

6c Small Queen Major Re-entry

Article on Page 137

VOLUME 12 • NUMBER 5 • WHOLE NUMBER 124

MAY 1955

B·N·A TOPICS

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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 11 1/4 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 Precancelled Postage Stamps" by Frank S. Thompson.

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CANADA

THE MAILBAG

Not Clerks' Numbers

Edward J. McGrath is, I consider, on the right lines in noting (TOPICS, March 1955) the numbers which appear above the date on some "Squared Circle" postmarks as being postal clearing indicia and not clerks' numbers.

Small offices cleared mail as and when required and do not show any distinguishing data. Large offices used AM and PM to show morning and afternoon clearings. Still larger offices used the numbers 1, 2, 3 and 4 or the letters A, B, C and D, while the largest offices used numbers 1-12, etc.

There is possibly a good link between clearing times and clock times, i.e., I am of the opinion that the numbers 9-24 found on strikes from HAMILTON indicate clearings at these hours, using the 24-hour clock.

TORONTO used hourly indicia and I can report: 10 AM, 11 AM (and AM 11), 12 AM, 1 PM, 2 PM, 3 PM, 4 PM, 5 PM, 6 PM, 7 PM, 8 PM, 11 PM and PM only. Perhaps 9, 10 and 12 PM may ultimately be recorded.

Dr. Whitehead records the date above the time for a period during 1894. AP 6
My earliest example 12 PM
of this is 94

YORK STREET, TORONTO, shows a range of quarter-hour and half-hour markings, i.e., 6.30, 9-45.

It will be found that low and high numbers and timings are not so common as the middle numbers and time markings, indicating that the large bulk of the mail was handled during the middle of the day.

LONDON does have the numeral 1 but only on the Type 1 hammer used concurrently with the Type 2. It looks as though the clerk on early morning duty kept the Type 1 hammer for his own use.

Some postmasters, or clerks, showed individuality in the use of indicia, a good example being LISTOWEL, where the date is always found in three lines, both in the squared circles and the ordinary circular postmarks which were in concurrent use.

Duncan McLellan (No. 906)

Early and Late Dates

I have been studying with great pleasure and profit the formidable booklet by Dr. Alfred Whitehead, for the production of

Continued on page 155

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NUMBER 5

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GORDON P. LEWIS, P.O. BOX 74, BRAMPTON, ONTARIO

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Progressive Index For Volume 12

TO APRIL 1955

Compiled by H. M. DAGGETT JR. (BNAPS 50)

NOTE: The page of reference is indicated first, followed by the month of the issue to which the reference refers.

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Polish Forces in Canada 1918—128 Apl.

NEW BRUNSWICK

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NOTE BY COMPILER: As this is the first attempt I have made at indexing TOPICS, I should greatly appreciate having comments and suggestions about ways in which this index may be improved. In particular, I feel rather at a disadvantage in the lack of an appropriate set of headings under which indexing should be made. In this particular issue, I have based the index on the one published in April (without change), and have added my indexing for the articles in the April issue. I plan to re-index the first three issues as time permits, and perhaps add further cross-entries as needed. About the only major change in style that I have made is to use the month of issue instead of whole numbers for greater ease of location of the reference.

H. M. Daggett Jr. (No. 50)

4078 West 37th Ave.
Vancouver 13, Canada.

THE EDITOR'S MAILBAG:

Hairline Varieties

MR. L. P. VIENNO-MICHAUD's questions in the April TOPICS regarding the "hairline" varieties in the Edwards, Tercentenaries and Admirals, impel me to throw in my two cents' worth.

Several theories have been advanced to account for these fine cracks. Some collectors hold it was the curving of the plates; others, the poor quality of the steel available during the Great War; but to my mind, the conclusive article of Mr. G. B. Harper, in the April 1951 issue of BNA TOPICS, is the only real answer, and I hope he will pardon me if I attempt to condense some of the points he brought out.

The main conclusion was that hairlines were caused by the plate hardening. The argument went something like this:

(a) Hairlines were unheard of, in Canadian stamps, until the Edwards.

(b) All hairline specimens he had examined were printed after the practice of case-hardening has been adopted; this seems to have been in 1905.

(c) The depth of hardening would vary from plate to plate.

(d) The surface stresses set up are proportionate to this depth.

(e) Case-hardening, while strengthening the surface, also makes it brittle; the embrittlement would vary from plate to plate, leading to surface fractures when that factor was high.

(f) The actual form of the fracture would be dependent on the crystalline structure of the steel used, though the cause can be directly attributed to the surface hardening.

(g) The conclusion, therefore, was that the hardening produced, in certain cases, a brittle surface, which may have partially fractured during the plate preparation, or later, when the plates were in service, due to the heavy pounding of the press.

I do not think this conclusion can be challenged; it answers all questions that I can think of, and with three other factors,

accounts for every type of hairline which I have seen.

The other factors affect the **type** of hairline, not the cause. They are as follows:

(a) The quality of the steel used.

(b) The "framing" of each impression, on the back of the plate.

(c) The curving of the plate; possibly also, some of the other mechanical work on it.

* * *

(a) Not being a metallurgist, I don't know beans about crystalline structure; nevertheless, it is easy to see that different types of steel would fracture in different lines. The Edward hairlines are irregular, running at odd angles; so are the Tercentenary hairlines. Most of the Admiral hairlines are more regularly horizontal, of which, more later.

(b) I imagine few collectors have had an opportunity to examine a stamp printing plate. When the transfer roll is applied, to sink the individual impressions, the pressure applied to the plate is extremely high—up to 25 TONS per square inch. This pressure deforms the surface of the plate, and to bring the surface back to an even plane, each individual impression is hammered, from the back of the plate, around the margin. This is rather hard to explain; you might get a better idea if you picture the back of the plate as a gridiron, with each little stamp impression surrounded by a depression of possibly a sixteenth of an inch in depth. You can imagine what those stresses do to the steel; the corners, particularly, are compressed, and recompressed, and would naturally become weakened.

This weakening of the corners explains why, particularly in the Admirals, many stamps show hairlines starting from the corners of the stamp. This is not the cause of the hairlines, but it does account for this type. Incidentally, this theory was advanced by an official of the Canadian Bank Note

Company when I visited their plant in 1951.

(c) The curving of the plate can effect the form of the hairline. In the Admirals you can find both horizontal and vertical hairlines. As far as I know, no vertical hairline exists which doesn't have at least one straightedge. And here's the reason. The plates for the sheet stamps were bent on a horizontal axis (Marler). Any hairlines would be horizontal ones. However, some of the plates for the 1c green booklet were bent on a vertical axis. According to Marler, again, plates 1 to 12 were bent the "short way", plates 13 to 22, the "long way". Hence, a vertical hairline would be from one of the early booklet plates; it would of necessity have at least one straightedge.

The curving of the plate, therefore, could affect the direction of the hairline; I suppose it could also affect its thickness. But it could not be the real cause of the hairline. The curving makes the Admiral hairlines more regularly horizontal than the Edwards or Tercentenaries, that's all.

Mr. Vienno-Michaud (How are you, Laurier? Haven't heard from you in a coon's age!) asked two questions: "What put the hairlines in the Tercentenary issue—printed from flat plates?" The answer, of course, is that the flatness or curvature of the plates had nothing to do with it. They were caused by the case hardening.

The second question was, "Why do not other values of the Admirals have hairlines?" I imagine the answer here is that the manufacturers' technique had improved. However, other values do have hairlines, though not as strong as the 1c green and 2c carmine. There are such varieties in the 3c brown, 5c blue, 2c green and 3c carmine, and some of the others may have them also, though I've never see any. Some of the 1c and 2c ones can be pinned down to definite plates (item, plate 4 of the 2c carmine). That plate probably became exceptionally brittle through a variation in the hardening process. Maybe the quality of the steel used had some bearing on it, too.

To the best of my knowledge, no unhardened plate ever produced this sort of hairline crack. The other factors influence the type of crack, but would not, in themselves, produce one. The question naturally arises, why aren't they found in later issues? I think the answer here is that after 1927 plates were chrome-plated; the plating itself is also brittle and easily checked, but any cracks (and there are plenty of them) would be in the plated surface. Deeper plate cracks are not called "hairlines". You can find what

look like hairlines in the current blue Goose stamp, the 7c of 1952; they are usually very fine and it takes a 5X glass to spot them, but they're there, and they are chrome cracks.

As far as I know, Mr. G. B. Harper was the first to advance this theory. I think Canadian philately owes him a vote of thanks.

Donald A. Young (No. 785)

Canada Honors ICAO With 5c Stamp June 1

• On June 1, 1955, a new 5c postage stamp will be available throughout Canada. This new stamp is being issued to commemorate the tenth anniversary of the International Civil Aviation Organization.

The new stamp was designed by Walter Lohse, a civil engineer who is assistant art director of a large printing company in Montreal. It is vertical in format, measuring 1½"x1" in size, will be blue in color, and issued to postmasters in panes of 50. The stamps



are being engraved and printed by the Canadian Bank Note Company, Ottawa.

This stamp is issued to mark the end of a decade in which Canada has been host to the International Civil Aviation Organization. It is a specialized agency of the United Nations, the only agency of this kind with its headquarters in Canada. By its efforts much progress has been made during the past 10 years towards the improvement of safety and regularity of international air transportation.

