



BNA TOPICS

Official Journal of The British North America Philatelic Society

TRENDS

In this, possibly the most active year in the history of philately, it's rather fun to see what directions collectors' interests are taking.

While the drive for completion of collections of the stamps themselves is as strong as ever, it is clear that collectors are reaching out into the "fringe areas" more than ever before.

There is a tremendous upsurge of interest in early covers, or anything relating to postal history. More philatelic publications are being bought and read. Collectors are also taking an interest in the newer aspects, such as tagging and hi-bright papers. A strong new interest is being shown in postal stationery.

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ARTICLES

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Conquering the Canadian Rockies by Air Mail -- August 1919

BY MAJ. RICHARD K. MALOTT

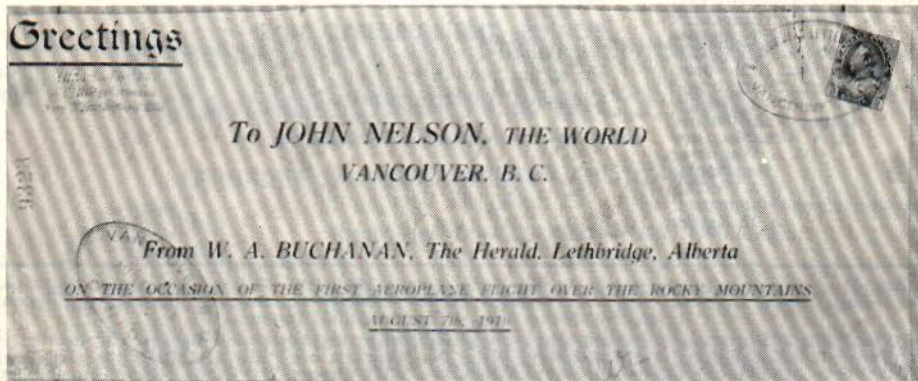
The conquering of the Canadian Rockies by air took place on August 7, 1919 when Captain Ernest C. Hoy flew his Curtiss JN-4 from Vancouver, B.C. to Calgary, Alberta, via Vernon, Grand Forks, Cranbrook, and Lethbridge.

Hoy, originally from Kelowna, B.C., was a member of the Royal Flying Corps during World War I. He returned to Vancouver in January 1919 and with five other flying personnel formed the Vancouver branch of the Aerial League of Canada. With financial assistance from Ernest Rogers, five Curtiss JN-4 training aircraft were purchased and special flying demonstrations and flights were presented in the Vancouver region. At the same time support for an air mail service across Canada was developing under the leadership of John Nelson, editor of the Vancouver *Daily World*, W. A. Buchanan of the Lethbridge *Herald*; and J. H. Woods of the Calgary *Herald*.

To demonstrate the feasibility of such a service, a successful flight across the Canadian Rockies was deemed essential. Arrangements were made to fly a Curtiss JN-4 aircraft powered by a 90 h.p. Curtiss OX-5 engine, and for fuel, oil and landing facilities in open fields or race tracks at various towns on the route.

Competition was keen for the honor of

attempting this first flight across the Rockies; by a random-lot selection Hoy was chosen to attempt the flight. To increase the endurance of Hoy's JN-4 to four hours, a 12-gallon gas tank was removed from a wrecked JN-4 and placed in the front seat compartment with special hose connections to the other gasoline tank. Instruments in Hoy's JN-4 were an airspeed indicator, an altimeter, an





unserviceable compass, and a Canadian Pacific tourist map of the area. The challenge presented to Captain Hoy and his frail JN-4 was formidable.

Hoy's first attempt to fly to Calgary was made on August 4, 1919. He took off from Minoru Park, Lulu Island, Vancouver, at 3:40 a.m. with Vernon as his first stop. Although fog forced him to fly at 1,000 to 5,000 feet for part of the journey, he had to descend to 500 feet over Chilliwack, B.C. to locate his position. Since he had to complete the total trip within 18 hours flying time and fog was prevailing, Hoy decided to land at Chilliwack. He returned to Van-

cover to try again at a later date: August 7, 1919.

Aboard his aircraft he carried several special letters from mayor Gale of Vancouver and copies of the Vancouver *Daily World* for officials at the various towns and cities along the route.

In *Canada's Flying Heritage* Frank Ellis states that Hoy carried 45 envelopes from Vancouver bearing a cachet "First B.C.-Alberta Aerial Post" (fig. 1). At 4:13 a.m. the Curtiss JN-4 rose from Minoru Park on Lulu Island, Vancouver, and headed towards Vernon. The weather was perfect, the route was clearly discernible through



Coquiholla Pass, and the aircraft was running smoothly. Hoy landed at Mission Hall, Vernon, at 7:18 a.m.

Vernon's mayor Shatford greeted the pilot, accepted the newspapers and flown envelopes for himself, J. A. McKelvie, Editor of the *News*, Hon. E. P. Chapman, and the president of the executive council of the Army and Navy Veterans — then treated Hoy to a large breakfast. The letter to Shatford from mayor Gale of Vancouver dated August 1, 1919 stated "This letter will be presented to you by Captain E. C. Hoy, D.F.C., who is making the first attempt to cross the Province of British Columbia to the adjoining Province of Alberta by air transport.

"A successful flight over the Cascade, Selkirk and Rocky Mountain ranges, within the time limit set for the event, will go far to prove the stability and practical worth of aerial navigation and greatly assist in the establishing of the much desired closer union between our Coast cities and the centres of population in the progressive interior and Eastern portions of the Province.

"I know you will give a fitting welcome to Captain Hoy on this memorable occasion."

At 8:14 a.m. the mailman aviator was again on his way, this time to Grand Forks. Hoy had mail and parcels for the mayor and merchants at Grand Forks also. He arrived at 10:34 a.m. and had special aircraft service supplied by two ex-RAF personnel, Lieutenants McLeod and Manly. At Grand Forks another aircraft flown by a Lt. Hall circled the town while Hoy was preparing for his next hop. At 11:15 a.m. Captain Hoy was airborne at Grand Forks. He landed at Cranbrook, B.C. at 2:05 p.m.

He flew through the main part of the Rocky Mountains between Cranbrook and Lethbridge. Over Crawford Pass his 7,000-foot ceiling allowed him a clearance of 150 feet. He reached and landed at Lethbridge (fig. 2) at 6:22 p.m. and took off again at 7:18 p.m. Bowness Park at Calgary was finally reached at 8:55 p.m.

Hoy apparently delivered newspapers and letters of greeting from Vancouver's mayor

Gale to the mayors of all towns and cities stopped at en route to Calgary — as well as copies of the *Vancouver World*. His successful trans-Rocky flight was heralded as a most eventful occurrence.

The return trip to Vancouver from Calgary was planned via Banff, Field, Golden, Revelstoke and Vernon. A few letters marked "By First Aerial Mail" were prepared for the return flight — letters from acting mayor McCoubrey of Calgary to the mayors en route, and other mail. Newspapers were also sent from the *Calgary Herald* to the *Vancouver World*.

Hoy's departure was delayed until August 11 because of weather conditions. That day he was airborne at 9:53 a.m. and over a selected starting point at 9:56 a.m., over Cochrane at 10:11 a.m., over Morley at 10:27 a.m., and over Golden at 12:35 p.m. He had planned to land at the local ball park but it was too small and crowded. Instead he landed in a field on the west side of town at 12:38 p.m.

The crowd at the ball park rushed to the landing site where Hoy was acclaimed a hero; a letter of greeting from Vancouver was read to the crowd by the local government agent. Hoy received letters from the president of the Board of Trade for the presidents of the Board of Trade at Revelstoke, Vernon and Vancouver (fig. 3), as well as more newspapers.

