	1903/12		
E5	EHF M7½	E. F. Houghton Co., N.Y. and Philadelphia, U.S.A.		CD	
E6	EC&E 2H4½/4		1912		
F1	FCC D5½	Fowlers Candn. Co., Hamilton, Ont.	1912/32		
F2	FD (Square) En11½/7½	Fidelity & Deposit Ins. Co.	1932/37		
F3	FS/&CO 2H5½/4½	Finlay Smith & Co., Montreal, Que.	1912/50		
G1	G F12	Goodwins Ltd., Montreal, Que.	1912/22	ET	
G2	G/IC 2H6/5½	Globe Indemnity Co., Montreal, Que.	1912/30		
G3	GINN D4	Ginn & Co., Toronto, Ont.	1903/32		
G4	GK H11	Geo. Knowling Co., St. John's, Nfld.	1911/19		
G5	G/LD 2H6/5½	Greenshields Ltd., Montreal, Que.	1912/33	ET	
G6	GM/Co 2H5½/5-4	Gordon MacKay & Co., Toronto, Ont.	1903/51		Toronto
G7	GN H9	Great Northern Railway, New Westminster, B.C.	1912/50		
G8	GT H9	(Guaranty Trust Co. [U.S.A.])		CD	
G9	GRAY Ex 12-4	Gray Electric Co., Detroit, U.S.A.	1903/12	CD	Windsor
G10	GTP H5½	Grand Trunk Pacific Rwy., Winnipeg, Man.	1903/22		
G11	GTR H5½	Grand Trunk Rlwy., Montreal, Que.	1903/22		
G12	GUNN Ex 12-4	Gunn Langlois and Co., Montreal, Que.	1903/12		
G13	GWL D6½	Great West Life Assurance Co., Winnipeg, Man.	1912/42	ET	
H1	HBK H5½	Hudson Bay Knitting Co., Montreal, Que.	1912		
I1	IC/R 2H5½	Intercolonial Railway, Montreal, Que.	1893/03		



