



BNA TOPICS

**Official Journal
of the
British North America
Philatelic Society**

Volume 26, No. 5, Whole No. 278

May, 1969

Printed May 2, 1969

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BNA TOPICS



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY
VOLUME 26 / NUMBER 5 / WHOLE NUMBER 278 / MAY, 1969

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Secretary's Report

April 1, 1969

NEW MEMBERS

2409	Clatterbuck, Winfield C., 153 East Avondale Avenue, Youngstown, Ohio 44507
2410	Eacret, Miss Bonnie G., 1020 Union Street, Apt. 23, San Francisco, Cal. 94133
2411	Gaunt, Miss Linda Lee, 6415 Flint Rock Drive, San Antonio, Texas 78238
2412	Goben, James R., 304 West Lincoln Street, Bloomington, Illinois 61701
2413	Lenane, Michael M., 632 Larchlea, Birmingham, Michigan 48009
2414	Mitchell, Captain R. B., 2025 Poplar Street, Halifax, Nova Scotia
2415	Narbonne, R. F., 92-8th Street, Bourlambaque, Quebec
2416	Sherritt, Norman Albert, Box 309, Cloverdale, British Columbia
2417	Shore, Julius, 3529 West 2nd Avenue, Vancouver 8, British Columbia
2418	Thorne, William Currie, 4827 Water Lane (Caulfield), West Vancouver, B.C.

APPLICATIONS PENDING

Boyd, Mrs. Barbara W., 1941 Richmond Street, Windsor 15, Ontario
Carter, Frederick Henry, 123 DeBeck Street, New Westminster, British Columbia
Connell, Jack R., 139 Dupont Street, Toronto 5, Ontario
Hall, H. D., 164 Queen Street East, Brampton, Ontario
Loggie, Colin C., 10 Beechwood Place, Apt. 804, London, Ontario
MacFadyen, Donald A., 5 Ground Pine Court, Dix Hills, New York 11746
Mills, Guy W., 177 Millbank Drive, London, Ontario
Richardson, W. D., 80 West South Street, Painesville, Ohio 44077
Taylor, Frank W., 492 Lawson Road, London, Ontario
Todd, Miss Elizabeth Miriam, 170 Inglewood Drive, Port Credit, Ontario
Troup, Colin, R.R. No. 1, Jordan Station, Ontario
Verno, Nicholas J., MTSN B443495, USN GMS FMB MTC-Z 6902, Sam Neck, Virginia Beach, Virginia 23461
Walton, Wayne J. A. Jr., 305 West Burke Avenue, St. Paul, Minnesota 55113

APPLICATIONS FOR MEMBERSHIP

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

ATKINSON, G. Barrie, 81 Fraser Road, Gander, Nfld. (C-CX) CAN, NFD, PROV—Mint and used postage. Coils. O.H.M.S.-G. Mint, used booklet panes and complete booklets. Precancels. Federal, Provincial and Tax-Paid Revenues. Mint, used and semi-official Airmails. Postal Stationery entires. Perfins. Proposed by R. Johnstone, No. 2231. Seconded by E. L. Piggott, No. 629.
CLAMPETT, Harry A. Jr., 730 Pelham Road, Apt. 2F, New Rochelle, N.Y. 10805 (C-CX) CAN, NFD—19th and 20th century mint and used postage and mint blocks. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes. Precancels. Federal and Provincial Revenues. Mint and semi-official Airmails. Postal Stationery entires. Literature. Proposed by T. Campbell, No. 2171.
LEVINE, Buddy, 511 Peyton St., Apt. C, Raleigh, N.C. 27610 (C) CAN—20th century used postage. Proposed by J. T. Culhane, No. 280.
MARCUS, Rabbi Benjamin L., 1590 Compton Road, Cleveland Hgts., Ohio 44118 (C-CX) CAN, NFD—19th and 20th century mint and used postage. Coils. O.H.M.S.-G. Federal and Provincial Revenues. Mint, used, semi-official Airmails and on cover. Proposed by W. F. Haley, No. 1674.
MARSHALL, Albert W., 12827 Shorecrest Drive S.W., Seattle, Wash. 98146 (C) CAN, NFD, PROV—Federal, Provincial and Tax-Paid Revenues. Proposed by W. F. Haley, No. 1674.
MATTHEWS, Lawrence, Box 212, Bracebridge, Ont. (C-CX) CAN, NFD, PROV—19th and 20th century mint and used postage and mint blocks. 1st Day and 1st Flight covers. Plate Blocks, Coils. O.H.M.S.-G. Mint booklet panes and complete booklets. Precancels. Federal and Provincial Revenues. Mint, used, semi-official Airmails and on cover. Postal Stationery entires. Literature. Proofs and Essays. R.P.O., Territorial, Squared Circle, Duplex and small town cancellations. Perfins. Proposed by R. J. Woolley, No. 359.
WEBSTER, John C., 425 Bate Crescent, Saskatoon, Sask. (C) CAN, NFD, PROV—19th and 20th century mint and used postage. Proposed by S. S. Kenyon, No. 1676. Seconded by N. T. Gregory, No. 2284.
ZINCK, Russell C., 159 Lincoln, Lunenburg, N.S. (C) CAN, NFD, N.S.—19th and 20th century mint and used postage. Plate Blocks. Coils. O.H.M.S.-G. Mint and used booklet panes. Proposed by R. Greer, No. 2275.

CHANGES OF ADDRESS

(Notice of change MUST be sent to the Secretary)

1153	Arons, Mark L., 4859 Sandalwood St., New Orleans, La. 70127
1920	Christian, Ralph W., Rm. 26, State Hwy. Dept., 271 Capital Ave. S.W., Atlanta, Ga. 30334
1869	Devlin, Murray, 5912 Dalton Drive N.W., Calgary 49, Alta.
261	Fox, John A., Box 228, Floral Park, N.Y. 11002

- 1871 Paterson, Ian A. D., 9814 Jasper Avenue, Edmonton 3, Alta.
 2086 Harwood, Robert L., 1103 St. Matthews St., Montreal, Quebec
 609 Fee, Cleo H., R.R. No. 4, Ingersoll, Ontario
 1350 Perkins, Thomas J., 900 Kern Street, Richmond, Calif. 94805
 89 Reals, Willis B., 7 James Lane, Westport, Conn. 06880
 1445 Rosenblat, Daniel G., 999 Green Street, Apt. 2704, San Francisco, Calif. 94133
 L397 Southworth, Robert R., 308 North 8th Street, Colton, Calif. 92324
 2126 Ichida, Dr. Soichi, 501-23-1, 4chome Shibuya, Shibuya-ku, Tokyo, Japan.

RESIGNATION RECEIVED

- 1484 Wilsdon, John R., 19 W. Royal Forest Blvd., Columbus, Ohio

RESIGNATIONS ACCEPTED

- Hart, Kenneth D. Jennings, H. I. Kissuk, Michael Marcellus, M. L.

COLLECTING INTERESTS

- HALL, H. D., 164 Queen St. E., Brampton, Ont. (C) CAN—19th century used postage. Literature.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, March 1, 1969	1015	
NEW MEMBERS, April 1, 1969	10	1025
RESIGNATIONS, April 1, 1969	4	4
TOTAL MEMBERSHIP, April 1, 1969		1021

OFFICIAL NOTICE

RULING enacted by the Board of Governors of the British North America Philatelic Society assembled in session at the Annual Convention at Ste. Marguerite, Quebec, October 7, 1967.

