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Official Journal of The British North America Philatelic Society

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Postal Stationery

J. F. WEBB

The first article last March covered the basic stamps of this issue as of November 1, 1971; this article covers postal stationery as of August 1972. In a later issue the original article will be updated; articles on booklet pane covers and constant varieties will follow.

ENVELOPES

The unsurcharged issues are quite straightforward with little in the way of varieties reported so far. Shade variations in the 5c blue and 8c slate are quite pronounced.

The surcharged issues occur on both the 1967 issue and the 1964 cameo issue. The surcharges on the cameo issue are included as the surcharge was applied in 1969 to take care of a postage rate increase in the latter part of 1968. Two types of surcharge exist:

Type A — Gasparo printing. The vertical stroke runs entirely through the 1¢.

Type B — International printing. The vertical stroke is at the top and bottom of the 1¢ only. Type B has been reported on three items only.

A question mark in the price column indicates there is not enough information available at present to be able to put a market value on these items.

EN89 has been well publicized by certain dealers, it having once realized over \$40 at auction. Of course in the next sale it realized \$28, and the next sale less again as more and more of the hoard of 500 from this one source only is poured onto the market. The \$10 price shown for this item is tentative only — it could well be that the right price is more like \$5.



EN850



EN870



EN96

1967-1972 on White Wove Paper

There are three types of envelopes in this issue: Type A is plain white paper. Type B has the inside printed all over with "Canada Post Postes". Type C is the same as type B except a bilingual apartment number notice appears on the inside of the flap.

EN83	3c purple, No. 8 (A)	.20	.20
EN83A	3c purple, No. 10 (A)	.20	.20
EN83B	3c purple, No. 8 (A), precancelled	.20	.20
EN83C	3c purple, No. 10 (A), precancelled	.20	.20
EN84	4c red, No. 8 (A)	.75	.75
EN84A	4c red, No. 10 (A)	.75	.75
EN84B	4c red, No. 8 (B)	.30	.20
EN84C	4c red, No. 10 (B)	.30	.30
EN85	5c blue, (shades) No. 8 (A)	.45	.45
EN85A	5c blue, (shades) No. 10 (A)	.45	.45
EN85B	5c blue, (shades) No. 8 (B)	.30	.30
EN85F	As above, left wall of shack open	?	?
EN85C	5c blue, (shades) No. 10 (B)	.30	.30
EN85D	5c blue, No. 8 (A), precancelled	.30	.30
EN85E	5c blue, No. 10 (A), precancelled	.30	.30
EN86	6c orange, No. 8 (B)	.15	.10
EN86A	6c orange, No. 10 (B)	.15	.15
EN87	6c black, No. 8 (B)	.15	.10

EN87F	As above, 2 or more impressions	—	?
EN87A	6c black, No. 10 (B)	.15	.15
EN87G	As above, 2 or more impressions	—	?
EN87B	6c black, No. 8 (C)	.50	.50
EN87C	6c black, No. 10 (C)	.50	.50
EN87D	6c black, No. 8 (A), precancelled	.20	.20
EN87E	6c black, No. 10 (A), precancelled	.20	.20
EN95	7c green, No. 8 (C)	.15	.15
EN95A	7c green, No. 10 (C)	.15	.15
EN96	8c slate, (shades) No. 8 (C)	.15	.15
EN96A	8c slate, (shades) No. 10 (C)	.15	.15



EN91



EN93c



EN96



1969-1971 Various Issues Surcharged

EN88	5c on 3c purple, No. 8 on 3c cameo (EN81B)	15.00	15.00
EN88A	5c on 3c purple, No. 10 on 3c cameo (EN81A)	15.00	15.00
EN89	5c on 3c purple, No. 8 (on EN83)	10.00	10.00
EN89A	5c on 3c purple, No. 10 (on EN83A)	?	?
EN89B	5c on 3c purple, No. 8 (on EN83B), precancelled	.20	.20
EN89C	5c on 3c purple, No. 10 (on EN83C), precancelled	.20	.20
EN89D	5c on 3c albino, No. 8 (on EN83)	?	—
EN90	6c on 4c red, No. 8 on 4c cameo (EN79)	?	?
EN90A	6c on 4c red, No. 8 on 4c cameo (EN79B)	?	?
EN91	6c on 4c red, No. 8 (on EN84B)	.20	.20
EN91A	6c on 4c red, No. 10 (on EN84C)	.20	.20
EN91B	As above, type B surcharge	5.00	5.00
EN92	6c on 5c blue, No. 8 on 5c cameo (EN82)	?	?
EN92A	6c on 5c blue, No. 10 on 5c cameo (EN82A)	?	?
EN92B	6c on 5c blue, No. 10 on 5c cameo (EN80A)	25.00	25.00
EN93	6c on 5c blue, No. 8 (on EN85B)	.20	.20
EN93C	As above, type B surcharge	1.00	1.00
EN93A	6c on 5c blue, No. 10 (on EN85C)	.20	.20
EN93D	As above, type B surcharge	1.00	1.00
EN94	6c on 5c blue, No. 8 (on EN85D), precancelled	.20	.20
EN94A	6c on 5c blue, No. 10 (on EN85E), precancelled	.20	.20

Special Order Envelopes

As is normal with any special order listing, there are undoubtedly more varieties to be added. Reports of any unlisted varieties are requested and will be most welcome. The 8c Alaska Highway on some of these envelopes is quite a surprise; it is the first large size stamp of regular issue to appear on postal stationery since the 1897 1¢ Jubilee post card. I understand the reason for its usage is that the firms concerned required 8c envelopes in advance of the impending rate change and the die for the 8c slate was not ready at that time.

I am not attempting to allot catalogue numbers or values to those at present.



- 3c purple, 7½" x 3½" (grey)
- 6c orange, No. 8 (W)
- 6c orange, No. 10 (W)
- 6c black, No. 8 (W)
- 6c black, No. 10 (W)
- 6c black, 6½" x 4¼" multiple invoice
- 8c violet brown Alaska Highway, 6½" x 4½"
- 8c violet brown Alaska Highway, 9" x 4" (W)
- 8c black Alaska Highway, 11" x 9¾" multiple invoice

Election Envelopes

Just one, a surcharge on the 5c cameo; it was used for an election in the NWT:
 EN817 6c on 5c cameo, Form 95, 12-65 (190M) Eng.75.00 50.00

AEROGRAMMES

The 1971 issue comes in many shades of paper and with many shades and varieties of gum.

AIR
MAIL

PAR
AVION



Canada 15

A25

A28

1967 Expo Issue

With Expo emblem on back:

A25 10c red and gray .....	.35	.35
1968 without Expo emblem. Sender's address lines 52mm long:		
A26 10c red and gray .....	.35	.35
1968 sender's address lines 67mm long:		
A27 10c red and gray .....	.50	.50
A27A 10c red and black .....	.25	.25
1971 new design:		
A28 15c blue and red	1.00	1.00
A28A 15c blue and red with panel on back, square flap	?	?
A28B 15c blue and red with panel on back, round flap .....	.25	.25
A28C As above, tagged	?	?
A28D Canada and 15c omitted	?	?

POST CARDS

As with the envelopes, we again have some 1964 cameo issues surcharged. Two styles of surcharge were used: *Style A* — Gasparo printing, sloping back 5, 4½mm high. *Style B* — British American Bank Note Co. printing; straight-back 5, 5mm high. Style B has been reported on two items only.

