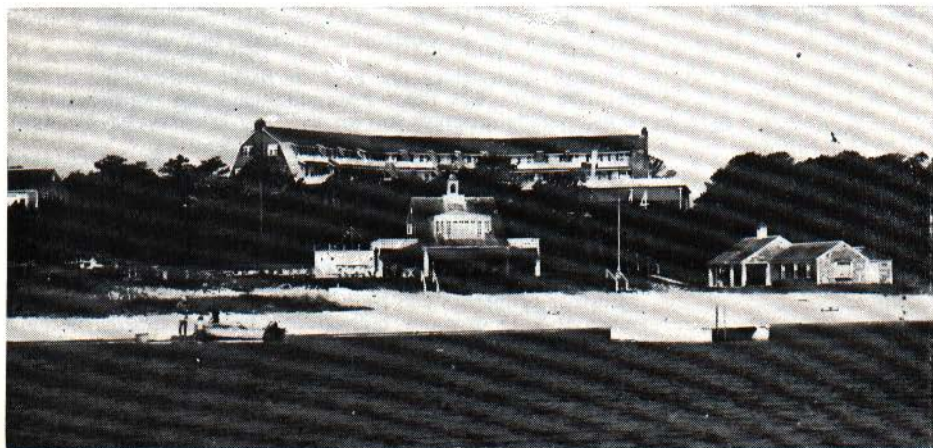


# *BNA Topics*



Chatham Bars Inn  
Cape Cod, Chatham, Mass.  
Site of this year's convention, Sept. 16-19, 1965

*Official Journal*

*Of The*

*British North America*

*Philatelic Society*

*Volume 22 Number 1 Whole Number 229 January 1965*

Published January 22

# 12 1/2%

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# BNA Topics

OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

VOLUME 22 / NUMBER 1 / WHOLE NUMBER 229 / JANUARY 1965

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# Official Section



## Monthly Report from the Secretary . . .

JACK LEVINE, 203 Tranquil Drive, Oxford, North Carolina, 27565

December 1, 1964

### NEW MEMBERS

- 2074 Driedger, Elmer A., 129 Helena Street, Ottawa 3, Ontario  
2075 Elliott, Wilfred A. (Lance), P.O. Box 2685, Reno, Nevada  
2076 Glazier, Frederick L. Jr., 2902 Ferguson Avenue, Saskatoon, Saskatchewan  
2077 LeMesurier, George H. W., 89(6) Roywood, Lemoyne, Quebec  
2078 Lynch, O. E., Rt. 8, Box 420, Springfield, Missouri 65804

### APPLICATIONS PENDING

- Grierson, Walter H., 164 Bristol, Waterloo, Ontario  
Millar, Wendell, 220 Loomis Avenue, Syracuse, New York 13207

### APPLICATIONS FOR MEMBERSHIP

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

- BAUER, William E., 2397 Alta Vista Drive, Ottawa 8, Ont. (C-X) CAN-19th century mint & used postage and blocks 1st Flight covers. Plate Blocks, O.H.M.S.-G. Complete Booklets. Precancels. Postal Stationery entires. Literature. R.P.O., Territorial, Slogan, Squared-Circles, Duplex and 19th century dated towns. SPECIALTY—Small Queens (3c), Large Queens, Admirals, R.P.O. Proposed by J. N. Sissons, No. L17.
- BLACK, C. F., 212 Holmwood Ave., Ottawa 1, Ont. (C-CX) CAN—Mint postage. Mint panes and complete Booklets. Postal Stationery entires. Proposed by Dr. A. Whitehead, No. 192.
- FURRY, W. Allan, 435 Warren Ave., Park Ridge, Ill. 60068 (C-CX) CAN—19th & 20th century used postage. Pre-stamp, stampless and 19th century covers. Federal & Provincial Revenues. Postal Stationery entires. R.P.O. and Squared-Circles cancellations. Proposed by J. Levine, No. L1.
- GALWAY, Paul G., 10418—109 Avenue, Grande Prairie, Alta. (C-CX) CAN, NFD, PROV—19th & 20th century mint & used postage and blocks. 1st Day & 1st Flight covers. Plate Blocks. Coils. O.H.M.S.-G. Mint, used panes and complete Booklets. Precancels. Seals. Federal, Provincial & Tax-Paid Revenues. Mint, used & semi-official Airmails and on cover. Postal Stationery entires. Proposed by J. N. Sissons, No. L17.
- HARWOOD, Robert L., 6089 Terrebonne, Montreal, Que. (C-CX) CAN, NFD—19th & 20th century mint & used postage and blocks. Mint & used Airmails and on cover. Proposed by J. N. Sissons, No. L17.
- KNECHTEL, C. E., 201 Delatre, Woodstock, Ont. (DC-CX) CAN, NFD, PROV—19th & 20th century mint & used postage. R.P.O., Territorial, Flag, Slogan, 2 & 4-ring Squared-Circles cancellations. Proposed by J. N. Sissons, No. L17.
- LaBONTE, Jack D., 1005 Orange Ave., Fresno, Calif. 93702 (C) CAN—20th century mint & used postage. 1st Day covers. Plate Blocks. Mint Booklet panes. Mint Airmails. Literature. R.P.O., Flat and Squared-Circles cancellations. Proposed by J. N. Sissons, No. L17.
- MacINTYRE, Milferd M., P.O. Box 231, Drumheller, Alta. (C) CAN—19th & 20th century mint & used postage and blocks. 1st Day covers. Plate Blocks. O.H.M.S.-G. Proposed by J. N. Sissons, No. L17.
- MURPHY, Brian D., 204 Springfield Road, Ottawa, Ont. (C-CX) CAN, N.S. 19th & 20th century used postage. Town & date cancellations on 3c Small Queen. N.S. towns on cover. SPECIALTY—Small Queens. Proposed by D. A. Crawford, No. 1646.
- PEKONEN, William, P.O. Box 246, Cloverdale, B.C. (C) CAN—19th & 20th century mint & used postage and blocks. 1st Day covers. Plate Blocks. Coils. O.H.M.S.-G. Mint panes and complete Booklets. Mint & used Airmails. Literature. Proposed by J. N. Sissons, No. L17.
- SHORT, Clarence J., R.R. #3, Waterloo, Ont. (C-CX) CAN—Used postage. Pre-stamp & stampless covers. SPECIALTY—Niagara Peninsula Postmarks. Postal stationery and envelopes used by banks. Proposed by D. C. Meyerson, No. L3.
- SKINNER, E. J., 7251 Pacific View Drive, Hollywood, Calif. 90028 (C-CX) CAN, NFD, PROV—19th & 20th century mint & used postage and blocks. Stampless covers. Coils. O.H.M.S.-G. Mint & used booklet panes. Federal, Provincial & Tax-Paid Revenues. Mint, used & semi-official Airmails. Literature. R.P.O., Territorial, Flaf, Slogan, 2 & 4-ring, Squared-Circles, Duplex cancellations. Proposed by J. N. Sissons, No. L17.
- SMITH, Marcus William, 150 Seaview Place, Lions Bay, West Vancouver, B.C. (C) CAN—19th century mint & used postage and blocks. Plate Blocks. Coils. O.H.M.S.-G. Mint & used Airmails. Proposed by E. C. Black, No. 1639. Seconded by H. M. Dilworth, No. 692.
- SMITH, Morry, 32 Codsell Ave., Downsview, Ont. (C-CX) Proposed by J. N. Sissons, No. L17.
- STUART, Dr. Christopher Jr., Plain Dealing Farm, Box 95, Boyce Clarke Co., Va. (C) CAN, NFD, N.B., N.S., P.E.I.—19th & 20th century mint postage. Coils pairs. Mint booklet panes. Mint Airmails. Proposed by J. N. Sissons, No. L17.
- THURSTON, Kenneth M., 3400 Bayview Ave., Willowdale, Ont. (DC-CX) CAN, N.B., N.S., P.E.I.—Mint postage. SPECIALTY—1859 Canada. Proposed by J. N. Sissons, No. L17.

CHANGES OF ADDRESS

(Notice of change must be sent to the Secretary)

- 1995 Gareau, John M., 1420 Carlyle Road, Chinook Park, Calgary, Alberta  
 681 Hall, A. H., 5163 Santa Clara Avenue, Victoria, B.C.  
 166 Leuf, Ralph R., 6 Sagamore Drive, RD #1, Simsbury, Conn. 06070 (from Phila.)  
 2027 Mozian, Gregory, 545-5th Avenue, New York, N.Y. 10017  
 1707 Weston, Douglas R., 3555 Atwater Ave., Apt. 309, Montreal 25, Quebec (from Ont.)

RESIGNATIONS ACCEPTED

- Caspar, William C. Darling, Lester E. Rosenbaum, J. C.