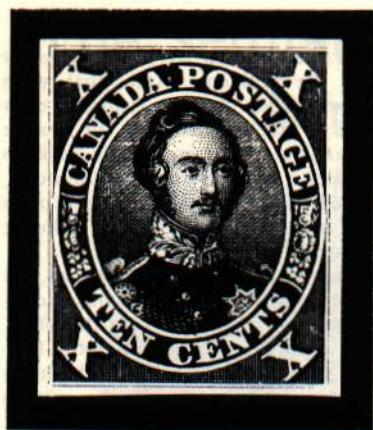
A good take-off at 2:45 p.m. despite the 2,583-foot elevation of Golden suddenly ended in disaster for the flight. An emergency turn to avoid two children on the field put the aircraft into a slip. The tip of the left wing hit the ground and spun the aircraft into the grassy field. Hoy crawled out suffering from a bruised shoulder and black eye. He made arrangements to ship the aircraft back to Vancouver by train and then took a train himself in mid-afternoon. He arrived at Vancouver Tuesday evening tired and bruised — his assignment to fly across the Rockies successfully completed.

Captain Hoy later joined Sun Life Assurance of Canada. In 1922 he married Mar-
(Continued on page 298)

BNAPLEX '73

CALGARY INN — CALGARY, ALBERTA
SEPTEMBER 19 TO 22

By HENRY G. SAXTON



(second of two parts)

That 10c Albert of 1859

Therefore, in examining dated material it is obvious that the first date would be quite a bit later than March 1859; and this would apply, of course, to each and every order. Incidentally Boggs tells us that the first order of the 10c stamp was sent from New York by express, by Rawdon, Wright, Hatch & Edson, on May 28, 1859 — over two months after the order was placed. They were probably sent out to least the larger post offices fairly promptly; but at the best, it was likely three months after the date of the order. July 1, 1859, is the date quoted as the first possible use.

Coming back to Calder's book, we find that column "G" in the tables shows the earliest date available of a particular printing, according to the nearly 600 pieces of material they had before them; and we can now make another summary classification by perfs.

CLASSIFICATION BY PERFS: SUMMARY

11¾ x 11¾	255 pieces of material from July 1st 1859 to March 26th 1863
12 x 11¾	124 pieces of material from March 27th 1863 to April 11th 1865
12 x 12	190 pieces of material from April 12th 1865 to 1868 and past

Color

Before going into the method of the Calder group in the examination of dated material and the placing of colors and shades into dates, I will digress for a moment.

Who can describe a sunbeam, a rainbow, the northern lights or the hues and tints of a sunset? No, there is no nomenclature for color. One hundred years ago, both the post office department and the contractor printers were content to use words such as red, blue, green, lilac, etc., and that was that.

In fact, as far as I can see from the correspondence gathered and edited by Boggs in his *Postage Stamps of Canada*, Vol. 2, the department did not worry too much about shade or color, so long as it was sufficiently different from other stamps at the time.

Boggs shows a handwritten extract from an ink recipe book, but this is dated 1868-69, 10 years after the 10c we are discussing was printed. In other words, the shade was pretty well left to the printer. The most I had was about 90 copies of

this stamp at any one time. A dealer like myself has to keep his stock moving, and I did not have them long and could have sold them several times over. It was at that time that I had a vague dream that there should be an Electric Eye service or bureau, where a dealer could send such a collection and have them come back, correctly placed as to shade, etc., and then offer the stamps as such and such. When I woke up, I looked around and ran across words like "spectrophotometrically"; but even with such apparatus, it is next to impossible to express in words to anyone a difference in color.

I am indebted to C. R. Conquergood of Canada Printing Ink Co. Ltd., for some remarks regarding colors. He writes to me from the technical angle rather than from the point of philately, but I think his remarks are useful. He says in part:

After referring to color systems, color atlases and a recording spectrophotometer, he says the eye, for all except the most severe scientific check, will do a good job, subject to the following:

First test your own color vision making sure you have a normal one without color deficiency. Most optometrists can give you a test; some color training helps. Then examine by *daylight* using a good north light. Use a good magnifying glass and a mask to eliminate all other colors than those you are studying.

Examining dated material

How did these giants of philately years ago attack the problem? And what were their findings? They quickly realized, even as you and I, that a shade was an illusive sort of intangible thing, impossible to keep fixed by name. They were very thorough. They located at Ottawa an old hand-press similar in type to that used for the printing of the stamps of the period.

They observed and studied processes, all the way from making a batch of ink, cleaning the plate, applying the ink to the plate, removal of surplus with cheese-cloth, burnishing the plate with the palm of the hand to remove any ink or scum on the surface of the plate (which of course does not "print"), the proper adjustment of pressure between the plate and the paper, the pre-dampening of the paper, the length of time the pressure was applied, the careful removal of the paper when printed, and the proper drying of the printed sheet.

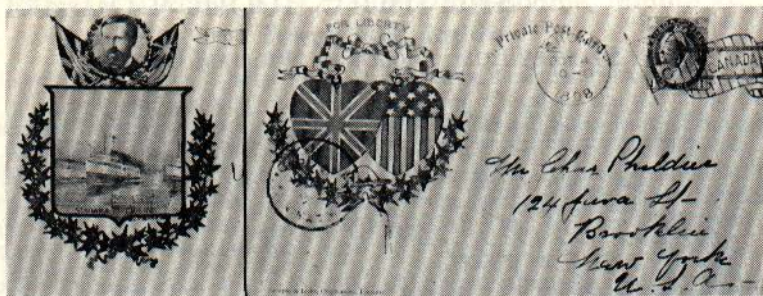
Enough has been said in the previous paragraph to enable anyone to understand that any departure through carelessness, or neglect, or change of technique, caused a variation in shade—and that was what they found. They even had tests made where a series of printings were produced, based on certain selected defects. They were able to produce out-shades and actually show the reason for them. They were thorough!

(Continued on page 300)

SHADES FOR THE FIRST FIVE ORDERS (EIGHT PRINTINGS)

Order	Printing	Color description
1	1a	Brownish black (mostly black).
	1b	Deep chocolate black (with the brown color more prominent).
2	2a	Dull reddish-brown purple.
	2b	Similar to the above, but somewhat brighter and containing more red.
3		One printing only: a new color. A bright red-purple, lighter and brighter than 2a and 2b and much redder.
4	4a	Unlike the first three orders. Now a dark dull purple, containing little (if any) red.
	4b	Lighter than 4a and tinged somewhat with a sort of dark-violet shade.
5	5a	These stamps, much lighter in shade than the earlier printings, have a yellowish-brown tint.
	5b	Darker than 5a and the yellowish tinge has disappeared. They somewhat resemble 2a and 2b, but the shade is different.

The Semple and Luke Patriotics of the pre-Boer War period



BY ED RICHARDSON

It has been a few years now, since the series of articles appeared in *Topics* by the late Col. Lloyd Sharpe and the late Clarence Westhaver. Both of these fine gentlemen contributed much to the knowledge and appreciation of Canadian Patriotic cards and covers. Today they are a tremendously popular sideline of Canadian philately.

My own interest, while not limited to the earlier types, is primarily directed towards those cards and covers of the 1897-1902 period, commonly but somewhat incorrectly referred to as the Anglo-Boer War patriotic period. Strictly speaking this is incorrect as many of these patriotics made their appearance before the outbreak of the war on October 11, 1899.

There were many factors and events which contributed to the rather prolific manufacture of these patriotics prior to the Boer War, but two events had the greatest influence: (1) The Diamond Jubilee celebrations for Queen Victoria; and (2) The British support of the U.S. during the Spanish-American War of 1898. In fact, because of this later event, it is not unusual to find many patriotic cards of Canadian origin being used in the U.S. as Spanish-American war patriotics.

Among the attractive patriotics of the Pre-Boer War period are those known as the Semple & Luke series. All those we have seen bear the imprint "Semple & Luke, Originators, Toronto". Illustrated herewith are the only two basic designs we have seen.

On the left is illustrated the "Scene in Shield" or crossed flags design. It is beautifully printed in red, blue, green and gold. Inside the shield is a scene showing a boat with the legend "Niagara River Line". Below the shield is a small inscription "Geo. P. Semple, Des." On the reverse or message side are five small scenes, enclosed in wreaths, arranged across the top. In the lower left is the "originators" imprint. It was used in November 1898.