Effective immediately, any member, delinquent in the payment of dues by April 1st for that current year, shall be subject to denial of receipt of the Society magazine, BNA TOPICS, at the discretion of the Treasurer, until such delinquent dues shall have been received by the Treasurer. Any such delinquent and denied member shall be required, at the time of payment, to reimburse the Society with the additional amount of the Dollar (\$1.00) for expenses incurred by the Society for the removal of and replacement of their stencil on the mailing list.

**BNAPS
REGIONAL
GROUPS**

Philadelphia—Meets the first Thursday of each month at 7934 Pickering Street, Philadelphia, Pa. *Temagami*—Meet every summer. Alfred P. Cook, Coy Glen Road, Ithaca, New York. *Vancouver*—Fourth Wednesday of each month at 8 p.m.; Dickinson Room, Stry Credit Union Bldg., 144 E. 7th Ave., Vancouver. *Edmonton*—Meets twice a year in May and October in a public place, time and date to be announced. Out of town visitors to communicate with Secretary F. N. Harris, 11013-129 Street. *Calgary*—Meets fourth Tuesday at 8 p.m., Sec., Mrs. Jack Benning, 157 Wildwood Dr., Calgary 5, Alta.

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Message from the President

DR. ROBERT V. C. CARR, 117 Robin Hood Way, Youngstown, Ohio

Just returned from a pleasant weekend in Toronto where I spoke to the Toronto Stamp Club and spent a lovely evening with some of the nicest BNAPSers that you would want to know, spent a grand evening with the Jim Sissons, and—the main reason to go up—a meeting with John Young, Chris Moore, and our two new temporary co-editors of TOPICS, Bob Woolley and Vinnie Greene. The subject of conversation was, naturally, BNAPS and TOPICS.

We are so grateful to Woolley and Greene in taking over the big task of putting out our publication until we find a permanent editor—my personal thanks goes without saying. We also must not forget our jack-of-all-trades, Russ McNeil who is our Circulation Editor but who is acting as Editorial Secretary, etc., etc. Stopped to see him at Hamilton—a most pleasant visit and they serve a very good sherry, too!

We have been informed by the Canadian postal authorities that our request to continue mailing TOPICS under the second class mailing law has been denied because we cannot meet the requirements of the new Postal Act. Therefore, we must, for the present at least, mail TOPICS by third class mail. This will increase our mailing costs considerably. We also do not know how good this service will be and we will study it for a few months. We would like

to use first class but even an increase of \$1.00 in dues would not cover the mailing cost increase.

To decrease our expenses, we have even given thought to putting out the Yearbook every other year and having an insert in TOPICS of the new members in the alternate years. As you might not know, the Yearbook is a financially losing affair to the tune of about \$500 each year.

In light of the difficulty in obtaining articles for TOPICS and to decrease overall expenses, a reduction in the number of issues to 9 or 10 is a thought. The Royal Canadian Philatelic Society has reduced theirs to 6 a year, partly for the reasons given.

As time goes on, you will be kept informed by your Board's decisions, meanwhile, the best help that you as a member can give at this time is to

WRITE AN ARTICLE FOR TOPICS!

Don't be bashful—we all had to write our first article and who knows, yours might be a lot better than the first one that we sent in. You might think that no one is interested in YOUR subject and maybe you are 90% right, but for those 10% who relish your field, how they will be delighted, and, who knows, you might start up a correspondence with a new friend.

I know, as it has happened to me! Do think it over—and TRY.

ROBERT V. C. CARR

THE Editor's MAILBAG

Dear sir:

Be so kind and print this in the Mailbag.

I read with interest Mr. Jean's comments in regard to the McCrae stamps. I would like to add a few words about this stamp.

I have seventeen of this stamp showing twenty-six rings in various places, of those twenty-six rings, one has two, one three, and one four rings.

And also a cancelled to order first-day cover with a ring on the forehead. And two stamps showing the B variety in E of McCrae.

And I have four stamps showing the ring under the second A of Canada, first one strong and the other three slowly fading away to nothing. These defects seem to come in various shapes, round and oval, small and large, strong and weak.

If you look closely you will find a break on the first vertical row on the sheet, this occurs on the first A of Canada.

Sincerely yours,
DAVID NYSTROM

B.C.ING YOU IN '69

The Bayshore Inn which has been selected as Convention Headquarters is a completely modern hostelery, scenically located on the waterfront, only a short walk from world famous Stanley Park and yet convenient to Vancouver's downtown shopping Centre. There is ample free parking adjacent to the hotel for out-of-town visitors who arrive by car, and the space reserved for the Exhibition is roomy and well lighted. Advance registration has been most encouraging and we are confidently anticipating a large attendance.

Tentatively being considered as part of the entertainment program is a smorgasbord dinner party on Friday evening at Canyon Gardens, a rustic inn located in the woods of the north shore, reached by a scenic drive across the famous Lions' Gate Bridge: and the dinner at the Bayshore Inn on Saturday evening which will formally close the Convention, promises to be a big feature. As for stamps we are hopeful of having some most interesting exhibits from various BNAPS members, augmented by a display by the Canada Post Office Dept. which will include some unique items of more than ordinary appeal.

For those who plan a longer stay on the West Coast there are many other attractions worthy of attention, such as a trip to the top of Grouse Mountain via gondola car where a breathtaking view of the city and harbour as well as of the entire lower mainland can be obtained. A day's visit to Victoria and Vancouver Island near the B.C. Ferry system is also strongly recommended to the visitor.

More information will be forwarded to you as our plans develop.

H. M. DILWORTH

IN REPLY

A few further letters have been received by the editors in criticism of the Holmes catalogue and as they are more or less repetitious of those already published there seems to be no point in publishing them. We would particularly acknowledge those of Mr. A. F. Miller (No. L2140) and Mr. F. W. Pollock (No. 7) and say that their letters have been filed for guidance of the BNAPS committee who may be responsible for a future revision.

In explanation of some of the questions raised by the critics, the publishers have this catalogue fully set in monotype.

Through the courtesy of Dr. Brian Holmes, BNAPS, we were invited to revise the pricing and add new issues to bring the previous edition up-to-date.

The committee in discussion with the publishers pointed out that many areas of the catalogue require revision and the publishers agreed that they would be willing to accept a revision of perhaps one section with each revised edition. The 1968 edition fully revised the proofs and essays of Newfoundland and the Atlantic Provinces and was the start of this new policy.

As the publication is a commercial proposition the responsibility of balancing costs with returns from sales is the publisher's. The BNAPS committee have given such advice as we were able to do to improve the publication and appreciate the comments of those members who have written. Please be assured that the committee will do as much as possible to improve the contents in line with the suggestions that have been received.

R. J. WOOLLEY

13 April 1969

Dear Editor:

Under the Canadian Revenue Study Group News, April '69 issue a question was raised regarding the lathework on overprinted Admirals with War Tax. My book indicates the plate numbers which were used for overprinting. For the 5c it was Plate 5, 6, 9 and 10, for the 20c it was Plate 2 and 3 and for the 50c it was Plate 1. None of these plates have any lathework in the margins. If the study group has any with lathework then either other plates must have been used in addition to the numbers mentioned or the overprints are faked on plates which never were used.

Yours sincerely,

H. REICHE.

Dear sir:

Here's information for those who are interested in Canadian philately and especially the varieties.

The 5c Narwhal stamp (480) has been found with a green dot right in the center of 5c and also with color variations: light green with light blue and dark green with dark blue; when compared one beside the other, it is quite remarkable.

Also, the 6c Vincent Massey (491) exists with different versions of the brown color.

(See page 126)

Report from the Library

STEWART S. KENYON, 15205-74th Ave., Edmonton, Alta.