D 4

D 5

D 6

D 7

E 1



E 2

E 3

E 4

E 5



E 6

F 1

F 2

F 3

G 1



G 2

G 3

G 4

G 5

G 6



G 7

G 8

G 9

G 10



G 11

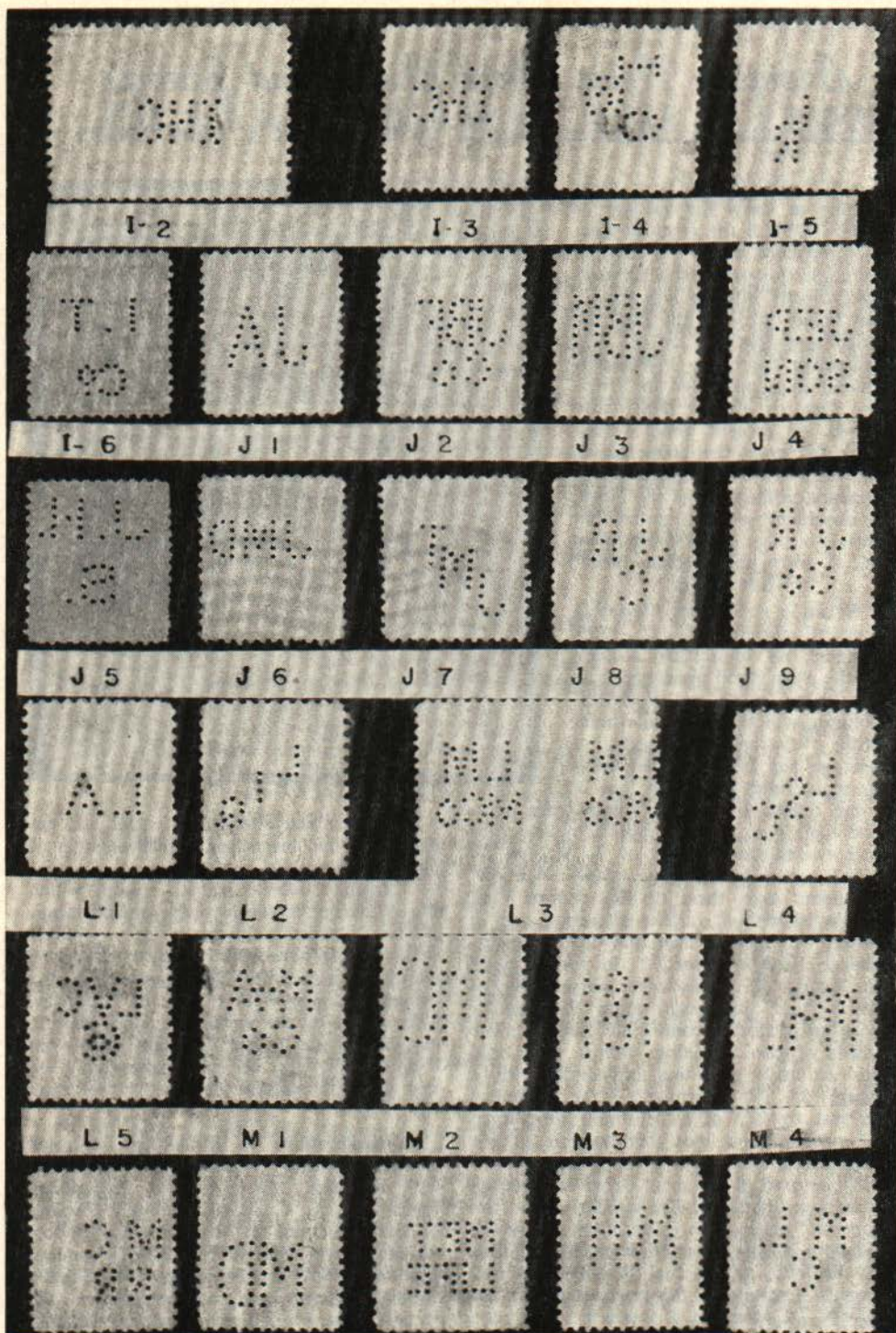
G 12

G 13

H-1

I-1

No.	Description	Name of User	Issue	Rev. Stamp	Pre-cancel
I2	IHC H6	International Harvester Co. (U.S.A.)		CD	
I3	IHC H5½	International Harvester Co., Toronto, Ont.	1928/51		
I4	IO/C(o) 2H5½/5-2	Imperial Optical Co., Toronto, Ont.	1912		
I5	IR D5½	(Dept. of Internal Revenue)	1912		
I6	IT/Co 2H4½/4-2½	Imperial Tobacco Co., Montreal, Que.	1903		
J1	JA H8	James Alexander Co. Ltd., Montreal, Que.	1903/30		
J2	JBF/Co 2H6½/4½-3½	J. B. Ford Co., Windsor, Ont.	1930/37		Windsor
J3	JBM H9	J. B. McLean Publishing Co., Toronto, Ont.	1912/37		
J4	JEP/SON 2H4/4		1930/35		
J5	JH/S 2H5½	....., Montreal, Que.	1893		
J6	JMD H5	....., Toronto, Ont.	1903/27		
J7	JMT Du5½	J. Morrison Brass Mfg. Co., Toronto, Ont.	1903/32		
J8	JR/C 2H5½/5	....., Ont.	1903/12		
J9	JR/Co 2H5½/4½-3½	J. Robertson Co., Montreal, Que.	1903/12		
L1	LA H5½	Province of Ontario, Toronto, Ont.	1930/54		
L2	LIQ D4	Lucerne in Quebec Community Assn., Montreal, Que.	1923/30		
L3	LM/MCo 2H5½/4-3½	Lanston Monotype Machine Co. (U.S.A.)		CD	
L4	LSC D5-5½-5	Lake Superior Corp., Sault Ste. Marie, Ont.	1903/54		
L5	LVC/C(O) 2H5/5-2	Lehigh Valley Coal Co.	1912		
M1	MA/Co 2H5/4½-3½	Merrick-Anderson Co., Winnipeg	1912		
M2	MC H11½	Michigan Central Rwy., St. Thomas, Ont.	1930		
M3	M(C/C) Ex 11-2½-5	McClary Manufacturing Co., London, Ont.	1903/46		
M4	McL H8½-3½-8½	W. S. McLaughlin Co., Winnipeg	1912/23		
M5	MC/RR 2H5/4	Michigan Central R.R.	1912/27		
M6	MD H9	Militia Dept., Ottawa, Ont.	1912/28		
M7	MET/LIFE 2H4	Metropolitan Life Ins. Co., New York, U.S.A.		ET	
M8	MH H8½	Massey-Harris Co., Montreal, Que.	1903/49		
M9	ML/C 2H5½	Mutual Life Assurance Co., Waterloo, Ont.	1912/42	ET	



# Bringing News About People and Stamps

By REV. JOHN S. BAIN (BNAPS 19)

I HAVE INTENDED for some time to show the readers of BNA TOPICS the freakish item pictured here. In fact, I tried to purchase this item some 12 years ago, shortly after it was found, but failed owing to the fantastic price that was put on it. If I remember correctly, it was purchased in a postoffice in Windsor, Ont., or vicinity. The photo shows the creased paper folded back to reveal the blank space, but the rest of the printed design appears on the back of the block. It should be specially noted that this is a plate block from plate 16. A truly unique plate block!

BNAPS

Stanley Gibbons "Monthly Journal" for January 31, 1899, contains an interesting account of the Port Hood provisionals in the "New Issues and Varieties" column, which I reproduce herewith: "...the inland rate of postage has been reduced from 3c to 2c, with the result that in some offices 1c and 2c stamps ran short, and their places were supplied by one-third and two-thirds portions of 3c stamps divided vertically. In some places, our correspondent says, these divided stamps were employed without further alteration, but in others we regret to hear that they were surcharged with a figure "2" in purple, upon the figure "3" of the larger portion, or the word "one" in green, upon the smaller part; or, to further complicate matters, when thirds of two adjoining stamps were used for 2c each part was impressed with a figure "2". Our informant's letter is franked in part by 2/3 of a 3c stamp surcharged "2", so we fear that this horrible tale is founded on fact."

Quite a bit of comment could be made on the above quotation. The rapidity of the "informant" getting this information to Stanley Gibbons in time for publication. The mailing of the letter with actual Port Hood provisionals! I wonder if this cover is still in existence—it would be a classic in more ways than one!



BNAPSer Marjorie Harris writes and encloses for our inspection a bottom strip of twenty, lower left plate 3, of the current 5c Canada Queen Elizabeth stamp, which shows a crack in the selvedge under stamps #95 and #96. This might be an indication that the plate will be retired. She also mentions hairlines and dots appearing on the Canada 4c purple, first issue of Elizabeth. This occurs on the upper left pane, plate 2. Not having seen these, I cannot state what they actually are, but will hazard a guess that they are position dots and guide lines.

BNAPS

Congratulations to BNAPSer Frederick Tomlinson, who is editor of that excellent magazine, *Maple Leaves*, the official journal of the Canadian Philatelic Society of Great Britain, on being made a Fellow of the Royal Philatelic Society, London, England. BNAPSer Tomlinson is a Canada 1898 Map enthusiast, and articles on the subject from his able pen are appearing in the current numbers of *Maple Leaves*. ★



**TRANS-CANADA AIR LINES****PART FOUR (Continued from Page 46—February 1955)****A condensed listing of TCA first flight covers (continued):**

