



CANADIAN BOOKLET PANES AND MINIATURE SHEETS

Last month we listed the early issues of Canada we had available. Due to recent purchases and sales we have added some new numbers to stock while selling out in a few others. We feel that it would be wise to keep up with Canada's latest booklets and to give our customers a choice of new and better material. We have had relatively good orders of these. Your regular customers and complete booklets are available on all these items.



BNA TOPICS

Official Journal of The British North America Philatelic Society

CANADIAN BOOKLET PANES AND MINIATURE SHEETS

Last month we listed the earlier panes of Canada we had available. Due to recent purchases and sales we have added some new numbers to stock while selling out in a few others. We feel that it would be wise to keep up with Canada's latest booklets since many perforations, shades and paper varieties exist and have had relatively short periods of usage. Your inquiries are welcome. Complete booklets are available on all these items.

SCOTT No.	MINT	USED	SCOTT No.	MINT	USED
306a	\$1.15	\$1.15	454b	.40	.50
306b	1.15	1.15	454c	.50	1.00
306c (stitched)	1.75	—	455a (Opal)	.35	.50
325a	.25	.25	457a	.40	.45
327a	.30	.30	457c (p. 10)	1.50	2.00
327b	.80	.80	458a	.75	1.00
328a	.50	.50	458c	1.50	2.00
328b	.65	.65	458De (p. 10)	2.00	—
336a	.50	.90	458Gh (p. 10)	2.25	—
336b (stitched)	1.50	2.00	458Gi	2.00	—
337a	.15	.18	458Gk	.35	—
340a	.50	.50	458Gk (p.v.a. gum)	.40	—
340b	2.00	2.25	458Gl (p. 10)	.40	—
341a	.40	.50	458Mn (25c)	.35	—
341b (stitched)	.75	1.00	458Mo (\$1)	1.40	—
401a	.25	.30	488a (l or r)	.85	—
404a	.65	.75	488aq (l or r)	.95	—
405a	1.00	1.25	502a (l or r)	.80	—
454a	.15	.20	502aq (l or r)	.90	—

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CANADA'S 4 COUNTERFEITS

by E. H. Hausmann

with assistance from Stanley Lum

In the annals of the Canadian Post Office there have been no cases of counterfeit stamps made to defraud the authorities out of their fee for delivering the mail. At least not until 1960, by which time the low costs and improved techniques of offset printing (and some will say increased postal rates) made this crime more or less practical. From then, cases of counterfeiting became relatively frequent.

During research for an article in the *Toronto Star* on the subject (which never appeared because its appeal was thought to be too limited) I wrote to the RCMP, which obliged with a full account of the known cases of postage stamp counterfeiting, taken from its files. The counterfeit section was also good enough to offer the newspaper access to its exhibits.

Four different stamps were counterfeited since 1960, though philatelists seem aware of only two. No record appears to have been kept of the form in which the counterfeits appeared — coils, panes or whatever — though one can presume they were made in regular sheets. All were printed by offset lithography and all were done in Quebec province. The quotations below are from the RCMP letter:

1954-61: 4c Violet (Scott 340)



"On December 6, 1960, eight counterfeit Canadian 4c postage stamps were recovered in Montreal. The stamps bear the portrait of Queen Elizabeth II, printed in blue ink and have a washed out appearance, making them poor reproductions. They were the only ones of this nature brought to our attention."

Presumably no convictions were made by the RCMP, and no copies are known to exist in collectors' hands.

1962-63: 4c Carmine (Scott 404)



"One of the major stamp cases is one which originated on February 17, 1965, when a search conducted in Chomedey, P.Q. (near Montreal) resulted with the

seizure of 6,777,000 counterfeit Canadian 4c stamps of the 1963 issue. Also seized at this place were two printing presses along with other printing paraphernalia. A total

of six persons were charged in this case; one person was subsequently convicted. The sentence given was one day in jail and \$1,000 fine."

Only one copy is known to have survived, outside of any held by the RCMP. Soon after they were released Trafton C. Smith, a BNAPS member living outside Detroit, went through several pounds of copies of the stamp and noticed that one had an unusual shade. He put it aside. Many months later he read an article by A. W. McIntyre in the February 1968 issue of *Topics*, which described the counterfeit. He checked out the copy he had put aside, and sure enough, it was one of them. He wrote a letter about it to *Topics* which appeared in the April 1968 issue.

Dealer-collector Stanley Lum of Toronto immediately wrote Smith to find if the counterfeit was for sale. It wasn't, Smith informed him, but if and when he ever would decide to sell it he would give Lum first choice. "He was true to his word," Lum told me last month. "He wrote me in the spring of 1971 and offered to make a trade. I was delighted and grateful when we made the deal." Lum still has what appears to be the sole surviving copy. It is, of course, used. The counterfeit is well reproduced (possibly due to the simplicity of the original design) though the color is slightly off.

1967-71: 4c Carmine (Scott 457)



stamps 1967 issue, was affected. The arrest of one individual also resulted from this seizure. This person was charged under Section 319 of the Criminal Code and convicted on July 19, 1968 to one day in jail and a \$1,000 fine. Follow-up investigation led to the identification of the "backer" of this operation who was subsequently charged and acquitted."

As with the first counterfeit, no copies seem to have survived for collectors.

1967-71: 4c Orange (Scott 458d)



are found, then presses, a succession of small stocks and finally a large stockpile. It could have been one ring with several presses, or two or more separate rings:

On April 22, 1969 as a result of extensive investigation in Montreal, a local resident was arrested in possession of two aluminum plates bearing the impression of 6c postage stamps, 1968 issue, and approximately 500 sheets of gummed paper. This quantity of paper was sufficient to produce over 1/2 million stamps. He was charged and on November 29, 1969 convicted; he received a six-month suspended sentence.

"In June 1969 in Quebec province the search of a summer cottage resulted with the seizure of over 700,000 counterfeit Canadian 6c postage stamps, 1968 issue, together with the printing press, perforator and other counterfeit paraphernalia. A number of persons were charged and judicial proceedings are still before the court.

"On January 21, 1970 inquiries in Montreal led to the abode of a local resident where a search was conducted and 450

counterfeit Canadian 6c stamps of the 1968 issue were seized. He was charged under Section 319 of the Criminal Code, convicted, and sentenced to a jail term of 15 days plus \$100 fine.

"In April 1970 an individual was arrested in Toronto for possession of 468 counterfeit Canadian 6c postage stamps, of the 1968 issue. He was charged accordingly. However the case against him was dismissed.

"During the month of May 1970 a Montreal man was arrested for distributing approximately 2,000 counterfeit stamps of the 1968 issue to different business concerns in Montreal. He was brought before the courts and was sentenced to jail and a fine: one hour in jail plus \$100 fine.

"In Montreal, on August 28, 1970, 102,300 counterfeit 6c stamps, 1968 issue, were recovered from a locker in the Canadian Pacific Windsor Station in Montreal. A woman was arrested, charged under Section 319 and sentenced to jail for four months, plus the time already spent in jail, of three months."

The last two cases were mentioned in newspaper articles, which led to dealers checking carefully through any bulk lots of used stamps they received. At least two Toronto dealers turned up copies, perhaps six between them. A third, Stanley Lum, went out looking for them; for three or four months beginning late last year he went through over 15 pounds of Transportation 6c orange stamps, and turned up less than six. "I was going nutty," he said, "after looking through that many copies."

Then he came across a chap who had bought copies of the forgeries at a local variety store in Toronto, and had used them sending out wedding invitations. He also enclosed a self-addressed envelope in each, also bearing the bogus stamps. He had been visited by the postal inspectors who were hot on the trail of a passer, and was frightened of being caught with copies. But he did happen to have about six of the covers that had been returned to him and sold them to Lum provided he remove, with a knife, the writing on the envelope giving his name.

Allowing for a few that haven't been reported, there would be between 15 and 20 copies known, both on and off cover, and all used. Two came up at a J. N. Sissons auction this summer, and fetched

\$40 and \$60; there's another in Maresch's October sale.

