



# BNA TOPICS

Official Journal

of the

British North America

Philatelic Society

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Vol. 26, No. 8, Whole No. 282

September, 1969

Printed August 27th, 1969

# *On To Vancouver...*

One of the greatest features of our Society is the annual convention and exhibition. The fact that some members have never missed a convention in twenty years is testimony of this. Even stronger testimony is the fact that there are almost as many wives as husbands with these wonderful attendance records.

If you have not yet attended, I am sure that the Vancouver Committee will have a great welcome and program awaiting you. Come once, and you will probably be completely sold, as we were, and come back again and again.

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1954	\$ 730,731	1964	\$1,454,252
1955	\$ 801,189	1965	\$1,661,012
*1956	\$1,702,834	1966	\$1,953,922
*1957	\$1,522,879	1967	\$2,112,802
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Scott No.		Scott Catalogue	Price Realized
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15	o 5c Beaver, superb	3.75	42.00
19a	o 17c Cartier, centered, superb	25.00	90.00
35a	xx 1c Small Queen, orange n.h., very fine	15.00	31.00
36	xx 2c green, early Montreal print, superb	2.50	34.00
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43a	xx 6c chocolate brown, almost superb	10.00	38.00
46, 47	xx 20c and 50c Widow Weeds, very fine	35.00	52.50
55	xx 6c Jubilee n.h., superb	15.00	36.00
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76a	xx 2c purple, thick paper, n.h. block of 4 v.f.	60.00	150.00
96-103	xx Quebecs cpl. centered and very fine	65.00	100.00
105a	xx 1c yellow bookletpane with "Pyramid" v.f.	7.50	260.00
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# BNA TOPICS



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY  
VOLUME 26 / NUMBER 8 / WHOLE NUMBER 282 / SEPTEMBER, 1969

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August 1, 1969

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 CROUSE, Wm. Victor, Box 762, Amherstburg, Ont. (C) CAN—19th and 20th century used blocks. Plate Blocks. Coils. O.H.M.S.-G. Mint, used booklet panes and complete booklets. Federal and Provincial Revenues. Literature. 1c and 3c Small Queen covers and cancellations. Proposed by R. V. C. Carr, No. 1427. Seconded by N. Boyd, No. 1468.  
 MARSTON, Dr. Judith H., 2815 Linkwood Drive, Houston, Texas 77025 (C-C) CAN, NFD—19th century used postage and blocks. 2 and 4-ring and fancy Toronto "2" cancellations. SPECIALTY—Cancellations of Large and Small Queens. Proposed by R. J. Woolley, No. 359.  
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VANCOUVER, B.C.

## **BNAPEX '69**

**OCTOBER 1-5, 1969**

The Exhibition and Bourse will be open from 9 a.m. to 9:30 p.m. Thursday, Oct. 2 and Friday, Oct. 3, and from 9 a.m. to 5 p.m. Saturday, Oct. 4. Besides providing an excellent opportunity of viewing a number of Canada's philatelic rarities, the Convention programme will include Study groups, Social hours, a Bourse, a Scenic Harbour Tour, and Dinner on the banks of Capilano Canyon. For the Ladies, a special shopping excursion to Victoria is being planned.

WRITE YOUR CHAIRMAN WITHOUT DELAY

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# Message from the President

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

For the Vancouver convention a group of us will depart from Toronto by train for the 3 day trip and I have a feeling that much bridge will be enjoyed as Harry Sutherland and the Sissons will be there.

I am sorry to announce that our Treasurer has been in poor health and we are hoping for his speedy recovery — with luck, Jim and Peg might still make Vancouver. He has asked to retire at the end of his term (Dec. 1970) so I have appointed Leo LaFrance as Assistant Treasurer and he has graciously accepted and will stand for election next year. This is a tough job and a thankless one and Leo has made the officers quite happy with his enthusiasm.

BNAPSers Peterman and Kessler have been stricken also and we hopefully await word of their recovery.

I am looking forward to the Vancouver meeting as there are so many plans afoot for the betterment of the Society and of TOPICS. You will be informed of the results as soon as we can get the word to you.

Word from Lewis Ludlow in Japan — his long awaited Canadian Railway column will start this fall — pressing business has held him up for the last six months. Now, Donald Jean has really come through with loads of articles and with Max Rosenthal and many others, our Editor informs me that he now has a great backlog of material — what a wonderful bit of news. How grand it would be to increase the size of TOPICS — one of the hopes that will be discussed at Vancouver. A large and expensive thing to tackle and much thought must be given.

— R.V.C.C.

## THE *Editor's* MAILBAG

Dear Editor,

Our old friend and early member (No. 143) Frank W. Campbell would like members to know that in his new home, one for senior citizens, there are no stamp collectors, only TV fans with an absorbing interest in baseball, etc. Frank was co-editor with Harry M. Konwiser of the Canada and Newfoundland Stampless Cover Catalogue and is an authority on Canadian Post Offices.

He would appreciate hearing from members at his new address: American House, 1900 North Washington, Royal Oak, Michigan. 48073.

C. R. McNeil

Dear sir:

My deepest apologies if I left out the names of Colin H. Bayley (704) of Ottawa and Carl Mangold (1572) of Montreal from my article which appeared in TOPICS issue for June/July, under the title of CANADA CREATES TASK FORCE TO STUDY STAMP DESIGN. Since I did not have their names in my information, it was quite difficult for me to know that they gave their time in this study. I also omitted

their names in my article (still to appear) under the title CANADA'S TASK FORCE ON STAMP DESIGN REPORT TABLED.

I hope that you will print this letter of apology in TOPICS. Hope that I didn't make Mr. Bayley and Mr. Mangold feel bad about this; keep up the good work, my fellow members, we still need guys like you who give their time for the benefit of all philatelists.

Sincerely,

Donald Jean.

### CORNPEX '69 PROSPECTUS

The Corn Belt Philatelic Society is sponsoring CORNPEX '69 where it is planned to have 300 nine page frames of material on display in the 13,000 square feet of floor space in the Scottish Rite Temple located on East and Mulberry Streets in downtown Bloomington, Illinois on November 1-2, 1969. Exhibition hours will be from 10:00 a.m. to 10:00 p.m. on Saturday, and from 10:00 a.m. to 6:00 p.m. on Sunday. For particulars and entry forms write Mr. Jack Jenkins, P.O. Box 625, Bloomington, Illinois, 61701.



## A NEW FAKED ADMIRAL COIL DISCOVERED

by M. B. Dicketts, No. 2115

I recently had the opportunity to look through some Admiral coils and my attention was drawn to an unusual example of what appeared to be Sc. 123, the 1c green perf. 8 by imperf. vertical coil, issued in 1912, in mint un-hinged and mathematically centred condition. As the shade was not of the usual blue-green colour, my immediate reaction was that I had finally located a copy of the coil which had come from a printing other than the special coil Plate No. 1. Readers are no doubt aware of the possibility, raised by Hans Reiche in his handbook on the issue, that a few rolls of this coil may have been prepared from postage stamp sheets, although none to date have been reported.

I therefore examined the stamp in greater detail, first noting it to be in a shade which I choose to call apple green; a shade similar to sheet stamps found dated in 1921, which are yellowish-green in appearance. The coil had broken upper right and lower left junction lines; the vertical line in the left numeral box was weak at the top and almost completely disappeared at the bottom half, while the vertical line in the right numeral box was fine but unbroken. Faint traces of horizontal hairlines were noted. The coil was from the retouched die with the upper right spandrel line medium in strength.

As this description of the type differs from both the normal coil and from the sheet stamps, I was eventually able to match it exactly with a booklet pane, Reiche Type 6, which I have in my collection. I therefore reached the conclusion that the "coil" had been faked, by using an off-centered booklet single, cutting off the perforations at the top and at the left side and re-perforating it at the top and bottom 8. The stamp gave every indication that it had been re-gummed, as there was a small circular area of uneven gum to one area of the back of the stamp, indication that it had been re-gummed, as there was a small circular area of uneven gum to one area of the back of the stamp. Considerable care had been taken in creating the straight-edge at the left, and no trace of the holes could be observed, although the appearance of the cut was "sharper" than the natural straight-edge at the right. Similarly, the faked perforations had been well executed, and the holes matched exactly in diameter when compared

with a genuine copy.