6. 1939, Mar. 1—Post office cachets supplied at ten cities along the main line. These were offered for the convenience of collectors and represent the inauguration of over-night mail service on an increased schedule. Actual first flights on the whole route were Dec. 1. Pilots: Winnipeg to Toronto, K. Edmison; Toronto to Montreal, W. W. Fowler; Montreal to Toronto, B. A. Rawson; Toronto to Winnipeg, H. M. Kennedy.
- a. Mar. 1—Toronto-North Bay. Postmarked 8 a.m.; arrived 12 m.  
 b. Toronto-Ottawa. Arrived 1 p.m.  
 c. North Bay-Ottawa. Postmarked 9 a.m.  
 d. North Bay-Montreal. Arrived 4 p.m.  
 e. Montreal-North Bay. Postmarked 9 p.m.; arrived 12 p.m.  
 f. Montreal-Winnipeg. Arrived 11:30 a.m., Mar. 2.  
 g. Montreal-Regina. Arrived 7:30 a.m.  
 h. Montreal-Lethbridge. Arrived 10 a.m., Mar. 2.  
 i. Montreal-Calgary. Arrived 12 m.  
 j. Montreal-Edmonton. Arrived 1 p.m.  
 k. Montreal-Vancouver. Arrived 12:30 p.m.  
 l. Ottawa-North Bay. Postmarked 10 a.m.; arrived 12 p.m.  
 m. Ottawa-Toronto. Arrived 5:30 a.m., Mar. 2.  
 n. Ottawa-Winnipeg. Apparently all Ottawa covers were postmarked 12-14 hours before flight time.  
 o. Ottawa-Vancouver.  
 p. North Bay-Toronto. Postmarked 10 p.m.; arrived 5:30 a.m.  
 q. Toronto-Calgary. Postmarked 9:30 p.m.  
 r., s., t. Toronto-Winnipeg, Toronto-Edmonton, Toronto-Vancouver. (See back-stamping times listed under the Montreal covers.)
- u. Mar. 2—North-Bay-Winnipeg. Postmarked 1 a.m.  
 v. Winnipeg-North Bay. Backstamped 11 a.m.  
 w. Winnipeg-Toronto. Arrived 1 p.m.  
 x. Winnipeg-Ottawa. Arrived 1 p.m.  
 y. Winnipeg-Montreal. Backstamped 3 p.m.  
 z. Regina-Vancouver. Postmarked 7 a.m.  
 aa. Regina-Montreal. Postmarked 1 a.m.  
 bb. Calgary-Vancouver. Postmarked 2:30 a.m.  
 cc. Calgary-Toronto. Postmarked 2:30 p.m.; backstamped 1 p.m., Mar. 2.  
 dd. Calgary-Montreal.  
 ee. Edmonton-Toronto. Postmarked 8 p.m.  
 ff. Edmonton-Montreal.  
 gg. Lethbridge-Montreal. Postmarked 9:30 p.m.  
 hh. Mar. 2—Lethbridge-Vancouver. Postmarked 9 a.m.  
 ii. Mar. 1—Vancouver-Lethbridge. Postmarked 6 p.m.; backstamped 11 p.m.  
 jj. Vancouver-Calgary. Backstamped 11:30 p.m.  
 kk. Vancouver-Regina. Backstamped 1 a.m., Mar. 2.  
 ll., mm., nn. Vancouver-Toronto, Ottawa, Montreal.

Press releases from Ottawa show that only 32 cachets were first scheduled, and that those from Regina and Lethbridge were later added. Cachet designs follow:

**Montreal to . . .** North Bay—Montreal waterfront; Winnipeg—airline map; Regina—tobogganing; Lethbridge—the Lachine canal; Calgary—Lachine rapids; Edmonton—Harbor bridge; Vancouver—Maisonnette statue. **Ottawa to . . .** North Bay—Chaudiere

Falls; Toronto—Peace Tower; Winnipeg—War Memorial; Vancouver—Parliamentary Library. **North Bay to . . .** Toronto—Canoeing; Ottawa—Lumbering; Montreal—Champlain the Discoverer; Winnipeg—Gateway. **Toronto to . . .** North Bay—Canadian National Exhibition entrance; Ottawa—Waterfront; Winnipeg—Union Station; Calgary—University; Edmonton—Skyline; Vancouver—Bay Street. **Winnipeg to . . .** North Bay—Fort Garry; Toronto—Gateway; Ottawa—Discovery of the West; Montreal—Wheat. **Regina to . . .** Vancouver—Coat-of-arms; Montreal—R.C.M.P.. **Calgary to . . .** Vancouver, Toronto, Montreal—Bucking broncho. **Edmonton to . . .** Toronto—Mail evolution; Montreal—Harvester. **Lethbridge to . . .** Montreal—Kenyon Field; Vancouver—Board of Trade seal. **Vancouver to . . .** Lethbridge—Loading lumber; Calgary—Lions Gate bridge; Regina—Purse seining; Toronto—Redwood; Ottawa—Driving the last spike; Montreal—Airline map. A very attractive group of cachets. See the schedule included in the text, as the postmark and backstamp times listed above do not always show times of arrival and departure. There do not appear to have been any delays anywhere long the route on Mar. 1-2.

7. 1939, Mar. 1—Vancouver—Victoria extension of main line. No cachets. Canadian Airways Ltd. was the carrier until 1941.
  - a. Mar. 1—Victoria-Vancouver. Postmarked 3 p.m.
  - b. Mar. 2—Vancouver-Victoria. Postmarked 11 a.m.; backstamped 1 p.m.
8. 1939, Nov. 1—Montreal-Moncton extension. No cachets.
  - a. Nov. 1—Moncton-Montreal. Postmarked 2 p.m.
  - b. Moncton-any other point. Backstamps at Toronto, 11 a.m., Nov. 2; North Bay, 9 a.m.; Vancouver, 1 p.m.; Calgary, 11 a.m.; Armstrong Station, Nov. 2. Kuskusking mail did not arrive until the 3rd, probably trained from North Bay.
  - c. Montreal-Moncton. No covers known.
  - d. Any other point to Moncton. No covers known.
9. 1940, Jan. 15—Moncton-Halifax and Saint John by Maritime Central Airways. These flights are included here for convenience, and these legs were later taken over by T.C.A. No cachets.
  - a. Jan. 15—Moncton-Halifax. Pilot, G. A. Gray.
  - b. Halifax-Moncton. Pilot, Gray.
  - c. Moncton-Saint John. Pilot, J. Wade.
  - d. Saint John-Moncton. Pilot, Wade.
10. 1940, July 15—Toronto-London-Windsor. No cachets. No covers known for any leg.
  - a. July 15—Toronto-London.
  - b. Toronto-Windsor.
  - c. London-Windsor.
  - d. Windsor-London.
  - e. Windsor-Toronto.
  - f. London-Toronto.
11. 1941, April 30—Toronto-New York. No cachet. Pilot, W. M. Fowler.
  - a. Apr. 30—Toronto-New York.
  - b. New York-Toronto.

TCA was granted the U.S. mail rights in this case, as such was not judged to compete detrimentally with American Airlines, who started Buffalo-Toronto flights, July 15, 1940.

12. 1942, April 15—Montreal-Trois Rivieres-Quebec, by Canadian Pacific Airlines. These flights are included here for convenience, being in spirit an extension of TCA main line service. Apparently a short-lived route; 6-cent rate. Cachets were of the new "standard" type showing a Lockheed mail plane and maple leaf. Post office policy through the years has been to design cachets applied at points in Quebec to contain bilingual inscriptions; no exceptions to this rule are known.
  - a. Apr. 15—Montreal-Trois Rivieres. Postmarked 11 a.m.; backstamped 7 p.m., Ap., 16.
  - b. Montreal-Quebec.
  - c. Apr. 16—Trois Rivieres-Quebec. Postmarked 2 p.m.
  - d. Quebec-Trois Rivieres. Backstamped 7 p.m.
  - e. Quebec-Montreal. Backstamped 10 p.m.
  - f. Trois Rivieres-Montreal. Postmarked 2 p.m.

