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NOVEMBER 1973 Volume 30, Number 10 (whole number 328)



BNA TOPICS

Official Journal of The British North America Philatelic Society

INFLATION

The following is the applicable portion of a letter written to a customer last week. Rather than write it over and over to many of our friends and customers, it is recorded here in the hope that it will throw a little light on the strange period through which the stamp market is now passing.

"Thank you for your prompt return of November 5th and cheque. I sympathize deeply with your statement that you 'cannot afford to purchase stamps at above Scott Catalogue values'. For years we have all been happily buying and selling most Canadian stamps at a discount from Scott's listings. We are now in a brand new situation.

"The supply of non-current stamps for the philatelic market remains constant or possibly shrinks a bit on account of losses and damage from year to year. However, the demand for Canadian stamps and those of many other popular countries has been increasing by leaps and bounds during the past two years.

"We ourselves have paid prices for new stock in recent weeks that exceed our own selling prices of a few months back. I think that this is called inflation.

"In any case, I am sorry that there is little that we can do about prices. They are controlled entirely by the laws of supply and demand, and 'demand' is the operative word right now. In our position as retailers it is far more competitive to buy good stamps at the present time than to sell them.

"Yours sincerely,
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OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

Whole Number 328

NOVEMBER, 1973

Vol. 30, No. 10

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Patricia Airways and Exploration Ltd.

A study of its stamps — by Trelle A. Morrow



This is a study of the many issues and varieties of the company. An attempt has been made to clarify catalogue data relating to papers, inscriptions, overprints and ink shades. Collectors are invited to comment and advise the author of further information on these subjects.

The present north-west corner of Ontario was added to the province by the Ontario Boundaries Extension Act of 1912. The name given to this vast piece of wilderness was Patricia District and was in honor of the daughter of the Duke of Connaught, Princess Patricia. In the year 1927 this district was incorporated with the Kenora District for judicial purposes but still retained a separate identity to some extent. It is likely that the Patricia Airways & Exploration Company took its name from the district which it served and if one examines some of the advertising maps of the Company this area is identified as "Patricia Land".

The company was formed in 1926 by H. A. Oakes and G. A. Thompson, both previously with the Ontario Provincial Air Service. A Lark aircraft was purchased initially and is prominently displayed on the Patricia stamps in profile and in name. An HS2L flying boat was also leased by the company to meet business demands and later, in 1927, two more pilots were added to the staff, J. R. Ross and W. N. Cummings.

The Patricia Stamps were produced by A. J. Algate of the Map Specialty Company of Toronto. Catalogue numbers used throughout will be as outlined in J. N. Sisson's 1969 *Standard Catalogue of Canada and the Provinces*. This discussion will deal with the

three major stamp issues of Patricia Airways & Exploration; namely, the yellow paper perforated CS18-CS22 group, the green paper perforated CS23-CS29 group, and the yellow paper rouletted CS30-CS45 group. The papers, the inks and overprints present an extensive field for study by the collector and it soon becomes apparent that one of the main undercurrents in the Patricia's is the question of a nomenclature for the colors.

Identification can be frustrating when the collector cannot relate his material to such descriptions as pale yellow, light yellow, blue black, red brown and brown red to mention just a few. It may well be that we should be re-examining some of these names with a view to attaching more easily understood identification to the color varieties. Indeed one must be very careful not to mix the nouns and adjectives when dealing with such phrases as red-brown and brown-red. In view of this the author will be categorizing some of the colors simply as dark or light and will give catalogue descriptions for further edification.

The papers

The perforated issue offers the widest variety of papers in the Patricia's, likely because this was the first printing. The com-

mon color we shall call regular yellow. This is quite a strong bright yellow and the several shades which have been found are all lighter in color or have a change in hue. The most dramatic color change is the buff paper. This is soft, yellow beige with a slight mushroom tinge. It is a much lighter color than the regular yellow and is easily identifiable on sight. Another color is identifiable as light yellow paper. This appears to be of the same hue as the regular yellow but of much lighter intensity. A third color variety has been called very pale yellow paper and this shows a change of hue from the lighter yellow just mentioned. This very pale is a colder yellow and may be in fact the "lemon yellow" described by Morgan in his 1933 Canadian Airmail Catalogue.

The green paper issue appears to be uniform in color throughout. No color shades have been reported in catalogues nor have any variations been found to date by the author. Paper flaws have, however, been seen in the green issue. These consist of small glazed spots, dark brown in color, and do detract from the appearance of the stamp. Paper flaws occur frequently in the more inexpensive papers and some appear to have crept into the Semi-Officials.

The rouletted issue appears on the regular yellow paper although the buff is found in the red and green type B overprints, CS 33 and CS 34. Apart from this obvious color variety, shades will be found throughout the rouletted issue, particularly in the

Red Lake overprints. These variations are considered to be minor and are not catalogued, nor, in the opinion of the author, do they warrant cataloguing. The collector should observe these minor variations and decide for himself if he wishes to embark on this rather exacting course of separating the shades.

Route inscription inks

The common color of route inscription in the yellow perforated paper is the light green. The well-known variety is called blue-black in catalogues although if one looks at this under a strong glass the color hue is similar to the dark green used to print Lark. The route color in this instance might better be called dark green, however in the interest of historical continuity the so-called blue-black should likely remain. The blue-black had the purpose of designating official or company business. The color difference is not very significant however and a more distinguished color could have been selected.

The rusty-red imposed on the green stamps is indeed a beautiful color to complement the paper. The exact description of this color varies from "brown" in some catalogues to "red" in others. Brown or rust is the most accurate description because red simply does not apply when measured against other reds discussed in the Patricias. A black route inscription is catalogued as a variety in the green paper issue.

An example of Type C overprint, possibly applied in the field



There are no route inscriptions in the rouletted issue. Minor color variations do show in the stamp border and in the aeroplane. The red used for the aeroplane appears light and dark in different stamps but this is likely due to the change in thickness of lines in the design. Ink has been applied more heavily on some stamps than others, and the lines in the aeroplane design vary considerably.

Generally, the ink shades in the route inscriptions do not give the variety that will be seen in the overprint descriptions.

Marginal inscription inks

These inscriptions are found only on the two perforated issues. In the case of the yellow paper the marginal inscription color is very close to the dark red which will be described for the Type A overprint. The color remains fairly consistent throughout the issue.

In the case of the green paper issue the marginal inscription is a dark brown-red and appears deeper than the brown shades of the Type A overprint. This marginal color also appears to remain constant over the whole issue.

The Overprint Varieties

The purpose of the overprints generally was to change the value of the basic stamps and also to reroute mail according to the particular overprint. The yellow perforated stamp had a face value of 25c and overprints changed this to 5c and 10c values. The green paper stamps had a face value of 50c and overprints changed this to 5c and 10c values. Combinations of overprints produced some interesting varieties such as a 10c value being reduced to 5c by the addition of a further overprint.

Four different overprints will be described: *Type A*, *Type B*, *Type C* and *Type D* as per Sisson's catalogue referred to earlier. The first three overprints provided three changes in stamp value and a change in route. The fourth overprint, the *Type D*, was simply a change in type face from the *Type B*.

Type A Overprint—The 4-line "Haileybury and Rouyn 10 cents". These overprints have been used on all three major stamp issues of P.A. & Ex. On the yellow perforated paper the overprint appears in two shades of red, a dark red and a light red. The dark red has been called red-brown, brown red and deep-red depending on the

catalogue reference. The light red also has been called bright red in some catalogues.

The *Type A Overprint* on the green paper is a brown color and this shade has also received a variety of descriptions in catalogues. Two shades are also apparent in this issue, a dark brown and a light brown. A black overprint on green paper is also catalogued for this stamp. It should be pointed out that the difference in the brown shades is not as pronounced as the difference in the red shades mentioned above, therefore the collector will have to examine his green paper copies carefully in order to sort out the shades.

As far as the yellow rouletted issue is concerned, the *Type A Overprint* appears in a uniform red shade somewhere between the dark and light reds of the perforated paper issue. No major shades have been found in the *Type A* rouletted so far.

