



BNA TOPICS

Official Journal of The British North America Philatelic Society

LOOKING!

Just in case you hadn't noticed before, we are still looking for good Canada collections to buy. We have purchased many collections during the past year, some from old customers, others from people we have met for the first time. However, it seems the more we buy, the more we need.

If you have any thoughts about selling your collection or changing it, we would be happy to discuss it with you. Our services include not only direct purchase, but there are sometimes situations where other means of disposal are preferable, and when we see such a situation we are prepared to recommend accordingly.

We have just moved to our new location. The mail order and the store are now at the same address. The new premises have a considerably increased total floor space, we have increased our staff and we feel that we are now better equipped than ever before to give you good service in both buying and selling.

George S. Wegg Ltd.

36 VICTORIA STREET

(half a block north of the King Edward Hotel)

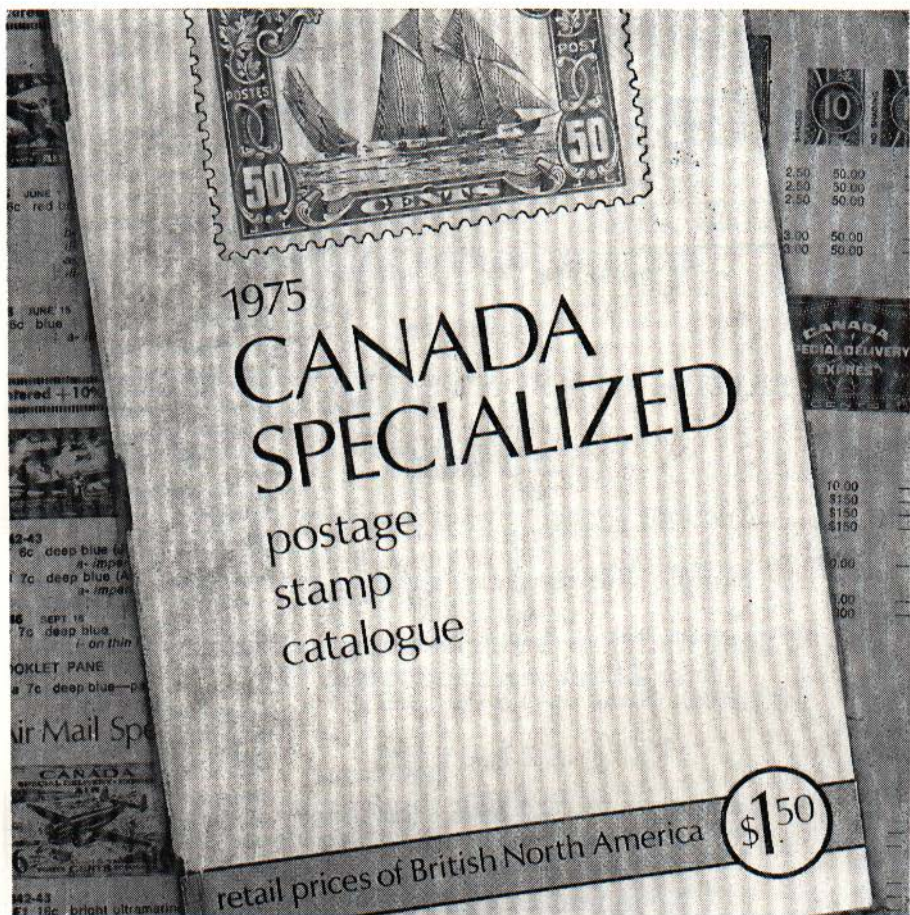
TORONTO, CANADA M8V 1M6

Telephone:

(416) 363-1596-7



We are Canadian Agents for
Robson Lowe Limited, London, England



the authoritative Canada catalogue!

The 1975 edition of the CANADA SPECIALIZED catalogue has been expanded to 104 pages, and virtually all the prices have been adjusted to *realistically* reflect the current market. It's the only BNA catalogue listing *all* the major varieties — paper, perforations, tagging, errors, retouches, gum, shades — in an attractive format that beginners and experts can easily follow. Every stamp design and all significant errors are illustrated. "A top notch publication which justifiably deserves the recognition it has received . . ." says *The Canadian Philatelist*.

NOW AT YOUR DEALER'S

Philatelic Publishers Co., distributors: Charlton International, 299 Queen St. W., Toronto, Canada

PUBLIC AUCTIONS

specializing in

BRITISH NORTH AMERICA

and including

U.S., BRITISH COMMONWEALTH AND FOREIGN

B U Y E R S

Auctions are held five or more times a year

Sample illustrated catalogue upon request

Subscription to catalogues and prices realized
for all this year's auctions at \$5.00

S E L L E R S

Catalogues receive wide distribution to both
collectors and dealers, including specialists

No minimum commission per lot

Moderate sized lots

A straight commission rate of 20% of the
realized price with no lotting charges

MEMBERS: C.S.D.A., A.S.D.A., P.T.S. (G.B.)

L.C.D. STAMP CO.

Wellington Square Mall, Lower Mall

London, Ontario, Canada

BNA TOPICS



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

Whole No. 337

SEPTEMBER, 1974

Vol. 31, No. 8

EDITOR

E. H. Hausmann

EDITORIAL BOARD

Chairman: V. G. Greene
R. J. Woolley
C. Russell McNeil
John H. M. Young

CIRCULATION MANAGER

Robert F. Boudignon
Box 639, Copper Cliff
Ontario P0M 1N0

ADVERTISING MANAGER

Edward J. Whiting
25 Kings Circle
Malvern, Pa., U.S.A. 19355

LIBRARIAN

Michael Squirell
241 12th Avenue
Lively, Ont. P0M 2E0

SALES CIRCUIT MANAGER

James C. Lehr
2918 Cheshire Rd., Devon
Wilmington, Delaware
U.S.A. 19810

PUBLICITY

C. Russell McNeil (Canada)
Ste. 3-C, 187 Park St. S.
Hamilton 10, Ont. L8P 3E9
Alfred H. Kessler (U.S.A.)
1528 Simpson Ave.
Ocean City, N.J. 08226

COMMITTEE CHAIRMEN

Board of Examiners:
J. N. Sissons
Conventions Dr. R. V. C. Carr
Elections: H. Reinhard
Perfin Study Group:
R. J. Woolley
Liaison Study Groups:
E. A. Richardson
Handbooks:
R. J. Woolley
Membership and Nominating:
A. H. Kessler

ARTICLES

IMPRINTED STATIONERY

1964 TO 1972

by H. E. Guertin 176

THE ILL-FATED LONDON TO LONDON FLIGHT OF THE SIR JOHN CARLING

by Hugh Halliday
introduction by R. K. Malott 179

HARPERS PAYS A VISIT TO THE BRITISH AMERICAN BANK NOTE CO. 182

COLUMNS

The RPO Cowcatcher	184
Tagging Along	186
Rounding Up Squared Circles	187
Topics: The Newsfront	188
Further Sketches of BNAPSers	192
Mail from our Members	193

TOPICS: THE BUSINESS SIDE

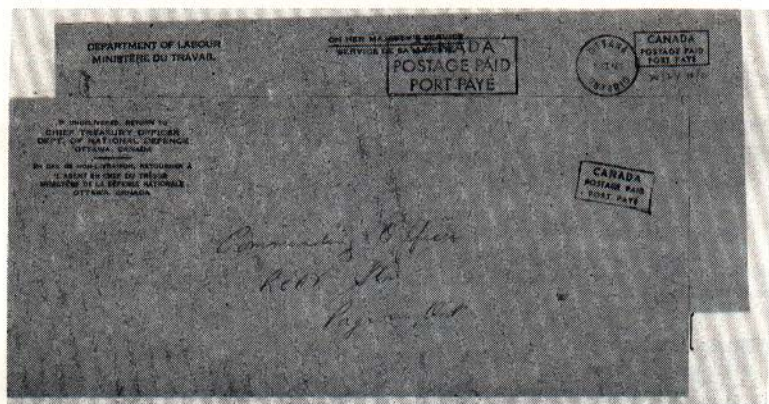
From the Secretary	189
Notes from the Librarian	191
Classified Advertisements	194

Published at Toronto, Canada, by the British North America Philatelic Society. Subscription \$6.50 per year: single copies, from the Circulation Manager, \$1.00. Opinions expressed are those of the writers. Printed by Mission Press, 53 Dundas St. E., Toronto M5B 1C6

ADVERTISING: Display advertisement copy must be received by the Advertising Manager six weeks prior to the month of publication. MEMBERSHIP: Write the Secretary: see "Elected Officers" in this issue. EDITORIAL MATTER should be sent to The Editor, c/o V. G. Greene, 77 Victoria Street, Toronto, Ont. M5C 2B2.

"Canada / Postage Paid / Post Payé" Imprinted Stationery of 1964-72

BY H. E. GUERTIN



Portions of two early handstamped covers

Based upon the recommendations of the Glassco Royal Commission Report the Canada Post Office was advised that all federal government departments, agencies, the Armed Forces and individuals would, after January 3, 1964, be required to pre-pay postage individually and by bulk payments based upon their use of the mails. This recommendation dated from January 1, 1964. New imprinted stationery was introduced as received for all departments concerned.

Therefore it was possible to have the new stationery dated early in 1964. These envelopes for official use were imprinted at the top right corner with a boxed wording as in the title above. There were exceptions to this format; in some instances the words were not enclosed in a 'box' and there were variations in form in others — in size, color, in the printing font used and in others the 'box' was accompanied by handstamps with dates. Most were bilingual; to date only one has been noted by this collector in English, and one in French only.

Handstamps were occasionally used alone apparently due to lack of the new sta-

tionery. Known early examples of the undated envelopes are not common, unless the collector was careful to mark the date received. This phase I lasted for some time — probably a year. What may be called phase II of this federal experiment began when dated cachets were put to use. This is in respect to the Armed Forces mail. Government departments also began to date the envelopes in various ways.

In the case of Armed Forces mail dates were also indicated by the use of the base postal hammer, by ordinary post office hammers, by hand written explanation, by special handstamps and even by the use of regimental cachets without date. These temporary dated envelopes form an interesting group. phase Ia.