We believe this "Scene in Shield" design may come in four or five varieties, being caused by a different scene or scenes on the reverse, and possibly a different scene in the shield on the front.

Illustrated at right is the "Overlapping Hearts" design. It is attractively printed in red, blue and gold. In this case the "originators" imprint appears on the address side, in lower left.

We have seen two varieties of this card, and again we suspect that four or five varieties may exist. On the reverse of the card illustrated is a riverboat scene in the upper left bearing the inscription "Lachine Rapids"; it was used in October 1898. On the reverse of another similar card which we have is an overall scene bearing the inscription "Grand Trunk new single arch double-track steel bridge over Niagara River", used in February 1899.

All of the scenes on the reverse side of all three cards are in pale blue-green.

We shall try to report on other Patriotics of this period in the near future.

A Large Queen as a Revenue, Frank's Flying Suit ... and more about Counterfeits

BY STANLEY LUM; PHOTOS BY WILLIAM LUKEY



While rummaging through some old letters I noticed the above 2c Large Queen stamp on a promissary note. This is the first time that I have seen the 2c Large Queen thus used. What's even more interesting, it is genuine. As there are various values of the Small Queens similarly affixed to monetary documents, I wonder if there are other values of the Large Queens fiscally used; according to V. G. Greene, the famed Canadian cover collector, this usage of the 2c Large Queen stamp is even more rare than the cross-border ferrage rate.

The new issue of Kaulbach Island unofficals contains four 18c ship scenes in color. One shows the steamship *Quebec* in a painting by Cornelius Krieghoff, and states that the original is from the collection of Dr. W. R. Franks of Toronto. Franks is the inventor of a flying suit that bears his name — a suit with a rubber bladder lining that's filled with water. As the pilot pulls out of a dive he tends to "black out" as the inertia of his blood causes it to run away from his head. Frank's suit prevents this; as the G (or gravity) force increases, the water in the suit is forced downwards, constraining the blood vessels in the abdomen and thereby reducing the loss of blood at the brain.



Further to reports in *Topics* (June-July and October, 1971) I'm happy to report that the 4c counterfeit, which I tucked away carefully and then couldn't locate, has turned up once again in my files; next time I won't put it away so carefully. Compared to the 6c orange of the 1967 issue, this item has proven to be extremely rare. The reason could be that either smaller quantities were produced, or that it is a difficult item to spot as a counterfeit. However, the color is not as intense as the original, and the perforations are smaller.



ATLANTIC RAILWAY
PHILATELIC SOCIETY
AU20
1855

The RPO Cowcatcher

Lewis M. Ludlow, 6 - 17, Shibaura 4-chome, Minato-ku,
Tokyo 108, Japan

Well, collectors, finally — after many broken vows, business, personal and philatelic — here we go at last with a regular monthly column on Canadian Railway Post Office cancellations which we hope will be not only a source of fun and pleasure for BNA philatelists but also will open up for many a field of study so far undertaken by only a few.

Taking a fresh look at RPOs, one gets an immediate positive reaction — all of the known runs available, still a lot of material around, wide periods of use spanning over 100 years, many new discoveries still to be made. All right, let's get moving — but where do we start?

Fortunately there is quite a bit of available published material to get you off the ground if you have not really started yet. Fred Jarrett, in his pioneer work of 1929, *Stamps of British North America*, listed approximately 475 RPO runs and varieties thereof. T. P. G. Shaw in his 1944 *Catalogue of Canadian Railway Cancellations*, with due acknowledgment to Rev. F. W. Gedy, published for the first time a systematic classification of over 1,300 different RPOs and varieties. Almost 20 years later in 1963, Shaw, in his second publication, *The Handbook & Catalogue of Canadian Transportation Postmarks*, (published by the Royal Philatelic Society of Canada), expanded his first book to include over 130 Newfoundland cancellations and reported approximately 2,300 Canadian Transportation Postmarks. Again, in 1970, in an addendum to his 1963 publication — *Corrections and Additions*, published by BNAPS — Shaw increased this total with more than 400 new cancellations discovered in the intervening period of seven years.

Thus, today, we estimate that there are approximately 2,800 recorded Canadian RPO and transportation postmarks, and, of course, new discoveries continue to be found from time to time. In 1967 L. F. Gillam published his excellent history on Canadian RPOs, *A History of Canadian RPOs*, published by Cockburn, which made a substantial contribution to established knowledge.

With all of the above published information available, what more is needed? We think a lot more is not only needed but available. We are aware of the various runs and types now known but think there are many more to be found. We have splendid

historical information on the railroads; what we do not have is the more fundamental, detailed knowledge on the cancellations themselves.

Understandably, to date only the briefest information is known on the periods of use, whether such use was continuous or intermittent, the number and identification of the hammers involved for each run, the relation of indicia to hammers (if any), the interrelation of one run to another and other myriad amounts of information on these postmarks which previous investigators, through lack of space, time and material, have been unable to report. It is in these areas that this column will initially direct its efforts.

The scope of this project is rather monumental, and at this outset we do not necessarily see any particular terminus; however, we do not feel this is nearly as important as getting started. Continuation in this direction will, in large part, depend on how much interest is shown in the subject by our readers. It may be that our efforts will be redirected by the response this column receives, and this is equally satisfactory. We do feel that if we can establish this column as a forum for expression, we can reactivate the RPO field which, in recent years, has moved at a rather leisurely pace.

The information we present will, with malice aforethought, be put forth as fact with all of those conditional expressions of "we believe, we think, it is our opinion, etc." purposely omitted. This should start a few good discussions, since we know in advance that a lot of what we put forth will be the beginning — rather than the last — word on the subject; however, as we said before

you have to start somewhere. On any disagreements, don't write to the editor; write to us in Japan and we will correlate all incoming information and put it out in subsequent columns.

So much for the introductory remarks; now we will get down to work. Using the catalogue of Mr. Shaw, who has offered his help and cooperation in this effort, we have arbitrarily elected to start with the RPOs of the Maritimes; we have no particular reason for this decision with the possible exception that this group is somewhat more neat, tidy and organized than the others.

M-1

First of the Maritimes is M-1, ALBERT & SALISBURY, Type 3B, reported by Gillam. We have never seen a strike of this run, so we cannot discuss this one; however, we hope that Mr. Gilliam will forward information so that we can bring this to you later.

M-2

ALBERT & SALISBURY · R.P.O. /



One hammer, Type 17
Proofed: December 5, 1912
Earliest: July 10, 1913
Latest: July 5, 1937
Indicia: N—1913/24; 255—1931/37; 256—1936.
Issage: Intermittent—1913/24; 1931-37
R.F.: 140

Comments: Single hammer, well preserved; all known strikes conform to circular measurement of the one strike in the proof books.

Now, there is a modest one for openers; can anyone fill in the six year gap in the 1920s? Surely, someone has a prior earliest date. Anyone wishing to update any of the presented date, please send us a copy of your cancellation from your neighborhood corner copying machine; if such is not available, please send a very accurate tracing. One

of our existing problems is the establishment of reliable data which on occasion in the past has been lacking and has led to error.

M-3

INTERCO-^L R. R. AMHERST & HALIFAX/

One Hammer, Type 4D
Proofed: August 3, 1874 (may be 1877)
Earliest: Reported, but not seen
R.F.: 200
Comment: Originally listed as Type 10F, but subsequently changed to Type 4B; however, proof strike is Type 4D.

This run is interesting. The proof strike is found on a page where all other strikes are between January and May 1877; however, experience has shown that out-of-sequence strikes are frequently found in the proof impression books, and we must assume the listed date is correct. A use strike prior to 1877 would confirm. Originally reported by Jarrett, this run may have been found by others; we will welcome additional information.