(To Be Continued)

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# Revenue Group News

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

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**I** SUPPOSE most members of this group know that current Canadian revenues—not “commodity stamps”—can be purchased at face in Ottawa, **not** from the federal Customs and Excise there, but from the **local collector** of customs and excise. Commodity stamps include those for cigars, cigarettes, tobacco, snuff, etc., what we call “tax-paids”.

At one time the collector issued a list of what he had in stock, which could be had on request; whether such a list is now issued, I cannot say, but presumably it is. The old lists usually included a considerable number of obsolete stamps.

Remittances must be made by postal or express money order or by bank draft, payable to the Receiver-General of Canada and in Canadian dollars. Personal cheques are not accepted.

Buying directly is a good way to build up a collection of mint stamps, but if it is used copies you are looking for, securing them is not so easy. A few general dealers in Canadian stamps carry some stocks of revenues, but there are only a couple or so to my knowledge who specialize in them at all. Canadian revenues do turn up in auction sales from time to time, but not very often. We have reported the prices they have brought from time to time.

When I was actively collecting these stamps some years ago, I found that advertising for them brought the best results, especially from Great Britain and the Continent. Many dealers there seemed to have a few, which they regarded as not worth much. Some of the best varieties I had were picked up from such sources at prices very low in comparison with those asked on this continent.

The source for any stamps is where you can find them. As an example, for the past two or three years, I have been looking for a couple of mint blocks of quite common stamps of a popular country, total catalogue value 55 cents, with no luck at all. Now, just a few weeks ago the two blocks were sent to me by a collector of whom I never heard, price 3/6. The satisfaction of at last securing them is worth a lot more than 3/6 to me, as it would be to any collector. This is the sort of thing that keeps collectors col-

lecting—if we could buy everything that we needed, half the fun would be gone.

\* \* \*

**The evergreen question** of the investment value of stamps seems to be to the fore again. It really doesn't deserve much attention. Collecting is a hobby, not a business, a hobby from which at worst you may expect to get some return for the money you have put into it and from which at best you **may** make a few dollars. My own limited experience suggests that even a collection of an “unpopular” kind may be sold to good advantage if it is really a good collection, which doesn't necessarily mean that it must catalogue in the thousands of dollars, but that it is reasonably complete, probably contains some oddities, such as proofs, unlisted varieties, a few good covers and the like, and is well mounted and written up.

I once made a collection of this kind of one of the smaller British Asian colonies, replete with newspaper clippings, picture postcards, etc. It cost me \$2,265—I kept track of all my expenditures, even down to postage. It was sold to an English collector to whom I had sent it for exhibition with some of his own material at a meeting of the R.P.S. in London. If I told you what I got for it, you surely wouldn't believe me—it was over twice what it cost me.

As to the investment value of Canadian revenues, I am obliged to say that I do not think it high. True, some of them are as rare as any of our postage stamps, if not rarer, but there are too few people collecting them to provide much of a market, the first requisite if any collection is to be sold easily. But that is not a good argument against their collection.

\* \* \*

**Some time ago** I wrote in this column asking for help in compiling a list of the bottle seals and beer stamps used by the provincial liquor control boards. What I got was a reply from only one member, but a very helpful one. Now, surely there must be others who have some of these labels and who might perhaps be good enough to send them to me for inspection. Just so you won't lose faith in Santa Claus (this is

written just before Christmas) I will gladly refund your postage.

Nobody knows much about these labels, yet they are among the most attractive of our "revenues". Let's see if we can't get them straightened out.

\* \* \*

**The \$2 third-issue bill stamp** with inverted head may not be the rarest Canadian revenue, but it is the most spectacular and best known and attracts more attention than others which are in reality less common. There was a time, not so many years ago, when \$25 or so would buy a copy and for \$50 each, one could probably have bought several. Today this stamp is valued at a much higher figure. If it continues to appreciate, it may not be too long before it reaches the \$500 price set upon it by Jarrett as long ago as 1929.

The value of a stamp, like that of any other commodity, is pretty largely set by supply and demand. In the case of the \$2 inverted head there is no way of gauging demand exactly, but the available evidence points to the fact that a substantial demand does exist. It should be easier to gauge the supply, because it is certain that there are not many copies in existence.

Some years ago, in the "Bulletin" of the Canadian Revenue Society, Mr. Colin MacR. Makepeace (No. 107) related his experiences in search of a copy for his collection at any price up to \$75—he finally found one. Later, Mr. Nelson S. Bond (No. L84) spent a lot of time and energy trying to run down all known copies and reported his results in the "Bulletin". He located about 30; the figure is somewhat uncertain because the same copy may have been reported to him more than once, perhaps having changed hands during his investigation.

Now, it is likely that most of the copies of this stamp are owned by members of BNAPS, so we are going to make an attempt to conduct another census of it. And at the same time we would like similar information about some of the scarcer Newfoundland revenues. Please fill out the form printed on page 89 of this issue of BNA TOPICS, and mail it to the editor of these notes. If, at the same time, you like to give an indication of the prices you paid for the various items, this information will be appreciated, too, and will be regarded as confidential.

Unless everybody who owns one or more of these stamps replies, the census will not be of much value, so please take a few minutes off to fill out the form and risk the

three or five cents it will cost you to mail it.

Our thanks for your co-operation go to you in advance.

\* \* \*

**How many counterfeits, fakes and other "bad ones"** are there among our Canadian revenues? Not many, we venture to say. The only ones the writer has seen personally are very poor counterfeits of the Manitoba provisional of 1877, so poor that it would deceive nobody, and fakes of two or three denominations of the Nova Scotia bill stamps, and of the \$2 inverted head.

The Nova Scotia bill stamps are genuine enough, but the "N.S." overprint is in the wrong font of type and the ink has a bluish tinge instead of being dead black.

The \$2 fake was made by cutting the centre out of a normal copy and replacing it with the centre from another normal copy. The work was most skilfully done and the fake passed the usual visual inspection with flying colors, except for the fact that the Queen's head was very slightly off vertical. This aroused the writer's suspicions, confirmed by X-ray examination, which showed clearly the paper overlap where the centre had been inset. This stamp came from a collection belonging to an estate. It has been disposed of so that it can never get back into circulation.