Why do they bother counterfeiting postage stamps, worth only a few cents? Toronto postal inspectors J. H. Collins and Clare Switzer explained to me that the counterfeiter sells them in quantity; even a retailer will take \$20 or \$30 worth at a time and the middlemen—the passers and underworld wholesalers—are dealing in far larger quantities. The retailers are often local drug, variety and confectionery stores that keep a few stamps as a convenience to customers.

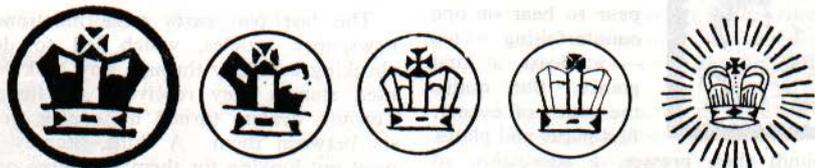
All but the most naive retailers have a bit of larceny in their souls. Typical is the Toronto man above who was acquitted after his arrest in April 1970; he told the

judge, "I thought they were hot stamps; I didn't know they were fakes." This one infuriated the inspectors—but there's no doubt that the man *did* think they had been stolen. Collins and Switzer said that, at the upper levels of counterfeiting, the game is run by crime syndicates—who are also deep into other forms of counterfeiting: money, bonds, passports, stock certificates, travellers' cheques, drivers' licenses and just about any other official documents.

With counterfeits now becoming of great interest to collectors (and it's OK to own cancelled copies) dealer William Maresch offers an interesting comment. "The next thing we're going to see are counterfeits of the counterfeits—made especially for collectors."

Some Philatelic Posers . . . by E. A. Smythies, FRPSL

OTTAWA CROWNS



1: genuine and 2: forgery of first Ottawa; 3 and 4: forgeries of second Ottawa; 5: the 36-ray B.C. Crown.

Canadian philately has had its share of fakes and forgeries, which have often left a trail of problems of various sorts behind them. Messrs. Pritchard and Andrews, who supplied the Canadian postal department with all sorts of cancelling instruments for 40 years or more (from 1876 onwards) kept a record of their instruments by clear impressions in a series of large proof books. The first of these (1876-1900) found its way into the archives of the Philatelic Foundation, New York. Miss Harper, the curator, kindly sent me photographs of three Crown cancels made by the firm: the first Ottawa (Senate) post office, the second Ottawa (also Senate) post office; and the British Columbia post offices of Victoria and Esquimalt.

This placed me in the happy position of being able to distinguish between genuine and forged cancellations (or perhaps not so happily, as I became very unpopular with owners of forgeries who had thought they were genuine). Each of the three Crown cancel forgeries provided a problem:

The First Ottawa Crown: Figure 1 shows the *genuine* cancel; I have acquired several strikes of this on Small Queens and *every one is a forgery!* (Fig. 2). In fact, I've never seen a genuine strike, and that's the problem—why?

This Crown was recorded in the proof book in February 1880 and my idea is that it proved unsatisfactory for some reason. A new Crown cancel (*Thirteenth in a series*)

(continued on page 272)



Some Reflections on the Earlier BNA PROOFS of the American Bank Note Co.

NORMAN BOYD, M.D., FRCS(C), FRPS(L)

The BNA proofs of the American Banknote Co. are one of the most perplexing problems of philately. Frequently it is impossible to separate contemporary from post-contemporary proofs. The striking thought is the chaos in the field; there is no apparent reason for the production of many of them and no simple system of classification is possible.

Certain general observations become apparent. Almost every die and plate of the ABN Co. becomes involved, namely: Province of Canada Pence and 1859 Decimals, New Brunswick Decimals, Nova Scotia Decimals, Newfoundland 1865 Decimals and certain other non-BNA material. During this period several reorganizations of the company occurred and several series of inventory proofs were said to be made. Periods of reorganization suggest confusion and possibly some relaxation of security regulations.

"Stampomania" was in full swing. At that time it was not uncommon to privately manufacture facsimiles when the originals were rare, and they were sold as such. These facsimiles were surprisingly well received by many collectors, knowingly or unknowingly. How much more acceptable it was to have "genuine" ones made from the original plates, such as those M. Moens of Brussels supplied from the Heligoland plates. At that time it was not particularly disreputable to use the dies and plates of demititized stamps for other purposes; the Perkins-Bacon Newfoundland Pence dies and plates were used for such into the 20th century. Even governments got into the act with official reprints. One conclusion is certain: there are more die and plate proofs than can be explained in the legitimate production of the stamps or for legiti-

mate use by the government or banknote company.

Yellow-Orange Plate Proofs

Boggs states that in 1864 these plate proofs were made of the Canada 1859 Decimal issue and the Pence issue, except the 12d. This statement is indeed reasonable. I do not know how he arrives at the exact date of 1864 but it certainly was about that year; the 12d would be missing because it was sent to Canada in 1857.

There is an exact shade of color in all these plate proofs showing that they were all printed with the same batch of ink. In addition to the above plate proofs, I would add all the Decimal issues of New Brunswick and Nova Scotia; the color shade is identical and the date would have been after 1860. I have copies of all the Nova

examples of these — the 12d and 10c Canada, and the 5c Connell and 10c New Brunswick. Neither of these were engraved together on the same die or transferred to the same transfer roll (see the record of dies and transfer rolls destroyed in 1902, *Boggs*, page 216). For the 12d, either the original die or a secondary die — made from the original transfer roll — was used. For the 10c the original die was used. Probably the two dies were placed side by side and proofs taken, which would account for the unusual degree of separation. Of course in the Connell when in separate colors they would be printed separately.

The 12d of this compound die is known as the "scarred" die proof. The name "scarred" implies a damaged die, as though a heavy tool had fallen on it. This damage, if true, must have occurred after the die was hardened, and the transfer roll made, as the flaw does not show up on the plate. It would be quite difficult to cause damage such as this after the die was hardened, but it *could* have happened; some believe that the flaw is an unfinished engraving and that there never were lines in the CE of PENCE in this die.

This does not make sense to me; we know that a die was finished and, as the "scarred" die was definitely post-contemporary, it would mean that a second die was engraved (or a transfer roll made) and a secondary die made which was then finished. There is no evidence to support the hypothesis of this expensive and unnecessary method.

I think it reasonable that the 12d compound die proof was made from the original die which was definitely still in the possession of the banknote company at that time and the die had been damaged some time between 1851 and 1868.

Trade Sample Sheets

Trade sample sheets, dated 1864, contained 20 items of BNA, U.S., and South America. They were cut-out plate proofs in the color of issue and pasted on the blank spaces of the sample sheet. The BNA postage proofs were 3d, 10c, 17c (Canada), 1c, 12½c, 17c (New Brunswick), and 5c and 12½c (Nova Scotia). Plate proofs salvaged from this sample sheet are indistinguishable from contemporary plate proofs, which they probably were. Any estimate of the number of sheets prepared would be merely a guess; the Canada 3d

plate proof in the color of issue sells for a premium, so there probably were not many made.

The 1868 sample sheet is the one that gives all the trouble. A special plate was made up from the original transfer rolls. Each impression is separated from the others sufficiently that when the sheet is cut up each stamp resembles a small die proof. The plate was certainly well done; the siderography was excellent; the nineteen items are perfectly aligned — better than most stamp plates. This is as might be expected, for an official sample sheet was intended to show the high quality of the company's stamp production. The BNA items included Canada ½d and 10d, side by side; the five items of the 1864 Newfoundland issue: the 12½c New Brunswick; and the 1c and 8½c Nova Scotia.

The Canada ½d and 10d were sometimes cut out together and offered as a compound die proof. The siderographer's position dots are quite apparent and they make it not too difficult to identify most of the items on the sheet, particularly when there are maximum margins present.

These sample sheets were printed in so many colors and on so many papers they defy classification; to find two copies of the same shade is unusual. (I have about 40 copies and I have yet to see two shades the same. The colours vary from intense bright ink to pale, almost invisible tints.) The papers vary from high-quality stamp paper to newsprint.