Type B Overprint—The 5-line "Special Air Service Sioux Lookout and Red Lake District 5 cents", in the large type face; these are found in all of the three major stamp issues of P.A. & Ex. There are color differences in each of these issues however.

In the yellow perforated issue black and red inks only are used and the shade of the red can be described as dark. It is not quite as dark as the dark shade in the *Type As*.

The common ink colors in the green paper issues are the brown and the black. The brown appears to be fairly consistent and is similar to the light brown in the *Type A* overprint. No dark brown *Type Bs* have been observed to date. There is however a very distinct bright red variety in the *Type B* and this stands out in severe contrast to the green paper. There is no mistaking this for the brown shade once it has been seen.

Three colors of ink are used in overprinting the yellow rouletted stamps, i.e. black, red, and green. The red color appears consistent in this series and is a light red as described earlier for the *Type A*. The green color however does show some shades and in fact a light and a dark green are listed in some catalogues.

Type C Overprint—The single line "Red Lake" rubber stamp. All three of the major issues of P.A. & Ex. have been overprinted with the *Type C* design. This was a rubber stamp application to the stamps whereas the other overprints were done with letterpress equipment. The company gained a fair

A PATRICIA CHECK LIST

The author, Trelle Morrow of 1370 Seventh Avenue, Prince George, B.C., has prepared a check list of the stamps of the Patricia Airways firm. The six-page list is available from him for \$1.25, which covers the cost of mimeographing and mailing.

amount of flexibility in its mail service with the Type C as the rubber stamp could be applied in the field. Three colors were chosen for the Type Cs, black, green, and red, so the triadic system of the earlier overprints was carried through into the rubber-stamp sets.

In the yellow perforated paper the black and red have been used to the exclusion of the green ink. The green paper issue has employed the black and red ink also but in this issue the red ink looks very purple when applied to the green paper. Further then, the yellow rouletted issues display all three ink colors. The red ink also looks somewhat purple even on the yellow paper and this has led some collectors to describe the color as purple. In the interest of continuity in cataloguing the original red designation should be used, at least for the present.

The production of Type C overprints was really quite extensive and in considering these stamps several points come to mind.

The first aspect of the Type Cs which should be discussed is the positioning of the overprints. In analyzing the positions it becomes apparent that there is really a very orderly progression of overprints. In fact there are only the four basic positions; the ascending, the descending and the inverted position of each of the foregoing.

A horizontal position is found in the green paper and this appears to be the only major deviation from the diagonal positioning. Although one might well question the use of inverted as well as normal positions for the Type Cs, the use of the diagonal itself is a wise choice for a hand-stamped production.

It is very difficult for a person to apply an even, straight, parallel level or plumb hand-stamp without the small discrepancies showing up noticeably. The eye is not so

conscious of variations in approximately placed diagonals as it is of horizontals or verticals that are just slightly out of line. Whether or not the printer was conscious of this phenomenon or simply used the diagonals to carry on a pattern established by previous issues is not known. However, the result has given us a spectacular set of overprints.

Secondly, the prolific use of the Type Cs was close to the end of the P.A. & Ex. stamp issue and also at a time of intense activity as far as the Red Lake traffic was concerned. It seems logical that the demand on the rouletted stamps may have exceeded the supply at times or that company personnel were simply using up some of the perforated issues for the Red Lake business. Evidence of this is given in the exhibit where the Type C was added *after* the stamp had been applied to the cover and in fact ties the stamp to cover.

Type D Overprint—The 5-line "Special Air Service Sioux Lookout & Red Lake District 5 cents", in the small type face; appear only in the yellow rouletted issue and follow the same general color scheme as the Type Bs; in black, green, and red. The Type Ds are characterized by their smaller type face than the Type Bs. There is a significant color distinction in the red overprint however. The red of the Type D is the dark red, or so-called brown red noted in some catalogues, whereas the Type B reds are the light shade. This is an interesting contrast and so the Type D overprints in fact match the dark red of the Type As. It appears that the printer was using two red ink formulae throughout the life of the Patricias.

It is interesting to speculate on the reason for the Type D issue and it is likely to stem from an original order for further Type B stamps and a subsequent mix-up in

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Filing Topics

By George A. Penchard

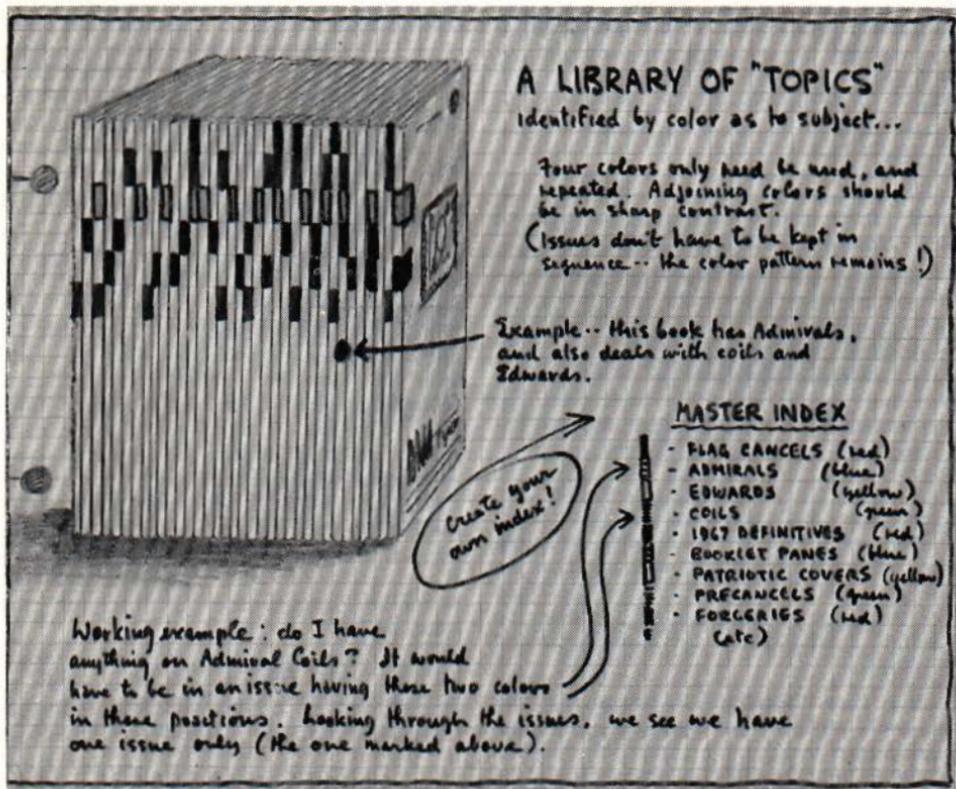
Here's an idea for filing articles in *Topics* which may be of interest. It all came about when I wanted to find something on Flag Cancels; couldn't find the index, so I had to go through all my *Topics*. And never again.

Instead I decided to identify each issue containing a Flagged article with a red band $\frac{1}{2}$ " wide, at the top of the spine of those issues, using a felt-nibbed marker pen. In the next $\frac{1}{2}$ " spacing below I used a yellow color to mark those issues with articles on the Edwards. From here on the system just exploded into further ideas, such as coils, booklets, precancels, etc., using four colors, repeating them further down the spine.

In short, if I want something on Patriotic Covers, I just look for yellow in its repeat position further down, and there they are.

You can make your own coding to suit your particular interests. And besides, it looks pretty!

(Penchard also suggested that *Topics'* covers could be coded in the above manner as part of the printing operation, without the colors and instead using black bars in various positions. But this would require including *all* possible subjects of interest to *all* members, and there just wouldn't be the space. It's a system best worked out to suit each member's own interests — and, as Penchard says, it would look far better in color anyway! — the editor.)



Opal Booklets

with a suspicious-looking
extra perf

By Peter J. Wiedemann
and E. H. Hausmann



Wiedemann's original find



As most collectors know, Opal booklets have a fold more or less at the middle running through that blank spot between the bottom and top groups of stamps. Soon after they appeared, Peter Wiedemann discovered, by accident, a pane with an extra perf running across the fold — which he described in the August, 1971 issue of *Topics*.

