

SEPTEMBER 1973 Volume 30, Number 8 (whole number 326)



# BNA TOPICS

Official Journal of The British North America Philatelic Society

## PHILATELIC LITERATURE

The big news, of course, is still the Volume V of Robson Lowe's Encyclopedia. However, by the time this number of Topics reaches you, we should have our supply of Robson Lowe's latest complete list of literature available. This brochure lists over 200 books on general and specialized philatelic subjects and priced auction catalogues of past important sales which constitute valuable reference works themselves. Please write for a copy or ask for one at the store if in Toronto.

Orders are coming in very well for the Encyclopedia Volume V, British North America and Bermuda. If you haven't ordered yet, the prepaid price for direct delivery is \$40 for the library edition, \$50 for the Deluxe edition. It looks as though the Deluxe edition will be an early sell-out.

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# BNA TOPICS



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## Canada's Military Mails

by Dr. G. A. Vanderburgh

With the signing of the Paris Peace Agreement, the cease fire in Viet Nam came into effect on January 27, 1973 and the International Commission of Control and Supervision (ICCS) came into being. Within 48 hours the Military Component Canadian Delegation (MCCD) was on the ground at Saigon, along with contingents from Hungary, Indonesia and Poland. Together they formed what was nicknamed the CHIP forces. There were two postal clerks with the Canadian group; they opened Canadian Forces Post Office (CFPO) 5005 on February 1, 1973, and the first mail was dispatched the next day.

### Viet Nam to Canada Postal Service

Post Office services were only available to Canadian Armed Forces personnel from February 1 to the close of business on July 27, when the last airmail dispatch left in the morning; the last surface and parcel post mail left on July 31, with the returning Canadian contingent.

(Authorized civilian personnel were also allowed use of these facilities; for example, the Canadian Red Cross was given CFPO 5005 after permission had been granted from Ottawa; members of the Department of External Affairs also had access.)

Canadian adhesive postage stamps were used to prepay concessionary postal rates effective to points in Canada and the U.S.A. For parcel post the rate was 50c for 2 pounds, and 15c a pound up to a maximum of 22 pounds. Parcels for customs were delivered to two places: for Ontario and points west to Toronto, and for Quebec and places east to Montreal. Postal service to other countries was rendered and prepaid in Viet Nam stamps, and letters, packets and registered mail were handed over to the Viet Nam Post Office for service.

The Canadian Armed Forces letter forms were used extensively by military personnel in the theatre; with no enclosure the air mail rate was 8c Canadian. This was also a concessionary rate; only military personnel and their families were allowed to use these forms and to CFPO 5005. These forms are available in any Canadian post office. The regular 15c airmail rate applied in all other cases.

First class mail was dispatched in sealed mailbags almost daily; it was delivered by commercial air transport to Vancouver where it was broken down. Second and third class mail destined for points in Canada was carried by Canadian Armed Forces aircraft in their return to Canada, the flights taking place one or two times a month.

### Postal Services in-country

With headquarters in Saigon, approximately half of military personnel were situated in the regions in their satellite teamsites, and spread throughout Viet Nam. In coming and outgoing mail was carried in blue nylon bags sealed with CFPO cancels up to the end of May and all have written dates after that.

The bags also contained mail and information generated at headquarters for the benefit of the regional staffs. This mail didn't require postage of any sort; it was free mail.

Such mail was carried by fixed-wing aircraft on daily scheduled flights to the regions and to certain teamsites. The remaining teamsites received their mail by Re-Supply and Administrative helicopter flights—ideally on a regular basis, and by road on an as-required basis. The regions were: I—headquarters in Hue; II—Da Nang; III—Pleiku; IV—Phan Thiet; V—Bien Hoa; VI—My Tho; VII—Can Tho.

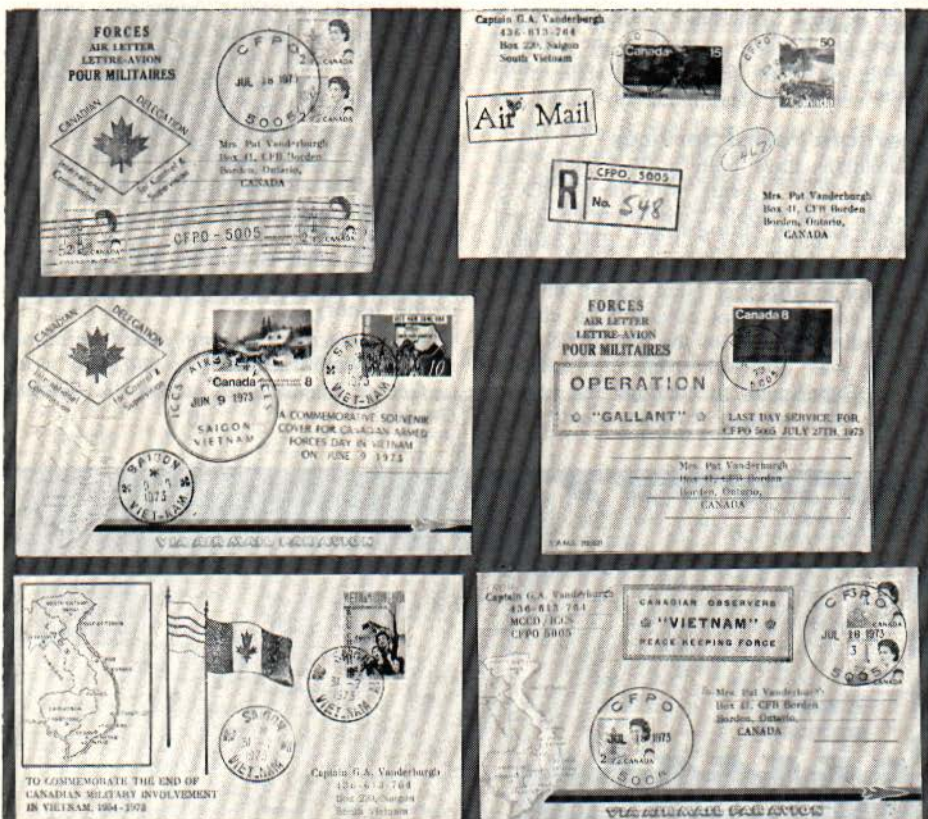
## Services for Hungary, Indonesia and Poland

Initially the regional mail for the other three contingents was handled and processed by the CFPO and carried in Canadian mailbags. This was temporary and later the others organized their own mail system. It is interesting to note that the CFPO continued to handle a significant number of non-Canadian mailbags and handled regional mail from the other contingents if it was dropped into the CFPO drop boxes.

The Hungarian and Polish mail systems had no post offices per se; the personal mail was sent back to the respective countries by diplomatic courier or directly through the Viet Nam postal system. Some time near the end of June the Polish delegation began

to use their own special ICCS letterhead stationery. The Indonesian personal mail is handled by diplomatic courier to Jakarta and posted from there. The Indonesians have a special letter form designed for this purpose in addition to Special Garuda IV official letterhead stationery.

The following is translated from a Djakarta stamp publication: "A special Garuda IV Indonesia letter sheet has been issued by Hankam and distributed to the families of Garuda IV, the Indonesian contingent in Viet Nam, to correspond with those on active duty. It is colored light green and is postage-free and sent from Djakarta to Viet Nam twice a week. For those who collect postal stationery it is enough to obtain one mint and one used copy but postal history collectors must col-



Top two: showing the four postmarks in use; Canadian Armed Forces Day (June 9) cachet; last day cover (July 27) for CFPO-5005; cachet marking end of Canada's involvement (July 31); Vanderburgh's "Canadian Observer" cachet (left to right, top to bottom).

lect one complete cover received at each ICCS post of duty."

As of August 1, 1973 the members of Garuda IV will be rotated and replaced by Garuda V.

### U.S.A. Postal Services

Before the departure of the American military a rather extensive APO system for mailing and sending telegraphs existed in South Viet Nam. As of January 28, with the signing of the ceasefire, only a skeleton system remained and that, too, was being phased out. APO 96215 in Can Tho closed March 9 and APO 96620 in Saigon took over full U.S. duties for the country.

At the beginning of July the APO 96620 hand-cancelling devices were retrograded and a U.S. Navy 17115 BR canceller was used. A New York NY 17115 BR circular cancel is used. Automatic cancellers were ordered but had not arrived at the time of writing. A roller cancel, with the same number, is also used.

### Alternate Postal Services

Canadians have been in Viet Nam officially for over 19 years, with the old ICCS, although most people have forgotten about it. During that period P.O. Box 220, Saigon, Viet Nam, was recognized as the Canadian mail box by the Viet Nam postal officials. It was considered not advisable to change this mailing address for the new ICCS. Permission was obtained from the External Affairs Department to continue use of this address for foreign correspondents who

wished their mail to avoid travelling through the AMF in Montreal; one may assume this box will continue in service.