This stamp will not be overprinted with the letter "G" to indicate official use. It will be printed from one plate only, No. 1.

Regular first day cover service will be in effect from Ottawa. ★

• It is not too early to make your reservations for BNAPEX-55, Hartford, Conn., Sept. 29-Oct. 1, 1955. ★

Two Important Examples of the First 6c Small Queen Major Re-entry

THE Small Queen of the 6c denomination made its first appearance in January 1872, in a shade of yellow-brown, and the prominent major re-entry on this stamp has been known to philatelists for at least 30 years. The basic characteristics of this variety are the extra curved line through most of the upper legend "CANADA POSTAGE", another through the lower legend "CENTS", clear doublings of the vignette circle below the upper legend, and an extra line below the lower border of the stamp, following the contours above it faithfully and running across horizontally for approximately two-thirds of the width of the stamp.

One of the four strongest of all Small Queens re-entries, this variety has always been fairly rare, though not as elusive as, for instance, the latent re-entry on the 2c. Data concerning it has been exceedingly sparse. The only cover recorded until very recently was the one mentioned in Jarrett's, and perpetuated in Boggs' handbook, with the date of February 1873.

Likewise, the exact location of this variety has been—and still is—unknown, the only pertinent statement being found in Boggs, to the effect that it is "not from top or left vertical row of either pane", indicating the existence of a vertical pair with the lower stamp showing the variety, and a horizontal pair with the right stamp containing it. Since the dispersal of the Reford collection, Boggs' statement should be amplified, by eliminating two further vertical rows, as proven by a used horizontal strip of four in that collection, the re-entry being one of the centre stamps.

However, two items which have made their appearance comparatively recently, add considerable and invaluable information to the meager funds outlined above. Indeed, it takes little or no temerity to state that both of these items—the block as well as the cover—will represent the last word on the subject, since it is extremely unlikely that another or larger block or earlier cover should be found to be in existence.



A magnificent block of eighteen from the C. M. Jephcott collection, which contains the major re-entry on the fifth stamp from left in the centre horizontal row.



A superb cover franked with a 6c showing the major re-entry, and postmarked 11 months earlier than the previous recorded date of use.

The first item, a magnificent block of eighteen in the C. M. Jephcott collection, contains the major re-entry (which unfortunately hardly shows on the photograph) as the fifth stamp from left in the centre (or second) horizontal row. This piece is undoubtedly one of the largest used blocks known of the 6c yellow brown, and certainly the only one containing the re-entry. It diminishes the question of plate position

to the presumably final formula that the major re-entry is located "not in the first four vertical rows, not in the last vertical row, and neither in the top nor bottom row of either pane".

Food for Thought

The striking circumstance in the block is the "high" register of the re-entered stamp, in comparison to all others which are well aligned. This, coupled with the principal doubling criteria present in the re-entry, provides very obvious food for thought—borne out by the early date of the cover mentioned below—that this re-entry was both latent and initial. All evidence points to the theory that the variety was present at the time of first printing, making it initial. It would be logical to assume that, during the manufacture of the plate, for some reason the subject in question was burnished off incompletely (hence the remaining extra lines, which are in alignment with the other subjects), and an entirely new impression rocked in (in too high a position) by means of the transfer roll. All of which would place it in the category of latent re-entry.

The second item is the illustrated cover bearing the major re-entry, both stamp and cover superb in every respect, and addressed Toronto to New York, March 28, 1872, eleven months earlier than the cover mentioned in the handbooks. The early date of this entire—the 6c was but two months old at the time—lends considerable weight to the hypothesis of latent re-entry. An en-



One of the three or four known mint copies of the 6c Small Queen showing the major re-entry.



An enlargement of the stamp on the cover showing the characteristics of the variety.

largement of the stamp shows the characteristics of the variety which, in all probability, did not last long beyond 1873.

The remaining photograph, to conclude the subject, shows one of the three or four known mint copies of the major re-entry, which was unearthed not long ago under amusing circumstances, when a find of about 600 mint copies of the 6c was made in Montreal. They were all in singles, pairs and strips, mostly horribly stuck together, and evidently the obscure remains of an old postage drawer of a firm whose correspondence has been predominantly with the U.S. This was the only re-entry in the entire lot.

A small book of expenditures listed the amounts spent on postage at regular intervals, and frequent comments by the unknown writer accompanied many of the figures. In 1877, when Queen Victoria became Empress of India, there was this entry: "Now surely they will change these drab stickers into something more pretty-looking". Little did he guess that for another full 20 years these same "stickers" would do duty, and that the Jeans profile of the Queen would in the following century be recognized as one of the most beautiful in the classic and semi-classic period of British Empire stamps! ★

The 7c Brown Admiral

SOME QUESTIONS ANSWERED . . . OTHERS STILL SOUGHT BY ADMIRAL SPECIALISTS

AS POINTED OUT previously by R. M. Bryan (TOPICS, Nov. 1950) not too much has been published on the various varieties of this stamp, and it was hoped that further information would clear up some of the problems of this issue.

A number of years have passed by and still little or no information has been forthcoming. Being an Admiral specialist myself I have often tried to find some answers to the questions raised in Mr. Bryan's paper in TOPICS. Although I have not been able to resolve all problems, I have had the opportunity of examining a number of items relating to these varieties which may shed some new light on the situation. Some findings do confirm statements made by Mr. Bryan; others show differences and require corrections and additions. Since details of number of plates, printing and other pertinent information is available from sources such as Marler¹, I will not repeat these here. A listing of varieties found on some of the sheets and blocks examined is given at the end of this article, and reference is made to this list in the following paragraphs.

Plate 7 UL pane, stamp No. 15, shows a short line above the right "7", which was caused apparently by a scratch of a tool. Mr. Bryan states that only the plates used in the dry printing show this but the writer has a block from the wet printing showing the same variety. It is a constant variety and can easily be seen without a glass. In addition to this scratch, a fine diagonal line can be noted in the "V" of SEVEN and again both wet and dry printings have this.

Looking over other positions of the same plate and one large block from a dry printing plate, LL pane, but unknown plate number, 16 additional copies with the line in the "V" were found. The position of the line in the "V" varies and so does its strength and length. Blocks of identical position but printed at the early or later stages show that this line diminishes in length and strength with the number of sheets printed. This no doubt is due to the wear of the plate.

Before trying to explain this mystery, I would like to point out still another but similar variety. Here a diagonal line runs through the letter "N" of CENTS, and the same remarks as made in regards to the "V" applies for the variety in the "N". In a block of four from plate 8, UR pane, wet printing, all four stamps show the line. The UL pane of plate 8, dry printing, has a number of examples. These are distributed at random throughout the sheet and no definite pattern can be observed.

In another large block from the LL pane, dry printing, with lathe work D (plate number not known) a few stamps show this line in the "N". A strip of four from plate 8, dry printing, owned by Mr. Marler, shows three subjects with the line. Investigations so far have led to the conclusion that plate 7, dry and wet printings, all panes, show the line in the "V" of SEVEN. Plate 8, all panes, shows the line in the "N" of CENTS and sometimes even in the "N" of SEVEN, but never in the "V". Further, it is believed that these plates have been laid down on a steel plate which had been used previously and that certain marks had not been burnished off completely before laying down the 7 cents. The Bank Note Co. confirmed that, due to the shortage of good steel, old plates were used for printing this stamp.

The next item to be discussed is the lines which can be seen on some subjects on the left side. These lines sometimes extend from the bottom of the left numeral box into the margin, or show up between the numeral box and the frame line, or just inside the left box. Some show lines between the top left spandrel line and the frame. These lines have the appearance of a re-entry, and Mr. Bryan classifies them as such in his article. But having had the opportunity to study a number of sheets and blocks it is evident that these lines are nothing else than guide lines which have not been covered by the design or have been poorly burnished off. This conclusion is reached because the lines often do extend into the margin below the numeral box and in some cases show simple extensions of the outside frame or

¹ CANADA—NOTES ON THE 1911-1925 SERIES, by George C. Marler.

box line. In one particular instance a guide dot in the centre of the stamp is connected with such a guide line; however, the position and plate number of this subject is not known. Similar lines can be found on other stamps of the Admiral issue.

However, from the listing it can be seen that re-entries do exist on this stamp and the writer has in his collection a copy which would fit Mr. Bryan's description. This stamp has a straight edge at the bottom and is a wet printing. The straight edge indicates that the re-entry must come from the UL or UR pane. Mr. Bryan places his copy as No. 91, plate 8, UL, but does not mention whether or not this stamp was a dry or wet printing.

On the other hand, it can be seen from the list that the dry printing plate UL does not show this re-entry on the sheet which has been examined. This may indicate either Mr. Bryan's copy does not come from this pane but from the UR pane, or may be from plate 7. It seems almost certain, however, that the writer's copy comes from plate 8, since it shows a very faint line in the "N" of CENTS. Other re-entries found can be called minor, but all have the same appearance.

The last item for discussion is the double or single short lines which appear in the left numeral box and which have been mentioned by Mr. Bryan. All plates, panes and printings show them in varying positions and forms. It is also obvious that after having compared a number of subjects on similar panes and plates, these varieties are of a constant nature. Blocks from the same plate and pane printed either by the wet or dry

method, show the lines to be constant.