There's no reason to believe it's not a legitimate variety, the perf having possibly been made to ease the folding operation at the printing plant. Two things are worth noticing about the variety: the fold is at the dead centre of the blank space, and the perfs run exactly along the fold.

Soon after the article appeared a Toronto dealer offered similar booklets for sale. But with a difference: the typical Opal booklet is folded *not* at the dead centre of the space, but slightly above it. And furthermore the fold isn't necessarily parallel to the top and bottom edges of the pane — the fold is frequently a bit cockeyed.

The panes with the extra perfs sold by the dealer had the perf running parallel to the top and bottom edges, but it *wasn't* dead centre. Instead it ran slightly *above* the centre, and what's more the fold, which ran along the perf, also above the centre, didn't quite match the perf. That is, the fold was cockeyed, but the perf wasn't. That these were fakes was assured by the fact that the perf holes were a different size from the other perfs. (see illustration "A").

(continued on page 274)

Reviews in Topics - a critique

BY E. A. SMYTHIES

Occasionally a reviewer damns a book he is reviewing with faint praise. Less frequently he damns it not with faint praise but with outright condemnation. Two recent examples of the latter have recently been published in *Topics*, both by coincidence being BNAPS publications. By a further coincidence I was author of one and co-author of the other. By yet another coincidence, both books are reported to be selling very well in spite of the adverse reviews, and both BNAPS and CPSGB are profiting financially by their publication, which is therefore justified.

A correspondent in the June-July *Topics* (H. L. Huffington, M.D., page 160) establishes a maxim with which most philatelists will agree, that the most important thing in a review is to give details of the information and not bother about how the book is printed. In the *Topics* review of the forgery book this principle was reversed (see October 1972, page 241) in which the details about the contents of the book are very sketchy, while (I quote) "what is positively shocking is the text, which is typewritten." (It was produced by a photographic process which greatly reduced the cost and is no doubt a contributory factor to its successful sale.) The review could perhaps be summarized in one short sentence — "Don't waste money buying this book"! At any rate, no one can now accuse the BNAPS of using their journal to boost the sales of their scruffy publications amongst their ignorant members!

Readers of *Topics* may be interested to see what three leading authorities in Europe think of this book. None of them even mention the method of printing, but all give full details of its contents.

(1) Review in *The London Philatelist*. After full details of the contents, the final paragraph reads: "This book would make a welcome addition to any library. To the collector of these stamps it is really essential and to the novice it could possibly save him the cost of the book by savings in expertisation fees."

(2) Robson Lowe in *The Philatelist*. The chapter on forged cancellations is worth the price of the book. The work is a remarkable one to be written by a collector who is not living in the confines of the market. . . . A book to buy and enjoy."

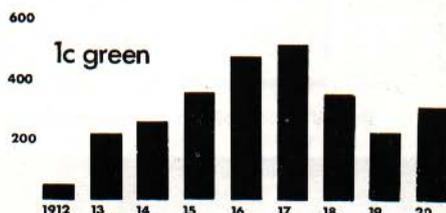
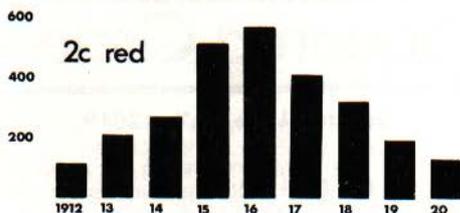
(3) Cyril Harmer, in a personal letter to the author — "It is not only useful but invaluable to any serious BNA specialists, and future generations will bless you for the long hours you have put into it."

I venture to think that BNAPS will be rather proud of having published this book, rather than regard it as "positively shocking".

The second book is the second edition of *Fancy Cancellations* by Day and Smythies, reviewed by Max Rosenthal. *Topics* June/July 1973, page 55). The gist of his complaint is shown in the following quotation: "It is a letdown. I found it to be merely a reprint of the original book. . . . This book should not have been merely a reprint, but a complete revision — with as much as possible of the latest known dates given on these interesting markings."

I entirely agree with Mr. Rosenthal that a complete revision would have been better than a mere reprint, but I must add the following: "Please, Mr. Rosenthal, give us the name of any expert authority who has (a) the material, (b) the knowledge and, above all, (c) the will to carry through the complete

(Continued on page 269)



Admiral Quantities

BY HANS REICHE

No official records exist of the quantities of Admiral stamps printed from each plate and how many of each plate number were actually issued to the post offices. Although the *Canada Plate Block Catalogue* makes some distinction between certain plates in the pricing, one is not certain if this is based on the plate inscription scarcity or the number may be in existence or reported.

It appears though the earlier plates and the later plates of the 1c green and the 2c red are priced lower than some of the middle-year plates. Recent auction prices do not confirm this, nor is this the experience of the writer. The question is an interesting one not only from a pricing standpoint but from a research point of view.

Originally the writer believed that on the average the number of sheets issued to post offices were about evenly distributed for each plate, or in other words the number of sheets or stamps issued for each plate was about the same. This linear relationship unfortunately did not prove to be correct, or appears to be different. When a certain flaw or variety is found on this issue one wonders how many of such stamps may have been issued and possibly survived. A rarity factor could then be established, for example, for a major re-entry. The relationship of shades, their issue dates may also be guessed by such knowledge.

Because it is not possible to make use of the existing plate inscriptions with any accuracy, one solution may lie in the separation of unsorted lots for the year of issue. There are three variables which may assist here. The first one is the sorting of dated copies by year of usage. The second one is the shades as a good indication of year of issue or plate used. The third is the

typical characteristic of many plates as listed in the *Admiral Handbook*.

For this purpose two unsorted lots were used, one from Mr. J. Spier, a former dealer in Montreal, and another one from the Ritter sale. For each value, the 1c green and 2c red, 35,000 stamps were sorted. The reason for the two completely separate lots was to achieve, as much as possible, a random sampling. Of course not all stamps could be clearly identified to belong to a particular plate or year of issue. These were not included in the count.

The results are shown in the two graphs. At first glance it is obvious that both curves look somewhat similar, in that they have a hump in the middle. At a closer look one can notice some differences. The 1c curve starts in 1912 at a lower level and ends in 1920 also at a lower level, than the 2c curve. The 1c curve does not rise as fast as the 2c curve and its peak is around 1917 instead of 1916 for the 2c. The 1c curve drops faster than the 2c.

What does this mean?

It appears from this that the earlier plates were not issued in the same quantities as the later plates around 1915 to 1917. The reduction of samples found to belong to the later years may stem from two facts. One that the later plates do not have as many characteristic features as earlier plates for identification, and two, dated copies are much more difficult to find.

On the other hand, there is a chance that less numbers were printed from each plate than some of the earlier plates and this could be substantiated by the fact that a slightly larger number of plates per year was issued than before, thus reducing the printing quantity for each plate. Although we have not shown the direct relationship of plate versus sample found, the year of

(Continued on page 276)

Rounding Up Squared Circles

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



Column No. 125 — The illustrations for this column are provided by Roger Greer, of Kentville, N.S. The nude strike of FARNHAM, QUE. on 1c 1928 issue was reported in column 123 but a photo was not available then. The HALIFAX, Hammer II (blank) /13 29/97 is a strange one, and I don't know quite what to make of it. I have seen the stamp and there is no trace whatever of any ink in the area normally occupied by the time-mark, although the other numerals are all quite dark.

About the best I can come up with is that it was intended as a Quaker date, 2/13 9/97 (for SP 13) in which the time-mark 2 somehow got into the same line with the date; but I suppose this isn't very convincing in the absence of prior examples of Quaker dates for this town.

* * *

Another date of use of HALIFAX, Hammer II during the 1908 revival period has now turned up. According to the Third Edition Handbook, a few copies were known with dates of JA 22, 29, and 30/08, carrying time-marks 15, 23, and 24. A single later date, and still the record late date to my knowledge, MR 30/08, was reported in May 1971 *Topics*. Nels Pelletier reports having 19/ FE 1/ 08. I still have no re-

port of any of the dates JA 23 through JA 28/08; JA 31/08; nor any date from FE 2 through MR 29/08 but time-marks 15, 18, 19, 23, and 24 are now known to me during the 1908 revival.