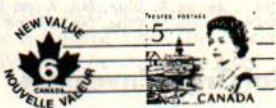
P103D is a similar situation to EN89 having been well touted at around the \$40 figure. The last auction realization we have seen is \$8. The \$5 price shown is tentative.



P103



P103c

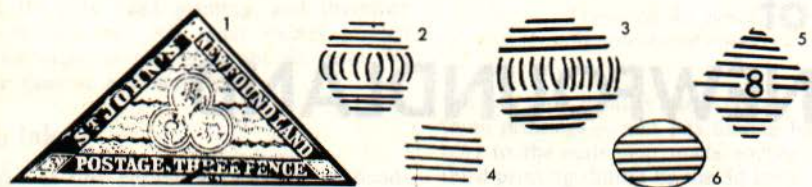


P107

1967-1972 Queen Elizabeth II

P99 3c violet, type 18, precancelled .....	.15	.15
P99A 3c violet, type 18, precancelled, mimeo .....	.25	.25
P100 3c violet + 3c violet, types 19 and 14, precancelled .....	.30	.30
P101 4c red, type 18 .....	.15	.15
P101A 4c red, type 1, thin card, rouletted	1.00	1.00
P102 5c blue, type 18, precancelled .....	.15	.15
P102A 5c blue, type 18, precancelled, mimeo .....	.15	.15
P102B As above, rouletted	1.50	1.50
P102C 5c blue, type 1, rouletted	?	?
P103 5c on 3c violet, type 18, precancelled .....	.15	.15
P103A 5c on 3c violet, type 18, precancelled, mimeo .....	.15	.15
P103B As above, rouletted	?	?
P103C 5c on 3c violet, style B, type 18, precancelled	15.00	15.00
P103D 5c on 3c violet, style B, type 18, precancelled, mimeo	5.00	5.00
P103E 5c on 3c violet, 1964 cameo issue, type 18, precancelled, mimeo	?	?
P104 6c on 4c red, type 18 .....	.15	.15
P104A 6c on 4c red, type 18, different style c	?	?
P104B 6c on 4c red, type 18, 1964 cameo issue (P97B)	?	?
P105 6c orange, type 1, thin card, rouletted	1.00	1.00
P105A 6c orange, type 18 .....	.15	.15
P105B 6c orange, type 18, rouletted	?	?
P106 6c black, type 1, thin card, rouletted	1.00	1.00
P106A 6c black, type 18 .....	.15	.15
P106B 6c black + 6c black, type 1 and 1, mimeo, rouletted	?	?
P107 6c on 5c blue, type 18, precancelled .....	.20	.20
P107A 6c on 5c blue, type 18, precancelled, mimeo .....	.20	.20
P107B As above, rouletted	1.25	1.25
P108 7c green, type 18 .....	.20	.20
P109 8c slate, type 18 .....	.20	.20
P109A 8c slate + 8c slate, types 1 and 1, mimeo, rouletted	?	?

CHAIN REACTION



In this article I will endeavour to fill the gap for the products of the Spiro brothers of Hamburg, the most prolific of all forgers. There was a clue ready to hand which, for some reason, was strangely neglected.

Spiro — and indeed all the forgers — made instruments to cancel their forgeries, and almost invariably in distinctive designs, so that the forged postmarks are frequently evidence of the forger who made them. These forged postmarks frequently give chain reaction, which, as all the world knows, can result in violent explosions — atom bombs and supernova. Chain reactions in forged postmarks also show a sort of explosion, as I will now explain.

I start with a concrete case, a forgery known to be the product of Spiro, the Newfoundland 3d with two horizontal dark colored bars across the centre (fig. 1). Amongst the 25 copies of this counterfeit in my collection, six have a cancel (fig. 2) which was a parody of a genuine postmark of New South Wales, and frequently seen on Sydney Views (fig. 3). Therefore fig. 2 is evidence of a Spiro product wherever it occurs.

Now comes the start of the chain reaction and the explosion. I have in my collection examples of this characteristic cancel on counterfeits of the following stamps of Newfoundland: 1d, 3d, 5d, and 2d. (Scott 11a, 15, 17, 19), also ten-cent values to 1966 (Scott 24-36).

But in the happy-go-lucky manner of the early forgers, having made a cancelling instrument, it was often used indiscriminately for several countries. So we find the figure 2 cancel on *all* the cents values of New Brunswick and Nova Scotia. So by this one cancel we can allot 26 counterfeits to the Spiro brothers!

But this is only the beginning of the chain reaction. We can now carefully examine the 26 forgeries and note characteristic flaws and errors of design of the lithographs, which enable us to recognize these forgeries as Spiro products independent of postmarks. As these lithographic flaws and errors are described and illustrated in the new handbook, I do not repeat them here.

Examining further, we find some of these forgeries with different cancellations; I have the Newfoundland 2d with cancellations like figures 4 and 5 which are also found on the 4d and 6d values, so these latter are also Spiro products. So far as my evidence goes, Spiro did not forge the three higher pence values of Newfoundland.

Figures 5 and 6 are also found on the pence values of New Brunswick and Nova Scotia.

Thus, starting with one counterfeit stamp and one counterfeit postmark, the chain reaction has exploded to give us 34 different counterfeits of the Spiro brothers!

the
pence
issue
of

By ROBERT H. PRATT

(conclusion)

NEWFOUNDLAND

Covers

The first issue presents no problems and offers little information by its use. This is also true of the orange second issue except for one cover I have, dated at St. John's, August 15, 1860, which proves that the 4d and probably all values were available at that time. However, the 3d and 5d of the June 1860 printings could be delineated by usage. The early usage of the 3d stamp as reported by King would indicate that some covers should exist with dates in 1857 and 1858, as a total of almost 3,000 had been dispensed by December 31, 1858. By 1860 at least 7,000 to 8,000 of the original shipment of 16,000 should have been used up. By the end of 1861 probably all of the first printing were gone.

The 5d on the other hand showed a phenomenally low sale of only 84 out of 11,000 originally printed, to December 31, 1858. Early 5d covers should therefore date from beyond 1858.

This report of usage would tend to prove the validity of the 3d order for shipment in 1860 and make one wonder why only 6,000 were shipped. It also causes one to question the order for 20,000 5d on the same invoice. Could the printing record be correct — 40,000 3d and 3,000 5d — and the invoice records wrong? (6,000 3d and 20,000 5d).

If this usage were true, there would then be another reason for ordering 20,000 5d in 1861 instead of the 3d. After the July 1861 shipment under the above assumption, we would have:

3d — 16,000, 40,000 + 0	.....	Total 56,000
5d — 11,000, 3,000 + 20,000		Total 34,000

Including the shipment of November 30, 1861 of 50,000 3d and 10,000 5d, there would be a total of:

3d — 56,000 + 50,000	.....	Total 106,000
5d — 34,000 + 10,000	.....	Total 44,000

The 1889 remainders of the 1,029 3d should therefore come from the last printing and those of the 17,205 5d from the last two.

Stamp Color Indicators

There are certain printings which will help associate stamps to printings by means of the colors of certain values.

The 1d and the 5d were printed together twice. These were the only times the 1d was printed. The 1857 printing of the 1d and the 5d not only was on the distinctive paper 'A', but was in the purple-brown color (S.G. 81). The numbers shown are color numbers, not catalogue. The second dual printing came in November 1861. Here the 1d was in the brown color (S.G. 91) and the 5d varied from brown to chocolate (S.G. 82). The scarce 1d red-brown (S.G. 84) also falls in this group.