* * *

In this column, the use of a slash (/) in the title of RPOs is for the purpose of differentiating the top portion of the run from the bottom; while often such use will be redundant when given the Shaw type number, there are sufficient cases requiring clarification that such use is definitive and a good habit to acquire.

Regarding proof strikes, this is a good point on which to digress. The majority of the RPO cancellation hammers were made by Pritchard & Andrews of Ottawa, a firm which we understand still makes cancellation devices today. Apparently it was their procedure to strike a proof impression at the time each hammer was made and retain such in books established for this purpose. At least eight of these proof impression books exist today and, at this writing, detailed study has been made of seven of these eight — one in the Philatelic Foundation, New York, covering roughly the period 1876/1895 and six in the National Archives in Ottawa covering roughly the period 1908 to 1953. While we will discuss later more specific details regarding these proof impression books, at this time we respectfully acknowledge with our most sincere thanks the cooperation and assistance given by the staff and personnel of the Philatelic Foundation, the National Archives and the National Postal Museum in

Ottawa in making these proof impression books available for our evaluation and study. We further acknowledge that any date listed for a proof strike in this and all following columns did indeed come from the respective

proof books in the Philatelic Foundation and the National Archives, as dated above, and would not otherwise be available to us except for their generous and helpful cooperation.



Revenue Study Group

Ed Richardson, Box 939, League City, Texas 77573

Ed Richardson has again agreed to conduct this column for the time being. Much of this column is devoted to the annual meeting of the BNA Revenue Study Group, held as part of BNAPEX last September in St. John's, Newfoundland.

Lee Brandon was voted the 1972 recipient of the Annual Study Group Award, a small silver bowl. Lee is the author of the new *Catalog of Tobacco Tax Paid Stamps of Canada* which is being published by the Study Group in xerox form and distributed free to the membership. Over 100 pages had been distributed by the end of 1972; it is expected the work will be completed by mid-1973.

Lee tells me that it is his intention to follow this with a listing of the Newfoundland Tax Pairs. We have turned over to him all the notes we made a number of years ago with the help of numerous revenue collectors.

* * *

For the third consecutive time, it was voted to skip the collection of annual dues renewals. The Study Group's treasury is exceptionally well blessed, a situation rarely found among stamp societies! However the new rate of \$3 for the admission of new members to the Study Group was retained; it was felt that this was more than justified since all new members are currently being given all the back pages already distributed of the Tax Paid Catalog.

* * *

Bill Rockett was again elected chairman and treasurer, and Ed Richardson, secretary.

* * *

The BNA Revenue Handbook, being edited by Ed Richardson, was the main topic of discussion; this will be a specialized catalogue of all BNA Revenues (not including Tax Pairs), and will also list all known die and plate proofs, trial colors, specimens, finished proofs, and essays known at the time of publication. It will

also contain a tremendous amount of background data relative to each issue—the engravers, printers, imprint and plate number data, etc. It is surprising how much new information has come to light during the past few years, due mainly to the activities of the Study Group.

* * *

The Study Group now has over 140 dues paying members, who also must be members of BNAPS. This is approximately 12% of BNAPS' total membership!

* * *

The Order of The Beaver inducted three new members at the BNAPEX annual banquet in St. John's: Les Davenport, Bob Woolley and Bill Rockett. All three are members of the Study Group. It's an honorary award, given only to BNAPS members of exceptional character who have given noteworthy service for a considerable time to BNA philately or to BNAPS.

* * *

From the Revenue Newsletter: The Department of National Revenue (Customs and Excise) reports there are no longer any Excise Tax stamps being used. They also report no more Snuff or Plug Tobacco stamps! . . . We know of at least a dozen or so copies of the newly-reported Supreme Court Law, the 10c of 1938 overprinted with "20" . . . the Loi De Faillite \$5 blue (Sissons' R108) definitely comes in both the perf 11 and the perf 12 varieties, but has anyone seen a \$4 perf 11? . . . Nova Scotia R12a—the 20c with the double overprint—will be removed from the next edition of Sissons; the copy upon which this listing was based has since turned out to be a fake!



Rounding Up Squared Circles

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

A new chapter can now be written on the WINNIPEG 'spread R'. For a long time it had been known that during the entire month of March, 1896, the 'R' in 'MR' was damaged in WINNIPEG III. Then, it was discovered (see SP '67 and MR '70 TOPICS) that the damage to 'MR' had occurred toward the end of March 1895, with normal 'MR' known on MR 27/95 and damaged 'MR' known from MR 28 through MR 31, 1895 in Hammer III. But a normal 'MR' is found for the entire month of March, 1897, in this hammer, so the presumption was that the damaged indicia was discarded and replaced with a new 'MR'.

In looking over a number of WINNIPEG strikes belonging to Tom Southey, I have made the startling discovery that the damaged 'MR' was not discarded, but used during March, 1897, in Hammer I instead of Hammer III! Dates found with damaged 'MR', in Hammer I, are: 4/MR 2/97; 8/MR 9/97; ?/MR 1?/97; 1/MR 29/97; and 9/MR 31/97. Hammer III was not used in 1898, and a normal 'MR' appeared in Hammer II in March, 1898 strikes of Hammer I. Who can tell me if the 'spread R' was used again in 1898, and in what hammer, on what dates?

* * *

Several errors which have crept into the listings over the past few years should be corrected. The present owner of the strike dated ?/1/99, reported as a late date for WINDSOR, ONT. informs me that it is, in fact, a partial strike of ARNPRIOR. The late date for WINDSOR, ONT. should thus revert back to the Handbook listing: OC 5, 98. Similarly, the late listing of AU 15/99 for LUNENBURG, N.S. has proven to be an error, and the late date for this town should also revert back to the Handbook listing for latest: AP 19, 99. The owner of the PICTON, ONT. late date, shown in the Handbook as JY 8, 01, tells me that this is a typographical error and should read: JU 8, 01.

The owner of the OWEN SOUND strike which resulted in the Handbook listing of indicia '6' known in '98, informs me that this was an erroneous report. The indicia is

a blurred 'C' and not '6'; reference to indicia '6' should be deleted from the Handbook listing for OWEN SOUND.

While I have not listed a PM time mark for SHANNONVILLE, having identified the town, when submitted to me for verification, as BROCKVILLE, I have noticed SHANNONVILLE PM appearing on several collectors' want lists of indicia. The owner now agrees that the strike is BROCKVILLE, and this mention is made to advise collectors to remove SHANNONVILLE 'PM' from their want lists.

* * *

A further category of year date errors is that in which something other than a year date appears in the normal year-date slot. I exclude such things as the PARLIAMENT ST. misarrangement of indicia in which the year date appears at the top and PM at the bottom, or WELLINGTON strikes in which the year date appears at the top and the bottom slot is vacant. I know of three examples of this category:

MONTREAL II — 3/JA 16/PM

TORONTO — ? PM/MY 26/OC reported by a correspondent who wishes to remain anonymous; the month, 'OC,' is very clear and is surely an error for '00'. The same kind of error is reported by Ed Brakefield-Moore: 3 PM/FE 6/inv. OC. Perhaps 'OC' was used for a long stretch for '00'. Can anyone report additional examples?

WESTON — SP 11/AU to SP 30/AU inclusive. The year is thought to be '96. From the nature of the error, I would expect dates from SP 1/AU although none earlier than SP 11 have been reported. The most likely explanation I can think of is that in changing from AU 31/96 to SP 1/96, the '96' was thrown back into the indicia box, and the 'AU' was put into the year date slot by error. But this explanation would be meaningful only if the error occurred on the changeover from 'AU' to 'SP'. Who can report SP 1/AU, or any date earlier than SP 11/AU?

* * *

There appears to be a 'black hole' down which quite some few interesting squared
(Continued on page 298)



Tagging Along

Kenneth G. Rose, Box 7086, Station 'E', Calgary T3C-3L8, Alberta

It has been a rather dull summer and fall as far as tagged issues are concerned. This does not imply that there has been a shortage of new issues, or that there has not been an odd item of interest. Rather it refers to the lack of correspondence from members, and the reporting of new errors and varieties. The faithful have dwindled to a very few — one in Ottawa and two in Winnipeg to be exact, and I hope the reason is that most have had a very busy summer like your writer. For this reason, this article will be a hodge-podge of information gathered since June.