* * *

I mentioned in column 122 that I didn't recall having heard of the completely blank (no town name) squared circle hammer on the 1c Edward. In checking further, I find that many examples are known on the 1c Edward. I remarked that I believed the completely nude hammer to be very much more common than once thought. This seems borne out by a letter from Max Rosenthal who said he had gone through many thousands of 1c Edwards a couple of years ago and found quite a number of the nude squared circles in the lot, most of which were disposed of at auction. Thousands of 1c Numerals from the same source also yielded many nude squared circles, most of which were also disposed of. For those who have a number of these strikes showing various parts of the hammer, Max provides a clue which may be of use in finally identifying the hammer from which the lettering was removed.

He said that both groups (Numerals and Edwards) were strong in postmarks, circular and roller, from the province of Quebec, and he wondered if perhaps the nudes might have originated at MONTREAL. Who has enough copies of the nude to try matching the bar widths and spacings against the MONTREAL squared circle to find out if this guess is correct or not?

* * *

In response to my question in Column 121 with regard to blue strikes of TAVISTOCK late in December of 1899, Max Rosenthal reports that the blue strikes did not continue to the end of use of the hammer (MY 3/00) for he has MR 14/00 in black.

* * *

I have been informed that although no specific mention is made in the lot descriptions, the J. Millar Allen Squared Circle

collection being disposed of at auction contains two examples of Squared Circle postmark on 5c Registry stamp; MONTREAL-POINT ST. CHARLES and WESTVILLE.

* * *

Doug Murray reports a new late date for SUMMERSIDE, P.E.I.: FE 24/00 and also reports CHARLOTTETOWN, AU 19/98. The latter is interesting in that it is a new late date for what I believe to be the "normal" period of use of this hammer. The Handbook late date is AU 17/98, a record date which stood until Nels Pelletier reported JU 13/00 (the May, '71 column). No intermediate dates have since been reported so I believe it to be an example of an isolated and perhaps single-day revival a couple of years after the regular period of use of the hammer had ended.

* * *

With regard to use of time-mark "1" in NANAIMO—2nd State, Harold Dilworth wrote that he was responsible for the Handbook notation of this time mark in the period 1901-1903, a period for which I had no record of strikes. He has now relocated

some of them, and reports having the following dates, all carrying time mark "1": DE 14/00, Sp 25/01, OC 1/01, JY 26/02, and OC 6/02. Jerry Carr also reports 1/AP 30/01 and 1/JY 23/3. In the latter, the year date is represented by only the single digit, but since the strike is on a 2c Edward, it is presumed the correct year is '03. Jerry also reports for NANAIMO—2nd State: AM/FE 1/07 and AM/SP 21/10 on Edwards.

The present situation, as far as I can determine, is that time marks AM, PM were in general use up to June, 1900; time mark "1" was in use from JY 12/00 through JY 23/03 (a single example of time mark "2" has been reported, but date is not readable); no strikes are recorded from JY 24/03 to MR 1/06; from MR 2/06 through JUL 1/28, every strike for which a time mark is reported carries AM—no examples of PM are known to me in this period; from 1937 through JUN 10/54, every strike reported to me carries time mark "7" and no other. Time mark "8" mentioned in the Handbook has not been verified.



Perfin Study Group

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

I recently had the pleasure of a visit from Maurice Decarie of Montreal who spent a full evening with me at the cottage in the Gatineau Valley and we were able to check over his collection which is one of the best. He is an issue collector and includes the different positions when he can find them. He contributed to the first handbook and has helped considerably since that time.

One of the things which pleased me very much was that he had taken the time to investigate, through the Bell Telephone library, which company might have used the JH/S perfin, one of the three designs used on the Small Queen issue.

Checking the 1893-4-5 directories he came up with the only name to which these initials would apply: J. H. Semple, wholesale grocers of St. Pierre Street, Montreal.

This agrees with what I had previously guessed about the user. The only JH/S previously known on cover has a corner card promoting a British Trade Exhibition from which I had presumed that the user was an importer and concerned with British

imports.

A few other items in the Decarie collection are not previously reported and should be added to your copy of the handbook.

C12j—International Harvester-Hamilton office on an Excise Tax stamp.

W2—WARD. Jos., Ward & Co. Montreal on the 2c brown War Tax.

C121—International Harvester—London Office in use on 1962 issue—5c Cameo head.

* * *

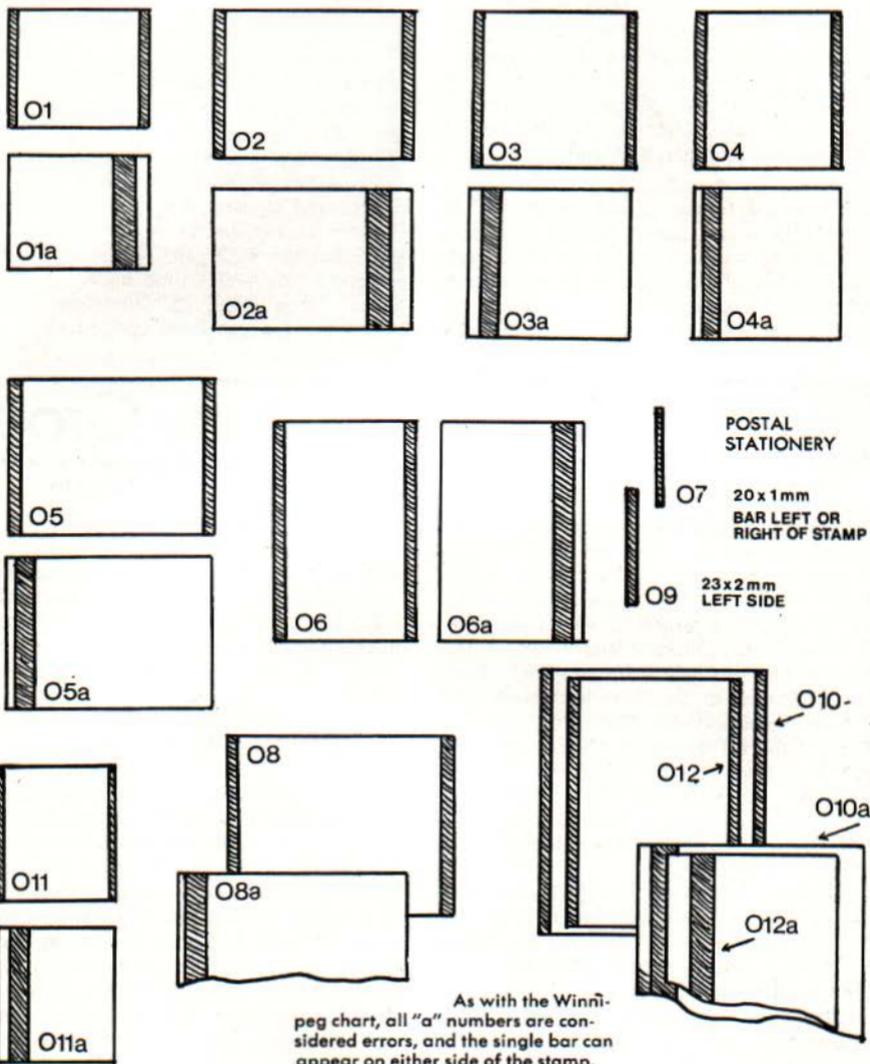
A note which I received some time ago reported S10-SUN/LIFE on the 1898 Map stamp. So far as had been previously known this second design to be used by the Sun Life Assurance Company had not been noted prior to the 1912 issue. Their first machine, listed as S8-SL/ACo is known on the 15c Large Queen issue but not on any of the Small Queen heads. Is this a late usage of the Map stamp on S10 or perhaps the Sun Life company had two machines in use simultaneously and possibly in different offices? Can anyone else report the S10 design in use before the 1912 Admiral issue?