The so-called scarlet vermilion (S.G. red 11) and the orange (S.G. red-orange 17) are distinctive enough by themselves. They were printed in September 1856 and June 1860. The 1d and the 3d and 5d do not appear in these colors. There is one exception of which Dan Meyerson and I have a copy. This is a 1d in light orange on Stacey

Wise paper, which could be an unrecorded proof. A lone printing of the 8d in November 1861 helps to determine the colors and papers used for this last printing. The shades I have seen are what I should call bright rose (S.G. rose 5). This stamp appears on the opaque to semi-opaque, Stacey Wise paper 'C' in several shades. All, however, seem to have more blue in the ink than the July 1861 printing, and therefore appear brighter. All other values printed in this color at this time should have the same general appearance.

The Inks

Inks at this period were made of hand-ground pigments and were compounded as needed. It is therefore reasonable to conclude that pigments from printings spaced apart in time would have distinguishable colors even if they used the same formulation. The colors probably even varied during one day due to incomplete mixing or possible oxidization or drying.

To study this factor, I shall divide the produced stamps into two groups:

1. The 3d. 2. The 1d and 5d.

Group 1

The 3d according to the invoice records had four printings. They were all separated in time, so different compoundings of ink would be used. Therefore, four distinctive colors should be found. I have studied a number of these stamps, and so far I have been able to distinguish only three different colors of printings.

The first printing can always be identified because of the paper. Examples found of the mesh paper 'A' are all of a yellowish-green shade. Under ultraviolet light this shade takes on a deeper green hue.

The second color appears only on opaque paper 'B'. The color is just slightly lighter than the first printing. However, under ultraviolet light the color becomes a distinctive brownish-green. It can easily be told from the other colors. The paper shows dull grey under ultraviolet.

The third color is a much darker green and appears on paper 'C'; under ultraviolet light the color appears as a black-green.

When studying these colors under ultraviolet, a non-reflecting background such as a brown manila file folder or wrapping paper should be used.



*Trimmed die proof;
note uncleared corners*

I can only identify three colors, therefore three printings — and this finding lends support to the statement made earlier that the third printing should be the 5d instead of 3d.

Group 2

According to the records there should only be three printings of the 5d. Therefore, there should only be three distinctive color groups. My studies lead me to believe there are four. Bertram Poole in his *Postage Stamps of Newfoundland* also confirms this observation.

The first and fourth printings should be easily identifiable, as these are the only times that the 1d and 5d were printed together. Also, these were the only times the 1d was printed.

The printing as usual is identifiable by the paper 'A' and the color. The identification violet-brown fits this color very well. Stanley Gibbons calls it purple-brown (S.G. 81).

The last printing shows up in only two colors for the 1d, a brown (S.G. 91) with a rather dull appearance, and the scarce red-brown (S.G. 84). Stanley Gibbons calls the first one chocolate brown. The 5d in some cases matches this color but evidently the ink ran low; and, rather than mix a new batch, some rose ink was added to supplement the supply. The 5d shows gradual changes from brown (S.G. 91) to a color chocolate (S.G. 82) just a little browner than the red-brown (S.G. 84). This latter is the color of the 1d (Scott 16) which I believe was printed last to fill out the four sheets short that showed up in the printing records, and was made by adding rose to the brown ink.

And here we come to the trouble spot. For the second printing in June 1860, I have found that a definite shade of light brown or tan with little or no blue in the

color was used. This is the only color that appears on the opaque 'B' paper with a dull finish under ultraviolet light. It seems to be very scarce. In the Stanley Gibbons color chart it is lighter than the brown (S.G. 91). The *Reinhold Colour Atlas* calls it 'Somalis' while the last printing 1d would be called 'Madeira'.

The second distinctive color, which I assign to the July 3, 1861 printing, is an almost rose stamp I label brown-rose, but on the Stanley Gibbons chart it is venetian red (S.G. 13). It is like the color of a dark 2d or 1sh, and is not a derivative of the brown colors in the fourth printing. Used, it shows up in substantial quantities. It appears in two shades, venetian red, and a darker shade not quite red-brown (S.G. 84).

When considering used stamps, fading must be taken into account. All of the 5d show definite fading and I have even seen the first issue in a color very similar to a faded last printing brown. The paper, of course, identified it. The last printing fades to almost a tan color.

Remainders

Donald A. King in his 'Stamps of Newfoundland', (*Stanley Gibbons Monthly Journal*, November 30, 1894) reports that in 1889 an inventory of pence issue stamps showed the following quantities:

3d — 1,029, 5d — 18,141

This causes one to wonder what happened to the 3d, from 1865 onward when cents became the coin of the land. A number of

the 3d must have been used for postage within the colony, and covers from 1869 prove this. There was a scarcity of 5c stamps between the brown and black issues. How many of these values were used for postage? A very good question!

In conclusion, then, we come to two possibilities:

(a) Either the printing record or the invoice record is correct for the 3d and 5d on June 2, 1860; and

(b) Neither the printing record nor the invoice record is correct for the printing of June 22, 1861.

These possibilities are based on the assumption that the scarce 1d red-brown comes from the four sheets invoiced November 30, 1861, but not recorded as printed November 23, 1861; and that a typesetting error caused inversion of the quantity printed and quantity good of the 3d on November 23, 1861, which would make the printing and invoicing records agree.

I therefore give you three new tables:

Table IV — Which assumes that the printing of June 2, 1860 is correct and the invoice record wrong for the 3d and 5d.

Table V — As IV but assumes that the 5d was printed June 22, 1861, in a quantity of 20,000 and not the 3d as indicated.

Table VI — As V but assumes the 3d and 5d quantities invoiced June 15, 1860 are correct.

Possibly these assumptions will be hard to agree with, but because of the factors discussed herein, I do believe them to be possibilities.

TABLE IV

Date Invoiced	1d	2d	3d	4d	5d	6d	6½d	8d	1s
October 3, 1856	70,000	3,000	16,000	5,000	11,000	5,000	2,000	8,000	2,000
June 15, 1860	—	5,000	40,000	5,000	3,000	10,000	—	—	1,000
July 11, 1861	—	5,000	40,000	15,000	—	20,000	5,000	—	10,000
November 30, 1861	10,080	5,000	50,000	20,000	10,000	50,000	10,000	10,000	15,000
TOTALS:	80,080	18,000	146,000	45,000	24,000	85,000	17,000	18,000	28,000
GRAND TOTAL	461,080								
Remainders	—	—	1,029	18,141	17,205	29,937	4,776	4,165	14,076

It is obvious from a study of table IV that not enough 5d stamps were printed, as the remainders would go all the way back to the first issue. The full sheets I have seen come from the last and my third printings. Therefore, more 5d stamps than

shown must have been printed. Also there are far too many 3d stamps for the remainders even with a large usage after 1865. The grand total is greater than the original data.

TABLE V

Date Invoiced	1d	2d	3d	4d	5d	6d	6½d	8d	1s
October 3, 1865	70,000	3,000	16,000	5,000	11,000	5,000	2,000	8,000	2,000
June 15, 1860	—	5,000	40,000	5,000	3,000	10,000	—	—	1,000
July 11, 1861	—	5,000	—	15,000	20,000	20,000	5,000	—	10,000
November 30, 1861	10,080	5,000	50,000	20,000	10,000	50,000	10,000	10,000	15,000
TOTALS:	80,080	18,000	106,000	45,000	44,000	85,000	17,000	18,000	28,000
GRAND TOTAL	441,080								
Remainders	—	—	1,029	18,141	17,205	29,937	4,776	4,165	14,076

This table V is the next logical transposition of the values. The only disturbing fact is that the grand total is 17,000 stamps greater than the invoice records show. This would mean Perkins, Bacon would be short changed on payments, and this could have happened. This table gives substance to the data I have presented on remainders;

the large number of used 3d 1860 printing found, the smaller number of 5d 1860 printing found, the large number of used 5d third printing found, the 1d red-brown, the large use of the 3d after 1860, and shows three printings of the 3d and four printings of the 5d. It is probable that these were the actual quantities sent.