The reasons for these lines can be numerous and unfortunately no solution has been found to explain them. Two stamps on the other hand, one identified by its position, the other unknown, show that not only has the bottom been slightly re-entered but that these lines in the box have been re-entered as well. One copy, No. 21, plate 8, UL (dry printing) indicates a clear re-entry of the lines and the entire bottom portion. The re-entry in the other copy is extremely faint. This would indicate that the lines are not on the plate but on the die or transfer roll.

A die proof of the 7 cents, owned by Mr. Marler, does not show any sign of this, however, and thus one must conclude that it is the transfer roll which has the lines on some of its subjects. This could well be the case, since three transfer rolls were used to lay down the plates for this stamp. One of the transfer rolls had five and the other two contained two subjects each. A total of nine subjects, then, were used to produce the two plates of the 7 cent brown. It could well be that some of the transfer rolls were damaged or scratched. This could also lead to an explanation of the variety on stamp No. 25, plate 8, UL (dry printing) showing two pairs of parallel diagonal lines instead of the usual single or double lines.

This information is the result of some research on this stamp, but is by no means the final answer to all the problems. It is hoped that other specialists will be able to contribute more information leading to confirmation and/or revision of these questions.

LIST OF VARIETIES

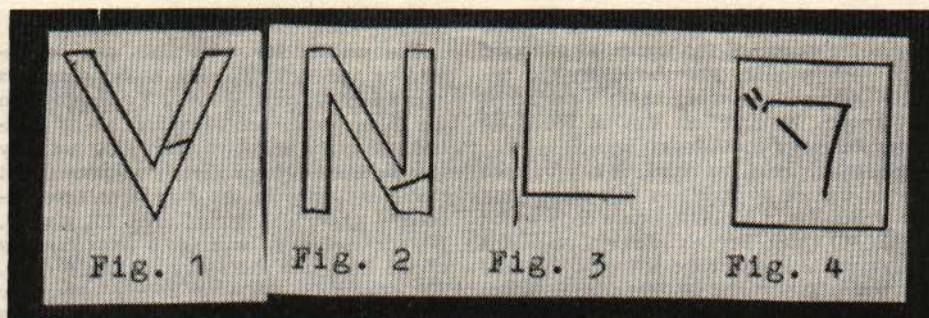
BLOCK OF 60, LL PANE, DRY PRINTING, PLATE ?

NUMBER

1, 3	Guide line (Fig. 3).
5, 6, 9, 16, 17, 18, 21, 39, 42, 52, 53, 54, 55, 56	All showing line in "V" of SEVEN (Fig. 1).
34	Re-entry and line in "V".
50	Lines below "7" (Fig. 4).

SHEET OF 100 LL PANE, DRY PRINTING, PLATE ? WITH LATHE WORK TYPE D AT BOTTOM

1, 4, 45, 72, 49, 61.....	Guide line (Fig. 5).
5, 8, 9, 17, 39, 40, 47, 48, 58, 60, 69, 70, 78	All showing line in "N" of CENTS (Fig. 2)
6	Fine guide line through centre of stamp from top to bottom, straight edge on top.
10	Line below "7" and dot in "N" of CENTS (Fig. 6).
22, 46, 76, 77	Guide line and line in "N" (Fig. 7).
31	Re-entry, guide line as in No. 1.
41, 62, 66	As in No. 22 but no line in "N".



7c BROWN ADMIRAL — LIST OF VARIETIES (Continued)

BLOCK OF 6 UL PANE, WET PRINTING, PLATE 7

- 15 Tool scratch above "7" and line in "V".
 17 Line in "V".

BLOCK OF 6 UL PANE, DRY PRINTING, PLATE 7

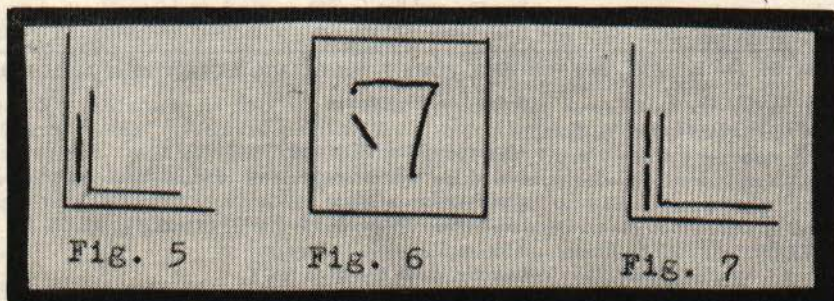
- 15 Tool scratch above "7" and line in "V".
 17 Line in "V".

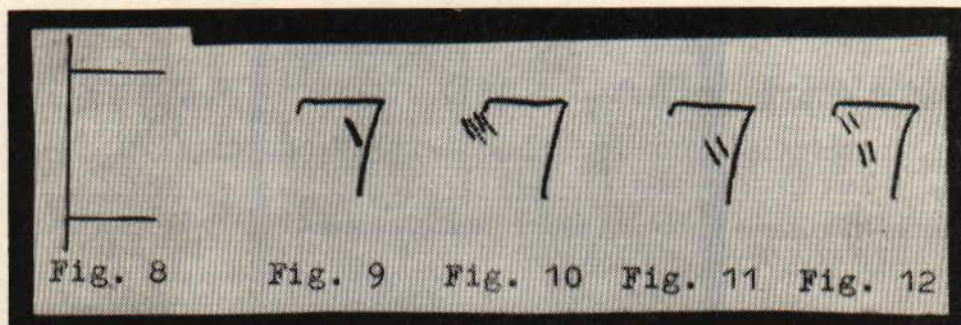
BLOCK OF 6 UR PANE, WET PRINTING, PLATE 8

- 4, 5 Lines in "N" of CENTS and "N" of SEVEN.
 14, 15 As in 4 and lines below "7".

SHEET OF 100 UL PANE, DRY PRINTING, PLATE 8

- 1, 61, 71 Re-entry at bottom.
 2 Guide line extending from top and bottom left frame line.
 3 Guide line between left frame line and numeral box.
 7 Guide line extending from bottom of left box frame line into margin and dot in "N" of CENTS.
 8, 26, 46, 49, 55, 56, 57, 65, 68,
 78 All show line in "N" of CENTS.
 9 Guide line as in 7, line in "N" of CENTS and very slight re-entry right bottom.
 12, 13 Guide line extending from left frame line top.
 14 One line below "7" (Fig. 9).



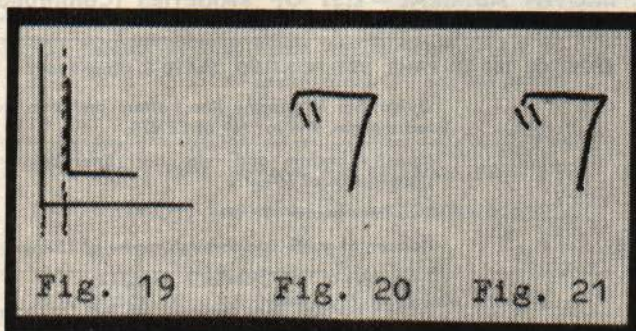
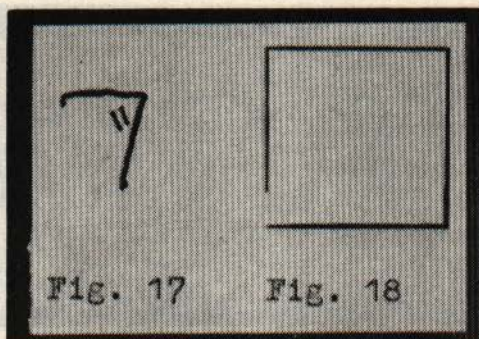


7c BROWN ADMIRAL — LIST OF VARIETIES (Continued)

SHEET OF 100 UL PANE, DRY PRINTING, PLATE 8 (Continued)

16	Guide line left frame line bottom and two short lines in top left margin, line in "N" of CENTS.
21	Re-entry bottom and two short lines below "7". The lines show traces of re-entry.
22	Two lines below "7" (Fig. 11).
23 to 24, 25 to 26	Horizontal guide line through centre of stamps.
25	Two pairs of lines below "7" (Fig. 12).
28	Broken parallel lines between top left frame line and spandrel line, line in "N" of CENTS (Fig. 13).
29	Two lines below "7" (Fig. 14).
32, 35, 43	Short line in first "A" of CANADA (Fig. 15).
33, 36	Line below "7" as in 22 but slightly higher.
34	Two broken guide lines in box (Fig. 16).
37	Two lines below "7", line in "N" of CENTS (Fig. 17).
39	Weak re-entry bottom right.
47, 82	One broken guide line similar to 34.
58	Broken left numeral box (Fig. 18).
59	Line in "N" of CENTS and two guide lines left (Fig. 19).
69	Line in "N" of CENTS and two lines in margin bottom below left box.
77	Guide line extending from left frame line bottom.





7c BROWN ADMIRAL — LIST OF VARIETIES (Continued)

SHEET OF 100 UL PANE, DRY PRINTING, PLATE 8 (Continued)

81	Slight re-entry bottom and two lines below "7" (Fig. 20).
83	Two lines below "7" as in 81.
85	One line below "7".
88	Two lines below "7" and dot in "N" of CENTS (Fig. 21).
89	Line in "N" of CENTS, two faint lines below "7" as in 88.