What possible explanation is there for this wide variation in colors and papers? It has been suggested that they were used as color charts: a salesman for the company may have had a full color-swath book of these sheets to provide samples of each color as it would appear on various papers; this is the accepted theory which resulted in the term "sample sheets" being used. I can't accept this theory; surely there would be some evidence on each sheet that they had been bound together into booklets. They were not printed in double sheets for binding, and they had no binding stitch-marks or staple holes. They were definitely separate, cleanly-cut sheets. If they were used as sample sheets, surely they would be numbered so the colors or papers could be identified. They were not numbered nor do they show such identification marks.

(To be concluded next month)

Jeffray's Fraser River Express

A BNAPS REPRINT

From *Popular Stamps*, 1945

By GERALD E. WELLBURN

JEFFRAY & CO.
Fraser River Express.

FROM THE SECOND DAY OF APRIL
Next, Jeffray & Co will commence and continue to run a regular Express to and from Victoria, V. I. and New Westminster, B. C. connecting with the following places, viz.: Fort Hope, Fort Yale, Fort Douglas, and with all the intermediate landings from these places. We shall receive from and forward to all parts of the Mine, our Express matter, by the most reliable Interior Express Agents.

Letters to be forwarded by our Express must be enclosed in our envelopes with the Government stamp thereon.

Newspapers, Parcels, Packages, Gold Dust and specie, carried on the most moderate terms. We shall also attend to purchasing and forwarding Goods, and passing Landing Warrants at the Custom House. Also, to the collection of accounts, and to all matters connected with a general Express business.

AGENTS:

At New Westminster.....	W. J. Armstrong.
Fort Douglas.....	Thomas Hetchin.
Fort Hope.....	Kimball & Gladwin.
Fort Yale.....	300-1m.
Victoria, 20th March, 1860.	

Victoria in May, 1859, formed a partnership with William H. Thain, who was employed by Samuel Price and Co., commission merchants, on Wharf Street, Victoria, to conduct "a general express, to act as travelling agents, and to do a commission business between Victoria and British Columbia."

This is the story of Jeffray's Fraser River Express, which operated during the years 1860 and 1861. By that time things in general in British Columbia had settled down, after the wild excitement of the Fraser River Gold Rush of 1858. Permanent towns had sprung up, with Victoria on Vancouver Island, the metropolis (population 1860: 2200). The capital of British Columbia was New Westminster, with a population of 1000. Other townships were Fort Hope (about 500), Yale (about 800), Port Douglas (about 800) and lesser towns of Lytton, Lillooet, Quesnelle, and a floating population of a few thousand on the mining bars of the Fraser River.

The more hardy miners were moving northward, and beginning to centre on the rich diggings of the Cariboo district. But the long, hard tramp over the rough and difficult terrain to the upper country, and the disappointment of the returns of the lower Fraser River mines during 1859, kept away a large number of gold seekers during 1860 and 1861. The great Cariboo God Rush did not take place until 1862, after trails and roads had been opened up to the interior of British Columbia.

Steamboat service from Vancouver Island and up the Fraser River had become regular. Ballou's Express was still operating but nearly all his competitors who had started in 1858 and 1859 had been forced out of business.

In March 1860 Capt. William Jeffray, who had been appointed Port Warden of

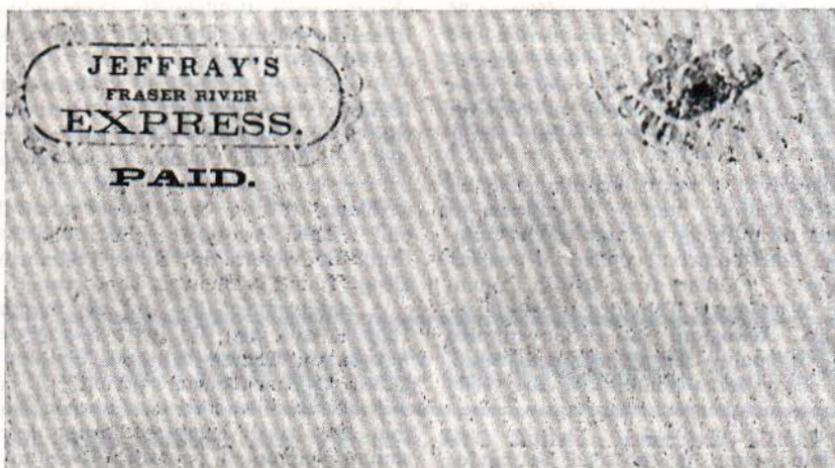
Thus, on April 2, 1860, Jeffray and Co.'s Fraser River Express began its regular service. This express did not undergo the hazards that marked the beginning of Ballou's Express, when William T. Ballou personally paddled a canoe on the Fraser River and delivered his letters on snowshoes in winter. Nor did it suffer the hardships of Francis J. Barnard, who at first walked the 400 miles to the Cariboo with express and letters on his back.

Jeffray's Express was a "steamboat express"—that is, it maintained agents on the steamboats which ran between Victoria and New Westminster, and on the shallow-draft stern-wheelers which plied up the Fraser River to the end of navigation at Fort Hope and Yale, and also on the Harrison River (a tributary of the Fraser) to Port Douglas.

Jeffray's Express did not operate beyond the steamer landings, but made arrangements with "reliable interior express agents" to deliver to the gold mines. It co-operated with Barnard's Express which connected at Yale, and operated up the Fraser Canyon to the Cariboo.

It connected with George Dunbar's Pony Express at Fort Hope, for the 150-mile trip to Rock Creek, via Similkameen, and also with Myer's Express at Port Douglas, which travelled the Lillooet-Portage route to the interior mines.

Early newspapers frequently note the doings of the expresses; the following references are from *The Daily British Colonist*:
March 8, 1861.



Type III Jeffray cover — from the Wellburn collection

"The steamer 'Otter' arrived from New Westminster yesterday afternoon. She brought 15 passengers, Ballou's and Jeffray's Expresses, and some \$8000 in gold dust."

New Westminster, March 23, 1861

". . . By-the-bye, I must post you on a romantic marriage rumor which is floating here. A steamboat captain and a young lady of peculiar talent, says dame rumor, were married by express recently. Shouldn't wonder!"

March 28, 1861

"The steamer 'Maria' is aground at Jeffray's Bar (Fraser River) with a heavy freight. The 'Colonel Moody' attempted to tow her off, but without success."

April 11, 1861

"Kitte-canal, a Queen Charlotte Island Indian, . . . was charged with assault with a deadly weapon on Wat-tish, a Cor-china Indian. . . . A jury was empanelled with William H. Thain as foreman." (Jeffray's partner).

April 15, 1861

"Capt. Jeffray, of Jeffray's Express, arrived on the 'Otter' and has favored us with news of the gold mining activity. . . ."

Ernest A. Wiltsee, in "The Pioneer and Pack Mule Express" quotes the statement of William T. Ballou in the Bancroft Library:

"I continued my express in British Columbia, but not without meeting opposition. Wells Fargo and Co. started an opposition to me first, and then Kent and Smith. I ran them all off. They could not make it pay and hauled off. I could not make the lower route pay, and so we 'joined Gibbets'. . . . Then William Jeffrays . . . started in opposition to me. I put down letters to three cents and made the customs' house business pay me; charging five cents commission for passing things through the custom house made that up. I had plenty of money then to pay for goods and they had not. . . . If anyone wanted a hat I would buy it, and charge neither freight nor nothing. It did not last long. Old Jeffray's died very hard, but he died sure. He was kept up by the Scots, and they were all clannish. He got into debt \$6,000 or \$7,000 and then 'busted out'."

In November, 1861, Jeffray's Express sold out to Francis J. Barnard, and then Barnard's Express operated in the entire territory from Victoria to the Cariboo, competing with Ballou, who withdrew the next year.

Ballou's statement that Jeffray "busted out" may be true, but if so, Jeffray had great powers of recuperation, for he at once started up a commission and brokerage agency in Victoria. An advertisement in *The Colonist*, December 23, 1861 reads:

William Jeffray has taken an office at 26 Wharf Street, as a broker, commission and forwarding agent. From his long experience in purchasing for the up-country trade, he trusts by strict attention to business entrusted to his care to merit public support."