If you have any such material, it would be appreciated if you would send this editor an enlarged glossy photograph print of it, suitable for illustration, with some notes about its distinguishing features. This we would publish. We'll pay for your prints, but you'll have to donate your time as author. ★

## 1955 'Wild Life' Issue Will Appear April 4

• **Two creatures** which existed in fair numbers a century ago, but are now rare, appear on the "Wild Life" issue for 1955, as shown on our cover. Whooping cranes, shown on a 5c blue stamp, formerly nested over a wide area in Western Canada, but indiscriminate hunting almost wiped out the species, which now consists of only 21 birds. A new 4c stamp in purple color will show the head of a musk-ox, which are now limited to a few small herds on the mainland and islands of the Northwest Territories.

Regular first day cover service will be available from Ottawa, with a service charge of 5 cents per cover in addition to the postage stamp required. ★

# The Dog-team Mail of Labrador

**P**ROBABLY no branch of public services uses so many means of transportation as the Post Office Department. Mail is carried by plane, steamship, train, on foot, horseback, and even by the lonely dog-team in parts of our country inaccessible to any other means of transport.

How many stamp collectors and cover enthusiasts know that the only means of winter communication through 700 miles of icebound territory in Labrador was, in the late 1920's, and may well still be, by means of dog-team; that regular dog-team service was established to serve this lonely coast from Lourdes du Blanc Sablon to Betsiamites, a distance of 710 miles.

A "Notice to the Public" dated "Quebec, 15th September, 1925", reads as follows:

Despatch of Mails for the North Shore of the River and Gulf of St. Lawrence during the Winter Season, 1925-1926.

Ten mails will be despatched from Betsiamites during the coming Winter season for Havre St. Pierre and intermediate points, viz:-

On the 7th and 21st of December, 1925, 4th and 18th of January, 8th and 22nd of February, 8th and 22nd of March, 4th and 14th of April, 1926, respectively.

Couriers will leave Havre St. Pierre for Betsiamites on or about....(dates)....

Letters and papers mailed at Quebec Post Office or received at Quebec before 7 a.m. on....(dates)....will be despatched by the Couriers leaving Betsiamites for Havre St. Pierre on the above mentioned dates.

Ten mails will leave Havre St. Pierre for Natashquan on or about....(dates)....

Couriers will leave Notasquan for Bonne Esperance and Lourdes du Blanc Sablon on or about....(dates)....and Five mails will leave Lourdes du Blanc Sablon via Bonne Esperance for Natashquan, on or about the same dates.

(signed) S. TANNER GREEN,  
District Superintendent  
of Postal Service.

Covers existing, bearing a dog-team cachet and the inscription "Par Cométique"/"By Labrador Dog-team Post" were not officially issued, but inasmuch as they are properly prepaid and did pass over the route, they are undoubtedly a genuine record.

Most of the covers known are on the Canadian stamped envelope of the period and are of interest only to Canada collectors. However, some covers did come from the east of Lourdes du Blanc Sablon, that section of Labrador owned by Newfoundland, bear Newfoundland stamps and have a place in a Newfoundland collection.

The only one like this that I have seen was posted in Cartwright, Labrador, on January 5, 1927, travelled to Battle Harbour, probably by Canadian National Steamship, from there to Blanc Sablon, probably by Clarke Steam Ship Co., thence to Havre St. Pierre by dog team.

The cover is franked with the 1c and 3c values of the 1923-24 issue of Newfoundland as well as the regular 2c stamp of Canada already embossed on the envelope. The cancellations pretty well trace the route the cover travelled. They read as follows: Cartwright, Lab., Jan. 5, 1927; Battle Harbour, New'd, Jan. ?, 1927; Lourdes du Blanc Sablon, Que., Jan. 28, 1927; Natashquan, Que., Feb. 21, 1927; Havre St. Pierre, Que., Feb. 27, 1927.

In carrying the mails, the same dog team did not go the whole route. The route was divided into six sections, as follows:

Lourdes du Blanc Sablon to Harrington Harbour, 147 miles; Harrington Harbour to Natashquan, 120 miles; Natashquan to Havre St. Pierre, 100 miles; Havre St. Pierre to Sept Isles, 140 miles; Sept Isles to Pointe des Monts, 111 miles; Pointe des Monts to Betsiamites, 99 miles. From there the mail went by stage to the C.N.R. at Murray Bay, a matter of about 139 miles. From there the rest of the route was easy.

Dog-team mail is little known but to those dependent on it for communication, in the winter-time, with the outside world, it has proved a blessing of no mean proportions. ★

# Trail of the Caribou

By Freres Meyerson



SOME TIME AGO Dr. Alan Wilkinson (No. 935) of Old Perlican, Newfoundland, submitted a copy of the 1/-, Scott #9, tied to cover. We don't remember all of the details except that superficially everything was in order as to date of use and the rate then in effect. The only questionable part of the cover was the cancellation, as it was struck in black and not in red. Closer scrutiny led us to believe that there was something wrong with the cover and we suggested that Dr. Wilkinson submit it to the Royal for expertization. After many months the cover has been returned with the notation that the stamp was genuine but the tying postmark faked. Since then we have seen approximately half a dozen Newfoundland covers with genuine stamps on them but tied with fake cancellations. In every case the "St. John's PAID" cancel was in black rather than in red. That, however, is not the only factor in determining the cover false, as the cancel may have occasionally been struck in black. However, if you have any of the pence issues tied to cover with a black "St. John's PAID", we suggest that you submit them either to the Royal, B.P.A. or Philatelic Foundation for expertization.

\* \* \*

N. W. Scales (No. 1058) of Evansville, Ind., has submitted a stampless cover that has him puzzled. The cover in question is addressed from St. John's to Harbor Grace and is cancelled at St. John's on May 26, 1865, and at Harbor Grace a day later. The cover also bears a large black handstamped "5" to show the amount to be collected at Harbor Grace. This cover puzzles Mr. Scales because it is a transitional cover. On April 7, 1865, an act was passed that changed Newfoundland currency over from pence to cents. A new set of rates was set up and the Inland rate, which was formerly 3d, now became 5c. Unfortunately, decimal stamps were not available until November 15, 1865, and most collectors lose sight of the fact that Newfoundland converted to the decimal currency system on April 7 of

that year, although the stamps were not issued for some seven months. Covers used during this period are scarce and Mr. Scales should be proud.