This is the first example or report that I have seen on the faking of Sc. 123, but in view of the annual rise in catalogue value, it, like Sc. 133, has now reached the level that makes it attractive to those bent on defrauding the unsuspecting buyer. It is quite a dangerous fake, unless one is familiar with the type and shade of the genuine stamp, and any coil answering to the description I have given above should be carefully examined before purchasing. It must also be presumed that the 2c carmine coil, Sc. 124, can be similarly treated and the writer urges caution to collectors when buying either stamp.

Dear Editor:

Frequently I find a series of articles of a specialized nature, such as Canada's Semi-Official Airmail stamps, on which a great deal of research work has been done. The following, written by Daniel Garson Rosenblat, member number 1445 in BNA Topics. 1963 Vol. 20:

- No. 2, Whole No. 209, Feb., page 49
- No. 5, Whole No. 212, May, page 122
- No. 6, Whole No. 213, June, page 157
- No. 8, Whole No. 215, Sept., 214
- No. 11, Whole No. 218, Dec. 334

1964 Vol. 21:

- No. 2, Whole No. 220, Feb., page 38
- No. 4, Whole No. 222, April, page 49
- No. 5, Whole No. 223, May, page 125
- No. 6, Whole No. 224, June, page 158
- No. 7, Whole No. 225, July-Aug. p. 180
- No. 9, Whole No. 227, Oct., page 238

1965 Vol. 22:

- No. 1, Whole No. 229, Jan., page 19
- No. 3, Whole No. 231, March, page 68
- No. 4, Whole No. 232, April, page 98
- No. 5, Whole No. 233, May, page 122
- No. 7, Whole No. 235, July-Aug., p. 177
- No. 8, Whole No. 236, Sept., page 198
- No. 11, Whole No. 239, Dec., page 302

1966 Vol. 23:

- No. 1, Whole No. 240, Jan., page 6
- No. 3, Whole No. 242, March, page 58
- No. 4, Whole No. 243, April, page 85
- No. 8, Whole No. 246, August, page 177
- No. 9, Whole No. 247, Sept., page 197
- No. 12, Whole No. 250, Sept., page 197

1967 Vol. 24:

- No. 2, Whole No. 252, Feb., page 35
  - No. 3, Whole No. 253, March, page 78
- C. Russell McNeil, No. 649



# Early Oxford County Post Offices

by Max Rosenthal

This article will cover the early post offices of the five townships in Oxford County not covered in earlier articles in BNA Topics: the two Norwich Townships and Dereham in the south, and Zorra West and Nissouri East in the northwest.

The survey of Norwich Township was begun by William Hambly in 1799. In 1810 Peter Lossing purchased lot 13, concession 2, just southeast of the future village of Burgessville. Norwich Township was to be divided into South and North townships, with both Burgessville and Norwich village in Norwich North. Long known as Norwichville, Norwich village began when the first store was opened in 1828 by William Barker.

Peter Lossing opened Norwich post office in his house in 1830. In 1834 Ephriam Cook took it over. A letter from him in the Ontario Archives, written to Wm. Rowan, Private Secretary to the Lieutenant-Governor, June 18, 1834, is postmarked with a large double circle enclosing **NORWICH** in italics, with "21 June 34" written in. Colonel Thomas Wallace became postmaster in 1839. He kept a store on the north side of Main Street.

D. D. Wilson had the contract in 1832 for carrying the mail between Burford and Norwich, once a week, for which he received just over £10 a year, a little more the next year, as the amount of mail increased.

West Zorra's prevailing nationality was to be Scottish. The year Zorra Township was surveyed, 1820, two of the earliest settlers from the highlands of Scotland, William and Angus McKay, arrived. Angus returned to Sutherlandshire in 1829, and induced many settlers to come to Zorra. It was to be divided into East and West Zorra Townships in 1845.

Donald Matheson came to Embro, near the center of West Zorra, in 1833. When a post office was opened there in 1835 he became postmaster, the name Embro being the old Scottish form of Edinburgh.

The first settlement at Otterville was made in 1807, when grist and sawmills were erected on Otter Creek. The first store in South Norwich was opened in 1816 in Otterville on the flats south of the bridge,

with William Holmes as proprietor, but a post office waited until 1837 to appear, when J. H. Cornell opened one.

## TILLSONBURG

In the fall of 1824, George Tillson and Benjamin Van Norman, looking for markets for the products of their iron smelter at Normandale, near Long Point, blazed their way up Otter Creek to the spot in south-eastern Dereham Township where Tillsonburg now stands. They camped for the night on the river flats where Highway 18 now joins Vienna Road. In the morning they looked out over the valley of the Otter, and Tillson had a vision of a future town, with the Otter supplying water power. He and Van Norman bought the site of the town.

Tillson erected a furnace on the banks of the creek, then a forge for making bar iron. The place was called Dereham Forge. The most pressing need was roads. One was soon cut through to Talbot Street, also the Ingersoll and Port Burwell Road north and south. In 1836 the hamlet was surveyed, and given the name Tillsonburg.

In 1841 Benjamin Van Norman applied for and was successful in establishing a post office there, called Dereham. Mail on horseback came at first weekly and then tri-weekly. It would come clattering over the wooden "white bridge" uphill to the new frame dwelling of Van Norman. There, alighting at a door in the end of the building, the rider would lift a parcel from out of his bag, hand it to Van Norman's assistant David Herrick in a tiny room behind the store which occupied the first floor, and Herrick would begin the sorting of the scant mail for the few people of the settlement.

A letter in the Ontario Archives from Van Norman to T. Bouthillier, Crown Lands Department, Kingston, written April 6, 1844, is postmarked with a medium-sized double circle broken by Dereham, U.C., with the date written in.

In 1847 George Tillson's younger son E. D. Tillson began in business for himself, building a saw mill. He became postmaster of Dereham in 1854. However, when the McLean Block was built in 1855, Lachlan McLean established in the end of that



building, on Oxford Street. He was a champion checker player, and the new office saw many games played.

The town was incorporated as Tilsonburg in 1869, the post office name already changed in 1867. Through an error in the incorporation the second "I" was dropped, and the name continued with a single "I" until 1902, when several citizens, in consideration of the services rendered by E. D. Tillson, had the spelling corrected.

Settlement in Nissouri Township commenced in 1819, and it was later divided into East and West townships, the latter going into Middlesex County. Previously called St. Andrew's, Thamesford post office opened in East Nissouri in 1851, on the Governor's Road or Dundas Street where it is crossed by the Middle Branch of the Thames River. Before the building of the Canadian Pacific Railway the mail was brought daily by stage from Ingersoll. Nissouri post office, opened in 1853, will be mentioned later.

Two more post offices appeared in 1851. Formerly Unionville, Newark was established in North Norwich in lot 23 on the 5th concession road. In Dereham, Mount Elgin opened on the present Highway 19, as its west side of the 6th concession road. It was probably called after Governor-General Lord Elgin, and it is on a high hill.

At the 9th concession road and 21st sideroad of South Norwich, Springfield opened in 1852. It derived its name from a ford of Spring Brook, flowing through the village.

Burgessville opened in 1853 in North Norwich, at the 1st concession road and 14th sideroad. It had been known as Snyder's Corners, after an early settler, until the post office was established. Then it was named after Edward Burgess. His father settled two miles east of the village in 1818.

At the 11th concession road and 21st sideroad of Dereham Township, Brownsville post office was opened in 1854. It was named after Brinton Paine Brown, the son of Captain Benajah Brown, who settled a few miles west of the site of Ingersoll in 1797. In 1841 Brinton Brown moved to land a mile northwest of Brownsville. He was a personal friend of the Reform leader Francis Hincks, through whose efforts the post office was established, and E. F. Brown was postmaster.