RESIGNATIONS RECEIVED

- 503 Spain, Cornelius W., 280-46th Ave., St. Petersburg Beach, Fla. (illness)  
 493 Lees-Jones, R. W. T., Bankhall Lane, Hale, Cheshire, England (no longer collect)  
 1942 Thompson, Paul A., 302 Park Place, Pittsburgh 37, Pa. (lost interest)  
 1792 Webber, Sid., 10615-130 Street, Edmonton, Alta. (no reason)

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, November 1, 1964	991	
NEW MEMBERS, December 1, 1964	5	
RESIGNATIONS, December 1, 1964	3	996
TOTAL MEMBERSHIP, December 1, 1964		993

**THE Editor's MAILBAG**

Dear Sir:

On page 176, TOPICS, "authors welcome additional information" to their article. From memory — would add the following to the Edwards VII Issue, so thought you might want to print the following additions to their information and also to the standard plate block catalog.

Would make the additional suggestions to both that this information be all included in the next issue of the "standard plate block catalog."

**EDWARD VII 1903-08 ISSUE**

"List of Printing Orders for Canadian Stamps 1911-15 — Jephcott & Chaplin"

Add following to TABLE I

Stamp	Plate	"PO" and Number
1c Edward	67	71
1c Edward	68	69
1c Edward	68	71
2c Edward	83	71
2c Edward	84	71
2c Edward	85	71
2c Edward	86	71
2c Edward	86	83

Also "Canada Plate Block Catalogue—K. Bileski"

Add following to TABLE Page 11-12  
 5th — 1964 Edition

Scott No.	CBC No.	Plate No.	Color and Remarks
89	EDI	One cent	July 1, 1903 green

**additional plate nos. existing with "Top":** 31, 33 "Top" plus picture, 34 U.L. "Top" plus

picture. 34 U.R. "Top" plus picture, 35, 36, 37, 38 U.R., 38 U.L., 42, 43, U.L. 43 U.R., 48 U.L., 48 U.R., 49 U.L. "Top" before "Ottawa", 50 U.L. "Top", before "Ottawa", 50 U.R. "Top" after "50", 51 U.L., U.R., 52 U.L., 52 U.R., 53 U.L., 53 U.R., 61, 62, 63 U.L., 64, 67, 68, 69.

Scott No.	CBC No.	Plate No.	Color and Remarks
90	ED 2	Two cents	Rose Carmine

**additional plate nos. existing with "Top"**  
 61 "Top with inverse "P". 62 Top with inverse "P", 63 U.L., 64 U.L., 67, 70B, 73B, 74B, "Top" before "Ottawa", 74 B "Top" after "Ottawa", 75 "Top" before "Ottawa", 75 "Top" after "Ottawa" 76, 78, 80, 83 U.L., 84 U.L., 85 U.L.

Yours sincerely,

George L. Lee

Dear Mr. Young:

I have noted in "Canada's Semi-Official Airmails", in the October issue of Topics, a reference to myself regarding the 1918 Aero Club issue of Canada. I can't at this time at least, give any very definite information, but it is certainly my impression that the stamp was available through the Aero Club of Canada earlier than August 24. I was a young lad of eighteen at the time and remember arranging to have letters sent to Ottawa, from Ottawa on the first stamped flights and I don't think I could have arranged it if the stamps were only available on the 24th. It was not necessary to deliver the mail personally to Leaside Flying Field, Special boxes for this mail were set up here and there throughout Toronto, on being on the Kingston

Road near Main Street in eastern area of the city. This latter was the box I used. (These facts would also lead me to believe that the 24th is too late a date since the P.O. Department had to collect the mail and deliver it to Lesaide.) The Aero Club of Canada Headquarters were on the top floor of one of the old Toronto office buildings and I still remember climbing up three or four flights of metal stairways. I did this several times while the stamps were on sale not only to get stamps for myself, but also acting as agent for Mr. A. C. Roessler of East Orange, New Jersey. I wrote an article in 1918 which was published in the Stamp Herald then issued from Kitchener, Ontario. This magazine together with a lot of other ones of that era are still stowed away in packing cases in my cellar.

I retired a few months ago and during this winter expect to get at my stamps, stamp magazines and philatelic momentos, some of which have been packed away for up to forty years. When I find this particular issue of the Stamp Herald, if there is any further detail regarding dates of issue in it, I will let Mr. Rosenblat know.

Sincerely,

J. Harvey Westren  
B.N.A.P.S. 22

Dear Sir;—

From time to time all collectors seem to accumulate a box or two full of cheap stamps that are of no particular interest to them and which do not have a monetary

value that warrants trying to find a market for them.

I have found that there are institutions in almost every part of Canada, — and I assume that this also applies in the U.S.A., — that can put these stamps to worthwhile use.

The numerous Training Schools for Boys find that during the winter evenings they have a problem to keep the boys occupied. The darkness comes early, outdoor activities must be curtailed and restless boys become a more difficult problem when they are unoccupied.

Each year for several years past I have been sending bulk lots of stamps, discarded albums and stock books, old Scott catalogues etc. to one or two of the Training Schools in Ontario. Here they are put to good use, as a couple of evenings each week a period is set aside to get the boys interested in stamps, explaining to them the best way to go about collecting, encouraging them to study the stamps that are given to them and to mount them neatly on pages. Sometimes they have competitions and the boy who has made up the best exhibit is awarded a few of the better grade stamps as a prize, — or he may even win a Scotts catalogue.

I know it would be appreciated if our members adopted this method of unloading some of their surplus material from time to time.

Yours very truly,

C. A. Kemp

---

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# FOR FRUSTRATED STAMP COLLECTORS

or

## Where Do We Go From Here?

Part One, of a Study of Canadian Stamps

by G. Drew Smith

Dear Mr. Editor:

Enclosed find a Lead Article of a Series that I hope will reach most of the Admiral Collectors as well as Admiral collectors to be.

It all came about through my efforts to assemble ALL of the Admiral information into one place (my Booklets titled Canadian Specialist's).

I was appalled at the almost complete lack of recorded information about these Admirals, and at the same time amazed at the tremendous field for research & discovery.

So much information was found to be missing that it has been necessary for me to start an extensive research of this series of Canadian Stamps.

The results were so stupendous that the time required is more than I can give to them in the next few years.

So far I have not really found anyone willing to assist and so thought that if I were to tell of my findings to date, maybe, half a dozen or so enthusiasts might offer to help.

For example; — From what I have found so far, I believe, we will end up

The writer having lost interest in a run of the mill collection of Canadian Stamps, became interested in the Admiral issue of 1911-1925, and noting the many plates used for some of the values and the apparent lack of identification that seems to exist even after 40 or more years, thought it might be interesting to ask the leading question WHY? Then try to find out if there really is NO identifiable difference in the various Plates.

Considering the problem, brought many questions to the fore, and Part One of this series is intended to list the things we know and try to arrive at a means of knowing WHERE differences in a stamp from one plate to another really come from. HOW? WHY?

Let us first consider The DIE.

with possibly 2 Dies in the so called ORIGINAL Die group, and 3 Dies in the RETOUCHE Die group.

In the ORIGINAL Die, I have found 19 points of difference for the 30 plates of this group, in the 1c Green.

In the RETOUCHE Die, I have found nearly 50 points of identification for the 140 plates of this group, in the 1c Green.

None of this is finalized as studies have to be completed to get these plate groups into proper order (Dated copies etc.)

With the rest of the issue still to do you can see what lies ahead and realize why I say HELP WANTED PLEASE.

Article #2 will outline the findings on the Dies of the ORIGINAL DIE and RETOUCHE Die groups and also tell in detail of the finding of the 19 plate groups of the ORIGINAL Die. All this with Photo enlargements showing clearly what I am talking about. (If you can handle these)

Article #3 & 4 will be on the Retouched Die group and be handled in the same manner.

Yours truly,  
G. Drew Smith, #1921

It consists of a block of good grade steel, usually about 6-8 times the height and width of the stamp to be produced and about 3/4-1 inch in thickness, the manufacturing process of steel (Hot Rolling) produces a skin on the two sides of the plate and cutting from a larger piece of plate produces irregularities on the 4 sides, the six surfaces are therefore machined or ground to produce a reasonable working surface especially on the face and back.

Now the Engaver takes over and having coated the face of the block to reduce light reflection and improve working conditions (Prussian Blue a pigment used in paint was most used during the period of this issue), he carefully scribes on at least basic construction lines to assist him in maintaining the required sizes and proportional as-

pects of his project. NOTE the scribe is a sharp hardened steel tool that cuts through the coating and in most cases ever so slightly into the soft steel face of the die as well. A top rate craftsman will barely scratch the steel but as a rule he will scratch it a little.

Now with his guide lines in place he will proceed to cut in the design by hand. The tool he uses can be of different shapes for different cuts and purposes but the one most commonly used is of high grade steel, square ground on the 4 sides and then cut off diagonally across the corners at about 45-60 degree angle reproducing a sharp 3 cornered point. In use this point will produce a V shaped cut in the steel and depending on the angle referred to above will usually be a little deeper than it is wide and the width of course depends on whether a fine or wide line is required at that point of the design. As mentioned above, this is a hand operation and the starting, stopping and width of each line is the responsibility of the engraver, that is why he needs his scribed guide lines to help him.

As he nears completion he will ink his die press paper on it (a Proof) to check his work.

When a proof has been approved, the die block is carefully hardened.