As is evident, this article will deal mainly with military mail and although a few civilian examples are shown, it is felt that there is no clash with the excellent book by William Pekonen of Surrey, B.C. whose treatise deals with official covers in general. To any collector interested in official covers, Pekonen's book is highly recommended.

Of course in past years there were many

ON HER MAJESTY'S SERVICE
SERVICE DE SA MAJESTÉ

CANADA POSTAGE PAID
PORT PAYE

ON HER MAJESTY'S SERVICE
SERVICE DE SA MAJESTÉ

Capt J.H. Walsh
Chaplain (P)
CFB Winnipeg
WESTMIN Can



F/L R. V. FURNEAUX
RCAF STATION
ST. SYLVESTRE, P.Q.



top: handstamped imprint, not dated

lower left: use of regimental cachet

lower right: two station handstamps

examples of 'free' mail in Canada indicated by various handstamps and by other means. Not too long ago there have been what might be called forerunners which may have served as models for the imprint being discussed here. These are included among the covers illustrated. These 'free' letters included by law mail from certain selected departments, letters from Members of Parliament, prisoners of war (for certain times) and secret or similar types of correspondence. This 1964 experiment has broken a tradition of nearly 200 years in the case of the ordinary military mail in which prepayment of postage has not been indicated by a recognizable method.

By January 3, 1964 the Armed Forces were to use the new "postage paid" envelopes. Thus it is possible to obtain early specimens only if the collector was lucky enough to note the date when the letter was received for, as mentioned, early imprinted envelopes — except for those of the Post Office — no mailing date was shown. At some locations meter machines were installed early in order that the staff could become familiar with this operation. These envelopes were true 'free' postage paid mail.

Some philatelists have stated that these metered envelopes without imprints have

become rarities in Canadian postal stationery. However there are other 'firsts' for the collector to seek: early imprinted envelopes used; early 'dated' imprinted envelopes used; early use of postage paid handstamps; those envelopes with improvised imprints or substitutes therefor; and early uses of meter "overlays" or postage stamps on the imprint; early use of the un-imprinted envelopes issued at the conclusion of the Government's experiment in 1972-73.

To show evidence of economy, the federal government required that all imprinted stationery be used before new supplies be requisitioned by all departments. It is possible to find quite late dates on imprinted stationery with meter overlays or postage stamps, though it must be said that at any point during this trial, very few postage stamps are to be found placed over the imprints.

To date the meter postage machines of three manufacturers have been found to be in use on civilian and military imprinted envelopes. In addition to these, pre-1964 types of meters have been pressed into use occasionally. All meter types were used with and without slogan addresses and unit names.

*(more illustrations overleaf;
story continued on page 194)*

SERVICE
POSTÉ CANADIEN FORCES ARMÉES
PRÉFÉRENCE ROCKCLIFFE
NATIONALE BFC de ROCKCLIFFE
POSTES OTTAWA, ONTARIO
DÉLIVRÉ

22 1 72

CANADA
POSTAGE PAID
PORT-PAYÉ

314
POSTAGE
PAID

O. H. M. S.
S. S. M.

Postage Paid
Port payé
Canada

ON HER MAJESTY'S SERVICE

CANADA
POSTAGE PAID

ON HER MAJESTY'S SERVICE
SERVICE DE SA MAJESTÉ

Canada
Postage paid
Port payé

ON HER MAJESTY'S SERVICE
SERVICE DE SA MAJESTÉ

CANADA
POSTAGE PAID
1 SD RCAF DOWNSVIEW

top to bottom:
experimental meter overlay on imprint
early handstamp
imprint in English only
Ministerial mail with meter overlay "Free/franco"
station handstamp — RCAF, Downsview



James Medcalf, Carling president Charles Burns, and Terrence Tully

SEPTEMBER 1 TO 7, 1927

The Ill-Fated London to London Flight

INTRODUCTION BY R. K. MALOTT

Tragedy created Canada's rarest air mail stamp — the pioneer air stamp printed for the London to London Flight in September 1927.

A most interesting account of this event, by one of the late persons indirectly connected with the flight, was by the late Dr. L. Seale Holmes of London, Ontario, in his famous specialized catalogue. He was a close friend of the manager of the "Sir John Carling Flight", Arthur C. Carty, a freelance reporter for the London Advertiser. It is not improbable that because of Dr. Holmes' close association with the organizers of the event, his philatelic interests, and his foresight that one cancelled envelope was overlooked on the second cancelling of the estimated 90 envelopes on September 1, 1927 at London, Ontario. The first cancellation was on August 29, 1927, prior to the first attempt at the flight which was turned back by fog near Kingston. Dr. Holmes may have had some special connection also to set aside the three or four mint stamps that have survived to this day, for which collectors of Canadian stamps owe a debt of gratitude.

Other prominent collectors of Canadian air mail material have provided accounts of this event; most recently a new group of specialists to Canadian air mail semi-official stamps and covers has been organized as a BNAPS' study group, and it devoted its bulletin No. 5 on this London to London Flight.

The bulletin prompted me to check my files on the two unfortunate aviators — pilot Captain Terrence Bernard Tully, and navigator Lieutenant James Victor Medcalf. I discovered an unpublished paper by a cohort of mine at the Canadian War Museum (CWM), Hugh A. Halliday, a noted Canadian aviation historian and researcher.

Halliday has given permission to have his article published; questions concerning the content of his article should be sent to myself, R. K. Malott, Major CAF Rtd., 16 Harwick Crescent, Ottawa, Ontario, Canada, K2H 6R1.

(see also letter on page 193)

The flight of the Sir John Carling

BY HUGH HALLIDAY



When Charles A. Lindberg flew the Atlantic in May 1927, the event touched off an explosion in aviation circles which even the Great Depression was never able to dampen. It was expressed in a score of ways—increased coverage in the papers, government support of aerial projects, and a sudden jump in the number of "stunt" flights in the long-distance category.

Lindberg had made it. So had Alcock and Brown, eight years before. But the former had encountered almost freakishly favorable weather and the latter had flown a converted bomber which was designed to fly long distances in even its original form. Alongside these men could be set those who tried and failed; Hawker and Grieve, who lived to tell the tale; Nugesser and Coli who vanished without a trace—to say nothing of the men who tried and failed while still testing their special machines; or who crashed on take-off, often with fatal results.

But the Lindberg flight fired the imagination of the world and gave a much-needed and long-overdue shot-in-the-arm to aviation. Carling Breweries of Canada decided to sponsor a flight from London, Ontario to London, England. The idea originated with Arthur Carty, a reporter from the *London Advertiser*, who was subsequently put in charge of arranging the event. The Carling's directors therefore publicly announced a prize of \$25,000 to be awarded to any Canadian or British flyer making the London to London flight.

A flood of applications poured in. Only one offered to supply his own plane, however; Phil Wood, whose American citizenship eventually disqualified him. The Carling Breweries then decided to furnish the plane. A number of RCAF pilots wanted to take on the task, and Carlings were quite anxious that they should participate, as the Air Force pilots at least had recent flying experience. The Minister of National Defence, however, vetoed the plan, ostensibly on the grounds that the flight was a com-

mercial advertising venture which the government could not support.

Group Captain J. F. Scott was invited to attend a meeting on July 5, 1927, in London to select a pilot from the list of applicants.

At the meeting on July 5, few men were willing to fly alone. The general plan was outlined, and the aircraft was described. It would be a Stinson-Detroiter equipped with a Wright 'Whirlwind' engine, the engine Lindberg, Chamberlain, and later Byrd used. It would carry 500 gallons of fuel. The fuel in the main tank was to be easily jettisoned, so that in case of ditching the tank could serve as an air reservoir to keep the plane afloat. It should be noted here that after the pilots were selected, they opted to carry a rubber life raft, but that the only radio they chose to carry had a range of 50 miles, and only went into operation after the raft had been inflated. They also chose to carry emergency rations for 15 days, though no one expected that anyone could live in the angry Atlantic for more than half that period.

Finally, on July 19, it was reported that the chief of the Ontario Provincial Air Service, Roy Maxwell, had been selected, along with Terrence Tully. The Ontario government, however, refused to release Maxwell from his contract, and on July 26, he was given the choice of conceding or resigning. He chose to concede.

Next in line was James D. Vance, ex-RAF, who in 1919 had flown from London to Cairo. In his letter of application he had written, "I think I know more about that type of flying than anyone in Canada". On July 28 it was announced that Vance had been selected. However, he either could not or would not agree to the terms of the contract with Carlings. At first he requested that he be paid during the training and preparation for the flight, \$500 down and \$100 a week, to be paid up to the time of the flight, to be deducted from the prize,

but not returnable to the sponsors if the flight were cancelled. This was agreed. Then he requested that if he found either the airplane or the landing field to be unsatisfactory the contract would be null and void. Since he was largely to select the field and aircraft instruments, this was also conceded. Then, Vance asked that the initial payment be increased to \$570. By August 1 he had withdrawn over arguments as to details.

At this point, Carty bluntly asked in print, "Is there a Canadian Lindberg?" which seemed to reflect ill on Canadian pilots. The question was supposedly answered on August 10 when Terrence Tully was signed on, insisting that his friend James Victor Medcalf be his navigator. Both were pilots with the Ontario Provincial Air Service, but they resigned to carry out the flight.

Both men were Irish-born and had served with distinction in the Royal Air Force. Tully was 33, and Medcalf 27. Both were married and had children. In retrospect, it would seem that their flying experience was inadequate. The policy of the Ontario Provincial Air Service was "fair weather flying". Any storms were avoided, and very little night or long-distance flying was carried out. The choice might have been mistake number one.

The day they were selected, the two men flew to Detroit to examine their aircraft. The following day, August 11, a small ceremony was held to christen the plane the 'Sir John Carling'. A number of pigeons were released from a cage covered with a union jack. Finally, since mail was to be carried on the flight, Mayor Moore of London swore in the two pilots as official carriers of government mail.