It was Hincks who named Harrington post office, when it was opened on the 30th sideroad west of the 3rd concession road, in West Zorra, the same year, in honour of his friend, John Harrington, who settled near its site early in the 1840's. Formerly called Springville, its full postal designation was Harrington West.

Where the 5th concession road reaches the northern boundary road of West Zorra, Fairview post office opened in 1854. Eight years later it moved across the border into the Gore of Downie Township, Perth County.

On the present highway just north of the 2nd concession road of Dereham, Salford was opened in 1855. It had been known as Manchester until then, so the name was changed to that of a suburb of the English city. In the same township Culloden was established at the southwest corner of the 9th concession road and the 21st sideroad. At the side of a small lake in East Nissouri, Lakeside opened in 1856, at the northeast corner of the 11th concession road and the 25th sideroad.

Brookdale appeared in 1859 at the 5th concession road and the 25th sideroad of West Zorra.

In 1826 Benjamin Swayze purchased 2,000 acres in Nissouri Township. To his eldest daughter, who married Henry Campbell, he gave 100 acres. The first schoolhouse was built on this farm just west of Silver Creek, at the future Kintore, in 1835. The early meetings of the township council were held in it. William Murray was the first postmaster of Kintore, in 1862, keeping the post office in a hotel a half mile north of the corner of the 11th concession road and the 15th sideroad. He came from Kintore, Scotland.

Also in Nissouri East, in the same year was established Medina, at the southwest corner of the 11th concession road and the 25th sideroad. On the road almost a mile west of the eastern boundary of South Norwich, south of the 11th concession road, Hawtreys was opened in 1866. George Southwick moved there in 1843, running saw and planning mills. The next year opened Holbrook, in North Norwich, on what is now Highway 59, at the 21st sideroad. In Dereham opened in 1870 Verschoyle, at the southwest corner of the 5th concession road and the 21st sideroad.

West Zorra got several new post offices



in 1874. At the 3rd concession road and 20th sideroad opened Bennington. When a name was wanted for the new establishment, the residents tried to think of an uncommon one. Knowing that Captain Turner came from Bennington, Vermont, they selected that name. Youngsville, at the 5th concession road and 20th sideroad, was named for Gabriel Youngs, who had 1,000 acres across the site of the village. Edward Young was postmaster. Maplewood was also established. It was at the 8th concession road and 30th sideroad,

Ostrander opened in 1876 in Dereham on the east side of what is now Highway 19 a little south of the 7th sideroad, on the property which Henry B. Ostrander had moved to 22 years earlier. He was postmaster.

A year after the statesman Benjamin Disraeli was made Earl of Beaconsfield, in 1877 Beaconsfield post office was opened in South Norwich, where the present Highway 59 crosses its northern boundary road. Two years earlier in the same township, at the northwest corner of the road in concession 10 and the 14th sideroad, Cornell post office had been established. Formerly called Farmersville, it was named after John H. and Samuel P. Cornell, merchants there since 1855. Samuel Cornell was postmaster.

At the western boundary road of East Nissouri and the 20th sideroad, Oliver post office came into being in 1878. It was named for Thomas Oliver, M.P. for North Oxford, through whose efforts it secured the post office.

Delmer appeared in 1881 at the 11th concession road and 14th sideroad of Dereham. 1882 saw Dereham Centre estab-

lished, at the 7th concession road and the 14th sideroad. At the western boundary road of East Nissouri and the 15th sideroad Cobble Hill was opened in 1883. In 1886 it moved west across the border into West Nissouri.

Granthurst was opened at the 9th concession road and the 30th sideroad of East Nissouri in 1890. It was named after John Grant, merchant and postmaster.

Rosanna came into being in 1895 in South Norwich, in lot 18 on the 12th concession road. The same year North Norwich had Zenda opened, as its western boundary road north of the 4th concession road.

Wildwood was established at the northern boundary road of East Nissouri and the 12th concession road in 1896. L. W. Lang, having a friend in Wildwood, Pennsylvania, suggested this as the name of the post office. Rayside was opened in Zorra West in 1897. It was at the south boundary road and the 2nd concession road.

Since 1853 there had been a post office called Nissouri on the boundary between West Zorra and East Nissouri at the 10th sideroad. Originally it had been on the East Nissouri side, in lot 9, later on the West Zorra side, on the north side of the 10th sideroad east of the boundary road, in a grocery. When John McKenzie became postmaster, the post office was moved to his residence on the southwest corner. Meanwhile, in 1897 its name was changed from Nissouri to Holiday.

At the 9th concession road and 10th sideroad of East Nissouri, MacMillan post office was opened in 1901, named after early settlers. In 1909 it was renamed Pasadena.

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## *Canadian News* by Donald Jean, BNAPS No. 2156

A collector has inquired into the status of the post office, at "Lindbergh", Alta., also its previous history and when it was opened. This post office was first opened under the name of "Tyrol" on June 15, 1909. The name was later changed to "Mooswa" (not Moose Jaw) on the first of November 1912. The name "Lindbergh" was established some 17 years later on January 28, 1929.

Many inquiries and wonders have been received in regard to Canadian stamps showing up as "phosphor", "fluorescent" or "tagged". The first report was made in December 1967 on the 4c Cello Paq (Lyman's 457B) from a philatelist in Winnipeg who was looking for the usual bars running down the sides of the stamps but found under ultra-violet light that the miniature

# More Sketches of BNA Pers

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

No. 131

LAWRENCE M. BELL

No. 1467

It is a coincidence that the previous sketch (Lewis Ludlow) is member No. 1465 and is now followed by a Sketch of member No. 1467—that of our new member of the Board of Governors—Lawrence M. Bell.

Larry is a native of Saint John, New Brunswick and was educated locally. At a very young age, he entered the business of investment and securities and after more than twenty years, he has risen to the position of manager of the three New Brunswick offices of the firm of Nesbitt, Thomson and Company Limited. He is also a director of his company as well as being a director of several local companies.

A long time collector, Larry began his BNA collecting in the fifties and from there developed his specialization of his home province. We all remember his outstanding collection of New Brunswick which won the Grand Award at our convention at Muskoka. Three years ago, he sold his collection but now he is at it again—this time he is building a collection of both New Brunswick and of Nova Scotia, but “after looking at the prices at the Dale-Lichtenstein sale, it is going to be very difficult.”

Larry is married and we must persuade Betty to come to our conventions. Then



there are three charming daughters, so you can easily see why they have named their 36-foot cabin cruiser “Five Bells”. Salmon fishing is Larry’s major outdoor sport followed by the hunting of the elusive duck. Comes the winter and it is time to get out the skis.

We are looking forward to the time that Larry can exhibit again and that he will be able to join the anticipated large group that will meet in Vancouver this fall.

*(Continued from page 206)*  
sheets were all tagged.

The second report was on paper showing fluorescence on 1968 issues. This matter was taken up with the Canadian Post Office officials and the manufacturer of the paper.

The findings are that the examinations were made by the Meteorological, Hydrological and Narwhal stamps which were printed by four-colour lithography on coated paper, and only the paper used to print the Narwhal stamp was found to be fluorescent.

The fluorescence would be introduced in the form of waste material added to the normal pulp as standard practice, so such findings are not to be placed in the same category as true, tagged postage stamps.

A dual cancellation is being received out of the Greenwood, Nova Scotia post office.

One is a meter use No. 54855, reading, “R.C.A.F. Station Greenwood, N.S.”, plus a machine overprint, bar type (seven bars) reading, “Greenwood, N.S.”. The office’s proper name is “Greenwood”, the “R.C.A.F.” becoming unofficial over a year ago.

Anticipated difficulties are being encountered with the continuous web-fed press at Ottawa printing stamps. A large number of imperfections are turning up and being reported, including extensive doubling on the design side of the coils and skewed impression on the multi-coloured stamps.