In hardening some warping and shrinking of the block should be expected and that is why a block 6-8 times larger than the stamp area is used, on the assumption and hope that the middle area will not be effected too much after hardening, a small amount of hand polishing is required as well as a thorough cleaning to remove any scale or coating the hardening may have produced.

Let us now examine what we have;

1. We have the design cut into the Die in V shaped grooves or lines of carrying lengths, depths and widths.

2. We may also have the remainders of the scribed lines from the basic construction layout of the design, though many were probably removed with the cutting of the final design or the polishing after hardening.

NOTE It is the remainders of these scribed lines that sometimes (explained later) appear as fine vertical lines at the ends of the horizontal lines of shading in the upper right spandrel and sometimes the left as well as the Admirals.

3. The Die except for wear is relatively

indestructable and we should and can expect that plates produced from the Die will only have those irregularities that the engraver put into it, as far as the Die is concerned. Note. One thing that should be noted is that sometimes a particular part or area of a design seems to consistently be in trouble on different plates even though it is known that different transfer rolls have been used. There is no known reason for this but I believe that the trouble may be that the particular lines of this area were cut into the Die with the graving tool not held squarely producing a V groove in which one wall of the V is too straight, this in turn would produce weak knife edges on the transfer roll that are easily broken. This would account for almost identical breaks appearing in plates some distance apart, each showing other different characteristics which precludes any possibility of the same transfer roll being used. The Die can however be softened and re-cut or re-worked if a change of design is found to be necessary.

#### THE TRANSFER ROLL

The next operation is to lay this Die block on the bed of a transfer press.

Place a soft steel block or roller edge-wise over the design apply considerable pressure and move the Die block back and forth under the roller, as the roller bears on the plate only at one point on the circle and at a line across the face, the pressure at this line of contact is high and the soft steel of the roller is forced into the grooves of the design that were cut into the Die, also the remainders of any basic layout lines if any, any hardening defects (rare) Hairlines etc., or other defects as may exist.

The impression on the Transfer Roll unlike the Die block is in reverse, where a groove appeared in the die an inverted V knife edge appears on the roller. It is now carefully checked and then hardened.

Also unlike the Die, the Transfer Roll is very susceptible to damage, in it's soft state, in hardening and even when hard, the tiny knife edges can be nicked or broken off with the least bump and in hardening also they are susceptible to hardening cracks that would not appear in the block of steel but can and do when the extra work of being forced into the V grooves upsets the steel's structure.

These lead to future failures in the use of the Roll, even when not immediately apparent. Unlike the Die, the Transfer Roll can not be softened and reworked.



Let us again examine WHAT we have.

1. We can have or start an exact duplicate in reverse of the engravers hardened Die.

2. Damage can easily occur in all three stages of these transfer rolls, when SOFT, in HARDENING and when HARD.

3. This damage can be apparent at once or at any latter time.

**SUMMARY.** From the above we see that the many plate variations are in reality TRANSFER ROLL variations, starting with and/or caused by the transfer roll.

### **THE PLATES**

In the beginning the plate is handled as was the Die Block, being machined or Ground all over and also being quite a bit larger than the layout of the number of stamps required, again for the same reason as in the Die Block.

The engraver or craftsman again coats the plate and lays out his basic dimensions with the scribe and again most of these lines will be lost in the completed Plate, where they are not, they will print and become what we call GUIDE LINES.

Unlike the Die Block where these GUIDE LINES intersect are often emphasized with tiny punch marks, using a hard steel tool with a blunter but sharp end like the scribe, spotted and topped with a light hammer. These where they are not lost in the design, we call GUIDE DOTS, because they print as a round dot.

The craftsman, with the Plate Block on the bed of the transfer press, now indexes the transfer roll over the exact position he wants a stamp impression, using his guide lines and guide dots, applies pressure and moves the press bed, this time the design is rolled into the plate by the transfer roll. The design is again reversed with each impression being a duplicate of the Die from which the Transfer roll was made.

Printing plate of this period produced 200 & 400 stamps normally.

With luck and careful handling a single Transfer Roll could produce from one to several plates.

On the other hand a knife edge can be nicked or broken away at any time during the rolling of a plate and if not caught by the craftsman we then have some identification for that plate or part plate, if the craftsman DOES catch it and the damage is thought to be bad enough, it is conceivable that more than one roll, perhaps several could be started for one plate.

Damage to a roll can also be progres-

sive, a small piece broken off first, then more and more.

These breaks in the printed stamp appear as a sudden reduction in the width of a line, it can vanish completely if the knife edge breaks off at its base cleanly. Sometimes it breaks off leaving a small new knife edge centered on the old one, and again it can break off leaving a new smaller knife edge on one side or the other of the old one.

Before going further let us see WHAT we have learned from the above.

1. Where one or two stamps with a transfer roll variation only are found in a representative lot, it can be assumed that the break was caught and they are therefore a variety not a plate variety.

2. If the quantity of stamps with the transfer roll variations are found in a representative group, it can be assumed that at least part of the plate was effected and we have a plate variety.

3. Evidence of progressive damage can mean that it occurred in one plate or two or more plates, again the quantity found in a representative lot should tell us.

There is another variety that shows up every now and then and it can be progressive also, and that is dirt or lint in the grooves of the printing plate.

Identification here is fairly simple as a rule, remembering that the groove is V shaped and that the foreign object is most likely roundish or partly so, this would leave a small ink space on each side and would print as two fine lines with a white centre instead of the normal wide line. Stamps with this variation are never numerous and therefore it remains a variety.

In the note following the discussion on the die we said SOMETIMES would be explained later.

This in referring to the appearance and absence of the trace of the basic layout lines especially as applied to the vertical line in the upper right spandrel of the admirals.

If we consider and compare the probable depth of a line such as the horizontal shading lines in the upper spandrels of the Admirals, it would be at least about .004" deep in the Die, where as the scratch from the scribe would probably be .0001" deep for the scribe line to show at all. The roll would pick it up alright when rolled on the Die, but would have to be bottomed when rolling in the plate for it to show at all. If the rolling in were stopped just short of bottom, the stamp impression would be quite acceptable, but the scratch line would

be missing.

Another thing to remember is that paper, ink or dye, water, or oil, all of which go into the printing contain abrasives, which slowly but surely wear off the face of the plate and it doesn't take much to clear off that .0001" scribe line, and still leave the print of the stamp quite satisfactory for a good percentage of it's normal life.

So far we have seen the complete printing of a stamp and what can cause variations from the original Die, it now remains to establish;

1. What should constitute a basic sampling lot?

2. How we can tell if we have a reasonable cross section?

3. Having established 1 & 2. How to arrive at what would constitute plate quantities?

Using the 1c Green sheet stamps of the Admirals as an example, list all the things that we know about them.

Mr. Marler in his excellent book tells us that the quantity issued was 3,218,400,000.

He also tells us that there were 170 plates. That 2 plates produced 200 stamps each, and that the other 168 plates produced 400 stamps each.

This would mean that the plates produced 676 panes of 100 stamps for the Post Office.

Assuming that the average plate life was about the same (not quite true but near enough for the volume involved). Dividing 676 Panes of 100 stamps into the quantity issued 3,218,400,000 provides us with the number of impressions for each pane or 47,609 this is also the number of impressions for each Plate whether it has 200 stamps or 400 stamps.

To find the quantity of stamps printed from a Plate;—

For a Plate of 200 Multiply 47,609 x 200=9,521,800

For a Plate of 400 Multiply 47,609 x 400=19,043,600

The quantity for a pair of Plates doubles the above figures.

At this time we may not know which stamps were printed by the 200 stamp Plates, but that may clear itself as our investigation progresses.

How to arrive at a reasonable sampling quantity (again using the 1c Green of the admirals and the above figures).

We will now try to see if a sample quantity of 1000 stamps could give us a reasonable indicator for plate varieties.

Divide 1000 ÷ 676 (the number of panes)  
=1.49

For a 200 Plate multiply this 1.49 X 2  
=2.98

For a 400 plate multiply this 1.49 X 4  
=5.97

Now with only less than 3 stamps representing a plate of 200 and less than 6 stamps representing a plate of 400, we readily see that the introduction of a variety (not a Plate Variety) could easily upset our findings.

We must conclude therefore that the quantity of 1000 is not sufficient for a reasonable study where so many Plates and such a large volume of stamps is involved.

Now trying for a sample quantity of 10,000 Stamps we find;—

Divide 10,000 ÷ 676=14.94

For a 200 Plate Multiply this 14.94 X 2

For a 400 Plate Multiply this 14.94 X 4

Now we see that even if a variety or two did appear it would be easily recognized as being other than a Plate variety and that this quantity is feasible.

There is no doubt that an even larger quantity say 100,000 would be safer but with the amount of work involved with care the smaller 10,000 could give good results.

From the above I think you will agree that we would have reasonable answers to our questions #1 and #3, this leaves question #2 still to be answered.

Reviewing what has been recorded about this stamp we find;—

Marler says there are 2 identifiable dies the Original Die and the Retouched die, also that the Original Die seems to have been used for plates up to and including Plate #30 and that the Retouched Die was used for Plates #31 to the end of the issue.