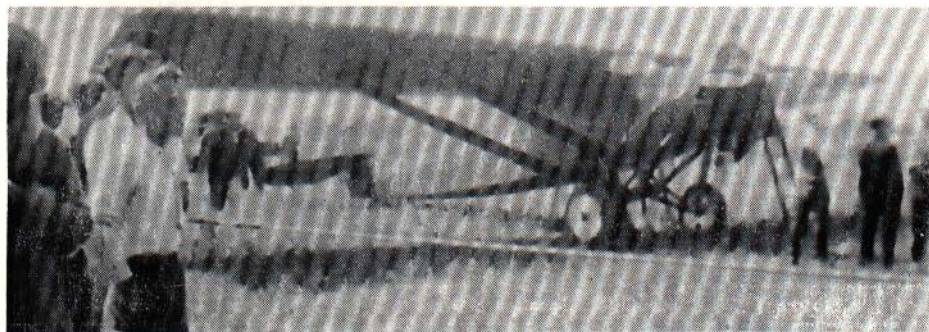
Meanwhile, the wheels of organization had been in motion. In view of the experimental nature of the flight, the regulations regarding the airworthiness of aircraft and the licensing of airfields were waived. There was nothing unusual in this. Aircraft making such long flights were always overloaded and could not meet government standards, so it was common practice to ignore such regulations in these cases.

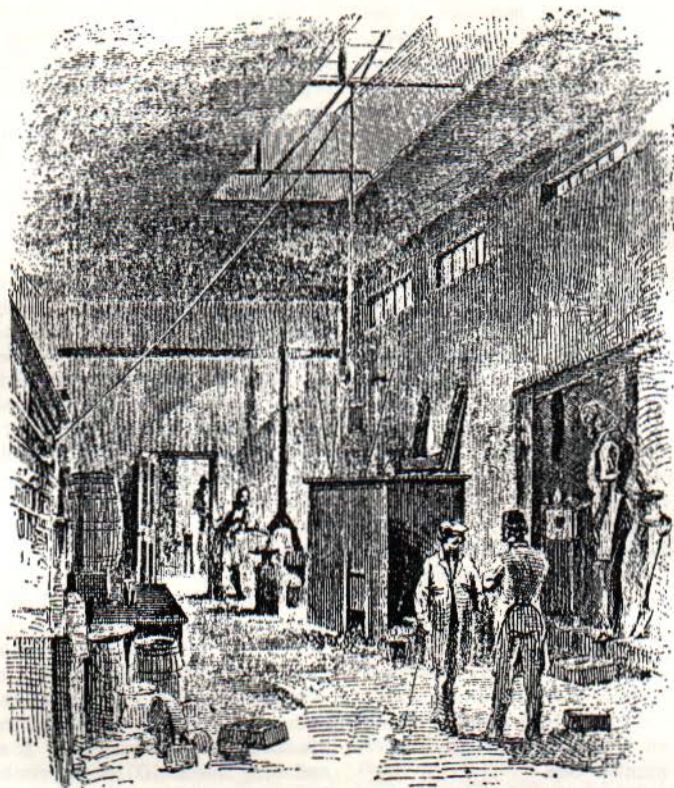
Route maps were accumulated and arrangements made to import the Stinson duty free. On August 27 Britain was asked to provide all necessary facilities for visiting aircraft. At Harbour Grace, Nfld., the Newfoundland government had set about establishing an emergency field, with tar barrels to illuminate and mark the edges. No expense was spared at London, where \$2,500 were spent to lengthen the runway to two miles. Three steamrollers and 100 men were employed at the task.

The 'Sir John Carling' was to carry a mailbag with 97 letters, one of which was later removed before the flight and is the only known existing cover from the flight. The letters were stamped AIRMAIL-LONDON, CANADA - LONDON, ENGLAND, 1927. A special green and yellow stamp was authorized for the flight, depicting Tully and Medcalf and their airplane. It sold for 25c and only about 100 were printed, of which four exist today.

On three different occasions, American and British insurance companies, including Loyds, refused insurance for the flight, either for the men or for public liability and property damages. Finally, a different insurance broker decided at the last minute to try his hand. He got in touch with a Montreal company, who cabled Loyds

(continued on page 195)



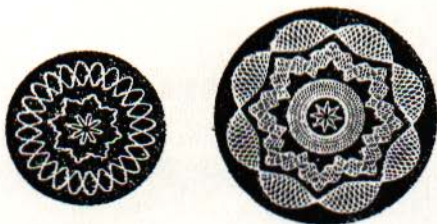


HARDENING ROOM.

Harper's pays a visit to the American Bank Note Company

(another portion of the February, 1862 article in Harper's New Monthly Magazine; the same premises were earlier occupied by Rawdon, Wright, Hatch and Edson, the printers who made the first Canadian stamps in 1851.)

Here is a skeleton check, showing some of the forms which may be given to a single waved line. Any conceivable form — an oval or square, an oblong or shield, a rosette or shell, may in like manner be produced. The following diagram shows at one view some of the effects of which the lathe is capable. The smaller central figure is a star, outside of this is a circle, beyond this a rosette with sharp points, and outside of all an altogether different rosette, with a



curved outline. These diagrams have all been engraved for us by the machine itself. They have been purposely made much more simple than the checks actually used on bank notes, in order that the general form may be more readily distinguished. Anyone with a glass and a sharp needle may follow the lines which compose these figures.

One additional thing must be noted. We said in a former paragraph that in a steel-plate engraving the line cut by the graver is black when printed. In our diagrams, as well as on the notes themselves, the line is white, the interspaces being black. The reverse would be the case if these checks were printed from the dies themselves, or from a copy taken in the ordinary manner by the transfer press. This reversal — making that sunk on the plate which is raised on the original die, and vice versa — is effected by a process which we will not describe. Its effect, however, is evident.

We may suppose, for instance, that a very careful engraver might possibly cut upon a plate a tolerable imitation of the white lines forming the figure in our last diagram. But what eye or hand could cut the black interspaces, and leave the white lines so regular and uniform? Yet this is just what the engraver must do who would reproduce on steel this figure; yet, we repeat, this is far less elaborate than those actually used on bank notes.

The United States Five Dollar Demand Notes, which are now familiar to most persons, present some good examples of lathe-work, which may be profitably studied. The counter in the right upper corner presents an oval with a waved outline, inside of which are successive patterns. The green checks in the centre are oblong, filled up with a wholly different pattern. The two large counters on the back are still different; while the small ovals which cover the greater part of the back consist of a border of delicate white lines crossing each other, within which is a green oval line, then a white one, then a solid green centre, containing a "5" in white, all within a space not as large as a grain of coffee.

By the aid of a glass every one of the lines whose crossings and recrossings constitute the pattern may be distinctly made out. The graver which has cut each of them in hard steel has passed many times over each, for at one stroke it will not cut sufficiently deep. At each passage it cuts about 1/3100 part of an inch; about 20 cuttings are required

to give the line its required depth. The machine must work with mathematical precision. A deviation of the half of a hair's breadth would destroy the whole work.

The "Geometrical Lathe" which produces this work is perhaps the most ingenious piece of machinery ever invented. Its general principles are, of course, familiar to all educated machinists. It is the combination of all of them so as to work together with unflinching accuracy which constitutes the marvel.

We have watched it for hours, and at each moment have found something new in its working, when explained to us by its skillful operator; for after all the machine itself, to produce the required effect, must be under the direction of human intelligence.

It will do the work which is set for it with unflinching precision, but its work must be laid out for it. The turn of a screw, the substitution of one wheel for another, with the variation of a single cog, the shifting of the axis of an eccentric, will produce an entirely new effect; it may give distortion where perfect regularity is demanded.

This lathe was built by the company at a cost of more than ten thousand dollars, three years having been employed in its construction. It is the only one in existence, and its counterpart is, of course, wholly beyond the reach of counterfeiters; and yet, without it we cannot see how they can successfully imitate its work.

Notwithstanding its multifarious movements and complicated parts, its bearings are so accurate, that it is moved by the foot of the operator pressing upon a treadle, with the exertion of less force than is required to work an ordinary sewing machine. We have dwelt at length on this machine and its work, because we consider it a most important security against counterfeiters; not exceeded in value even by the artistic perfection of the vignettes, portraits, and lettering.

The machine work of the die having been performed, the letters and figures appearing upon it are engraved by hand, and the finished "check" or "counter" is ready to be transferred to the bank-plate.

These dies, whether engraved by hand or by machinery, are made upon softened steel. They are hardened by placing them in crucibles which are filled up with animal

(continued on page 194)



The RPO Cowcatcher

Lewis M. Ludlow, P.O. Box No. 135, South San Francisco, CA 94080

M28

CONNERS & RIVIERE DU LOUP
R.P.O./.

("Conners" is an error for Connors)
Two Hammers, Type 17

Hammer I

Proofed: March 3, 1914
Earliest: June 23, 1915
Latest: November 24, 1922
Indicia: 1, 2 only; 2—common, 1—uncommon
Usage: Continuous until July 28, 1919; then single strike latest above.

R.F.: 110 (37%)
Comments: We expect to have earlier dates reported, but do not expect to find significant later dates. This hammer was apparently brought in to supplement the first two hammers of M29 which first appeared in 1904-05. For a short period in 1915, approximately six months, there were three hammers in concurrent usage—M28, Hammer I, and M29, Hammers I and II.

Hammer II

Earliest: February 24, 1916
Proofed: Unknown
Latest: March 3, 1945
Indicia: 1, 2 throughout; 2—common, 1—scarce, 4—one each 1935, 1939 and 1943—rare
Usage: Continuous throughout entire period indicated.

R.F.: 110 (63%)
Comments: We believe that this hammer was used to replace M29, Hammer II, whose latest date was January 22, 1916 and after which, it was not seen again. We have not found any overlap between M28, Hammer II and M29, Hammer II.