Section A — Historical

Classification 1 — Canada: Provincial

C-3-20—What's in a Name? 1968, 128 pp., paper.

Section B — Philatelic: General

Classification 2 — Stamp Collecting

F-315—The Art of Arranging a Stamp Collection by W. E. Fyndem, 30 pp., paper.

Classification 4 — Paper and Watermarks

F-359—Papermaking by C. S. Ernst, Sr., 1954, 21 pp., ill., art.

Classification 5 — Printing and Engraving

F-92 — Stamp and Bank Note Engravers of America by C. W. Brazer, 8 pp., ill., art.

Classification 7 — Colour

F-377 — Colour as Pertaining to Stamp Collecting by F. M. Kellogg, 1951, 4 pp., art.

Classification 10 — Personalities

F-321 — Introducing Edward A. Richardson, 1957, 2 pp., art.

F-403 — Fred Jarrett, Canadian Philatelist by V. G. Greene, 1961, 1 p., ill., art.

F-402 — Arthur Hind and His Stamps by L. N. and M. Williams, 1958, 3 pp., ill., art.

Classification 11 — Maritime and Ship Mail

F-374—Golden Anniversary of Great Lakes Postal Service by Wilsdon and Watnough, 1945, 2 pp., ill., art.

F-381 — Falmouth Post Office Packet Boats (1688-1850) by A. Robertson, 1960, 3 pp., ill., art.

Section C — Postal History

Classification 1 — Canada

F-324—"Way Offices" by F. W. Campbell, 1949, 1 p., ill., art.

F-326 — Cape Breton Post Offices by F. W. Campbell, 1948, 2 pp., ill., art.

B1-8 — Winnipeg Postal Service, 1924, 2 pp., ill., art.

F-339 — The Canadian — U.S. Rate, 1851-1875 by V. G. Greene, 1957, 2 pp., ill., art.

Classification 2 — General

F-302 — Methods of Postal Service by W. Piggott, 1957, 14 pp., ill., art.

Section D — Handbooks

Classification 2 — British North America

B1-1 — Holmes' Specialized Philatelic Catalogue of Canada and British North America (11th edition), 1968, 434 pp., ill., cloth.

Section F — Canada Postage Stamps

Classification 1 — Pence Issues

F-348 — Canada — An Amazing New Discovery (½d perforated) by M. Lea, 1966, 2 pp., ill., art.

F-368 — Victoria "Find" of Canada Twelve Penny Black by R. M. Angus, 1947, 2 pp., art.

F-367 — Hand and Machine Made Papers of the Canadian Pence Issues 1851-59 by G. E. Wellburn and E. H. Sullivan, 1947, 3 pp., art.

F-387 — Classic Halfpenny is One Hundred Years Old by P. Hamilton, 1957, 2 pp., art.

Classification 4 — Small Head Queens

Top1-2—Plate Varieties on Canada—Scott No. 45 by J. Levine, 2 pp., art.

F-358 — Random Thoughts on Canada's Small Queen Series by P. J. Hurst, 1960, 1 p., ill., art.

F-355 — A New Discovery (6c S.Q., Re-entry) by M. Lea, 1964, 1 p., ill., art.

F-406 — Canada — The Small Queens or Small Cents 1870-97 by R. W. Klippstein, 1956, 1 p., art.

F-416 — Identifying the Three Cents Small Queen Printings by L. F. Wilson, 1968, 3 p., art.

DONATIONS

Mr. Westran Lumley

Stanley Gibbons priced catalogue of the Stamps of the British Empire — 1916.

Mr. Michael Squirrel

United States Postage Stamps — 1847 to 1967

Queen Elizabeth II Catalogue — 1968 by John Lister

Simplified Catalogue of Varieties on Queen Elizabeth Stamps by Shelley Stamps

BNAPEX — '69

Write to your Chairman **WILLIAM E. TOPPING**

7430 Angus Drive, Vancouver 14, B.C., Canada

LLOYD SHARPE, No. 395

It is with regret that we announce the passing of another outstanding member of BNAPS — April 8, 1969.

Colonel Lloyd W. Sharpe, E.D., Q.C., was born and educated in Hamilton, Ontario, and graduated from Osgoode Hall, Toronto, in 1920. His law studies were interrupted by the First Great War in which he enlisted as a private, got his commission and after service in France, transferred to the Air Force.

During the Second Great War, he was District Recruiting Officer for the Toronto Military District and several BNAPSers were on his staff. In 1943 Colonel Sharpe went overseas as legal officer on the staff of the Second British Army and served with the occupation forces in Germany, France, Belgium and Holland. Between the two Great Wars, Lloyd became interested in his earlier collection of stamps, formed when he was a boy. In conjunction with his brother the late Charles F. Sharpe, he made a study of the re-entries and plate flaws of the early 20th Century Canadian stamps, notably the 5c Edward. As time progressed, Lloyd made his mark through many notable contributions, particularly articles relating to Prisoner of War Camps, Stationery and Censor markings.

Colonel Sharpe was an excellent organizer. He was credited for a fine job as chairman of BNAPS "Capex" in 1951. Lloyd's affiliations were many, principally British North America Philatelic Society and probably one of our staunchest supporters. Lloyd, working with another member of the legal profession, secured BNAPS their charter. He was in his glory attending BNAPS and RPSC conventions for many years and many capacities.

In business Lloyd was the senior partner of Sharpe & Inglis, Barristers. It was always his contention of any Organization that quality of membership take priority over quantity.

BNAPEX 69—VANCOUVER

GO BY TRAIN — Leave Toronto Sunday, September 29 early evening. Arrive Vancouver Wednesday, October 1 about noon — in time for the evening social event. Group rates for BNAPSers and, if enough go, our own car. Already 10 have shown their desire for this pleasant and scenic trip with fellow BNAPSers. If you are interested clip the coupon below and mail it SOON so that we can make plans and let YOU know how reasonable and enjoyable this will be.

— — — — — CLIP AND MAIL THIS COUPON — — — — —

DR. ROBERT V. C. CARR
117 Robin Hood Way
Sherwood Forest
Youngstown, Ohio 44511

YES — am interested in attending BNAPEX by train

No. in party..... BNAPS No.....

Name.....

— Send information when available —

Canadian Revenue Study Group News

LEO J. LA FRANCE, 27 Underhill Rd., Ossining, N.Y. 10562

ONTARIO LAW STAMPS, 1870-1911

In Holmes' 11th ed. the 1870 issue of ONTARIO LAW STAMPS is listed as Perf. 12, 11, and various. Shades of Red, Dull Red, Indian Red, Vermilion, Rose Rose Carmine, Dull Rose, Yellow, Orange.

From information supplied by Jim Lehr with an assist from Ed Richardson we offer the following comments regarding these stamps. It would appear that although the original stamps were in the familiar red color with varying shades, that there must have been some late printings in the Bright Orange and other colors. One of the reasons for this is that Jim has seen only one of the orange or yellow stamps with a stamped cancellation, all others have been punched. Also the overprinted stamps for Gasoline and Luxury Tax purposes which appeared in 1926-1928 usually are on the yellow or orange-red colors. The exception being the 3c on 5c Gasoline Tax stamps which is a true red. Another point is that the 50c and \$1.00 yellow stamps are actually perf. 10.8 rather than a full 11. Further the Orange and Yellow stamps are also on a different paper (as is the 30c Green). This paper is a softer and thicker variety about 4 mils thick as opposed to 3 mils or less for the Red color stamps.