TABLE VI

Date Invoiced	1d	2d	3d	4d	5d	6d	6½d	8d	1sh
October 3, 1856	70,000	3,000	16,000	5,000	11,000	5,000	2,000	8,000	2,000
June 15, 1860	—	5,000	6,000	5,000	20,000	10,000	—	—	1,000
July 11, 1861	—	5,000	—	15,000	20,000	20,000	5,000	—	10,000
November 30, 1861	10,080	5,000	50,000	20,000	10,000	50,000	10,000	10,000	15,000
TOTALS:	80,080	18,000	72,000	45,000	61,000	85,000	17,000	18,000	28,000
GRAND TOTAL	424,080								
Remainders:	—	—	1,029	18,141	17,205	29,937	4,776	4,165	14,076

This, my last table, makes the grand total of stamps invoiced now agree with the original data and solves the money problem. There are now too few 3d stamps to cover the increased usage after 1860 and far too many 5d stamps. The July 1861 shipment did not reach the colony until December 1861. The November shipment arrived in January 1862. By this time the 3d would have been well depleted. In all other factors it agrees with table V.

I am forced to conclude, therefore, that table V is the correct one and that Perkins, Bacon, did not get all of the money that they should have. This means adoption of

the quantities printed in June 1860 and changing the 3d quantities of 1861 to 5d.

I am sure this presentation will raise many questions, and I hope also well-founded answers. One thought still plagues me: Why were so many 1d stamps ordered in 1857? The quantity seems extreme.

My proposal for the catalogue now follows. How 31 different identifiable stamps can be sandwiched into 24 spaces, I do not propose to solve; but here they are — and a new rarity, the 5d light brown, of the second printing, has been added to the list. Note that the colors in parentheses are

THE FOUR PRINTINGS

1st PRINTING — 1857

On white opaque soft wove paper with mesh

Catalogue	S.G. Color Chart	Catalogue	S.G. Color Chart
1d Violet-brown	(purple-brown)	6d Scarlet-vermilion	(red)
2d Scarlet-vermilion	(red)	6½d Scarlet-vermilion	(red)
3d Yellow-green	(myrtle-green)	8d Scarlet-vermilion	(red)
4d Scarlet-vermilion	(red)	1sh Scarlet-vermilion	(red)
5d Violet-brown	(purple-brown)		

2nd PRINTING — JUNE 1860

On dull white opaque hard wove paper watermarked Stacey Wise 1858, a portion showing on some stamps

Catalogue	S.G. Color Chart	Catalogue	S.G. Color Chart
2d Orange	(red-orange)	5d Light brown (tan)	(brown)
3d Green	(myrtle-green)	6d Orange	(red-orange)
4d Orange	(red-orange)	1sh Orange	(red-orange)

3rd PRINTING — JULY 1861

On yellowish-opaque to semi-opaque paper with occasional watermark

Catalogue	S.G. Color Chart	Catalogue	S.G. Color Chart
2d Dull rose	(lake brown to venetian red)	6d Dull rose	(venetian red)
4d Dull rose	(venetian red)	6½d Dull rose	(venetian red)
5d Rose-brown—dark rose-brown	(venetian red—red-brown)	1sh Dull rose	(venetian red)

4th PRINTING — NOVEMBER 1861

On white opaque to semi-opaque hard wove paper with occasional watermark

Catalogue	S.G. Color Chart	Catalogue	S.G. Color Chart
1d Brown	(chocolate)	6d Bright rose	(rose)
2d Bright rose	(rose)	6½d Bright rose	(rose)
3d Deep green	(myrtle green)	8d Bright rose	(rose)
4d Bright rose	(rose)	1sh Bright rose	(rose)
5d Brown to chocolate	(brown to chocolate)	1d Brown rose	(reddish-brown)

those shown in Stanley Gibbons' *Color Guide for Stamp Collectors—1965*. Editor's note: The new Gibbons' *Stamp Color Key*, a plastic-bound set of 200 color swaths on strips of card, no longer uses the above numbers but the original 100 colors of the earlier chart have not been changed.

This listing makes no reference to the 1s orange on laid paper, which exists, but is believed to be a proof, or the 1d orange on Stacey Wise paper, which I believe to be a color trial proof.

I also wish to acknowledge the assistance of Arnold Strange whose dusty research into the De Wormes notes and files at no. 41 Devonshire Place has turned up the information that on June 2, 1860, 85 sheets of the 3d and 512 of the 5d were sent to be gummed (6,000—3d, 20,000—5d) which agrees with the quoted invoice re-

ords. I cannot agree with Arnold's findings that the printing records are wrong, because of the large number of used second printing 3d found, and the small number of used and mint 5d light brown to be found. Perhaps the quoted invoice data came from the gumming records!

He also confirmed the printing of 80 sheets of 1d (9,600 stamps) on November 23, 1861, 650 sheets of 3d (not 625) on the same date (52,000 stamps) and that there was no value shown on the printing record for 500 sheets June 22, 1861. The 3d was, therefore, a guess.

Sir John Wilson has helped by allowing me to confirm the 5d 'cancelled' as being the rose-brown color, thus fixing the June 1861 color and by determining that the 'specimen' stamps are all from the November 1861 printings.

national postal museum

some
new
data
provided
by
two
recent
exhibitions

Some new data came to light on issues of the late 19th century in special displays made up by the National Postal Museum and shown for the first time at two philatelic conventions.

For the CANPEX '72 show at Edmonton in early July, Canada Post displayed four frames of the 1898 Map stamp; the write-up accompanying these gave the following data:

The stamp was designed by American Bank Note Co. president Warren L. Green, from a "model" created by then postmaster-general Sir William Mulock, and the plates were engraved as follows:

Plate 1	November 25, 1898
Plate 2	November 29, 1898
Plate 3	December 2, 1898
Plate 4	December 10, 1898
Plate 5	January, 1899

Plate 4 was never used because it required too much retouching, and all the plates were destroyed at the Royal Canadian Mint between March 22 and 28, 1911.

The Map stamp display comprised 14 complete imperf sheets, including a proof sheet of the engraved black portion of each of the five plates, printed on .009-inch postcard paper, plus six sheets on proving paper of the issue. Three remaining sheets are proofs of the complete stamp with the "ocean" portion in various shades of blue, and photographs of essays, were also included.

Regarding the first Special Delivery stamp, another display gave this information: The design was approved on May 23, 1898 and the stamp was issued July 1, 1898 (Boggs says June 28, 1898). The plate was re-

touched on December 9, 1913 (Boggs gives the month only); and on August 28, 1920 plate 2 was approved (laid down the day before, according to Boggs), made from the same transfer roll as plate 1 after it had been retouched.

The Edmonton display also included Jubilee material.

A quite different display was shown at the BNAPS convention at St. John's, Newfoundland, in early September, featuring stamps, posters and cancelling devices, mostly from that province.