M28 Hammer Separation

Because of the small and numerous lettering, at first glance these two hammers appear very similar; however, distinct differences quickly establish differentiation between the two:

1. The diameter of Hammer I is 22 mm to slightly over, while the diameter of Hammer II is 23 mm.
2. For Hammer II, for the second "N" of CONNERS, the left leg appears broken off at the bottom and is considerably shorter than the right leg. (For Hammer II, depending on the strike, the first "N" may also have a similar characteristic, although it is not as extreme as the second "N".) For Hammer I, this second "N" is balanced at the base and both legs appear of equal length. (For Hammer I, for the first "N", the

left leg sometimes appears longer than the right, depending upon the strike.)

3. Measure the chordal distance from the middle bar of the last "E" of RIVIERE at the vertical to the middle of the vertical of the "D" of DU, right across the intervening dot. If this distance is a full 2½ mm (be careful of the slant of the "D"), the strike is Hammer I; if this distance is just under 2 mm, the strike is Hammer II. If you have any significant number of copies to separate, with just a little experience, this wide or narrow gap can be detected visually.
4. Measure the chordal distance from the bottom of the left leg of the first "N" of CONNERS to the bottom of the left leg of the first "R" in RIVIERE. If this distance is 9 mm, the strike is Hammer I; for Hammer II, this distance is 9½ mm.

Circular measurement confirm two—but only two—distinct hammers.

M29

CONNORS & RIV. DU LOUP R.P.O./.

Three Hammers, Type 17

Hammer I

Proofed: Unknown
Earliest: November 8, 1904
Latest: March 29, 1919
Indicia: N, S through April, 1914
1, 2 from May, 1914
Usage: Known completely throughout period
R.F.: 75 (44.2%)

Comments: There is a Maltese Cross at the bottom of this strike which pretty well retains its identity through 1910, after which it is normally blurred into a round dot. Although we do not know when this hammer was proofed, we presume that it was in 1904 only slightly ahead of Hammer II. We believe that this hammer was superceded by Hammer III. Through July, 1911, there is a major break in the lower right leg of the "R" in RPO; however, by December, 1911 there had been major deterioration in the hammer and this break becomes inked over and further, the left leg of the same "R" becomes completely lost. On most clear strikes, there is a break in the back of the "C" of CONNORS, and there are numerous other breaks in the hammer.

Hammer II

Proofed: November 3, 1904
Earliest: January 11, 1905
Latest: January 22, 1916
Indicia: N, S through April, 1914
1, 2 from June, 1914

Usage: Continuous for the period, and concurrent with Hammer I
R.R.: 75 (33.8%)

Comments: This hammer also has a Maltese Cross at the bottom; however, by 1908 it has become very worn and difficult to identify unless the strike is very strong and clear. The proof for the hammer was found among an old tattered bundle, ready to be assigned to the trash, and painstakingly restored by staff of the National Postal Museum. There was no system or order to this group of remnants, and some may have already been destroyed. Since both Hammers I and II have the Maltese Cross, we believe it likely they were made closely together, perhaps at the same time, although only one proof survives. We believe this hammer was replaced by M28, Hammer II, which has an earliest date of February 24, 1916. This hammer did not wear well, and by 1912 was really in bad shape. On clear strikes, there is a constant break in the middle of the curved portion of the "D" of DU; also, this "D" is steeply curved at the bottom, while the — of Hammer I is normally flat on clear strikes.

Hammer III

Proofed: March 26, 1919
Earliest: December 23, 1919
Latest: March 20, 1948
Indicia: 1, 2—used throughout period
4—one each 1935, 1936, 1944; rare
Usage: Continuous throughout period and concurrent with M28, Hammer II
R.F.: 75 (22.0%)

Comments: This hammer has the normal round dot at the bottom instead of the Maltese Cross. This hammer wore reasonably well over its almost thirty years of use, although late strikes appear somewhat faint. We have found no breaks sufficiently constant to be identifying. Fortunately such is not necessary, since separating the hammer is quite easy.

M29 Hammer Separation

1. A strike with a dot on the mid-vertical after the "P" of LOUP and before the "R" of R.P.O. must be Hammer III; Hammers I and II have no such dot.
2. A strike with a Maltese Cross at the bottom must be Hammer I or Hammer II; Hammer III has the normal dot of a Type 17.
3. Hammer III was separated and identified by Steps 1 and 2. To separate Hammers I and II, measure the chordal distance from the bottom of the left leg of the first "N" to the bottom of the right leg of the second "N", both of CONNERS. The wide "N" group, approximately 3 mm, is Hammer I, while the narrow "N" group, just over 2½ mm, is Hammer II.
4. For additional separation of Hammers I and II, measure the chordal distance from the bottom of the vertical of the "L" to the bottom of the vertical of the "P", both of LOUP. The wide spacing, almost 5 mm, is Hammer I, while the narrow spacing, just over 4 mm, is Hammer II.
5. We have found no overlap of Hammer

III with Hammers I and II; accordingly, we believe that any strike after April 1919 will be found to be Hammer III.

M29A

CON & RIV. DU LOUP. R.P.O./.

One Hammer, Type 17

Proofed: November 6, 1925
Earliest: December 2, 1925
Latest: To be advised
Indicia: Only 2 known
Usage: Only one strike known within a month of the proof strike.
R.F.: 200

Comments: The proof strike is very scruffy but measurement confirms that it is the same as the clean clear strike above on piece cancelling a 1c yellow Admiral and a 2c green Admiral envelope. The rarity of this run may not be untoward. For over forty years, the CONNORS to RIVIERE DU LOUP route was covered by essentially only two hammers at one time. During 1925, M28, Hammer II and M29, Hammer III saw considerable use and we do not see that there was any apparent need for M29A. Perhaps it was used briefly and temporarily for a substitute clerk.

M29B

EDMUNDSTON & R. DU L./R.P.O.

Two Hammers, Type 17H

Hammer I

Proofed: December 9, 1948
Earliest: To be advised
Indicia: PM on proof strike
Usage: Unknown
R.F.: 200 (0%)
Comments: See Hammer II

Hammer II

Proofed: December 9, 1948
Earliest: To be advised
Indicia: PM on proof strike
Usage: Unknown
R.F.: 200 (0%)

Comments: Although this run was probably struck to replace M28, Hammer II and M29, Hammer III, it is also possible that though they may have been delivered that they were never used. According to Gillam, this line was sold to the CNR in 1949 which may then have obviated any further necessity for these two hammers; however, depending on when this was done in 1949, there might still have been a limited use. The period of 1948 has been extensively researched, with considerable material collected, by Whitehead and many others, and if either of these runs exist, they must be quite rare.

M29B Hammer Separation

1. Measure the chordal distance from the top left corner of the "R" of RPO to the lower left corner of the "E" of EDMUNDSTON; for Hammer I, this length is 4 mm, while for Hammer II this distance is nearly 5 mm.

2. Measure the chordal distance from the bottom of the vertical of the "E" to the bottom of the left leg of the first "N", both of EDMUNDSTON; this distance for Hammer I is 8 mm while for Hammer II it is only 7½ mm.

3. Measure the chordal distance from the lower left corner of the first "D" in EDMUNDSTON to the lower left corner of the second "D" of EDMUNDSTON; Hammer I measures 8 mm, while Hammer II is only 7½ mm.



Tagging Along

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

I feel just a little bit out of my element on this subject, because so many people have written about it and with greater authority than I. However, since 90% of all of my columns are merely a repetition of other people's findings anyway, I decided to go ahead. I refer of course to our current (at time of writing not printing) 25c booklets.

Briefly, the story of the birth of this item came to me from Fred H. Johnson of 16 Orchard Park Drive, West Hill, Ontario. Apparently the first box of 2,000 booklets was fed into machines serviced out of Station A, Toronto, on April 10. A second part box was used to service three machines in the same area, and these are the "Blunder Books", as they have been christened. The major error concerns the bar which is missing over the right hand row of perfs, with other variations on the middle row of perfs, resulting in one and sometimes two stamps remaining completely untagged.

There are other numerous variations, such as the bottom of "Canada" being clipped off to varying degrees on the centre top stamp, the tip of the Queen's tiara being smudged or missing, poor wiping of the plates resulting in the blue from the two 8c bleeding into the yellow or red of the two stamps above, unlimited color swipes occurring anywhere on the pane and in any color.

The foregoing refers largely to the errors and variations, but anybody who thinks the 1967 definitives were complicated "hasn't seen anything yet" and you may quote me. My apologies to Fred Keane and Paul Hughes. I only hope somebody will undertake to do for the current issue what they did for the 1967. I do not go into great lots

of booklets, and the information in this column is gleaned from less than 100 booklets now in my possession, and purchased in only three locations — Courtenay, B.C., Calgary, and Winnipeg. Project the probabilities we can expect when all areas report and they have been around a while or so.

From these 90-odd books, I have five different grades of paper. As you know I have not gone into great details on papers, but these five are graded to Hughes/Keane chart as 0, 2, 6, 7, and 9, of which the grade 2 is horizontally ribbed. Then, as of late June, there are two different papers used in the covers, one being more fluorescent than the other. So here we sit — three months after the date of issue, with 10 designs times 5 papers times 2 covers plus 10 "marker" booklets for 110 different types, *not* including freaks, errors, misplaced or missing tags, etc., etc. This is just from my little lot, and needless to say I do not regret my decision to stay away from great detail in papers and gums.

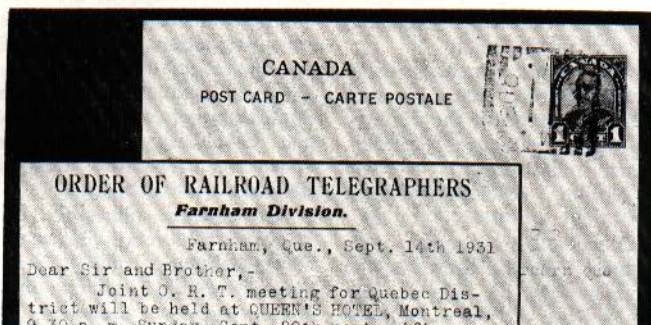
The regular stamps show just as much "promise". We have at least three papers on the 8c and two on most of the rest, and we have, as of early July, tagging errors on the 2c, 4c, 5c, and 6c, and an 8c untagged. Paper differences are also showing up in the medium value definitives, and errors in all of them. Then let us not forget the coils, and remember when you are buying, there is a big difference between unsevered and imperforate. The former is worth little more than normal dealer markup over face.