Tagging Along

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

Ottawa Tagged Fluorescent-Type Chart



As with the Winnipeg chart, all "a" numbers are considered errors, and the single bar can appear on either side of the stamp.

TOPICS: THE NEWSFRONT

SOME RECENT PUBLICATIONS

Canada: Varieties of the Queen Elizabeth Era; part 2 — Major Varieties. By Kenneth W. Pugh, published by the author and available from dealers, BNAPS Book Department, or direct from the author at 134 20th Street, Brandon, Manitoba. 52 pages, soft cover, offset printed and liberally illustrated, size 9 x 6 inches, \$3.50.

Here's the second part of Pugh's excellent book, the first part of which dealt with basic types of varieties and how they are created. This section takes just about every major and minor variety that's turned up in stamp issues of Canada since 1952, starting with the Red Cross commemorative.

As Pugh points out, he has used a glossier paper than that used on the first section (to improve reproduction), increased the type size and made the illustrations quite large. "It's not an attempt to gather an elementary-school audience, but rather to ease the eyestrain on some of our older readers," he says.

Each of the 52 varieties are illustrated clearly; they range from imperfs, double images, missing colors, cracked plates, and counterfeits to die types, worn plates and just plain extra dots and marks—all of them major varieties and most of them constant. Not included is postal stationery, and minor varieties, which Pugh hopes to devote a third handbook to later on. In that volume (which sounds like it may have to be split into a fourth), Pugh also hopes to include tagging varieties.

But back to volume two. Pugh gives approximate prices on many of the 52 varieties he has listed—a wise choice since most of these aren't bought and sold to any extent as yet and exact prices haven't been established. Indeed the existence of many of the varieties will come as a surprise to most collectors and dealers.

On the 1967 Definitive issue, Pugh lists

13 types—including the dies on the 6c, a luminous "959" overprint, the printed-on-gum 6c, two cases of plastic flow (on the 6c and 15c), dotted lines in the margins of the 8c, hairlines on the 5c, 7c and 8c, a "broken necklace" and a cracked plate on the 5c, the extra perf on the Opal pane, worn plate effects on the 1c, and the imperf coils.

It's a most welcome handbook—clearly written and laced with anecdotes, decently printed, and done with loving care and thoroughness. There's no doubt it will be popular with experts and beginners alike.

Post Office Department NEW ISSUES



Postmaster General André Ouellet announced the formation of a three-man committee to review Canadian artists' works to find suitable themes for the 1974 Christmas issue.

Meanwhile the 1973 set of four stamps was released on November 7; the 10th consecutive year CPO has marked the Christmas season with a special issue. The four stamps are in the same values as last year: 6c, 8c, 10c and 15c values.

"The stamp designs by Toronto artist Arnaud Maggs have, at first sight, a child-like simplicity. But further examination reveals accomplished, professional work gifted with a deep sense of creativity," the Canada Post press release claimed.

The new stamps represent four different aspects of the Christmas spirit. The skate on the 6c issue symbolizes recreational activities many Canadians share with family and friends. The bird pictured on the 8c stamp represents the traditional dove of peace and brotherly love. Santa Claus on the 10c stamp symbolizes the joy of giving, and the shepherd on the 15c issue reminds us of the Nativity two thousand years ago.

The 1974 Christmas stamp committee will be composed of Claude Bouchard, former art gallery owner and professional collector, Doris Shadbolt, Curator of the British Columbia Art Gallery, and David Silcox, School of Fine Arts, York University.

Mrs. Shadbolt will visit the galleries and private collections in western Canada, Silcox will do the same in central Canada, while Bouchard will visit Quebec and the eastern provinces.

Postmaster Ouellet stressed that the purpose was to find themes both original and picturesque that would promote Canadian painting for the 1974 Christmas stamps.

The success of the Cornelius Krieghoff stamp this year prompted Canada Post to use Canadian artists' paintings on the 1974 Christmas Issue, Ouellet said.

The 6c and 8c stamps measure 24 x 30mm, and the 10c and 15c values measure 24 x 40mm, all in the vertical format; 138 million 6c (skate) stamps, 105 million 8c (bird) stamps, 11 million 10c (Santa Claus) stamps and 15.5 million 15c (shepherd) stamps were printed by Ashton-Potter Limited, Toronto.

The 6c and 8c stamps were printed by four-color lithography, the others by five-color lithography.

On November 28, two 8c stamps, depict-



ing the symbolism and the costume of the Algonquian Indians, will be issued by the Canada Post. The stamps complete a set of four on Algonquian Indians, the first of which was introduced on February 21, 1973. They are part of a continuing series on Canadian Indian cultures begun in 1972.

The representation of the thunderbird — one of the most powerful of Algonquian spirits — was created by Georges Beaupré of Montreal. The design illustrating Algonquian costume was painted by Lewis Parker of Toronto.

The term *Algonquian* refers to the family of related Indian languages spoken by many different tribes from the Maritimes in the east to the foothills of the Rockies in the west. The greatest concentration of this linguistic group was found in the Ojibwa, Cree, Algonquin, Montagnais, Micmac and Malecite tribes who occupied the forested areas of eastern Canada.

The stamps depicting the symbolism and the clothing of the Algonquian Indians include the thunderbird, which is shown in porcupine quill embroidery with a decorative pattern taken from an Algonquin belt, and an Algonquian man and woman dressed in traditional ceremonial attire. The man is wearing hide leggings and moccasins with a belted, fringed overshirt and the woman is dressed in a long fringed dress and moccasins and a robe of animal skins.

Typography for the whole series was also done by Georges Beaupré. The stamps measure 24 x 40mm in a vertical format.

A total of 26,000,000 is being printed set-tenant in two-color gravure and three-color steel by the British American Bank Note Company of Ottawa. Horizontal marginal inscriptions including the designers' names appear on the four corners of each pane of 50 stamps available from Philatelic Service.

TOPICS: THE BUSINESS SIDE

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: 1971-1973: James C. Lehr, E. H. Hausmann, Robert H. Pratt 1972-1974: G. B. Llewellyn (chairman), C. R. McNeill, D. G. Rosenblatt 1973-1975: Ed Richardson, Wilmer C. Rockett, S. S. Kenyon

From the Secretary

JACK LEVINE
Raleigh, North Carolina

New Members

- 3015 Ayre, Hartley St.J., Vane Cottage, 22 Cleveland Walk, Bath, BA2 6JU, England
3016 Birkenhead, Michael, 8 Hollow Lane, Hayling Island, Hants, England
3017 Broly, Michael T., 252 Sherman Avenue, New York, New York 10034
3018 Burger, C. Allan, 49 Cuffley Crescent South, Downsview, Ontario M3K 1X4
3019 Cairns, R. J. Douglas, 3580 Yonge Street, No. 308, Toronto, Ontario M4N 2N8
3020 Collins, Robert A., Box 211 Alsask, Alsask, Saskatchewan
3021 Denman, Robin, 334 Dulwich Avenue, St. Lambert, Quebec
3022 LoPatriello, Robert B. M., 98 Elmer Avenue, No. 108, Toronto, Ontario M4L 3R7
3023 Milpacher, H. Peter, 694 McClure Road, Kelowna, British Columbia
3024 Myers, John H., 69 Grand Street, Middletown, Connecticut 06457
3025 McKenzie, Mrs. Catherine, 378 King Street, Amherstburg, Ontario N9V 2E2
3026 Nishio, Herbert K., 52 East 41st, No. 1, San Mateo, California 94403
3027 Richardson, Sidney T., 410-11th Avenue N.W., Calgary, Alberta T2M 0B9
3028 Sabourin, Marcel, 224 Richelieu Blvd., Beloeil, Co. Vercheres, Quebec
3029 Smith, George Y., M.D., 133 Woodridge Road, Butler, Pennsylvania 16001
3030 Thompson, D. H., 11228 Braniff Green S.W., Calgary, Alberta
3031 Walters, Peter S., 1724 Newport Hills Drive West, Newport Beach, Calif. 92660