He also tells us that Plates #43 and 44 were of 200 stamps each.

From this information it is easy to find that;—

If we have a representative lot and sorted out the Original Die Stamps, we should have approximately 1792.80 in our 10,000.

It must be remembered that all figures used from now on must be considered as plus or minus the figures we arrived at above, as it is extremely doubtful if all our Plate Quantities would be exactly correct to our expected quantities.

We now have just about all the information we can get until we make our first sorting, so let us proceed with this.

The first sorting should not be just for  
(Continued on page 15)

# Rounding Up Squared Circles

Editor: DR. A. WHITEHEAD, 52 HAVELOCK ST., AMHERST, NOVA SCOTIA

The apparent variations in the thickness of the sidepieces of the London Type I hammer have prompted a recent study. The object was to determine whether another hammer may have existed. After accumulating a sufficiently large number of strikes, we sorted them in chronological order. It became clear then that the many variations in thickness probably depended on the angle of the hammer striking the envelope. There was certainly no proof of the existence of more than one hammer.

Clarence Kemp then drew our attention to the O-flaw: the second O in the word LONDON is frequently broken at right. The first breaks appear about July 1893, and from August 1893 to March 1894 a large break periodically makes the second O appear like a C. However, during the same period, other strikes show the O completely intact! At this point, Dr. Whitehead produced the *pièce de résistance* in form of a pair and a single 1c Small Queen, used on the same day with same indicia, yet one had a broken O, the other showed the O intact. This seemed to indicate that the side of the O was merely worn, resulting in either broken or complete O's, depending on over-inking or on the relative heaviness of a particular strike.

We then decided to ask the opinion of Harold Dilworth who pointed out a fact that had hitherto escaped our attention: the period after ONT. is **elongated** in all strikes of State 1, but **square** in all strikes of State 2. As it is most unlikely that such a minute detail would be duplicated on a second hammer, we accepted this as conclusive evidence that only one hammer existed of London Type 1.

This hammer was sent for repair (the broken O!) in April 1894, and re-appeared as State 2 in May 1894. The last known date of State 1 is AP. 7, 94, while the proof date of the **revised** State 2 is AP. 94. On the other hand, the first strike known of State 2 is not until May 16 (in the writer's collection). Was the hammer sent all the way from London to Ottawa, repaired there in just a few **hours**, then returned to London to rest for a **month** before being used? We checked our own calendar collection

and found that **AP. 8, 94 was a Sunday!!!** Surely the hammer was not used in **London on Saturday**, and cut down in **Ottawa on Sunday!** — The explanation is rather that the proof date (AP. 9, 94) simply represents the **LAST** date, left in the hammer when sent for repair. Would a set of alternate letters have been sent along from London solely for the convenience of the proof book? No, the hammer was properly repaired during the month of April, and returned to London in May.

The valuable assistance and co-operation of all who helped in this study is gratefully acknowledged.

P. B. G. DUNNHAUPT

## Some Notes on Truro Squared Circles

I have recently, for the first time, thoroughly examined a rather large accumulation of Truro Sq. Circles. For a long time I have considered Truro to be one of our dullest indicia towns, but I have changed my mind for I found several things worth reporting.

In October, 1893, 'OC' is missing entirely, or is vestigial; and this occurs again a year later, for 'OC' is missing on Oc 2, 94 and Oc 4, 94. Missing figures — figures failing to impress — gave trouble on July 30 and 31, of 1897.

Bad alignment of the date is not rare. Many examples may be found, some quite striking. On Ja 23, 97, this fault was corrected, for AM/Ja 23, 97, shows the '3' much higher than the '2' (it was slanting upward to the Right, too); but the PM for this date is quite satisfactory.

On AM/Ja 15, 97, 'S' was used instead of '5' — the 'S' is quite clear and unmistakable. (Can someone send me PM/Ja 15, 97?) This is the only such use of 'S' known to me, surprising enough considering the similarity of the two feature, '5' and 'S'.

Another fine variety is AM/Oc 31, 96, where the '31' is inverted and reversed. I wonder if this was later corrected!

My most interesting Truro squared circle, however, is Blank/Au 30., 97, the only Truro 'blank' I know. It is on a 3c Jubilee cover, an Intercolonial Rwy. envelope. Addressed to Moncton, N.B., it is backstamped

there on the same day, 'PM'. Therefore the Truro morning postal clerk must have omitted 'AM'. I cannot help wondering if he later noticed his fault and corrected it, and should indeed be grateful to hear that one of my readers has AM/Au 30, 97. Even PM/Au 30, 97, would, with my cover, make a fine interesting matched pair for that date.

#### **The Charlottetown Abnormal Timemarks**

I have pointed out, both in the handbook and in TOPICS, how varied and unsystematic is the use of timemarks on Charlottetown squared circles.

**Normal indicia** for the two daily clearances were 1, 2, and AM, PM. Even these were used with some irregularity although from time to time fairly lengthy periods showed no change.

**Abnormal indicia** used were 3 (not rare), 5 (rare) and 5 inverted (rare).

My records show the following dates (those marked with an asterisk are in my own collection; the others have been reported to me, mostly from information supplied by Mrs. J. A. C. Kirk, who is keenly interested in this town):—

'3' is found on many dates: 1895: Fe 22; Ap 17\*, 25, 26, 29; \*Ju 4; Jy 2. **1896:** Ja 4. **1897:** Ju 12, 21\*, 22; Jy 3, 4, 21,

\*22, 25, 25; Au \*5, \*6, \*7, 10, 12; Sp 1, \*3, 22, \*24, 30; Oc \*28; No 2, 12, \*22. **1898:** Fe 22; \*Mr 22; \*Jy 14; \*Au 2, 11.

'5' **1897:** \*Au 2, 17; **1898:** \*Au 17

'5' inverted: **1897:** \*Au 11, \*No 6

Now, with some other towns using abnormal indicia, such use seems to be the result of lost or misplaced figures. D. A. Crawford has discovered a definite pattern of substitution in the use of 5, 6, 8, at Peterborough where the normal time marks were 1, 2, 3, 4. The Halifax blanks above the date are also due to lost figures. But I can find no clear pattern in the case of Charlottetown, unless it is the frequency of '2' in the above dates, as witness 2, 12, 21, 22, 24, etc. Here a lost '2' from the type box is strongly suggested, accounting for the substitution of '3' (many times) and even '5' (rare) and why was '5' inverted?

But what accounts for '4', '5', '6', '7', '10', '17' (this last three times) in the above date? These do not suggest a correction with a misplaced or lost '2'.

I have the following unusual matched groups, among others for this town:

AM, 2/Jy 29, 97; No 4, 97

AM 3/Au 5, 97

1, 5/Au 17, 98 (this is the latest date for Charlottetown squared circles.

## **PLEASE NOTE THE FOLLOWING CHANGES**

### **New Sales Manager**

**JAMES C. LEHR**

2818 Cheshire Rd.

Devon, Wilmington, Del., 19803

### **New Address of the Secretary**

**JACK LEVINE**

203 Tranquil Drive,

Oxford, North Carolina, 27565

## "EVERYBODY LOVES CAPE COD"

Here is your opportunity on September 16, 17 & 18 of 1965 to enjoy A Hotel of Distinction, The Chatham Bars Inn and Cottages in Chatham Cape Cod.

Not only will you have the opportunity of enjoying the friendship of old philatelic friends and their conversations and the picking up of choice stamp items, but in addition, a September summer climate unsurpassed in all the land — the Chatham Bars is superbly situated on high land overlooking the beautiful blue waters of Pleasant Bay and the Atlantic Ocean — offers all the convenience and carefree atmosphere for real September living — in a manner that is uniquely Cape Cod at its charming best.

Bathing, Fishing, Trips & Boating, Tennis, Golf on a 9 hole course or at "Eastward Ho" 18-hole champion-course putting green. Shuffle board. Dancing. Antique shops. Historical sites abound.

The management will arrange a Cape Cod clam bake on Friday. The Inn's clambakes are renowned throughout the Cape.

Nearly six hours before the moment of gustatorial truth, experienced hands build a large wood fire atop a fresh pile of round porous rocks. The fire blazes for four hours — its heat penetrating the rocks to the core.

Once the rocks are thoroughly heated, wet rockweed — just the right kind of seaweed — is heaped upon the rocks. Fresh clams, lobster, and sometimes sweetcorn, stripped of its outer husk — are buried in the wet seaweed — and the pile is quickly covered with wet canvas, to seal in the steam which does the cooking.

In about an hour and a half the lobsters have turned a bright red and the clam shells are invitingly open. The canvas is removed, and the steaming delicacies are quickly served.

All the above and more, we will have at \$18.00 a day European style plus taxes. For two single room \$20.

You will not want to miss Cape Cod in September 16, 17 and 18 at the Chatham Bar.

Make reservation early with the Reid & Hurley Travel Service, 60 Adams Street, Milton-87-Mass.