Please remember, this column is kept going largely by information supplied by correspondents. I can only cover so much ground personally, and rely greatly on those who take the time to write about their findings.



Rounding Up Squared Circles

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



Column No. 130—I am indebted to Dave Mayerovitch for loan of the FARNHAM nude which illustrates this column. The card is addressed to Mr. L. C. Pharo, Caretaker CPR, Abercorn Que., and the message side is dated Sept. 14, 1931. Discounting nude PETITCODIAC strikes which are known on cover—and for which plain laziness seems the likely explanation—the illustrated card is the very first complete cover or card which I have seen carrying a nude squared circle.

Numerous examples of nude squared circles of various towns are known on off-cover stamp, and there has been some speculation that these were precancels. However, several nude cancels are known on piece (see, for example, illustration of two OTTAWA nude strikes on piece in the column of August, 1968); these show the cancel tying the stamp to a portion of cover, demonstrating that the stamps were not, in this case, precancelled in sheet form and later separated and affixed to cover.

There has been some suggestion that the nude cancels were used for city drop mail, or for bulk mailing. The illustrated card is consistent with the latter use.

My notes show continuous use of the FARNHAM squared circle from JA 6/95 to MR 20/01; then a gap followed by NO 23/07 on 1c KE VII; all strikes known to me after this period are nudes: two nude strikes on Admiral issue; one nude strike on 1c 1928 Dominion issue; the nude strike illustrated in this column, on

1c postcard of the 1930 King George Maple Leaf issue; and one nude strike on 1935 KG V issue. Perhaps some reader can fill in some of the gaps; can anyone report strikes for the period 1902 through 1906, or dated strikes later than 1907?

* * *

Although he does not collect them, Harry Lussey has sent me a most useful listing of squared circles on Admirals in his collection. Such listings are most helpful in delineating period of use of these hammers. Harry lists: PORT ARTHUR, JY 17/14—a new early date for the Admiral period, and the only 1914 date thus far reported; CHELTENHAM, AP 23/14 on cover—by far, the earliest example of this town on Admiral (prior to this report, I had record of strikes from AU 31/93 through AP 5/04, followed by dates in 1920, 21, 24, 25, and 26); LAURENTIDES, AP 16/15 on cover—previously known only in the following years of the Admiral period: 1913 (one example), 1917 (two examples) and 1918 (two examples); FARNHAM nude—one of the two nudes on Admiral referred to in an earlier paragraph; and, finally, a spectacular new record date, WOODVILLE, DE 24/15 on cover.

The previous record late date for WOODVILLE was MR 20/04, so Harry's cover is at once a new record late date by more than 11 years, and the first and only example of this town known to me during the Admiral period.

TOPICS: THE NEWSFRONT

George Wegg reports imperf coils on the current blue Queen Elizabeth stamps — showing that the printers haven't yet licked the problem of perfining the coils.

It also looks as though the medium value current definitives are being phased over to new printing plates; in parts of the country a deeper printing has been seen of the 50c, and others report similar changes in some other values. Nothing official has been said, naturally.

A souvenir collection of "Canada's Standard Postage Stamps" (better known as the current definitives) went on sale in late July, says Canada Post. It's in a 32-page booklet and sells for \$5.

The post office also announced a three-member National Postal Museum Appraisal Committee, consisting of J. N. Sissons, Les Davenport, and Richard M. Lamb — three of the top dealers, two from Toronto and one from Kitchener, respectively.

They'll meet twice a year at least to evaluate gifts donated to the museum, and advise on price trends and other matters related to the museum's acquisition and appraisals.

Their term of office will be three years "after which one member will be replaced each year," says the press release.

SOME RECENT PUBLICATIONS

1975 *Canada Specialized Postage Stamp Catalogue*, 108 pages, 4¾" x 8¼", produced by Philatelic Publishers Co.; sole distributors, Charlton International Publishers, 299 Queen St. W., Toronto. \$1.50 from all dealers.

The original edition of this catalogue a year ago gained good acceptance among collectors and dealers generally. There were a few problem areas, which were only to be expected in such a large undertaking the first time out. Most of these have been eliminated in the 1975 edition, and the editors have paid close attention to the suggestions made by interested collectors and dealers.

The result is an excellent finished product

which should prove useful to thousands of collectors throughout the world.

Prices are revised in every section, nearly all substantially upward. These changes merely reflect the current market for good BNA stamps. Demand is consistently out-running supply for good BNA material and this is clearly and sometimes startlingly illustrated in auction realizations here and abroad.

Most of the prices in the "Specialized" show current retail prices as accurately as any catalogue could hope to do. These prices are fair retail for now, but if the present upward pressures continue, many of today's prices will have to be revised again during the coming season.

The catalogue is well illustrated to include not only the stamps themselves, but also detailed photos of many of the important varieties. One of the main strengths of the publication is the large number of minor varieties listed and priced.

Additions include more detailed listings of Newfoundland perforation varieties, and in the Canadian section dates of issue where known, right back through to the Maple Leaf issue. Many dates have also been added to the Newfoundland section.

All in all, the *Canada Specialized Catalogue* does great credit to the team who have worked so hard to publish it.

— G. S. Wegg

* * *

The Encyclopedia of British Empire Postage Stamps, volume 5, North America. Published by Robson Lowe and available from dealers and BNAPS book department; cloth bound, \$40, deluxe edition, \$50.

Canadians trying to research their postal history before Canada took over the administration of its Post Office department from British control in 1851 have found themselves laboring under the handicap of official records, up to that year, reposing with the General Post Office in London.

It is said that the National Postal Museum is negotiating to repatriate these to Ottawa. Having these records at hand has certainly worked to the advantage of Robson Lowe and his researchers in preparing the postal history sections for this fifth

encyclopedia. As a result the U.S. colonies before the Revolution, British postal agents in the Americas, Bermuda and British Honduras and even the Hudson's Bay Company files were available to Lowe.

There is a treasure trove of information for those interested in postal history, but one section, "changes of place names," must be used gingerly, as it makes no distinctions in its name changes and their dates between official postal designations and popular names used locally. For instance, the post office at Port Hope opened as Toronto in 1817, as is noted, but the residents called it Smith's Creek instead, until its change in 1820 to Port Hope.

The Encyclopedia is in error in calling the road from Kingston to Ancaster "Lake Shore Road", as it was the Danforth Road. The York-to-Kingston route was the Kingston Post Road, and Yonge St. ran for far more than 12 miles north from York to reach Lake Simcoe.

Enlisting the help of Canadian students of postal history would have eliminated such errors, but perhaps a bit of old imperialist thinking caused the authors not to rely much on the "colonials" for data. Perhaps that's why it is the *Encyclopedia of British Em-*

pire, rather than Commonwealth, *Postage Stamps*.

There are excellent sections on postmarks and cancels, but after all what most collectors will be buying this book for are the sections on postage stamps, stationery, etc. Of necessity, the Canadian and provincial listings to a large extent repeat the listings in Holmes, Jarrett, Boggs, Hansen and similar tomes, but there is much new data in the light of more modern knowledge.

Again, readers must treat what they read with caution, for errors abound. Take the Small Queens: first Ottawa printings are listed from 1870 to 1874; experts agree that Montreal printings replaced them probably in 1872 and certainly by 1873 (based on the 11½ x 12 perfs which came into use by the end of the year). There's no such animal as an 11½ x 12 "first Ottawa" as stated here.

One exciting feature is the wealth of illustrations, including several color plates. The encyclopedia, by the way, covers only to the end of George VI's reign. It's more than worth its price, provided it is not used by itself but is checked against other books as well, in certain areas.

—Max Rosenthal

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, Alta. T2V 2B1
VICE-PRESIDENT	James A. Pike, 5805 Balsam St., Apt. 801, Vancouver, B.C.
SECRETARY	Jack Levine, 2121-G North Hills Drive, Raleigh, N.C. 27609
TREASURER	Leo J. LaFrance, Box 229, Ossining, New York 10562
BOARD OF GOVERNORS	Nine sitting; three elected each year for a three-year term: 1972-1974: G. B. Llewellyn (chairman), C. R. McNeill, D. G. Rosenblat 1973-1975: Ed Richardson, Wilmer C. Rockett, S. S. Kenyon 1974-1976: James C. Lehr, E. H. Hausmann, Robert H. Pratt

From the Secretary

JACK LEVINE
Raleigh, North Carolina

New Members

3168	Archambault, Jean, 37 Thornton, Ville Mont Royal, Quebec H3P 1H3
3169	Barr, William E., Valley Road, Stevenson, Maryland 21153
3170	Birchill, Douglas, 40 Rollingwood Drive, Willowdale, Ontario M2H 2M5
3171	Cardin, Pierre, 397 Ch. Chapleau, Bois-des-Filion, Co. Terrebonne, Quebec
3172	deKleer, Dr. Vicki S., 24 Princess Anne Drive, Georgetown, Ontario L7G 2B9
3173	Fournier, Cyrille, 510 Birtz, Drummondville, Quebec J2C 3M5
3174	Hall, Richard L., 14652—110A Avenue, Edmonton, Alberta T5N 1K1
3175	Harvey, Philip J., 17 Hawkins Drive, Toronto, Ontario
3176	Hewett, Captain M. E., Box 590, Vedder Crossing, British Columbia
3177	Hunter, R. L., P.O. Box 185, Toronto Dominion Centre, Toronto, Ontario
3178	Ogaranko, Myron John, 67 Tanoak Park Drive., Winnipeg, Manitoba R2V 2W6

- 3179 Rea, James F., 34 Holden Road S.W., Calgary, Alberta T2V 3E6
 3180 Reed, John W., R.R. 1, Delaware, Ontario N0L 1E0
 3181 Smith, Carleton, 261 Thorner Drive, Hamilton, Ontario L8V 2M6
 3182 Smith, Derek M., 300 Roslyn Road, 10R, Winnipeg, Manitoba R3L 0H4
 3183 Solomon, Fred L., 1010 St. Catherine St. W., No. 941, Montreal, Quebec H3B 3R7
 3184 Van Aalten, Martin, 71 Varadi Avenue, Brantford, Ontario N3R 3N4