### CFPO 5005

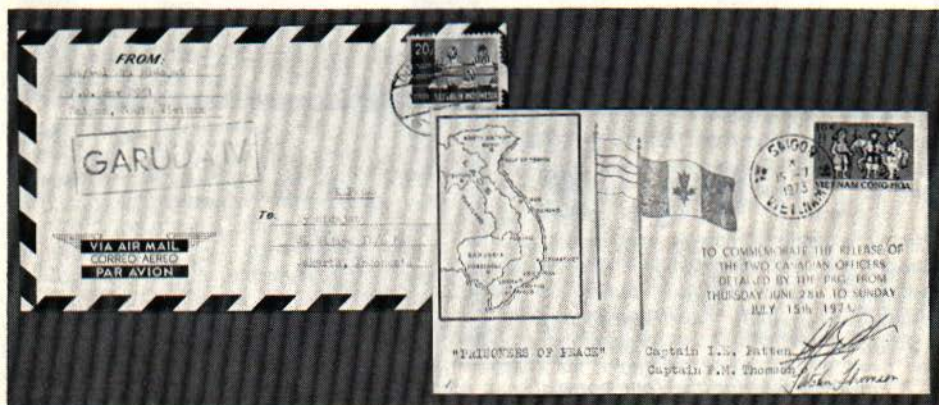
This office offered four distinct postmarks:

The first was a small steel hammer showing CFPO 5005 and the applicable date — the most common type. The second was a large hand-stamp showing CFPO 5005 and the date, and was usually used on parcels and registered mail. A steel roller with eight bars and the CFPO 5005 was used on parcels. The last was a CFPO registration cachet for the insertion of registration numbers.

Upon arrival in Viet Nam on February 12 a few other stamp collectors and I were anxious to obtain samples of these cancels for philatelic purposes, especially because of the unstable political and military situation which may have ended the whole operation at any time. The two postal clerks were overworked and rightfully felt that the philatelic work load was a burden and unreasonable. The situation soon straightened out and they subsequently listened to reasonable philatelic requests which fell within the postal regulations.

The Canadian contingent left Viet Nam on July 31 and the story of CFPO 5005 is now history.

*Any collectors desiring added information, or who has anything to add, may write to George Vanderburgh at Box 41, Borden, Ontario.*



*Garuda IV, handstamped on Indonesian letter to Djakarta (left); cover signed by the two Canadian officers held prisoner, dated July 15 (right).*



# plate layouts of the ADMIRAL TYPE B in sheet form

BY HANS REICHE

The various guide markings on the Admiral plates make an interesting study. Guide marks indicate the type of layout which was used on the original blank metal plates before laying down the actual stamp subjects. These marks are to assist the transferer, the plate inscription adder and the cutter to identify positions and location. For example certain lines and/or dots on the plate can be used to align guides on the side of the transfer roll and achieve perfect alignment when entering a subject on the plate.

Other guides may indicate the position a plate inscription should have before entering this information on the plate. If such guides are not present then misalignment of subjects and plate inscriptions may take place and the cutting of the sheets may cause difficulties.

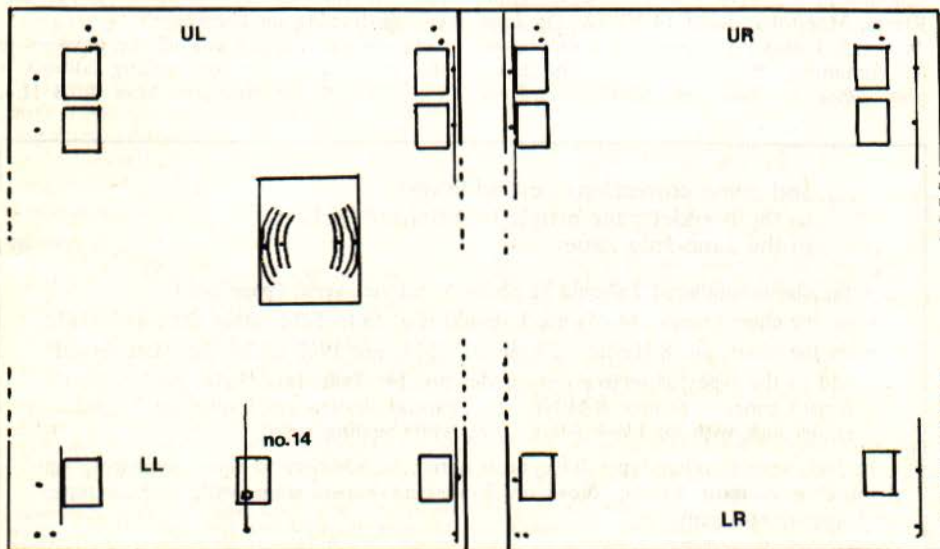
The use of guide dots, either connected

by a fine guide line or not, constitutes the main guide on these plates. The Type B sheet form layout was used for this study because it appeared to be the easiest to reconstruct from information and the plate proof sheets. After January 15, 1914 the layout arrangement became much more complicated with many additional guide features. Work is continuing on these guides but the large number of changes which were made during these later periods make the study very complex.

In Type B the four panes in the total sheet of 400 are separated by a gutter but all stamps are perforated on four sides and no straight edges exist due to cutting the panes apart. The drawings indicate only the pane outline or stamp outline—not the

*(continued on page 216)*

*The four sheets; the insert shows the dots within the oval*



# Varieties in the 1967-73 Booklet Panes

BY KENNETH W. PUGH

The 1967-72 booklet panes offer a fair number of varieties, but the two which interest me most of all feature some portion of the design missing. Booklet panes are by no means my specialty so perhaps someone can supply some of the information still required in this study.

Soon after the \$1 counter booklet of November 30, 1971 was issued, collectors in Winnipeg discovered that on some of the booklets a portion of the design in the top 8c stamp was missing. This area appears as a white blank, and might have been caused by a foreign particle, a piece of paper, perhaps, lodging between the intaglio plate and the ink surface. The lines of the design appear as being 'embossed' as the stamp surface still retains the characteristic 'feel' of intaglio issues.

A fair number of these counter booklet varieties turned up in Winnipeg. I have one example of this variety used on cover from Rivers, Manitoba, dated 14 VI 72. On June 28, 1973, I also purchased a counter booklet containing the variety from the main post office in Brandon, Manitoba. How



many have been found by collectors, and in which towns and cities across Canada, are questions to which some of you may be able to supply the answers.

The other booklet stamp I know of which contains a portion of the design missing comes from the April 15, 1972, 25c pictorial booklet—general tagged set. The lower right corner of the bottom 1c stamp (situated immediately to the right of the 6c) is missing in some panes.

Upon close examination it appears as if this variety has been caused by a deterioration of the plate rather than obstruction by a foreign particle but as always I am receptive to other opinions.

I have seen a number of examples of this variety, all of which have originated from the Dauphin, Manitoba area in late August, 1973. In my reference collection I have one copy still on cover—postmarked Dauphin, August 23, 1973, with the luminous bars on the left side of the stamp only. Is this variety turning up elsewhere?

If you can supply any of the answers to the above questions my mailing address is 134—20th Street, Brandon, Man. R7B 1L4.

... and some corrections and additions  
to the booklet pane article by Michael Dicketts  
in the June-July issue:

- the photo numbered 2 should be photo 3 and vice-versa (page 142)
- on the chart (pages 144-45) no. 3 should read 5x4c/5x1c rather than 4x4c/5x1c
- on the chart, no. 8 should be June 30, 1971, not 1967 under the "date issued"
- add to the types of pane covers under no. 14: 2x8c/1x6c/3x1c, perf 12½x12, tagged general, printer BABNC, 10 pictorial designs on brown on beige, no guide dots, with *no black edging* (i.e., white sealing strip).

In fact, several other types have been noted, in addition to those appearing on the chart—most notably those on fluorescent paper, some with various types of tagging and gum.



# The RPO Cowcatcher

Lewis M. Ludlow, 333 Victoria Avenue, South San Francisco, Ca. 94080

M-12

CAMP. & LEVIS EXPRESS - R.P.O./.

Twenty Hammers, Type 17L

Among the longest and most commonly used RPO runs, M-12 stands out as one of the leaders. Known in continuous existence for over 60 years, this run started as early as 1905 and was still going strong in the 1960s. Certainly one of the most voluminous runs in this columnist's collection, the information that follows was gathered from examination and analysis of almost 1600 strikes of M-12.

This run, M-12, has been a most interesting experience in systematic analysis and for the most part has been neatly susceptible thereto. In approaching the identification of the numerous hammers involved, we find such are quickly broken into three basic groups which on full strikes are easily discerned and categorized:

**GROUP A**—Period (dot) after P of CAMP. No Punctuation after S of EXPRESS.

**GROUP B**—No Period (dot) after P of CAMP. No Punctuation after S of EXPRESS.

**GROUP C**—No Period (dot) after P of CAMP. Dot or Dash after S of EXPRESS.

*Group A* — Six hammers. All hammers have a punctuation period after P of CAMP and no punctuation after S of EXPRESS. All six hammers have earliest dates in 1905 and because of similar characteristics we hypothesize that all were laid down at the same time.

## Hammer I

Proofed: Unknown  
Earliest: 1st Period—April 6, 1905; 2nd Period—July 1, 1930.  
Latest: First Period—June 14, 1918; 2nd Period—May 20, 1956.  
Indicia: E. W to 1910 (probably 1911); 33, 34—1912/15; 199—1915/18; 3—1916 (three strikes) 31, 32—1930/56; 1—1933 (1) 42 (2) 44 (1)—four strikes only.

Usage: This hammer breaks neatly into the two periods above, however, we feel this gap of twelve years will be narrowed with contributions from other collectors.

R.F.: 5 (10.2%).

Comments: W/1416/07—one strike known. This hammer is among the three best known of the run along with Hammers VII and VIII. It wore reasonably well; however, in the 2nd Period, the dot

after P of CAMP is frequently missing on light to medium strikes. At the end of this group we will present other identifying characteristics which quickly separate Hammer I. It can be noted here that only five hammers were used after 1930; these were Hammers I, VI, VII, VIII and XII. We feel assured this hammer was used well after the indicated latest date.

## Hammer II

Proofed: Unknown  
Earliest: May 18, 1905  
Latest: October 4, 1915  
Indicia: E. W.—to July, 1911; 33, 34 from July, 1911. Blank—April, 1914—one strike only.  
Usage: Continuous for ten years without interruption.  
R.F.: 5 (7.1%).