# FANCY CANCELLATIONS

Day & Smythies

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## Supplementary Plate H — Chapter VII Miscellaneous Fancy Cancellations

Serial No.	Description	P.O. of Origin	Date	Remarks
796a	Large cogwheel, 8 cogs	Niagara, Ont.	1880	
802a	Cartwheel with 3 spokes	Rockland, Ont.	1881	
809a	Eight 2-barb arrowheads in a square	Port Hope, Ont.	1872	
809b	Eight 2-barb arrowheads in oblong	House of Assembly	1875	
815a	4-barb arrowheads, thin	Dunville, Ont.	1874	
822a	Sunburst, 16 thick rays	Owen Sound, Ont.	1872	
829a	Intaglio spider web	Toronto, Ont.	1874	Very Unusual
830a	Nine small intaglio circles in a black circle	Toronto, Ont.	1874	
831a	Intaglio intersecting lines, numerous patterns	Ottawa, Ont.	1875	
831b	Intaglio intersecting lines, numerous patterns	Ottawa, Ont.	1877	
831c	Intaglio intersecting lines, numerous patterns	Ottawa, Ont.	1877	
831d	Intaglio intersecting lines, numerous patterns	Ottawa, Ont.	1878	
831e	Intaglio intersecting lines, numerous patterns	Ottawa, Ont.	1878	
831f	Intaglio intersecting lines, numerous patterns	Belleville, Ont.	1877	
831g	Intaglio intersecting lines, numerous patterns	Kingston, Ont.	1871	
835a	Fancy zig-zag pattern of intaglio lines	Ottawa, Ont.	1872	
853a	Eight wedges in circle composed of parallel lines	Blythe, Ont.		
863a	Intaglio lines and black wedges in a circle	Ravenswood, Ont.	1878	
867a	Intaglio triangles in a small circle	Streetsville, Ont.	1896	
868a	An intaglio dagger in a frame	Forest, Ont.	1877	

The above are some interesting **samples** of fancy designs located on covers. No attempt is made in this chapter to record all the infinite varieties of cancellations, particularly when not located. There are literally hundreds of varieties of cut corks and geometrics.



796A



802A



809A



809B



815A



822A



829A



830A



831A



831B



831C



831D



831E



831F



831G



835A



853A



863A



867A



868A

# Trail of the Caribou

By D. C. MEYERSON, 69 FENIMORE DRIVE, HARRISON, NEW YORK

The following was located amongst Mr. Meyerson's papers

It is probably more than circumstance but everytime that we have to make the 200 mile trip to Boston on business we always seem to have an hour or so to spare visiting the stamp dealers of that fair city. This time we stopped by at the New England Stamp Co., as Bill Bogg, BNAPS #768, usually has some oddity lying about that is of interest to the Newfoundland specialist. I wasn't to be disappointed this time either as Bill dragged out 4 presentation cards that had been issued by Newfoundland down through the years. They ran the gamut from the Cabot issue of 1897 to the Publicity issue of 1928. A check of our records showed that over the past 9 years they had all been recorded in TRAIL OF THE CARIBOU but this was the first time that we had seen them all at once. The 1928 Publicity card had been reported by the late Alec MacMaster in June '55, the 1911 Coronation issue had been purchased by the author and reported in the Nov. '57 issue of TOPICS. The late Alec MACMASTER also turned up with the Guy issue on card and it was recorded in the Feb. '58 issue of TOPICS. Finally in the Jan. '63 issue of TOPICS we reported that Narl Scales had submitted an example of the Cabot Presentation card. So it was nothing new that Bill was showing us, but it was certainly nice to see them all at once. Thanks Bill.

Ray Peters, BNAPS #1202, Phoenix, Ariz., has certainly come up with a nice item that very closely parallels an item that we wrote up in the July '62 TOPICS. It was a bisect of #48 that we wrote up and the only reason that we did it that it was used during the period of emergency to pay the drop letter rate within St. John's. Now the cover that Ray has submitted is a bisect of the 2c Cabot, Scott #62, well tied to cover with a grid and postmarked at St. John's on Oct. 2, 1897 right in the midst of the emergency. We have never seen or heard of an authorisation for bisected stamps at that time but at least this one has some vestige of legitimate use. It's a

nice piece Ray, wish it had come across our desk before it fell into your hands.

Narl Scales, BNAPS #1058, Evansville, Ind., one of our old reliables is in with some lovely Newfoundland used envelopes. The one that really intrigued us was a copy of the 3c Envelope, Holmes #1600a, used to Halifax from Nippers Harbor on Jy. 19, 1895, addressed to Halifax, N.S. The envelope was forwarded to Cape Breton and in the course of forwarding the envelope received a Halifax Squared Circle directly on the stamp. If Narl was collecting Cut Squares he would have a magnificent example of a Canadian Squared Circle on a Newfoundland stamp. Then Narl sent along another example of the 3c Envelope, Holmes #1600a with two additional copies of the ½c, Scott #78, to make a 4c rate addressed to Pov in British India, via Simla. The envelope was then forwarded to Kotgarh and bears the originating cancel of Labrador T.P.O. of Oct. 30, 1906, a transit cancel from Liverpool of Nov. 26, a backstamp of St. John's of Nov. 10, 1906 and a further backstamp at Kotgarh in India of Dec. 20, 1906. It took the envelope 12 days to get from the Labrador T.P.O. to St. John's, then another 16 to Liverpool — we wonder at the length of time — and another 24 days to reach its destination in British India. All in all the envelope was some 52 days en route. They certainly are nice envelopes particularly when written up to bring out their peculiarities.

We certainly consider ourselves most unfortunate as from the collection of Postal Stationery accumulated by Stan Calder, BNAPS #326, Cheshire, England, we have just received the used reply card for Holmes #1675. This card used even out of Newfoundland is very scarce but we have never seen one sent back into Newfoundland. For some years now the collection has had a used copy of #1675 addressed to Berne, Switzerland and now Stan has sent us the second half used from Omdurman in the Sudan on Nov. 1, 1937. Amongst the back-



stamps that we can decipher are one from Khartoum and another from Cairo with an Omduran postmark on the face of the card. We would much have preferred an earlier usage but when it is the first we have seen we do not look a gift horse in the mouth. Aren't we fortunate though that both halves are #1675 instead of having ½ half #1675 and the other half 1675a. Now, we will try to complete #1675a.

Back in the April 1960 issue of TOPICS we ran a bit about Newfoundland letters posted aboard ship. Since that date we have added three additional covers through purchases at various auctions and another just the other day through the kindness of Stan Calder, BNAPS #326, Cheshire, England. The three purchased at auction are as follows; the first franked with a copy of the 3c, Scott #165 is cancelled with an elliptical canceller in blue that reads "British Mail Branch St. John, N.B." The date on the cancellation is Jan. 19, 1931. In addition the cover bears the lended in violet "Posted on board the/British ship 'Montcalm'/on the High Seas/Date 17 JAN. 1931". The second cover franked with the same stamp has the handwritten notation "S. S. 'Duchess of York'" and it is cancelled by a black circle 28 mm in diameter that

reads "PAQUEBOT/POSTED AT SEA/RECEIVED/24-1-31/ SAINT JOHN N.B.". The third is a postcard franked with the 15c, Scott #211, with a black "PAQUEBOT" cancelling the stamp and tying it to the card plus a circular red cancel 31mm in diameter and reading "T. E. V. QUEEN OF BERMUDA/POSTED ON THE/HIGH SEAS" and cancelled at Hamilton, Bermuda on Apr. 28, 1936. The fourth and last cover from Stan Calder is an envelope addressed to Winnipeg and franked with the 2c, Scott #116 and the 2c, Scott #146. The date of the receipt of this cover in Winnipeg is Nov. 16, 1928. The back of the cover bears a blue straight line "S. S. NERISSA/ST. JOHN'S" 4mm. high and 52mm long for the first line and 46mm. long for the second.

Also from the collection of Stan Calder comes a Trinidad cover with a Newfoundland cancel that is unknown to us and we would appreciate any help that we can get from our readers. The cover in question was posted at Port of Spain, Trinidad on Aug. 29, 1933 and bears on the reverse a 20mm. black circular cancellation reading "ST. JOHNS, L.C.D. N'FLD. 1933/SEP. 7". What does the "L.C.D." cancellation stand for?

*(Continued from page 8)*

the Original and Retouched Dies, but other identifiable variations can be separated out now and save time later, these would be;—

Original Die — Dated copies — Perfins — Variations — Coils — Hairlines — Guide dots — Guide lines — Retouched Die — Precancels — Booklet Stamps — Special cancels, numeral, sq. circle etc. — Retouches — Re-entries, etc.

Do not discard torn or damaged stamps they may be of no use for a collection but as long as the points of identifications are clear they are of value to our counts.

Do not make the mistake trying to sort far too much at once, it is too confusing and will only lead to more work later.

Having completed your first sorting, the varieties for both Dies as listed above might come out as follows; —

Dated Copies—941  
Booklet Stamps—53  
Numeral cancel—74  
Guide Lines—43

Coils—113  
Perfins—123  
Sq. Circles—  
Retouches—6  
PreCancels—82  
Hairlines—24  
Guide Dots—153  
Re-Entries—18

I should have said as far as the varieties go pick out those you notice, you do not need to look specially for them as they will be gone over again.