Trophy in Memory of Dr. 'Jim' Goodwin

SHORTLY after the late Dr. "Jim" Goodwin died, some of the members of the British North America Philatelic Society suggested a trophy be given in his name, to be presented annually for the best display of Postal History (or other groups of B.N.A. philately, as a committee shall decide). The trophy, a very handsome one in silver, has now been purchased and it is hoped to make the first presentation at our 1955 Convention in Hartford. The cost of the trophy and engraving, etc., is \$150, and it will be noticed from the following list that \$110 has already been subscribed. If any member

would like to be identified with this gift to the Society, they should send their cheque (not exceeding \$5.00) to C. P. deVolpi, 4720 Grosvenor Ave., Montreal 6, Canada.

List of donations to April 1, 1955:

(Each \$5.00) W. S. Bayley, W. W. Chadbourne, L. A. Davenport, B. K. Denton, C. P. deVolpi, E. N. Drake, A. E. Edwards, C. F. Foster, V. G. Greene, C. M. Jephcott, J. Levine, G. B. Llewellyn, H. Lussey, W. C. Peterman, E. Richardson, L. W. Sharpe, C. R. Shorney, J. N. Sissons, J. D. Smart, W. H. Woods, R. J. Woolley, G. R. Workman. Total \$110.00. ★

TRANS-CANADA AIR LINES

PART SIX—Conclusion (Continued from Page 105, April 1955)

A condensed listing of TCA first flight covers (continued):

26. 1948, Dec. 2—Montreal and Toronto to Nassau, Bahamas; Kingston, Jamaica; Barbados, and Port of Spain, Trinidad. No cachet; covers are scarce. Toronto mail is dated Dec. 2 or earlier; Montreal covers are dated the morning of Dec. 1.

- a. Montreal-Nassau. Backstamped 10 a.m., Dec. 3.
- b. Montreal-Kingston. Backstamped Dec. 3.



TOP—A wartime "first flight" from Newfoundland on the occasion of the extension of main line operations—Moncton-Sydney-Gander-St. John's—May 1, 1942. Gander Airport, founded as a British Government defense project in 1939, has become a famous aerial gateway since the war.

BOTTOM—On July 1, 1946, TCA main line service was extended from London, Ont., to Chicago, Ill.



VIA AIR MAIL
 First Official Flight
 London to Cleveland.

RICHARD P. HEDLEY
 45 Allen St.
 Buffalo 2, N. Y.

AUG 1 1946

First Official Flight
 Halifax, N. S. -
 Boston, Mass.

APR 1 1947



VIA AIR MAIL

John S. Gordon
 Box 104
 George School
 Bucks County, Pa.
 U. S. A.

*J.M. Sullivan
 Dept. of Mail*

**BY AIR MAIL
 PAR AVION**



Via First Airmail Service
 F.C.A. Toronto to Bahamas



John S. Gordon
 c/o Postmaster
 NASSAU, BAHAMAS.

- c. Montreal-Barbados. No covers known.
 - d. Montreal-Trinidad. Backstamped 12:15 p.m., Dec. 3.
 - e. Toronto-Nassau. Backstamped 5 p.m., Dec. 4.
 - f. Toronto-Kingston.
 - g. Toronto-Barbados. No covers known.
 - h. Toronto-Port of Spain. Backstamped 1 p.m., Dec. 4.
 - i. Return covers to Toronto or Montreal. None known.
27. 1950, April 1—Tourist service to Tampa, Florida, and revised Caribbean routing: Montreal-Toronto-Tampa-Nassau-Jamaica and Montreal-Toronto-Bermuda-Barbados-Trinidad. No cachet; no covers known.
- a. Toronto-Tampa.
 - b. Montreal-Tampa.
 - c. Tampa-Toronto.
 - d. Tampa-Montreal.
28. 1950, April 1—Montreal-New York non-stop service, in competition with Colonial Airlines. First flight over this route was October 1, 1928, by Canadian Colonial Airlines (the only airline whose insignia ever included the emblems of both U.S. and Canadian postal services.) U.S. postal regulations provide that, in the case of competing passenger services, U.S. mail pouches will be carried only by the U.S. domestic carriers—hence no return flight on this date. No cachet; no covers known.
- a. Montreal-New York.
29. 1951, April 1—Transatlantic service extended to Paris, France, in competition with Air France, who entered Montreal on October 5, 1950. Covers have a large (4 x 5) red and blue printed sticker advertising the flight of Air France. Postmarked Montreal, 9 a.m., Oct. 5, and backstamped 18:15, Oct. 6, at Paris-42. This information is given for convenience.
- a. Montreal-Paris. No cachet; no covers known.
 - b. Paris-Montreal. No covers known.
30. 1951, Sept. 1—Stephenville, Nfld., added between Sydney and Gander to main line. Stephenville had been an alternate field since 1943, but this is the first scheduled service. No cachet, no covers known.
- a. Into Stephenville by eastbound plane.
 - b. Out of Stephenville, eastbound to Gander or St. John's.
 - c. Into Stephenville by westbound plane.
 - d. Out of Stephenville by westbound plane.
31. 1952, Feb. 1—Resumption of service at Fredericton, N.B., between Halifax and Montreal. No cachets; no covers known.
- a. Montreal-Fredericton.
 - b. Fredericton-Halifax or eastbound.
 - c. Halifax-Fredericton.
 - d. Fredericton-Montreal or western points.
32. 1952, Nov. 5—Transatlantic service extended to Düsseldorf, Germany, via London. No cachet; no covers known.
- a. Montreal or Gander-Düsseldorf.
 - b. Düsseldorf-Gander or Montreal.
33. 1954, Jan. 16—Caribbean service extended to Mexico City via Tampa. No cachet; no covers known.
- a. Montreal-Mexico.
 - b. Toronto-Mexico.
 - c. Mexico-Toronto or Montreal.

◀ OPPOSITE PAGE: TOP—Cover flown on first official trip from London, Ont., to Cleveland, Ohio, August 1, 1946. CENTRE—TCA main line extended to Yarmouth, N.S., and Boston, Mass., from Halifax, April 1, 1947. BOTTOM—A scarce cover from first airmail service over TCA from Toronto to the Bahamas, Jamaica and Trinidad, December 2, 1948.

34. 1954, Feb. 1—Sudbury, Ont., added between Toronto, North Bay and Sault Ste. Marie. No cachet; no covers known.
- Toronto-Sudbury.
 - Sudbury-Sault Ste. Marie and western points.
 - Sudbury-North Bay, Ottawa or Montreal.
 - North Bay or eastern points-Sudbury.
 - Sault Ste. Marie or western points-Sudbury.
 - Sudbury-Toronto.

* * *

There are a number of air mail events in store in Canada, at the time of writing. TCA is authorized to fly into the Muskoka Lakes area, between Toronto and North Bay. It is not known if mail will be carried, as this is a short distance only. Canadian Pacific Airlines is authorized to fly Vancouver-Mexico City-Lima-Sao Paulo-Rio de Janeiro; no word is available as to when this will start. Scandinavian Airlines will shortly start regular flights via Edmonton from Los Angeles-Thule-Stockholm.

In preparing this listing and text, I am indebted to the chief of the TCA Press Bureau, Mr. R. F. Gadsby, for supplying needed information as to dates, and also for furnishing a series of McGill University extension courses giving a wealth of background information on Canadian aviation. The American Air Mail Catalogue and Dr. L. S. Holmes' B.N.A. Catalogue were also consulted for information on covers not in the author's collection.

Readers will see from the above information that new airmail routes and services are opening up at frequent intervals. Consider also that the other Canadian airlines are providing new airmail services, many times as great in number as the new TCA routes. It was not so very long ago that this wealth of Canadian postal history was not passing by unnoticed, Canadian first flight covers, with their distinctive and beautiful cachets, now repose in thousands of stamp collections, but many of the collectors have lost interest because there was no prospect of acquiring new flight material. Look at the list in this and previous instalments of this article, and see how many bear "no covers known" tags because collectors were uninformed.

Let me close this article with a plea to all BNAPSers at all interested in flight covers to take a couple of minutes and write the Postmaster General of Canada with your request for resumption of first flight notices to collectors. The authorities have declined to act on a few earlier requests, but I believe sheer weight of numbers is the answer. Let's get, say, 300 letters on the P.M.G.'s desk from recognized authorities on Canadian stamps—namely BNAPSers—and we are bound to see some action. This "no covers known" stuff has got to go! Oh, yes—I'll be interested in correspondence on flight covers and related material. ★

EARLY CORNER CARD, 1856

AMONG some covers loaned some time ago by Member Leland I. Neff, was a Port Hope, C.W., cover with the whole top

half spread out in the most elaborate early printed card known to me. It read:

"Port Hope Seed Store (pictures of plows) and Agricultural Machines, by J. Rapalje & Co, Mfrs. & Dealers in Agricultural Implements, Garden and Feed Seeds, etc." Addressed to James Rhodes, Chatham, C.W., in January 1856.

This is the earliest really elaborate printed envelope I have seen.