It would also appear from information at hand that the 5c value does not exist in the orange color. The reason for this is perhaps that it was not used as much and stocks lasted longer. It could also be that it was used to make up the 25c fee rate since Jim has a document dated July 3, 1925 with two Orange 20c values perf. 12 and one 5c Red perf. 12 affixed and indicating rather late use of the 5c value.

The following is a listing of the orange or yellow varieties which have been brought to our attention. Any additions will be appreciated.

- 10c Orange—Perf. 12.
- 10c Deep Brick Orange — Perf. 11 and Perf. 12.
- 20c Orange—Perf. 11 and Perf. 12.
- 30c Orange—Perf. 12.
- 40c Orange—Perf. 11 and 12.
- 50c Orange—Perf. 12.
- 60c Orange—Perf. 12.
- 70c Orange—Perf. 12.

- 80c Orange—Perf. 12.
- \$1.00 Orange—Perf. 12.
- \$2.00 Orange—Perf. 11 and Perf. 12.
- \$3.00 Orange—Perf. 11.
- 50c Yellow—Perf. 12.
- \$1.00 Yellow—Perf. 12.

Ed also knows of the following overprinted Tax Stamps in the Orange-Red shade, all are Perf. 11, 10c, 50c, 60c, \$1.00 and \$2.00.

So, how about looking over your Ontario Law Stamps and see if we can add to this list or maybe come up with some hitherto unpublished information regarding these issues.

BILL STAMPS FIRST ISSUE

As previously reported Jim Lehr was doing a survey on existing rarities in the Bill Stamp varieties. Below are the latest results with 36 people reporting.

1c—Broken E in ONE—one copy perf. 12½ x 13½.

1c—Period after Cent—one copy perf. 12 1/2 x 12 1/2, 4 copies 12 1/2 x 13 1/2.

5c—G for C in Canada—one copy perf. 12 1/2 x 12 1/2, 7 copies 12 1/2 x 13 1/2.

5c—Pair Imp. x 13 1/2—two pairs reported.

6c—B for P in Stamp—No copies reported.

7c—F for E in Seven—5 copies 12 1/2, 3—12 1/2 x 13 1/2, 12—13 1/2 x 12 1/2, 6—13 1/2.

9c—B for E in NINE—2 copies 12 1/2 x 13 1/2, 6—13 1/2 x 12 1/2, 1—13 1/2.

9c—Vert. Pr. Imp. Horiz.—One reported.

10c—1st A in Canada not joined—One Copy—12 1/2, 11—12 1/2 x 13 1/2, 1—13 1/2.

\$3—R for P in Stamp—5 copies 12 1/2, 1—12 1/2 x 13 1/2.

\$3—Vert. Pr. Imp. Betw.—6 copies 12 1/2.

Also Perf. 12 1/2 x 13 1/2—one copy 50c and 8 \$1.00.

Also Perf. 13 1/2 x 12 1/2—one copy each of the 10c, 20c and 40c values.

Also Perf. 13 1/2 x 13 1/2—one copy 10c, 2 each of the 20c, 30c and 40c values.

More will follow on the other two issues of Bill Stamps as we gather more informa-

(Concluded on page 124)

The Canadian Stamp Collector

GLENN F. HANSEN, No. 2203, 375 Jefferson Ave., Winnipeg 17, Manitoba

NEWFOUNDLAND

A new pictorial issue was released starting in July of 1923 and continuing into 1924. This issue, which was also printed by Whitehead, Morris & Co., was made up entirely of scenic views of Newfoundland as follows: 1c, Twin Hills, Tors Cove; 2c, Southwest Arm, Trinity Bay; 3c, War Memorial; 4c, Humber River; 5c, Coast of Trinity; 6c, Upper Steadies, Humber River; 8c, Quidi-Vidi, near St. John's; 9c, Caribou crossing a lake; 10c, Humber River Canyon; 11c, Shell Bird Island; 12c, Lake Mt. Moriah, Bay of Islands; 15c, Humber River, near Little Rapids; 20c, Placentia near Mt. Pleasant; 24c, Top Sail Falls, near St. John's.

The 1c and 2c value appeared in booklet panes of eight each. Perforation on this set was mostly $13\frac{3}{4}$ but variations exist.

The Labrador issue of 1928 was the last effort from Whitehead, Morris & Co. This set was issued to publicize the acquisition of the huge territory of Labrador and ran to thirteen values from 1c to 30c. Perforation varies greatly on all values going from $12\frac{3}{4}$ to 14 in various combinations. The 1c value bore a map of the new Newfoundland; the 2c, the steamer "Caribou"; the 3c, Queen Mary and King George; the 4c, the future King Edward VIII; the 5c, a Newfoundland Express Train; the 6c, the Newfoundland Hotel, St. John's; the 8c, Heart's Content; the 9c, Cabot Tower, St.

John's; the 10c, War Memorial, St. John's; 12c, General Post Office, St. John's; the 14c, Cabot Tower; the 15c, a Vickers-Vimy plane; the 20c, the House of Parliament; 28c, General Post Office; the 30c, Grand Falls, Labrador.

An all too common shortage of stamps required the overprinting of the 6c value of the 1923 Pictorial Issue in the 3c denomination. Two types are known as well as inverted overprints. The overprinting, normally done on this 1929 issue in red, is known in black and the usual slight variations found in most overprints also exist.

Perkins, Bacon & Co., of London, England began printing Newfoundland's stamps again in 1929 and re-engraved the 1c, 2c, 3c, 4c, 5c, 6c, 10c, 15c and 20c values of the Labrador series, printing them on a heavier paper than that used by Whitehead, Morris & Co. In the process of re-engraving differences were created, by intent or otherwise, which aid in separating the two issues. In 1931 1c, 2c, 3c, 4c, 5c, 6c, 8c, 10c, 15c, 20c and 30c values appeared watermarked with the Coat of Arms of the colony.

This Labrador set, sometimes called the *Publicity Issue*, is one of the colony's most interesting and complex issues. The re-engraved and watermarked versions came perforated both $13\frac{1}{2}$ and 14 and the re-engraved stamps were issued in booklet form (1c, 2c and 3c values).

THE CANADIAN TAGGED STAMPS

Collectors of Canadian stamps have been rather slow in realizing the great importance of the Tagged stamps in our postal history, but they are beginning to appreciate them. After all it took almost six years before British collectors realized their British Tagged (same as our Canadian) were there to stay and now look at the prices of most British Tagged; 5 to 10 to 100 times or more the prices of regular stamps is now the rule.

Our Canadian Tagged have even a better future because for the entire life of all so far, they were in active use in only one city: Winnipeg. Quantities that were printed and above all, now exist, are quite small

as compared to similar British Tagged. Now that other Canadian cities will soon start using tagged stamps, more and more collectors will become conscious of them; the desire to fill in on all the pioneer tagged stamps will accelerate and prices for these will go up to many times current quotations.

One must keep in mind these are not a minor Canadian sideline. They are major varieties of the utmost importance to our postal system. Any collection of Canadian stamps that does not have the Tagged stamps is, of course, incomplete by the number of varieties missing.

DONALD JEAN
BNAPS No. 2156

Tagging Along

KENNETH G. ROSE, 87 Wildwood Dr., Calgary 5, Alta.