Applications Pending — "A" Group

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

- Abel, Sebastian L., 4111 Dickson Court, Oakland, California 94605
 Bowles, A. Bruce C., 13 McLaren Drive, Oromocto, New Brunswick E2V 1L6
 Butler, D. E., M.D., 145 Lemarchant Road, St. John's, Newfoundland A1C 2H3
 Butler, Gordon, 23 Bond Street, St. John's, Newfoundland
 Cosco, S. D., 28D Henry Street, Blenheim, New Zealand
 Hay, Ralph C., 421 Graham Street, Helena, Montana 59601
 Levy, Michael L., c/o Woodward Stores Ltd., 101 West Hastings St., Vancouver, British Columbia
 Macdonald, Miss E. M., Box 364, Minnedosa, Manitoba R0J 1E0
 Madesker, M., 157 Clifton Avenue, Downsview, Ontario M3H 4L6
 Marcotte, C., 1417 Fort, Montreal, Quebec H3H 2C2
 Marrion, Herbert J., 885 Cunningham, Victoria, British Columbia V9A 4M7
 McKinnon, Frank A., P.O. Box 308, Marysville, Washington 98270
 Parama, Rick, Box 997, Spruce Grove, Alberta T0E 2C0
 Patterson, Reginald A., R.R. No. 1, Petitcodiac, New Brunswick E0A 2H0
 Shapiro, Dr. Bernard L., 1101 Merry Oaks, College Station, Texas 77840
 Summerell, A. F., 2 Sandpiper Avenue, Manitowadge, Ontario
 Tunnick, Sally S., 210—112th Street, Saskatoon, Saskatchewan
 Ward, E., 905 Chapman Blvd., Ottawa, Ontario K1G 1V1
 Wyllie, Rev. W., 120 Mundy Pond Road, St. John's, Newfoundland A1E 1V1

Application for Life Membership

- Campbell, William D., 1 Beekman Place, New York, New York 10022

Applications for Membership — "B" Group

- Beck, Leonard, P.O. Box 2644, Fullerton, California 92633
 Chaffee, Col. Frederic H., 5615 Kirkside Drive, Chevy Chase, Maryland 20015
 Clough, Larry, P.O. Box 377, Gold Hill, Oregon 97525
 Davidson, J. F., 525 Cathcart Street, W-7, Winnipeg, Manitoba R3R 0S6
 Fishman, Adolph, 940 Oak Avenue, St. Lambert, Quebec J0P 1Z7
 Howard, Charles C., P.O. Box 2163, Sunnyvale, California 94087
 Kelsey, John E., 2810 North Wooded Lane, McHenry, Illinois 60050
 Lawson, James A., 3385 Alder, Eugene, Oregon 97405
 Major, Thomas M., P.O. Box 808, Columbus, Ohio 43216
 Rascati, Wayne M., P.O. Box 717, Goleta, California 93017
 Spurgeon, Walter C., 89 Rameau Drive, No. 1, Willowdale, Ontario M2H 1T6
 Tanner, Dr. Aubrey C., 39 Donjek Road, Whitehorse, Yukon Y1A 3R1
 Burpee, Thomas R., 315 Elm Avenue, Montreal, Quebec H3Z 1Z4
 Drolet, Rene, 324 Price Est., Alma-Lac St. Jean, Quebec G8B 3Z1
 Estus, Glenn A., Box 451, Westport, New York 12993
 Halek, John, 602—15 Carlton, Winnipeg, Manitoba R3C 1N8
 Lindsay, Cameron A., 262 Brookside Terrace, Edmonton, Alberta T6H 4J6
 Liptak, Andrew J., 7 Huron Street, Kapuskasing, Ontario P5N 2C1
 Menzel, Mary Jane, 719 Sleepyvale, Houston, Texas 77018
 Miller, Robert H., 915 Wallace Avenue, Chambersburg, Pennsylvania 17201
 Millier, Bill, No. 2—1912 Grant Street, Vancouver, British Columbia V5L 2Y9
 Noble, Graham J., 35 Kingsgrove Blvd., Toronto, Ontario
 Novak, Larry M., No. 1560—1330 8th Street S.W., Calgary, Alberta T2R 1B6
 Olson, George T. Jr., 4141—21st Avenue South, Minneapolis, Minnesota 55407
 Schumann, Klaus, 12 Goldfinch Court, Willowdale, Ontario
 Scrivener, Ian E., 106 Woodridge Crescent, No. 20, Ottawa, Ontario K2B 7S9
 Wallbridge, Campbell L., 470 George St. S., No. 702, Peterborough, Ont. K9J 3E4

Application for Life Membership

- Eckhardt, Walter, 187 Frankfurter Landst., D-61 Darmstadt-Arheilgen, W. Germany

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)

- BRAHM, Harry C., 1468 Madison Ave., Memphis, Tenn. 38104 (DC-x) CAN, NFD, N.B., N.S., PEI—Mint and used postage. Coils. OHMS-G. Mint booklet panes and complete. Federal, Provincial and Tax-Paid Revenues. Mint and semi-official Airmails. Literature. Proofs. Proposed by L. W. Martin Jr. (3092).
- GOLDSTEIN, E. M., 1545 Alta Vista Dr., No. 304B, Ottawa, Ont. K1G 3P4 (C-cx) CAN—19th and 20th century mint blocks. Plate Blockks. Coils. OHMS-G. Mint booklet panes and complete booklets. Precancels. Mint Airmails. Proposed by G. F. Hansen (2203).
- HOLTZ, Andrew G., 4512 Papineau St., Montreal, Que. (D-c). Proposed by C. Mangold (1572). Seconded by R. M. Philmus (2746).
- JORDAN, Richard S., P.O. Box 16204, Wichita, Kansas 67216 (C) CAN, NFD, PROV—19th and 20th century mint and used postage. Coils. OHMS-G. Mint and used booklet panes. Mint and used Airmails. Postal Stationery entries. Proposed by G. F. Hansen (2203).
- O'BRIAN, Richard A., 2227—10th Ave. E., Seattle, Wash. 98102 (DC-cx) CAN, NFD, PROV—used postage. Literature. Flag and Squared Circle cancellations. Proposed by D. M. Verity (2312)

- PETERS, George M. Jr., P.O. Box 741, Audubon, N.J. 08106 (DC-cx) CAN, NFD, PROV—19th and 20th century mint and used postage and blocks. Covers. Plate Blocks. Coils. OHMS-G. Booklet panes and complete. Revenues. Airmails. Postal Stationery. Literature. RPO and Territorial and Squared Circle cancellations. Varieties. Proposed by J. Levine (L1).
- RUSSELL, F. H., 103—6055 Balsam St., Vancouver, B.C. V6M 4C2 (C) CAN—20th century used postage and blocks. Used booklet panes and complete. Proposed by G. F. Hansen (2203).
- SCAROWSKY, I., 6911 Darlington Ave., No. 6, Montreal, Que. H3S 2K2 (C-x) CAN—19th and 20th century used postage and blocks. Slogan and Squared Circle cancellations. Proposed by J. Levine (L1).
- SCHLESINGER, Robert, 1221 Lynn Terrace, Highland Park, Ill. 60035 (C) CAN, NFD—Mint postage. Postal Stationery entires. Proposed by D. M. Verity (2312). Seconded by J. F. Webb (1210).
- TAY, P. H., 6E Lion Towers, Essex Road, Singapore 1, Republic of Singapore (C-cx) CAN—19th and 20th century mint postage and blocks. 1st Day covers. Plate Blocks. Coils. OHMS-G. Mint booklet panes and complete. Precancels. Seals. Mint Airmails. Proposed by J. Levine (L1).
- TRIMMER, V. R., 8620 E. Windsor Ave., Scottsdale, Ariz. 85257 (C) CAN, NFD, PROV—19th and 20th century used postage. Pre-stamp and stampless covers. OHMS-G. Complete booklets. Precancels. Federal, Provincial and Tax-Paid Revenues. Used and semi-official Airmails. Postal Stationery entires. Literature. RPO (Flag and Squared Circle cancellations. Perfins. Proposed by R. Corless (1745).
- VEITH, Gordon S., P.O. Box 51011, New Orleans, La. 70150 (C-cx). Proposed by D. M. Verity (2312).
- WITT, E. H., 3877 Chain Bridge Rd., Fairfax, Va. 22030 (C-x) CAN, NFD, PROV—19th century mint and used postage. 1st Flight and Victoria Covers. Precancels. Mint and used Airmails and on cover. Squared Circle cancellations. Proposed by D. Hollingshead (L2622).
- WOODWARD, Ted, 5249 H Street, San Bernardino, Calif. 92407 (C-cx) CAN—Mint postage. Plate Blocks. Coils. OHMS-G. Complete Booklets. Provincial Revenues. Mint Airmails. Postal Stationery entires. Literature. SPECIALTY—Booklets and Coils. Proposed by J. Levine (L1).
- WRIGHT, William L., 2724 Doris Court, Carmichael, Calif. 95608 (C-cx) CAN—19th and 20th century mint and used postage and mint blocks. Plate Blocks. Coils. OHMS-G. Mint booklet panes and complete. Mint and used airmails. SPECIALTY—1967 Centennial. Proposed by J. Levine (L1).