In the same lot loaned to me were several covers of what may be a very new find in ship letters. It was a large double oval with crown in centre, the top lettering being very clearly "Ship Lre" but the bottom on all copies being not decipherable. Other correspondence of the same lot indicates this double oval might be St. John, N.B.—so if others own such an oval I'd be very

• Continued at foot of next page

To the Members . . .

I WOULD like to thank the members of the British North America Philatelic Society for the lovely memorial wreath for Bill, and for the warm messages of sympathy to me.

And may I also express my deep gratitude for the many hours of pleasure afforded Bill through the Society and association with its members.

BLANCHE MEYERSON.

Revenue Group News

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

WHAT is the most attractive Canadian federal revenue stamp? Probably every collector has his favorites. In trying to make up my own mind, I am torn between the bicolored dollars denominations of the second and third issues of bill stamps, the black \$5 law stamp of 1897, and the 1897 customs stamp for raw tobacco. All are beautiful examples of engraving and all are in attractive colors.

The dark centres of the bill stamps are well set off by their brighter frames. I think I like the second issue the better. Its design is simpler and the chaste and classic vignette of the young queen is lighter and more graceful than the rather stodgy portrait of the widow on the third issue. Here my vote goes to the \$2, with its red frame and violet centre. This is a stamp which for sheer beauty is hard to beat.

Now, let's look at the law stamps of 1897. These impress one by their size, to say nothing of the intricate lathe work of their designs. True, we have the widowed

queen again, but in a more gracious portrait than that of the third issue bill stamps, a portrait with a certain dignity lacking in the earlier one. There is nothing like a good, full black to bring out the niceties of skillful engraving, so my choice here is the \$5 in black, the least common of the series.

The 1897 raw tobacco customs stamp carries the same portrait of the widowed queen as the law stamp, but the portrait here is relatively unimportant, as the stamp is nearly four inches square and designed so that when right side up it forms a diamond. The color is a rich, dark blue, one of the most attractive shades I have ever seen. Used copies of this stamp were often damaged in removal from the hogsheads of tobacco, but fortunately unused copies, probably remainders, are not uncommon.

After vacillating in my choice among these three stamps, I must say that I like the bill stamp best. What's your choice? All Canadian federal revenues are fine examples of stamp design and manufacture, but some are more attractive than others.

To go back a bit, our own Ed Richardson (No. 168) wrote as follows in the May 1954 "Popular Stamps":

"I have a new item in my Canadian revenue collection to report. It is a 1941-42 'edition' of the unemployment insurance book, overprinted vertically, reading up, 'SPECIMEN' in large double-lined letters. Most of the pages are blank (April through June). The October through March sections have various meter impressions. However, the centre section has various denominations of the unemployment stamps mounted therein, giving various examples of proper recording.

"The interesting thing about these stamps is the fact that each of the six vertical sections of each stamp is overprinted in black, vertically and reading up, with 'CANCELLED' in large caps.

"Who says, 'nothing new?'"

The scarce revenue census returns from the coupon in the March TOPICS have been fair, but I know there are a number of our members who have some or all of the stamps included and from whom I have not heard. To remind you, I asked how many each of

EARLY CORNER CARD, 1856

• Continued from previous page

pleased to have a tracing of it for my records. Date 1817 was on this letter.

Another hope I have is that some one will be able to give me tracings of one or all of the double circle postmarks noted by Boggs on page 574 of his book, for Caledon, Stanley's Mills, Lloydtown. They will be probably 30 mm. or more across, and 1830-50 period.

The earliest Canada printed inscriptions I have on covers are 1824 with "OHMS Educational Department", and 1825 same.

The earliest purely commercial card is a straight line of type on reverse of an 1828 letter Quebec to England reading "QUEBEC EXCHANGE". I am told this was a commercial trading firm in Quebec, the letter being to England with no Canada markings or ship letter data. This would indicate it was put in the English mails after private carriage to a British port. This rare cover is owned in Detroit. — **Frank W. Campbell** (No. 143). ★

you have of the \$2 inverted head, the \$20 and \$25 Victoria, the \$50 and \$100 Edward, the \$20 and \$25 George, the \$20, \$50 and \$100 caribou, and the \$1, \$2 and \$3 transportation tax, all but the first from Newfoundland, and what each item cost you—all in confidence, of course. If you forgot to clip the coupon the editor provided just jot the information down on any scrap of paper and send it to me.

There seems to be some question as to the color of the paper of the 1929 Saskatchewan Electrical Inspection stamps. It is variously described as yellow, white or pale green. Which is right, or do these stamps really come on three different colors of paper? Perhaps some group member can set us right on this matter.

We have recently distributed 10 more pages of Publication 25. These have been ready for some time, but events over which we had no control delayed their distribution. Please look them over, compare the listings with your collections and inform us of any errors or omissions. Naturally, we would like to make this catalogue as complete and correct as possible, but it is not easy to be sure that all items are included when one has nothing to go on except the information one can collect from other collectors. Most new listings have old ones for a jumping-off place—we had nothing!

There are still a good many pages to come. Another lot will be ready before long, but only those who have tried it can realize what a job it is to compile such a catalogue virtually from scratch. Very little about Canadian tax-paid has been published to our knowledge and most of what has appeared is fragmentary or not entirely correct or both.

And pricing is a problem, because there is no well established market for such stamps. The best we can do is to accept the opinions of the few collectors of tax-paid as to the values of the common varieties which they all have and then to adjust the prices of the less common material on the basis of what we take to be its rarity. If these were postal items, some of the prices would be in three or four figures. There are a good many tax-paid of which only one, or at most, two or three, copies are known. We have tried to be realistic and to keep our prices within reason.

I know of one of the overprinted cigarette stamps of which only 50 were ever issued, of that I am satisfied, and only one copy has ever been found, but it brought less than \$10 when it last changed hands.

The Canadian revenue collection of the late Goodwin R. Harris of Toronto has passed into the hands of W. H. Woods (No. 1164) of that city. I am glad that it is not to be broken up. Though Mr. Woods says that he is a "rank amateur" as far as revenues are concerned, I am sure he will take good care of his new child. Perhaps he may even dress it up a bit. The last time that I saw the collection, I remember thinking that some rearrangement would make it more of a delight to the eye. I know I'm a crank on this subject, but I do believe that display is half a collection, especially to the layman.

Someday I hope I can publish a fairly complete list of its rarities, but for the nonce all I can say is that it contains the high denominations (\$20, \$50 and \$100) of the 1918 Quebec registration stamps, which are exceedingly scarce; the three Newfoundland transportation tax stamps, almost never seen; and the \$20 and \$25 first issue (Victoria), the \$50 and \$100 second issue (Edward) and the \$20, \$50 and \$100 fourth issue (caribou) Newfoundland inland revenue stamps, all scarce, but not unattainable.

There are some new tobacco stamps. The first lot is certain denominations of the current strip stamps surcharged "1/8" and issued early in January 1955. I cannot describe them, as I have not seen them as yet. These were used because a strike in the engraving company's plant made the supply of 1/8th pound stamps short. The life of these stamps was brief; the regular ones were available again late in the month.

The other new stamp is 1/2 lb. for use on tins of smoking tobacco. It is 61 x 22 mm., black, and either rouletted or imperforate. The design is roughly divided into quarters: top left, blank for cancellation; top right, "CANADA/TOBACCO" in two lines; bottom left, "1/2"; bottom right, blue serial numbers 3 1/2 mm. tall. The background of the cancellation space and under the serial number is made up of the words "CANADA TOBACCO" arranged in a vertical and horizontal interlocking pattern. The rouletted stamps were issued on January 24, 1955, and the imperforate ones three days later, on the 27th. While this may be the first stamp of a new series, "the Department is not presently contemplating the issue of" other denominations.

These two stamps should be added to the list on page 43 of Publication No. 25 as 270A and 270B. We will assign numbers to the surcharged stamps when we learn something about them. ★

Bringing News About People and Stamps

By REV. JOHN S. BAIN (BNAPS 19)

I HAVE come across an interesting philatelic letter written by the late R. Roberts, dealer, of the Strand, London, England, dealing with the Nova Scotia reprints made in 1890. His letter, written in 1929, states: "I have recently acquired some of these rare reprints of the first issue on thin paper. Only 75 sets are available, made up as follows—2 blocks of 9, 12 blocks of 4, and 9 single sets (one corner block of each with margin). There are no more than these available and no one else has them for sale, of this you can be assured, and there is one fixed and certain price for them, i.e., £6 per set of four singles, £24 per set of four blocks of four, and £54 per set of four blocks of nine. The price is not likely to come down, in fact, after a certain period has elapsed, if any are left, I intend to put up the price. These Nova Scotia reprints have always been rare and have never before come on the market. They are the set which were reprinted in 1890, 1d in grey brown; 3d in dull blue; 6d in deep bluish green; 1/- in purple blue, on thin white paper. This small number will soon be absorbed and there is no likelihood of any more ever coming on the market, and the price is absolutely guaranteed. There are seventy-five sets available for the whole philatelic world and I estimate there are seven thousand five hundred, at least, potential collectors who will want this rare interesting set, as I expect, the majority will be taken in blocks of four. It is possible I may break the second block of nine into singles or pairs, but it would be a pity to break the corner blocks of nine with margins. Applications will be dealt with in strict rotation and allotment will be made within two weeks from date. Will you let me know early if you would care to participate in these?"