Once again, time is very short, but since there have been so few replies to my requests for information on Winnipeg Tagged issues and their future, I thought it as well to pass on these comments to you, rather than hold them back until late spring. Last December, I wrote again to Ottawa and Winnipeg to see if there had been any decision reached on what was going to happen to Sefacan with the new rates now in effect. Still no reply from Ottawa, but the Postmaster's letter from Winnipeg will be included at the end of this very short 9th article. In his letter, Mr. Toal refers to a portion of Glenn Hansen's article (our BNAPSer who writes a column for a Winnipeg paper). The portion referred to is reproduced herewith:

"What will happen to Winnipeg's special mail handling equipment under a single rate system is unknown at the moment. This equipment was put into use because one of the major costs of mail handling was the manual sorting required of all mail received into local and out-of-town mail. The specially treated stamps greatly reduced this handling cost as the four cent local mail stamp alerted the equipment to the point where about 80% of the mail was successfully handled mechanically.

"A six-cent rate for local as well as national mail will render the equipment useless and could result in the engagement of additional help in the Winnipeg Post Office to again hand sort the mail. The tagged stamps of Winnipeg, momentarily at least, will become a thing of the past."

Personally, I have only two comments on Glenn's article. A couple of years ago when I spent two afternoons in the company of Mr. Toal watching the Sefacan in operation, he then advised that from a high of 15% to a low of 5%, the average of the mail unsuccessfully handled by the machine was only 12%. This would raise Glenn's figure of 80% to 88%—which is one heck of a good average when you consider that

this includes such things as Commemoratives, precancels, coils, booklets, stamps purchased elsewhere and therefore not tagged, etc., etc. I frankly admit that I too was of the same opinion as Glenn, that the sorting out of local from out-of-town was the major factor in the use of Sefacan. Mr. Toal's letter follows, and it would appear that we were both wrong.

Dear Mr. Rose:

Perhaps I can best reply to your recent letter by enclosing a photocopy of a newspaper article to which I took exception.

The points I objected to were:

1. "This equipment was put into use because one of the major costs of mail handling was the manual sorting required of all mail received into local and out-of-town mail.

The primary purpose of SEFACAN was, as the name implies, to Segregate, Face and Cancel mail. The separation of mail into City and Forward was a side benefit that we were very glad to have but it was not the reason SEFACAN was installed.

2. "A six-cent rate will render the equipment useless."

This is not so as is attested by the fact that stamps sold in the Winnipeg area are still being tagged. The machine will continue to segregate, face and cancel tagged stamps. In addition, we expect that the present tagging will enable us to separate third class letter-type items from first class. This is important because we give "all-up" service to first class mail and it is essential that we do not include third class items in these all-up despatches. We do not expect to increase the staff of Winnipeg Post Office because of the recent rate increase and we do not consider that tagged stamps have become a thing of the past.

Yours truly,
G. TOAL, Postmaster

(Continued on page 122)

tion. Meanwhile we hope that some of you will check your collections and supply us with the findings.

We also have been informed that only ONE known pair of the \$2.00 invert of

Queen Victoria exists. Can anyone add to or verify this?

So with hopes of getting more columns out with timely observations, etc., we leave with the thought that you all will report your findings for the benefit of all.

Early Canadian Air Mail Flights

by R. K. Malott, Major, BNAPS 2335

REVISED LISTING OF SIGNIFICANT 1919 CANADIAN AND Nfld. AIR MAIL FLIGHTS

Feb. 23, 1969—60th Anniversary of first heavier-than-air machine flight at Baddeck, N.S., 23 Feb. 1909.

March 3, 1969—Vancouver to Seattle, first airmail flight by Hubbard & Boeing on 3 March 1919.

May 16, 1969—First day of use of special die at St. John's, Nfld., re first flight across the Atlantic.

May 18, 1969—First flight Victoria to Seattle, Washington by Lt. Rideout and Lieut. Brown on 18 May 1919.

May 19, 1969—First flight Seattle to Victoria by Lt. Rideout and Lt. Brown on 19 May 1919.

May 18, 1969—First attempt to fly Atlantic Ocean, non-stop by Hawker and Grieve, 18 May 1919.

May 18, 1969—Second attempt to fly Atlantic Ocean, non-stop by Raynham and Morgan, 18 May 1919.

May 31, 1969—First air mail flight Victoria to Vancouver by Jack Cemence on 31 May 1919.

June 5-8, 1969—First air mail flight Dartmouth, N.S. to Three Rivers, Quebec on 5-8 June 1919 by Lt. Graham.

June 13, 1969—First day of use of new 15c postage stamp of Trans-Atlantic non-stop flight by Alcock and Brown. Envelopes to be sent to Clifden, Ireland.

June 14, 1969—First Trans-Atlantic non-stop air mail flight by Alcock and Brown on 14 June 1919. From St. John's, Nfld. to Clifden, Ireland. Envelopes to be sent to Clifden, Ireland.

June 21-23, 1969—First air mail flight Halifax, N.S. to Quebec City, via Grand-Mere, Quebec on 21-23 June, 1919, by Lt. Graham.

July 4, 1969—Attempted non-stop flight Nfld. to New York. (Harbour Grace, Nfld. to Parrsboro, N.S.) on 4 July 1919, by Admiral Kerr, Major Brackley and crew.

July 17, 1969—Second attempt by Raynham and Biddlescombe to fly Atlantic. Crashed on take-off at St. John's, Nfld. 17 July 1919.

July 31, 1969—First recorded balloon flight in Canada from Montreal, on 31 July 1879 by Cowan, Page and Grimley.

August 7, 1969—First flight across the Rockies from Vancouver to Calgary, Alberta via Vernon, Grand Forks, Cranbrook and Lethbridge on 7 August 1919. Capt. E. C. Hoy, pilot.

August 11, 1969—Return flight Calgary to Vancouver by Capt. Hoy on 11 August, 1919, via Golden and Vernon. Aircraft crashed at Golden.

August 16, 1969—First air mail flight Victoria to Nanaimo, B.C. by Capt. Gray and Lt. Cameron on 16 August, 1919.

August 25, 1969—First air mail flight Toronto to New York on 25 August 1919 by Capt. W. G. Barker.

September 24, 1969—First air mail flight Truro, N.S. to Charlottetown, P.E.I. on 24 September, 1919 by Lt. L. E. D. Stevens and Lt. J. M. Stevenson.

September 29, 1969—First air mail flight Charlottetown, P.E.I. on 29 Sept. 1919 by Lt. L. E. D. Stevens and Lt. I. L. Barnhill.

October 9, 1969—First air mail flight from Parrsboro, N.S. to Greenport, N.Y., on 9 October 1919 by Admiral Kerr and crew in the Handley-Page Bomber.

If you have any questions concerning commemoration of these activities please contact me. If you have any interesting data on these events or if you have any of the pioneer envelopes please advise me so that I may compile a record of the number of these pioneer envelopes now known to exist.

R. K. MALOTT, Major

Co-ordinator, 50th Anniversary of

Significant 1919 Canadian

Air Mail Flights

16 Harwick Crescent

Ottawa 6, Ontario

PATRONIZE OUR ADVERTISERS

More Sketches of BNAPSers

DR. ROBERT V. C. CARR, 117 Robin Hood Way, Youngstown, Ohio

DR. ROBERT A. CHAPLIN

No. 128 No. 1710

Recently, a new name has appeared on the list of our Board of Governors, that of Dr. Robert A. Chaplin of Toronto.

A native of Saskatchewan, Bob is the same age as your writer—enough said. He received his B.A. at the University of Saskatchewan and his M.D. at the University of Western Ontario. After four years in the Medical Corps, he received his post graduate training in Anesthesiology at the University of Toronto and is now a Certified Anesthesiologist of the Royal College of Physicians practicing at Toronto East General Hospital. More recently, Bob became a Fellow of the American College of Anesthesiology.