It has been discovered that the Hydrological (481) stamp has a very rare and scarce variety. It is called “The Dotted Sun” variety. A beautiful red dot appears in the sun of the stamp, a really interesting and quite remarkable copy to see.



# Perfin Study Group

A guest column by G. Drew-Smith, No. 1921



## INTERNATIONAL HARVESTER CO. OF CANADA

### (Part III)

To start the detailed study of International Harvester of Canada's perfins, there is one general practice that I didn't realize existed until I talked to one of IHC's officers a few months ago, he told me that in his early days with the company, it was his job to perforate the stamps for the Toronto office.

He said it was the policy to not only use these stamps in the Toronto office, but also send them to their sub offices, as in the one at Orillia, the salesmen, too, were given these stamps to mail in orders and their daily reports.

I have no reason to believe that this policy did not apply to other IHC sales and service outlets.

Therefore the finding of stamps with cancellations other than the territorial office, has little meaning unless you want to try for their sub-outlets and/or sales routes.

Please note that in the following listings, the addresses, location of the perforating machine and its condition, are all 1967, unless otherwise stated.

It was just not possible to get earlier addresses from the head office.

**C12, Type I, Code O** — Catalogue says Belleville. There is no record of IHC ever having a branch, sales, service, or plant in Belleville.

However in 1903 IHC bought and operated the J. W. Mann Co. in Brockville and continued to operate this plant until it was moved to the Hamilton Works about 1910. This means that if Code O ever really existed it would have to be on Edward VII stamps or earlier, all later stamps must be from broken pins.

The location of this machine is not known.

**C12A, Type I, Code 1½**, North Battleford, Sask.

This IHC branch was opened shortly after World War I, to serve the new growth in the west.

The depression of the early 1930's led to the closing of this branch in late 1933.

Present location of this machine is not known.

Note: A 14c Tank stamp of 1943 cancelled in North Battleford with a dead centre perforation (unusual for this size of stamp), leads me to believe, someone knows where the machine is or was and ran off some philatelic copies.

**C12B, Type II, Code 2**, Yorkton, Sask.  
This IHC branch was opened about 1918-1919 and closed about 1934.

Present location of machine is not known.  
**C12C, Type I, Code 2½**, Estevan, Sask.

This branch was opened in 1919 and was closed in 1934.

Present location of machine is not known.  
**C12D, Type I, Code 3**, Brandon, Man.

This branch opened in 1908 and was closed in 1935.

Present location of machine is not known.  
**C12E, Type I, Code 3½**, Lethbridge, Alta.

This branch opened about 1910 and is still located at 304 Stafford Dr. I am trying for more information on their machine. Believe it is used occasionally.

**C12F, Type I, Code 4**, Calgary, Alberta.  
Farm implement branch 411 58th Ave. S.E. Motor truck branch 60th Ave. S.W. and MacLeod Trail, 1924-1967.

Perforating machine is at the Farm Implement branch and is used occasionally.

Bottom punch of the I missing in position 2.

**C12H, Type I, Code 5**, Edmonton, Alberta.  
Farm Implements, 10914 120th St.

Motor Trucks, 11910 111th Ave.  
Parts Depot, 10914 120th St.

This branch opened in 1918.  
Perforating machine is at Farm Implements.

Condition of machine: Punches 5, 8 and 9 in C missing from position No. 1. Punch 7 in C and rt. hand cross punch in H missing.

**C12I, Type II, Code 5½**, Quebec, Quebec.

All branches located at 1300 Boulevard Charest for Quebec province. Opened 1903. District office can't find machine. It has not been used for some time.

**C12J, Type I, Code 6**, Hamilton, Ontario.

Head office and plant. Opened 1903. General offices, 208 Hillyard St. Hamilton



Works, Sherman Ave. N. Motor Trucks branch, 601 Burlington St. E. Parts Depot, 901 Guelph Line, Burlington. While a postage meter is in general use this perforating machine is still used daily for after hours mailing. Machine is good in all positions. Machine is at the general office.

**C12K, Type II, Code 6½**, Weyburn, Sask. This branch opened after World War I, closed in 1935. Location of machine is not known.

**C12L, Type I, Code 7**, London, Ont., 1903. Farm Equipment Branch, 1712 Dundas St. E. Motor Truck Branch, 1712 Dundas St. E. Parts Depot and Store, 425 3rd St. Perforating machine at Farm Equipment.

Position No. 1 has 4-6-7-8 of C and top rt. leg of H and code pin missing. Position No. 2, 7 in C and bottom of left leg of H missing. Position No. 4, 1 and 4 in C, 2nd from bottom of both legs of H missing.

**C12M, Type I, Code 8**, Montreal, Que. From 1903.

Motor Truck Offices, 7050 St. James W. Motor Truck Branch, 5615 St. Lawrence Blvd. Parts Depot, 5615 Ferrier St. Machine is in Montreal office and is not used.

**C12N, Type I, Code 9**, Ottawa, Ontario, from 1903.

Motor Truck Branch, 515 Industrial Ave. Machine not used for some time, location not known.

**C120, Type I, Code 10**, Regina, Sask. from 1908. Farm Equipment, 2220 Albert St. Motor Trucks, 700 Broad St. No report

on whereabouts of this machine.

**C12P, Type I, Code II**, Saint John, N.B., from 1910.

Farm Equipment and Motor Trucks, 225 Thorne Ave.

Machine is in the Saint John office but is not used. Position No. 3 has no code dot. Position No. 5, 10 in C is missing.

**C12Q, Type I, Code 12**, Saskatoon, Sask. from 1928.

Farm Implements and Motor Trucks at Circle Drive and 1st Ave. N. Saskatoon office reports machine is no longer available.

**C12S, Type I, Code 13**, Winnipeg, Man. from 1903.

Farm Implements, 660 Wall St. Motor Trucks, 917 Portage Ave. Parts Depot, 660 Wall St. Machine is in Farm Implement office but not being used.

**C12T, Type II, Code 2-15**, Vancouver, B.C. from 1903.

Farm Implements and Motor Trucks at 1296 Station St., Vancouver. Motor Truck Branch, 517 Herald St., Victoria. Machine is in Vancouver office but is not used.

13, IHC, Toronto, Ontario. Motor Trucks, 5161 Bathurst St., Toronto 2B. Motor Truck Branch, 2336 St. Clair Ave. W., Toronto 5. Machine is at Bathurst Street office but is seldom used.

So you see, it pays to ask questions. Sometimes you have to keep asking, but eventually you will get an answer, maybe far more detailed than you had hoped for.

## Tagging Along

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

Once in a while I find it necessary to put together an article which is largely an accumulation of odd bits and pieces of information, and this 11th article is one of those. Possibly much of this information will appear later on in coordinated articles. but in the meantime it will be of interest to tagged fans, and at the same time I hope it will serve as a plea for members to forward all possible information they have which has not appeared thus far. This is particularly true now that I have no bulk source of mail to sort. A prime example of this is M. B. Dicketts' request for the earliest date on the new perf 12 6c definitive. Had I been getting my usual several hundred Winnipeg covers weekly as in the past, I would have been able to pinpoint

the first day with no trouble. As it is, I have a single used copy, tagged, off cover, dated 23 Apr 69. Mr. Dicketts states that he has copies dated 22 Apr., but does not advise if they are tagged or not. This information is vital, if we are to keep up to date on tagged issues. Please, members, send any information you may have concerning tagged issues, particularly since Jan. 1st, and henceforth.

I advised in article No. 10 to be on the lookout for the 1c to 5c values with a new variation of tagging, presumably with one bar only, since the Winnipeg Postmaster advised that this was being considered. Presumably this has been put into effect, because I now have the following new varieties of current definitives, but you will



have to refer back to article No. 7 and the type illustrations which were included with it.