These reprints sold for approximately \$30 a set in 1929. Today they sell for \$61, with multiples practically never offered. The late Dr. Lister Tuholske, St. Louis, Missouri (BNAPSer Leslie Davenport will recognize him as one of his early customers), to whom the above letter was sent, purchased a set at £6.

BNAPS

BNAPSer Frank W. Campbell writes to say, "In the Squared Circle list I have the

missing #12 on a fine cover for Hamilton, Ont., thus completing a long run of numerals." These squared circle cancellations have evoked a great collecting interest and because of demand supplies for nice strikes of certain items are indeed difficult to acquire.

BNAPS

Canada's new stamps, the 4c Musk-ox and the 5c Whooping Crane are certainly a contrast in design. The 5c Whooping Crane is, I believe, the most "delicate" design that Canada has yet issued. Many thanks to BNAPSers Campbell and Kenneth Vizzard for first day covers, and also to Mr. Vizzard for the mint stamps enclosed. Dividends (philatelic, that is) for a columnist! ★

New Postmaster-General?

• Canada may soon have a new Postmaster-General—the present Speaker of the House of Commons, Hon Rene Beaudoin.

Recent reports strongly indicate that Postmaster Alcide Cote plans to resign at an early date because of ill health, and that Prime Minister St. Laurent would appoint Mr. Beaudoin to the cabinet to replace him. Mr. Cote has been absent from the Commons since February because of serious illness. ★

For R.P.O. Collectors

• A. G. Anderson (BNAPS 997) submits the following clipping from "The Province", Vancouver, B.C., December 20, 1954, as being of interest to R.P.O. collectors.

"For the last time, 65-year-old George Foster, of Victoria, stood at the controls of the Nanaimo-Victoria passenger train Saturday. He had started his railway career in 1909 with the E. & N. Railway.

"Leaving Nanaimo at 2:10 p.m., Mr. Foster piloted the E. N. train to the capital city. Arriving there at 4:50 p.m., he stepped out of the cab and went home to retirement.

"... He started work as a wiper, became a fireman, then made his first run as an engineer in June 1912." ★

From the Library . . .

R. J. DUNCAN, Librarian, P.O. Box 118, Armstrong, B.C., Canada

(Continued from Page 55, Feb. 1955)

Miscellaneous Books

There are quite a number of these available, such as:

E. D. Bacon—Reprints of Postal Adhesive Stamps.

Robson Lowe—Bishop Mark.

D. B. Armstrong—Coronation Stamps.

Arthur Hind—British Empire Catalogue, American sale (with plates).

Dorn—Forged Stamps of All Countries.

D. B. Armstrong—Silver Jubilee Stamps.

Marks—British Colonial Handbook.

H. & A. Wallace—Silver Jubilees.

Robson Lowe—Masterpieces of Engraving. Philatelic Handbook of Jamaica.

LIST OF ARTICLES IN LIBRARY

(Please order by number)

- 1 Meter Slogans for Canada's War Effort. (F. W. Pollock) 2 pages.
- 2 Watermarks on Canadian Stamps. (E. Richardson) 2 pages.
- 3 College Stamps of Canada. (F. W. Pollock) 7 pages.
- 4 10 cent Retouches—1859 Issue. (Sen. J. A. Calder) 1 page.
- 5 2c and 4c Provisionals of Newfoundland. (G. B. Sloane) 1 page.
- 6 Samual Allan Taylor. (R. A. Jamieson) 4 pages.
- 7 Canadian Part Perforates of 1923. (E. Richardson) 3 pages.
- 8 Imprint Positions on Nova Scotia Cents. (E. Richardson) 2 pages.
- 9 Canadian Stamps That Might Have Been. (A. S. Deaville) 5 pages.
- 10 Canada 1932 Medallion, Scott's No. 195. (A. H. Kirkpatrick) 1 page.
- 11 Canadian Soldier's Letter—2c Rate. (I. C. Morgan) 1 page.
- 12 Bahamas 5d Special Delivery 1916. (A. D. Pierce) 2 pages.
- 13 Postage Meter Impressions of Canada. (W. Simon) 6 pages.
- 14 Inland Postal History of Newfoundland. (Rev. H. Kirby) 8 pages.
- 15 Northwest Territory Cancellations. (F. W. Pollock) 2 pages.
- 16 Canadian War Markings. (Various) 14 pages.
- 17 Canadian Patriotic Slogans. (A. Harvey) 6 pages.

- 18 Canadian Railway Pictorial Postcards. (Bond & Pollock) 3 pages.
- 19 Pre-Confederation Reminders. (F. W. Pollock) 2 pages.
- 20 Canadian Issues, 1912-1928. (Pollock, Campbell, Sonne) 5 pages.
- 21 The Three Cent Small Queen Issue of Canada. (L. D. Shoemaker) 8 pages.
- 22 The National Cash Register Postage Machines of Canada. (W. Simon) 3 pp.
- 23 Some Early Canadian Cancellations. (T. O. Hibbs) 2 pages.
- 24 Pantographed Newfoundland Issue—Caribou. (C. P. Rang) 1 page.
- 25 Canadian Air Rarities. 1 page.
- 26 Canada—Scratched Plate, etc. (C. P. Rang) 2 pages.
- 27 Canada—Early Issues. (S. Phillips) 7 pages.
- 28 Canada 1898-1902 Issue. (Argus & Aretz) 4 pages.
- 29 Reciprocal Cachets of U.S. and Canada. (E. J. Bernstein) 14 pages.
- 30 Canada—Port Hood Bisect. (M. Miller) 4 pages.
- 31 Bisects of Dominion of Canada. (M. Miller) 9 pages.
- 32 Canadian Imperforate Between Coil Stamps of 1926. (L. D. Shoemaker) 3 pages.
- 33 Stamps of New Brunswick. (D. A. King) 9 pages.
- 34 Reprints of New Brunswick. (J. M. Bartels) 2 pages.
- 35 Stamps of Prince Edward Island. (D. A. King) 9 pages.
- 36 Stamps of British Columbia and Vancouver Island. (D. A. King) 5 pages.
- 37 The Stamps of Canada. (D. A. King) 15 pages.
- 38 Random Notes on Prince Edward Island. (L. S. Crosby) 4 pages.
- 39 Stamps of Nova Scotia. (D. A. King) 12 pages.
- 40 Canadian Locals — Labrador Co. of U.S.A. (H. W. K. Hale) 10 pages.
- 41 Background of Newfoundland Stamps. (J. E. J. Fox) 10 pages.
- 42 The Half-cent Maple Leaves of Canada, 1897. (Dr. A. Whitehead) 2 pages.
- 43 Royal William Trans-atlantic Voyage. (L. Ravenscroft) 2 pages.

(To Be Continued)

Canadian Stamps With Perforated Initials

PART V—Conclusion (Continued from Page 113, April 1955)

ADDENDA



J10

P13

S13

M8a

No.	Description	Name of User	Issue	Rev. Stamp	Pre-cancel
J10	JH D8½		1937		
P13	PC/Co. 2H5½/5½-4	Pittsburg Coal Co., Winnipeg, Man.	1912		
S13	SIW D5½-4-5½		1928		
M8a	MH H8½	Massey-Harris Co.	1928		

HOW PERFINs ARE CATALOGUED

(By courtesy of The Perfins Club, as used for cataloguing U.S. Perfins)

Although the cataloguing plan now in use by The Perfins Club is not ideal, in that it fails to describe a few of the designs, it is the result of considerable study and is believed to be the best method presently available.

The complete information includes:

- The letters of the design arranged in specified order.
- A code symbol showing the type of design.
- The height of the letters in the same order as shown in (a) in mm. measured from the centre of the outermost holes.
- The name and location of the perfin user.

The following are the principal code symbols:

- H—one horizontal line of letters or a single letter.
- 2H—two such lines.
- 3H—three such lines.
- D—letters diagonally, left to right.
- Du—diagonal, reading upwards.
- A—letters arranged in the arc of a circle.
- Ex—Exogram: one letter is larger and encloses others.
- En—Endogram: letters enclosed in a border such as a circle.
- M—the letters are interwoven.

In addition there are the following auxiliary symbols:

- Co—the letters are combined.
- Ov—One letter crosses another, but not as complicated as a monogram.
- R—a letter is reversed.

F —letters are script or fancy.

/ —diagonal bar indicates the break between two lines.

— —an underline indicates that the letter is serifed.

() —in parenthesis, a letter is enclosed in the previous letter.

Spacing or the number of holes are given when needed for clarity.

Where a group of letters read the same forward or backward, as AM and MA, it will be listed under both letters.

In monograms, etc., the letters are listed in the order that they can be read from left to right. If two letters extend equally to the left, the one extending furthest upwards is listed first.

Where all the letters of a design are of equal height, the height is given only once.

Perfin designs are read viewed from the face of the stamp held in normal position. When viewed from the back, the letters read from right to left, if the stamp has been punched normally or face upwards.

Most of the illustrations show a reversed design. However, a few show the normal design on the reversed side, due to the stamps having been punched with the gum side upwards.