Applications Pending — "A" Group

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

- Archer, J. H., 2142 Front Street, Cuyahoga Falls, Ohio 44221
Baldwin, Fred A., 39 Fairholt Road South, Hamilton, Ontario L8M 2T5
Berman Elliot A., c/o Moss, Lawson Co., 2 St. Clair Ave. W., Toronto, Ontario M4V 1L5
Bezanson, Warren B., 1702 Canterbury Road, Greenville, North Carolina 27834
Christman, Edwin F. Jr., 5419 Jason, Houston, Texas 77035
Deedy, Kenneth J., 782 Sylvan Avenue, Bayport, New York 11705
Gray, John J., 44 High Street, Tenterden, Kent, England
Griffis, Gary, P.O. Box 296, Pointe Claire, Dorval, Quebec
Laroche, Jacques J., 97 Convoy Avenue, Halifax, Nova Scotia
Macneall, Norman, 22A Aldwych Avenue, Toronto, Ontario M4J 1X2
Mann, P. M., 36 Sydenham Street, Guelph, Ontario N1H 2W4
Murray, Rev. Thomas Barry, 45Winnett Street, Woodstock, Ontario N4S 5Z4
Pope, Preston A., 217 Southcliff Avenue, S. San Francisco, Calif. 94080
Shelton, Joseph M., 219 Beechy Drive, Richmond Hill, Ontario L4C 2X6
Simrak, Ray, Schoolane R.R. 1, Windsor, Ontario N9A 6J3

Applications Pending — "B" Group

- Assad, William J., Box 402, Ottawa, Ontario K1N 8V4
Barnes, W. H., 280 Main Street, Ottawa, Ontario K1S 1E1
Beaudet, Leopold, 158B MacArthur Avenue, No. 609, Vanier, Ontario K1L 8C9
Carter, Jack P., 3409-33rd Avenue, San Diego, California 92104
Czaplicki, Ronald A., P.O. Box 4635, Inglewood, California 90309
Drake, John J., 1 Villa Verde Drive, Buffalo Grove, Illinois 60090
Grapier, John C., P.O. Box 4200, Delaware City, Delaware 19706
Kriz, John J., 3306 Hayes Street, Evanston, Illinois 60201
Love, Andrew G., 72 Baycrest Place, Calgary, Alberta T2V 0K6
Moreira, Arthur R., P.O. Box 355, Halifax, Nova Scotia
Piziali, Lawrence C., 1168 Manistique, Detroit, Michigan 48215
Preisler, Rev. H. Max, Clarendon, Quyon, Quebec
Rosenberg, Howard, 1340 West Touhy Avenue, Chicago, Illinois 60626
Rouse, Eric G., 20 Saratoga Drive, Scarborough, Ontario M1P 4H9
Winslow, Rev. John A., 105 Hill Street, Kinston, North Carolina 28501
Woike, Mervin E., 316 East 89th Street., Apt. 4D, New York, New York 10028
Woolcott, Robert J., 224 Jeffcoat Drive, Rexdale, Ontario
Alyea, Gordon R., R.R. No. 7, Belleville, Ontario K8N 4Z7

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)

- BAKER, Willard E., P.O. Box 26, Santa Rosa, Calif. 95402 (C)—20th century mint and used postage and mint blocks. Stampless and WW II covers. Coils. OHMS-G. Mint booklet panes. Federal and Provincial Revenues. Mint and used Airmails. Postal Stationery entires. Literature. Varieties on Aerogrammes. SPECIALTY—King George VI. Queen Elizabeth II. Proposed by Rev. J. S. Bain (19).
- COOPER, Allan, 68 Tanbark Crescent, Don Mills, Ont. M3B 1N6 (C-x) CAN, NFD, PROV—19th century mint and used postage. Mint and used Airmails. Proofs and Essays. SPECIALTY—Nfd and Large Queens. Proposed by E. H. Hausmann (L2489).
- COSWAY, Jack F., Falcon Rd., R.R. 1, Huntsville, Ont. (C-x) CAN—19th and 20th century mint and used postage. Coils. OHMS-G. Mint booklet panes. Mint and semi-official Airmails. Literature. Proofs and Essays. Paper varieties. SPECIALTY—Postage Dues. Proposed by G. F. Hansen (2203).
- DINOFF, John, 2485 Hurontario St., No. 1201, Mississauga, Ont. L5A 2G6 (C) CAN, NFD—19th and 20th century mint and used postage and mint blocks. 1st Day covers. Plate Blocks. Coils. OHMS-G. Mint, used booklet panes and complete. Precancels. Mint Airmails and on cover. "Locals". SPECIALTY—George V and 1967 Definitives. Proposed by J. Levine (L1).
- DORMAN, Rev. Milton F., P.O. Box 92, Grand Harbour, Grand Manan, N.B. (C-cx) CAN, NFD, N.B., N.S., P.E.I.—19th and 20th century mint and used postage. OHMS-G. Federal and Provincial Revenues. Mint and used Airmails. Literature. 2 and 4-ring, Squared Circle and Duplex cancellations. Proposed by G. F. Hansen (2203).
- FISK, Arnold Roy, 523½—2nd Ave. S., Kenora, Ont. P9N 1X2 (C-cx) CAN, NFD, N.S., P.E.I., B.C.—19th and 20th century mint postage and mint and used blocks. Plate Blocks. Coils. Precancels. Federal Revenues. Mint and semi-official Airmails. Literature. Slogan cancellations. Varieties Centennial Definitives. SPECIALTY—Quebec Tercentenary issue. Proposed by J. Levine (L1).
- HODGES, Dr. D. M., FCDSS, CFB, Borden, Ont. L0M 1C0 (C) CAN, NFD—19th and 20th century mint and used postage and mint blocks. Plate Blocks. Mint booklet panes. Proposed by R. Johnstone (2231).
- JEFFREY, Fred, 80 Dalewood Ave. S., Hamilton, Ont. L8S 1Z2 (C) CAN—Mint and used postage. Precancels. RPO and Slogan cancellations. Perfins. Proposed by D. M. Verity (2312).
- KOEPKE, Charles B., 105 Argyle St., Regina, Sask. S4R 4C4 (C-cx) CAN—19th and 20th century mint postage. Coils. 2 ring cancellations. SPECIALTY—Large Heads 2 ring cancellations. Proposed by E. S. Toth (2232).
- LOVINS, Roger M., 23-B Hampshire Drive, Nashua, N.H. 03060 (DC-cx) CAN—19th and 20th century mint and used postage. Used booklet panes. Mint Airmails. Literature. SPECIALTY—Coils. Proposed by J. Levine (L1).
- MARGEL, Sydney S., 185 Acton Ave., Downsview, Ontario M3H 4H6 (C-cx) CAN—19th and 20th century mint postage. Plate Blocks. Coils. OHMS-G. Mint booklet panes. Proposed by G. F. Hansen (2203).
- PATTERSON, J. Lawton, 1051 Providence Rd., Charlotte, N.C. 28207 (C-c) CAN—19th and 20th century mint and used postage and blocks. Pre-stamp, stampless, 1st Day and 1st Flight covers. Plate Blocks. Coils. OHMS-G Mint, used booklet panes and complete. Precancels. Mint, used, semi-official Airmails and on cover. Literature. Proposed by I. Berkelheimer (1308).
- PROULX, Andre, 2973 Gaillard, Longueuil, Que. J4L 3K6 (C-c) CAN—Mint postage and blocks. Plate Blocks. Coils. OHMS-G. Mint booklet panes and complete. Precancels. Seals. Literature. Proposed by J. Levine (L1).
- ROBERTSON, George B., Q.C., P.O. Box 730, Halifax, N.S. (C) CAN, NFD, N.S.—19th and 20th century mint and used postage. Pre-stamp and stampless covers. Proofs (N.S.). SPECIALTY—Nova Scotia. Proposed by H. D. Hicks (247). Seconded by G. C. Baugild (759).
- RUBIN, Mark, 191 Eton Crescent, Montreal 254, Que. (C) CAN—19th century mint and used postage and blocks. Mint, used, semi-official Airmails and on cover. Proofs and Essays. Squared Circle cancellations. Proposed by W. R. Curtis (2100). Seconded by R. Philmus (2746).
- SCHACHTER, Lorne H., 1547 Locust St., Pasadena, Calif. 91106 (C-x) CAN, NFD, PROV—Mint postage. Mint Airmails. Proposed by J. Levine (L1).
- SOMMERFELDT, Heinz, 2235 Victoria Crescent, Calgary, Alta. T2M 4E4 (DC-cx) CAN, NFD, PROV—19th and 20th century mint and used postage and blocks. Plate Blocks. Coils. OHMS-G. Mint and used Airmails. Proposed by D. M. Verity (2312). Seconded by D. H. Anderson (1720).
- VEZINA, Y. J., R.R. 5, London, Ont. N6A 4B9 (C-x) CAN—Mint and used postage. Plate Blocks. Coils. OHMS-G. Mint booklet panes and complete. Mint Airmails. 2 and 4-ring cancellations. Proposed by G. F. Hansen (2203).
- WAINBERG, Dr. Allen S., 5845 Cote des Neiges, No. 300, Montreal 249, Que. (C-cx) CAN, NFD, PROV.—19th and 20th century mint postage and blocks. Plate Blocks. Coils. OHMS-G. Mint booklet panes. Precancels. Mint Airmails. Literature. Proofs and Essays. Proposed by D. M. Verity (2312).
- WALEN, Greg, Box 691, Eston, Sask. S0L 1A0 (C-cx) CAN—1967 Definitives mint and used postage. Plate Blocks. Coils. Complete Booklets. SPECIALTY—1967 Centennial Definitives. Proposed by J. I. Jamieson (2395).