Four Squared Circle hammers were shown with what could be "last-known dates"—dates, at any rate, which were set up in the hammers when they had been returned to the post office headquarters; these are given together with Dr. Alfred Whitehead's latest-known dates from his handbook:

	Date in Whitehead hammer
Gore Bay, Ont.	DE/12/27 NO/9/31
Palmerston, Ont.	OC/4/94 MY/5/06
Sutton West, Ont.	NO/14/02 DE/21/03
Waterloo, Ont.	JY/14/22 SP/—/63

The National Postal Museum has no permanent display quarters at present, but hopes to open a museum in the spring of 1974 at the Canada Post buildings at Confederation Heights in Ottawa. In the meantime museum manager James Kraemer is busy rounding up material, sorting through post office archives, and consulting with experts on the best methods of displaying the material.

"A mechanic spun the propeller of the Martynside, the engine was revved up and the aircraft began to lumber over the grass . . ."

When the planes took off from St. John's - - 53 years ago

I have to obey the directive to talk about some of the matters that came within my own observation as Newfoundland entered the new age of aviation. This began with the revival of the *Daily Mail* prize of £10,000 for the first non-stop flight across the Atlantic. It was an event that put this then-remote and little-known island on the front pages of the world press and was also to excite the philatelic world and provide it with some of its greatest rarities.

Now all this was 53 years ago. I was still in high school and more interested in the start of the rugby-football season than in aeroplanes. I have discovered also with increasing age that what one believes to be reliable recollections are often no more than impressions. They embrace such things as enormous wooden crates containing flimsy aircraft unloaded at the docks in St. John's and drawn through the streets on four-wheeled carts by laboring horses; strangers in town with cloth caps above very English faces and singled out by their apparel of Norfolk jackets, knickerbockers, and golf stockings; the noisy pattering of aeroplane engines and eyes turned skywards as the Martynside, the Sopwith, and the large and clumsy Handley Page, flew on their test flights over the roof tops of the city; and the mild interest stirred by the four U.S. Navy seaplanes in distant Trepassey, preparing for their own conquest of the Atlantic by a series of short hops.

Two things I do recall very distinctly. One was the arrival of the American airship which was to be prepared for a leisurely journey of its own across the ocean. I doubt if I have ever seen a more spectacular sight than that of this blimp sailing gracefully through the Narrows with a bright May sun shining on its silver body. It was moored at Pleasantville on the north bank of Kitty Vitty Lake, and I went down one afternoon after school to have a look.

The valley of Kitty Vitty is a wind tunnel and a wild gale was blowing. The sausage-shaped blimp was struggling to be free and was being held in check by scores of American naval ratings by means of steel ropes. Of a sudden one rope snapped, the nose of the blimp came to the ground almost close enough for me to touch it, and then rose swiftly. The ropes were released and the airship drifted lazily over Kitty Vitty Gut until it disappeared from sight, never to be seen again.

I happened to be standing immediately behind Harry Hawker, the pilot of the Sopwith, who had earlier offered some advice to the American officer in charge and was given a curt brush-off. Through the many minutes when the blimp broke loose and sailed away, he was silent. But as it drifted towards the horizon he broke silence to mutter the terse commentary: "Well, I'll be damned." It seemed to epitomize the general feeling.

It was a few days later, on Sunday, May 18, that the news got about that this would be the day when the trans-Atlantic race would begin. Hawker's Sopwith was at Glendennings Farm, a few miles from St. John's, and Raynham and Morgan's Martynside was on the old cricket ground at Pleasantville. If you wanted to get anywhere in St. John's in those days, you walked. So I hurried down to Kitty Vitty to see what was going on.

Raynham had been advised that Hawker was about to leave and his tiny, heavily-laden plane was wheeled out to the bumpy bank of the pond which was his runway. As the airmen said their goodbyes and began to clamber into their aircraft, the Sopwith appeared overhead. Smoothly it flew out over the White Hills and its under-carriage—a planned operation to lighten the plane after take-off—could be seen dropping towards the sea.

A mechanic spun the propeller of the Martynside, the engine was revved up and

the aircraft began to lumber over the grass. Then it seemed to tilt and dig its nose into the ground. The Sopwith now had the field to itself.

I can still feel the tension of the next week when no news came and only optimists believed any would ever come. Then came the electrifying information that the Sopwith had come down at sea and its crew rescued by a small Danish ship which was without wireless.

For stamp collectors the great news followed. Four days after the forced landing on the sea, the wreckage of the Sopwith was discovered by an American ship and the most valuable mail bag the world had ever known was salvaged.

Oddly enough, although the *Daily Mail* prize had yet to be won, I cannot recall very much about the Vickers-Vimy converted bomber which was brought to St. John's on the Empire Day holiday by John Alcock and Arthur Whitten Brown. It was assembled at Pleasantville but the problem was to find a suitable field from which the heavily-laden, twin-engined aircraft could successfully take off. Charles Lester, the haulage contractor who had handled the crated plane, came to the rescue. He offered the use of a field on the higher levels of the city in which he kept his horses. Trees, boulders and a small stone wall had to be cleared away and this was done in a week.

From this improvised runway the Vickers-Vimy took off just before two o'clock on the afternoon of June 14. It was touch and go before the plane lifted at last into the air and I had my own last glimpse of it as it flew out through the sentinel cliffs that guard the harbour to come to land sixteen hours later in a bog in Clifden, Ireland. It is a sad and ironic commentary on this famous flight that Alcock died six months later when he crashed on a flight across the English Channel. Another eight years were to pass before the Atlantic was once more to be flown, this time by Lindbergh, whose aircraft

I also saw as he flew over St. John's and out to sea in the early evening of May 20, 1927.

Now between Alcock and Lindbergh there was some local activity in the sphere of aviation. There was no country in which an air service could confer greater benefits. Distances were great. Roads were few. Northern Newfoundland and Labrador were subject to a winter ice blockade. But a new day in mail communication seemed to be dawning when an Australian pilot, Sidney Cotton, came to St. John's in 1921 to initiate a diversity of commercial air services—including winter mails, spotting the northern seal herd, and topographical surveys.

I knew Cotton very well and since I was then a newspaper reporter, I became for two years a regular chronicler of his flights. In the end all the aircraft he brought to Newfoundland were victims of accidents and Cotton in the early 1920s, left the local scene. His attempt to establish an air mail service to Halifax had failed and from a philatelic standpoint the chief interest is to be found in the mails that he carried sporadically, and often with long delays, to various outposts. This tall, lanky and taciturn Australian was a charming fellow and I came to know him very well when I spent two weeks as his guest on a yachting trip. He was, among other things, the inventor of an electrically-heated flying suit which was known as the Sid-cot. Now as most Newfoundlanders should know, the great quest of the ships engaged in the annual seal hunt was the mythical main patch which was supposed to contain millions of seals. Cotton sold the idea of finding it by aerial survey but when the first ships reached the spot where he claimed to have found the main patch, there were no seals. A local balladeer with a comic sense of humour made this, the subject of a three-act play called Cotton's Patch. The climax came when it was discovered to be the patch on Cotton's trousers. It was the only time I ever saw the nonchalant Cotton discomfited.

The above is an excerpt from the speech given at the BNAPS annual banquet on September 9 in St. John's, Newfoundland. Albert Perlin, a resident of Newfoundland most of his life, was for many years the editor of the St. John's morning daily, THE NEWS. During his long career was a witness to many of the pioneer air flights, which he described in his talk. He also designed some Newfoundland stamps, and is mentioned in the Dalwick-Harmer book, NEWFOUNDLAND AIR MAILS. The second half of these excerpts will appear next month.