USE OF PRIVATELY PERFORATED CANADIAN STAMPS BY U.S.A. COMPANIES

In the general listing will be found many users of perforated initial stamps whose offices, so far as we know, are located in the U.S.A. These have not been indicated as American companies as it is not known whether they had branch offices in Canada at the time the stamps were perforated, or whether the stamps were perforated at the home office in the U.S.A.

There are several reasons why a company located in the United States would purchase Canadian postage or revenue stamps and perforate them at their home office for use in Canada.

(1) The company might have a small branch or agency in Canada and for the purpose of accounting would punch Canadian issues from the American office prior to distribution to the Canadian branch or branches. This is thought to be true of some of the railroad companies, such as Southern Pacific, Missouri Railroad, and Michigan Central.

(2) When a company wished to enclose a return stamped envelope to a Canadian correspondent. This happens quite often for the return of company voting proxies or for the return of auditor's check statements.

(3) Until a few years ago all cheques payable in Canada were required to carry a tax stamp (postage stamps were acceptable), so that cheques drawn in the U.S.A. for payment in Canada would have to carry a Canadian excise or postage stamp. The Pullman Co. of Chicago is a known example of the use of this practise.

(4) Any company requiring the use of special delivery service of mail to a Canadian correspondent would have to prepay the special delivery charge with a Canadian special delivery (or postage) stamp. The illustration of the Cudahy Co. perfin is an example of this usage.

(5) Use by U.S. companies of Canadian customs duty stamps as described in the notes on the use of perforated revenue stamps.

☞ WATCH FOR DETAILS CONCERNING THE PUBLICATION OF THIS PROJECT OF THE PERFIN STUDY GROUP IN BOOKLET FORM. SCHEDULED TO SELL AT ONE DOLLAR, IT WILL CONTAIN 24 PAGES PLUS COVER, AND WILL BE BROUGHT UP TO DATE WITH ADDED INFORMATION RECEIVED BY THE EDITORS.

Sketches of BNAPSers . . .

By V. G. GREENE (BNAPS L40)

No. 67: Isaac Pitblado, Q.C., LL.D.



ONE of the "grand old men" of Canadian philately is Mr. Isaac Pitblado of Winnipeg, who was born at Glenelg, Nova Scotia, the son of a Presbyterian minister. He was educated in Halifax public and high schools and Dalhousie University, and moved to Winnipeg in 1882 where he graduated from the University of Manitoba, being called to the bar in 1890. In 1909 Mr. Pitblado was created a King's Counsel and was president of the Manitoba Law Society 1917-20, and chairman of the Board of Governors, University of Manitoba, 1917-24. In 1934 he received the high honor of being elected president of the Canadian Bar Association. He received the honorary degree of LL.D. from Dalhousie University in 1919 and from University of Manitoba in 1926.

As a youth in "short pants" he started collecting stamps and has been an active philatelist ever since. During his early years in Winnipeg he came across some examples of the 1877 "Provisional" issue of Manitoba Law stamps and by diligent search acquired a fine collection of these rare stamps which won an award at the philatelic exhibition held in Montreal in 1925. Mr. Pitblado prepared the list of the Manitoba Law stamps for the revenue catalogue published by Kelsey Hall which provided the basis of the

Manitoba section in Jarrett's B.N.A. Handbook. He also formed a fine collection of the postage stamps of British North America and at one time owned two 12d blacks, one of which is illustrated in Jarrett's book. Although he gave his collection to his son Edward some years ago, Mr. Pitblado still follows the hobby with interest and believes that used blocks of four of Canadian stamps in fine condition are good property if bought judiciously by the discriminating philatelist. He had the honor of being a member of the jury at CAPEX in 1951.

A keen curler, Mr. Pitblado was president of the Manitoba Curling Association in 1910. He is also a golf enthusiast and although "getting on", still enjoys the occasional game. A member of the board of directors of the Canadian Bank of Commerce, Winnipeg & Central Gas Co., Mutual Life Assurance Co. of Canada, The Toronto General Trusts Corporation, and many other corporations, Mr. Pitblado still finds time to keep in touch with his favorite hobby. The writer asked Mr. Pitblado his opinion of philately, to which he replied: "I have always had a great 'kick' in collecting stamps, and the friendships I have made have added to my enjoyment of life". ★

MAILBAG—From page 132

which those of us who study the interesting squared circle postmarks owe him a great debt of gratitude.

Riviere du Loup Station. The earliest date given is Oct. 7 '95. I should like to place on record the fact that I have a copy of the 8c pale bluish grey stamp of 1893 (SG 117) showing the date "AU 7 94". Unfortunately, this is neither on cover nor yet on piece but the date is beautifully clear.

I have also found two later dates than those quoted by Dr. Whitehead, viz:

Macleod. Nov. 8 '98 as compared with July 20, '98.

Charlottetown. July 28 '98 as compared with June 17 '98. In view of Dr. Whitehead's notes on the indicia of the latter cancellations, it is of interest to note that mine shows the clerk's number, viz., "2" above the date and the time mark, "PM", below it.

Evan R. Gill (No. 208)

The Month's NEWS

New Catalogue of OHMS Officials

• **Roy Wrigley**, 2288 Bellevue Avenue, West Vancouver, B.C. (BNAPS 1065), announces the preparation of a listing of all Canada Officials.

He states that it will classify the four major varieties: Type 1, 5-hole perforated; 2, 4-hole perforated; 3, overprinted OHMS, and 4, overprinted "G". These are followed by the seven minor varieties, embracing 1, "A" to "H" position of the perforations; 2, double perforated; 3, compound perforated; 4, imperforated pairs; 5, missing periods in the overprinted; 6, narrow spacing, and 7, missing "G".

The present listing is 119 5-hole, 56 4-hole, 17 o.p. OHMS, and 32 o.p. "G"—a total of 222 major varieties. It lists 279 5-hole, 203 4-hole, 24 o.p. OHMS, and 2 o.p. "G"—a total of 508 minor varieties.

Mr. Wrigley is anxious to hear from collectors of any heretofore unlisted varieties, and particularly of Official Stationery, that they may be incorporated in the new catalogue.

Scott Unites Departments

• **Scott Publications Inc.**, publishers of the Scott line of stamp catalogues and albums which originated in 1867, moved its editorial and business offices from 580 Fifth Ave. to the Printing Crafts Building at 461 Eighth Ave., New York, recently.

The move, says Gordon R. Harmer, president of the firm, was made in order to put the complete organization under one roof in the interests of operating efficiency. The Scott printing plant has been at "461" since 1921.

H. R. Harmer Catalogue Printer Busy

• **For a printer** to be working on four different catalogues of one auction house at the same time must certainly be unique. Such was the position of Murray Weiss of the Cosmos Press with H. R. Harmer Inc., in the middle of March.

While he was "paging up" the handbook-catalogue of the specialized collection of Colombia "Scadta" Air Post issues to be

sold on April 18, he was commencing to set type for the catalogue of Air Post for the two following days, was completing the setting for the nine-session wholesale auction of April 25, 26, 27, 28 and 29, and commencing the setting for the "L. H. Barkhausen" United States postal stationery auction of June 14, 15 and 16.

Catalogues of all auctions may be obtained gratis from H. R. Harmer Inc., 6 West 48th Street, New York 36, N.Y., by mentioning this magazine. ★

Specialist Group To Work On War Tax Stamps

• **The RA Stamp Club**, the largest club in the Ottawa district, has recently formed a specialist group which will work on the only remaining orphan of Canada's stamps, the War Tax issues. Hardly anything has been written about this most interesting group, and although Hon. George C. Marler (now Minister of Transport in the Canadian Government), intended to do some study on this issue, he never did have the time until now.

This RA Stamp Club group consists of five persons, with BNAPS'er Hans Reiche as chairman. BNAPS'er D. A. Young of Toronto has promised to help the group, and the Philatelic Agency has made available all data, what little there is of it there. Mr. Marler, always helpful in any Admiral problems, has indicated his willingness to aid the group.

It is intended to publish this data eventually in the form of notes collected by the group. Correspondence, information and material will be welcome from any collector interested in these issues. Get in touch with Hans Reiche, Apt. 18, 235 Cooper St., Ottawa 4, Ont. ★

The Universal Postal Union

• **Only 80 years ago**, the exchange of mail among the countries of the world was greatly simplified by the establishment of the Universal Postal Union. In 1874, 22 countries agreed to accept a code of regulations and fixed uniform postage rates. Canada became a member four years later.

Prior to the formation of the U.P.U., there were separate postal rates for every one of 127 countries. Canada had two rates for mail to India, for example, depending on whether it travelled via Great Britain or the United States. The long, complicated lists in the Canadian Postal Guide, the confusion and many of the problems vanished when Canada joined the Postal Union. ★



OFFICIAL SECTION

BRITISH NORTH AMERICA PHILATELIC SOCIETY

A LETTER . . .

FROM THE PRESIDENT

CHARLES P. deVOLPI, 4720 GROSVENOR AVE., MONTREAL 6, CANADA

FIRST OF ALL, a belated but sincere thanks for the honor bestowed upon me in electing me your President. I do hope my efforts will assist in continuing the good work done in the past, and if anything can be improved I will do my utmost to accomplish this. I, however, need your assistance—if you have complaints, please let me know about them, or if you have suggestions as to improvements, please write to me, and then we can see what can be done.