Mr. Scales has also submitted an earlier date of use of a Travelling Post Office than first recorded when we did the article in February and March of 1947, and corrected and added to the list in August 1947 and again in June 1948. The postmark in question is our No. 21 as shown on page 18 of the February 1947 issue of TOPICS, and comprises an open circle FOGO DICT T.P.O./NEWF'D. Our recorded date of use was November 6, 1911, and Mr. Scales has shown us a cover dated October 9, 1909, a full two years earlier. Thank you very much, Mr. Scales for the addition.

\* \* \*

**Stamp Collecting** for January 7, 1955, lists amongst its auction realizations an interesting Newfoundland variety. They report that on December 9-10, Harmer, Rooke sold at auction the 7c deep ultramarine, Scott #248, in mint marginal pair, one stamp no watermark, at the very handsome price of £13. Merely another illustration of the popularity of minor varieties issued during the reign of George VI.

The same magazine for December 24, 1954, lists an item amongst its auction realizations that is more of a classic. They report that on November 30-December 1, H. R. Harmer offered for sale a copy of the 5c brown seal, Scott #25, tied to dated entire. If this item was used between November 15, 1865 and late 1868 it is a nice cover indeed. We have an idea that it probably was as the price it realized was the very handsome figure of £29, probably a high for the stamp on cover. Ken Minuse, please note!

In the same magazine, Bridger & Kay, of London, offer the 1931 airmail set of three, Scott #'s C6-C8, in die proofs in issued color, sunk in thick card, for £35 for the set of three. Rather a fair price. ★

# Sketches of BNAPSers . . .

By V. G. GREENE (BNAPS L40)

## No. 65: Cyril Woodhead

CYRIL WOODHEAD was born in Liverpool, England, on July 24, 1896, was educated there and came to Canada in 1913. He enlisted in the Canadian Army in the First World War and was with the 20th Infantry Battalion in France in 1917-18 and also in the Army of Occupation in Germany in 1919. Returning to Toronto after the war, he was employed by the Canadian Bank of Commerce and has been with them for 36 years.

During his youth, Cyril collected stamps and in 1934 the "bug" really hit him and he has been an enthusiastic collector ever since, specialising in Canada and Provinces. He joined the West Toronto Stamp Club in that year and was president for six years. However, it is with the Canadian Philatelic Society that Cyril has been so closely associated. He has been the "driving force" behind the C.P.S. for many years, and the high position that organization holds is in no small measure due to his untiring efforts.

A director in 1942, Cyril was president from 1944 to 1949, and has been sales manager since 1950. In that year he increased the volume of sales from \$6,000 to \$8,000, and in 1954 the sales amounted to over \$12,000. The present year is shaping up to make a new sales record. The annual convention of the C.P.S. is being held in Montreal on April 22-24, and many members of BNAPS are sure to be present.



Cyril Woodhead

Cyril is a member of the West Toronto and North Toronto Stamp Clubs, and was a director of CAPEX. He says the sales department of the C.P.S. takes up all his spare time and consequently he has no other hobbies. ★

• Have you enjoyed former BNAPS Conventions? Leon Banks says BNAPEX-55 will be the best yet! Make the trip to Hartford Sept. 29-Oct. 1, and see if he is right.★

## CENSUS OF SCARCE REVENUES — See Revenue News

(Check appropriate spaces and insert prices. Clip out and send to Secretary of the Revenue Group. If you do not wish to cut pages, copy this information on sheet of paper.)

..... \$2 inverted head, Canada	\$ .....	..... \$25 George V, Newfoundland	\$ .....
..... \$20 Victoria, Newfoundland	\$ .....	..... \$20 Caribou	" \$ .....
..... \$25 " "	\$ .....	..... \$50 " "	" \$ .....
..... \$50 Edward VII	" \$ .....	..... \$100 " "	" \$ .....
..... \$100 " "	" \$ .....	..... \$1 Trans. Tax	" \$ .....
..... \$20 George V	" \$ .....	..... \$2 " "	" \$ .....
		..... \$3 " "	" \$ .....

# OFFICIAL SECTION

BRITISH NORTH AMERICA PHILATELIC SOCIETY

## Report of the Secretary . . .

By JACK LEVINE, 2000 Hopedale Ave., Charlotte 7, N.C., U.S.A.

February 15, 1955.

### NEW MEMBERS

- 1281 Chase, Abbott, College Highway North, Granby, Connecticut.  
1282 Dame, Ralph L., R.R. #2, Dundas, Ontario.  
1283 Gardner, James W., 46 Whitton Road, Hamilton, Ontario.  
1284 Hiltz, Charles I., Chester, Nova Scotia.  
1285 Muka, Joseph A. Sr., 253 Federal Street, Greenfield, Massachusetts.  
1286 McKay, Walter Garry, 12 Sills Apts., 633 - 14th Ave. West, Calgary, Alberta.  
1287 Péladeau, Dr. Marius, 75 Linden, Brattleboro, Vermont.  
1288 Welter, Edward A. F., 15 Harmon Avenue., St. James, Winnipeg, Manitoba.

### APPLICATIONS PENDING

- Dunphy, Edward J., 1351 West Colwyn Street, Philadelphia 40, Pennsylvania.  
Fradsham, Harry H., 53J Aberdeen, Fredericton, New Brunswick.  
King, Garfield A., 4636 West 8th Avenue, Vancouver 8, British Columbia.  
Lawlor, J. Murray, 6 Aintree Court, Toronto 14, Ontario.  
Levy, Edward, 122 Harrison Avenue, Staten Island 2, New York.  
Meehan, Edward J., 708 - 19th Street N.W., Washington 6, D.C.  
McMahon, Evelyn deR., 2416 West 15th Avenue, Vancouver 9, British Columbia.  
Pascoe, Harry A., 766 Sherburn Street, Winnipeg 10, Manitoba.  
Whitehead, John Henry, 45 Lorindale Avenue, Apt. 102, Toronto 12, Ontario.