Postal Glimpses of Dufferin County

by Max Rosenthal

The first public meeting on record of the inhabitants of Burford Township, in what was to be western Brant County, was held in the village of Burford in 1817, presided over by Lieut.-Col. William D. Bowen, one of the first military men who had settled there. In two years time he was to become its first postmaster.

Burford Township had been surveyed in 1793. Its few settlers in the early 1800s had to do their shopping in Ancaster, their milling at an old mill just west of the site of Brantford. When Colonel Bowen opened Burford post office in 1819, there was no Brant County yet, and Burford Township was considered to be in Oxford County, so it was the first post office in both counties. A year later he was succeeded as postmaster by his son-in-law William Van Allen.

In 1822 George W. Whitehead took over the position, in the west end of Burford village. A letter in the Ontario Archives from David Secord, Charlotteville to Thomas Ridout, Surveyor General, York, written May 29 of that year, has the manuscript postmark "Burford, 3 June 22" written in red in the lower left corner. An extract from the books of Burford post office in 1822 shows that for three months the whole amount of prepaid letters was 8s. 10½d. The salary of the postmaster was £1 10s.

A letter from Whitehead to James Jackson, postmaster, Ayr, Dumfries, written February 4, 1843, is postmarked with a medium-sized double-circle broken by BURFORD, U.C., with "8 Feby 43" written in. A year later his brother Willard Whitehead succeeded him as postmaster of Burford.

Except for Oakland, all of the other townships in Brant County originally belonged to the Six Nations Indian Tract along the Grand River. Two of them, Tuscarora and Onondaga, are covered in another article, leaving Brantford Township and the northernmost area in the county, South Dumfries.

Although all of Brantford Township remained in the ownership of the Indians until 1830, some portions were leased by

their leader, Joseph Brant, acting as their agent, to various white settlers. The earliest settlements were made on the slopes of Fairchild's Creek, east of the Grand River.

In 1804 Thomas Perrin, the future founder of Mount Vernon, arrived at Brant's Ford on the Grand River. It consisted of one log hut in which Alexander Westbrook kept some merchandise. When the Hamilton Road was cut through in 1810 there were still only Westbrook's and Perrin's buildings there, near the present bridge of the main street.

James Racey settled at Mount Pleasant, on what is now Highway 24 not far north of the Oakland Township boundary, in 1816, where he was to hold various public positions. One of these was postmaster of Mount Pleasant, when it got that facility in 1822.

By 1824 there were more settlers on the site of Brantford. John Burwell had just opened a post office at Ancaster, and Brantford was on the direct route to Burford and west, so the post office at Mount Pleasant was closed, to be replaced by one at Brantford. In the post office account book of William Allan, the postmaster of York (Toronto), in the Toronto Reference Library, is a copy of a letter Allan wrote to Edmund Burton on June 21, 1824 on the subject:

"In your letter of the 25th ult. on the subject of establishing a post office at the Village of Brantford, as well as other letters, recommending you as a fit and proper person to be appointed a Deputy there—I accordingly represented it to the Deputy Postmaster Genl. who has authorised the service. Therefore if you will transmit me the necessary security by bond signed by yourself and two other proper persons, Mr. Burwell will inform you of the particulars as to form, etc., of the bond. Upon your transmitting it, I will send your commission so that you can commence after the end of this quarter say 5th proximo."

In 1827 Robert Biggar, of Mount Pleasant, became the second postmaster of Brantford. He owned land at the river ferry in

Brantford. When the bridge at the ferry was carried away, he got another structure erected called Biggar's Bridge. He wanted the community called Biggar town after himself, but a public meeting rejected this proposal. In 1830 the townsite of Brantford was surrendered by the Indians for sale.

William Richardson became postmaster of Brantford in 1828, to hold the post for two decades. In the Gilkison Papers, Ontario Archives, is a letter from him to William Gilkison, Queenston, written March 14, 1830. It is postmarked by a small double circle broken by BRANTFORD, in red, with the date written in. A letter from him to Thomas Parke, Surveyor General, Kingston, written March 9, 1844, has a medium-sized double circle broken by BRANTFORD, U.C. "8 JULY 44" is set in type.

Originally united with North Dumfries, South Dumfries was first settled in 1816. The first mill for the plaster of Paris which was to give the name to the town at the south edge of the township was built at the site of Paris in 1823 by William Holme. In 1829 Hiram Capron bought Holme's land, and had a village laid out two years later. Since the Nith River joined the Grand River there, it was known as the Forks of the Grand. However, in 1832 the post office was opened as Paris. Its first merchant, John Smith, was postmaster. George McCartney took over the post in 1837.

In the same township Henry Gardiner had built a sawmill at the site of St. George, on the present Highway 5, about 1825. It was an important village, with recently built churches, when 10 years later a post office was established there. George Stanton was postmaster. From 1851 on, it was distinguished from a post office with the same name in Quebec by being called St. George West or Brant.

Mount Pleasant got back a post office in 1836, but with the name Mohawk, Abraham Cook being postmaster. Its residents were to continue calling the village Mount Pleasant, while its post office was named Mohawk.

Oakland Township was originally surveyed in 1796 as an appendage to Townsend Township, Norfolk County, and called Townsend Gore. It was afterwards joined to Burford Township and called Burford Gore. On the formation of Brant County it ob-

tained the name Oakland. Its first post office, also called Oakland, was opened in 1840 on what is now Highway 24 south of the 2nd concession road, with John Joyce as postmaster.

In 1840 the second settler of Brantford, Thomas Perrin, moved to what is now Highway 53, lot 3 of Brantford Township. Five years later he erected a flour mill there, founding the village of Springfield. However, when a post office was opened in 1851 it was called Mount Vernon. Perrin was postmaster.

On the road curving east of the Grand River north of the 6th concession road of South Dumfries, Robert Shier opened a store in 1845, and established Glen Morris post office in 1851. On the present Highway 53 east of the western boundary road of Burford Township, Jessie Schooley that year opened New Durham post office in his general store. Newport opened in Brantford Township on the road at the edge of the western bend of the Grand River in 1853.

Where the Grand River in its serpentine curving almost touches the present Highway 2 east of Brantford, in Brantford Township, the Grand River Navigation Company in 1837 laid out the village of Cainsville, named after Peter Cain, an American, and proprietor of its first hotel. When a post office was established in 1853 it was first called by the alternative names of Cayuga Heights and Karehogah, but the name was quickly changed to Cainsville.

Harrisburg was another post office which underwent name changes at its beginning. It was laid out by A. N. Vrooman in 1853 around the junction of two new railways, south of the second concession road at the eastern boundary of South Dumfries. Vroomania post office was established there in 1854, incorrectly listed in the postal guide as being in North Dumfries, Waterloo County. In 1856 its name was changed to Carstairs, but the next year Harrisburg was settled on.

At another railway junction, a mile northwest of the centre of Paris, Paris Station post office came into being in 1862, with old Hiram Capron, the founder of Paris, as postmaster. Frank Campbell writes: "Mail by railway for United States points was re-arranged here, registered letters especially being stamped here. It really was an important transfer office."

