



# BNA TOPICS

Official Journal of The British North America Philatelic Society

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# BNA TOPICS



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# Sixty years of the Hamilton Post Office

BY MAX ROSENTHAL

"I have seen several letters in the newspapers, lately, referring to the salary of postmasters under the new Act. They have referred principally to postmasters receiving a salary of from \$100 to \$200 a year, but there are some, however, in the scale who are worse paid, and as I was asked the other day if I did not receive 'a hundred dollars a year for keeping the post office', I think it would not be amiss to enlighten such people by adding a few facts corrected therewith.

"Our letters sent and received average about 30 per week, or 400 per quarter; papers, 70 per week, or 900 per quarter — on which my percentage last quarter was, on letters \$3.31, on papers 30 cents. At this rate I would have for receiving, taking change, keeping accounts, and distributing 5,200 letters and papers, a yearly salary of \$11.24. Even this amount is reduced by coppers received in place of cents, and American silver at par. The difference at the time of payment is small, but when taken out of the small allowance for discount, to make good the full amount to the Government, the difference is quite perceptible.

"Again, in the city there are regular hours, in the country, generally, it is not so. One man is going at 5 a.m. to the city, and will not return this way, and wants his letters and papers. Another is returning at 10 or 11 p.m., and he wants his, and thus it is at all hours, causing an immense loss of time, and the plea is, 'You are well paid for it', when it would be nearer the truth to say it was gratis."

The city referred to was Hamilton, and this was a letter in one of its newspapers, the *Spectator* of March 24, 1869, written by "a Country Postmaster".

## To The Victors Belong The Spoils

A rural postmastership was not something to go after for monetary rewards, although perhaps for prestige, but one could be fortunate to belong to the party in power when the postmastership of Ontario's second largest city was open—that was a political plum well worth the plucking. As a result of the Canadian Pacific Scandal the Reform Party, under Prime Minister Sir Alexander Mackenzie, was in power when the Hamilton *Spectator*, a Conservative supporter, announced on November 24, 1874:

"After months of powerful contradiction and an infinite quantity of 'dickering' the giant intellects who guide the destinies of the country have succeeded in appointing a postmaster for Hamilton and Mr. Horatio Nelson Case is the favored gentleman. From the time that Mr. Ritchie's dismissal was

determined upon it was very well known that Mr. Case's appointment was a foregone conclusion.

"We are assured by our contemporary that 'he lived here for half a century, during which time he was one of the most active of our citizens in all public matters'. Resident in this city for over 30 years it has never been our good fortune to meet this 'leading citizen' that we are aware of, nor to have had our attention in any 'public matter' whatever, in which he took either an 'active' or any other part.

"However, we have the assurance that he 'lived here for half a century' and was one of our most active citizens in 'public matters' during that time, and that for the last few years he has been resident in Sarnia.

"Mr. Ritchie, who has been dismissed for alleged incompetence, has passed the whole of his working life in the Hamilton post office. For many years before he was appointed to the highest place in it, he discharged the duties of that place.

"It is certain that this case brings us by

*Hamilton  
Post Office  
(1856)*

*— from  
Sutherland's  
City of  
Hamilton  
and County of  
Wentworth  
Directory,  
1867-68*



a long stride towards the vicious American principle that to the 'victors belong the spoils'."

## **The Ritchies**

The dismissed postmaster Frederick Ritchie was the eldest son of Edmund Ritchie, who had become postmaster in Hamilton's early days, where it was little more than a village. The latter came from England to Montreal in 1829. Later that year he went to Hamilton, to go into business with his brother, and in 1831 was appointed postmaster by Deputy Postmaster-General Stayner, only six years after its post office was opened (see *Early Post Offices of the Hamilton Area, Topics*, November 1969). He first kept the post office in a small frame building, afterwards moving it to one at the corner of James and Rebecca Streets. With the rapid rise of Hamilton, within a few years of taking over he gave up private business, to devote his full time to the post office.

By the 1850s larger quarters were necessary. "The New Post Office" headed this report in the *Hamilton Spectator* of January 28, 1856.

"This elegant and commodious edifice, one of the best in the city, and probably the most perfect of its kind in the province, is now nearly completed, and is expected to be

opened to the public on Monday next, the 4th February. The building is four storeys in height, with cellarage extending under the whole, and is built entirely of freestone; it presents a neat and imposing appearance, and will prove quite an ornament to that part of the city in which it is located, namely on James Street, within a short distance of the old Post Office.

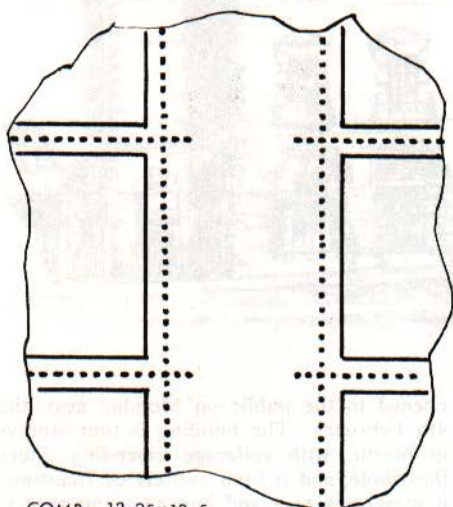
"The entrance hall, or lobby, is spacious, well lighted, and finished in the most tasteful manner, the ceiling is beautifully ornamented and the woodwork grained throughout. The floor is flagged all over, up to the boxes and places of delivery. The boxes extend over the whole width of the building, with the exception of the places of delivery, namely the money order department at the extreme south end, two in the centre, and another for stamps at the extreme north end. In addition to the boxes, 147 drawers, of different sizes, are neatly fitted up beneath the rows of boxes.

"The sorting room is separated from the delivery office by a partition wall, and is itself larger than the whole of the old post office. This room is fitted up with every convenience for facilitating the receiving, sorting, and dispatching of the mails. We observed in it an improvement for 'sorting', which must aid materially in facilitating the business of the office, by means of a circu-

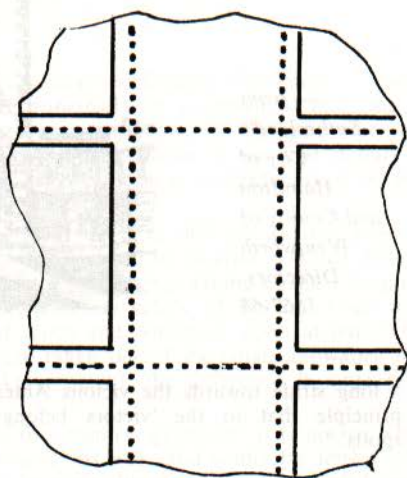
*(continued on page 49)*

## Newfoundland Gutter Pairs

. . . by Ed Richardson



COMB - 13, 25 x 13.5



LINE - 11.9

For some time now there has been a great deal of confusion among collectors regarding the Caribou Revenue issues of Newfoundland. There are two main reasons for this; first, the 1938 issue actually comes in two varieties of perforations, perf  $13\frac{3}{4}$  and perf  $14\frac{1}{4}$ ; and second, sometime within the past 10 years there has been a fourth issue! In addition to the issue which Sissons says came out in 1944 and is perf 12, there is still a fourth set, which may have first appeared as early as 1962, which is perf  $13\frac{1}{2} \times 13\frac{1}{2}$ .