Comments: "8" for "08" and "9" for "09", all strikes for these two years without exception; W/JA 10 and E/JA 12—no year date, probably 1910, on 2c Edward. No apparent reason is evidenced for discontinuance of this hammer; in 1914/15, wear is moderate and normal.

## Hammer III

Proofed: Unknown  
Earliest: September 24, 1905  
Latest: March 12, 1914  
Indicia: E, W—to June 1910; March 1911 33, 34—July 1910 to June 1912; July 1913 to March 1914  
199—October 1912 to June 1913  
Usage: Continuous for nine years without apparent interruption  
R.F.: 5 (4.3%)

Comments: In June and July, "01" for "10". Two strikes of this hammer in blue on June 11, 1910 are only known colored strikes for this run. Inverted 34 on January 20, 1912. Easily identified on clear strikes by broken "X"; check other identification characteristics detailed at the end of Group A.

## Hammer IV

Proofed: Unknown.  
Earliest: April 14, 1905.  
Latest: March 15, 1914.  
Indicia: E, W—to May, 1911; 33, 34—Aug./Oct. 1911; 1914  
199—July 1912-November 1913  
200—October 4, 1913—one only—rare  
Usage: Continuous for nine years.  
R.F.: 5 (8.4%).

Comments: "6" for "06" on all strikes in 1906, "9" for "09" in July only, "0" for "10" intermittent in July, August and December, "1" for "11" from January 11 to February 20, 1911, also March and May. 199/X 18/199 known on 2c red Admiral. Hammer IV is easily identified by multiple breaks in the letters; see identification following Group A.

## Hammer V

Proofed: Unknown.  
Earliest: August 12, 1905.  
Latest: September 9, 1914.  
Indicia: E, W to July 1911; inverted E—January, 1906  
33, 34—September 1911 to 1913  
199—October 1911; January to March 1913; 1914

Usage: Apparently continuous for nine years, with possible intermittent breaks in 1913/14.  
R.F.: 5 (2.5%).

Comments: This hammer is the most scarce of the six Group A hammers. Although strikes are

known in each year of existence, these are sporadic and without any apparent pattern. It may be this hammer was used by a substitute clerk.

#### Hammer VI

Proofed: Unknown.

Earliest: April 18, 1905.

Latest: November 22, 1956.

Indicia: E, W—to June 1911

199—July/December, 1911; January, 1913; 1919

200—October 27, 1911—one only—rare

33, 34—1912; May 1913/April 1915

3—1916; 1923/26

1, 2—1932/54

31—single strikes known 9/42, 1/44, 7/44,

11/44 and 3/45

4—1956

151—rare single strike—151X19/X on 2c red

Admiral

Usage: We have listed this hammer as continuous in spite of short breaks in 1917/18, 1920/22 and 1927/31. We believe that additional input from other collectors will close these gaps.

R.F.: 5 (6.8%).

Comments: This hammer had a very long life and will undoubtedly have its latest date superceded. "M" for "W" on August 17, 1905; "O" for "10" in March; in 1932, all strikes show "2" for "32". The hammer wore reasonably well and even on late strikes, the dot after "P" of CAMP is normally visible.

## Identification of Group A Hammers



The six Group A hammers have the most closely spaced letters of all hammers of this run. Group B and Group C have more widely spaced letters for the most part.

Step 1. A base-line period (dot) after "P" of CAMP must be a Group A hammer. If this period is absent on clear strikes, it is probably a Group B or C Hammer.

Step 2. Simultaneously take the chordal measurements from the bottom corner of the "L" to the bottom of the "V" and "I" of LEVVIS; if these measure 4mm and 5mm, the strike must be Hammer I or V while if these measure 3½mm and 4½mm, the strike must be Hammer II, III, IV or VI.

Step 3. To separate Hammers I and V, take the chordal measurement from the bottom of the left leg of "M" to the bottom of the "P" of CAMP; if this measurement is 2mm, it is Hammer I while if this measurement is 1½mm, it is Hammer V.

Step 4. To separate Hammer II from Hammers III, IV and VI, take the same measurement as in Step 3; Hammer II is 1½mm, while the other three are 2mm.

Step 5. To separate Hammer III, IV and VI take the chordal measurement from the bottom corner of the first "E" of EXPRESS to the bottom of the left leg of the "R" in RPO. If the chord measures 10mm, it is Hammer III; if 10½mm, it is Hammer IV; if 11mm, it is Hammer VI.

The above steps will clearly separate all six hammers, but do require full strikes; the following are additional positive identification characteristics of the six Group A hammers. (Please refer to the accompanying photographs.)

1. Measure the bottom width of the "M" of CAMP. The narrow 'M' (1 mm) is characteristic of Hammers II and V; the medium 'M' (1½mm), Hammers I and III; the wide 'M' (1½mm), Hammers IV and VI. However, Hammers IV and VI are easily separated visually; the wide 'M' of IV is very off-balanced to the right, while that of VI is evenly balanced.
2. A rim break over "V" between July, 1912 and September, 1935 on a Group A hammer identifies Hammer I.
3. If the top bar of the second "E" of EXPRESS is angled upward above the horizontal, it is indicative of Hammer II.
4. A broken right foot in "X" in a Group A hammer identifies Hammer III; this usually leaves a small dot at the bottom. (Hammer VIII, Group B, has a similar characteristic.)

5. From March, 1906, a break in the back of "C" a break in the loop of "R" in EXPRESS, and two breaks in the last "S" of EXPRESS, positively identify Hammer IV; the four breaks are over 90% constant. Additionally, a dash instead of a dot after "P" of CAMP identifies Hammer IV. (All are present in accompanying photograph.)
  6. If on clear strikes of a Group A hammer, there is no period after "O" of RPO, the strike is Hammer V.
  7. A broken ampersand giving a dot at the bottom right (see photograph) identifies Hammer VI; this is quite regular.
- The following are more or less constant:
8. Hammer I has a weak third leg in the 'M', a weak middle bar in the second "E" of EXPRESS and a lower left break in the "O" of RPO, the latter from September, 1908.
  9. Hammer II has few identifying characteristics; however, a short bottom bar in the first "E" of EXPRESS, breaks top, right and bottom in the loop of the "R" of RPO and breaks, right and left in the "O" of RPO, the latter from June 1907, are indicative.
  10. In addition to the broken "X", Hammer III has a break in the "C" at 11:00 from March,

11. For Hammer IV, the bottom bar of the "E" of LEVIS is often broken, ending in a dot, there are two breaks in the bottom curve of the "S" of LEVIS and there is usually a break in the bottom of the "O" of RPO.
12. For Hammer V, one or both "Ps" are often broken at the bottom giving the appearance of dots, the "L" is usually broken on the vertical just above the base, and the "E" of LEVIS and the first "E" of EXPRESS usually have little or no middle bars.
13. For Hammer VI, the "C" is often broken at the bottom, the "P" of CAMP is broken below the loop, there is a constant rim break over the "E" of LEVIS which has a broken upper bar, there is a constant break in the lower part of the loop of "P" of EXPRESS, the upper left corner of the "R" of RPO is broken or missing entirely and there is a rim break over the "O" of RPO.

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see also chart page 214

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## Tagging Along

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

Once again, time to clear up a lot of year-end odds and ends. There are quite a number of new reportings, largely due to papers and gums, rather than errors. However, one major error reported is a full pane of the 15c Bylot Island with Type 11a bars. In addition, there was a paper fold-over during perforating resulting in some oddly placed perfs, as well as the whole plate inscription showing, and three cutting guide lines.

On January 3 I happened to be in our local Station E and was told that a recent shipment of 2c was tagged. They had 46 panes of 2c, medium fluorescent paper, PVA gum, and Ottawa Tag. The shipment left the Edmonton depot December 15, and was received at station E on December 18. Either my Ottawa sources missed this new value being tagged, or else supplies were distributed elsewhere before they became necessary in the Ottawa area. The Winnipeg 6c Type 4 is also available at many local post offices.

The current 8c has also shown up on several different papers — the latest being in Winnipeg on what I like to call "lobrite" paper — fluorescent, but not the same as the hibrite we have come to associate with the brighter of the fluorescent papers.

The Christmas 6c and 8c are on two different types of paper, in plain, Winnipeg,

and General tagged — making a total of 12 separate items. I cannot tell yet which is the scarcer of the two, but indications lean towards the dull. Both papers have been supplied from Ottawa in mixed corner blocks.

I regret to say that I have not had sufficient stocks to make a complete survey of the so-called different Ottawa Tags. There is no doubt that some migrate more than others, and indeed some not at all. There are also several different shades of Ottawa Tag under the UV lamp, but I have still not discounted the fact that the different papers are playing the predominant role in both migration and color. On those that migrate badly, exposure to air for several days has solved the problem for me, except where the migration occurred during transportation from Ottawa.

Many people have written to me for advice on which UV lamp to buy, and I can only reiterate my statement that I have only had experience with two, and both of these suit my purpose very well — the Raytech BS 1 and Mineralite UNSL 15. The only inconvenience is the lack of an on-off switch on the Raytech, but can be installed on the cord for \$1 or so, and the price is \$23.50 as compared to nearly \$50 for the Ultra Violet Products Mineralite UNSL 15.