4c used, off cover, undated, Type 4

2c used, off cover, undated, Type 4

5c used, on cover, dated 3 Apr 69, Type 4

Presumably the 1c and 3c values are also being tagged with Type 4 and I would very much appreciate blocks of four of all values from some kind soul who happens to visit a post office in Winnipeg. I hate to say this, but if our Philatelic Section in Ottawa lives up to its past performances, the new types will not be available until their present stocks have been exhausted, and that could be years. As they advised, they will not deliver tagged stamps by type. Again, please forward any information you may have on the earliest dates you may have on the 1c to 5c definitives with Type 4 single bar.

## WAR ISSUE, 1943 — DATES OF ISSUE

By F. W. L. Keane, No. 565

As is well known, the rate for single letter postage, within Canada, to other countries in the British Empire, and to the U.S.A., was increased from 3c to 4c on April 1, 1943. To facilitate payment of the increased rate, four stamps were issued, 4c red with portrait of King George VI, 14c Ram Tank, 7c Air Mail, and 17c Special Delivery Air Mail.

Authorities are by no means agreed on the dates of issue of these four stamps, and, in an endeavour to resolve the discrepancies, I wrote to the Director of the Information

Stanley Gibbons' Catalogue .....	
Holmes' Catalogue, 1968 .....	
Boggs' "CANADA" .....	
Commonwealth Catalogue .....	
Letter from Ottawa .....	

Recently one or two correspondents have raised the question as to whether the latter dates are in fact correct, in view of the persistence of the Gibbons and Holmes Catalogues in continuing to list the earlier dates.

The purpose of this present letter is to ask for additional information from any members who may have commercially used covers, or even philatelically used F.D.C.'s, dated earlier than April 9 or 16, 1943, for the respective stamps. If so, I should be very grateful for a sight of such covers, or for photographs of them, and would return

I have no information of any booklets being tagged, except of course for the 5c Christmas. Regrettably the fact that both the current booklet and the first several months of sheets were both perf 10, made it impossible to spot stamps from booklets, even if they had been available.

While not BNA information, but of interest to tagged fans, there was a 7 yen and a 15 yen stamp tagged all around the border issued in Japan in the small town of Omiya City, Saitama Prefecture, in 1966. I visited about 50 stamp dealers in Osaka, Nagoya, Kyoto, and Tokyo, and was able to buy 15 mint copies of the 15 yen, and not a single 7 yen. The ones I did purchase were only double face — the usual mark-up in Japan — but it is an indication of the scarcity of these issues, and the bright future they have — as does our first tagged set.

and Public Relations Division of the Canada Post Office in Ottawa. In a very courteous and helpful reply, dated July 21, 1967, the Division quoted their official Philatelic Records, as follows:

4c red issued 9/4/43.

7c Air Mail issued 16/4/43.

14c Tank issued 16/4/43.

17c Air Mail Special Delivery issued 16/4/43.

The following table sets out, briefly, the information which appears to be at present available. In my own article on Postage Rates, (Topics Yearbook, November, 1967), I used the dates which had been furnished to me by Ottawa.

	4c	14c	7c	17c
Stanley Gibbons' Catalogue .....	April 1	April 1	April 1	April 1
Holmes' Catalogue, 1968 .....	April 1	April 1	April 1	(no date)
Boggs' "CANADA" .....	April 10	April 17	April 1	April 1
Commonwealth Catalogue .....	April 9	April 16	April 16	April 16
Letter from Ottawa .....	April 9	April 16	April 16	April 16

them to their owners immediately. I may mention that I myself have philatelically used F.D.C.'s of all four stamps, post-marked in Edmonton on the dates quoted by Ottawa, but these of course prove nothing definite, as the dates of issue in Edmonton may possibly have been later than in other cities.

Incidentally, it is interesting to note that the Holmes Catalogue sets prices for F.D.C.'s of the four stamps within a range of 75c to \$2.50, so it would seem that they are not too uncommon.



# The Canadian Stamp Collector

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

## NEWFOUNDLAND

King George V succeeded his father to the throne in 1910 and his Coronation Day was June 19th, 1911. A new Royal Family set was issued for the event consisting of eleven values with only the top value, 15c, not bearing a portrait of some member of the Royal Family. The seal of the colony appeared on the 15c stamp while Queen Mary, King George V, the future King Edward VIII, the future King George VI, Princess Mary, Prince Henry, Prince George, Prince John, Queen Mother Alexandra and the Duke of Connaught are all shown on ascending values.

This set was first issued perforated  $13\frac{1}{2} \times 14$  and later the 1c, 2c and 5c values were issued perforated  $14\frac{1}{4}$ . The 8c value was issued with two inks used, one a blue aniline ink carried its colour through to the back of the stamp while the other ink did not. This issue was printed by Whitehead, Morris & Co., but was undoubtedly engraved for them by some other firm.

The "Trail of the Caribou" set of 1919 was a commemorative issue honoring Newfoundland's efforts in the first world war. Each of the twelve values bore a likeness of an animal that was part moose and part caribou and bore between the tablet of value at the bottom of the stamp the name of some event in the war in which Newfoundlanders had played an active part.

Events named were: Suvla Bay, Ubique (everywhere), Royal Naval Reserve, used on five values, Guedecourt, Beaumont Hamel, Monchy, Steinbeck, Langemarck, Cambrai and Combles. The Trail of the Caribou was the title of a lecture series being given in Newfoundland at the time on the exploits of the men of Newfoundland in battle. Whitehead, Morris & Co., were the printers with some other organization doing the engraving. This issue was perforated  $14\frac{1}{4}$ .

A need for 3c stamps in 1920, caused by the imposition of a war tax in the latter years of the war, and a shortage as well of 2c stamps, led to the issuance of four provisionals. The 15c, 30c and 35c values of the Cabot Issue of 1897 were overprinted; 2c on the 30c and 3c on the 15c and 35c values. Two types of the 3c on 15c exist while both the 2c on 30c and the 3c on 15c are known with the overprint inverted. On the 3c on 35c a variety is known with the lower of the two bars of the overprint missing. As in all early overprints minor varieties exist as well. There was much speculation in these provisionals and it seems they were completely sold out at the post offices within 24 hours of their issue. Quantities issued were fairly large, however, and the stamps have been finding their way onto the market at fairly low evaluations and in good quantities.

## Canadian Revenue Study Group News

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

### ONTARIO LAW STAMPS, 1870-1911

Since writing about these stamps in the May issue of Topics we have received information from Phil Little, Howard Martin and Jim Lehr along with Bill Rockett and it seems we have opened up a pig in a poke. It appears that there are many perforation varieties and color differences that need some sifting and putting together to make sense out of this issue. Comment to this point indicates that the issue was no doubt poorly perforated and consequently there are many quarter perf. variations. As soon

as we can we will try to put together a list of perf and color varieties that have been reported to us.

### ADMIRALS WITH WAR TAX

The question was raised in the April issue about the possible Lathe work in the margins of this issue which were overprinted WAR TAX. In a letter to the Editor, Hans Reiche I believe supplies the answer in that the plate numbers used for overprinting contained no Lathework. These plates are noted in Hans' book The Admiral



Stamps of 1911 to 1925. Thanks Hans for the help in this respect.

### LATHE WORK ON EXCISE STAMPS

In the May 1957 issue of Topics on page 128 there is a listing of the stamps that have lathework in the left margins of the upper and lower left panes. The numbers listed are Holmes' FEX 1, 2, 24, 33A, 34B, 46 and 78D. To date we have seen no additions to this list. Can anyone add to it? If so, we would appreciate hearing from you.

### NEW REVENUE CATALOGUE

Jim Sissons has just published an updated issue of his 1964 catalogue of the Revenue stamps of Canada and the Provinces. It also includes Franks, such as Telephone, Prisoner of War, Telegraph and Officially Sealed. Perforated O.H.M.S. and Semi Official Airmails are also covered. In view of the many price changes in these issues it is strongly recommended that you procure a copy from Bob Woolley at the earliest opportunity. There appears to be a very active market in the Revenue field at this time as evidenced by the prices obtained in the recent auction held by Jim on the 10th of July which included many of the scarce and hard to find Revenues.