In our next article we will go into detail regarding the values which exist in each perforation variety. This month we are concerned with the fact that "gutter pairs" do exist of some values, in both the third and fourth issues. In the third issue perf 12 (Line 11.9), both the 5c and 10c values were issued in sheets of two panes of 25 each, separated with a vertical gutter between. In the fourth issue, comb perf  $13\frac{1}{4} \times 13\frac{1}{2}$ , the 5c, 10c, and 25c are all found in this format. In both instances the bottom margins carry the imprint and plate numbers. The left pane is always no. 2, the right pane no. 2A.

The illustrations show the differences in the appearances of the gutters in the two issues. The line perf 12 has the horizontal perms going completely across the gutter, and also incidentally extend completely through the right and left sheet margins. On the other hand the comb perf  $13\frac{1}{4} \times 13\frac{1}{2}$  shows only two perms extending into the gutter from either side, but again the horizontal perms extend complete through the right and left sheet margins.

Even the higher values of the two sets which do not come in gutter blocks will show these margin perforation differences. Thus all panes of stamps perf 12 (line), will be perforated completely across both right and left margins. Panes perf  $13\frac{1}{4} \times 13\frac{1}{2}$  (comb) will be completely perforated through the margin only on one side:

Left Panes No. 2—left side, completely perfed.

Right Pane No. 2A—right side, completely perfed.

Gutter blocks of the fourth issue of all three values were still available at St. John's at the time of BNAPEX '72.



# Admirals . . .

some items  
not new,  
but interesting

by Hans Reiche

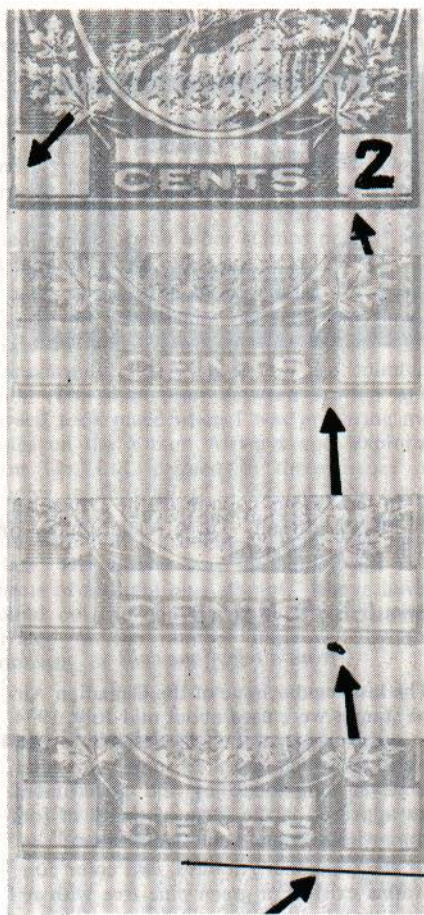
The Admiral handbook\* refers to a type 2g of the 2c carmine with the large break in the bottom of the right numeral box. Dated copies and further research indicate that this break occurs on a plate from between number 87 to 90 and therefore emanates from a retouched plate of the September to October 1915 area.

This variety is constant and is the cause of a transfer-roll break. At the same time a weakness can be noted on the left-side frame line next to the left numeral box.

Another peculiar break occurs on the bottom frame line below the right numeral box. Again this is a constant break and the plates which show this break are between 87 to 94. Dated copies are around April 1916 and the copies all have the orange-red shading which is typical of this period. A copy with the start of the break has been found and one can notice how the transfer roll subject began to break at that point.

Under varieties the handbook lists tool or engraving slips which show up in the form of fine lines deviating from the design. It appears now that some of these so-called slips may not be slips at all but actual flaws on the transfer roll subject itself. The line below the bottom frame line starting at below EN of "Cents" and continuing all the way to the outside margin is very likely such a case. A block of eight shows in position LR stamp numbers 92, 93, 94, 95 from plate 104 this type of line.

The horizontal coil of the 2c carmine perf 8 was listed with an early date in October 1912. We now found a copy dated April 21, 1912 which may be the earliest known copy.



Many of the earlier plates were used more than once. This has been explained in the handbook; the various manufacturing order numbers on one plate indicate this. What is of interest, or what may be a clue to the identification of re-used plates, is that many of the re-used plates appear not as sharp and clear in their design. They are "flatter" in appearance, somehow more worn and more fuzzy. Whether this can be attributed to additional precleaning process of the plate before re-usage or some other reason remains to be studied. An acid cleaning solution may slightly affect the plate surface and could account for this.

\* Page 42, vol. 1 of Reiche's "The Admiral Stamps" — type A from reworked die.



# Canada's Bogus Semi-Official Airmail Stamps

BY THREE CONTRIBUTORS

In the *Letters* column of the December 1972 *Topics* an illustration showed an unlisted semi-official airmail. Three readers have kindly come forward with information on it, for which we are grateful:

## from John E. Young:

(from a telephone call)

The last regular issue of the Canadian Airways stamps were used about mid-July, 1934. The one shown was one of several from various airlines which appeared some years later, and never sanctioned by the government. Most appeared in the form of sheets of four stamps with selvage; some were imperf.

Of the Canadian Airways, two color combinations existed: a green pine tree with red lettering, and vice-versa.

Some other airlines include MacMillan Aerial Exploration, and the Maritime and Newfoundland Airways (which spelled off as "official").

## from Harold L. Banner:

In December 1972 *Topics* E. H. Hausmann reported the finding of an unlisted semi-official airmail stamp. It is a bogus issue. My source of information was the late Detective Hichens of the Vancouver City fraud squad.

The only information he would convey to me at the time was that the bogus stamps were made by a man in the U.S. He would not give me the man's name or any other particulars because the U.S. authorities were keeping the man under close surveillance. This was in the late 1940s.

He did say he had been in contact with men who had been connected with Canadian Airways Ltd. who told him they had not authorized such an issue and were unaware that bogus stamps existed.

We did not refer to the subject again in our subsequent conversations. The panes or miniature sheets given to me by Detective Hichens are as follows:

- Two panes perfed, large margin to right, small margins at top and bottom, medium margin at left.
- One pane imperfed, margin details as above. These have green trees, also green background details; red-orange colored plane and wording.
- One pane perfed margin, details as above but red-orange colored trees; also background details: green plane and wording.

All are on light cream-colored paper and gummed. All are 68 x 118mm and the stamps are 31 x 45mm. These panes consist of four stamps and give the appearance of having been made for booklet panes.

The genuine Canadian Airways stamps carry in their lower left and lower right corners a small circle; inside the circle is a Canada goose flying right to left.

The bogus stamp has the circle only in the lower left corner but the goose is flying left to right. The perfs seem to correspond on both the genuine and bogus stamps: 11½ or 11¾.

It may interest readers to know that Western Canada Airways changed its name to Canadian Airways Ltd. late in 1932 and became the largest airline in Canada. It had 45 regular passenger planes, small by today's standards, seven Junkers freight planes (largest in the world at that time), 35 to 40 regular pilots, and about 60 bases. In 1932 it carried nearly 9,000 passengers and well over two million pounds of freight and mail. It is now called Canadian Pacific Airlines (CP Air).