While in medical school, he met his wife, Eleanor and she, too, has her M.D. One can see why Bob is a hard worker—he presently has three sons in college and this can certainly crimp one's collecting habits. Besides stamping, there is curling, good books, and good music.

Another child collector whose collecting was interrupted by his education and military service, his main interest is Nineteenth Century Canada plus the Admirals of 1912. He is developing a good philatelic library, occasionally articles for Topics and the Collectors Club Philatelist, and has won some very nice awards notably a gold in 1966, Calgary for Registered Letter Stamps.

In addition to BNAPS, Bob is a member



of the Toronto Stamp Club and is President of the Philatelic Specialists Society of Canada.

While a trip to England prevented them from coming to Texas, they definitely plan to be in Vancouver—and we hope you will be there too, and to meet this very charming couple of medical stampers.

(Continued from page 119)

Some sheets show "Chocolate Brown" and others "Black Brown", these too, when compared one beside the other are very remarkable.

A very good cause of this could be that the printing firm ran out of ink and had to prepare another batch to continue the printing process of these stamps and this caused the varieties mentioned above; whatever the reason, I have a few copies of each left, so, any of you who would like these in their collections, just drop me a line and I'll send a list of what I still have in singles, blocks, etc., etc., first come, first served basis!

Sincerely,
DONALD JEAN.

TO OUR CONTRIBUTORS

In taking over the office of acting, temporary (I hope) Editor it is very gratifying to have the excellent backlog of articles which I now have on file. The regular items which we publish monthly, the official reports, we publish monthly leave perhaps six pages which can be devoted to special articles so I request the indulgence of those who have gone to the trouble to write, that if they don't see their composition in print immediately they will not get the idea that it will not be used.

Many thanks to you-all (just back from the South).
R. J. WOOLLEY

Canadian "Blackout" Postmarks of West Coast Ports

By Harold M. Dilworth, BNAPS No. 692

The ever-increasing intensity of enemy attacks on Allied shipping during the early stages of World War II made it imperative that all possible measures be taken to preserve absolute secrecy pertaining to the movement of ships. It was undoubtedly felt that information pieced together from mail captured by the enemy could be of assistance in establishing a pattern governing the movement of the convoys, and hence all mail from the personnel of Naval and Merchant ships was carefully censored before being handed over to the Post Office Department for delivery. All mail leaving the country was also subjected to censorship, and the study of the various censor markings of both military and civilian mail is a most interesting philatelic sideline in itself. This will not be dealt with here as it is outside the scope of this paper.

In addition to the above precautionary measures it was doubtless considered that the postmarks themselves appearing on letters mailed from Atlantic ports might possibly enable the enemy to deduce valuable information pertaining to ship movements. The first measure taken by the Post Office Department to eliminate such a possibility was the entire removal of the circular date stamp from the automatic dater-cancellers when processing mail bearing postage stamps, originating from ships. The few such covers seen by the writer have only the

wavy lines of the canceller in the upper right hand corner, and in addition they usually carry rubber-stamped censor markings in a rectangular box "From HMC Ship / passed by Censor", with Censor's signature and various dates. Mail from Service personnel not requiring postage, was processed without going through the automatic canceller, but bears the Censor markings. Later it was decided to eliminate the markings identifying the post office of origin from all mail from Atlantic port cities; and the Post Office Department accordingly issued special cancelling devices in a number of different forms for use at Halifax, St. John, Quebec and several other eastern ports; Montreal being a notable exception for some inexplicable reason.

No official record was kept by the Post Office Department as to the date this regulation regarding blackout postmarks was put into effect, but the Halifax Postmaster advises that his letter of instruction was received on December 1942¹. The earliest authenticated example is a Type 1 blackout (see illustration) with a Sydney, N.S. corner card, dated December 26, 1942². Later, as the threat to allied shipping became more widespread, similar cancelling devices were issued to the Pacific port cities of Vancouver, Victoria, and Prince Rupert. This was done in September 1943. Unaccountably the port city of New Westminster was



Type 1



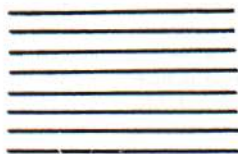
Type 2



Type 3



Type 4



Type 5

not included in this latter group and it continued to use its normal postmarks throughout the blackout period.

The special cancelling devices, known familiarly as "blackout" postmarks, were of five major types, examples of which are illustrated on page 127.

Types

Types 1, 2 and 3 were used in automatic dater-canceller machines in combination with the usual "wavy-lines" canceller or various patriotic slogans. Type 3, a solid ring blackout postmark, was apparently made of rubber, inasmuch as all examples thereof seen by the writer are invariably distorted to a greater or lesser degree into a horizontal oval shape. Types 1 and 4 were extensively used for hand cancelling, and the Type 1 blackout has also been infrequently seen as a hand applied duplex with wavy lines killer, believed to have been used by R.A.F. and R.C.A.F. overseas transit stations located at Moncton, N.B. and Vancouver, B.C. respectively. A sub-type of the single ring Type 4 with a somewhat heavier circle, seems to have been used briefly at Quebec as a handstamp². Type 5, an 8-line roller-canceller was used chiefly on parcel post items. It will be noted that in the automatic dater-canceller machines the day-date, time of day and year are customarily in three lines, the day-date being first. Infrequently the time and day-date are found reversed, with the time slug at the top.

While the object of the blackout postmarks was unquestionably to help preserve security in the event of mail falling into enemy hands, the purpose was defeated in large measure by allowing corner cards and return addresses to be placed on the envelopes, which served to identify the points of origin almost as effectively as the normal postmarks would have done. It was also strange that the Post Office Department permitted the continued use of privately-operated postage meters of various types without requiring the removal of the city of origin therefrom. Even a number of government offices with postage meters continued to use these meters unaltered. However information in the form of corner cards or return addresses on the "blackout" envelope is now most helpful to the students of postal history, as the cancelling devices of the various types are in most cases so nearly identical in every respect that lacking corner-card identification it is almost impossible to

draw any definite conclusions as to where the cancellations were applied. There are certain helpful generalities; for example it is known that Types 3 and 4 blackout postmarks were used exclusively at East Coast port cities, and any cover bearing a bilingual slogan can be definitely assigned to Quebec. On the other hand, even if a cover bears a corner card, it is not always safe to conclude that the cover was actually posted at the point indicated on the corner card or return address. For instance, while blackout covers are known with New Westminster return addresses, these must have been mailed within the Vancouver postal area inasmuch as New Westminster did not at any time use "blackout" postmarks. Also, and undoubtedly for the same reason, covers are occasionally found with Vancouver blackout postmarks and corner cards with various Fraser Valley addresses. The same remarks apply also to Victoria and Prince Rupert blackouts with corner cards from adjacent points.

Based on information kindly supplied by Lester Small who was at the time employed in the Main Post Office at Victoria, B.C., the blackout postmark Type 1 was first put into use at that centre at noon on September 23, 1943, with the slogan "Conserve Coal—Save One Ton in Five". At Vancouver the date of commencement appears to have been some days later, as the writer has covers bearing the normal Vancouver automatic c.d.s. as late as Sep 25/11 am/1943, together with two examples of blackout postmark Type 2 dated Sep 25/2 pm/1943, one with the familiar wavy lines canceller and the other with the slogan "Conserve Coal—Save One Ton in Five". In all probability therefore, the transition to blackouts at Vancouver was made about noon on September 25, 1943. The earliest example of a blackout postmark from Prince Rupert so far seen by the writer is a Type 1 dated Sep 27/6:30 pm/1943 with a wavy-lines canceller.