Changes of Address

- (Notice of change MUST BE SENT TO THE SECRETARY. Any other office causes delay)
- 1364 Allum, H. A., No. 209—Britannia 800—815-50th Avenue S.W., Calgary, Alta. T2S 1H8
- 1155 Davis, Franklin O., P.O. Box 159, Yardley, Penna. 19067
- 3001 Durnick, Thomas J., 93 Shore View Road, Yonkers, N.Y. 10710
- 46 Menendian, Raymond A., 1000 Urlin Ave., No. 2222, Columbus, Ohio 43212
- 3145 Miessler, Rev. Herbert S., 17220 Country Lane, East Hazelcrest, Ill.
- 538 Wellburn, Gerald E., 1203—350 Douglas St., Victoria, B.C. V8V 2P5
- 2845 Zrobok, Roman, 12520—109A Avenue, Edmonton, Alta. T5M 2H9

Deceased

- 2860 Nabut, William J., 8206 High School Road, Elkins Park, Pa. 19117
- 2039 Deacon, I. J. R., 121 Yale Avenue, Winnipeg, Man. R3M 0C1

Replaced on Rolls

(Incorrectly dropped from rolls)

- 1011 Karpinski, Edward T., 304 Orchard Avenue, Newington, Conn. 06111

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, July 1, 1974	1441	
NEW MEMBERS, August 1, 1974	17	
REPLACED ON ROLLS, August 1, 1974	1	1459
DECEASED, August 1, 1974	2	2
TOTAL MEMBERSHIP, August 1, 1974		1457

Notes from the Librarian

MICHAEL SQUIRREL
Lively, Ontario

Roland Greenhill, librarian of the CPS of G.B., has sent the library a copy of the cumulative index to *Maple Leaves*, vol. 1 to 14. This is the work of O. H. Downing, who put a great deal of work into this project. The 61-page booklet is made up of five chapters, the first under Postal History is subdivided into six chapters: A. General; B. Air Mail; C. Cancellations and Postmarks; D. Post Offices mentioned; E. Railway Post Offices; F. Registration. Chapter two: The Issued Stamps to date; chapter three: General and Miscellaneous; chapter four: The Maritime Provinces (includ-

ing British Columbia); and chapter five: Index to Authors and Contributors.

This booklet is an invaluable guide to BNA philatelists and all the information contained is available from your library. Members can obtain their copy from the Handbooks Manager, CPS of G.B., S. F. Cohen, 51, Westfield Road, Edgbaston, Birmingham 15, Great Britain; the cost \$3. Urgently needed by the librarian: information as to volume number and dates of all the RPSC *Canadian Philatelist* from vol. 1, No. 1 (March 1950) to the end of vol. V. Please check your libraries.



MARK L. ARONS

a collector for 40 years, and a
top writer on postal history

Mark L.
Arons
No. 1153

At my first BNAPS convention — Atlantic City in the mid 50s—I was taken in tow and introduced around by a wild bunch of philatelists, the “Appleknockers” of Ithaca, but one of them was quieter than the rest, and one grand fellow. His name was Mark L. Arons.

His birthplace was Connecticut via New Jersey, to Ithaca to get his B.S. at Cornell University just before the war.

After the war (Army — European Theater), Mark returned to Cornell for graduate work and then taught science in the high school. Next came a turn in the busi-

ness world for 14 years — but then, back to Cornell and *more* graduate work! He is now a college consulor — first at Cornell and now at the College of Business of Louisiana State University. But he still misses the Appleknockers and the fishing in the Finger Lakes.

It's been over 40 years ago that Mark took up stamp collecting as a major hobby. During World War II, he started his specialty of Postal Stationery — “Ed Richardson convinced me in the early 50s that another specialist was needed to write about these most fascinating philatelic items.” He writes a BNA column in the Postal Stationery Society's publication and is a member of the APS writing unit.

We haven't seen Mark since Texas but he promises to try harder in the future to make our shows. And maybe we can get him to do an article or two for *Topics*.

—Dr. R. V. C. Carr

...and some doodles by The Editor

Canada Post works in mysterious ways sometimes:

In its lengthy press releases and full-colored brochures announcing new stamp issues, the sizes of the stamps are given in millimeters. Fine, except a hundred years of tradition is broken by the post office's giving the size from perforation to perforation — instead of the size of the printed impression.

Perhaps giving the paper size is helpful to those using slip-in mounts for their stamps, assuming that such collectors wish to cut their mounts to size before the stamps are available. But the traditional method enables comparisons to be made between one stamp and another, regardless of the amount of margin on any given copy. Suggestion: list *both* sizes, the traditional first.

Second mystery: In June newsstands carried the current issue of *Time*, *Reader's Digest* (Canadian versions) and *Chatelaine* and each magazine bore full page color ads by Canada Post plugging the latest line of stamp-collecting gifts available from philatelic counters. Among the items: new versions of a stamp hobby kit for children (at \$9.95) and the catalogue-storybook, *Canada Stamps and Stories*. At the same time postmasters were advised by Ottawa that these two items wouldn't be available for several weeks — and indeed they weren't until shortly before Labor Day.

Obviously there was a delay in manufacturing and the ads couldn't be cancelled in time (thus wasting considerable advertising money), but why would Canada Post wish to introduce such items in the middle of summer in the first place — a season when anyone knows kids aren't bloody likely to become intrigued by what is, after all, an indoor hobby?

MAIL FROM OUR MEMBERS

J. R. Dunn was a reporter with the London Free Press back in 1927 and covered the Sir John Carling flight. R. K. Malott, who wrote the introduction to the story on page 179, earlier had sent Hugh A. Halliday's story to Dunn asking for his comments and for any recollections he may have of the event. Dunn's letter to Malott is given below; his memories of Dr. Seale Holmes are also interesting:

Yes, I and another reporter covered the story (of the *Sir John Carling* flight). Your story is complete and adequate although there are a few things that have a bearing on the flight and are interesting.

When the plane left the first time and was back at London's Crumlin Airport by noon, having been turned back by fog, there was much misgiving about the whole project. After all, what could you expect over the ocean but fog and rain?

I feel, as I think you do, that Tully and Medcalf did not have the experience of flying under tough weather conditions. My own feeling is that two factors contributed to the tragedy: the plane itself and the action of the Harbour Grace authorities in failing to inform the pilots of the fate of *Old Glory* on the morning of the takeoff across the Atlantic.

I was told by Carty a few days after the plane was missing that the pilots put the maps—containing the hidden report on the *Old Glory*—in the door pouches of the plane and took off. They did not at that time read the report.

As to the plane, I had a news source, a lawyer who had flown with the old Royal Flying Corps and later in the RAF, who came at my invitation to look over the *Sir John* at London. He said he certainly would not try to fly it over the ocean. "Bloody murder," he called it.

As to the pilots and their condition: there was a late meeting at Mr. Burns' house the night before the flight, August 28, at which both Medcalf and Tully were present; it

lasted until the small hours of the morning, so the pilots had precious little sleep. Carty said it was no more than an "organizational meeting," a last check-up. But it seemed a strange time to hold it.

By the time of the flight the Carlings—a fine family, good people—had sold their interest, and other backers had taken over. I doubt that had the Carlings been in command they would have approved the project; they were just not the "publicity type".

Preparations for the flight were made in secrecy; at least the press was never permitted to have a man present. I know, as I tried to crash the meetings but was always barred. Carty handed out "press releases," and that was that.

Just a note on Dr. Seale Holmes. He was a genial chap and quite a great favorite of the boys in the city room. His office was around the corner from the *Free Press* on Queen's Ave. In the prohibition days "Doc" was our "first aid" man: you took \$2 with you, told Doc you were sick and needed "medication". He would give you a permit (or "per") and off you went to the proper pharmacy.

Stamps were his hobby, and helping those in need—such as us—was his pleasure. Good old Doc!

Crumlin Airport at that time was a grass field, no more. A coffee-and-beans eatery was in the next field; we got our coffee there. I doubt that there were more than 5,000 people at the takeoff, but with people milling about in an open field it is difficult to estimate.

CLASSIFIED ADVERTISEMENTS

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

FOR SALE

CANADIAN VARIETIES AND ERRORS—available from my extensive collection. List on request. Robert E. Lee, P.O. Box 91175, West Vancouver, BC.. V7V 3N6

CANADA MODERN — used blocks. Write for list. Stamps, Box 1405, Kingston, Ontario.

WANTED

SMALL DEALER — wishes to buy collectors' duplicates of Canada. Write Reverend Simons, Box 232, Sawyerville, Quebec.

USE THESE CLASSIFIED ADS —
RATES ARE LOW!

STATIONERY — *continued*

A few words about the imprints themselves: these were largely in the printed form but as noted, handstamps were used to some extent. There were dozens of sizes of the "Canada/Postage Paid/Port Payé" boxes. Colors varied from department to department. Printing fonts were different. Imprints on mail destined for use by military bases were on the whole most uniform, horizontally being about 24 x 15 mm, black in color, with slight differences in printing fonts. Improvised handstamps of course varied, as will be seen. Of all the government departments the imprints of the Canada Post Office showed the greatest variation in size, and other characteristics.

ISSUES OF TOPICS

Due to printer's holidays, the August and September issues were held up; October will be slightly late and by November we should be back on schedule. Sorry for the delay.

— the editor....

HARPERS — *continued*

carbon, hermetically closed, and placed in a furnace. The carbon, volatilized by the intense heat, combines with the steel, making it as hard as the finest razor blade. They are then brought to the Transfer Room, and by means of a powerful press a roller of softened steel is passed over them.

The pressure is regulated by the foot of the workman acting upon a system of compound levers. In the largest machine he can give a pressure of 35 tons. Under this pressure the softened roller is made to revolve over the hardened die, and receives the impress of every line. This rolling must be repeated over and over, in order to make the impression of the required depth. The machine must therefore work with perfect accuracy, each line falling at every revolution in precisely the same place. The roller is then hardened; and when the particular design impressed upon is wanted for a bank note, it is in the same manner passed over the plate, which thus receives a perfect copy of the original die.

BNA WANT LISTS WILL BRING RESULTS

Postage, Officials, Revenues, Plate Blocks, etc.

L. B. DAVENPORT

7 JACKES AVENUE, APARTMENT 308 — TORONTO 7, ONTARIO, CANADA

again, this time giving the names of Tully and Medcalf. Lloyds cabled back to know if Tully were Terrence Bernard Tully who was carried on their register in England as an "A" grade pilot whom they had carried as a race and passenger pilot in England. They further stated that if he were the man (he was) they would consider coverage at a rate of 10% although they had previously refused insurance to all other transoceanic flights. The day that Tully and Medcalf left on their first attempt, Lloyds cabled back an acceptance of \$10,000 on the life of each man at a premium of 10 per cent.