The first issue of Canadian Airways stamps was in December 1932, printed in sheets of 200 (4 x 50 panes). I have never found out the total number printed.

I am under the impression that I gave away or traded (as bogus) two panes of these stamps to a collector in Eastern Canada. It could be these have surfaced and the stamps Mr. Hausmann has are from those that I gave or traded away. This is the first time since the late 1940s that I have heard of these stamps appearing anywhere.

Ending this report about bogus Canadian Airways stamps, I am indebted to the late Detective Hichens both as a personal friend and also as a fine philatelist. Collectors of semi-official stamps should be alert if offered so called color trials of Yukon Airways and Exploration Co. Ltd. These are counterfeits. I have every reason to believe they were made in Winnipeg a few years ago. The colors I have in my collection are ultramarine, light green, pale orange, magenta, and brown orange.

Other colors may exist. The original stamps have very prominent rouletting while the counterfeits have very fine rouletting. The blocks of 2 x 2 in my collection seem to be tops of sheets which could have been printed 2 x 4 or 2 x 5. I have no means of finding out just how many were in the sheets. The top stamps of the blocks are not rouletted at the top and margins are quite wide.

The original stamps seem to have been photographed, a plate made and the counterfeits printed in various colors. The paper and gum used in preparing the counterfeits is very much whiter than the originals. The measurements frame line to frame line are 22 x 47mm, both for originals and counterfeits.

It should be pointed out that the Yukon

Airways and Exploration Co. Ltd. stamps were all engraved. The designer, and engraver and supervisor of the printing of the stamps, was W. H. Jordon. During a discussion with him he stated emphatically that the light-blue stamps of Yukon Airways and Exploration were really color trials or proofs. Two sheets of 50 were printed and cut into strips of 1 x 10. Dark blue was used for all of the other stamps printed and at no time were other colors used.

A comparison between the ultramarine counterfeit stamps and the light blue color trials (printed by Clarke and Stuart Ltd. Vancouver) clearly shows up the counterfeits. The discussion between Jordon and myself took place when I was preparing my notes on the Yukon Airways and Exploration Co. Ltd. printed in three issues of *Topics* in the fall of 1962. A few years later Jordon retired and during a conversation with him I brought up again the color trials. His answer was the same: just two sheets of 50 light-blue stamps. I have never found out the number of dark blue stamps printed or the number destroyed by the company or the printers.

### from Haughton E. Sanguinetti:

According to my records this is a fictitious issue designed and printed by A. C. Roessler of East Orange, New Jersey and advertised as a "New Issue" in the January 4, 1934 issue of *Flight*. Canadian Airways Ltd. issued a prompt denial of the authorization.

Every once in a while these fictitious stamps appear, usually in blocks of four. They were printed in panes of four and the specimen in my collection has a margin on all four sides.

Old time collectors are well aware of the activity of A. C. Roessler. The unauthorized reprints made from the original plates of Maritime and Newfoundland Airways which he sold printed imperforate, perforate, part perforate, and printed on many different kinds of paper — some quadrilled, some with vertical and with some on horizontal lined background paper — and also some designated as "Official" or "Proofs"; as well as "reprints" or "forgeries" of the London-to-London airmail stamp, are all monuments to his versatility.



# The RPO Cowcatcher

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

M-5A  
CAMP & GASPE /  
WATER SERVICE



One Hammer, Type 12A  
Proofed: March 16, 1909  
Earliest: July 2, 1909  
Latest: August 1, 1910  
Indicia: W — only  
Usage: Intermittent and limited  
R.F.: 200

Comments: This rare strike is known only in July/August 1909 and August 1910; on July 11, 1909, '90' is known for '09'.

We would appreciate hearing from collectors who can report additional strikes of this rare R.P.O.

M-6  
CAMPBELLTON & LEVIS EXPRESS  
R.P.O. /.

Six Hammers, Type 17L



I

## Hammer I

Proofed: Unknown  
Earliest: April 30, 1914  
Latest: May 27, 1914  
Indicia: 33 — 1914  
Usage: Continuous, but limited; not yet known to overlap other hammers.  
R.F. 20 (3%)

Comments: This hammer was not struck in the proof books, and its circular measurement differs markedly from other proof book strikes. When was it struck? Mr. Shaw indicates that M-6 is known in the Edward period; this is probably correct, and we forecast with strikes of Hammers I and II.



II

## Hammer II

Proofed: Unknown  
Earliest: February 1, 1916 ('61' for '16')  
Latest: September 14, 1917  
Indicia: 199—1916/17. 3—1916 (one strike only)  
Usage: Limited, continuous, and concurrent with other hammers except I  
R.F.: 20 (8%)

Comments: This hammer has circular measurement closer to Hammer I than the other four hammers and was probably made about the same time as Hammer I; if so, we can expect to find far earlier strikes than that listed above. Is Indicia '3' above normal usage?



III

## Hammer III

Proofed: March 3, 1914

1st Period      2nd Period  
 Earliest: July 7, 1914; February 8, 1943  
 Latest: April 20, 1922; January 2, 1958  
 Indicia: 3, 4—1914/21  
 Blank—1915 (one only)  
 1—1920/22  
 135, 136—1943/44; 1951  
 635, 636—1956/58

Usage: Intermittent, with at least twenty year gap, as indicated above, which is roughly covered by Hammers V and VI.

R.F.: 20 (37%)

Comments: The proof book had two strikes which circular measurement and letter characteristics proved were from the same hammer. Within the second Period, there is a seven-year gap from 1944 to 1951; this may be from lack of material. We know this run extended into the 1960s and look forward to receiving additional information from collectors. Indicia 4 in 1914 is a very early use and may be abnormal.



IV

#### Hammer IV

Proofed: October 9, 1914  
 Earliest: February 9, 1915  
 Latest: August 29, 1918

Indicia: W—1915 199—1915/18 3, 4—1916/17

Usage: Limited continuous and concurrent with all but Hammer I  
 R.F.: 20 (12%)

Comments: The reason for the short life of this hammer is not apparent. Nearly all strikes of 1916/17 have completely inverted indicia, which occurs also on Hammer V for this period; accordingly, inverted indicia in 1916/17 is indicative of Hammer IV and V. The proof book contained two strikes which both proved to be from the same hammer.



V

#### Hammer V

Proofed: September 23, 1915  
 Earliest: February 18, 1916  
 Latest: October 16, 1927

Indicia: 199—1916/19 3—1916/27 4—1917

Usage: Apparently continuous, to be followed by

#### Hammer VI

R.F.: 20 (20%)

Comments: Two of three strikes in the proof book on the indicated date were proven to have come from this hammer. '61' for '16' known in 1916.



VI

#### Hammer VI

Proofed: September 23, 1915

1st Period      2nd Period

Earliest: July 18, 1916; October 6, 1932

Latest: April 5, 1917; August 20, 1937

Indicia: 3, 4—1916/17 1, 2—1932-37

31—1935 one only (apparently abnormal)

Usage: Intermittent: after a very brief use, a gap of fifteen years when this hammer was brought back to follow Hammer V; Hammer VI was subsequently followed itself by Hammer III, used again after an absence of 20 years.