Incidentally it is worth recording that his wife, Mrs. Jeffray, started in business as "importer of millinery and dry goods: families and hotel-keepers supplied at reasonable rates. . . .Orders from British Columbia and Washington Territory promptly attended to." Her store was on Government Street, presumably Jeffray's Express office.

The Jeffrays left the colony in early 1864 and we do not hear of them again.

No hand-stamp is recorded as having been used by Jeffray's Express, but three types of printed envelopes were used. The first type reads JEFFRAY & CO'S FRASER RIVER EXPRESS. PAID.

The second type has the wording shortened to JEFFRAY'S FRASER RIVER EXPRESS. PAID. The third type (illustrated with this article) is like the second, but the oval frame is more ornate. The omitting of the "& CO'S" leads us to believe, that after

about a year, William H. Thain withdrew from the partnership, and Jeffray carried on the express alone.

By referring to the first advertisement of Jeffray's Express, reproduced herewith, it will be seen that the public are notified in April, 1860, that "letters to be forwarded by our Express must be enclosed in our envelopes with the Government stamp thereon." Thus the post office handstamped frank of Victoria or New Westminster is always found in the right-hand corner.

A statement of the last six months of 1860 reveals that 700 Jeffray's Express envelopes were stamped at the Victoria Post Office. During the same period, 750 covers were stamped for Ballou's Express, showing that the rival expresses were doing a similar volume of business. Even so each express company was handling only about 30 letters a week from Victoria. Of course an equal number might have been stamped at the New Westminster Post Office, but it is no wonder that after 80 years, these interesting old express covers are mighty hard to find today.

ACKNOWLEDGMENT

Thanks are extended to the Provincial Archives, Victoria, B.C., for their help and assistance, and allowing access to old records and newspapers.



Tagging Along

Kenneth G. Rose, Box 7086, Station E, Calgary 5, Alberta

Kenneth Rose continues his account of a trip he made last May to Winnipeg:

• I know for certain that there are six used copies of the 6c 1970 Christmas with type 13a bars, and three copies of the Manitoba Centennial with type 11a bars. This must be considered a gross underestimation due to the reluctance of many to advise what they have. I know of one specialist who received a \$75 cheque in the mail from the U.S. for his Manitoba Centennial with type 11a bars. Needless to say it was returned, but it does give some credence to the reluctance of collectors to publicize what they own.

• A flaw has appeared on either stamp 40 or 70 of the 6c 1970 Christmas. All the half-dozen or so seen were used singles with RH selvege, so exact position has not been

determined. This is tentatively classified as a cracked plate, and consists of a thin blue line starting on the LH margin, and slanting upwards through the base of the 6, the NOE of NOEL, cutting the C of Canada in half, and stopping at the serif on the N of CANADA. All examples are identical.

• A mint single Cameo 3c with type 3a bar was purchased in the rose-violet shade. I already have the pale rose violet, and have seen the purple shade, so all three major shades are confirmed with type 3a bar.

• Copies of the 1954 4c QE were secured with triple and quadruple phosphor bars. The latter is a new reporting.

• Many hours were spent between CNR and CPR offices trying to establish the tagged perfin situation. Nobody in the

CPR admitted to knowing anything about the perforating machine, and from the information obtained, it seems fairly certain that meters have taken over completely. I did manage to track down a few tagged perfins in the CNR Depot. Their entire stock consisted of about 200 each of the first QE 4c and 5c values. In addition there were about the same quantity of current 1c with type 4. It was quite obvious that the latter had been perforated when the

rates changed in 1968—or early in '69 when the single bar tagging was introduced—to make the 4c and 5c on hand usable at the 6c rate. It is obvious also that meters have taken over here, because I am quite certain from the conversation, the condition of the box, and the age of the stamps, that the box of perfins had not seen the light of day for months, and probably years.

These are but the highlights of two very informative weeks in Winnipeg.



Rounding Up Squared Circles

Dr. W. G. Moffatt, Hickory Hollow, RR-3, Ballston Lake, N.Y. 12019



The illustration for this month's column consists of three items from the collection of G. B. Wright (LONDON 1, ANGUS and TORONTO-PARLIAMENT STREET), and one item from the collection of H. M. Dilworth.

To take the last-mentioned item first: this is the nude strike of FARNHAM, QUE mentioned in the *Handbook*. Nude strikes are known for other towns, and a complete list of those known to me follows:

LONDON EAST (Pelletier); OTTAWA (Fig. 30, *Handbook*; also: *Squared Circle* columns, (Dec. 1963, Aug. 1968) *Topics*; numerous examples known); PETITCODIAC (Fig. 29, *Handbook*; several other examples

known); MONTREAL-HOCHELAGA (Siverts); GLENCOE (examples known on 2c purple numeral and on Map stamp; a third example, on 1c Numeral, reported by John Siverts); PETERBOROUGH (Fig. 30, *Handbook*; others known); WATERLOO, ONT. (on 1c Admiral, Brakefield-Moore; on 1c War Tax, Siverts); WINNIPEG II (on 1c Small Queen, *Handbook*; on 1/2c Small Queen, Kemp—Sept. '67 *Topics*; on 1c black wrapper, Siverts); HONOLULU, H.I. (always nude—used on 4th Class Mail).

In addition to the preceding, there is the completely blank hammer (town name and province removed) illustrated in Fig. 30 of the *Handbook*. I believe this to be QUEEN STREET EAST. It would be an interesting project for someone with a sufficiently complete strike, or enough partial strikes, to attempt confirmation of this guess.

Finally, there are several almost nudes; examples are known with only the year date—no time mark, no day, no month—for the following towns:

SPRINGHILL MINES (—/—/93); PORT PERRY (98/—/—); and WEL-LINGTON (66/—/—; this is evidently also a year-date error—an inverted 99).

The ANGUS and TORONTO-PARLIAMENT STREET strikes are shown as reference strikes of a pair of scarce towns. The PARLIAMENT STREET is a further example showing that the year did not always appear at the top, and PM in the bottom slot. (I recently called attention to the fact that Fig. 40 of the *Handbook* shows PM in the upper slot and the year in the bottom position—at variance with the town listing which indicates PM to have appeared only in the bottom slot.)

"Impossible" dates

The LONDON I, PM/SP 71/94 is an example of an "impossible" date. A few other "impossible" dates are known to me; these fall into four distinct categories. In the listing which follows, I include only "impossible" dates involving the month, or the day of the month; I will later provide a listing of year-date errors. In addition, I include only those errors which result in a "good" number; that is, I exclude dates involving inverted figures which look like inverted figures.

The first category of "impossible" dates is that typified by the LONDON I, PM/SP 71/94 strike. In this case, I believe the correct date was SP 17, and a simple interchange of '1' and '7' resulted in the '71'. I suspect that interchange errors may have occurred frequently but that many of them have gone undetected. For example, interchanges of 11, 12, 13, 21, 22, and 31 all yield "good" numbers. About the only one of these which might be easily detectable would be an interchange of 13 to yield 31 for a month having only 30 days; thus, SP 31 would in all probability be an interchange error for SP 13. Interchanges of 10, 20, 30 to yield 01, 02, and 03 are ambiguous.

For example, Fig. 18 of the *Handbook* shows PETERBOROUGH, 2/03 AU/95, and suggests the possibility that this is an error for AU 30. Such an interchange error is, of course, perfectly possible; numerous towns give us such dates as SP 01, AU 02, JY 03 which could well be interchanges for SP 10, AU 20, JY 30. But then we have such dates as MARMORA, PM/JU 06/95; MATTAWA, JU 06/94, MY 04/95, and JY 08/97; MERRICKVILLE, PM/MR 05/95; there are others. These cannot represent an interchange of digits since there is no 40th, 50th, 60th, or

80th of any month. In these cases I believe the zero played the role of a spacer to hold the block of type in place when the handle did not lock all the of the type securely.