## SOME RECENT PUBLICATIONS

*Lyman's British North America Postage Stamp Retail Catalogue, 1974 edition; published by Robert Lyman (Canada) Ltd., Toronto, 6 x 9 inches, 64 pages, soft cover, lithographed in blue ink.*

*1974 Canada Specialized Postage Stamp Catalogue, published by Philatelic Publishers Co., Toronto; 4 3/4 x 8 3/8 inches, 100 pages, soft cover.*

Both of these catalogues are attractively put together, *Lyman's* in two shades of blue and white, and the *Canada Specialized* in black, brown and white. Both are on good quality paper. The black and white illustrations in the *Canada Specialized* are sharper and easier on the eyes for picking out details. However, the spacing in the *Lyman* catalogue makes it less difficult to read prices across the various price columns. Possibly the use of bold face for the major numbers in the more concentrated printing of the *Canada Specialized* would make it easier to follow.

One innovation in the *Canada Specialized* is the listing of most items in five columns—mint, used, mint blocks, used blocks and covers. This arrangement may take a little getting used to but it is logical and should be natural to follow after using for a while. This catalogue includes a great deal of useful detail and background information not found in similar catalogues. The inclusion of an index would be an improvement. The addition of covers and first day covers is a definite plus.

In the *Lyman's* catalogue, the listing of the early issues in "good" and "fine" condition separately is a good idea, but the prices are often high for the quality involved. This particularly applies to the "good" quality which in very many cases could be translated as "poor".

In the *Canada Specialized*, the listing of prices in "fine" condition in the early issues is more realistic, and the 100% premium for "very fine" in pence, 59s and Large Queens is a reasonable standard. The occasional extremely fine copy can go for two and three times the "fine" price.

The Small Queens are always a sticky area. A good effort has been made in the *Canada Specialized* to clarify these listings by keeping all of one denomination together. This should be easier to follow than jumping around according to date of issue.

The *Canada Specialized* has separate listings for miniature sheets, plate blocks, and a good section on fluorescent papers. An interesting feature in *Lyman's* is a listing of the quantities issued since 1897.

Price comparisons between these two catalogues are difficult as *Lyman's* quotes only "good" quality between numbers 34 and 353. In the great majority of cases, these prices are considered to be on the high side for the quality stipulated. This can be adjusted in one of two ways—either by discounting prices for "good" quality or, if using the *Lyman* as a net catalogue, substituting "fine" for "good". After no. 353, the *Lyman's* listing is apparently for better quality but most of these prices are higher than *Canada Specialized* for this area. The *Canada Specialized* prices throughout reflect current market prices much more closely than any catalogue offered for years.

There are some exceptions in the modern areas in the *Canada Specialized*. These are instances of prices being lower than a dealer is likely to be able to supply consistently. Examples are the Export Dollar mint, no. 411, some of the Cameo tagged between numbers 401 and 405pq, and several of the more exotic items in the 1967 issue. Again on the low side are the tagged stamps of the 1970 25c Expo series (508p-511p). Most of the higher values after 1967 cannot be found used at less than face. Examples are numbers 513, 530, 541, 557, 608, 609, 614, 621 and 624. Very recent First Day Covers are too low.

On Newfoundland and the Provinces, most *Lyman's* prices have been considered too high for several years. The *Canada Specialized* pricing is much more realistic throughout this area.

A few errors have slipped into *Canada Specialized*, such as the listing of 37e, the 3c perf 11½ x 12 in a rose shade which

does not exist. One omission noted was the 2c green tete-beche imperforate blocks of no. 107, although the 1c and 3c were included. However, on balance, all the additional factual information, the handy pocket size, and the much more detailed listings make the *Canada Specialized* far better value for the money. It should be a winner.

— George Wegg

*Guidebook and Catalogue of Canadian Stamps, second edition, 1973-74, by Glenn S. Hansen, published by Regency Publishing Co., 5½ x 8½ inches, 312 pages, soft cover: at all dealers, \$8.95.*

When the first edition of Holmes' handbook was brought out in 1943, there had been a gap of many years since the last comprehensive work on BNA philately, Jarrett's marvelous work, had appeared—a gap of 14 years, in fact. No doubt the intervening depression had a lot to do with this hiatus. This is not to say that Holmes' first edition was anywhere near as comprehensive as Jarrett's, especially in the field of postmarks, but it wasn't intended to be.

Nevertheless, this 1943 Holmes' book had sections with details about each issue which had been missing in subsequent editions; in fact, later editions of Holmes became, basically, price lists—although they were still very informative in many ways. Apparently the publication of Boggs' *Canada* in 1944, with its exhaustive surveys of both stamp issues and postal history, removed the incentive for such inclusions.

In recent years there have been criticisms of Holmes' handbook that it includes too much of what has already appeared, without revisions taking into account up-to-date knowledge. No doubt criticism of this kind helped prompt Glenn Hansen to bring out, in 1970, his *Guidebook and Catalogue of Canadian Stamps*. It sold very well and was much talked about—two sure signs of success. Success breeds success, and Hansen has now brought out a second edition, dated 1973-74.

Preliminary sections are devoted to general information on Canada collecting, postal history, early postal rates, color identification, quantities issued, pricing and condition, papers, perfs, printing methods

and cancels, all providing an informative introduction to the actual stamp listings.

For each issue, the charts are sandwiched between descriptive material, making it difficult for a reader to avoid educating himself even if he is interested only in stamps as an investment. Stamps as an investment, by the way, is also the subject of a complete section which also covers such things as safekeeping of stamps. The complete Squared Circle Roster, courtesy of Dr. W. G. Moffatt, is given, as published originally by *Topics*.

— Max Rosenthal

*Canada Centennial Definitives Issue Reference Manual, 1967-73, by Jacques J. LaRoche. Published by the author, coil bound, soft cover, approx. 86 pages, type-written. Price \$4.95, and available from most dealers in Canada.*

As the author points out, "Since the Admirals of 1912, no other issue has ever created such interest, promoted so much research, and caused more frustration than the 1967 Centennial Definitives."

The introduction has an unusual feature: four actual stamps, in glassine envelopes, tipped into the book. And each stamp shown, to distinguish papers and gums in this difficult series, is worth thousands of words of description. Postal stationery and precancels are covered, as well as stamps.

The tagged issues are dealt with thoroughly. Every variety seems to be included, at least those known when the book went to press. The printing itself is in extra large type, which reminds one of books for children learning to read, but the illustrations are clear and there are plenty of them.

— M.R.

*Scott Standard Postage Stamp Catalogue, volume 1, 1974 edition. Published by Scott Publishing Co., 7¼ x 9¾ inches, 774 pages, soft cover; at all dealers at approx. \$10.*

*Stanley Gibbons British Commonwealth Stamp Catalogue, 1974, published by Gibbons of London. Size 7 x 9½ inches, 698 pages, hard cover, for sale at most dealers.*

The 1974 Volume 1 of Scott's catalogue has more Canadian imperforate varieties of normally perforate issues listed and priced than ever. The 1974 edition of Stanley Gibbons catalogue, which is also out, still refuses to list them. How long they will hold out is a good question because age has given

them an air of respectability. As things recede into the past, the bad side is forgotten, but the glamor remains and grows.

With all catalogues collectors will be able to rejoice in many price changes. One stamp which in my opinion should not have gone up, but rather down, in all of them, is the 3c small queen perforated  $11\frac{1}{2} \times 12$ . During its period of normal usage, 1874 to 1879, I suspect that there were more with this perforation supplied to the post offices than with the regular  $12 \times 12$  perforation, because at least three-quarters of dated copies from those years which I have gone through have been  $11\frac{1}{2} \times 12$ . This means there are millions and millions of them available, since the 3c was the value in use every day far more than any other denomination. I complained about this discrepancy over 10 years ago in the columns of *Topics*, which goes to show just how influential I am with the mighty.

—M.R.

*Geographical Names of Prince Edward Island; published by the Geographical Branch of the province of Prince Edward Island*

*which can provide more data on the book. About 200 pages, soft cover.*

Nearly all specialized handbooks on BNA philately have chapters on postal history, including postmarks. Students of postal history are now contributing to books which are on standard history or on place names rather than on philatelic subjects.

In 1925 the Geographical Branch brought out a book on Prince Edward Island place names which would have benefited tremendously from more research into post office names and dates of opening and closing. This completely new work on the same subject has just come out, which remedies the defect. Included are all known post offices to the present, with their dates, provided by BNAPS member G. Douglas Murray. Including illustrations and a map in a pocket, it will prove indispensable to the PEI collector.

Books in recent years on the place names of Manitoba, Saskatchewan and Alberta would have been considerably more accurate if their authors had collaborated with philatelists who would have researched post office names and dates.

—M.R.

## **BNAPEX '74**

**SEPTEMBER 11th-15th, 1974**

**HISTORICAL WILLIAMSBURG, VIRGINIA**

**NEED WE SAY MORE ??? — BUT, WE WILL.**

We'll tell you all about it, if you already don't know all about it. In every issue of BNA TOPICS from now to Convention days for '74.



# TOPICS: THE NEWSFRONT

## Smythies' forgeries donated to postal museum; a new flag cancel

The well-known collection of BNA forgeries assembled by Evelyn Arthur Smythies, CIE, FRPSL, FCPS, of Tralee, Ireland, has been donated to Canada's National Postal Museum. The outstanding collection is considered by many to be the finest of its kind and will be known as the "Smythies' Collection of BNA Forgeries." It formed the basis for his BNAPS' handbook, *BNA Fakes and Forgeries*.

Smythies, a retired professional forester, spent most of his life in India and Nepal. He was awarded a decoration by the Indian government for his work. He has written numerous articles for philatelic journals the world over, including *Topics*, and many handbooks, covering Canadian registration stamps, fancy roller and duplex cancels, and the forgeries book.

"Smythies' collection represents an indispensable reference of bogus items for comparison and study purposes," a Canada Post release stated.