Comments: We have a five-year gap, 1927/32, between Hammer V and VI and a six-year gap, 1937/43, between Hammers VI and III which may be filled by reports from other collectors. One of three strikes in proof book proved to be Hammer VI; the other two were Hammer V.

\* \* \*

**Hammer Differentiation** — Multiple hammers of long runs with many letters can be extremely difficult to separate and despite much arduous effort, no short easy way has been discovered to do the job. The smaller and more closely compact the lettering, the less distinguishing are the characteristics of each individual letter. One method that we have discovered, which has successfully survived all of the idiosyncrasies of partial hits, blurred letters, dragged strikes and similar cancellation vagaries, is that of Circular Measurement.

First, measure the exact diameter of the cancellation, horizontally and vertically. Then using the *B. & K. Cancellation Gauge* — obtainable from your local dealer or from Bridger & Kay, Ltd., 86 Strand, London, W.C. 2, England — and using a standard reference point within the cancellation, it is possible to measure the position of each and every letter around the circular cancellation.

In fig. 1, we have illustrated the use of the B&K gauge (with the left or "A" scale) in taking the circular measurement of Hammer III of M-6, using the proof strike of

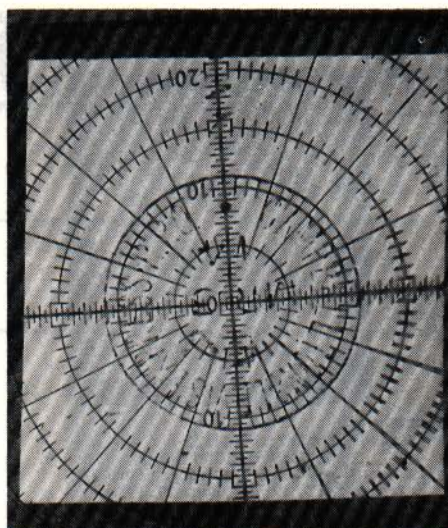
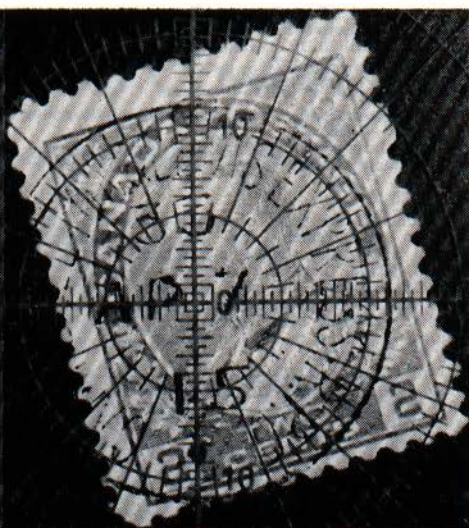


Figure 1



(Figure 2 — bottom)

Figure 3

March 3, 1914. By reference to the accompanying fig. 2, where we have given the circular measurement data on all six hammers of M-6, and fig. 1 you can see exactly how we arrive at the readings for Hammer III. In this instance, the reference point for the M-6 hammers is the base period of Type 17 at the bottom of the strike.

Perhaps the most single important technique in circular measurement is getting the cancellation exactly centered; this is not always possible. In fig. 1, you will note that Hammer III is 22mm diameter on the vertical and 22¼mm diameter on the horizontal; even so, the cancellation is centered. Readings should be as accurate as possible

after exact centering has been obtained. The first few times that you try this on a difficult cancellation is frustrating; however, with practice this measurement can be done quite easily. We say this, however, only after having taken thousands such measurements.

On all cancellations where the other two methods of differentiation cannot be applied, we will provide the complete circular measurement data on all hammers; if you cannot make your cancellation fit a given reading, subject to minor tolerance, then either you have not mastered the technique

(continued on page 52)

CAMPBELLTON & LEVIS EXPRESS R. P. O. D. A.

I	0 5	7 <sup>h</sup> 7 <sup>h</sup>	16	16	16	20	22	23 <sup>h</sup>	26	28 <sup>h</sup>	30	32	34 <sup>h</sup>	35 <sup>h</sup>	36	37	41	42 <sup>h</sup>	44	46	47	49 <sup>h</sup>	52	55	57	23½	
II	0 4 <sup>h</sup>	7 <sup>h</sup> 9	12	14	15 <sup>h</sup>	16 <sup>h</sup>	20 <sup>h</sup>	23	24 <sup>h</sup>	27	28 <sup>h</sup>	31 <sup>h</sup>	33	35 <sup>h</sup>	37	37 <sup>h</sup>	40	42 <sup>h</sup>	44	46	47	49	51	54 <sup>h</sup>	56 <sup>h</sup>	58 <sup>h</sup>	22½
III	0 4	7 <sup>h</sup> 8 <sup>h</sup>	11	13	15 <sup>h</sup>	17 <sup>h</sup>	19 <sup>h</sup>	22	23 <sup>h</sup>	25	27 <sup>h</sup>	29 <sup>h</sup>	31	34	35	36	38 <sup>h</sup>	41 <sup>h</sup>	42 <sup>h</sup>	44 <sup>h</sup>	47	48	50	53 <sup>h</sup>	56	58 <sup>h</sup>	22½
IV	0 3 <sup>h</sup>	6 <sup>h</sup> 8	11	13	15 <sup>h</sup>	17 <sup>h</sup>	20	22	23 <sup>h</sup>	26	28 <sup>h</sup>	30 <sup>h</sup>	32	35	36 <sup>h</sup>	37 <sup>h</sup>	40	43	44 <sup>h</sup>	46	46	50	51 <sup>h</sup>	54	57	59 <sup>h</sup>	22½
V	0 4	7 <sup>h</sup> 9	11 <sup>h</sup>	13 <sup>h</sup>	15 <sup>h</sup>	17 <sup>h</sup>	19 <sup>h</sup>	22	23	25	28 <sup>h</sup>	28 <sup>h</sup>	31 <sup>h</sup>	34	35 <sup>h</sup>	36	39	41 <sup>h</sup>	42 <sup>h</sup>	44 <sup>h</sup>	46	46	50	53	55 <sup>h</sup>	58	23
VI	0 4	7 <sup>h</sup> 8 <sup>h</sup>	11	13	15	17	19	21 <sup>h</sup>	22 <sup>h</sup>	25	27 <sup>h</sup>	28 <sup>h</sup>	31 <sup>h</sup>	33 <sup>h</sup>	35 <sup>h</sup>	35 <sup>h</sup>	38 <sup>h</sup>	41	42	44	46	47 <sup>h</sup>	47 <sup>h</sup>	52	55	57 <sup>h</sup>	23 <sup>h</sup>

R. J. Woolley, secretary, 1520 Bathurst Street, Apt. 206, Toronto

I often get an enquiry to which I have no immediate answer. An acknowledgment of my ignorance usually goes to the correspondent but the question quite often stays with me until an opportunity arises to provide a solution. Such a query was posed by Dr. C. W. Horning some time ago asking whether the change from Canadian Northern Railway to Canadian National Railways should not be noted in the handbook.