The total of the above is 1630 which at present should be taken from our 10,000 and the percentage of the 10,000 found, it would be 16%, after we have finished sorting for plate varieties these can be sorted back into them, so that you know where the varieties came from. Mean time, it means that our plate counts should be reduced by 16% if our total quantity is approx. 10,000.

A count of the Original die stamps should produce the estimated quantity of  
*(Continued on page 16)*

## NEWFOUNDLAND CORNER

N. W. Scales — 1058  
1922 W. Michigan St.  
Evansville, Indiana, U.S.A. 47712

A stampless letter sheet from St. John's, Newfoundland FE 10 1848 in black to Quebec, Canada, receiving mark Quebec in red, upper right corner not too plain, received FEB. 26 Cancelled with "Royal Crown" and PAID at St. John's in red. The large red 4 showing the rate paid to

Halifax, backstamped FE 18 1848 N S in oval black.

On arrival at Halifax find "MORE TO PAY" was added, thus the large black manuscript 1/8 applied, paying the rate from Halifax, N.S. to Quebec, Canada — 1 shilling and 8 pence. Cover in my collection:



(Continued from page 15)

1793.8 less 16% or 1500 plus or minus a few. This is our first check point.

Now take the dated copies and sort them for year, then month, then date, and mount them in a book or on paper to make yourself a calendar. An examination of this calendar will tell you if you have a reasonable cross section, you should remember that stamp sales increased as the years and territory increased so more will show

up around 1920 than prior to 1915.

If no apparent blank spots appear, you should be reasonably sure, you have a good sample. If holes do appear get some more stamps from around that time and increase your quantities as above until a balance has been reached.

In a later article I will take you through an investigation as described above and show you just what can be accomplished with this kind of research.

# HISTORICAL MEMORANDUM OF THE CANADIAN POSTAL SERVICE WITH THE ARMIES IN FRANCE, BELGIUM AND GERMANY 1914-1919

## PART 6

### MAILS FOR REINFORCEMENTS

The provision of postal facilities for Canadian drafts and reinforcements, during the period between their despatch from the training camps and depots in England and their arrival with the battalion or other unit to which they were allotted, presented a serious problem for the following reason.

The organisation for reinforcing fighting formations changed from time to time to meet the varying conditions of warfare, e.g. during the period of trench warfare men were sent from England to a Base Depot at Havre where they waited a few days until required to fill vacancies in the fighting unit to which they were allotted: the period of waiting varied according to the number of casualties occurring in the line. But during the strenuous periods of 1917 and 1918 it became necessary to have reinforcements available nearer the front than the Base Depots and Camps were formed in the rear of the battle zone from which men could be drawn at short notice; and, if one battalion had suffered heavy casualties, it became a frequent occurrence for men allotted in England to another battalion to be drafted into the battalion which was short of men. Thus it was that a man would leave the training depot in England without any definite knowledge when he would reach his unit in the Field, or whether he would not find himself in some other unit, or where he would be until he arrived.

In the early part of the campaign the practice was adopted of redirecting mail for reinforcements direct from England to the fighting unit to which they were allotted. This system worked well if the men arrived within a few days, but if they were detained at the Base Depot for a considerable time they received no mail during that period, while the battalion in the trenches was burdened with an accumulation of mails for men for whom they had no record and who were actually in Camp 150 miles away. These mails would be held for a reasonable time and, if the men did not turn up, they would be sent to the Record Office for the addresses to be traced, and a considerable time elapsed before delivery could be effected.

In addition to drafts from England, men discharged from hospitals or convalescent camps in France, and other details, were collected together at the Base Depot, and early in June 1916 six of the Depot staff were kept fully occupied redirecting correspondence for men who had left, and in dealing with the letters posted by the men in the Camp. The number of men in the Camp at one time varied from 2,500 to 4,000 and arrangements were then made to accommodate 8,000. They transacted their postal business at an Imperial Post Office  $1\frac{1}{2}$  miles distant where they posted over 3,000 letters daily and purchased 3,000 francs worth of postal orders.

It was accordingly decided to establish a Canadian Post Office in the Base Depot at Harfleur, near Havre, with a staff of 1 Sergeant and 3 Men and this was opened on 26th July 1916. The office functioned in the same way as Imperial Post Offices on the Lines of Communication: it was designated S.22 and cleared its mails through the Imperial Base Post Office at Havre. Direct despatches were established between Canadian Divisional Post Offices and S.22 in both directions.

In April 1917 the work at this office had grown to such an extent, through the increase in the size of the Base Depot, that the staff of one Sergeant and three Men had become totally inadequate to satisfactorily handle the amount of mail matter to be dealt with. The system of sending redirected mail for drafts from England direct to the Field units had also become less satisfactory because the practice of holding large numbers of reinforcements in France resulted in men being kept as much as three weeks in the Depot before proceeding to the front. It was therefore proposed to introduce a system under which, while maintaining the practice of readdressing all items for men who had proceeded overseas to the units to which they were allotted, yet all such items should be sent via the Base Depot (S.22) for a period of ten days after the man

had left England, after which they should be sent direct to his unit. This could not be carried out without a considerable increase of staff at S.22 and authority was accordingly sought for a revised establishment of

1 Subaltern Officer  
1 Sergeant and  
9 Men

This increase was formally authorised in War Office letter number 121/overseas/4468/S.D.2 of 13th August 1917, and instructions were issued to all training Depots in England to commence the new system of redirecting mails for reinforcements on 29th August 1917.

In the meantime the Canadian Base Depots had been reorganized and moved from Havre to Etaples, a point on the coast but much nearer to the front, and A.P.O. S.22 was transferred to the latter place on the 19th May 1917.

The average daily amount of business performed at S.22 based on returns taken when the move was made to Etaples is as follows:—

Mails received daily —	Letters 9,200
	Parcels 650
Mails despatched	Letters 7,700
	Parcels 117
Postage Stamps sold	115.00 francs
Postal Orders sold	350.00 francs
Postal Orders cashed	85.00 francs

The foregoing figures do not constitute an adequate statement of the work performed however because the bulk of the items had to be handled more than once and redirected.

In the winter of 1917 the treatment of mails for drafts had to be again revised owing to the change in practice, under which reinforcements were sent forward two or three days after arrival in France to Camps near the battle zone. Matters were complicated because the arrangement did not apply to all arms of the Army. Thus, Infantry were sent to Divisional Reinforcement Camps while men of some other arms waited at the Base Depot until required by their units. To meet the varying conditions it was arranged to adopt the following procedure and instructions were issued accordingly on 11th February 1918, viz.

Mails for—

To be redirected to—

Infantry drafts — the overseas unit to which the addressee was allotted before leaving England.

Engineers drafts — the Canadian Engineers Reinforcement Depot.

Field Artillery drafts — "Artillery Pool, Canadian Reinforcement Camp."

Heavy Artillery drafts — "Canadian Corps Heavy Artillery Reinforcement Camp."

Other Arms drafts — Base Depot for 10 days after departure of the draft: thereafter direct to unit.

### MAILS FOR TROOPS IN SCHOOLS AND TRAINING CAMPS

Towards the end of 1917 it was decided to withdraw the various schools and training camps from the Corps areas, where they had been served by formation Post Officers, and to group all the schools of each Army Corps in one area, usually near the reinforcement camps. In this manner a large number of from 6,000 to 10,000 Canadian soldiers were concentrated in and around the Canadian Corps Schools and Training Camps with no Post Office nearer than an Imperial Office 6 miles away.

A Canadian Post Office was therefore established to serve them with a staff of 1 Corporal and 3 Men. The office was designated A.P.O. S.84, opened on 5th December 1917 at Lillers, and moved to Aubin St. Vaast on 8th May 1918. It was formally authorised in War Office letter 121/overseas/5408 SD.2 of 28th April 1918.

The amount of business performed at A.P.O. S.84 fluctuated considerably according to the number of troops in the camp at one time: the figures on any particular day would not therefore serve any useful comparative purpose.

—To be continued—

# Canada's Semi-Official Airmails

by DANIEL G. ROSENBLAT (BNAPS 1445) 660 W. Hillsdale Blvd., San Mateo, Calif.

Mr. Ivan Deacon, a learned Q.C. and a recent recruit to the ranks of B.N.A.P.S., is presently engaged in an encyclopedic compilation of Canadian airmail flights of the period 1918-1934, complete with detailed maps, which promises to be one of the outstanding references in this field. He has gathered very considerable quantities of source material and has been kind enough to send me copies of some documents pertaining to the Aero Club of Canada flights which contain information that has never before come to my attention.

According to Mr. Deacon's information the first of these flights, made from Toronto to Ottawa on August 15th, 1918, carried 60 covers, mainly official correspondence. These of course did not carry the special stamp which had not yet been issued. There is no mention of any mail carried on the return flight of August 17th.