(continued on page 248)

COUNTERFEIT POSTMARKS

On the New Brunswick issues

BY FRANK W. CAMPBELL

Topics welcomes this item from Frank W. Campbell, the author of a most-useful book on Canadian post offices which was published many years ago. Now 87, he still drives a car, and tells us that his book is soon being reprinted by a Boston firm. Recently, however, a few xerox printings of the book have been put in circulation. Campbell points out that he has no financial interest in the book, since he sold all rights to it four years ago—but is anxious to have it reach a wider audience with the new printing.

On page 172 of August, 1972 *Topics* is an article on Counterfeit postmarks (presumably) and a Mr. McLeod. I know rather roughly when different styles of instruments started in use, and my first impression was that these "one part circle" strikes were very seldom used in New Brunswick before Confederation in 1867, and illustrations are largely of the 1864-45 dates.

Reference to my *Post Offices, 1755-1895* soon noted that several of these offices did not exist then: Becketville operated only from 1883 to 1886; Baldhill, 1877-89; Harts Mills, 1870-85; Little Ridge 1873-79; McAlpine opened in 1875 and on for some years; Main River 1875 on; and Paquetville from 1877 on.

I have access, near Detroit, to a half-

bushel of old Canada postmark instruments that in the original find, made nearby in 1950, contained a note dated 1902 saying this was one of seven such lots. So I presume this lot of predated strikes is one of the missing lots.

My lot, on which I printed a pamphlet illustrating a page of strikes, mostly New Brunswick offices of about 1843 on to about 1884, fits with old instruments being turned in to the New Brunswick postal headquarters. Some person there got busy with clear strikes on the then-current easily-obtained New Brunswick adhesives, not knowing the dates of opening of the list given above.

This would fit perfectly with the variable dates of the Paquetville as type for dating was in the lot I wrote about in my pamphlet.



Rounding Up Squared Circles

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

Readers having new information to report, but concerned over the frequency of robberies and housebreaks, need only request that their information be listed in the column as "reported by Anonymous". I have one such request now, and thought that perhaps there are others with similar concern.

* * *

Hugh Lawrence reports BRANTFORD, 13/MY 9/10 on 2c Edward, the first report of this time mark to me. Time marks now known are 1, 2, 3, 10, 12, 13, 15 through

19, 22, and 81 (inverted 18). While on the subject of BRANTFORD, my records now show that the '80 for 08 error occurred from AU 13 through SP 21. Not every date in this interval is yet reported, but every one so far is '80 with the exception of two reports that the date was correct ('08) on AU 17!

* * *

Dave Handelman reports the first example of CANSO on Map stamp. I have been puzzled by the fact that this town did not show up on Map stamp during the 1970

Roster, when the last known date for CANSO is nearly six months later than the issue date of the Map stamp.

* * *

Kimmo Salonen reports a new late date for MARMORA: JA 13/03; and Pete Wiedemann reports finding two examples of SCHREIBER, second state, both on picture postcards, and both with dates nearly two years later than the previous late date. The dates of these two strikes are SP 5/06 and OC 10/06.

* * *

Seymour Blomfield reports finding DUTTON, JY 12/93 on 5c Registry stamp. The list of towns now known on this stamp stands at 42: Beaverton, Brockville, Byng Inlet North, Dutton, Grimsby, London East, Mansonville, Mount Forest, Rat Portage, Westville, Antigonishe, Freeport, Northport, Windsor, N.S., Baie-Verte, Butternut Ridge, Charlottetown, St. Anne de Beaupre, Almonte, Belleville II, Brampton, Brantford, Glencoe, Glammis, Harriston, Ingersoll, International Bridge, Markdale I, Paris, Paris Station, Prescott, Tillsonburg, Toronto-Parliament, Toronto-Strachan Avenue, Hartney, McGregor Station, Portage La Prairie, Selkirk, Regina, Kamloops, Golden, Victoria I.

* * *

The following is a listing of towns now reported on the 10c Special Delivery Stamp E-1: Ottawa, Halifax II, Bracebridge, Brantford, Cornwall, Kingston II, Lindsay, London II, North Bay, Port Arthur, Port Hope, St. Thomas, Sarnia, Toronto, Morden. I expect that this list will be considerably lengthened as additional reports come in.

* * *

I have delayed completing the listing of year date errors until I can check further on several of them which appear to me to be questionable. Chief among these are '93 dates which I suspect to be actually '98 dates in which the left hand side of the '8' did not register. I believe it is correct that the numeral '3' issued with the Squared

Circle hammers was invariably a flat-topped '3', so if the strike in question appears to show a round-topped '3', it is likely a '98 strike.

* * *

A dozen Roster forms are now mailed out to Squared Circle collectors who did not participate in the 1970 Roster, and I have hopes of hearing from many more new collectors. Please write me for a Roster form if you did not fill out a form in 1970. Much progress was made in the last Roster in the area of defining periods of disuse of certain hammers. I think, though, that I shall wait until completion of the present Roster before detailing the results. As an example of the kind of data gathered, it now appears that the scarcity of WOLFVILLE does not result from long periods of disuse.

If there was any period at all of disuse of the WOLFVILLE hammer, it would appear to have been 1896 and early 1897. On the other hand, the LEVIS hammer appears to have been used only up through mid-1895, followed by years of disuse until late 1900 (OC 10), after which I have record of use for each year through the end of 1907. Although the Handbook late date is JU 17/09, I have no dates recorded for 1908, nor any date other than the late date, for 1909.

Records are sparse for early use of DANVILLE; in particular, I don't have record of any early dates later than JA 8/94 although I find it hard to believe that the hammer was only used for several weeks and then laid aside. Will readers please report all dates for DANVILLE, earlier than 1900. On the other hand, the revival period is now known to have started earlier than 1910, as suggested in the Handbook. I have a single date recorded for 1903 and for 1904, followed by numerous dates suggesting continuous use in 1907, 1908, 1909, 1910, and 1911, followed by a late date of FE 5/14.

**MEMBERSHIP ROSTER: 1972
CATALOGUE OF PERIODICALS, ARTICLES AND BOOKS
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A reminder that these two new publications are available from the BNAPS Handbook Committee at \$1 each; write to D. M. Verity, Box 652, Burlington, Ontario.

TOPICS: THE NEWSFRONT

Air Mail space-fillers, new aerogram data; A noted writer dies in New York

There's some good news from Maj. R. K. Malott (16 Harwick Crescent, Ottawa); he has souvenir copies of the Toronto-Hamilton Grand Army of Canada semi-official air mail stamp. It makes a good space-filler on an otherwise "impossible" item — and a companion to the London-to-London souvenir label issued a few years ago by the London stamp club. The cost is low: three labels for \$1.25, postpaid. Bulk quantities are available as well.

Malott also advises that he has data on recent Canada aerograms; the data is available for the asking and covers tagged issues and varieties.

Edith Margaret Faulstich died last month of cancer at Port Chester, New York at 65. She was a past president of the Postal History Society, a well-known stamp columnist and writer, and was for many years the editor of the *Essay Proof Journal*. She also wrote the handbook, *The Canadian Expeditionary Force in Siberia, 1918-19*.

Auction News

J. N. Sissons' summer 1972 sale, held on August 9 in Toronto, offered some fine rarities. Among the prices realized:

A 12d black (Scott 3) high large margins with a lightened cancel and sharp laid lines, sold at \$6,500. A block of imperf 12½c blue-green, with a sheet margin at top, (lot 20) but creased, sold at \$850.

Blocks of the dollar Jubilee stamps, mint, sold at \$330, \$1,050, \$1,050 and \$1,250 for the \$1, \$2, \$3 and \$4 values (lots 42, 44, 45 and 46, respectively).