### AUCTION DIARY

It was noted that the July 23rd Auction held by Robson Lowe Ltd. had two interesting items in the Revenue field, namely the 1868 Bill Stamp \$2.00 Red and Black with INVERTED HEAD and the 1906 Saskatchewan Law 5c with inverted center. These were probably from the fine B.N.A. collection formed by the late J. Grant Glassco. We don't have prices realized at this time but it will be interesting to find out.

The interesting thing is that in Jim Sissons Auction mentioned previously there was also a \$2.00 Red and Black Bill stamp with inverted Head. This makes two that came up at auction within two weeks time.

It has been a long time since one was offered previously. The one in Jim's sale realized \$575, it was in fine used condition.

### CHECK STAMPS — 1915-1953

Russ McNeil supplies some interesting info on these issues, Holmes' FCH 5 and 6. If some of you wonder why the imprint appears both in upright and sideways positions on checks, particularly those with a company name, it appears that when numbered and printed checks were sent to the government for imprint that if they didn't think they had room because of other words on the check such as "Negotiable without charge at any bank in Canada, far northern reaches excepted," along with the company name they just printed sideways. Looks like somebody just couldn't be bothered moving the imprint around to fit. Shades of our present bureaucratic tendencies.

### 1883 TOBACCO STAMPS

In the February '69 issue of Topics member Donald Jean told of an interesting find of some of these beautifully engraved issues. He notes that the 20, 60 and 70 lb. denominations, blue in color with red serial numbers were found. The issue came in three colors—black, blue and green with either blue or red serial numbers. The late R. DeL. French in the old C.R.S. List 25 mentions 57 different items in this issue both with and without watermarks, etc.

In the case of Blue stamps with Red controls he lists 20, 35, 60, 70 and 100 lb. denominations. We are sure that there must be other items not even in this fairly complete list for its time. This would be a good project for someone to try to update the lists of Tax Paid as they surely have many beautiful issues and interesting varieties. Our thanks to Mr. Jean for writing about these interesting items.

### BNAPEX '69

Come on, you revenue fans—let's have a bang-up showing of your pet items.

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## *Precancel Notes*

by T. W. Turner, No. 2394

Bob Woolley, our Editor, has requested that I submit a regular column. As I am a relative newcomer to the precancel field I would like to solicit the aid of other precancel collecting members. Please send me any discoveries, news, or information which might be of interest to the rest of us.

I would like to start by correcting a typographical omission in my June article. The sentence second line from the bottom of the first column should read: "Rows 7 and 8: the "E" of "QUE" is to the right of the "T" of 'MONTREAL'."

**PRECANCELLED DIES OF THE  
ADMIRAL 1c YELLOW, 2c GREEN,  
AND 3c CARMINE**

The inclusion of the dies of the Admiral 1c yellow (106) and 3c Carmine (109) in the 1969 Gibbons Catalogue prompted me to look for their precancelled counterparts. My search took me to Boggs and Bileski which added the 2c green (107). The dies of the 1c yellow (SG No. 246, 246a, 257, 257b), 2c green (Bileski No. G5, G7, G39, G40), and 3c carmine (SG No. 249, 249a, 259, 259a) are present in precancelled form. I have located the following:

<b>Type V</b>	<b>Peterboro</b>
V-106 I II	1-106 I
<b>Brockville</b>	<b>Quebec</b>
3-106 I	3-106 I II
<b>Calgary</b>	<b>Regina</b>
1-106 I II	2-106 I
<b>Edmonton</b>	<b>St. Hyacinthe</b>
1-106 I	1-106 II
3-106 I	
<b>Halifax</b>	<b>Toronto</b>
2-106 II	3-106 I
2-106b II	3-107 I
	7-106 I
<b>Hamilton</b>	7-106a I
1-106 I	10-106 I II
4-106 II	10-107 I II
4-107 II	11-106 I II
<b>Kitchener</b>	11-106b I
1-106 I II	11-107 II
	12-106 I II
<b>London</b>	12-106b II
1-106 I II	12-107 II
	12-109 I
<b>Moncton</b>	<b>Vancouver</b>
1-107 I	2-106 I
2-107 II	3-106 II
<b>Montreal</b>	<b>Windsor</b>
4-106 I II	3-106 II
4-107 I II	
5-106a I	<b>Winnipeg</b>
6-106 I II	1-106 I II
6-106a I	1-107 I
6-106b II	1-108 I
6-109 I	1-109 I
7-106 I II	3-106 I
7-106a II	3-107 I
7-107 II	3-109 I
<b>Niagara Falls</b>	3-109 I
3-107 I	4-107 II
	5-109 I
<b>Ottawa</b>	
3-106 I	

**CANADA OHMS OFFICIALS  
"ON COVER"**

By Roy Wrigley

On July 1, 1935, the Canada Post Office perforated OHMS on stamps used by Government Departments commencing with the 1912 K. G. V. Admirals, and carried through to Sept. 1949 when stamps were overprinted OHMS. One year later, the overprint was changed to 'G'. On Dec. 31, 1963 the use of these special stamps was discontinued and mail from Government Departments was carried without the use of stamps. Registered or Special Delivery letters were noted as such, and recorded at the registry desk. Letters could be sent Air Mail by attaching such a sticker. If a letter was insufficiently prepaid, Postage Due stamps were affixed, and the receiving department paid in cash to the P.O. Department, double the deficiency. These Canada Official stamps prepaid mail to any point in the Universal Postal Union. As legitimate Government postal issues, the perforated, as well as the overprinted OHMS should be listed in any representative stamp catalogue. They merit the respect given them by many collectors, as they were issued for use—not for speculators who offer limitless numbers of 'black spots', and so are degrading philately.

Over the period 1935 to 1963 through the use of these specially marked OHMS and 'G' stamps, the Post Office Department was able to assess the amount of postage used by the various departments. On Jan. 1, 1964, the Post Office entered into agreement with the various departments, and agencies, for prepayment of their mail, on a bulk rate, and was thus able to dispense with the use of these special stamps. Each department thus is invoiced for an amount equal to the prior year's postage.

This simple, and efficient move, effected a vast saving to the Post Office. The cost of paper stock, and gum, for the printing of, and then the overprinting of 20,565,000 Official stamps in one year, the accounting, and distribution, and newly installed postage meters, are all eliminated.

It might be noted here, that along about 1959, when the Post Office installed meters in all major offices, eliminating the use of many stamps for ordinary mail the larger Government Departments were also supplied with meters, which materially reduced the number used, and in particular the higher denominations.



A further economy was effected through introduction of a standard envelope in place of each Department having separate printings. The use of stamps is now replaced with an envelope carrying "Postes" CANADA Post, On Her Majesty's Service—Service de sa Majeste" and in upper corner "CANADA Postage Paid—Port Paye".

However, Stampless Covers have been in use for many years, where the name of the Department, or printed signature of a Department head appears, together with the regular Ottawa cancellation, with Free or "Free Canada Franco" on bars, or waves. The writer has examples of these as far back as June 21, 1940. There is also the franking "House of Commons—Chambre des Commons, Free Canada Franco" and carrying the signature of the Minister. A further cancel used, for a limited time, was "Ottawa 20 IV '54 Ontario—OHMS—SSM".

As previously noted, Canadian stamps used in Government Departments were from July 1, 1935 perforated OHMS, and later, as volume increased, they were over-printed OHMS and 'G'. These stamps were not then collected generally, as their numbers were limited and "they had holes in them". They embraced the 1912 KGV Admirals through to the 1962-3 Q.E. 'G', which were recalled, after a few months use.

Aside from the fact that the number of OHMS that were used is small, compared with the regular stamps, it was also more difficult to secure used copies from Government offices, and particularly so "on cover". In 12 years specializing in this group, I have acquired only two lots that were collected by former Government officials. Recently however, I made an interesting "find" in the estate of a deceased senior official who fortunately retained the majority of his stamps on their envelope. These embrace items as far back as the 1930 KGV Maple Leaf issue, and ranging through the 1937 KGVI, 1942 War, and Air Mails. All of these are interesting items, particularly in regard to the imprints of emergency War Departments, the War Slogan cancellations, the "Save Paper and Envelopes", and "Blackout" Cancellations.