Ottawa Tagged — now referred to as Ottawa (General) Tagged — was applied to the whole issue of the medium-value definitives, except for those in the Winnipeg area. I am still convinced that this, or something similar, will become universal even in the Winnipeg area, as soon as the equipment is installed throughout the country. Incidentally, it has been confirmed that the Ottawa Tagging is applied to the paper before the stamp is printed — an opinion expressed in this column some time ago.

Apparently the 50c booklet is to be continued with Ottawa Tag, and the set of 10 Transportation Scene booklets have appeared on fluorescent paper and with the scenes and printing in blue instead of brown as with the 25c booklets. I understand that the plain 25c Ottawa Tagged booklets, which appeared on two different papers, have disappeared rather suddenly from the market.

Only one new Ottawa Tagged error has come to light since the last list, and that is the 18c slate on dull paper with type 01a ex pane. With all the commemoratives and medium value definitives, surely some of these have been turned up by readers, particularly since there has been universal distribution on some, and random distribution on others.

Presumably all are aware that the three sets of Ontario Cards are available with Ottawa Tag, although repeated requests to the Philatelic Section brought the perennial "not available tagged" reply. Date of issue, 24 July 72.

Also available with Ottawa Tagging is the Air Letter Sheet — date of issue 5 Sept. 72. I wonder how much more money our Post Office could make if they could see their way clear to advise collectors in time to secure new issues? Even advising us eventually would be better than nothing.

Winnipeg Tagged have very little to report, other than regular new issues. The current 8c has appeared with PVA gum, as did the 2c earlier in the year; however, the Hibrite paper seems to have been discontinued completely. Since Gibbons paid that visit to Winnipeg and bought up the remaining stocks of Hibrite, most of my correspondence has been requests for stocks and examples of those values that did appear on Hibrite. I regret I am not a dealer, and have very small stocks on hand — just enough for my own reference collection, with a small reserve in case I am able to trade for wanted items. I did manage to secure the Manitoba Centennial 11a error this summer after 2½ years of trying, but the 1954 2c type 2a and the 1970 6c Christmas type 13a still elude me.

The G. N. Perfin on the 1954 4c has been seen, but not procured, and I have had the first reporting of a P.S. Perfin on a tagged stamp — I hope to confirm this in the next article.

The second most frequent request in my mail is how to stop the Ottawa Tagging from bleeding onto whatever material it comes in contact with. I have found no sure-fire method as yet, but in 95% of cases, a couple of weeks exposure to the air has eliminated the problem for me. Apparently it needs to dry out thoroughly before placed in albums, envelopes, vinyl, etc.

The 10c Ottawa Tagged ("Jack Pine") which originally appeared on Hibrite paper apparently ran out very quickly, and is now being supplied on dull paper. Only the Hibrite was supplied from the agency to the best of my knowledge, and in Ottawa the new 10c may already have replaced it. Should be a good item.

Please remember that if this column is to continue, it is almost entirely dependent on correspondence from readers.

TOPICS: THE NEWSFRONT

Aerograms, charter flights, exhibitions . . . robberies and new publications

From Maj. R. K. Malott comes news that an aerogram with a new format and design was issued about November 6. Compared to the earlier type, which went on sale on July 22, 1971, the main differences are these: The earlier type has a faint Canada Goose as a background under the address section; the new type has a smaller goose but it's on the back of the aerogram when it's folded; the side flaps are on the middle third (when unfolded) on the new ones, but appeared on the bottom third on the old type.

Malott says there are now 16 varieties on the earlier type, some quite rare. In a later issue *Topics* will carry a complete rundown on aerograms.

* * *

Stan Lum of 218F Stanley Greene Park, Downsview, Ontario, has arranged a CPR charter flight for the 1973 BNAPEX convention at Calgary; it leaves from Toronto on September 19 with a stop at Winnipeg, and returns on the 23rd, again dropping off at Winnipeg. All passengers must go together on the first flight, but there are no restrictions on the return flight.

* * *

UPCOMING EXHIBITIONS: The curling club arena of the RA Centre in Ottawa is the site for the 12th Annual ORAPEX show on May 6 and 7, 1973; for details write Richard Malott at 16 Harwick Crescent in Ottawa. . . APEX 1973 is Britain's Second International Air Mail Exhibition and it's at Manchester from July 4 to 7. Oh

yes — then there's BNAPEX at Calgary from September 19 to 22.

Belated congratulations to the Postal History Society of Ontario and its editor, Peter Weidemann, on their first issue of *The Postal HistoMine*, a 12-page quarterly by the group which formed earlier this year. They've now got 50 members and meet periodically in western Ontario. For more information write Stan Shantz, 763 Green Lane, London 74, Ontario.

* * *

LOST OR STOLEN: Richard Malott, the airmail activist in Ottawa, reports that between April 15 and September 1 several parcels of envelopes, colored slides and specially-cancelled postcards disappeared. He's offering a \$100 reward for information which leads to a conviction. The 300-plus slides cover four lectures Malott gives, while the mail has first day covers and air mail items, some autographed by the pilots. Malott will be glad to provide details of his accumulative loss, the extent of which he only realized after Labor Day.

SOME RECENT PUBLICATIONS

Canada Post Offices, 1755-1895—by Frank W. Campbell; published by Quarterman Publications, 5 South Union St., Lawrence, Mass. 01843. 208 pages, 8½x11 inches; \$15 in Canada and the U.S.

Here, for the first time, is the publication

CORRECTIONS TO "BNA FAKES AND FORGERIES"

E. A. Smythies, the author of the new BNAPS handbook, advises us that a few errors have crept in:

Page 5, line 38: after "Vade mecum (1929)" insert "copied."

Page 28, bottom line: correct to read "ONE DOLLER."

Page 31, last paragraph: for "SINT" read "SENF."

Page 86, plate VI: No. 6 should read "1d buff."

Page 100, plate XII: For "1, 3, 5, 7, 12" read "1, 3, 5, 7, 11."

ADVISORY BOARD FOR NATIONAL POSTAL MUSEUM

On November 10 postmaster general Jean-Pierre Cote, now a senator, announced the first six appointments to the National Postal Museum's advisory committee; further members, he said, would be added.

They are Sam C. Nickle of Calgary, Hon. Henry D. Hicks of Halifax, Guy des Rivieres, Q.C. of Quebec City, Carl R. Mangold of Montreal, Gerald E. Wellburn of Victoria, and Robert H. Pratt of Milwaukee.

All are members of BNAPS and are well known in philatelic circles; Mangold and Nickle are also members of the Stamp Design Advisory Committee.

The purpose of the museum committee, Canada Post said, is "to provide advice and guidance in the planning, development, implementation and operation of the museum." The museum is to open within two years; the committee will meet regularly starting in the new year.

of Frank Campbell's monumental work which was completed in 1958 after 30 years spent on the project.

During the intervening 14 years, two or three private printings of the book were issued to friends and researchers. In 1968 Campbell turned the manuscripts for several books over to Edward Phelps of London, Ontario — entrusting Phelps with the job of assuring that the books would be given wider distribution. Phelps, true to his word, arranged with the Boston-area publisher to have the most important book published.

While this reviewer is against books done in typewriter text, there are exceptions — and this is one of them. The body of this book consists of an alphabetical listing of every known post office during the period under study — cross-indexed as necessary, with dates of operation of each office, and the business-volume of each office listed when available.

This section goes further — with illustrations of several thousand postmarks and scores of maps, each painstakingly hand-drawn by Campbell. There are also numerous marginal notes and comments with the occasional word inserted by hand.

As one pores over this section one gets an insight into the tremendous amount of tedious labor Campbell devoted. In effect each of the 191 pages is done by hand, and thus the main section becomes a document in its own right.