Our C-17, the straight-line CNR, is listed in the handbook as Canadian Northern Railway in use at the Winnipeg office on issues from 1903 to 1927.

The following notes are a condensed history of the Canadian Northern Railway to the period of take-over by Canadian National Railways with added notes which affect the Grand Trunk Pacific and the Grand Trunk Railway.

1899 — The Canadian Northern Railway was formed as an amalgamation of various lines in Manitoba; none of the companies concerned, so far as I know, had a perfin machine.

1902 — The Canadian Northern completed its line from Winnipeg to Port Arthur.

1915 — The line completed from Quebec to Vancouver.

1917 — The Canadian government passed an act authorizing the takeover of the bankrupt Canadian Northern Railway.

1918 — In December of this year Canadian National Railways was first used as the title for the combined Government Railways and Canadian Northern Railway.

1919 — The government decided to take over both the Grand Trunk Pacific and the Grand Trunk Railways.

1920 — The Grand Trunk Pacific was absorbed by Canadian National Railways.

1923 — Grand Trunk Railways became part of the Canadian National system.

It would seem then that our C-17 should have a note under the name of user that

from 1919 on it was used by the Canadian National Railways.

G-10- GTP and G-11-GTR are both listed in the handbook as being noted on the King Edward VII issue of 1903 and the Admiral issues of 1922. Nothing is known as to when these two machines were replaced by CNR perforating machines. These could have been some delay until the accounting branch of the National Railways got around to making the change.



## C12 variety

The International Harvester Company have a most complicated system of code hole identification. The Perfins Club lists about 125 different positions including those used in Canada.

The one illustrated, according to the Perfins Club, was used from their office in Tulsa, Oklahoma and turned up on a Canadian stamp, Scott 341 — the 5c blue of the 1954 issue — a machine cancellation that gives no indication as to where mailed in Canada.

What puzzles me is why the Tulsa office of the company would have any need to punch Canadian stamps. The design is clean cut and the holes seem correctly placed. The machine could have been transferred to a Canadian office for a period in which case there should be other copies around.

Two more additional varieties are now reported by Tom Turner of Seattle. He reports having Scott 402a from the miniature sheet and Scott 458g on hi-brite paper.

G13c — A new member, Sandor Beny of Montreal, reports this on the 2c blue Excise Tax stamp of the 1915-28 issue, Sisson R-276, the Montreal office of the Great West Life Assurance Co.

# TOPICS: THE NEWSFRONT

Milton Leroy Ritter was the Toronto stamp dealer murdered at his home on March 19, 1971. Last fall the estate administrators asked H. R. Harmer Inc., of New York to sell the accumulation — totalling 65 cartons and packages. Among the items are 1,370 copies of the ½c black Small Queen, 13,000 of the 1c used, and stamps of later issues come in quantities described by Harmer as "a few hundred thousand." The stock will be auctioned on March 6, 7 and 8, 1973. Among the more interesting lots will be complete sheets of 100 of the Map stamp, imperf.

Pastmaster General Andre Quillet announced the seventh member of the Postal Museum Advisory Board last month: Robert Woolley of Toronto — a former editor of *Topics* and a past president of BNAPS, a fellow of the CPS of GB, and now the chairman of the Handbooks Committee.

With regret we learned of the death of Mrs. Frances Hill in Nova Scotia last December. She was a member of BNAPS who many will remember as the able and obliging chairman of the Ladies' Program Committee at the 1971 Halifax convention; she was most active in the Nova Scotia Stamp Club.

\* \* \*

**Short takes:** According to *Linn's Stamp News* Canada Post expects to issue about 20 new picture postcards each year. This brought adverse reaction from the Retail Merchants' Association of Canada, which claims the government is competing with merchants in the sale of post cards to tourists. . . . Britain's second international airmail exhibition, APEX '73, has an international panel of judges and will run early in July. David Potter, 28 Glyn Court, London SW16, 2SF, England has details. . . . The Concorde Aerophilatelic Club, dealing with civic supersonic transports, is being formed in England; B. L. Asquith, "Alandale", Radcliffe Gardens, Carshal Beeches, Surrey, has more information.

**Trade notes:** H. E. Harris' 1972-issue World-Wide Album supplementary pages are now available; the Boston dealer is also holding his 57th annual sale, which is on now and contains many BNA items of interest. Address: Boston, Mass., 02117. . . . Scott Publishing Co. have announced two new Canada albums for the novice: the Maple Leaf (at \$2 U.S.) and Canada Stamp Album (\$5.95 U.S.).

Pioneer Flight collectors are reminded that Maj. Richard Malott has replica souvenir copies of the Grand Army Toronto-Hamilton stamp available at \$1.25 each; quantities are cheaper. His address: 16 Harwick Crescent, Ottawa. Malott is awaiting orders to serve with Canada's Viet Nam peace-keeping mission should this materialize, but mail to his home will be looked after while he's away.

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## Post Office Department **NEW ISSUES**

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François de Montmorency-Laval, one of the builders of New France and a prominent figure in Canada's history, is to be commemorated with the issue of an 8c stamp marking the 350th anniversary of his birth. The stamp will be issued on January 31, 1973.

The issue was designed by Michael Fog and Gerry Lorange of Montreal. The stamp measures 24mm x 40mm in a vertical format; 24 million are being printed in three color lithography by Ashton-Potter Limited of Toronto. The total production of this stamp bears the Ottawa general tagging. The stamp will not be available in any other form. Marginal inscriptions including the designers' names appear on the four corners of each pane of 50 stamps available from the philatelic service.



# TOPICS: THE BUSINESS SIDE

## BNAPS: ELECTED OFFICERS

PRESIDENT  
VICE-PRESIDENT  
SECRETARY  
TREASURER  
BOARD OF GOVERNORS

Alfred P. Cook, Coy Glen Road, Ithaca, N.Y. 14850  
James A. Pike, 945 Marine Drive, Apt. 1110, West Vancouver, B.C.  
Jack Levine, 2121-G North Hills Drive, Raleigh, N.C. 27610  
Leo J. LaFrance, Box 229, Ossining, New York 10562  
Nine sitting; three selected each year for a three-year term:  
1971-1973: James C. Lehr, E. H. Hausmann, Robert H. Pratt  
1972-1974: G. B. Llewellyn (chairman), C. R. McNeil, D. G. Rosenblat  
1973-1975: Ed Richardson, Wilmer C. Rockett, S. S. Kenyon

## *Memo from the President*

ALFRED P. COOK  
Ithaca, New York

A happy and prosperous New Year to all members of our society!

I am proud to assume the duties of president and hope that I may perform as well as have my distinguished predecessors. May I remind all of you that our society has grown in reputation and membership only because of the dedicated services of the elected and appointed officials, with special praise to the editors of *Topics*, past and present.

I have asked all committees to serve during my term of office and fully recognize that it is they who do the "work".

Twenty-six years ago I joined, but did not take an active part in the society activities until I moved to Ithaca, New York, in 1948. At that time I met the "Appleknockers", led by president Ed Richardson, whose

enthusiasm for, and service to, BNAPS has been outstanding. From then on I have attended all but one convention, and found that the most delightful part of being a member was meeting the many well-known philatelists whose articles and names were familiar through *Topics*. Friendships were made that have lasted, and now we anticipate the next convention and plan for it a year ahead.