During World War II many had slogans: Enlist Now! Buy Victory Bond, Save Paper Bags and Paper, Save Coal 1 ton in 5, Eat Right for Health, Pay No More than Ceiling Prices, V, Remembrance Day, etc.

In line with its appeal to citizens to save, the Government issued orders that all envelopes be slitted at the top, and supplied each Department with labels to permit the envelopes to be used time and again. The label read "Use your envelopes over again. Save Paper! Save Shipping! To open slit along dotted lines, so the envelope can be used again. OHMS. From..... To.....". An instance of this is an envelope from the Oil Controller for Canada, 15 King St. W., Toronto, Ont. Department of Munitions and Supply, under a 4c 1942 War issue, perforated 4 holes, with a slogan cancellation, addressed to Prince Rupert, B.C. The envelope is slitted at the top, and the "Save Paper" label addressed from the Indian Office, Prince Rupert, to Major D. M. McKay, Indian Commission for B.C., Box 76, Vancouver, B.C. Over the original 4c 1942 War issue stamp postmarked Toronto, Ont. was affixed two 2c brown War issue, perforated 4 holes. What makes this a remarkable piece is the type V "Blackout" cancellation, dated "18-Jul 21-44" the name of the Port being omitted, as Prince Rupert was one of the six seaports in Canada the Post Office blacked out, to guard against enemy interception of mail. German subs entered the St. Lawrence, and were off Halifax, and a Japanese sub shelled Carmanah Light, near Victoria.

While Canada OHMS Officials "On Cover" are of marked interest, the "Save Paper and Envelopes" cancels have particular historic interest.

The writer, at 2288 Bellevue Ave., West Vancouver, B.C. would be pleased to hear from others interested in this group of Canadian Philately, and in turn will send a "write-up" fully describing the OHMS on request.

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# Plate Varieties of the Two Cent Stamps 1912-1922

by Edward J. McGrath

(Concluded)

## Plates Approved in 1916

Date of Approval	Plate Number
April 18 .....	97-98
April 26 .....	99-100
May 18 .....	101-102
July 5 .....	103-104
July 14 .....	105-106
Oct. 11 .....	107-108
Oct. 13 .....	109-110
Dec. 23 .....	111-112

Plates 93 and 94, which were approved on Dec. 9th, 1915, represent a new type, which I call Type II. Sometimes it is hard to tell apart from Type 9, which was produced from plates 87 to 90, because the two types are so similar. The main difference is that the retouching of the spandrel lines on plates 93 and 94 is not as strong as it is on plates 87 to 90. In his book George Marler says that plates 93 and 94 are from a transfer roll from a worked-over die—the spandrel lines of the die itself having been retouched. My earliest date for Type II is Jan. 13. Its normal period of use was from January to June, and it can often be distinguished by its color, which is mainly scarlet, pale to medium brilliance. The three other new types of 1916 were most likely never printed in scarlet.

Type 12. A stamp dated My. 2 has the outer line of the right box weak for for 1 mm. from the top and the same line of the left box is weak one fifth of a mm. from the top. There is a small lower left frame line junction dot. The upper right spandrel line is weak and open at the top and the rim surrounding the vignette is also weak. The outer line enclosing the white oval space at the right does not bulge out into the outer frame line as it does on plates 93 and 94. These characteristics constitute an entirely new type. Coming as it does, after plates 93 and 94 and showing minor differences, Types 12 must be from a new transfer roll. It was in general use for about four months.

The next type, Type 13, is very much like Type 12, except that the entire outer line of the right box is light. Occasionally there is a very small break at the top of the outer

line of the left box. My earliest copy is Au. 7, though it may have come into use as early as Type 12. Type 13 is very common since it was in constant use until June of 1917. It must be from a large group of plates.

On early dated copies of Type 13 the lower left frame junction line is almost broken and there is a junction dot, as is the case with Type 12. On later dates, this line is fine and even, or sometimes thick and the junction dot is gone. This latter variety is the more common of the two.

Type 14. The outer line of the right numeral box is stronger than it is on Type 13. Sometimes there is a very small break at the top of the outer line of the left box. This type probably came from the same plates as Type 13. Period of use: July to December, 1916.

When examining minor details consideration must be taken of plate wear. Thus very slight differences between two stamps of the same type can be expected and not regarded as constant. The difference between a plate that has just started to print stamps and another that shows wear is striking.

The color of the stamps of the last three types is carmine red. Compared with the dark carmine red of 1918 to 1922, it is duller and often looks like rose red.

In 1917 I find no new types until June. A stamp dated June 24th surprises me by having two small breaks in the lower left frame junction line. So we have Type 15. The outer line of both numeral boxes is often weak at the top, one quarter of the way down. The upper right spandrel line is stronger than that of Types 12 to 14, and it is usually closed at the top. Type 15 was in use until March 1918.

Since there are many stamps of this period that do not show the two small breaks in the lower left frame junction line but have the other characteristics of Type 15, I call them Type 16.

Occasionally there are stamps with the lower left frame junction line retouched and with the outer frame line of the two boxes fine and unbroken. I call them Type 17. My earliest date is Oc. 17, 1917. The latest is Ap. 20, 1918.



For about the first six months of 1917 the colors are about the same as those of 1916. During the last six months the color of many stamps is a dark carmine red.

On Nov. 20th plates 113 and 114 were approved.

Plates approved in 1918.

Date of Approval	Plate Number
Jan. 28 .....	115-116
Apr. 30 .....	117-120
May 17 .....	121-122
May 23 .....	123-124

The three types noticed in the last six months of 1917 can be seen in the first four months of 1918.

Type 18. Earliest date: Mar. 18, 1918. This is a very scarce type, in use for only a few months. The outer line of the right box is light with a potential break near the top and bottom. The upper and lower right frame junction line is usually weak. The white space of the right side of the outer oval is broader here than it normally is and protrudes into the band of color between the "E" of "Postage" and the top of the lower right maple leaf. The lower left frame junction line is firm and the outer line of the left box is fine. The upper right spandrel line is light and so is the rim of the vignette.

Type 19. This is very common since it can be seen from March 4th, 1918 to July of 1920. Except for the upper and lower right frame junction line usually not being weak and the white space of the right side of the outer oval being normal at that spot, Type 19 is very much like Type 18. Sometimes there is a potential break near the bottom of the outer line of the right box; sometimes there is a potential break near the top and sometimes the two occur on the same stamp. The outer line of both boxes is generally light, especially the right one. The upper right spandrel line is often well defined, most strongly at the top. The rim of the vignette is also well defined. On many stamps there is a break (or a weakness caused by two horizontal lines not meeting the rim) on the left side of the rim opposite the lower part of the king's beard. On some stamps there is a minute break on the right side of the rim opposite the top of the king's shoulder. Type 19 can be divided into several sub types.

Those stamps that do not have the potential break near the top or bottom of the outer line of the right box I give another type number, Type 20. The outer line of

both boxes is stronger than it is on Type 19. I have pairs that show the outer line of the right box stronger on one stamp, indicating two slightly different subjects of a transfer roll on a single plate. There is also the possibility that the line of the right box was retouched now and then. The Type 20 variety appears scattered throughout 1918 to 1920 and is much less common than Type 19.

The stamps of 1918 were printed in various subtle shades of carmine red, the darkest shades occurring during the last six months.

Plates approved in 1919.

Date of Approval	Plate Number
March 5 .....	125-126
April 30 .....	127-128
May 31 .....	129-130
June 23 .....	131-132
July 23 .....	133-134
August 7 .....	135-136
September 24 .....	137-138

The stamps of 1919 are entirely Type 19 and 20, with several sub types of the former, often determined by the lower left frame junction line.

Dark carmine red, in various tints, is the color most often prevailing in 1919.

Plates approved in 1920.