The possible interchange errors which could be detected, then, are: 31 (only for FE, AP, JU, SP, and NO), 32, 41, 42, 51, 52, 61, 62, 71, 72, 81, 82, 91, and 92. The numbers 61, 62, 91, and 92 pose a double ambiguity; for example, SP 61 could be an interchange error for SP 16, or for SP 19 in the event that the 9 were inverted.

A second category of "impossible" date exists, which cannot be explained by an interchange of digits. In these cases, both the numbers shown, and their interchanges are greater than 31. Several examples of these are now known:

HALIFAX II, (2)/JY 59/98 (H. A. Paterson; I show the time mark in parentheses because only a flat bottom bar of a time mark shows on the stamp—the balance of the strike would have fallen on the envelope which carried it—and this could be either a 2 or an inverted 3. I think the likelihood, though, is that it is a 2).

QUEBEC, CANADA 4/JU 79/96 (Nels Pelletier; a second JU 79/96 strike is reported by Dr. Russ Zinkann).

PEMBROKE, AU 88/94 (Brakefield-Moore).

I can offer no reasonable explanation for these; possibly "59" was intended to be "26", and "79" might have been intended as "29", but I cannot rationalize "88".

A third category of "impossible" date is that in which on the 10th, 20th, or 30th of the month, the 1, 2, or 3 was either missing from the hammer, or failed to register, if present. This yielded a "good" number—the lone zero—but an "impossible" date; examples of this category are:

BEETON MY 0/98 (Monkman; this strike is on cover, and other markings show it to be MY 30/98).

BELLEVILLE III OC 0/96 (Brakefield-Moore).

KINGSTON I 4/DE 0/93 (Brakefield-Moore).

THORNBURY 0 AP/96 (G. B. Wright).

WINNIPEG I 6/AU 0/94 (Brakefield-Moore).

WINNIPEG I 1/JY 0/97 (Whitehead).

WINNIPEG I 1/AU 0/97 (Whitehead; oval zero, on its side!)

A fourth, and final, category of "impossible" date is that which precedes the proof date for the hammer. Certain of these in-

volve the year-date (such as failure to change the year date from 93 to 94 on JA 1/94), and will be considered in the separate listing of year-date errors. In this category I consider only dates which do not clearly involve an error in the year; examples are:

OTTAWA — MY 3/93 and MY 4/93 (Proofed: MY 5/93).

BELLEVILLE III — JU 14/93 (Proof date of Hammer III not known; however, according to the Handbook — bottom line, p. 23 — the earliest possible correct date for a Type II hammer is the proof date of Belleville I: JU 15/93).

GORE BAY — AP 7/95 (Proofed: AP 29/95).

For completeness, and to indicate the possibilities, I should remark that up until very recently there was a fourth town in this category:

WOLSELEY AP 30/94 (Proofed: MY 29/94).

This seemingly "impossible" date has been resolved by Stan Cohen and Dr. Matthew Carstairs who have shown that the strike was made by another, previously un-

known WOLSELEY hammer, and not by the hammer shown in the Proof Book with date of MY 29/94.

With the above in mind, we cannot discard the possibility that there were two GORE BAY hammers (see *Handbook*, bottom of page 14). I have not been able to distinguish differences suggestive of two hammers. I have not been able to verify the *Handbook* early date — it did not turn up in the recent Roster, so I have no idea who originally reported it. If, in fact, there were not two hammers, then either the correct date is SP 7/95 misread as AP 7/95, or else it is a genuine error in which, for example, the clerk thought he had taken SP out of the type box, but took AP by mistake. It would seem to me, though, that this would likely happen in changing from AU to SP and thus dates of AP 1 through AP 7 (at least) should exist for '95. Will the owner of this strike please report.

With regard to the other two towns, OTTAWA, and BELLEVILLE III, I have no suggestions. The OTTAWA MY 3/93 and MY 4/93 are known in several copies, and I have examined the BELLEVILLE III and find it to be as stated.

TOPICS: THE NEWSFRONT

New design advisors, some mis-printings, the Kaulbach Island issue — and news about the Halifax Convention

Late in August Canada's postmaster general Jean-Pierre Cote announced the appointment of two new members to the stamp design advisory committee: BNAPS president Samuel C. Nickle of Calgary, and Ken Rodmall of Toronto, a prominent designer who until recently was the art director for *The Canadian*, a weekend roto-supplement magazine with national distribution. They replace Doris Shadboldt and Allan Fleming on the committee.

This summer a privately-operated postal "carriage service" was set up between Kaulbach Island, a mile off Indian Point in Nova Scotia's Mohone Bay, and the Chester, N.S. post office. Seven 9c local stamps showing native birds in full color (painted by James Gordon Irving) are depicted. Total printing was 60,000 sets, with 1,500 first-day covers released on August 4. No freaks, errors, imperfs or cancelled-to-order stamps were permitted, and the operation is authorized by the Post Office for local use only, with the stamps to be affixed to the backs of the envelopes only.

HALIFAX - 1971

It was the 23rd of August when BNAPS forces began their invasion of the Hotel Nova Scotian, and by Wednesday evening a beachhead had been secured. Our hosts, the Nova Scotia Stamp Club surrendered unconditionally and for the next four days went all-out to make this one of the best BNAPS conventions ever held, with over 200 present.

To Dr. Henry D. Hicks, general chair-

man; Dr. John G. Aldous; secretary George Penchard and the entire committee of NOVAPEX-BNAPS '71 we all say "thank you".

The exhibit awards: *The Grand Award*, Dr. R. V. C. Carr; *Gold Medals*: A. G. Fairbanks and Major R. K. Malott; *Silver Medals*: H. W. Lussey, Dr. R. A. Chaplin, E. A. Richardson, and W. C. Rockett; *Bronze Medals*: G. Collins Baugild, Dr. J. J. MacDonald, L. A. Guy Winter, Fred Goodhelsen, Ted L. Kilish, R. J. Woolley, Richard E. Pitschke, Dr. Fred Stulberg and Eric P. Tizard.

The Court of Honor comprised 46 frames with exhibits by the Hon. George C. Marler, Mrs. Isobel Jephcott, Dr. Henry D. Hicks, Messrs. W. C. Clatterbuck, Robert Pratt, Gerald E. Wellburn, Charles P. DeVolpi, Sam C. Nickle and Harry W. Lussey—a most impressive display of Canada, the provinces and territorials.

The ladies who attended would never forgive us if we didn't extend our sincere thanks to Eric Tizard for the beautiful flowers they all received—for their hotel rooms and corsages at the annual dinner. And the husbands also say thanks!

The bourse was extremely well stocked with top-quality stamps for sale; regardless of what BNAPSers wanted, it seemed to be there. The dealers, too, are happy, we're told; their sales were most gratifying.

The special events for the ladies, arranged by Mrs. Frances Hill and ably assisted by ladies of the Nova Scotia Club, were a huge success and were thoroughly enjoyed by all.

The tour of Peggy's Cove, N.S. and the lobster party at Hubbard's, and the sight-seeing tour of Halifax (which included a visit to the HMC Dockyard and guided tours aboard HMCS Provider and HMCS Saguenay) would take pages to describe.

And to the government of Nova Scotia for honoring us by officially opening the exhibition, with the Hon. Victor deB Oland, Lieutenant-Governor of the province attending the ceremony—and the splendid banquet tendered on Saturday evening—our sincere thanks.

Heartly congratulations, too, to the staff of *The Beagler*, who provided us with a witty and up-to-date news letter each day

of the convention. (A beagler is a cross between an eagle and a beaver.)

— A. H. Kessler

A report of the business conducted at the 1971 BNAPS convention in Halifax will appear in the next issue of *Topics*. See also *Doodles* on page 270 of this issue.

SOME RECENT PUBLICATIONS

1972 edition: Scott's Standard Postage Stamp Catalogue, volume 1. Available at all dealers; soft cover, approx. 800 pages. \$8 in the U.S.A.