### APPLICATIONS FOR MEMBERSHIP

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

- FOLINSBEE, F. J. M.D., 10728 - 100 Ave., Edmonton, Alta. (CX) CAN, NFD—SPECIALTY: Federal and Provincial Revenues. Proposed by H. S. Bowley, No. 1166. Seconded by M. C. Adamson, No. 527.  
GRAHAM, Louis H., 177 Retreat Ave., Hartford 6, Conn. (C) CAN, NFD—19th and 20th century mint and used postage and blocks, 1st Day and 1st Flight Covers, Plate Blocks, Coils, O.H.M.S. Mint and used Booklet Panes and complete Booklets. Mint and used Airmails. Proposed by C. R. McNeil, No. 649. Seconded by L. W. Banks, No. 631.  
GUTZMAN, W. L., 38 Vinet Ave., Strathmore, Que. (CX) CAN, NFD—Mint and used postage. 1st Flight Covers, Plate Blocks, O.H.M.S. "Perfins". Used Airmails. R.R. and Squared Circle cancellations. Proposed by R. J. Duncan, No. 37.  
INSLEY, Arthur H., 378 Melrose Ave., Toronto 12, Ontario (CX) CAN, NFD—Mint and used postage and blocks. Stampless covers. Mint and used booklet panes. Coils. Cancellations. Proposed by J. A. Moore, No. 829. Seconded by R. J. Woolley, No. 359.  
McTAGGART-COWAN, Dr. Ian, 2832 W. 28th Avenue, Vancouver 8, B.C. (CX) CAN—20th century mint and used postage. Coils. O.H.M.S. Mint booklet panes. Precancels. Mint, used and semi-official Airmails. Cut-squares. Proposed by H. A. MacMaster, No. 484. Seconded by F. B. Eaton, No. 608.  
NYKYFORK, N. S., 4750 E. Georgia St., Vancouver, B.C. (C) CAN, NFD—19th and 20th century mint and used postage and blocks. Plate blocks. Coils. Mint and used booklet panes. Precancels. Proposed by H. A. MacMaster, No. 484. Seconded by F. B. Eaton, No. 608.  
SHELDON, Roy, R.R. #5, St. Mary's, Ont. (CX) CAN—Mint and used postage and blocks. Plate blocks. Coils. O.H.M.S. Mint and used booklet panes. SPECIALTY: Plate blocks. Proposed by F. C. Bricker, No. 468. Seconded by G. D. Hicks, No. 1033.  
SCOTT, Thomas A., 499 Highcroft Ave., Ottawa 3, Ont. (C) CAN, NFD—19th and 20th century used postage and blocks. Coils. O.H.M.S. Used booklet panes. Precancels. "Seals". Federal, Provincial and Tax-paid revenues. Used and semi-official airmails and on cover. Postal stationery entires. R.R., Territorial, Flag, Slogan, 2- and 4-ring numeral cancellations. Proposed by J. A. Calder, No. 544. Seconded by A. H. Ward, No. 620.  
TANNER, Leonard W., 6146 Main St., Vancouver 15, B.C. (CX) CAN—20th century mint and used postage and blocks. 1st day covers. Plate blocks. Coils. O.H.M.S. Mint and used booklet panes. Precancels. Mint and used airmails. Postal stationery entires and cut-squares. Proposed by H. A. MacMaster, No. 484. Seconded by F. B. Eaton, No. 608.

### REPLACED ON ROLLS

- 479 Carn, L. Dorland, 138 Whitley Road, Eastbourne, Sussex, England.

### DECEASED

- 541 Foye, Arthur S., 159 Riverbend Street, Athol, Mass.  
119 Richardson, Dr. H. E. 3910 Northwestern Ave., Detroit, Mich.

### RESIGNATIONS RECEIVED

- 813 Butt, T. John, 115 Grand Ave., London, Ont.  
1041 Cardinal, Maurice, P.O. Box 212, Place d'Armes, Montreal, Que.  
1121 Cross, S. M., 191 Magog St., Sherbrooke, Que.  
607 Dauplaise, Rene V., Hopkins Hill Road, Washington, R.I.  
65 Draudt, O. E., 124 North Hill St., Marion, Indiana.  
1125 Englehardt, G. J., 139 Cutting St., Coaticook, Que.  
39 Fletcher, Mrs. Kenneth S., 145 Springfield St., Chicopee, Mass.



- 294 Fouse, C. N., 967 Hamilton St., Preston, Ont.  
 378 Higginson, T. B., Finch, Ont.  
 944 Jones, Charles S., 2920 W. Master St., Philadelphia 21, Penn.  
 1222 Jorissen, Andre L., 1006 Highland Road, Ithaca, N.Y.  
 1217 Fisher, Paul L., 16 Thomas St., Johnson City, N.Y.  
 499 Metcalf, Robert E., 2730 Humboldt South, Minneapolis 8, Minn.  
 963 Pahl, A. C., 327 N. Linwood Ave., Appleton, Wisconsin.  
 241 Ranger, A. P., 140 Hamilton Road, New Westminster, B.C.  
 859 Roth, Stanley J., 81-10 135th St., Kew Gardens 15, N.Y.  
 690 Wisner, Victor, 60 Norwood Ave., Elberon, N.J.  
 1015 Wyckoff, Philip A., 101 Cemetery St., Frankfort, N.Y.

#### RESIGNATIONS ACCEPTED

- Marsh, Victor, 13 Sion Road, Riverside, Twickenham, Middlesex, England.  
 Poole, Horace S., 1475 Montrose Terrace, Dubuque, Iowa.  
 Thorne, James T., R.F.D. #1, Amesbury, Mass.  
 Wiley, Gerald, 822 Academy St., Watertown, N.Y.

#### CHANGES OF ADDRESS

- Atkinson, F. George, 1215 Greene Ave., Montreal 6, Que.  
 Ditmars, V. M., 663 Philip St., Fredericton, N.B.  
 Fifield, Edson J., Hotel New Weston, Madison Ave. at 50th St., New York 22, N.Y. (from Pompano Beach, Fla.)  
 Guess, Arthur L., 53 Hunt Club Road, Toronto, Ont.  
 Hawley, Cyril H., West Simsbury, Conn.  
 Lobb, F. R., 1350 Cypress, Vancouver, B.C.  
 Malcolm, W. G., 8 Gardiner Road, Forest Hill, Toronto 10, Ont.  
 Sykes, Frank L., 14156 Washburn Ave., Detroit 38, Mich.  
 Todd, Horace D., 2807 Glenwood Lane, Billings, Montana (from Calgary, Alta., Canada).  
 Topping, William E., 3227 W. 28th Ave., Vancouver 8, B.C.  
 Trethewey, R. B., 2099 Palmer Ave., Ottawa 1, Ont.

#### MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, January 15, 1955 .....	896
NEW MEMBERS, February 15, 1955 .....	8
REPLACED ON ROLLS, February 15, 1955 .....	1
	905
DECEASED, February 15, 1955 .....	2
RESIGNATIONS ACCEPTED, February 15, 1955 .....	4
	6
TOTAL MEMBERSHIP, February 15, 1955 .....	899

#### NOTICE

I am very pleased to be able to report that for the third time, Major K. Hamilton White has donated a gift of Twenty-five Dollars (\$25.00) to the Society. This gift is royalties on the "Standard Canadian Plate Block Catalogue" published by the Stanley Stamp Company of Vancouver, B.C. I trust I can presume to express the appreciation of the officers and members of the Society for this very fine gift.

Jack Levine, Secretary.

## CLASSIFIED TOPICS

### RESERVED FOR MEMBERS OF BNAPS ONLY

**RATES**—2 cents per word per insertion; 500 words to be used as desired, \$8.00.

**COPY** for Classified Topics should be sent to the Editor at P.O. Box 74, Brampton, Ontario, to arrive by the 15th of the month previous to publication.

#### FOR SALE

CANADA, British Empire. Want lists please.  
 E. K. Allen, 240 Spring Garden Road,  
 Halifax, N.S., Canada.

BETTER CANADA. Sets, singles, mint blocks.  
 Send want lists (with references). H. G.  
 Saxton, 139 Twelfth Ave., N.E., Calgary,  
 Alta., Canada. (981f)

#### EXCHANGE

CANADIAN PLATE BLOCKS from #284 on,  
 for Canadian Revenues, or O.H.M.S., qual-  
 ity stuff, collection, or any quantity. Ad-  
 vise what you have, or forward for offer.  
 Roy Wrigley (#1065), 2288 Bellevue Ave.,  
 West Vancouver, B.C. 117-1f

#### WANTED

3c 1897 JUBILEE, particularly cork cancels,  
 town cancels, covers, etc. James Kraemer,  
 P.O. Box 542, Kitchener, Ont. (120-3t)

SMALL 3c QUEENS with cork cancels, town  
 cancels, oddities. Also back issues of Topics.  
 Irving Miterman, 3334 W. Harold, Phila.  
 (32), Pa. (122-2t)

#### EXCHANGE

DESIRE to establish contact with Canadian  
 collectors and exchange my U.S. plate  
 blocks for Canadian blocks. Especially in-  
 terested in plates of King George VI and  
 current Queens. Irving Miterman, 3334 W.  
 Harold, Phila (32), Pa. (122-2t)

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# The Last Word . . .

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By GORDON P. LEWIS

• **FEW VOTERS . . .** Membership in our Society is nearing the 900-mark, yet only 233 members sent in ballots in the recent voting on candidates for the Board of Governors. There has been some complaint from members overseas that they were disfranchised because there was not time to return their ballots before the deadline. This can be corrected another time by mailing ballots to overseas members by first class mail rather than enclosing them with the magazine. But even allowing for these members whose votes were not received because of the time element, it seems to us that 233 is a very small number of ballots to have returned from almost 900 members!

\* \* \*

• **REVIEW . . .** The Squared Circle Postmarks of Canada: Rather than inflict our own somewhat biased opinion on the membership regard the Society's first venture into the handbook publishing field, we reprint a review of this book contained in a recent issue of Weekly Philatelic Gossip:

"For the first handbook to be published by the British North America Philatelic Society, this was a good choice. The author, Alfred Whitehead, really delved into the research of his subject and the result is a worthwhile effort. Listed are the various types of the squared circle postmarks of Canada. Then comes the listings and pertinent information of the various cities using these types of cancellations. The covers pictured are a real study, clearly printed so one can see every marking, every detail. This reviewer thought he knew everything there was to know about the subject matter but after an hour of study and knowledge he changed his mind. Take his advice and procure your copy. Your library is not complete without it. Well worth the \$1.50 asked for it . . ."

Nuff sed! . . . order YOUR copy now from the editor.

\* \* \*

• **EXHIBITION . . .** March 25-27. Sponsored by Fortnightly Collectors Club of Charlotte (APS No. 177), Mint Museum of Art, 501 Hempstead Place, Charlotte, N.C.

In forwarding the above notice, BNAPS'er J. L. Patterson says: "We are happy that

Jack Levine is living here. Took him to our meeting last week. Look for a chapter here before too long!"

\* \* \*

• **TOPICAL COLLECTOR? . . .** Their 25c "Stamp Collectors' Annual Catalogue" brought H. E. Harris & Co. an unusual "order" from a Nigerian collector recently. The West African customer had encircled the head of a girl on a page devoted to pictures of the firm's office staff, and explained, "I have pleasure to introduce to you in the top picture in the front row left to right number 8 and to inform you that I choose her as my Pen Friend." Another girl's picture was similarly marked and the writer indicated that a friend of his would like to receive mail from her.

The Boston, Mass., stamp company has a slight problem. Their Nigerian customer has a ten-year-old copy of the publication—both girls have long since left the firm and are busy raising large families!

\* \* \*

• **IN HOSPITAL . . .** We are sorry to report that Ed Goodale, of Hamilton, Ont., suffered a very serious heart attack on February 3, at his home. At the time of writing, he is a patient in the General Hospital in Hamilton, and the last report is that he will have to remain there for some period of time for a complete rest. We all wish Ed a speedy recovery, and a return to his stamp activities. ★

## Answers To Squared Circle Puzzle in February Issue

• **Answers** to the three squared circle questions asked in the February issue of BNA TOPICS are:

1. The long centre upright bars on the right side are both the same, 77 mm.
2. The long centre upright bars on the left side are both thinner than the right side and both measure the same, 7 mm.
3. Both circles are the same diameter, being 24 mm.

(Therom XXVIX, Article XXII—Bah!)

W. L. Jackson (No. 235)

# FOREIGN

To reiterate a point I have made once before on this page, I handle the stamps of the whole world, not just of British North America.

As a matter of fact, I have one of the best collections in the world of **Mongolia** to dispose of at the present time. Further enquiries invited.

My particular interest is in stamps previous to 1900 and I might mention the following countries in whose **classic stamps** I am particularly interested, either from the point of view of buying or selling:

**United States**

**Mexico**

**Guatemala**

**Costa Rica**

**Haiti**

**Peru**

**Brazil**

**Venezuela**

**Bolivia**

**Classic British Colonials**

**Netherlands**

**China**

**Japan**

**India**

**Hawaii**

**Cuba**

**Great Britain**

**Greece**

**France**

**Spain**

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**German Colonials (Specialized)**

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**Russia**

**Moldavia**

**Austria**

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