Changes of Address

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

- 908 Ambrose, Paul H., 279 Lawson Street, Oakville, Ontario L6J 5R7
2075 Elliott, Wilfred A., P.O. Box 3054, Beaumont, Calif. 92223
1167 Fraser, R. Thurlow, Box 8, Rossland, B.C.
1937 Markison, Paul G., 421 Sonora Drive, San Mateo, Calif. 94402
2835 McGuinness, Robert M., 1184 Kings Avenue, West Vancouver, B.C.
313 Paine, Harold L., 389 Tareyton Avenue, Richmond Hill, Ontario L4C 3X8
2564 Pyle, Palmer E., 1201 S. Court House Road, No. 606, Arlington, Va. 22204
2995 Piercey, David, 2563 East 8th Avenue, Vancouver 12, B.C.
2858 Murray, Alexander W., 159 Burndale Avenue, Willowdale, Ontario M2N 1T1

Deceased

- 786 Balassa, Dr. Joseph J., Maple Street, Brattleboro, Vt. 04301

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, September 1, 1973	1330 (corrected)
NEW MEMBERS, October 1, 1973	17 1347
DECEASED, October 1, 1973	1 1
TOTAL MEMBERSHIP, October 1, 1973	1346

Notes from the Librarian

MICHAEL SQUIRELL
Lively, Ontario

Although a cumulative index has not been completed for the various sets of journals, volumes of *BNA Topics*, *Popular Stamps*, *Canadian Philatelist* and *Maple Leaves* can be sent to members on request only. Volumes 1 and 2 of *Topics* will be sent by registered mail, the others by certified mail. These are bound volumes.

Back in November 1930 Fred Jarrett had the first issue of his *BNA Record* published; this journal ran six issues until May, 1931. A great deal of valuable information is contained in these six issues about varieties of Canadian stamps, particularly of the 19th century. And there are prices of stamps to make one drool over.

Another bound volume available to members is vol. 1 of *Canadian Philatelist*, 1928-29 with articles such as *The 11¾ Perforations of Canada 1858-1880*, by Dr. G. Richardson and *Re-entries and Other True*

Plate Varieties on Stamps of Canada by Studd.

Vols. 3-4 of the *Montreal Philatelist* (1900-01) has useful BNA information. Vols. 1 to 3, (1887-89) of the *Halifax Philatelist* is much the same as the *Montreal Philatelist*; all these early journals have valid information on BNA philately.

George Wegg has sent the library a copy of the new *Canada Specialized Catalogue*, published by Philatelic Publishers of Toronto. One of the major improvements over other BNA catalogues is that the many varieties are illustrated to help the collector also the detailed identification of the 1967 issues. In my opinion this catalogue will be the standard BNA reference in the future.

The library has two copies of the new Robson Lowe Encyclopedia, volume 5. This book will be loaned through certified mail in Canada and insured mail to the U.S.

A Word from the Editor

Bear with us — we're still trying to get **Topics** out on time, and we hope to be caught up by the February issue — which, we hope, will be mailed in late January.

Meanwhile, please send us articles and letters — our supply is running low and, while reprints of articles from old issues of **Topics** and other publications serve us well when new articles are in short supply, these take a great deal of our time during a period when we need all the time we can muster just to do the regular work of editing and proofreading (Yes, Virginia, there is a proofreader).

And while we're chatting about copy; some hints for our contributors: please don't use CAPITALS to indicate italics. Instead underscore the word. And don't put a capital on colors (like Carmine, Blue-Green, etc.) and don't use the musical sharp (#) as an abbreviation for "number"; and in identifying a stamp, call it Scott 000 and not Sc. #000). And we spell "color" the American way, without the "u" (though other words use English spelling), following our use of Canadian Press style.

But we'll take articles regardless of spelling or style, and make the changes ourselves, you understand. The main thing is to keep 'em coming!



HAROLD HISCOCK

**A Newfoundland Revenue expert
with a colorful background**

*E. Harold
Hiscock
No. 234*

Those at the St. John's convention were able to meet E. Harold Hiscock of Manuels, Newfoundland (overlooking lovely Conception Bay). He was born in nearby Topsail and was locally educated. He is married and has five children. Since retiring after 45 years as a travelling salesman for a manufacturer of grocery specialties, he finds time to do his gardening and to help young granddaughters with their beginning stamp collections. Incidentally, he was a Medical Orderly in the Royal Newfoundland Regiment in World War I.

Harold is an early BNAPSer as evident

by his low number. This is due to early correspondence with Dan Myerson concerning revenues and Conception Bay Pacquet Boats. Back in 1945, he published a comprehensive check list of Newfoundland Revenues, and now continues the revenue study by letters to and from Ed Richardson. Although a childhood collector, he early confined himself to the stamps of BNA which narrowed down to his Newfy Revenues—especially the locals.

He met Byrd and Connor at Harbour Grace prior to their takeoff in the *Columbia*. Both had a great love for "screech" (the raw Newfy rum of great note—especially to the '72 BNAPS group!). And, when the local supply ran out, Byrd offered his mint block of the *Columbia*—and with *NO* takers.

We wish him well in his retirement and hope that he doesn't lose his love for the revenues.

—Dr. R. V. C. Carr

...and some doodles by The Editor

A Parable for Postal People — continued: Upon discovering that their two model children were victims of a sinister plot by the post office, the model parents decided they needed help. The father sought advice from their neighbour, a chartered accountant.

"Great God," said the neighbour, "what's wrong? You look terrible. Is your wife having an affair?"

"Worse than that," said the distraught father. "It's the kids. They're collecting singles, blocks of four, FDCs and all four positions in plate blocks. They've been pawning their schoolbooks, selling their clothes and panhandling on weekends when the post offices are closed—all to keep up their cursed habit. And next year the government's dishing out 45 blasted stamps. It's called 'a new record'. But it's going to send us to the poorhouse. Take a look at this."

Whereupon the father showed the accountant a list of forthcoming stamps which had appeared in a shabby little magazine called *Topics*.

"This looks bad," said the accountant, who began punching the buttons on a pocket-sized calculator.

After a few moments he said, "If I read this correctly, the singles will run \$5.42 and the plain blocks \$8.32. I reckon the FDCs will cost \$14.41, and four-position inscription blocks will come to \$82.40. That's assuming that many blocks will carry two or four stamp designs. That comes to \$110.55," the accountant announced.

"Leapin' lizzards," said the father, cringing. "And I've got *two* kids!"