For the first time the Scott catalogue is now issued in three volumes, and without hard covers; there will be no single-volume edition. There are 2,102 new stamps listed in the first volume, which doesn't include South American countries as did the 1971 edition. The soft-cover three-volume series is a logical development to this 128th edition of what justifiably calls itself "the encyclopedia of philately"; in the Canada section there are 680 new prices, mostly from the classic issues to those of the 1930s.

Dollar values for the Jubilee issue run about 10 per cent higher than in 1970, Scott says, and new listings for specialist material, such as booklet panes, suggest that demand is rather stranger in this group than for "regular" stamps. The catalogue continues to list the 12d black on both types of paper, and also the Port Hope provisionals—both of which are in dispute among experts.

Newfoundland Specialized: The Trail of the Caribou. A 55-page hard cover book published by the British North America Philatelic Society, taken from articles written in Topics by Daniel C. Myerson. \$5.

This volume, issued as a memorial to Daniel Myerson (who was a founder of BNAPS and a long-time member of its board) contains six chapters: a history of the Conception Bay packets, the Express packet boat, travelling post office markings, plating the 1c 1880 postcard, postal slogans, and a specialized listing of perforations and other data covering one group of stamps, Scott numbers 115 to 224.

It's an attractive book, liberally illustrated; while it does not pretend to be a definitive book on Newfoundland, the subjects that are included (they bear little relation to one another) are treated thoroughly and concisely. It's unfortunate that the flat and uninteresting title of *Newfoundland Specialized* appears on the cover, instead of "Trail of the Caribou", the now-familiar title that was given to Myerson's columns when they appeared in this magazine.

Auction News

J. N. Sissons Ltd. summer 1971 sale on August 18 and 19 in Toronto was well attended. Among the items sold was a 3d red wove paper Beaver with sheet margin on bottom, mint, OG and VF at \$700 (lot 133). A 6d green-gray with full margins, mint with OG and VF (Scott 5a, lot 138) sold at \$800, and a similar stamp in gray-violet, used on thick hard paper fetched \$440 (lot 140).

A used 10d Cartier in deep blue (Scott 7, lot 142) with huge margins and a faint wrinkle, sold at \$225, and a block of the ½d rose, mint with sheet margin on the left (lot 147) sold at \$1,300; a single of the same stamp, used with imprint, was knocked down at \$260 and another on horizontally-ribbed paper sold at \$550 (lots 148 and 150).

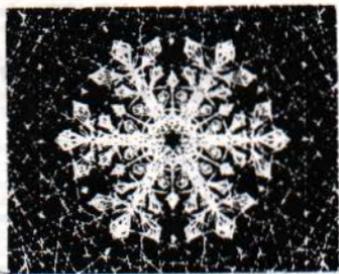
A 7½d used (Scott 9, lot 154) with a rich color and large margins sold at \$475; a top price was reached for a mint imperf pair of the Cartier 17c blue, imperf with sheet margin at the top; the lot, 169 (Scott 19b) fetched \$2,400. A mint block of nine of Scott 24b, the 2c green with OG and VF sold at \$1,000.

As usual, attractive dollar-value Jubilees did well; a \$1 sold at \$140, a \$2 at \$350, a \$4 at \$350, and a slightly wrinkled but well-centered \$5 at \$290 (lots 212, 219, 231 and 237, all NH and VF to superb). A provisional coil of the Edward VII 2c with precancel on a paste-up pair sold at \$370.

Two counterfeit copies of the 6c current definitive issue on orange-yellow (see story in this issue), both on cover, sold at \$60 and \$40, the first time these have been offered on sale. An 1868 \$2 red and black

bill stamp with inverted centre (lot 548, R53a) sold at \$525.

Post Office Department NEW ISSUES



Canada Christmas Noël 10

Four special stamps in denominations of 6c, 7c, 10c and 15c will be released by the Canada Post Office on October 6 for the 1971 Christmas season.

This year's issues bear snowflake designs created from intricate pen drawings by Miss Lisl Levinsohn of Toronto, Ontario. The two lower denomination stamps are being printed by one-color steel engraving using blue for the 6c value and green for the 7c value. The higher denominations are being printed by the combined processes of steel engraving and lithography using red and silver for the 10c stamp and red, blue and silver for the 15c stamp.

The 6c and 7c stamps, each measuring 24 mm by 30 mm, are being produced in panes of 100. The 10c and 15c issues are slightly larger in size, measuring 30 mm by 30 mm, and are being produced in panes of 50. Marginal inscriptions including the designer's name appear on the four corners of each pane of stamps available from the Philatelic Service.

The Canadian Bank Note Company of Ottawa is printing a total of 175 million of the 6c stamp, 115 million of the 7c stamp, 12 million of the 10c stamp and 18 million of the 15c stamp.

Collectors may order their stamps at face value through the Philatelic Service.

TOPICS: THE BUSINESS SIDE

BNAPS: ELECTED OFFICERS

PRESIDENT	Sam C. Nickle, 1208 Belavista Cr., Calgary, Alberta
VICE-PRESIDENT	Alfred P. Cook, Coy Glen Road, Ithaca, N.Y. 14850
SECRETARY	Jack Jevine, 2121-G North Hills Drive, Raleigh, N.C. 27610
TREASURER	Leo J. LaFrance, Box 229, Ossining, N.Y. 10562
BOARD OF GOVERNORS	Nine sitting; three elected every year for a three-year term. 1969-1971 — G. B. Llewellyn (chairman), C. R. McNeil, D. G. Rosenblat. 1970-1972 — Dr. R. A. Chaplin, S. S. Kenyon, Wilmer C. Rockett. 1971-1973 — James C. Lehr, James A. Pike, Robert H. Pratt.

From the Secretary

JACK LEVINE
Raleigh, North Carolina

New Members

- 2675 Bresin, Joseph G., 2635 East 83rd Street, Chicago, Illinois 60617
2676 Cooper, Samuel W., 1015 South 91st Street, Omaha, Nebraska 68114
2677 Eardley, W. R., Box 338, Agincourt, Ontario
2678 Goeller, George L. Jr., 2417 Harwood Road, Baltimore, Maryland 21234
2679 Hofmann, Conrad P., R.R. 3, Mission City, British Columbia
2680 Lainof, Milton, 27 Roselawn Crescent, Calgary 43, Alberta
2681 Large, Walter S., P.O. Box 98, Don Mills, Ontario
2682 Russell, Gerald M., 1366 Clifton Street, Winnipeg 3, Manitoba
2683 Sellers, Norval F., 74 Chatsworth Avenue, Kenmore, New York 14217
2684 Snure, Howard F. Jr., 4211 Villa Lane, St. Clair Shores, Michigan 48080
2685 Tryon, Leslie B., Anchor Harbor, 215 Wasp, Corpus Christi, Texas 78412
2686 Tweedie, Mrs. Ethel, Kouchibouquac, New Brunswick

Applications Pending

- Aldred, Wendell C., George School, Newton, Pennsylvania 18940
Anthes, Leonard J., 1521 Le Merchant Street, Apt. 2A, Halifax, Nova Scotia
Benjamin, Gerald, 422 Morrison Ave., Town of Mount Royal, Montreal, Quebec
Britton, Philip S., 31½ Dunlap Avenue, Pennsville, New Jersey 08070
Bronstein, Leon, P.O. Box 94, Station "B", Montreal, Quebec
Brooks, Earle C., Sandy Point, Maine 04972
Buggeln, Robert W., 325 Camp Hill Road, Fort Washington, Penna. 19034
Carney, F. Douglas, 100 Queen Street North, Apt. 1108, Kitchener, Ontario
Chapman, Antony U., Western Reserve Academy, Hudson, Ohio 44236
Chatfield, R. J., 2415 Jane Street, Apt. 803, Downsview, Ontario
Christiani, Egbert S. G., 12 Lawndale Road, Scarborough, Ontario
Covert, Earle L., M.D., Box 1126, Hay River, Northwest Territory
Dillman, Franklin W., R.D. 3, Fort Plain, New York 13339
Dow, Leon F., Hillsdale Road, Livermore Falls, Maine 04254
Flewelling, Bert, 5645 College Street, Vancouver 16, British Columbia
Gelert, Robert A., 811 Ferndale Avenue, Orange, California 92665
Hill, Mrs. Frances, 30 Lyngby Avenue, Dartmouth, Nova Scotia
Machum, Lloyd A., Box 1187, Sackville, New Brunswick
Marston, Charles L., 3615 Northwest Blvd., Spokane, Washington 99205
Moore, Arthur, 2372 Lyric Avenue, Los Angeles, California 90027
Sendbuehler, J. M., M.D., 43 Bruyere West, Ottawa General Hospital, Ottawa, Ontario
Stone, Robert J., 7250 Beaubien, Apt. 201, Ville d'Anjou, Quebec
van Dam, E. S. J., 1274 Royal Drive, Peterboro, Ontario
Wooster, H. Kenneth, 26 Summit Avenue, Thunder Bay, P, Ontario