Setting off this section of the book are several introductory pages attractively done by regular machine typesetting, which includes a newly-written preface by Campbell and a portrait of him, as well as a foreword

by his Mentor, Edward Phelps. The volume is tastefully bound.

—E.H.H.

A Postage Stamp History of Canada, by Victor Seary; published by McGraw-Hill Ryerson Ltd., 168 pages, hard cover; available through general book stores, some stamp dealers, and through BNAPS hand-book sales department.

Here is an outstanding condensed history of Canada, based on its postage stamps, and very readable as such. A chapter is devoted to exploration, with stories of explorers from Cabot to Mackenzie and Thompson.

Early settlement is covered, from Guy's early attempt to colonize Newfoundland, through the changing fortunes of settlement in Nova Scotia and the St. Lawrence River area, and the arrival of the United Empire Loyalists and the opening of the Canadian west.

There are chapters on government and politics, expansion, transportation and communication. And also the wars — from the Plains of Abraham, through the War of 1812, to the two World Wars.

A final chapter is devoted to outstanding Canadians in the fields of arts and letters — Pauline Johnson, John McCrae and the Group of Seven.

The text is illustrated throughout by excellent reproductions of Canadian and Newfoundland stamps.

The author, Victor P. Seary, is a former director of Ryerson Press. He is a native of Yarmouth, N.S. and a graduate of Dalhousie University. He is the author of many books and articles on Canadian history.

—R. J. Woolley

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. 1970-1972 — Dr. R. A. Chaplin, S. S. Kenyon, Wilmer C. Rockett. 1971-1973 — James C. Lehr, James A. Pike, Robert H. Pratt. 1972-1974 — G. B. Llewellyn (chairman), C. R. McNeil, D. G. Rosenblat.

From the Secretary

JACK LEVINE
Raleigh, North Carolina

New Members

- 2869 Anderson, Leon S., 619 Pine Haven, Houston, Texas 77024
2870 Armstrong, George M. Jr., 510 Eder Avenue, Wyckoff, New Jersey 07481
2871 Barnes, G. G., Box 111, Sunderland, Ontario
2872 Barnes, H. L., Box 348, Buchans, Newfoundland
2873 Boehm, Col. C. R., 2623 Queenswood Drive, Victoria, British Columbia
2874 Buckler, Lester H., 6 Riverside Blvd., Thornhill, Ontario
2875 Casuccio, Samuel P., 6048 Yonge Street, Willowdale, Ontario
2876 Clarke, A. J., 1327 Richmond Road, Burlington, Ontario
2877 Crowdy, Carl W. H., 41 Atlantic Avenue, Fitchburg, Mass. 01420
2878 Dawe, William A., 3 Gooseberry Lane, St. John's, Newfoundland
2879 Dibbley, Larry D., 1020 Garden Court, Windsor 16, Ontario
2880 Sibbet, D. E., 25 Ripley Crescent, Winnipeg, Manitoba R3T 0J3
2881 Stanley, W. J., P.O. Box 692, Brantford, Ontario
2882 Szeke, Joseph F., 542 Queenston Road, Apt. 708, Hamilton, Ontario
2883 Squires, Douglas J., 14 Ridge Road, St. John's, Newfoundland
2884 Talman, John H., 74 O'Hara Avenue, Toronto 3, Ontario

Replaced on Rolls

- 2093 Skinner, E. J., 7557 Jalmia Way, Los Angeles, California 90046

Application Pending — Life Member

- 2489 Hausmann, Edward H., 117 Alcorn Avenue, Toronto 190, Ontario

Applications Pending — "A" Group

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

- Beatty, Richard H., 70 Dellsie Avenue, Apt. 107, Toronto 7, Ontario
Crooker, David Graham, P.O. Box 482, Florida, Transvaal, South Africa
Gibson, Robert F., 890 Oakwood Drive, Apt. 165, Rochester, Michigan 48063
Hayhurst, John B., 15212 N.E. 16th Place, Apt. 3, Bellevue, Washington 98007
Max, Harry, 793 McEwan Avenue, Windsor 11, Ontario
Morrow, Trelle A., 1370—7th Avenue, Prince George, British Columbia
Newman, Skeith J., 15 Vicora Linkway, Apt. 914, Don Mills, Ontario
Plotrowski, Aloysius, 1521 Sixth Street, Moundsville, W. Virginia 26041
Perry, Ronald, 13 Gardiner Crescent, Cobourg, Ontario
Rink, J. K., Box 384, Kelowna, British Columbia
Webber, Ward, No. 9, 1366 West 13th Avenue, Vancouver 9, British Columbia
Young, William, 1915 Finlay Drive, Prince George, British Columbia

Applications Pending — "B" Group

- De Groot, John, 15 Richmond Avenue, Apt. 301, Kapuskasing, Ontario
Gittis, Samuel, P.O. Box 1617, Philadelphia, Pa. 19131
Goto, Edwin, P.O. Box 2305, Gardena, California 90247
Kezys, Mindy, 152 Ferrie Street East, Hamilton 21, Ontario
Moir, Brian M., 2632 Derbyshire Way, North Vancouver, British Columbia
Montague, Charlotte G., 1334—100 N.E., Bellevue, Washington 98004
Morrison, David, 3021 Linton Road, Ottawa, Ontario K1V 8H1
McGill, John H., P.O. Box 301, Cambridge, Massachusetts 02138
McIntosh, Douglas F., 1633 Sunnycove Drive, Mississauga, Ontario
Penny, Fred, 28 Coady Avenue, Toronto 252, Ontario
Piton, John F., 2 Oberon Street, Ottawa, Ontario K2H 7X7
Simons, Gordon C., 115 Rosewood Ave., Apt. 3, Ville St. Pierre, Quebec

Applications for Membership

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

(C—Collector D—Dealer DC—Dealer-Collector C—Correspond X—Exchange)

- ABRAMS, Gerald M., 3840 Lealma, Claremont, Calif. 91711 (C-CX) CAN, NFD, PROV — Federal, Provincial and Tax-Paid Revenues. Literature. SPECIALTY — Revenues, including literature. Proposed by W. C. Rockett (249).