The same thing was happening all across the land, and a time of calamity was

foreseen for the country. "This nation of stamp collectors is going to hell on wheels," people were heard to grumble, and committees of social scientists and psychiatrists were formed to set up clinics for mass-treatment of the terrible sickness of stamp collecting. One might have thought that the government would reduce the number of stamp issues, but instead it began preparations for handling an unprecedented number of new welfare cases and treatment centres.

But the calamity was avoided by the good sense of the collectors themselves. To return to the model family, the Christmas season had come about and in the mail were a number of sheets of tuberculosis stickers.

"They're just as nice as those expensive stamps the government keeps putting out," the mother remarked to her children.

"You're quite right, dear mother," they replied. "We'll all collect these instead." They realized they had already become disenchanted with collecting Canadian stamps since they couldn't keep up with the growing numbers of new issues. Thus the model family was saved from financial catastrophe.

The same thing happened with other collectors throughout the nation. No one bothered any more with Canadian stamps. "The post office kind of killed the golden goose," the father said. "They just didn't know when to stop."

Not only were hard times avoided, but the country prospered forever after. It also proved a blessing for tuberculosis research. And for Pitney Bowes, who sold more postal meters than ever, now that the government found there was no longer any reason to issue stamps.

The regular feature "Mail from our Members" is not available — since no mail was received

SMYTHIES ON REVIEWS *Continued*

revision you demand and to give two or three years of his time preparing it for publication. Also the reason why he has taken no action during the last four or five years when the first edition was out of print and a constant stream of requests for it could not be met, but showed the demand was there."

If the name of a suitable revisionist is not forthcoming, it means we are not at present in a position to make the complete revision that Mr. Rosenthal wants, and is it reasonable to ask for something that is unobtainable? It is like asking astronomers to publish now a final verdict on quasars, what they are, why they are, even where they are! I hope it will be agreed that the reprint is better than nothing.

Mr. Rosenthal in his review mentions forgeries included in the first edition. I imagine he refers *inter alia* to the illustrations of the three Crown Cancels (Nos. 225, 226, 230, plate XX), which have been like a sore thumb to me for the past decade, and I welcome this opportunity to explain them.

We found a number of Ottawa and B.C. Crown Cancels with no clear proof as to which were genuine and which were forgeries. So, following a precedent set by Boggs 20 years earlier, we took the illustrations in Jarrett's 1929 catalogue as genuine, and these are Nos. 225, 226, 230 of the first edition. In 1963 I obtained from Miss Harper photographs of the genuine impressions in Pritchard and Andrews proof book, now in the Philatelic Foundation, New York, which proved that Jarrett's illustrations were somewhat different. The forgers had also copied Jarrett, so these three illustrations on Plate XX were in fact forgeries! In the 2nd edition these three illustrations have been removed and the genuine illustrations substituted. I published this information in *Maple Leaves* (April 1963, pages 171-179 and October 1963, pages 2-4) with illustrations showing the genuine and false cancels together. This information is incorporated in the *Smythies Collection of BNA Forgeries*, now housed in the Canadian National Postal Museum and readily available for reference.

— E. A. Smythies

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An Admiral Find — BY HANS REICHE

The Admiral Handbook originally stated that all sheet stamps were printed on a vertically wove paper. A few of the booklets were printed on both a vertical and horizontal wove paper; a note was included in the handbook that there is a possibility that sheet stamps from the 10c blue and 50c black may exist on both types of papers. Much later on part 2 of the Handbook confirmed the find of the 10c blue on both types of paper. No other values have been reported that may exist on both papers.

Sorting a lot from the Ritter sale we

now come across a single copy perforated 12 all around on the 2c red, printed on a horizontal wove paper, having all the indications of the so-called "squat size" booklet stamps. The stamp is not dated but originates from a plate around 1914 with the characteristics and shade of this period. This major find brings up the question again, are there other values which were printed on the horizontal wove paper? One thing is certain; that these sheet stamps on horizontal wove paper are extremely hard to find.

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the print shop as far as type face and ink shade was concerned.

In conclusion

This presentation has been a review of the major categories of the P.A. & Ex. stamps and it is hoped that the clarification offered has been of some value to the collector. There are of course many printing errors, broken letters, spelling errors and a host of other varieties not mentioned in this article. These form an extension of the subjects that have been under discussion and can be pursued to the degree that suits the individual collector.

One might well ask why there are so many different Patricia stamps. The perforated series in yellow and green one can easily understand; the rouletted issue with its flood of overprints is truly bewildering.

Indeed, Holmes in his *Specialized Philatelic Catalogue* has passed over the subject with some degree of impatience and has suggested that some skulduggery was afoot at the time of printing. A partial explanation for such variety was given in the section on Type C overprints. A further reason can be attributed to the relatively unstable economic characteristics of the company. The "shoe string operation" label applied to quite a few of the early flying companies and some references indicate that Patricia Airways and Exploration Ltd., were no exception.

Sanabria, 1946, mentions that "no remainders were available when the company was liquidated." This hand-to-mouth policy overflowed into the purchasing of stamps and one can easily visualize an almost monthly flow of orders to the printing firm for additional stock.

The company's main founder, H. A. Oaks, departed at the end of 1926, less than a year after commencement, and Dale Atkinson took over as general manager. With administrative changes, operational changes in their routes, rate changes, the necessity of making small purchases, all coupled with a few inadvertent printing errors, the total Patricia issue became much more extensive than what would normally be required. The feeling among several collectors today is that the Patricias warrant closer study than they have received in the past. Subsequently the demand for information is increasing.



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She was built in Quebec in 1831 for intercolonial trade between Canada and Nova Scotia but due to a decrease in that trade caused in part by a cholera epidemic, she was sold for her debts. The group who purchased the vessel included Samuel Cunard who later became the czar of North Atlantic travel. The new owners sponsored the voyage from Pictou, N.S. to Cowes, Isle of Wight, August 18, to September 6, 1833.

She was sold in London and chartered to the Government of Portugal as a troop transport. In 1834 the Spanish Government bought and converted her to a war steamer, being rechristened Isabel II. In an engagement against Carlist rebels in the bay of St. Sebastian she became the first steamer to fire a hostile shot.

She was retired to Bordeaux for repairs in 1840 but allowed to rot after the engines had been removed for installation in a new Isabel Segundo.

— *Elmer C. Kennedy*

OPAL PANES *continued*

But months later a third type turned up—in the reference file of another dealer, and not for sale. The dealer, William Maresch, obtained it as part of an acquisition from a customer he's known for years. The customer, says Maresch, had poked hundreds of quarters into Opal dispensers in the belief that every 200 Opal panes bore the extra perf—but he found only the one Maresch has.

(Continued on page 276)

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plate preparation is known and listed. The pricing of these stamps both single, in multiples and with plate inscriptions should therefore be adjusted to reflect this trend.

For example the 1c green should be listed as the lowest price, next the grey-green, followed by the light yellow green, with the deep blue green, especially the clear early printings, as the most expensive one. The difference between the first and the last one should be at least double. There are of course some few peculiar gaps in this, where certain plates or material can hardly be found at all. This may indicate that some plates had only a short run and became damaged.

Some of these gaps are well known to Admiral collectors who have tried to complete their plates or types. It also suggests that the earlier plates should be much rarer than later plates with the middle range plates as more common. A variety found on an early plate would be much more difficult to find than a variety of a plate from the years 1915 to 1917.

Maresch has full confidence that this pane illustration "B" was, as claimed, found in an Opal machine by his customer. The fold is parallel, not cockeyed, the perfs match the fold to a T, and all the holes are the same size. The extra perf, however, is above centre. But because a more thorough craftsman could do a passable job faking such a perf, Maresch isn't selling his pane.

Is it also a fake, or a legitimate variation on Wiedemann's original find? Bear in mind Wiedemann's pane has the fold at dead centre, and a hard fold can't be un-creased and re-creased somewhere else. Indeed, has anyone ever seen an Opal pane folded at the dead centre of the blank space, besides the one owned by Wiedemann with its extra perf?

It's an interesting mystery; meanwhile watch out for Opals bearing extra perfs that run above the centre, particularly when those perfs have holes that aren't even the same size as the rest of the pane.

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