After VJ Day there was of course no need to continue the use of blackout postmarks on the West Coast, although their cessation at East Coast ports was understandably somewhat earlier, the latest East Coast blackout cover seen by the writer being a Type 1 dated Jun 19/6 pm/1945, with a Sydney N.S. corner card. The Postmaster at Halifax advises that the blackout hammers in his custody were gathered

up and returned to the Department on June 21, 1945¹. A Toronto newspaper reported that the use of blackouts on the West Coast would be discontinued on September 4, 1945³ and this is confirmed by W. Purkis in *Popular Stamps* as being the official last day⁴. This appears to be further confirmed by a number of covers in the writer's possession, the latest date of the automatic c.d.s. blackout (Type 2) being Sep 4/1 pm/1945, and the earliest example of resumption of the normal c.d.s. from Vancouver is likewise dated Sep 4/1 pm/1945. The transition date for Victoria, according to Post Office records kept by Lester Small, was apparently somewhat earlier, the transition being made just after midnight on Sep. 1, 1945. No information is presently available as to the last day of blackout use at Prince Rupert, but presumably the date would be approximately the same as at Vancouver. The use of blackout handstamps may have continued a day or so longer in all three centres until such time as the respective hammers were collected from sub-offices and returned to the Post Office Department⁴. Examples of such use are rare.

As mentioned earlier in this article, the various types of cancelling devices were so nearly identical in dimensions that in most cases, where corner cards or return addresses on the envelope are lacking, it is impossible to recognize or identify the post office of origin. Furthermore, in large post offices such as Vancouver, more than one automatic dater-canceller were often in operation simultaneously, either with or without slogans, thus requiring two or more blackout daters. Over a period of time some of these hammers developed small identifying characteristics, such as ring breaks, enabling their recognition. On the other hand some of these ring-breaks were not constant, being probably merely due to some temporary inking defect which was later corrected by cleaning. It is thus dangerous to be dogmatic in reaching conclusions on the basis of only a few examples. However an interesting and constant example of what appears to be a deliberate mutilation of a Type 2 Vancouver dater-canceller has a sharp 3 mm. break probably a file-cut in the outer circle at 11 o'clock, and similar sharp breaks in both the outer and inner circles at 3 o'clock, see Fig. 2(a). This c.d.s. has been noted with a date as early as September 29, 1943 and it remained in more

or less regular use (always with wavy lines canceller) until the retirement date of blackout postmarks namely Sep 4/1 pm/1945. Some of the later examples of this particular hammer have the concentric rings of the blackout dater inverted so that the breaks occur at 5 o'clock and 9 o'clock respectively.

When one examines a large number of the various hand-cancelling devices used by Vancouver, Victoria, and Prince Rupert, it seems evident that some of these were also deliberately mutilated or had the indicia set up in such a way that they could be identified with some particular handling service such as registry (both outgoing and incoming), special delivery, etc. Examples of some of these peculiarities are illustrated on page 130.

VANCOUVER

1) Automatic dater-canceller Types 1 and 2

The Type 2 blackout dater was normally used throughout the whole blackout period, together with the familiar wavy-lines canceller or with various patriotic slogans. The diameters of the concentric dater rings are approximately 22 mm. and 16 mm. respectively. There is some evidence that at least two and possibly three of these automatic dater-cancellers were in simultaneous use at Vancouver, the writer's earliest and latest examples being Sep 25/2 pm/1943 and Sep 4/1 pm/1945 respectively. The Type 2 blackout dater was supplemented for a period of approximately one week prior to Christmas in 1943 and 1944 by an additional automatic dater-canceller using a Type 1 blackout dater and wavy lines canceller. Examples of the latter in the writer's possession span the following periods:

Dec 17/9 pm/1943 to Dec 22/8 pm/1943

Dec 16/6 pm/1944 to Dec 21/2 am/1944

It is an interesting speculation as to whether this Type 1 blackout dater was temporarily borrowed from Victoria, or whether it was permanently in the possession of the Vancouver Post Office.

(a) Slogans

The Vancouver Type 2 blackout dater has been seen by the writer in conjunction with the following slogans which were used for varying periods, the earliest so far reported date of use of each slogan being also listed:

1. Conserve Coal—Save One Ton
in Five Sept. 25, 1943
2. Buy Victory Bonds Oct. 6, 1943
3. Buy Christmas Seals Nov. 15, 1943



1 (a)



1 (b)



1 (c)



1 (d)



2 (a)



2 (b)



3 (a)

4. Eat Right for Health Feb. 15, 1944
5. Help the Red Cross Feb. 21, 1944
6. Observe Sunday March 27, 1944
7. Pay no more than Ceiling
Prices July 21, 1944

2) Hand Stamps

These were employed for various purposes such as cancelling and back-stamping registered mail, stamping special delivery letters, cancelling stamps that had missed the automatic dater-cancelling machine, cancelling odd sized letters, and parcel post packages. Apart from the 8-line roller cancel used mostly on parcel post packages, these hand stamps were all Type 1 with various modifications.

a) Registers

These commonly show the Type 1 blackout hammer with two-line date but no time marking (See Fig. 1(a)). This hammer was also commonly used as a receiving backstamp, although occasionally another Type 1 hammer was employed showing time indicia (Fig. 1(b)). Dates of use noted by the writer extend from Oct 12/43 to Sep 1/45. It goes without saying that on these covers the rectangular rubber registration stamp with space for the registry number, had a blank space where the name of the issuing Post Office would normally be found. One of the blackout hammers used on registered mail appears to have been scored with file marks for identification purposes.

b) Hand Stamped Letters

These almost invariably bear Type 1 blackout cancellations with 24 hour clock

time indicia (Fig. 1(b)). Some of the hammers set aside for this purpose however, must have received considerable usage, as later examples show a great deal of wear and tear, making the hammer appear almost as if it consisted of one solid ring instead of a thin outer and thick inner ring. Dates observed by the writer run from 17/Sep 27/43 to 21/Aug 5/45.

c) Special Delivery Letters

The hammer employed in cancelling special delivery letters originating in Vancouver and stamping such letters on arrival in Vancouver, is of a very peculiar nature (see Fig. 3(a)). It look very much as though it might have been locally produced, as the centre portion, for insertion of the date and time marking, appears to have been roughly gouged out of a solid cylindrical block of metal. File cuts across the face of the hammer serve to identify it throughout its period of use without a shadow of doubt. Observed dates of use extend from 18/Sep 28/43 to 24/Aug 17/45. It always carries 24 hour clock time indicia, and while used almost exclusively for special delivery items both incoming and outgoing, it is also found occasionally cancelling stamps found on letters which missed the dater-canceller. Sometimes the indicia and date are found reversed with respect to the body of the hammer. Covers bearing this strike are scarce.

d) Hollyburn Mail

While there is no explanation as to why mail from this suburban North Shore Post Office should have received special atten-

tion while mail from North Vancouver was machine cancelled with the Vancouver Type 2 blackout dater-canceller, there are numerous examples with West Vancouver corner cards which allow of no other conclusion. All are handstamped Type 1, with AM or PM as time indicia (see Fig. 1(c)). Strikes are usually very clear, often two to a cover, and dates observed by the writer extend from AM/Sep 30/43 to PM/Aug 31/45. These covers are comparatively uncommon.

e) Parcels

An 8-line roller with a width of 23 mm. approximately, was ordinarily employed to cancel the stamps on parcels (Type 5). Occasionally it can be identified by an adjacent dated blackout handstamp probably used in conjunction with the roller because of the package being first-class mail. This roller, properly identified on piece, is a very scarce item, the only example so far seen by the writer has Vancouver Fig. 3(a) hammer dated 8/Oct 25/43 adjacent thereto.