- AYRE, John Frederick, 71 Circular Road, St. John's, Nfld. (C) CAN — Small Cents issue. Mint and used postage and mint blocks. Covers. Proofs and Essays. Proposed by R. H. Pratt (1982). Seconded by J. N. Sissons (L17).
- BANNER, Susan, Banner Lodge, Moodus, Conn. 06469 (C-C) NFD—19th and 20th century mint and used postage. Postal Stationery entires. Literature. Proposed by J. Levine (L1).
- BERG, Charles Jr., 4850 S. Lake Park 1311, Chicago, Ill. 60615 (C-CX) CAN — Mint and used postage. 1st Day covers. Plate Blocks. Coils. OHMS-G. Mint, used booklet panes and complete. Precancels. Mint and used Airmails. Postal Stationery entires. Tagged. Proposed G. F. Hansen (2203).
- BROWN, Robert W., 232 Shady Lane, Downers Grove, Ill. 60515 (C-C) CAN, NFD, PROV — 19th and 20th century mint and used postage. OHMS-G. Provincial Revenues. Mint and used Airmails. Postal Stationery entires. Literature. Proposed by O. E. Lynch (2078).
- COHEN, G. D., 631 Lansdowne Ave., Westmont, Montreal 217, Que. (C) CAN — Mint and used postage. Coils. OHMS-G. Mint and used Airmails. Proposed by S. J. Cohen (2152). Seconded by R. Waterman (2196).
- DOWSLEY, Neil Frederick, 3 South St., Apt. 5, Trenton, Ont. K8V 2N5 (C) CAN, NFD — Mint and used postage. 1st Day and 1st Flight covers. Coils. OHMS-G. Precancels. Federal and Provincial Revenues. Mint, used, semi-official Airmails and on cover. Proposed by D. B. Dowsley (2750).
- KASSEL, Thomas, P.O. Box 130, Milwaukee, Wisc. 53201 (C) CAN, NFD, PROV — General. Proposed by J. Levine (L1).
- LOWE, O. D., 402—159 Prospect St. S., Hamilton 22, Ont. (C-CX) CAN, NFD, N.S., N.B., P.E.I. — 19th and 20th century mint and used postage and blocks. Plate Blocks. Coils. OHMS-G. Complete Booklets. Precancels. Postal Stationery entires and cut-squares. Proposed by L. A. Davenport (51).
- LYON, Gary J., 220 Demeresque St., Bathurst, N.B. (C-CX) CAN — 19th and 20th century mint and used postage and used blocks. 1st Day, registered, postage due, special delivery and official covers. Coils. OHMS-G. Christmas and Easter Seals. Mint and used Airmails and on cover. Literature. R.P.O., Squared Circles, N.S. and N.B. town cancels on No. 237. Tagged. SPECIALTY — Tagged. Proposed by P. Stevens (2606). Seconded by R. L. Burton (1514).
- MATKIE, Richard A., One Meadowbrook Rd., Braintree, Mass. 02185 (DC-X) CAN — 19th century mint and used postage. Literature. Proposed by J. Alden (2662). Seconded by W. T. Pollitz (763).
- MacLEOD, I. C., P.O. Box 385, Seroe Colorado, Aruba Netherland Antilles (C) CAN, NFD, PROV — 19th and 20th century mint and used postage and mint blocks. Plate Blocks. Coils. OHMS-G. Mint booklet panes. Mint and semi-official Airmails. Proposed by G. F. Hansen (2203).
- SIMPSON, William L., 20 First St., Chatham, Ont. (C-CX) CAN, NFD — 19th century Mint and used postage and mint blocks. Pre-stamp and stampless covers. Literature. Proofs and Essays. Territorial cancellations. SPECIALTY — Large and Small Queens. Proposed by A. W. Leggett (2471). Seconded by S. Lum (780).
- WESTHAVER, C. David, 11 Winthrop St., Milton, Mass. 02187 (C-CX) CAN — 19th and 20th century mint and used postage and blocks. Mint and used Airmails and on cover. Registration stamps. Proposed by J. Lehr (1856).

Changes of Address

- 1308 Berkelheimer, Irwin, P.O. Box 88, Newell, N.C. 28126
- L 84 Bond, Nelson S., 4724 Easthill Drive, Sugar Loaf Farms, Roanoke, Va. 24018
- 1897 Doull, R. M., P.O. Box 606, Hudson Heights, Quebec
- 1167 Fraser, R. Thurlow, No. 303 — 104 Morgan St., Nelson, B.C.
- 2814 Groten, Arthur H., M.D., 313 W. Seymour St., Philadelphia, Pa. 19144
- 2815 Hanes, Arthur David, P.O. Box 16, CFS Baldy Hughes, Baldy Hughes, B.C.
- 2744 Long, Paul V., 969 Kingsway Drive, Burlington, Ontario
- 2037 Peppar, David, 1545 Alta Vista, No. 1802, Ottawa, Ontario K1G 3P4
- 2738 Pugh, Kenneth W., 134—20th, Brandon, Manitoba R7B 1L4
- 2162 Toms, Margaret, 321 Crawford Street, Orillia, Ontario
- 2548 Yaskow, Len, 35 Gowler Road, Winnipeg 22, Manitoba

Resignation Accepted

Waight, C. T.

Resignations Received

- 2342 Arthur, William E., 215 Avondale Rd., Rochester, N.Y. 14622
- 2684 Snure, Howard F. Jr., Eagle Harbor, Mich. 49951
- 703 Wilson, J. A., Box 40, Bass River, N.S.

Deceased

- 1058 Scales, N. W., 1922 W. Michigan Street, Evansville, Ind. 47712

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, October 1, 1972	1258	
NEW MEMBERS, November 1, 1972	16	
REPLACED ON ROLLS, November 1, 1972	1	1275
RESIGNATION, November 1, 1972	1	
DECEASED, November 1, 1972	1	2
TOTAL MEMBERSHIP, November 1, 1972		1273

BNAPEX '73

CALGARY INN — CALGARY, ALBERTA

SEPTEMBER 19 TO 22



*Jack C.
St. Laurent
No. 1006*

JACK C. ST. LAURENT

**A retired forest ranger in B.C.
who finds time for square-dancing**

served as a ranger for 22 years — what stories he can tell! He and his wife Margaret now have a small farm which includes four tame squirrels and Pete the chipmunk. They are still working on their landscaping but do find some leisure time for square dancing.

A boyhood collector, Jack now pretty well limits his collecting to BNA with emphasis on the Revenues, postal stationery, and interrupted mail. He also has a collection of United Nations and Liberia.

He is not only a BNAPSer, but belongs to the Royal of Canada, the CPS of GB, the Liberia Philatelic Society, the Christmas Seal Society, and both the Edmonton and local stamp clubs.

— Dr. R. V. C. Carr

From out in Salmon Arm, British Columbia, comes a long-time member of BNAPS — Jack C. St. Laurent. He is a native of Kamloops and was educated locally. Then off to the Cariboo to homestead in the depression days, followed by six years in the armed forces in the Seaforth Highlanders in Europe during World War II.

Jack recently retired from the British Columbia Forest Service where he had

...and some doodles by The Editor

At last we begin the long-awaited railway post office column by Lewis Ludlow — which will run on these pages for well over two years, or whatever time it takes to run through the entire list of railway lines that have existed in Canada.

Ludlow, a chemist and the general manager of the far eastern branch of a firm that specializes in chemicals for ships, is stationed in Tokyo — but don't let that distance deter you from writing him. His research is as thorough as it's possible to make it, but he points out that there are still many blanks and he's anxious to hear from other RPO collectors who can shed light on these missing points.

Ludlow is no newcomer to philatelic research; he worked with the late Dr. Alfred Whitehead on his Squared Circle handbooks, looking after the writing of chapters four and five in the third edition.

We met Ludlow in Toronto this fall when he was on a business trip. His own collection, he explained, includes Whitehead's extensive RPOs. "You might say that, in a sense, Whitehead 'charged' me with the job of bringing the RPOs to the same level of knowledge as he did with Squared Circles. It was a sort of unwritten agreement we had, when I acquired his collection."

Ludlow moved to Japan in 1962, but before he could get down to business on the RPOs, he was kept busy working with Dr. Soich Ichida on the English-language version of one of Ichida's four books on the Cherry Blossom issue of Japan — and also organizing a swimming club for students.

In the past six or eight months, however, he was able to clear more of his spare time for the RPOs, and worked diligently on the articles you will be reading. "RPOs," he said, "have been neglected lately, but there's no reason they shouldn't become as popular as Squared Circles." Eventually Ludlow's columns will be collected, re-edited and updated, and made into a handbook.

MAIL FROM OUR MEMBERS

E. A. Smythies

An excerpt from a letter by E. A. Smythies to the editor:

"... This will be about the end of my researches and contributions to the philatelic press; my fading eyesight makes this very difficult—for example I can only read this letter... with the help of a magnifying glass! At my age (nearly 88) one must expect this..."

Members may be interested in the editor's reply:

I know that many editors and philatelists around the world will feel sorry, as I do, that you have decided to stop researching and writing on stamps. But your decision is understandable, and I am pleased that you are able to take your failing eyesight so philosophically.

Certainly you have done more than your share during your lifetime to contribute to the fund of philatelic knowledge, and we all owe you a debt of gratitude. You've certainly earned the right to start taking things a little easier now.

Needless to say the pages of *Topics* are always open to you for comments and letters, and we all look forward to hearing from you any time.

Again my thanks for all your help since I've taken over as editor; your witty (and sometimes waggish) writing will surely be remembered by us all.

—E.H.H.