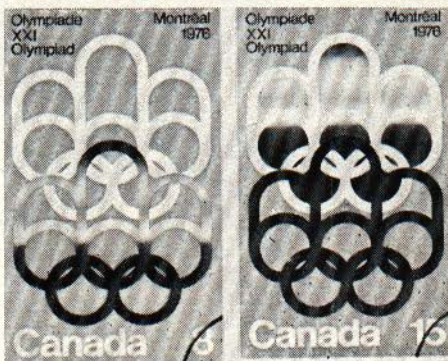
The first annual Joseph Howe Festival will be held in Halifax from October 5 to 8 this year; the Nova Scotia Stamp Club has arranged with Canada Post for the use of a flag cancel commemorating the event.

This issue of *Topics* will reach members later than usual, but NSSC's corresponding secretary tells us that BNAPSers can still get copies of the special flag cancel by ordering through Robert M. Fear, Box 2273, Dartmouth East Postal Station, Nova Scotia.

The cancel will be an involute flag of the province with the slogan "Joseph Howe Observance, 5-8 Oct. 73." This marks the first use of the Nova Scotia flag as a cancellation. The recent Joseph Howe stamp will be used.

The cover will come in two forms: a normal envelope, and one made up by the NSSC. For September 27 dates, normal covers are 50c and NSSC \$1; same rates for October 8 date. Other dates are 50c for the special cachet, and 35c for the plain one. Better write now for your copies before they're all gone.

## Post Office Department **NEW ISSUES**



Canada Post announced the first two stamps of the special Olympic Games series, to be issued September 20.

The Olympic Games stamp series is expected to have considerable attraction for collectors around the world owing to the nature of the event. Throughout their modern history, the Olympic Games have been celebrated on stamps issued by many different countries. Today these stamps form an extensive and popular thematic group among philatelists around the world.

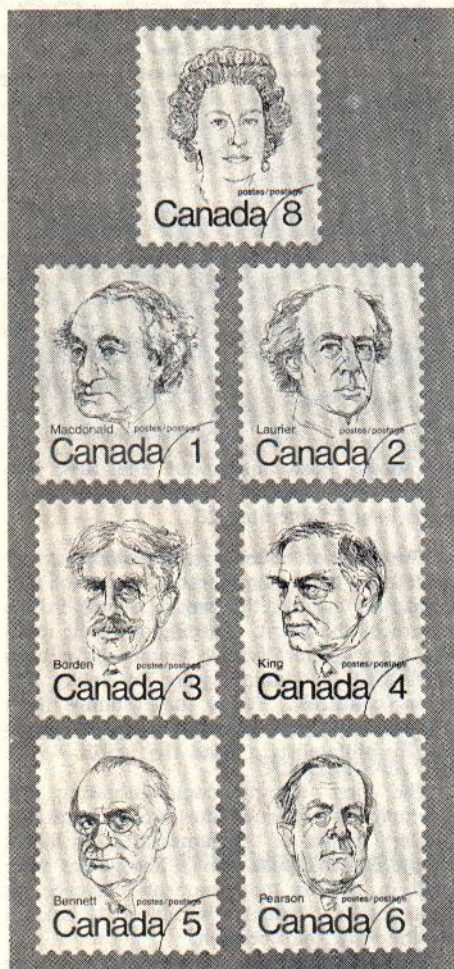
The first stamps commemorating the Olympics were issued in 1896 to mark the modern revival of the games after an hiatus of more than 1,500 years. The games were held in Athens that year, and Greece, as host country, issued a series of 12 stamps in honor of the occasion.

The two Olympic commemoratives were designed by Wallis and Matanovic of Toronto. Each measures 30 x 48 mm in a vertical format. 20 million of the 8c and 10 million stamps of the 15c denomination are being printed by Ashton-Potter of Toronto. Both are being produced by five-color lithography.

Marginal inscriptions including the designers' names appear in the four corners of each pane of 50 stamps available from the

Philatelic Service. All stamps will bear the general tagging.

On October 17 the new definitive series in the lower values will be issued, thus bringing to a close the 6½-year tenure of the complex and oft-confusing Centennial definitives.



The new issue brings two innovations: the first time since Confederation that low-value definitives in Canada have not all borne a likeness of the reigning monarch; on the new set only one of the seven stamps shows the Queen, the others bearing portraits of former prime ministers.

The other innovation is that the like-

nesses are not formal portraits done in the style of the old masters, but caricatures done in a loose pen-and-ink treatment resembling the style of the better political cartoons in newspapers.

The stamps are: 1c, John A. MacDonalld (brown orange); 2c, Wilfred Laurier (green); 3c, Robert L. Borden (dark brown); 4c, William Lyon Mackenzie King (black); 5c, R. B. Bennett (violet); 6c, Lester B. Pearson (red); and 8c, Queen Elizabeth II (blue).

The drawings are done by a Toronto free-lancer, David Annesley. There's every possibility that some critics will denounce the principle of allowing Canadian prime ministers to be so freely interpreted on postage stamps by an artist (Bennett looks owlish and Pearson looks rather cocky) but most comments will likely be directed towards the Queen's picture, on which Annesley obviously exercised the utmost restraint and was able to come up with only an innocuous and uninteresting portrait. (For those very reasons, others will claim that this portrait is the best caricature of the lot.)

Canadian Bank Note is printing the prime ministers, all from plates 1, and British American Bank Note is printing the 8c, from plates 1 and 2. All stamps are 20x24mm, perforated 12+, have PVA gum, are general tagged, and bear inscription blocks when ordered from the philatelic division.

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## TRADE TALK

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Dealer George Wegg's advertisement in the last issue gives most of the information one would want about the latest volume in Robson Lowe's *Encyclopaedia of British Empire Postage Stamps*. All we can add here is that orders are piling in — and that with only 200 copies being made up of the deluxe leather-bound and cased edition (at \$50) it appears these will be sold out any time, if they aren't already. The library edition, at \$40, is limited to 4000 copies and is going almost as fast.



*Smiling through: The Postal Museum Advisory Committee, taken in May when all members were present. The museum will open in its temporary quarters in suburban Ottawa in about nine months. Front row, left to right: Gerald E. Wellburn, Victoria; J. E. Kraemer, chairman and the museum's manager; Sen. Henry Hicks, Halifax; Carl R. Mangold, Montreal. Back row: C. R. McGuire, the museum's secretary; R. J. Woolley, Toronto; Sam C. Nickle, Calgary; Guy des Rivieres, Québec City; Col. R. H. Pratt, Milwaukee.*

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# TOPICS: THE BUSINESS SIDE

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## BNAPS: ELECTED OFFICERS

|                    |                                                                                                                                                                                                                                                                |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PRESIDENT          | Alfred P. Cook, Coy Glen Road, Ithaca, N.Y. 14850                                                                                                                                                                                                              |
| PAST PRESIDENT     | Sam C. Nickle, 1208 Belavista Cres., Calgary 9, Alta.                                                                                                                                                                                                          |
| VICE-PRESIDENT     | James A. Pike, 5805 Balsam St., Apt. 801, Vancouver, B.C.                                                                                                                                                                                                      |
| SECRETARY          | Jack Levine, 2121-G North Hills Drive, Raleigh, N.C. 27610                                                                                                                                                                                                     |
| TREASURER          | Leo J. LaFrance, Box 229, Ossining, New York 10562                                                                                                                                                                                                             |
| BOARD OF GOVERNORS | Nine sitting; three elected each year for a three-year term:<br>1971-1973: James C. Lehr, E. H. Hausmann, Robert H. Pratt<br>1972-1974: G. B. Llewellyn (chairman), C. R. McNeil, D. G. Rosenblat<br>1973-1975: Ed Richardson, Wilmer C. Rockett, S. S. Kenyon |

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## *From the Secretary*

JACK LEVINE  
Raleigh, North Carolina

### New Members

- 2985 Brown, Robertson M., 15 Parkdale Crescent, London, Ontario N6A 2M4
- 2986 Campbell, John Colin, R.R. 6, Ross Road, Kelowna, British Columbia
- 2987 Chase, Constant W. Jr., 106 Cedarwood Circle, Seminole, Florida 33542
- 2988 Dawson, Harold, 17530 N.W. 11th Avenue, North Miami, Florida 33169
- 2989 Greig, William, 1064 Royal York Road, Toronto, Ontario M8X 2G7
- 2990 Johnson, Jonathan, 1136 Chilako Street, Prince George, British Columbia
- 2991 Muirhead, P. A., 2154 Kildare Road, Windsor, Ontario N8W 2X1
- 2992 McCall, A. David, P.O. Box 219, Montreal 101, Quebec
- 2993 McGillibray, Robert J., 6030 Lanark Street, Vancouver 15, British Columbia
- 2994 McKeag, Richard G., 201—500 Stradbrook Avenue, Winnipeg, Manitoba R3L 0K1
- 2995 Piercey, David, P.O. Box 6532, Station G, Vancouver 8, British Columbia

2996 Wilkinson, James L., 4295 E. Mexico No. 408, Denver, Colorado 80222  
2997 Woodhouse, Fraser, 11 Norham Crescent, Weston, Ontario M9R 1H8  
2998 Zajdler, Edward, 8917—12th Avenue, Montreal 455, Quebec