Perhaps you have wondered why a President's Letter has not appeared before this. Well, the reason is that I wanted to get all the loose ends tied up and a program lined up for the future; also committees organized and confirmations of appointments taken care of, and last but not least, an effort to get rid of an awful lot of work by passing it on to the most agreeable group of co-workers I have ever come across—hardly anyone ever says no, and I am sure that when they say yes, they mean it, and will do the job allocated to them. In the next issue of TOPICS I will cover the appointments and committees.

In this letter I would like to say that we all owe a vote of thanks to the Hartford Group for their plans for BNAPEX-55, but right now they need more than thanks. They need your registrations, your reservations and your exhibit entry. Please make their job easier by looking after these matters now.

I also think that H. M. Daggett Jr. (No. 50) should be thanked for his offer to index all B.N.A. material, and the way to thank him is to volunteer your assistance as requested on page 99 of April TOPICS.

A bouquet also to the Perfin Group—their handbook appearing in TOPICS is a tremendous job, well done. When giving bouquets, Dr. Alfred Whitehead also gets one for his handbook on the squared circle postmarks of Canada. Really a terrific job, and one that will bring the squared circle to the front.

While throwing bouquets, I also find it necessary to throw a brick-bat. Our library is very ably handled by Bob Duncan, but it is being run at a cost to the Society, and this should not be the case. When members request items from the library they must bear in mind that postage must be paid both ways, and I firmly believe that a fee should be charged for all items loaned, and this fee payable in advance.

It is with sorrow that I must end this letter by offering deepest sympathy to the families of both Bill Meyerson and Ed Goodale. They were a big part of BNAPS.

C. P. deVOLPI.

MONTHLY REPORT . . .

FROM THE SECRETARY

JACK LEVINE, 2000 HOPEDALE AVE., CHARLOTTE 7, N.C., U.S.A.

April 15, 1955.

NEW MEMBERS

- 1298 Folinsbee, Dr. F. J., 10728 - 100 Avenue, Edmonton, Alberta.
- 1299 Graham, Louis H., 177 Retreat Avenue, Hartford 6, Connecticut.
- 1300 Gutzman, W. L., 38 Vinet Avenue, Strathmore, Quebec.
- 1301 Insley, Arthur H., 378 Melrose Avenue, Toronto 12, Ontario.

- 1302 McTaggart-Cowan, Dr. Ian, 2832 West 28th Avenue, Vancouver 8, British Columbia.
 1303 Nykyfork, N. S., 4750 East Georgia Street, Vancouver, British Columbia.
 1304 Sheldon, Roy, R.R. #5, St. Mary's, Ontario.
 1305 Stott, Thomas A., 499 Highcroft Avenue, Ottawa 3, Ontario.
 1306 Tannar, Leonard W., 6146 Main Street, Vancouver 15, British Columbia.

APPLICATIONS PENDING

Amtmann, Bernard, 441 Mount Pleasant Avenue, Westmount, Quebec.
 Berkelheimer, Irwin, 518 Lamar Avenue, Charlotte 4, North Carolina.
 Froomkin, Nat, 586 Rupertsland, Winnipeg 4, Manitoba.
 Hale, Robert F., P.O. Box 126, Malone, New York.
 Hurst, W. D., 67 Kingsway, Winnipeg 9, Manitoba.
 Peterson, Andrew J., 36 Pearl Street, Hartford, Connecticut.

APPLICATIONS FOR MEMBERSHIP

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

- HOOGHKIRK, Robert C., Box 510, Milford, Conn. (D) Proposed by Dr. L. S. Holmes, No. 177.
 KENYON, Stewart S., 10943-118 St., Edmonton, Alta. (C) CAN, NFD—Mint and used postage. Coils. O.H.M.S. Mint booklet panes. Mint airmails. Proposed by E. A. Harris, No. 729. Seconded by R. M. Williams, No. 1151.
 McCALLUM, Reside, 3 Lansdowne Gardens, Point Claire, Montreal 33, Que. (C) CAN, NFD, PROV—Mint and used postage. Pre-stamp, stampless covers. Coils. O.H.M.S. Mint booklet panes and complete booklets. Mint, used and semi-official airmails. Postal stationery entires. Proposed by R. J. Duncan, No. 37.
 NAIRNE, Reginald, 642 Battery St., Victoria, B.C. (D) Proposed by J. Levine, No. 1.
 RUSSO, Joseph, 1174-59th St., Brooklyn 19, N.Y. (CC) CAN—19th century mint and used postage and mint blocks. Plate blocks. Coils, O.H.M.S. Mint booklet panes and complete booklets. Tax-paid revenues. Mint, used and semi-official airmails. Proofs. Proposed by J. Levine, No. 1.
 WORTMAN, Edgar C., Jr., 2212 Upas St., San Diego 4, Calif. (CX) CAN—19th and 20th century mint postage and blocks. Plate blocks. Mint airmails. Proposed by B. C. Binks, No. 74.
 WINCH, Harry C., 495 Keith Road, West Vancouver, B.C. (CX) CAN, NFD, PROV—Mint and used postage. Plate blocks. Coils. O.H.M.S. Mint booklet panes and complete booklets. Federal revenues. Mint and used airmails. Postal stationery cut-squares. Proposed by H. A. MacMaster, No. 484.

CHANGES OF ADDRESS

Burkhart, H. L., 76 N.W. 147th St., Miami 50, Florida.
 Fifield, Edson J., 511 Fifth Avenue, New York 17, N.Y.
 Gelinis, Capt. Joseph A., 116 McMurray SHV #1, San Antonio, Texas.
 Hurlbert, Harry, Box 831, c/o Elks Club, Modesto, California.
 Liveright, Frank I, 132 Second Avenue, Westwood, New Jersey.
 Staton, Wesley, Gray, Saskatchewan.

RESIGNATIONS ACCEPTED

Carson, Mrs. Donald M. Hauxwell, Basil H.

MEMBERSHIP SUMMARY

Total Membership, March 15, 1955	888	
New Members, April 15, 1955	9	
		897
Resignations, April 15, 1955	2	
		2
Total Membership, April 15, 1955		895

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

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The Last Word . . .

By THE EDITOR

• **DESIGNER . . .** The current Whooping Crane stamp of the 1955 Wildlife Issue was designed by the head of the zoology department of the University of Alberta. **Dr. William Rowan** is an expert on the life and habits of this almost extinct bird. About two



" . . . crows flew backwards . . . "

years ago he found a nesting ground for a group of the cranes near Fort Smith at Alberta's northern extremity.

Dr. Rowan, one of Canada's outstanding artist-zoologists, is also the man who "made crows fly backwards." This unusual feat was part of his study on the migratory habits of birds. His theory was that birds were guided in their migrations by the amount of light. When the light decreased in the fall they flew south, and when it increased in the spring they flew north. By placing crows in a box late in the fall and increasing the light gradually, the crows were made to think spring was on its way. When released they flew north instead of south!

• **LETTER WRITING . . .** Librarian **Bob Duncan** wrote a letter to the editor last month which contained this plaintive sentence: "You are a good editor, but a lousy correspondent!" If you are one who has waited a long time for us to find the time to answer your letter, you will have a fellow feeling with Bob in his complaint. While we make no comment on the first part of the sentence, we admit that we are "lousy" in the letter-writing department. And it is not because of lack of interest in your letters or lack of a desire to answer them. There just doesn't seem to be the time after our editing chores are completed to answer

the volume of mail which sometimes fills our post office box to overflowing. In fact mail has been known to fall out on the floor when the box was opened! To alleviate in some measure the task of answering the welcome letters of the membership, we have had some postcards printed, and these will be used when a short answer will suffice. Please do not be offended if you only receive a pithy comment on a postcard in answer to a long and interesting letter. We are doing our best to keep up with the mail, and even a short answer is better than complete silence!

• **BNAPS STATIONERY . . .** The editor has long thought that a great deal of useful publicity could be given to BNAPS by the use of specially printed stationery bearing the Society crest, and perhaps a line reading Member No. _____, with space for a member to insert his number, or just the notation "Member" under the crest. These would look attractive in blue, on white bond paper, and could be produced to sell at approximately \$1.75 for 50 each of 8½"x11" letterheads and matching envelopes; or \$3.00 for 100 of each. If any response is received to this suggestion, full particulars will be given in an early issue of BNA TOPICS.

• **THANKS . . .** to **Dr. W. L. Fluck**, Marlborough Woods, Halifax, N.S., for a handsomely cacheted cover bearing the new 4c and 5c Wildlife stamps. Members should write to Dr. Fluck for samples of his covers for coming Canadian commemorative issues. . . . to **Roy Wrigley** (BNAPS 1065) for a copy of the masthead of the April issue of "The Rotarian" showing that in recognition of the various stamps issued celebrating Rotary's 50th anniversary, Rotary International Office in Chicago recommends clubs throughout the world use "stamp collecting" as a thesis for one of their weekly meetings. Collectors appreciate the interest such efforts may develop through the 402,000 Rotarians throughout the world. Roy has been a stamp collector for 46 years, and is a pioneer member of Rotary, having been connected with this fine organization for 32 years. ★



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