VICTORIA

1) Automatic dater-canceller

The Type 1 blackout dater (outside diameter 22 mm) was used together with the common wavy-line canceller or various patriotic slogans. As stated earlier in this article, its use commenced at noon Sep 23/1943 and continued until midnight Aug. 31, 1945 returning to the normal c.d.s. on Sept. 1, 1945. The earliest example seen by the writer is dated Sep 23/11 pm/1943 in conjunction with the slogan "Conserve Coal—Save One Ton in Five". Mr. Small advises that Victoria possessed only one automatic dater-canceller during the war, but probably had more than one blackout hammer for use therein.

a) Slogans

The Victoria Type 1 blackout dater has been observed by the writer in conjunction with the following slogans which were used for varying periods. The earliest reported date of use of each slogan is also given.

1. Conserve Coal—Save One Ton
in Five Sept. 23, 1943
2. Buy Victory Bonds Oct. 6, 1943
3. Help the Red Cross March 2, 1944
4. Save Time—
Fly Your Mail June 22, 1944

2) Hand Stamps

These were employed for the various purposes as detailed for Vancouver, all

except for the 8-line roller being variations of Type 1. The examples seen by the writer all have indicia as in Fig. 1(b), and in general they are not well struck, in many cases the inner periphery of the broad inner circle not being well defined, and towards the end of the blackout period the hammers show signs of wear. The 8-line roller canceller used on parcels is exactly similar to that used by Vancouver and can only be identified with Victoria by corner cards or the juxtaposition of other hammers. The only example seen by the writer is dated 23/No. 5/44, by blackout handstamp (Fig. 1(b)).

PRINCE RUPERT

1) Automatic dater-canceller

As in Victoria, a Type 1 blackout dater was used in conjunction with a wavy-lines canceller or various patriotic slogans. For some reason, blackout covers from Prince Rupert with patriotic slogans are far from plentiful, the wavy-lines canceller being usually seen. There is evidence that Prince Rupert Post Office possessed two blackout hammers of this type, one of these becoming damaged and/or altered slightly during its period of use, and later strikes can be positively identified by these peculiarities, chief of which being a rectangular indentation in the inner ring to the right of the central time marking (See Fig. 1(d)). There was however probably only one automatic dater-canceller machine. The earliest example of the Prince Rupert blackout postmark seen by the writer is dated Sep 27/6 6.30 pm/1943 with wavy lines canceller and the latest is Aug 31/12 pm 1945 also with wavy lines canceller although presumably the use of the blackout hammer was continued until Sep 4, 1945. It is worthy of note that a common time marking at Prince Rupert was 6:30 p.m. and this helps to identify covers without corner cards. Peculiarly, Prince Rupert Sub. No. 1 (Seal Cove) continued to use its normal hand stamp throughout the entire blackout period. This is particularly strange in that Seal Cove was the location of an important R.C.A.F. Seaplane base, and Prince Rupert itself was a major port for the shipment of supplies to Alaska and the Aleutian Islands.

While the normal blackout dater used at Prince Rupert usually gives the day date in the first line as in Type 1 the day date and time are occasionally found reversed, e.g.

City	Hammer Type	Earliest Date	Latest Date	Remarks
Vancouver, B.C.	2	Sep 25/2 pm/1943	Sep 4/1 pm/1945	Normal use, with automatic machine dater canceller and wavy lines or slogan
	1	Dec 17/9 pm/1943 Dec 16/6 pm/1944	Dec 22/8 pm/1943 Dec 21/2 am/1944	Supplemental use during Christmas mail rush in 1943 and 1944, with automatic dater canceller.
	1a	Oct 12/43	Sep 1/45	Used as front and back stamp on registered mail
	1b	17/Sp 27/43	21/Aug 5/45	Mainly used as back stamp on registered mail.
	1c	AM/Sep 30/43	PM/Aug 31/45	Used only in the Hollyburn post office.
	2a	Sep 29/7 pm/1943	Sep 7/11 pm/1945	*Mutilated type. Rings are occasionally found reversed with respect to time and date. Only one copy seen, with year date 1943 only, and wavy lines canceller
	2b	—	—	
	3a	18/Sep 28/43	24/Au 17/45	Special Delivery covers, incoming and outgoing. Parcel post items. One copy seen, dated 8/Oct 25/43.
	5	—	—	
Victoria, B.C.	1	Sep 23/11 pm/1943	Jun 7/1 pm/1945	Normal use, with automatic machine dater canceller, and wavy lines or slogan.
	1b	23/Sep 30/43	13/Jul 5/45	Hand cancel, used on registers, special delivery covers, etc.
	5	—	—	Parcel post items. One copy seen, dated 23/No 5/44.
Pr. Rupert B.C.	1	Sep 27/6:30 pm/1943	Aug 31/12 pm/1945	Normal use, with automatic machine dater canceller with wavy lines or slogan. Day date and time occasionally reversed. Late use dates are Type 1d (misalignment or wear).
	1b	18/Oct 1/43	12/Au 28/45	Hand cancel, used on registers. etc.
	5	—	—	Probably exists, but not seen by the writer.

*This hammer was used only occasionally, and the automatic dater canceller machine was probably not in use on Sept. 4,

1945 when the other blackout hammers were retired, hence its removal was overlooked for a few days.

6 pm/Oct 9/1943. In all cases examined, the date and time reversal seems to be associated with the second blackout hammer and wavy lines canceller.

a) Slogans

The Prince Rupert Type 1 blackout dater

has been found in conjunction with comparatively few slogans, used only for short periods. Those seen by the writer, with the earliest observed dates of use are:

1. Conserve Coal—Save One Ton
in Five Nov. 18/1943

2) Hand Stamps

These were used as at Vancouver and Victoria, all being Type 1 except for the probable existence of an 8-line roller canceller which has not been seen by the writer. The examples of the Prince Rupert hand stamps are invariably well struck, often more than one to a cover, and normally have 24 hour clock indicia at the top, as in Fig. 1(b). Examples seen by the writer extend from 18/Oct 1/43 to 12/Aug 28/45. Whitehead reports a registered cover with blackout backstamp from Prince Rupert dated Sep 5/45. (4).

Following is a tabular summary of the various West Coast blackout postmarks described in this paper. Together with the earliest and latest dates of use thereof which have been seen by the writer:

CONCLUSION

The study of blackout postmarks has many interesting facets still to be explored, and poses many problems, some of which will probably never be solved. One in particular might be mentioned in closing, namely, a Type 2 blackout cover with Vancouver corner card and machine cancel, bearing only the year date (1943) across the centre of the two concentric circles where the time marking is normally found (See Fig. 2(b)). Was this an experimental effort by the Post Office, and if so during what period was it used? It must be exceedingly scarce, as the writer has seen only one example. Further information on this particular item, as well as on any

other of the many phases of the subject of blackouts is cordially invited. The list of slogans used in conjunction with the blackout postmarks is undoubtedly incomplete and additions thereto with dates would be welcomed.

ACKNOWLEDGMENTS

In the preparation of this paper, the writer wishes to acknowledge the encouragement and helpful assistance rendered by a number of fellow collectors in kindly making blackout information available, also many thanks are due to the writers of earlier articles on the subject which are referenced hereunder. Mr. T. P. G. Shaw requests me to correct an error in his paper which appeared in BNA Topics (2) reporting evidence of the use of blackouts on the West Coast as late as October 1945. On closer examination of the cover in question (a Type 2 blackout cover from Vancouver) Mr. Shaw has since found that this cover was actually dated October 5, 1943.

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