#### Applications Pending — Group "A"

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

Beswick, Michael, 84 Scarborough Heights Blvd., Scarborough, Ontario  
Cohen, Morton W., 141 Ardmore Road, West Hartford, Connecticut 06119  
Durnick, Thomas J., 8—9926 84 Avenue, Edmonton, Alberta T6E 2G3  
Hale, George L., M.D., No. 2204—1333 South Park Street, Halifax, Nova Scotia  
Hoffman, Michael J., Staff U.S. Naval Hospital, Portsmouth, Virginia 23708  
Holston, David R., Nashotah House, Nashotah, Wisconsin 53058  
Kuttner, William R., 3535 Chevy Chase Lake Drive, Chevy Chase, Maryland 20015  
Lee, Ian A., 20 Connaught Street, Oshawa, Ontario L1G 2G9  
MacDiarmid, Selwyn Wesley, Box 5094, Station F, Ottawa, Ontario K2C 3H3  
Madge, Victor A., 661 Dane Avenue, North Bay, Ontario P1B 7G8  
Morin, Cimon, 283 rue Williams, Apt. 3, Sherbrooke, Quebec  
Rutherford, A. T., 3650 Walnut Grove Road, R.R. No. 4, Mississauga, Ontario  
Whitlock, Jon R., 509 South St. John Street, Bethany, Illinois 61914  
Wirth, Edmund, 355 Touzin Avenue, Dorval 780, Quebec  
Wright, Dr. A. J. L., 20 Waubeek Street, Parry Sound, Ontario P2A 1B9  
Wyllie, Alfred Kenneth, P.O. Box 728, Kingston, Ontario K7L 4X6

#### Applications Pending — Group "B"

Ayre, Hartley St.J., Vane Cottage, 22 Cleveland Walk, Bath, BA2 6JU, England  
Birkenhead, Michael, 8 Hollow Lane, Hayling Island, Hants, England  
Brolly, Michael T., 252 Sherman Avenue, New York, New York 10034  
Burger, C. Allan, 49 Cuffley Crescent South, No. 303, Downsview, Ont. M3K 1X4  
Cairns, R. J., Douglas, 3580 Yonge Street, No. 308, Toronto, Ontario M4N 2N8  
Collins, Robert A., Box 211, Alsask, Saskatchewan  
Denman, Robin, 334 Dulwich Avenue, St. Lambert, Quebec  
LoPatriello, Robert B. M., 98 Elmer Avenue, No. 108, Toronto, Ontario M4L 3R7  
Milpacher, H. Peter, 694 McClure Road, Kelowna, British Columbia  
Myers, John H., 69 Grand Street, Middletown, Connecticut 06457  
McKenzie, Mrs. Catherine, 378 King Street, Amherstburg, Ontario N9V 2E2  
Nishio, Herbert K., 52 East 41st, No. 1, San Mateo, California 94403  
Richardson, Sidney T., 410—11th Avenue N.W., Calgary, Alberta T2M 0B9  
Sabourin, Marcel, 224 Richelieu Blvd., Beloeil, Co. Vercheres, Quebec  
Smith, George Y., M.D., 133 Woodridge Road, Butler, Pennsylvania 16001  
Thompson, D. H., 11228 Braniff Green S.W., Calgary, Alberta  
Walters, Peter S., 1724 Newport Hills Drive West, Newport Beach, Cal. 92660

#### 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)

- ARCHER, J. H., 2142 Front St., Cuyahoga Falls, Ohio 44221 (C) CAN, NFD—Mint and used booklet panes and complete booklets. Proposed by R. V. C. Carr (1427). Seconded by E. Stanway (1492).
- BALDWIN, Fred A., 39 Fairholt Road S., Hamilton, Ont. L8M 2T5 (C) CAN, NFD—Mint and used postage. 1st Day covers. Plate Blocks, Coils. Mint booklet panes. Precancels. Proposed by C. R. McNeil (649). Seconded by F. B. Atkinson (758).
- BERMAN, Elliot A., c/o Moss, Lawson & Co., 2 St. Clair Ave. W., Toronto, Ont. M4V 1L5 (DC) CAN, NFD—19th and 20th century mint and used postage and blocks. 1st Day and 1st Flight covers. Plate Blocks. Coils. OHMS-G. Mint, used booklet panes and complete. Precancels. Federal Revenues. Mint, used, semi-official Airmails and on cover. Postal Stationery entires and cut-squares. Literature. Proofs. SPECIALTY—Plate Blocks and Winnipeg "Tagged". Proposed by G. F. Hansen (2203).
- BEZANSON, Warren B., 1702 Canterbury Road, Greenville, N.C. 27834 (C) CAN, NFD, N.B., N.S., P.E.I.—19th and 20th century mint and used postage. Proposed by J. Levine (L1).
- CHRISTMAN, Edwin F. Jr., 5419 Jason, Houston, Texas 77035 (C-x) CAN, NFD, PROV—19th and 20th century used postage. Stampless and 1st Flight covers. Used booklet panes. SPECIALTY—Small Queens. Proposed by E. A. Richardson (168). Seconded by L. W. Brandon (1357).
- DEEDY, Kenneth J., 782 Sylvan Ave., Bayport, N.Y. 11705 (C-cx) CAN, NFD—19th and 20th century mint postage. Plate Blocks. Coils. OHMS-G. Mint booklet panes and complete. Proposed by G. F. Hansen (2203).
- GRAY, John J., 44 High St., Tenterden, Kent, England (C-cx) NFD—19th and 20th century mint and used postage and blocks. Mint, used semi-official Airmails and on cover. Literature. Proofs and Essays. Proposed by J. Levine (L1).
- GRIFFIS, Gary, P.O. Box 296, Pointe Claire, Dorval, Que. (CD) CAN, NFD — Mint postage and mint and used blocks. 1st Flight and Semi-official covers. Semi-official Airmails. Proposed by W. R. Curtis (2100).
- LAROCHE, Jacques J., 97 Convoy Ave., Halifax, N.S. (D). Proposed by D. M. Verity, 2312. Seconded by R. J. Woolley (359).
- MACNEALL, Norman, 22A Aldwych Ave., Toronto, Ont. M4J 1X2 (C) CAN—19th and 20th century mint and used postage. Postal Stationery entires. Flag and Squared Circle cancellations. SPECIALTY—Squared Circles and 3c Small Queen. Proposed by G. F. Hansen (2203).
- MANN, P.M., 36 Sydenham Street, Guelph, Ont. N1H 2W4 (C) CAN—19th and 20th century mint and used postage and blocks. 1st Day covers. Plate Blocks. Coils. OHMS-G. Mint booklet panes and complete. Precancels. Mint and used Airmails. Proposed by D. M. Verity (2312). Seconded by F. W. Campbell (143).
- MURRAY, Rev. Thomas Barry, 45 Winnett St., Woodstock, Ont. N4S 5Z4 (C-x) CAN, NFD, PROV—19th and 20th century mint and used postage and used blocks. Prestamp, stampless, 1st Day and 1st Flight covers. Plate Blocks. Coils. OHMS-G. Mint booklet panes and complete. Precancels. Mint, used, semi-official Airmails and cover. Postal Stationery entires. Literature. R.P.O. cancellations.

- Proposed by D. M. Verity. Seconded by G. Stephens (2823).  
 POPE, Preston A., 217 Southcliff Ave. S., San Francisco, Cal. 94080 (C-c) CAN—19th and 20th century mint and used postage and blocks. Pre-stamp, stampless and 1st Flight covers. OHMS-G. Mint booklet panes. Provincial Revenues. Mint and used Airmails. Postal Stationery entires. Literature. R.P.O., Territorial, Flag, Slogan, 2 and 4 ring, Squared Circle and Duplex cancellations. SPECIALTY—Victoria Numeral Issue (Nos. 74-84). Proposed by T. J. Perkins (1350).  
 SHELTON, J. M., 219 Beechy Drive, Richmond Hill, Ont. (DC-x). Proposed by F. G. Stulberg (2290). Seconded by H. Sutherland (2161).  
 SIMRAK, Ray, Schoolane R.R. No. 1, Windsor, Ont. N9A 6J3 (C-cx) CAN, NFD—Mint postage and blocks. 1st Day and 1st Flight covers. Plate Blocks. Mint and semi-official Airmails and on cover. Proofs and Essays. Pioneer Airmail covers. Proposed by R. H. Jamieson (2118). Seconded by E. A. Richardson (168).

#### Changes of Address

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

- 2954 D'Arcy, Jeannette M., No. 202 The Osterley Court, 1520 Richmond Ave., Victoria, B.C.  
 2115 Dickette, Michael B., 1490 Huron Street, London, Ontario N6A 4C1  
 2830 Gronbeck-Jones, David, Box 7301, Ottawa, Ontario K1L 8E4  
 2586 Litton, Jason J., M.D., Cona, RD No. 3, Mechanicsburg, Pa. 17055  
 2600 Macleod, Kenneth J., 1968 Meldrum Avenue, Ottawa, Ontario K1J 6H7  
 2386 McCleave, Dr. J. Graham, 186 Willingdon Street, Fredericton, N.B.  
 2948 Moss, Lt. J. Stephen, 21 Alpine Drive, Latham, N.Y. 12110  
 2578 Pawluk, William S., 460-A Edgeworth Avenue, Ottawa, Ontario K2B 5L1  
 2501 Quittenton, Maurice, P.O. Box 345, Vashon, Wash. 98070  
 2838 Roan, John R., No. 204—2136 McKenzie Road, Abbotsford, British Columbia  
 L1523 Young, John H. M., 35 High Park Ave., The Tower 2408, Toronto 9, Ontario

#### MEMBERSHIP SUMMARY

|                                        |      |
|----------------------------------------|------|
| TOTAL MEMBERSHIP, July 1, 1973 .....   | 1311 |
| NEW MEMBERS, August 1, 1973 .....      | 14   |
| TOTAL MEMBERSHIP, August 1, 1973 ..... | 1325 |

## Notes from the Librarian

MICHAEL SQUIRELL  
 Lively, Ontario

Two new studies on Patricia Airways & Exploration have come to the library from BNAPSer Trelle A. Morrow, 1370 7th Ave., Prince George, B.C. The first is *A Catalogue Checklist of Stamps issued by Patricia Airways & Exploration Ltd.* This List is compiled from information in Holmes, Sanabria, Sissons Catalogues and from collectors specializing in the field.