Date of Approval	Plate Number
Jan. 12 .....	139-140
Feb. 19 .....	141-142
Feb. 21 .....	143-144
April 8 .....	145-146
April 21 .....	147-148
Sept. 10-11 .....	149-150
Oct. 6-7 .....	151-156
Oct. 26 .....	157-158
Nov. 11 .....	159-160

A new type, Type 21, appears in the summer of 1920. The main type has three clear breaks at the top of the outer line of the right box, with two very weak lines between them. The rest of the line, three quarters of a mm. from the top, is fine or heavy. The entire outer line of the left box is fine while the line of the upper right spandrel is strong. My earliest date is Jul. 14, 1920.

There are two sub types. Type 21A has no break at the very top of the outer line of the right box. The second break is only potential but the third is clear. Earliest date: Au. 11th.

Type 21B has no breaks. The line is only weak for about three quarters of a mm. from the top. Earliest date: Sp. 15. Type



21B is more scarce than Type 21 or 21A which are of the same scarcity.

On a stamp dated Nov. 26 the outer line of the left and right box is stronger than that line of any previous type, from Type 12 to 21. The upper right spandrel line is strong and unbroken at the top and the upper left spandrel line is fine. The lower left and right spandrel lines are very light, often barely visible. This is Type 22.

Dark carmine red, with some very dark or very bright shades, is the predominant color of 1920.

On a stamp dated Mr. 21, 1921, the spandrel lines, the frame junction lines and the outer lines of the left and right box are stronger than the same lines of the earlier examples of Type 22. This variety of Type 22 is the commonest and can be often noticed until the end of the issue.

A stamp dated Mr. 7, 1921, has a very clear break in the lower left frame junction line, otherwise it has the characteristics of Type 22. I have a block of four that shows each stamp with the break. I call this variety Type 23. In his book on the Admirals Hans Reiche says this type is from plates 157 and 158.

A very small break in the lower left frame junction line just above the first horizontal line that extends to the lower left spandrel line is first seen on a stamp dated Ap. 12, 1921. In other respects it is the same as Type 22. I call this type 22A. It is about as common as Type 22. Type 23 also has this very small break, one quarter of a mm. southwest of the first one.

The colors of 1921 are dark carmine red, with many shades a very dark or a very bright carmine red.

Except for a few stamps being from the older types, nearly all the stamps of 1922 until June or later, when the two cent green came into use, are Type 22 or 22A, with Type 23 trailing behind. On a stamp dated Ap. 17, 1922, I notice that the outer lines of the numeral boxes are not as heavy as the same lines of the three types just mentioned, so I classify this new variety as Type 22B. It isn't common. However, the early printings of the two cent green more often have the characteristics of Type 22B than they have of 22 or 22A.

The colors of 1922 are the same as those of 1921.

In judging the colors of the retouched die I have used Stanley Gibbons Colour Guide of 1965. As it has often been said,

the color of a stamp is best seen in daylight. It is then that the beauty of a particular shade stands out most clearly. Under electric light the colors tend to reflect the yellow glow of that light, causing carmine red stamps to look like scarlet. Clear daylight is also easier on the eyes.

Regarding the paper, the mesh is vertical for the entire issue and there is a wide variation in its thickness. For instance, Type 22 can now and then be found on a thin paper or on a paper as thick as that called carton.

Telling the various types apart is a big and elusive problem. Type 13 and 19 look very much alike and undated examples should be carefully compared with dated ones. The first thing to check is the color. A very dark carmine red stamp is never Type 13. Its color is duller in comparison, verging on rose red.

In his book on the Admirals Hans Reiche lists a Type 2F and 2G. I lack a dated copy of both and regard them as rare, for I doubt whether I even have undated examples. Type 2H is very common but it is very slight, hardly recognizable. In an article on the Admirals in the August 1968 issue of *Maple Leaves* E. A. Smythies mentions plate 122 as having a small horizontal dash of color outside the outer frame in the lower right corner, like plates 11 and 12 of the horizontal coils. I have a few dated copies of this variety—one dated Dec. 21, 1918, another Ap. 14, 1919. Plate 122 belongs to Type 19.

George Marler and Hans Reiche have classified the booklet plates into types and a question is how to tell single booklet stamps apart from those with straight edges that are from the ordinary issue. The answer is not difficult in many cases when plates 1 to 16 of the booklet stamps are concerned. These plates were made from a transfer roll, or rolls, that had the spandrel lines, the numeral box lines, the horizontal lines and the rim of the vignette more strongly engraved than the same lines on the plates of the ordinary issue of the same period. Early booklet stamps often have the sharpness of a plate proof. Plates 17 to 20 of the booklet issue must have been made from a transfer roll similar to the rolls that produced ordinary stamps, that is stamps of Type 12 to Type 19, since there is no distinct difference between Type 6 and 6A of the booklets and Type 12 to Type 19 of the ordinary issue.

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## PLATE VARIETIES OF THE TWO LENT STAMPS, 1912-1922

(Continued from page 213)

Re-entries on stamps of the retouched die are as rare as those from the original die. Retouches are as numerous on stamps of the retouched die, proportionately, as they are on those from the original die. Except for the extensive retouches on subjects from plates 87 to 90 and the consistent retouching on plates 93 and 94, they are slight and appear most often on the

outer line of the numeral boxes and the lower left frame junction line. The oddest and strangest and most extensive of the retouches are the few that strengthen the entire lower left spandrel line.

Apart from re-entries, plate varieties are more abundant on this two cent stamp than on all the small queens put together.



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1851 S.G. 2, 3d. dull red, good to enormous margins. Good colour, slightest run but not detracting from fine appearance. Cancelled with 12 oval grid, ex. Dale/Lichtenstein with R.P.S. certificate, @ **\$156.**

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**NOVA SCOTIA** 1851 S.G. 1, 1d. red brown, fine used example, large margins on three sides and clear on other, with R.P.S. certificate, @ **\$312.**

1856 Cover bearing 1851 6d yellow green bisect, S.G. 5a, together with pair of 1d. red brown, S.G. 1, firmly tied to cover with oval grids. Oval date stamp on front and "Halifax Nova Scotia De 31 1856" c.d.s. on reverse. Scarce and attractive, Ex Dale/Lichtenstein, @ **\$1,040..**

1851 S.G. 3, 3d. bright blue. A superb unused pair, margins clear on all sides, @ **\$364.**

1851 3d. bright blue. A superb example with very large margins on cover from Halifax to Charlottetown, P.E.I. Very attractive cover, @ **\$130.**

1860 1c black on white paper, partly imprint block of eight with the horizontal pairs imperf vertically, fine mint, @ **\$247.**

THE ABOVE ITEMS ARE OFFERED SUBJECT TO STOCK

If you would like to see any of the above, or have any other requirements, do not hesitate to airmail us and we shall be pleased to hear from you. Write to:

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## J. GRANT GLASSCO

The incomparable collection of British Used Abroads formed by the late Mr. Glassco of Toronto has been entrusted to the Mercury Stamp Company, Inc., and Messrs Robson Lowe, Ltd., for a joint auction sale to be held in London, England on Nov. 25th and 26th, 1969.

The viewing schedule will be:

September 19th .....	Bergen, Paris
September 20th .....	Oslo, Paris
September 22nd .....	Stockholm
September 23rd .....	Rome, Madrid
September 25th ....	Dusseldorf, Bologna, Florence and Geneva
September 26th .....	Frankfurt, Milan, Berne
September 27th .....	Munich, Milan, Lucerne
September 29th .....	Zurich
September 30th-October 2nd .....	Vienna
October 3rd-4th .....	Zurich
October 6th-10th .....	Basle
October 22nd-25th .....	London
(in conjunction with the British Philatelic Association)	
November 3rd-7th .....	New York

Other viewing times are being arranged for London.

Myself and other officers of the Mercury Stamp Co. Inc., will assist in these displays.

North American collectors interested in British Used Abroads and related material should plan on viewing the collection in New York at our offices, during November.

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# AUCTION

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