Five years as sales manager passed quickly. The excitement and pleasure of hosting the 1951 convention could not have been greater. We Ithacans (population 30,000) had 22 members and many of them still attend our conventions regularly.

So again, I am proud and honored to have been elected your president, and hope to serve you all faithfully.

## *From the Secretary*

JACK LEVINE  
Raleigh, North Carolina

### New Members

- 2897 De Groot, John, 15 Richmond Avenue, Apt. 301, Kapuskasing, Ontario  
2898 Gittis, Samuel, P.O. Box 1617, Philadelphia, Pa. 19105  
2899 Goto, Edwin, P.O. Box 2305, Gardena, Calif. 90247  
2900 Kezys, Mindy, 152 Ferrie Street East, Hamilton 21, Ontario  
2901 Moir, Brian M., 2632 Derbyshire Way, North Vancouver, British Columbia  
2902 Montague, Charlotte G., 1334-100 N.E., Bellevue, Washington 98004  
2903 Morrison, David, 3021 Linton Road, Ottawa, Ontario K1V 8H1  
2904 McGill, John H., P.O. Box 301, Cambridge, Mass. 02138  
2905 McIntosh, Douglas F., 1633 Sunnycove Drive, Mississauga, Ontario  
2907 Piton, John F., 2 Oberon Street, Ottawa, Ontario K2H 7X7  
2908 Simons, Gordon C., 115 Rosewood Avenue, Apt. 3, Ville St. Pierre, Quebec  
(2906 Penny, Fred — withdrew application)

### Applications Pending — "A" Group

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

- Abrams, Gerald M., 3840 Lealma, Claremont, Calif. 91711  
Ayre, John Frederick, 71 Circular Road, St. John's, Newfoundland  
Banner, Susan, Banner Lodge, Moodus, Connecticut 06469  
Berg, Charles Jr., 4850 South Lake Park—1311, Chicago, Illinois 60615  
Brown, Robert W., 232 Shady Lane, Downers Grove, Illinois 60515

Cohen, G. D., 631 Lansdowne Avenue, Westmount, Montreal 217, Quebec  
 Dowsley, NeilFrederick, 3 South Street, Apt. 5, Trenton, Ontario K8V 2N5  
 Kassel, Thomas, P.O. Box 130, Milwaukee, Wisconsin 53201  
 Lowe, O. D., 402—159 Prospect Street South, Hamilton 22, Ontario  
 Lyon, Gary J., 220 Demeresque Street, Bathurst, New Brunswick  
 Matckie, Richard A., One Meadowbrook Road, Braintree, Mass. 02185  
 MacLeod, I. C., P.O. Box 385, Seroe Colorado, Aruba, Netherlands Antilles  
 Westhaver, C. David, 11 Winthrop Street, Milton, Mass. 02187

#### Applications Pending — "B" Group

Banfield, Colin Geoffrey, 32 Coolgardie Ave., Chigwell, Essex, England  
 Bardwell, H. F., P.O. Box 62, Sarnia, Ontario N7T 7H8  
 Calivocas, Stamatios, P.O. Box 864, Station B, Montreal 110, Quebec  
 Clarke, A. Roy, 51 Fidler Avenue, Winnipeg, Manitoba R3J 2R6  
 Dolgoy, M., M.D., 10233—125 Street, Edmonton, Alberta T5K 0K4  
 Felton, James W., 511 South Washington Street, Tiffin, Ohio 44883  
 Gallanter, Justin, 33 South Munn Avenue, East Orange, New Jersey 07018  
 Higgs, Roger J. E., 10 Mandel Crescent, Willowdale, Ontario  
 Howes, W. H., P.O. Box 609, Kindersley, Saskatchewan S0L 1S0  
 Kelly, W. M., 44 Rosewood Road N.W., Calgary, Alberta T2K 1N1  
 Matheson, Bruce, 408 West 3rd Street, Aberdeen, Washington 98520  
 McGrath, John G., 2077 Baseline Road, Apt. A, Ottawa, Ontario K2C 0C8  
 Plain, Brian Charles, M.D., Box 2190, Rutland, British Columbia  
 Rifkin, Matthew, D., 1579 Rhinelander Avenue, Bronx, New York 10461  
 Szymchych, B. E., 6821 West Shore Drive, Minneapolis, Minn. 55435  
 Vassilaki, John, 769 Winnipeg Street, Penticton, British Columbia  
 Wilson, Ronald P., 106D Du Rhu Drive, Mobile, Alabama 36608

#### Replaced on Rolls

1780 Simpson, William L., 20 First Street, Chatham, Ontario N7M 2P8

#### Applications for Life Membership

2848 Churley, Gerald Herbert, 221—220 Seventh Street, New Westminster, B.C.  
 243 Walburn, H. G., Box 55, Okanagan Centre, British Columbia

#### 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)

BELANGER, Ferdinand, 307 Carre St-Louis, Apt. 12, Montreal 130, Que. (C-cx) CAN—19th and 20th century mint and used postage. All types cancellations on cover. Plate Blocks. Literature. R.P.O., Flag, 2 and 4-ring, Squared Circle, Duplex and Registered (R) cancellations. Re-entries. Proposed by R. J. Woolley (359).

CARMICHAEL, Vance Wynne, 104 Riverdale Drive, Stoney Creek, Ont. (DC) CAN, NFD—Mint and used postage. RPO cancellations. Proposed by G. F. Hansen (2203).

ECKEL, Leonard, 24 Victoria St., Dundas, Ont. (C-cx) CAN—Mint and used postage. Mis-directed covers. Territorial, Squared Circle, Duplex cancellations. Proposed by G. F. Hansen (2203).

EVANS, Michael, 350 Cabrini Blvd., New York, N.Y. 10040 (C-x) CAN—19th and 20th century mint and used postage and blocks. 1st Day covers. Coils. Mint and used booklet panes. Federal, Provincial and Tax-Paid Revenues. Mint Airmails. Literature. Proofs and Essays. Flag and cork cancellations. Proposed by G. F. Hansen (2203).

MACKIE, Alexander Sherrif, 17 Pitstruan Place, Aberdeen, Scotland AB1-6PQ (C-cx) CAN—20th century mint and used postage and blocks. Plate Blocks. Coils. Mint, used booklet panes and complete booklets. Flag, slogan cancellations. SPECIALTY—Canada Admirals. Proposed by R. J. Woolley (359).

MARCUS, Joel D., M.D., 49 Meadow Place, Rye, N.Y. 10580 (C-x) CAN—19th and 20th century mint and used postage. Stampless and 1st Flight covers. Plate Blocks. Coils. OHMS-G. Mint booklet panes and complete. Mint, used and semi-official Airmails. Postal Stationery entires. Literature. Proofs and Essays. Varieties QE II. Proposed by G. F. Hansen (2203).

MASCIERI, Russell, P.O. Box 273, Springfield, Pa. 19064 (D) CAN—Proposed by G. B. Llewellyn (384). Seconded by A. H. Kessler (334).