Applications Pending

- Arcand, Paul J., 1610 Ernest Lapointe, Apt. 4, Quebec 3, Quebec
Beny, Sandor, 8280 Querbes Avenue, Montreal 303, Quebec
Burt, John M., 509½ East Walnut, Bloomington, Illinois 61701
Derry, Michael, 219 Beechy Drive, Richmond Hill, Ontario
Feiner, Melvin, P.O. Box 1158, Alhambra, California 91802
Ferguson, Prescott W., 46 Congress Street, Belfast, Maine 04915
Graham, R. J., 329 Catherine Street, Thunder Bay (F), Ontario
Hale, James, 823 Bem Avenue, Pickering, Ontario
Macdonald, M. R., M.D., 30 Armshore Drive, Halifax, Nova Scotia
Machin, John A., 313—2nd Avenue S.E., Weyburn, Saskatchewan
Menard, Jean-Paul, C.P. 574, Sept-Iles, Quebec
Moisel, Carl H., D-7600 Offenburger, August Hund 4, Germany
Olson, Donald T. Jr., 1410 West 28th Place, Eugene, Oregon 97405
Parker, John A. Jr., 2008 Hague Towers, Norfolk, Virginia 23510
Parker, King Jr., 1341 North Main Street, Walnut Creek, California 94596
Pitt, J. C., No. 114 — 2655 Warren, Kimberley, British Columbia
Stein, Harry, 2541 Sweetbriar Drive, Campbell, California 95008
Wagman, Morton S., 43 Topcliff Avenue, Downsview, Ontario
Weingarten, Norman P., 78 Shavian Blvd., London 72, Ontario

Life Member

L2622 Hollingshead, Mrs. Doris, 65 Howe Avenue, Hamilton 50, Ontario

Applications for Membership

(Objections must be filed with the Secretary within 30 days after month of publication)

- ALLEN, D. J., 16520 — 79A Avenue, Edmonton, Alta. (C-CX) CAN, NFD, PROV—19th and 20th century mint and used postage. Western CDA cancels on cover. Mint, used and complete booklets. Mint, used, semi-official airmails and on cover. Literature. R.P.O. and Territorial cancellations and Western Canada. SPECIALTY — Alberta Town cancels. Proposed by S. S. Kenyon (1676). Seconded by F. N. Harris (1147).
- BRAKEFIELD-MOORE, Robert S., c/o R.C.M. Police, P.O. Box 88, Elphinstone, Man. (C-CX) CAN — 19th and 20th century mint and used postage and blocks. 1st Day covers. Plate Blocks. Coils. OHMS-G. Mint bookletpanes. Precancels. Mint used and semi-official Airmails. Postal Stationery entires. SPECIALTY — 4 and 5 hole O.H.M.S. perforated. Proposed by G. F. Hansen (2203).
- COE, Kenneth R., 6 Springbank Crescent, Kitchener, Ont. (C-X) Proposed by V. G. Greene (L40). Seconded by F. Jarrett (283).
- CROFTON, C. P., 521 Melvin Ave., Sudbury, Ont. (D) CAN, NFD, PROV — 19th and 20th century mint and used postage and blocks. Plate Blocks. Coils. OHMS-G. Mint booklet panes. Mint, used, semi-official Airmails and on cover. Proposed by R. Boudignon (2526). Seconded by M. Squirell (L2372).
- GLOBUS, Saul, 5565 Cavendish Blvd., Cote St. Luc 266, Que. (C-CX) CAN—Plate Blocks. Proposed by G. F. Hansen (2203).
- HOWSON, Wm. S., R.R. No. 1, Bailieboro, Ont. (C-X) CAN, NFD, PROV — 19th and 20th century mint and used postage and blocks. Plate Blocks. Coils. OHMS-G. Mint and used booklet panes and complete. Precancels. Mint and used Airmails. Postal Stationery entires. R.P.O., Flag, Slogan, 2 and 4 ring, Squared Circle and Duplex cancellations. SPECIALTY — Town dated Canadian stamps. Proposed by G. F. Hansen (2203).
- KELMAN, Fred, 111 Ridelle Ave., Apt. 903, Toronto 19, Ont. (C-CX) CAN — 19th and 20th century mint and used postage. Coils. OHMS-G. Mint and used Airmails. Literature. Proposed by R. J. Woolley (359).
- PHILLIPS, L., L. Gene Jr., 229 Sotir, Ft. Walton Beach, Fla. 32548 (C-CX) CAN, NFD, P.E.I. — 19th century mint and used postage. Pre-stamp and stampless covers. Territorial cancellations. Proposed by G. F. Hansen (2203).
- PUGH, Kenneth W., 644 — 13th, Brandon, Man. (C-CX) CAN, PROV — 19th and 20th century used postage. Pre-stamp, stampless, 1st Flight and Military covers. Coils. OHMS-G. Mint and used booklet panes and complete. Precancels. Federal, Provincial and Tax-Paid Revenues. Mint, used, semi-official Airmails and on cover. Postal Stationery entires. Literature. Proofs and Essays. All cancellations. All varieties. SPECIALTY — Varieties. Proposed by S. A. Clark (2551).
- THOMPSON, George C., 1951 Parkwood Terrace, Halifax, N.S. (C-CX) CAN — Plate Blocks. OHMS-G. Mint Airmails. SPECIALTY — Plate Blocks. Proposed by H. D. Hicks (247). Seconded by G. C. Baugild (759).

Changes of Address

(Notice of change MUST BE SENT TO THE SECRETARY. Any other office causes delay)

- 2645 Brandson, Wayne E., 1042 Clifton Bay, Winnipeg 10, Manitoba
- 2699 Dillman, Franklin W., R.D. 3, Fort Plain, N.Y. 13339
- 1757 Drew, Thomas D., P.O. Box 722, Fort Frances, Ontario
- 2572 Dreeske, Carl W., 36 Curtis Place, Ottawa, Ontario K1V7M3
- 2381 L'Ecuyer, Reynald G., Box 99, Astra, Ontario
- 1669 Kenwood, C. W., 20662 Lakeshore Road, Baie d'Urfe, Quebec
- 1935 MacDonald, Thomas Jr., 21 Earldown Drive, Weston 627, Ontario
- 2334 Mackay, Mrs. Claire L., 6 Frank Crescent, Toronto 4, Ontario
- 1056 Rosenthal, Harry, 1909 Singing Wind Drive, Kerrville, Texas 78028
- 2176 Sanguinetti, Haughton E., 670 Stewart St., Englewood, Florida
- 1893 Schenk, John A., 3201—17th Avenue South, Great Falls, Montana 59405
- 2660 West, Peter, 8110—47th Avenue N.W., Calgary 100, Alberta
- 2643 Wiedemann, Peter J., P.O. Box 303, Stratford, Ontario
- 1092 Carroll, John J., M.D., Ste. 601—845 Chilco St., Vancouver 5, B.C.
- 2648 Francis, Eugene, Box 63, Floral City, Fla. 32636
- 2276 Guilbert, Capt. J. G., 2555 Pierre Martin, Quebec 10, Quebec
- 869 Heiman, Irwin, 22718 Flamingo St., Woodland Hills, Cal. 91364

Mail Returned

(Information to present address will be appreciated)

- 2406 Carroll, V. J. V., No. 405—8208 Flint Road S.E., Calgary 27, Alberta
- 1360 Harris, A. Leonard, 50 Victoria Road North, Southsea, Hampshire, England
- 2214 Rauch, Hilary J., 4008 Heathfield Road, Rockville, Md. 20853

Correction — Collecting Interests

Chapman, Antony U., (application pending — SPECIALTY — Elizabethan varieties.