The second study is a history of Patricia Airways & Exploration Limited. A second part will deal with the usage of these stamps and will be undertaken in the near future.

Marlow Banks has sent us a continuation of the Scott prices for Canadian stamps from 1968 to date to go with the previous list from 1957-67.

Ed Richardson has sent the library four early issues of the *Emco Monthly Circular*.

BNAPSers interested in Canadian meter stamps will find the *Canadian Meter Postage Stamp Catalogue*, by Ross W. Irwin, valuable in their studies; it is available from

the library. This catalogue is available in most Coles Book Stores in Ontario for 95c.

From time to time I will ask the membership, through this column, for information for the library. In the past I have had only one response. The following booklet is needed by the American Philatelic Research Library and also by collectors: *British Airmails, 1946-51* (Aero Field Handbook No. 13). If any of you have this booklet please let me know.

Sour Grapes Department: How come a FLQ Terrorist gets a grant from the Canada Council for \$10,000 to write the history of a small town in Quebec, that already had been published, when serious students of Canadian Postal History have to practically beg—and end up getting so many conditions that it becomes a waste of time. I hope the National Postal Museum will help BNA philatelists in publishing their studies in the future.



## DAVID HANDELMAN

**A swinging gate who's big on chess, math and fancy cancels**

*David  
Handelman  
No. 2277*

Early last spring I read that one of our new and young members had been gracious enough to write the column on Duplexes, Rollers, and (his addition) fancy cancels; his name is David Handelman of the Toronto area.

Dave is our young swinging bachelor who has always been a Torontonian. He is a graduate of the University of Toronto and is, at present, working on his Ph.D. in mathematics at McGill University in Montreal — and commuting!

He is a BNAPSer and, I believe, a

RPSCer, too. His philatelic interests are 19th Century BNA postmarks (especially Toronto) and he particularly enjoys the squared circles, duplexes, and those on stampless covers. And, for his younger eyes, finds fun in trying to identify blurred strikes! Being a student with limited assets, he, too, is finding it more difficult to get the better material.

Dave is an expert in chess on both sides of the border, likes bridge, tennis, softball, and even snooker! With a father who is a locksmith, he has even developed skills in that direction.

When Dave gets that Ph.D. and a good position, then he can come and join us at conventions. I know he will make George Weggs' in Toronto in 75.

— Dr. R. V. C. Carr

## ...and some doodles by The Editor

BNAPEx in Calgary, from which we've just returned, was a wonderful get-together, marred only by one serious incident: on the final Saturday Bob Woolley was rushed to the local hospital suffering a heart seizure, and we're pleased to report that he's doing just fine and will be back, as active as ever, by the time you read this.

The opening-ceremonies speaker at Calgary was Andre Ouellet, the postmaster-general. Since the occasion also marked the first sales of the first Olympic stamps, he explained the future Olympic stamps program:

It falls into two categories; the first is a series of straight garden-variety commemoratives starting with the two issued in Calgary (Olympic symbols) to be followed in 1974 by Canadians enjoying typical seasonal sports, in 1975 by stamps depicting actual Olympic events, and in 1976 by stamps depicting the cultural and classic aspects of the Games. All will be four subjects to a sheet.

The second category are the semi-postals, the first Canada has issued. They'll be in 8c, 10c and 15c denominations (to pay the postage) with a "plus" amount added: 2c on the 8c, and 5c on the other two (which goes to the Olympic Committee to help pay for the games.)

The sets-of-three with the extra payment will be issued in the spring and fall of 1974, 1975 and the spring of 1976, but purchase of the "surcharged" stamps will always remain optional for the stamp buyer. When a new set comes out, the previous set will be removed from sale.

Canada Post will not only send the Olympics people the extra "surcharge" money from its Olympic stamps, but also the philatelic profit on the sale of the Olympic commemoratives. (Ouellet told us that this "philatelic profit" from general stamp sales to date has never been estimated by his department — something we find hard to believe.)

# MAIL FROM OUR MEMBERS

## Registered Letter Stamps

Your recent article by E. A. Smythies on Registered Letter Stamps (August, 1973) was interesting to me because I had never seen an example of the 5c Registered showing the alternative tall and short stamps in a strip. I collect the ½c Small Queen which also displays this perforation peculiarity except that the irregularity is seen along its width rather than its height.

Boggs noted this idiosyncrasy on the ½c Small Queen, although he did not go too deeply into the reasons for its occurrence. I wrote it up as a 'vignette' in the *Canadian Philatelist* (Nov. 1969) and during the course of research came across two significant publications: One was an article in the *Collectors Club Philatelist* (Sept. 1967) by Dr. Robert Chaplin mentioning this phenomenon as it applied to plate 2 of the 5c Registered. The other was also a publication of the Collectors Club of New York entitled "Early American Perforating Machines and Perforations" (1954) which illustrates the Bemrose Rotary Perforator showing the limitations of this machine which led to the perforation problem.

I have in my collection two items that prove that the 5c Registered and the 2c Small Queen were printed at the same time, at the same place. They are a 5c Registered with a clear offset of the 2c Small Queen on the reverse and also a 2c Small Queen with a 5c Registered offset on the reverse. These were also written up in the *Canadian Philatelist* (Nov. 1970). They appear to be the green color of the printing in question.

Incidentally, if I may indulge in a little editorializing, I personally feel that the minute fragmentation of shade differences in *general* catalogues and price lists actually does more harm than good. The average collector and dealer is often unable to cope with major shade variances let alone minor ones and, all too often, this results in the perpetuation of erroneous information in collections. I'm sure that most dealers would like to add as many shades and colors as possible to catalogues and thus increase their sales potential but I question whether this would benefit philately in general.

—Fred Stulberg

## Alaska Highway Stationery

Thank you very much for publishing the article on the 8c Alaska Highway Postal Stationery. I indeed got a surprise, a pleasant one, when I read April *Topics* for the first time in Saigon, Vietnam.

I do not have any of the Orangeville variety other than the printer's proof. Dealer Jim Webb informs me that he now knows of 12 in existence. Are there more? Only time will tell.

The two correct dates of usage for the majority of the Dalton Street covers are March 17 and 31, 1972.

I also enclose an explanation of the 8c stationery drafted by Mr. J. E. Kraemer,

director of the National Postal Museum:

"The second item concerns the 8c Alaska highway postal stationery items. The post office did not issue these particular items as your article states. Any firm or individual can request permission from the post office to include a stamp as postal value on postal stationery items being purchased. The incorporation of the stamp means that Post Office regulations apply only to the stamp imprint and not to the size, type, design or subject matter of the envelope. It is not required that the printer be a security printer.

"These issues are therefore semi-official

(continued on page 218)