A pair of mint Seaway with inverted centres, sold at \$2,400. A single mint 6d yellow-green New Brunswick (Scott 4) with large margins fetched \$550 (lot 521).

TRADE TALK

H. E. Harris & Co. has announced two new albums to its Masterwork Line, United Nations, and Canada and the Provinces — both loose leaf and fully illustrated. Harris stated that both albums are the result of a demand expressed by collectors, and that he

has personally edited both with the aim of bringing collectors "the greatest satisfaction and pleasure." Illustrated supplements will be available at the beginning of each year. There are spaces for every major variety, including tagged, perf and die differences.

Stamps Information Associates, Inc. (675 Massachusetts Avenue, Cambridge, Mass. 02139) offers a 12-page pamphlet called *Collecting: Canada* which lists 24 catalogues and their publishers, 15 auction houses, a list of publications and columnists, stamp clubs, the services provided by Canada Post's philatelic division, and some general comments on Canadian stamps. The booklet is available for \$1. The firm also has other publications available.

Post Office Department NEW ISSUES

The Canada Post issued five new medium-value definitives, in denominations of 10c, 15c, 20c, 25c and 50c, on September 8, 1972. This information reached *Topics* only a week before issue date.

All five stamps were designed by Reinhard Derreth of Vancouver, B.C. The designs feature examples of wildlife and terrain indigenous to different geographical regions of Canada.

The stamps measure 24mm by 30mm in a vertical format and are being printed by the British American Bank Note Company of Ottawa in a combination of gravure and steel engraving.

The 10c and 50c values are printed in two color gravure and one color steel. The 15c, 20c and 25c values are printed in one-color gravure and one color steel. With the



exception of the Winnipeg tagged variety, marginal inscriptions including the designer's name appear on the four corners of each pane of 100 stamps available from the philatelic service.

All denominations of the stamps are being tagged and will be available only in the Ottawa and Winnipeg tagged versions. None of the stamps will be issued without tagging. The 10c, 15c, 20c and 25c values will be available in Ottawa and Winnipeg tagged versions. The 50c value is being issued in the Ottawa tagged version only.

Because of the denominations, a minimum purchase quantity of four stamps is required when ordering mint stamps of either the inscription corners or tagged versions. Collectors may order their mint stamps through the philatelic service.

SOME RECENT PUBLICATIONS

BNA Fakes and Forgeries — by E. A. Smythies, FRPSL, FPCS; a BNAPS handbook, 102 pages and illustrated. In hard cover, \$6; soft \$4. Available from many stamp dealers or through BNAPS' handbook committee.

For his latest book, Smythies did the logical thing; he studied all the available publications on the subject, followed that with months of correspondence with dealers and collectors, and added his own knowledge based on a lifetime of collecting. He has come out with a book that contains everything one man was able to dig up on BNA fakes and forgeries; much information is already well known, but having it all in a single book has been long overdue.

One could perhaps quarrel with the arrangement; one chapter is devoted to four colonies: B.C., Vancouver, Canada and Prince Edward Island — while Newfound-

land, New Brunswick and Nova Scotia rate separate chapters, for no apparent reason.

Furthermore, each of these four chapters carries an extensive appendix; the nature of these appendices is such that one wonders why they weren't simply written into the chapters themselves.

Aside from these points Smythies has done his usual excellent job. In addition to the four mentioned, there are chapters on the principal forgers and their works, the remainders, bisects, and various types of fakes.

Unfortunately the book's many illustrations are muddy and grey, as though the stamps are being shown through a layer of waxed paper. But what's positively shocking is the text, which is typewritten. It makes the whole effort look like a manuscript instead of a finished book.

This isn't to cast aspersions at the editor or printer, but rather to question the economic burden under which they appear to be operating — one either self-imposed, or dictated by a shortage of capital at the publisher's level. The publisher, of course, happens to be BNAPS. This book (and two other recent ones) simply hasn't the appearance of a publication worthy of such a venerable philatelic society as ours. Can't we afford something better?

United States, United Nations, Canada and Provinces, 1972-73 edition; published by H. E. Harris & Co. and available at most dealers. \$1, 216 pages.

This is new-catalogue season, and once again Harris has issued a new edition of its ever-reliable, most professional North America catalogue. The prices are realistic, the illustrations clear, and for a dollar it's probably the best value a stamp collector can find these days.

TOPICS: THE BUSINESS SIDE

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(Applications shall be pending in two successive issues of the magazine)

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 2084 Galway, Paul G., 10017-100th Avenue, Grande Prairie, Alberta T8V 0V2
 2124 Guile, Clifford R., Apt. 408, 6030 Cote St. Luc Road, Montreal 253, Quebec
 2569 McCusker, Prof. John J., Institute of Early American History and Culture, P.O. Box 220, Williamsburg, Va. 23185
 2771 Seaman, Charles D., Diligent River, Comb Co., Nova Scotia
 2629 Traves, Capt. P. J., 3 Westgate Drive, Jollimore, Halifax, Nova Scotia
 2617 Walton, William Charles, 125 Turtle Back Road, R.D. 1, Box 274, Califon, New Jersey 07830

Resignation Accepted

Button, Maurice Oxley

Correction (And Apology)

- 2784 von Mettenheim, Mrs. Lesa (NOT Tesa), 13 Kingsbury Court, Madison, Wisc. 53711

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TOTAL MEMBERSHIP, August 1, 1972	1208	
NEW MEMBERS, September 1, 1972	20	1228
RESIGNATION, September 1, 1972	1	1
TOTAL MEMBERSHIP, September 1, 1972		1227

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DUFFERIN COUNTY *continued*

In 1852 Scotland opened on the western boundary road of Oakland, at the 2nd concession road.

In 1859 Harley was opened in Burford Township, at the present Highway 53 and sideroad 12. On the present county road south from Brantford at the 5th sideroad Burtch post office was established in 1862, named after Stephen Burtch, who came to Brantford Township in 1816. In South Dumfries in 1862 opened Falkland on what is now Highway 2 at the western boundary road, with tailor M. Stally as postmaster.

1867 saw Langford established on what is now Highway 2 in lot 8 of Brantford Township. A farmer, W. W. Langs was postmaster. In 1868 Fairfield Plain opened in Burford Township at the 11th concession road and 3rd sideroad.

In 1874 Florence Vale was established in Burford Township, at the 13th concession road and 12th sideroad. Its name was changed to Northfield Centre in 1877. During this decade Kelvin post office, opened in 1854 on the southern boundary road of Burford Township and sideroad 12, moved

south into Norfolk County. Eagle's Nest post office came into being just south of Brantford on the road to Newport in 1876.

On Highway 2 between Cainsville and Brantford, Echo Place was opened in 1883 in Brantford Township. A descendant of Brantford's original settler, G. W. Westbrook kept it in his general store.

No new post offices were established in the district until 1896, when two appeared at the northwest corner of Sydenham and St. George Streets, adjoining Brantford, N. J. Klinkhammer opened Grand View in his grocery store. Hatchley Station opened in Burford Township at the railway crossing of the 12th concession road. In 1904 at the northwest corner of the 3rd concession road and 18th sideroad of South Dumfries, Blue Lake post office was established.

At the south edge of Brantford, in the Eagle's Nest Tract, Tutela post office was opened on Walter Street in 1908. The same year Ameronto post office was also established in Brantford Township, in lot 5 on the 5th concession road. East Oakland also opened. It was on the 12th sideroad of Oakland Township, in the middle of the 1st concession.

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