MILLS, Andrew M., 14320—92 Avenue, Edmonton, Alta. T5R 5B2 (C-cx) CAN, NFD, PROV—mint and used postage. Coils. OHMS-G. Mint booklet panes. Proofs and Essays. SPECIMENS. Proposed by A. E. Gregg (2102). Seconded by L. F. Wilson (1338).

MOSS, Lt. J. Stephen, 1616A James Rd., Ft. Belvoir, Va. 22060 (C-cx) CAN, NFD—used postage. SPECIALTY—Admirals. Proposed by J. Levine (L1).

MURRAY, G. Douglas, R.R. No. 1, Charlottetown, P.E.I. (C-cx) CAN, NFD, P.E.I., N.B.—Mint and used postage. Seals. Postal Stationery entires. R.P.O., Squared Circle and P.E.I. cancellations. SPECIALTY—P.E.I. Postal History. Proposed by C. M. Davies (1432).

SANDFORD, Lawrence E., 69 Tangmere Crescent, Halifax, N.S. (C) CAN, NFD, N.S., N.B.—19th and 20th century mint and used postage and blocks. Pre-stamp, stampless covers. Plate Blocks. Coils. Mint booklet panes and complete. Postal Stationery entires. Literature. Proofs and Essays. Locals. RPO, Flag, Slogan, 2 and 4-ring, Squared Circle, Duplex cancellations. Proposed by G. C. Baugild (759).

van der BEN, t Rond 4, Loenen a.d. Vecht, Holland (C-x) CAN, NFD, N.S.—19th and 20th century used postage. 1st Day and 1st Flight covers. OHMS-G. Used booklet panes. Used Airmails and on cover. Proposed by G. H. Melvin (1257). Seconded by H. G. Walburn (243).

#### Changes of Address

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

2154 Endres, Raymond E., P.O. Box 975, Effingham, Ill. 62401  
 2776 Holden, E. K., P.O. Box 14048, Farrarmere, Benoni, Transvaal, South Africa  
 2068 Martin, Harry B. Jr., 35 Wynford Heights Crescent, Apt. 604, Don Mills, Ont.  
 2052 Millard, James William, Princeton Manor, No. 312, 1717 W. 13th Avenue, Vancouver 9, B.C.  
 1953 Warlick, Robert B., P.O. Box 12136, Raleigh, N.C. 27605

### Dropped From Rolls for Non-Payment of Dues

112 Apking, George	2173 Kremer, Charles A.	2308 Schulz, Raymond C.
2608 Ballantyne, T. G.	2558 Leach, Ronald G.	2657 Sinclair, Ian W.
2462 Barnes, Austin E.	2345 Love, Richey B.	1940 Soltz, Sidney A.
1497 Black, Eugene C.	2005 Menken, H. Jr.	981 Stack, Lorna
2693 Buggeln, Robert W.	1892 Merman, Joseph	1550 Turner, Edward C.
1944 Deutsch, Dr. D. H.	2639 Montgomery, Chas. T.	2021 Vooyo, Daniel W.
2541 Elnen, Thomas E.	2475 Morisch, Don	2666 Hedrick, Travis K.
1334 Evans, Frank S.	2640 McCanna, Walter F.	2585 Hoffstetter, M. R.
2609 Ferguson, Donald R.	2415 Narbonne, R. F.	1968 Palmer, Ralph A.
54 Galliver, Joseph H.	1835 Pherrill, E. T.	2478 Phair, George
2596 Green, Mrs. D.	2737 Phillips, L. G. Jr.	1360 Harris, A. Leonard
822 Kenny, James H. F.	1607 Potts, G. H.	2355 Whittaker, Jack
1291 King, Garfield A.	2120 Rodriguez, S. A.	1262 Butler, Hannah B.
	642 Sadler, A.	

### MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, December 1, 1972 .....	1281	
NEW MEMBERS, January 1, 1973 .....	11	
REPLACED ON ROLLS, January 1, 1973 .....	1	1293
		<hr/>
DROPPED FROM ROLLS, January 1, 1973 .....	40	40
		<hr/>
TOTAL MEMBERSHIP, January 1, 1973 .....		1253

## Notes from the Librarian

MICHAEL SQUIRELL  
Lively, Ontario

I am happy to report a sharp increase in the use of the Library since October 1972, mainly from new members. Literature on Newfoundland is in greatest demand.

I have been building a Canadiana library in the past two years and from time to time I find books that are of historical and philatelic interest. I will mention two that I will send out to members on request: *Railways of Canada — A Pictorial History* by Nick and Helma Mika. This book is a must for RPO collectors, there are many maps, copies of posters, time tables, etc.; *Great Lakes Saga*, a history of shipping on the Great Lakes is an invaluable book for those interested in the postal history of the Ontario counties that border on the Great

Lakes, as many of the ships named also carried the mail. There is also mention of the early settlements in the west. Both books are available in the Cole's Book Stores.

Donations have been received from Ed Richardson: *Nova Scotia* by B. Poole; *Essay Proof Journal No. 1*; *Postal History Journal No. 1*; two volumes of *The Philatelist*; *Nova Scotia* by Kemp; and *U.S. Civil War Patriots Used in Canada* by Ed Richardson. George Wegg sent us a copy of the 1973 *Lyman's Catalogue*.

We need odd numbers of *The Canadian Philatelist* from volumes 1-6, to complete the library sets, and volumes 4 and 5 of *The Fundamentals of Philately*.

### MEMBERS' ADDRESS CHANGES

should be sent to the secretary;  
any other office causes delays.

JACK LEVINE, secretary  
2121-G North Hills Drive  
Raleigh, N.C. 27609

### BNAPEX '73

CALGARY INN — CALGARY, ALBERTA  
SEPTEMBER 19 TO 22



## WILLIAM "VIC" CROUSE

**His hobbies: attending conventions  
(and collecting revenues)**

*William  
"Vic"  
Crouse  
No. 2483*

A newer member of BNAPS but a long-time faithful member of the Royal of Canada, is William "Vic" Crouse of Amherstburg, Ontario. Vic has been to all of our conventions since joining but his record is 26 years attending those of the Royal — quite a record! And he's already making plans for Calgary, having so enjoyed his stay at St. John's.

A native Ontarian, Vic was educated in

Oshawa and became a tool and die maker. He has been with all of the "big three" auto makers and, when he retired a few years ago, was a supervisor and master mechanic.

He is yet another childhood collector but it was interrupted by the war. Immediately afterwards he began seriously collecting and joined the old CPS in 1947 (with several stints on its board).

Amongst his BNA is a collection of Canada's Small Queens (the 1c and 3c) and, his present love, the Revenues (especially the Supreme Courts and the B.C. Laws).

He is not only a BNAPSer and a member of the Royal of Canada, but also belongs to the CPS of GB and the APS. In addition to his stamping, Vic has been a very active Mason as a Shriner.

—Dr. R. V. C. Carr

## ...and some doodles by The Editor

• In a book review in the October issue I was critical of a BNAPS handbook done on a typewriter. David Gronbeck-Jones expresses an interesting counter-view in his letter on the opposite page; he is the Canadian columnist for *Linn's Stamp News*, a dealer specializing in the 1967 definitive issue, and the author of a new book on that issue which I look forward to seeing.