# Railway Post Offices: New Listings from Shaw

— continued from last month

|                                                |                                                                    |                       |           |         |     |          |
|------------------------------------------------|--------------------------------------------------------------------|-----------------------|-----------|---------|-----|----------|
| O-385L                                         | Tor. and N. Bay/News Via Toronto/Pt. Huron and Chi                 | 22J                   | 83, 156   | 450     | 100 | 135      |
| O-385M                                         | Tor. and No. Bay/Ont. Via Toronto/Fr. Pt. Huron and Chi            | 22J                   | 58, 109   | 488     | 100 | 135      |
| O-387A                                         | Tor. and Ottawa C.S.P. Ry/No. 2                                    | 13B                   |           | 41      | 200 | 16A      |
| O-394B                                         | Tor. Palm. and O.S.D./RPO                                          | 17H                   |           | 166     | 200 | 16A      |
| O-414C                                         | Tor. and Sudbury                                                   | 7B                    | 3         | 437     | 200 | 135      |
| (Note: Bottom of strike blanked off with tape) |                                                                    |                       |           |         |     |          |
| O-416C                                         | Tor. and Wash./Ont. Via Toronto/Fr. Det. and Cin.                  | 22J                   | 3, 54     | 472     | 100 | 135      |
| O-416D                                         | Tor. and Wash.                                                     | 22                    | 107 (ink) | 450     | 100 | 135      |
| WOB                                            | Alberni-Ucluelet Route/Str. THL                                    | 3C                    |           | 106     | 200 | 16A      |
| W17B                                           | Calgary and Camrose RPO/No. A                                      | 17A                   | PM        | 241     | 200 | 16A      |
| W23N                                           | Calgary and Ed. RPO/No.—                                           | 17A                   |           | 230     | 200 | 16A      |
| W24C                                           | C. & N.W.-RPO/B.C.                                                 | 17G                   | W         | 106     | 200 | 16A      |
| W38I                                           | Edn. Dun. and B.C. RPO/No.—                                        | 17A                   |           | 107     | 200 | 16A      |
| W51A                                           | Emerson and Winnipeg/RPO                                           | 17H                   | 7, 8      | 478     | 170 | 135      |
| W52A                                           | Fort George and Prince Rupert RPO/                                 | 7                     | W         | 106     | 200 | 16A      |
| W57D                                           | Hope and Van. RPO/B.C.                                             | 17F                   | AM, W     | 114-149 | 150 | 10, 16A  |
| W91-O                                          | Moose Jaw Div./H. J. Horseman                                      | 6E                    |           | 393     | 150 | 135      |
| W131B                                          | Rob. and A'head RPO/B.C.                                           | 17P                   | W         | 106     | 200 | 16A      |
| W134B                                          | St. Vin. and Winnipeg                                              | 4F                    |           | 37      | 200 | 135      |
| W146X                                          | Saskatoon Div./P. Korniski                                         | 23A                   | 11        | 390     | 200 | 135      |
| W153H                                          | Squamish/Clinton TPO                                               | 3A                    |           | 135     | 200 | 32       |
| W160AF                                         | Van.-P.R. Run/Str. Prince George                                   | 3C                    |           | 127     | 200 | 124      |
| W160AG                                         | Van. & Vict. B.C. RPO/                                             | 17L                   | AM        | 90      | 200 | 16       |
| W160AH                                         | Vancouver-Prince Rupert/TPO/S.S. Pinrce Rupert<br>(Ham. Error)     | 3C                    |           | 135     | 200 | 16A      |
| W160AI                                         | Vancouver/Anyox/TPO/Str. Princess May                              | 3D                    |           | 135     | 200 | 16A      |
| W160AJ                                         | Vancouver-Skagway/TPO Str. Princess Alice,<br>Str. Princess Sophia | 3F                    |           | 135     | 200 | 16A      |
| W160AK                                         | Vancouver-Powell River/Str. Chasina                                | 1E                    |           | 106     | 200 | 16A      |
| W160AL                                         | Str. Cheam Vancouver-Squamish Route                                | 23C                   |           | 106     | 200 | 16A      |
| W160AM                                         | Vancouver-Kingcombe Inlet/Str. Cheakamns                           | 3D                    |           | 106     | 200 | 16A      |
| W178A                                          | Winnipeg and Deloraine/M.C.                                        | 4F                    |           | 37      | 200 | 16A, 1   |
| W179O                                          | Winnipeg Division/J. Nolan                                         | 12C                   |           | 412-582 | 150 | 116, 135 |
| W179P                                          | Winnipeg Dist./J. H. Longstaff                                     | 12A                   | 7         | 516     | 150 | 135      |
| W184A                                          | Winnipeg and Glenboro/M.C.                                         | 4F                    |           | 37      | 200 | 16A, 1   |
| W185A                                          | Winnipeg and Gretna Mail Clerk                                     | 4F                    |           | 41      | 200 | 16A      |
| W203A                                          | Winnipeg and Rivers RPO No. 2                                      | 17I                   | 103       | 389     | 200 | 135      |
| W211D                                          | W'peg and York RPO/No.—                                            | 17A                   | 63        | 248     | 200 | 135      |
| R10B                                           | Canada Atlantic Ry.                                                | 4F                    |           | 37      | 200 | 16A      |
| R10C                                           | Canada-Atlantic-Rwy/M.C.                                           | 9E                    |           | 37      | 200 | 16A      |
| R10D                                           | Canada-Atlantic-Ry/<br>+Coteau-Jct.+(Maltese Crosses)              | (Ticket Stamp?)<br>6F |           | 37      | 200 | 16A      |
| R10E                                           | Can. Atlantic Ry/M.C.                                              | 9E                    | E         | 41      | 200 | 16       |
| R12A                                           | Can. Atlantic Rwy./M.C.                                            | 4F                    |           | 37      | 200 | 16A      |
| R14B                                           | Can. Southern Rwy./+ (Maltese Cross)                               | 13                    | W         | 37      | 200 | 16A      |
| R26B                                           | CPRy west of Winnipeg                                              | 4F                    |           | 37      | 200 | 16A      |
| R29J                                           | Can. Pac. Rwy./M.C.                                                | 9E                    |           | 41      | 200 | 16A      |
| R31A                                           | Central Ont. Ry./M.C.                                              | 9E                    | N         | 41      | 200 | 32, 16A  |
| R35D                                           | Eastern Arctic Patrol/RMS, Canada                                  | 3D                    |           | 275     | 200 | 16A      |
| R35E                                           | Eastern Arctic Patrol/RMS Canada                                   | 24I                   |           | 275     | 200 | 16A      |
| R35F                                           | Eastern Arctic Patrol. HMS/Canada                                  | 15E                   |           | 275     | 200 | 16A      |
| R40B                                           | G.B. & L.E. Ry.                                                    | 9A                    | S         | 37      | 200 | 24       |
| R56B                                           | G.W. Ry./Express                                                   | 16                    | PM        | 37      | 200 | 16A      |
| R56C                                           | G.W. & B. Ry./No. 3                                                | 13B                   |           | 41      | 200 | 1, 16A   |
| R85B                                           | Man. & N.W./M.C.                                                   | 4F                    |           | 37      | 200 | 1, 16A   |
| R85C                                           | Man. and N.W. Mail Clerk                                           | 4F                    |           | 41      | 200 | 16A      |
| R90D                                           | Midland-Rwy./M.C.                                                  | 9E                    |           | 37      | 200 | 16A      |
| R108G                                          | pEI Ry./M.C.                                                       | 4F                    |           | 37      | 200 | 16A      |
| R152A                                          | St. L. & O. Ry./M.C.                                               | 4F                    | North     | 37      | 200 | 1, 16A   |
| R152B                                          | St. L.-&O-Rwy/M.C.                                                 | 9E                    |           | 37      | 200 | 16A      |
| R165-O                                         | This Mail Was Carried by/Postal Airplane/To Toronto                | 23B                   |           | 142     | 200 | 135      |
| D4A                                            | C.N. Rys./Allandale, Ont.                                          | 1E                    | (tk. s.?) | 285     | 200 | 135      |
| D13A                                           | South Eastern R.R./Glen Sutton                                     | 3D                    | (tk. s.?) | 41      | 200 | 122      |
| D23A                                           | Montreal Post Office/Bonaventure Sta.                              | 25E                   |           | 135     | 200 | 16A      |
| D24A                                           | Bonaventure Station/Montreal                                       | 3D                    |           | 106     | 200 | 16A      |
| D24B                                           | Bonaventure St./Montreal P.Q.                                      | 3A                    |           | 132     | 200 | 16A      |
| D24C                                           | Bonaventure Station/Montreal                                       | 3F                    |           | 106     | 200 | 16A      |
| D26A                                           | Viger Station/CPR/Montreal, P.Q.                                   | 3D                    |           | 106     | 200 | 16A      |
| D26B                                           | Viger Station/CPR/Montreal, P.Q. (Montreal lower case)             | 3C                    |           | 162     | 200 | 16A      |
| D28A                                           | Montreal Post Office/Windsor Station                               | 25E                   |           | 107     | 200 | 16A      |
| D28B                                           | Montreal/CPR Windsor St. Station                                   | 22A                   |           | 105     | 200 | 16A      |
| D29B                                           | North Sydney Term. Off/N.S.                                        | 25B                   | PM        | 283     | 200 | 16A      |
| D31C                                           | Union Station/Regina                                               | 25D                   | PM        | 106     | 200 | 16A      |
| D31F                                           | Regina, Sask./Station A                                            | 1E                    |           | 106     | 200 | 16A      |
| D35A                                           | Registered/St. John, N.B./Union Station                            | 24F                   | (square)  | 106     | 200 | 16A      |
| D45A                                           | Union Terminals/Winnipeg                                           | 25D                   | AM        | 106     | 200 | 16A      |



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actual perforations, as this would confuse the issue. The upper left and upper right panes have guide dots in the sheet margins left and right, exactly in the centre of the stamp design. These dots are connected by a vertical guide line. In addition two dots appear above the design, one which is just above the "A" of "Postage" in the margin and one slightly below and above the right crown. The guide line which is shown on the upper right pane next to the outside frame of the left stamp can be noted on some subjects but not on all.

It must be assumed that this frame guide-line (apparently not connecting any dots) exists on all subjects but this line was burnished off carefully before printing and therefore it can be seen only on a few subjects.

The lower panes have a slightly different arrangement. Here again the centre-design guide dot appears in the sheet margins left and right. In the pane corners on each left side one finds two dots, one which is below the centre guide dot and in line with it vertically, and another dot horizontally in line with this one but not below any feature of the stamp design.

The right corner in each case has a single dot in line with the two dots on the left side. Just past the plate inscription one finds a dot with a vertical line. This line passes through the left numeral boxes. It appears this dot and line was used for the layout and location of the plate inscription, as it does not guide any design feature.

What remains an unanswered question is the dot (or sometimes dots) inside the oval space in the design. These dots are often very faint and sometimes covered up by the design itself. The right panes appear to

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show this dot inside the left oval spaces and the left panes inside the right oval spaces.

Although this may have been intentional, there are some exceptions and a further clarification on this point is needed. Again the left outside frame line on the stamp design can be found with a guide in form of the vertical line.

This information was collected from available material, including a large block of the 1c green with the gutter margin—owned by Art Eastham.

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issues since the official issues are regulated completely by the POD and generally meet international sizes and standards defined by the UPU (Universal Postal Union). Of course official issues can also be purchased in quantity and further printed by individuals and firms. The regulations covering the semi-official issues such as the Alaska highway printings are undergoing revisions. New regulations involving additional control by the Canada Post Office will soon become effective.

"The use of the 8c Alaska highway stamp was the first time Canada authorized the

use of a pictorial stamp on a stationery item. It was known that effective January 1, 1972 the rate for first class mail would be increased from 7c to 8c. The new 8c stamp was not designed and therefore not available for use on semi-official stationery items. Requests were made for permission to imprint the 8c value on stationery items being ordered by various organizations for use early in 1972. It was decided to use the existing 8c pictorial stamps rather than two denominations e.g. 7c and 1c to make up the new rate.

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