Resignations Received

- 2597 Jamieson, G. G., M.D., 955 Beach Drive, Nanaimo, B.C.
- 757 Tupper, Garn H., 1380 Jervis Street, Vancouver 5, B.C.

Deceased

- 2169 Kingdon, Reginald T., 20 Willowdale Avenue, St. Catharines, Ontario

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, August 1, 1971	1132	
NEW MEMBERS, September 1, 1971	12	1144
DECEASED, September 1, 1971	1	
RESIGNED, September 1, 1971	2	3
TOTAL MEMBERSHIP, September 1, 1971		1141



ALBERT BANTHAM

An active chap, with a collection of Newfoundland begun during World War I

*Albert P.
Bantham
No. 73*

Finally we get to hear about one of our charter members, Albert P. Bantham of Schenectady, N.Y. He is a very busy man indeed being president of the local Credit Bureau (gave up his other interests whatever they might have been). In addition, he is very active in Rotary having been a district governor, a director, and an international vice-president. In the past he also served on many and various civic and trade association boards. At present, he is still a director of the Troy and Greenbush Railroad (a "somewhat dubious distinction since our lease-holder, the Penn Central Railroad, hasn't sent us our money in months"), a trustee of a college and was on the governing board of a university.

Stampwise, here is a more than 50-year collector with a notable Newfoundland col-

lection started during World War I. In addition, he specializes in Falkland Islands, Gibraltar, and Malta.

He has only found time to write one philatelic work and that is on the engravings of Schirnbock done in the *Essay Proof Journal*.

Not only is Albert a charter BNAPSer but is also a Fellow of the Royal of London, a life APSer, a Collector Cluber, plus his *Essay Proof* group. Also, there are two local clubs to keep him busy with his stamping.

He and his wife enjoy traveling and travel photography but unfortunately they couldn't make Halifax. Another interesting hobby is his HO-scale collection of model steam locomotives — "a hang-over from my college days when I worked in the Engineering department of the Old American Locomotive Company."

Mr. Bantham sounds like a most intriguing gentleman and we would so much like to see him at our conventions and/or hear from him in Topics. Think that could be done, Albert?

—Dr. R. V. C. Carr

...and some doodles by The Editor

Max Rosenthal hastens to remind us that his article on the Manitoulin Island postal history (*Topics*, whole numbers 301 and 302) couldn't have been done without the assistance of Michael Squirell and Bob Boudignon — who provided most of the research material.

While a full report of the business meeting at the Halifax convention will appear in the next issue, here are a few points that were decided by the Board of Governors:

To date there have been 10 issues of this magazine each year, plus the "annual directory issue" of 64 pages. From here on, there will be 11 normal issues instead.

Of the features that comprised the directory issues, the members' roster will be printed separately and made available to members — as will be listing of books in the BNAPS library. Reports of the business meeting and annual convention will appear in shorter form in the regular issues. Those "complimentary ads" by members, while they were appreciated, are no longer actively solicited; each year the revenue they generated fell short of making up the added cost of the 64-page issues. However, should certain members wish to continue this custom, we suggest they make their arrangements through the advertising manager and have their ads appear each year in the January issue.

MAIL FROM OUR MEMBERS

Bileski's imperf find now broken up

Errors in Canadian stamps occur so rarely that when something does escape the usual rigorous inspection and is sold to the public, it becomes a sensational event; witness the famous 1959 Seaway Invert, and the 1969 Christmas error.

The first of the beautiful Four Seasons quartet, the Maple Leaf in Spring, has been found imperforate and this is indeed an unusual event as this is the first time in Canadian philatelic history that a special issue stamp has ever been sold to the public imperforate!

Various regular postage error imperfs were sold over postal counters in the past and other special issues do exist imperf but these last reached collectors after first being presented by Canadian postal officials to President Roosevelt and other notables. Such presentations were discontinued almost 30 years ago.

Two panes of 50 each of the Spring imperforate were found, both in Saskatchewan. Each had one perforation line at the bottom and this helps to explain why the error occurred: somehow during the perforation process, the post office sheet of four panes failed to get any perforation except at the very bottom of the top panes. The two bottom panes would have quite normal perforations.

Neither error pane now exists intact. Both have been cut up in pairs and blocks and dispersed to collectors.

— K. Bileski

Port Hope Corks

I have just read Col. Smythies' article on the corks of Port Hope, which appeared in the June-July issue of *Topics*. Following is a note on the cork with the intaglio flag design, Smythies' number 6.

This cork is not illustrated in the article but is shown as fig. 24, plate viii in the second edition of the *Duplex Handbook*.

I have this on a dated cover, cancelling a 6c Large Queen, prepaying the rate to the United States from Port Hope. The date is January 24, 1870. The design has no indicia.

This fits the short-lived cork picture, though moving number 6 into fifth place in the time schedule.

— B. K. Denton

Cheap postal rates

In an auction catalogue I spotted the following: Canada, Scott 35, 1c yellow 1870 tied to a cover to Switzerland. (Rare estimate \$25.)

Who can explain this 1c usage to such a distance in 1870?

— Bob Kisch

Toronto fancy 2s

The *Philatelic Poser* by E. A. Smythies on the Fancy Toronto 2s in the September issue of *Topics* contains several erroneous suppositions which obscure the answer he seeks.

The vast majority of genuine Fancy "2s" are found on Large Queens, and those not on this issue are found on the very early shades of the Small Queens. This establishes the period of usage between 1868 and 1875. Since the first Toronto Branch Office opened in 1881, the first Toronto "street" post office opened in 1886 and the first Toronto Sub-Post Office opened after the turn of the century, all these marks in question must have been used at Toronto's only post office which, at that time, was situated at Adelaide and Toronto Streets.

Secondly, Toronto received only one 2-

(Continued on page 272)



ring "2" hammer which, for some reason deteriorated quite rapidly, so that by the latter part of 1869 the numeral and rings were distorted to the point where positive identification was difficult. With no new cancellers coming from Ottawa (the manufacturer of postal devices was far too busy trying to keep up with the demand created by the change in provincial designation of all Canadian post offices after Confederation), Toronto launched into an era where the main cancelling device was a carved cork. This was to last until 1875 at which time Toronto received enough duplex hammers to fill the need. After that time only registered and circular letters received cork cancellations.

The average life of a cork device at Toronto was approximately one week (approximately 50 per year). There is evidence that at least three clerks cancelled letters concurrently throughout the six year "cork era". This would place the number of different cork designs at close to 900. Even if we wish to be ultra-conservative and cut this number in half, it is certainly easy to see how 70 of them could normally have a numeral "2" as part of the design.

— *Dr. F. G. Stulberg*

was ordered (the second Ottawa Crown was recorded in the proof book in April, 1880) and the first, if used at all, was used very little and few (or no) strikes have survived.

The Second Ottawa Crown: This was used over 30 years, from April 1880 to the time of the Admirals, and thousands of genuine strikes exist. And so do dozens of forgeries! (see figs. 3 and 4).

I have 12 different forgeries in my collection of this crown, and that's the problem: were all these made by one individual trying to get his forgeries correct? (I doubt it.) Or by 12 different individuals? (Again I doubt it.)

I think that three or four individuals, never having seen the impression in the proof book, were experimenting in their attempts to forge the Crown cancel.

The British Columbia Crown: The genuine version has 40 rays. A common forgery exists with only 36 (fig. 5). Here the problem is, why 36 and not 40 rays? The probable answer is interesting; in 1929 Jarrett issued his well-known catalogue, and in it showed an illustration with 36 rays. Again, the forger, never having seen the proof book, assumed Jarrett's illustration was correct and faithfully copied it.

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