I'm not prejudiced against typewritten books as such, provided the typewriter is used only as a last resort, after the economics of printing by any other method have been exhausted — and that, when this is the case, the typewriter be used with care to make the book as attractive and neat as possible. On both counts the last BNAPS handbook failed, and for good measure the illustrations were all but unrecognizable; I still maintain BNAPS must find the resources to print handbooks at least on par with some of its earlier ones.

Meanwhile Gronbeck-Jones' point that a typewritten book is better than no book at all is well taken. And to prove that I'm not prejudiced *per se* against typewritten books I should mention that I own three chubby, much-thumbed reference books on music which total 2,640 pages — all of them done on typewriters.

• Short items: Last October's *Topics* contains some errors in the captions and some omissions in the article on postal stationery; a revision will appear shortly. . . . RPO columnist Lewis Ludlow points out that his series on railway cancels will run for a *decade* or more — not merely two years, as stated here. . . . In a recent *Linn's* column, Gronbeck-Jones ends with a plea: that someone publish a specialized yearly Canadian catalogue, with all issues and varieties, well-printed and illustrated, with sensible prices.

# MAIL FROM OUR MEMBERS

## Typewriter-type books

I must protest your personal campaign against certain stamp publications, notably those that have been printed in typewriter type. As a writer myself, I have just gone through about a year of preparation for the publishing of a handbook about the 1967 Definitives. This was undertaken in response to a need expressed by several thousand collectors and dealers in a preliminary study I conducted in early 1972.

I hoped, secretly, while all this was going on, that someone in one of the societies would offer to publish the book on my behalf, but found here the greatest opposition. I quote BNAPS Handbook Committee member (at that time) Mr. R. J. Woolley: "I don't support this; it is of doubtful appeal to our membership."

Faced with such an overwhelming lack of support from those that could have helped, I was left with either dropping the book completely, or publishing on my own. You must be aware of the high cost of printing, especially in small quantities. I found that the cost of an offset-printed book

from typed copy cost precisely one half that of a typeset book. When it is money from my pocket that has to be put out, in advance, can you not blame me for taking the method that is so much cheaper? Surely it is the *content* that is important, and not the package it comes in?

As a collector who has been trying for years to build up a good library, I cannot believe that your views are shared by most BNAPS members. I am sure most collectors would far rather have a lower-cost reference than one which looks nicer. I hope that Mr. Smythies, and other philatelists of his stature, will continue to publish and disseminate their vast knowledge in any way they can.

— David Gronbeck-Jones

## Duplex and Roller cancels

As you may know Mr. E. A. Smythies is 88 years old now, and would like someone else to take up the job of collecting data on rollers and duplex cancels that he has been doing.

(continued on page 49)

## "My death greatly exaggerated"

In your "Doodles" (your word, sir!) on page 296 of the December, 1972, *Topics*, you write most interestingly about the RPO activities of Lewis Ludlow. However, one of your doodles is quite inaccurate and compels me to quote one of Mark Twain's many quips, when he said, "The report of my death is greatly exaggerated."

Yes, Mr. Editor, I *have* added to my years since the excellent Dr. Moffatt succeeded me when failing powers made it necessary to relinquish the great pleasure in being responsible for *Rounding Up Squared Circles*, but I have not reached the state of "the late Dr. Aldred Whitehead"!

This Mr. Editor, is not by any means a reproof, but merely an intimation to my many BNAPS friends that although I have had to give up active philatelic work, I am still alive and much interested in the greatest of all hobbies, and that I hope to continue that interest for a long, long time to come.

Wishing you success in your editorial office, not only in 1973 but in the years to follow.

— Dr. Aldred Whitehead

*My deepest apologies — had there been a grain of doubt in my mind I would have checked the kind doctor's status; he is most forgiving and it is good to know he is with us and keenly following the hobby he did so much to forward — the editor.*

# CLASSIFIED ADVERTISEMENTS

RATES: 10 cents per word per insertion, payable with copy in advance. Copy for classified advertisements should be sent to Edward J. Whiting, 25 Kings Circle, Malvern, Pennsylvania 19355.

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I have offered to take over the job and he has accepted. Therefore in the future all new data on duplex and roller cancellations that would have been sent to Mr. Smythies should be sent to

David Handelman  
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I have just heard from his daughter who says Mr. Smythies is not well enough to write.

— David Handelman

### **Blacksmith variety**

It may be of interest to those BNAPS members who collect plate varieties that the Blacksmith's Shop stamp shows a constant variety on all the stamps I have been able to examine so far.

This variety occurs in the right-hand pane (or panes) in the vertical row second from the selvage. It consists of a "door latch" on the right-hand doorpost of the blacksmith shop approximately half way up the post. The door latch consisting of a horizontal black line.

I would like to know if anyone encountered another variety which may or may not be constant, which consists of a black dot visible to the naked eye, just above the sled parked in front of the house. This stamp would be either no. 17 or no. 32 of the left-hand pane but I do not know whether it would be UL or LL pane.

Another item is the World Health Day stamp. I recently ordered the four blank corner blocks Ottawa-tagged and was surprised to find that the left-hand blocks were on paper which fluoresced blue while the right-hand blocks were a dull-orange-brown under UV light. These papers had been reported previously but I had not seen them mentioned in connection with the Ottawa tag.

— D. B. Archer

### **HAMILTON** *continued*

lar framework, to which mail bags will be attached outside, the clerks inside, while sorting, being enabled to throw papers or letters into any required bag, thus saving the labor of picking up the mail matter twice.

"The two storeys above the Post Office will be occupied by the Postmaster as his residence. The whole building, from cellar

to garret, will be lit with gas, and heated with hot air, from two large coal furnaces in the cellar. The public will no longer have cause to complain of the want of Post Office accommodation or convenience in this city, for the building is well calculated to serve every purpose for many years to come, and is probably the largest building of the kind in the Province, taking into account the population of the place."

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Out of the post office on James Street opposite Merrick Street walked only one one letter carrier until free delivery to all built up residential and commercial districts was instituted in the early 1870s. Frederick Ritchie was the chief clerk, and later as postmaster in all but name, his father still keeping that title. In 1869 the son officially became postmaster, to be dismissed six years later. The 1856 post office was replaced by a new one at the southeast corner of John and King Streets.

On June 30, 1891, the *Hamilton Spectator* told its readers:

"This is postmaster Case's last day in office. After 17 years' faithful and efficient service as postmaster of this city he retires to the ranks of the superannuated employees of the government and tomorrow Adam Brown will take hold. Mr. Case was down to business as usual today, and looking quite bright and cheerful, though naturally feeling some regret at severing the pleasant ties that have existed between himself and the members of the staff during the past.

"He is nearly 80 years of age, but still hale and hearty. 'I was appointed in 1874 by the Mackenzie government, and I trust that I have thoroughly discharged the duties of the position. Anyways the inspector says this is the model office of Canada.' Mr. Case is one of the oldest residents of Hamilton and no man is better known in this part of the country. In his younger days he was an energetic contractor and business man, was interested in mercantile and manufacturing pursuits, oil refining and had a large contract on the Welland Canal."

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