On August 26th another flight was made from Toronto to Ottawa and the mail, now franked with the special stamp, is reported to have consisted of 100 ordinary letters, 3 special delivery letters and 26 registered special delivery letters for a total of 130 covers. While the arithmetic is poor the quantities seem very reasonable in the light of the present supply of these covers and the number of unused examples of the stamp "without numerals" estimated to exist. Once again there is no mention of any mail carried on the return flight of August 27th and, since it is unlikely that the special stamp was then available for sale in Ottawa, this seems reasonable.

The round-trip on September 4th is reported to have carried only 44 letters from Toronto to Ottawa, but 118 ordinary letters and 18 special deliveries were carried on the return portion from Ottawa to Toronto. This again seems reasonable since there was ample time for a supply of the special stamps (probably all "with numerals") to have been forwarded to Ottawa by that date, thus permitting return mail for the first time.

Unfortunately Mr. Deacon has not given me the source of this particular document, but its considerable detail pertaining to the types of mail carried gives it a great deal

of credence, and until some very authoritative source contradicts them I am prepared to accept these figures as the best available.

Mr. Deacon also forwarded an extract from an article by Frank Ellis in the Canadian Geographical Magazine — the date of issue is unfortunately not indicated — which contains a wealth of detail pertaining to the Aero Club flight of 1919. This flight is always referred to as an "International Air Race" but the catalogue of the A.A.M.S. and other sources mention only one pilot, the famous "Billy" Bishop, V.C.

Mr. Ellis' article indicates that it was actually a race of considerable proportions, and in two parts — one section starting from Toronto and racing to New York and return and the other section starting simultaneously from New York and racing to Toronto and return. There were twelve starters from Toronto — the names of all twelve are given but Bishop's is not included — and Major R. W. "Shorty" Schroeder, an American flying a Vought VE7 powered with a 150 h.p. Hispano Suiza engine, was the winner with a total in-flight time of 9 hours, 35 minutes. There were no less than 28 starters from New York of which 12 completed the round trip.

The article concludes with the statement, "The Canadian flyers carried air mail during the race . . . just which airman flew the mail is not known, nor the number of letters carried, but there was a considerable volume."

Again the great wealth of detail in this article gives it much credence, plus the fact that Frank Ellis is the author of the authoritative "Canada's Flying Heritage". Nevertheless I cannot believe that this article need be the last word, for I am certain that a flying event of this proportion must have received enormous publicity in both the Toronto and New York newspapers of the time. Accordingly I will much appreciate the effort of readers in these two areas to obtain contemporary accounts from newspaper files and pass them on to me.

*(Continued on page 20)*

# THE O.K. CANCELLATION OF BLACK BROOK

by R. J. Woolley

Black Brook, N.B., was a fishing village on the Miramichi River about five miles from Chatham. There were two other Black Brook's listed until the early nineties: Black Brook in Cape Breton County, Nova Scotia, which has continued under this name, and Black Brook, Pictou, Nova Scotia, which changed its name to East River, St. Mary's, about 1890.

The Loggie brothers had a cannery and were the main merchants and probably the prime reason for the existence of the village of Black Brook, N.B. Lovell's Gazetteer of 1895 listed Black Brook, N.B., but made no mention of Loggieville. The Postal Guide of 1896 listed Loggieville, with Andrew Loggie as Postmaster, but did not list Black Brook. Evidently, the village name was changed from Black Brook to Loggieville early in 1895, probably a sign of the enterprise of the Loggie brothers, especially since

one of them was Postmaster. (Madison Avenue might note.) Perhaps there was some mixup and confusion with mail to Black Brook, N.S. Be that as it may, the name was changed.

Of special interest to cancellation collectors is the fact that the O.K. Cancellation used in Black Brook was also used in Loggieville. Several covers exist from the former postoffice and recently a cover and a postal marking have been unearthed from Loggieville. Two covers are here illustrated and close examination of the cancellations apparently reveals them to be from the same cork though the Loggieville cancellation shows a worn state. It is most unusual for a cork to last so long, in this case more than 2½ years, or, is it a cork?

(Black Brook cover, courtesy of

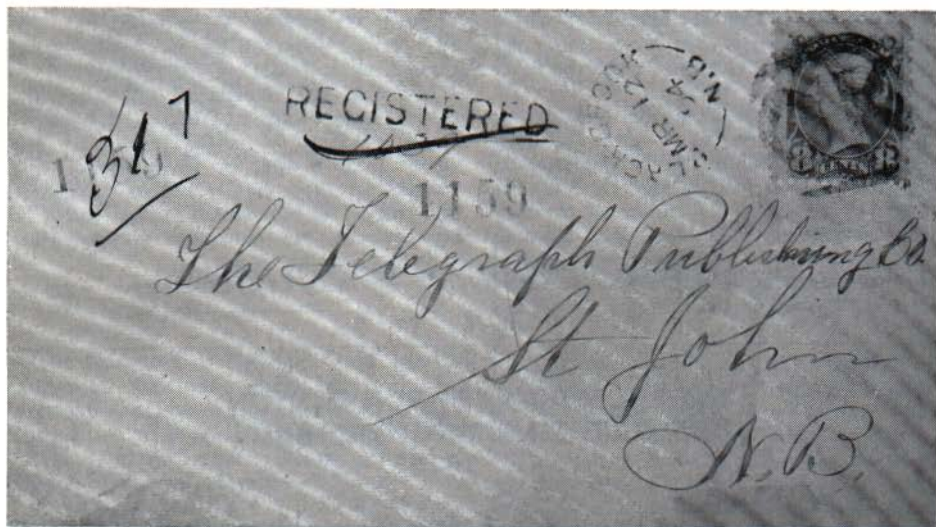
Norman Brassler)



(Continued from page 19)

I am very grateful for the amount of most interesting information that is beginning to be forwarded to me as the re-

sult of these columns, and I do urge any of you who can add to this account to do so.



## The Proof Corner

ROBERT H. PRATT, 7912 N. Beach Rd., Milwaukee, Wis. 53217

Paris 1964 — After 20 years, Paris is still the same — but cleaner — even the outstretched hand is cleaner — but just as demanding.

The Grand Palais was as usual — grand, and Philatelic Paris, 1964 a lovely exposition. I spent part of a Sunday afternoon there and enjoyed the exhibits. The language barrier made interpretation of the Guide catalogue a somewhat tedious task for one not well versed in French, and the arrangement of exhibits by country of the exhibitors, rather than country of exhibit, made it difficult to find BNA Topics. The Bourse (negociants) contained such friends as Stanley Gibbons, (Leslie Kennedy), Robson Lowe, and even a visitor, Bob Lyman from the U.S.A.

The collections of Harry Goody, HRH Queen Elizabeth, and lastly and especially Sidney Harris were well worth the time and trouble for a BNA collector. Sidney received a deserved Gold Medal for his outstanding Newfoundland Collection.

Being, as usual, predominately interested in Proofs and Essays it was a delight to

see many items not available on this side of the Atlantic. Harry Goody was strong in the early Newfoundland Proofs, particularly the Plate Proofs on thick paper, thin wove and card. He also showed the Jean's Seal and Codfish Essays and a Newfoundland Bank Note using the vignettes.

Sidney Harris showed a few of his many Newfoundland Proofs notably the 1sh. orange vermilion overprinted SPECIMEN ex Burrus, several original Perkins and Bacon 1856 Die Proofs. The rosette for the main die of the 1 d. and 5 d. From our American Bank Note printing of 1897, he had a large die proof in purple of the 4c. The Guy Issue of 1910-1911 was represented by a complete set of die proofs in black and an original die-proof of the 12c in violet.

Notable in the Harris Collection are artist's sketches of the Caribou 1919 Issue. The 3c in black with head to right, the 5c in green, same, and the 5c in red with the head to the left.

The 1932 Issue of Perkins Bacon Pictorials also was represented with hand

colored artist sketches of most values. These preliminary designs are remarkable and most unique. I have never seen any over here.

One point certainly stands out — we in the U.S.A. have never seen or been able to obtain much of the material in England. This is particularly true of the dated Die Proofs which do much to show the development of the final die. Through these dated Proofs, many of them trimmed to stamp size or smaller, the history of the die can be traced. Individually they seem

lost and insignificant — grouped by Issue and Stamp, they tell an interesting story. I shall be busy looking for them.

My visit was interesting, but when the International comes to America, I hope we make it easier to exhibit, easier for the visitor to find what he wants to see, and simpler for those not versed in English to find their way around. Stamps may be international, but languages are unfortunately national up to now.

— More around the corner —

## NOTES ON THE KATHERINE STINSON CALGARY TO EDMONTON FLIGHT 1918

By H. L. Banner

While reading Jim Sissons Catalogue for his November 1963 sale, I noticed that a Katherine Stinson "Calgary to Edmonton" flight cover, dated July 9, 1918, was listed for auction. This item reminded me that I intended to write up some notes about that flight.