Smythies, however, was displeased with what he called "the unfriendly tone" of my review of his book, BNA Fakes and Forgeries, which appeared in the October issue. While I regret having upset Smythies and can understand his feelings, one must adhere to the principle that a reviewer's role is to pass judgment, be it favorable or otherwise.

The library

I recommend that the National Library at Ottawa be the centre for philatelic literature; relevant duplicates can go to the postal museum for its reference collection, and the

National Library can be cajoled into providing catalogue records. The National Library has facilities for photo reproduction on a better level... The time and efforts of the postal museum can be better used than in such clerical routines. I have high hopes for the Postal Museum but think that the National Library is the place for books.

As far as philatelic literature is concerned, it occurs to me that there's an article to be written on BNA material, based perhaps on Sylvester Colby's auctions over the years. But no, I'm not prepared to do it!

—John Alden

Last September the Board of Directors decided not to donate the BNAPS library to the National Postal Museum for the present; while the matter is thus closed, this view by the keeper of rare books with the Boston Public Library is worth noting:

An unlisted semi-official

I recently came across this stamp, in block form; can anyone shed more light on its purpose, dates of use, etc.? It is not listed in any of the catalogues. It is on cream paper, in red and green ink.

—E. H. Hausmann



Cheers!

When I read your editorial in *Topics'* September 1972 issue I wanted to stand up and cheer.

—Murray Devlin

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SQUARED CIRCLES *continued*

circles disappear, never to be heard of again. Some years ago, I received a circuit book containing GRETNA on 15c Large Queen which I passed up because of price. This town has never showed up on any listing of squared circles on Large Queens sent to me since that time. And the PALMERSTON strike on postcard reported in the '70 Roster has disappeared; the owner, who collects only certain Ontario counties, put it up for sale at a stamp club meeting. It appears to have been bought by a visitor, and my effort to find the present owner to find out the date of the strike has been in vain.

This is by way of preface to the following: Dick Lamb's lists almost always contain some quite interesting squared circle material which I make note of and wait until the purchaser reports it to me. But much of this material, though unique, is not heard of again! Two items, in particular, have disappeared in this manner, but are interesting enough that they should be

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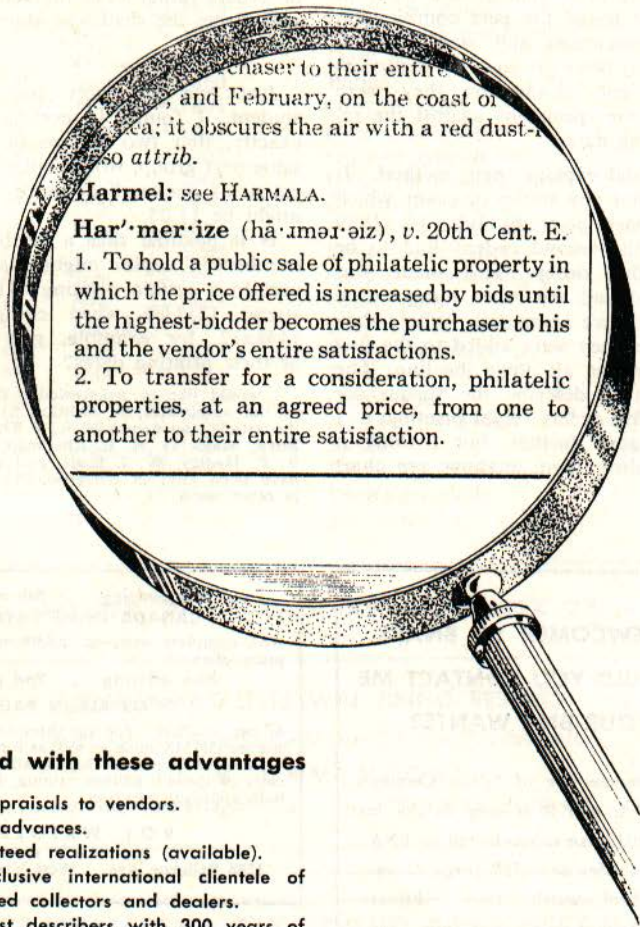
recorded.

First: ACTON II, DE 24/98 tying Map stamp to cover; this town was not reported on Map stamp in the 140 returns received in the '70 Roster. Second: CARDINAL, ONT., MR 20/42 and MR 26/42 on 1c and 3c Small Queens. I have no idea what year '42' is an error for. Another item from his lists which has not been reported, although it was sold quite some time ago, is a new late date for SHAKESPEARE: AU 14/00.

CANADIAN ROCKIES *continued*

orie Day of Vancouver, and they have a son and a daughter. Later he managed the company's offices in Newark, N.J. and Chicago. In 1956 he retired to Clarkesville, Georgia. In 1969 he returned to British Columbia to re-fly the route he blazed in 1919.

The data on Hoy's flight came from Frank Ellis' Canada's Flying Heritage (pages 178-180), issues of the Calgary Daily Herald, for August 1919, The Vernon News of August 14, 1919, and original data from Captain Hoy and George H. Melvin, chairman of the Vernon Museum.



... purchaser to their entire
... and February, on the coast of
... sea; it obscures the air with a red dust-
... so attrib.

Harmel: see HARMALA.

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Method of placing dated material

However they now went at it a different way: they first tested the perf combination of the 569 specimens and were able to place them into three groups. By a process of reasoning and elimination they were able to place the specimens against the respective printing dates.

I will try and explain their method. It was obvious that any stamp or cover which bore a postmark prior to July 12, 1859 (the date of the second order) had to be part of the first order. This shade was carefully noted and the other stamps of a later postmark were compared. Where they were the same, they were added to the first printing, and so on all down the line. The book attempts to describe the shades for only the first five orders (eight printings). I wish it had gone further, but I think it important to show them anyhow; see chart page 284.

I have some notes from private collectors allotting shades to dates, as well as a pamphlet by Charles J. Phillips of New York dated September 1928. But I will quote from Jarrett's great work, *Standard British North America Catalogue*. He just deals with dates of orders rather than the separate printings and places the shades as shown in the chart opposite.

* * *

Just one last note for the advanced student. I found, in perfin a stamp very exactly, that two stamps of obviously the same perf group, would differ perhaps to the extent of one-tenth or more — that is, $11\frac{3}{4}$ might be 11.85.

Is it possible that a further study of a number of copies might place this varied perf to a certain printing? That is, could a stamp $12 \times 11\frac{3}{4}$ when compared to one $11\frac{3}{4} \times 12$, for example, give an indication of their printing dates?

I would like to acknowledge the help and add to the authorities, in addition to those quoted in the article, the names of R. J. Duncan, Dr. N. O. Boyd, Major G. A. E. Chapman, C. M. Jephcott, R. P. Hedley, W. J. Scott, and many others who have been kind in corresponding and cooperative in other ways.

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	Date ordered	Shade
1	March 16 1859	Brownish black and black brown
2	July 12 1859	Bright red purple
3	Nov. 9 1859	Dull greyish red purple
4	Feb. 10 1860	Dark purple
5	Sept. 29 1860	Purple
6	March 6 1861	Greyish violet
7	Aug. 13 1861	Deep dark purple
8	Jan. 23 1862	Grey or greyish slate
9	May 1862	Dull light reddish purple
10	Sept. 2 1862	Brownish purple
11	Dec. 17 1862	Purple on yellowish wove
12	Feb. 27 1863	Grey brown purple
13	Sept. 14 1863	Greyish brown purple
14	Nov. 21 1863	Cream purple
15	March 1 1864	Dull reddish purple
16	May 6 1864	Bright greyish purple
17	July 9 1864	Dark brown purple
18	Nov. 28 1864	Deep violet
19	Jan. 28 1865	Dull reddish violet
20	Apr. 22 1865	Violet
21	Sept. 25 1865	Bright red violet
22	Feb. 24, 1866	Very light violet
23 to 27		Red violet

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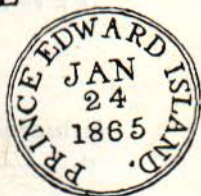


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