First, a few words about how the flight came into being. The president of the Calgary Exhibition Board, Mr. E. L. Richardson, and some other members of the board thought it would be good publicity for the Calgary Exhibition and for the Edmonton Exhibition to have some letters flown on a Calgary to Edmonton flight already arranged for Miss Stinson. Mr. G. C. King, the Postmaster in Calgary, was therefore approached, and he agreed, subject to obtaining permission from the Post Master General in Ottawa. Permission was duly granted, and Mr. King was instructed to supply Miss Stinson with a mail sack, and to render all possible assistance for the parties concerned. In addition, permission was granted for the use of a cachet.

Several days before the flight, the public was informed that Miss Stinson's plane would carry a limited amount of mail. Letters had to be handed in at the inquiry wicket at the main post office, with instructions that they were to be carried by aerial service. This was the first aerial mail to be carried in Alberta, and it naturally received a lot of attention.

Mr. Frank Argue was the postal inspector who assisted Mr. King in all matters

pertaining to the flight. Between them, they thought up the idea for the cachet used. It was an oblong rubber stamp, which, within a frame, read in three lines:

AEROPLANE MAIL SERVICE

JULY 9th, 1918

CALGARY-ALBERTA

Violet ink was used for the cachet.

The flight took place as arranged. Miss Stinson was handed the mail sack by Postmaster King and she left at 1:30 p.m. However, engine trouble forced her to land a few miles north of Calgary. Word was sent back to Calgary and mechanics rushed out to adjust the engine. She took off again at 5:55 p.m. and reached Edmonton at 8:00 p.m. There, cheered by a large crowd that had awaited her arrival, she handed the mail sack to the Edmonton Post Master, Mr. Armstrong.

Ian Morgan in his catalogue states the number of covers carried as 380. Frank H. Ellis in his book "Canada's Flying Heritage" states 250 covers were carried. Mr. Frank Argue, the postal inspector who assisted in the preparation of the mail for the flight, told me there were about 250 covers carried, but not all of them had the cachet. He also said a bundle of 12 covers was brought to Calgary and sent to a stamp dealer in New York.

Several years ago, a philatelic writer stated in his article that the rubber stamp used for the cachet was still in existence in the East. (As he was a U.S. writer, I presume he meant the eastern U.S.) In case



some person in future years should read that article and quote it, I thought it best to get it on record in TOPICS that the rubber stamp was in fact destroyed. My source of information was Mr. Argue himself. When I told Mr. Argue about the report that the rubber stamp was still in existence, he stated flatly that it was incorrect. He said that he personally, in front

of Mr. King, had cut the rubber stamp into pieces, and that the pieces, together with the handle, had been subsequently burned in the furnace of the post office in Calgary.

I should state that the late Mr. F. Argue was a personal friend of mine from 1924 until his death in Vancouver a few years ago, and I am indebted to him for my notes.

## THE 1896 HALIFAX SUMMER CARNIVAL COVERS

by R. M. Doull

The collecting of Squared Circle cancellations is, I believe one of the most interesting and rewarding fields of Canadian Philately. The possible groupings in towns, indicia, and on certain stamps or sets of stamps is almost unlimited.

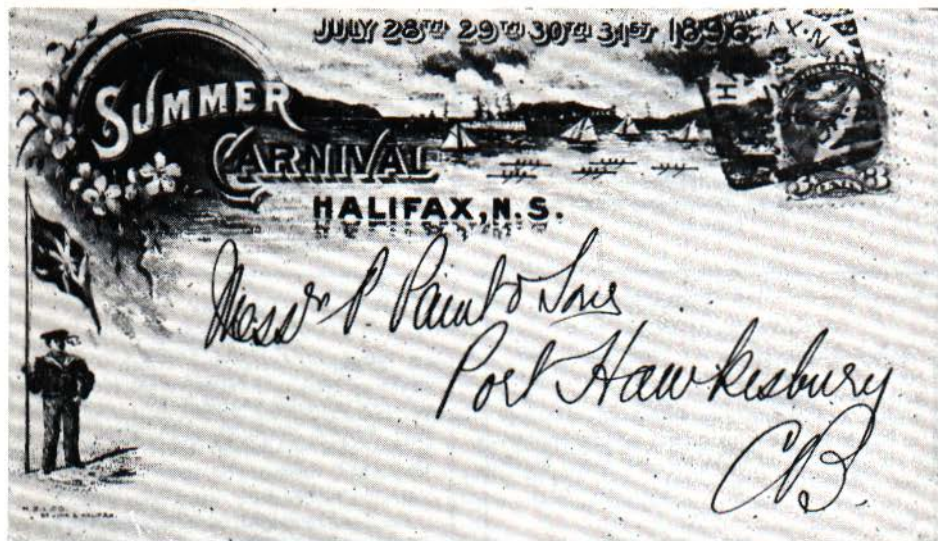
Having reached the 279 level in squared circle towns, I turned to Halifax, my "home town", and am now busily engaged in working on Halifax squared circles in six or seven groups or specialties.

One such group that has caught my attention is the Halifax Summer Carnival Cover of 1896. This event, one of the earliest of its kind in Maritime Philately, was celebrated in Halifax for four days from July 28th to July 31st. Rowing, sailing, and other water sports were featured and were carried out on the Northwest Arm, a beau-

tiful and quiet branch of the main harbour.

A special cachetted envelope was printed for publicity purposes, showing rowing and sailing races. The scene, lithographed on the cover is actually Halifax harbour, showing George's Island and several large ships. The fact is that water sports were not staged in the harbour itself but always on the more quiet waters of the Northwest Arm.

However the error in locale does not detract from the very desirable cover printed in blue by M.S.L.Co. of St. John and Halifax. I do not know what these initials stand for; perhaps someone can help me out. The accompanying photograph illustrates this attractive cover and is of particular interest because it is cancelled on the first day of the Carnival.



Halifax Squared Circle cancel 3/JY 28/96. First Day of the Halifax Summer Carnival, July 28, 1896. Cover is backstamped Port Hawkesbury, N.S., July 29th.

The covers were prepared well in advance of the date of the Carnival, presumably for advertising purposes. The earliest I know of so far is dated April 25th, and is in Dr. Whitehead's collection. I have the following dates: May 7th and 14th, June 12th and 23rd, July 20th and 28th, and October 28th all in 1896. In addition I have one dated November 9th, 1900.

Of the nine covers in my collection, seven are addressed to P. Paint and Son, Port Hawkesbury, N.S., all with Halifax squared circle cancels. One is addressed to J. P. Edwards, Londonderry, N.S. and is cancelled with a Gottigen St. sub station P.O. marking dated October 8th. The last is addressed to Mr. Harry Durben, Pittsburg Pa., and is cancelled with a regular Halifax duplex dated November 9th, 1900.

Dr. Whitehead has three of these dated April 25th, June 25th, and July 7th. All have Halifax squared circle cancels and two are addressed to J. A. MacAuley, River Dennis, N.S. and one to P. Paint and Son at Port Hawkesbury. Someone must have made a real find at Port Hawkesbury!

The covers were used by a number of business houses in Halifax, likely as a device to get as wide a distribution as possible. The Company name was applied to the cover by various means, including a rubber stamp, gummed labels and by actual overprinting. The following companies have so far been identified: Wm. Muir Son & Co.; A. M. Boutilier & Co., Grocers;

A. J. Grant, Hardware; and A. W. MacKinley, Publishers.

The late 1900 cover in my collection is probably not an indication of the period of use. It is likely the result of someone finding an old envelope put away somewhere and making use of it years after it was printed. There is no indication as to the senders name.

There must have been many thousands of these envelopes used over a period of not less than six months, as indicated by the dates above, and by the fact that they were used by a number of business firms in their mailings. Curiously, however, they seem to be very difficult to locate. I have corresponded with many collectors and to date have only been able to find those listed.

I feel sure that many of these covers must exist in collections and accumulations and I would greatly appreciate it if anyone who has one or more would send me a full description of the address, sender, stamp used and cancellation for my records. It would be of particular interest to discover if they were used in any other town or were restricted to Halifax.

In addition to the Gottigen St sub P.O. they must also have been used in the Morris St. sub P.O. which was opened on May 1st, 1895 and was not closed until September 28th, 1901.

Can anyone help round up more of the history of this interesting cover?

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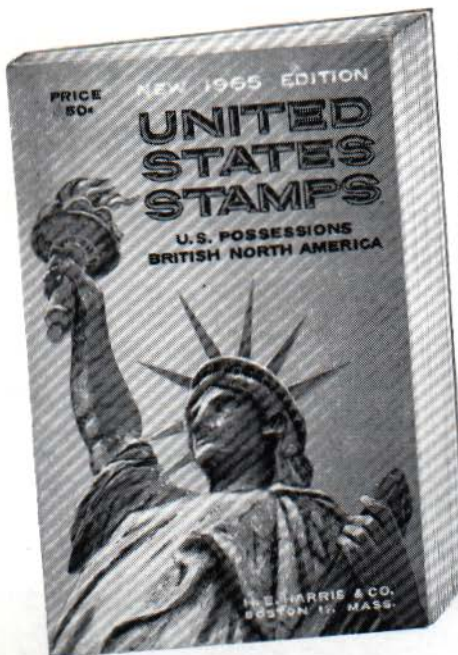
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