On August 20 Tully and Medcalf brought the Stinson to London. On landing they were forced to swerve off the runway, and into a cornfield when a boy on a bicycle got in the way, but the plane was undamaged. Then, on August 21 they test flew the aircraft to New York at near-full weight. Watching the take-off were 25,000 spectators.

The fuel tanks of the Stinson were insufficient to carry the required amount of fuel, and it was proposed to carry about 100 gallons in tins in the rear of the cabin. F/O A. T. Cowley, while in London, pointed out that the tins might easily break loose and crush the crew if the plane went into a steep dive, or that fuel might leak forward and ignite. Realizing the wisdom of this, and in deference to unfavorable weather, plans were altered so that the flight from London to London would be interrupted with at least one stop, at Harbour Grace. Nevertheless, at least a part of the proposed 100 gallons was still stored in the cabin.

The departure had been planned for August 24 but this was delayed by gale-force winds. On the night of August 28 aerial bombs announced that the flight was about to begin, and the following day over 10,000 people were on hand to watch as the *Sir John Carling* roared heavily but smoothly into the air. Fog near Kingston forced them back—not a good sign—and the flight was further delayed. At this point, the planned stop at Newfoundland was announced, and Lloyds' premium went up to 15 per cent.

Finally, on September 1 they left London at about 0500. On takeoff they narrowly missed a head-on collision with a Waco aircraft loaded with reporters; 13 hours later

bad weather, and especially heavy fog, forced them down again, this time at Caribou, Maine. Soaking rain held the plane until September 5. In the interim, hundreds of persons came to view and handle the *Sir John Carling*. During this, the aircraft was slightly damaged, a gas pipe being bent and a thermometer being broken, and a guard had to be mounted over the plane. During refueling, some gasoline which had spilled caught fire and threatened the aircraft until the machine was pulled out of danger.

At last they were able to leave at 0949 on September 5 and arrived at Harbour Grace at 1605. That night, the small town of Harbour Grace did its level best to entertain the fliers; a dance was held in their honor, but they left early, expecting to take the last and greatest step the next day. Again, however, they were delayed.

By now, a number of outside factors were threatening the flight. Earlier in August, five persons had disappeared in a trans-Pacific flight. Although Edward Schee and William Brock had flown the ocean on August 28 another disaster came on September 1 when it was reported that Colonel Fred Minchin, Captain Leslie Hamilton, and the Princess Lowenstein-Wortheim had vanished on an attempted east-to-west crossing of the Atlantic. Another flier had vanished on a flight from New York to Rio de Janeiro. There was a great deal of public discussion as to the value and wisdom of these flights. On September 2 the Controller of Civil Aviation in Canada wrote to the Deputy Minister of Defence, requesting that the Atlantic flights from Canada be cancelled. The defence minister killed the proposal with a simple minute to Wilson's Memoranda: "Under what law can this Department forbid Transoceanic flights?"

An American plane, the *Old Glory*, was also at Harbour Grace for the trans-Atlantic hop, this one being intended to terminate in Rome. Aboard were Lloyd Bertrand and James Hill, with Philip Payne, editor of the *New York Mirror*. On September 6 they took off.

At 0317 the next day, an SOS was picked up from *Old Glory*. The authorities at Harbour Grace held a brief council and decided not to inform Medcalf and Tully in order not to dampen their spirits. Instead, they inserted a note giving the news

(continued next page)

among the fliers' maps. At 0945, September 7, Tully and Medcalf took off, fully expecting to be greeted in London by Mrs. Medcalf. Ahead lay storms, both in mid-Atlantic and beyond. Thirty miles away they were seen flying past Cape St. Francis. No doubt, they thought of that bright and lovely day at Fort Francis, when the news had arrived that Lindberg had made it to Paris. Why, if he could make it to Paris from New York it would be simple to make London from Harbour Grace! Child's play!

They were never seen again.

Schiller and Wood, then en route to London on another flight, went out to search for them and at one time 19 ships were scouring the seas trying to locate them. But no trace was ever found.

Where did they go down? Did they see *Old Glory*, which also vanished? How long were they able to fight the terrible storms? Was it engine failure? gas leak? fire? controls? or did they, with their relative inexperience, lose their way amid the fogs and winds of the desperately-resisting Atlantic?

We shall never know. All that is certain is that on September 7, Terrence Tully and

James Medcalf became a riddle, like Nungesser and Coli, and the crew of *Old Glory* and the last cities of Atlantis.

Although arrangements with Lloyd had been merely verbal, the company paid up \$17,000 on the two men, after deducting \$3,000 for the premiums which had not been paid. This, plus the \$25,000 prize, was used to establish a \$40,000 trust fund for the two widows and three children of the fliers.

In the inevitable uproar which followed, legislation was seriously considered which would have put an end to transoceanic flights from Canada. There were some recriminations as to who, if anyone, was to blame. Some said the plane's builders, but it would seem to have been well built. Others said air regulations should not have been waived. Had the Provincial Government issued an injunction against the two men, the outcry would have been terrible to hear. One might just as well blame the Wright brothers for the death of the Atlantic fliers. In the final analysis, Tully and Medcalf were two men who died, perhaps needlessly, in the continuing conquest of the Atlantic.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Hon. Secretary:

DR. C. W. HOLLINGSWORTH,

17 Mellish Road, Walsall, Staffs., England

For all aspects of B.N.A. PHILATELY: 'MAPLE LEAVES'

£1-50 PER YEAR

Published six times per year

• WRITE FOR SPECIMEN COPY •

B.N.A. COVERS

We always have over 5,000 B.N.A. covers in stock

Selections gladly sent BNAPS members

on approval

NEW ENGLAND STAMP COMPANY

BNAPS

Established 1893

ASDA

45 BROMFIELD STREET

BOSTON, MASS. 02108

Phone 617-426-2712

ct

THE NEW LOOK

1975 LYMAN CANADA CATALOGUE

AVAILABLE APPROXIMATELY SEPTEMBER 15

FACTS WORTH NOTING

- 1) MORE THAN 4,470 REALISTIC PRICE CHANGES SUGGESTED BY CANADA'S FOREMOST AUTHORITIES.
- 2) THE BIGGEST PRINTING EVER. PREVIOUS EDITION SOLD OUT IN A NEW RECORD TIME.
- 3) A CONTINUED IMPROVEMENT TO THE NEW LOOK.
- 4) NORTH AMERICA'S MOST POPULAR B.N.A. PUBLICATION YEAR AFTER YEAR.

PRICE STILL ONLY - \$1.25 EACH
FIRST CLASS MAIL - \$1.50 EACH

SOLD COAST TO COAST IN CANADA — OBTAINABLE FROM YOUR DEALER OR FROM US

ROBERT W. LYMAN (CANADA) COMPANY

BOX 23-BN, STATION D — TORONTO, ONTARIO M6P 3J5

BOOKS FROM BNAPS

Send 10c in coin for full list of books available

SLOGAN POSTAL CANCELS OF CANADA

by David H. Proulx \$ 4.00

CANADA VARIETIES OF THE QUEEN ELIZABETH ERA

by Kenneth W. Pugh

Part 1 — Basic Types \$ 2.25

Part 2 — Major Varieties \$ 3.50

ENCYCLOPAEDIA OF BRITISH EMPIRE POSTAGE STAMPS

Volume V — British America

by Robson Lowe (now available) .. \$40.00

CANADIAN STAMP VARIETIES, 1973

by Hans Reiche \$ 3.50

BNA FAKES AND FORGERIES

A BNAPS handbook by

E. A. Smythies, FCPS \$ 4.00

CANADA POST OFFICES 1755-1895

by Frank W. Campbell, FRPSC \$15.00

A POSTAGE STAMP HISTORY OF CANADA (1972)

by Victor P. Seary \$ 6.95

ESSAYS AND PROOFS OF B.N.A.

by the Essay Proof Society \$18.00

THE FIFTEEN CENT OF 1868

by L. Gerald Firth

Including catalogue and prices realized
for the Firth Sale of Large Queens.. \$18.00

Just Issued!

THE CANADIAN FLAG CANCELLATION HANDBOOK

by Ed Richardson \$ 5.00

1974 CANADA SPECIALIZED POSTAGE STAMP CATALOGUE

98 pages, fully illustrated \$ 1.50

1974 CANADA & NEWFOUNDLAND POSTAL STATIONERY CATALOGUE

by J. F. Webb, 72 pp. \$ 4.00

NEWFOUNDLAND SPECIALIZED:

THE TRAIL OF THE CARIBOU

A BNAPS handbook

by Daniel Meyerson, FCPS

56 pp., hard cover \$ 5.00

1973 CANADA PRECANCEL CATALOGUE (9th edition)

(Noble). Edited by H. Walburn \$ 2.25

FIRST DECIMAL ISSUE OF CANADA

1859-1868, by G. Whitworth, FCPS \$ 6.00

1967-1973 CANADA

Centennial Definitives Issue's Reference

Manual, by Jacques J. Laroche \$ 4.95

CANADIAN FANCY CANCELLATIONS OF THE NINETEENTH CENTURY

by K. M. Day and E. A. Smythies

Second Edition (1973) \$ 5.00

CANADA'S POSTAGE STAMPS

by Douglas and Mary Patrick \$10.00

BNAPS BOOK DEPARTMENT

DORIS HOLLINGSHEAD

65 HOWE AVE., HAMILTON, ONTARIO, CANADA L9A 1X2

QUALITY

It has always been true as a generalization that buying philatelic items which appear to be bargains is a losing proposition for a collector of discrimination. The same remark applies to a dealer of discrimination.

In stamps, as in other fields, rare and attractive pieces have always been in demand, and have brought relatively high prices. From time to time, an exceptional item is sold cheaply owing to a lack of appreciation, financial strictures, etc., but in the broad spectrum of purchasing rare stamps such incidents will be isolated.

If a beautiful looking classic imperforate of a popular country is offered at a quarter catalogue there is almost sure to be a "catch".

The hazards are many and if one is not his own expert it is only normal prudence and common sense to pay for the services of a competent authority in the field in question. This situation is certainly more true today than ever before, with extreme competition, high prices and dangerous traps for the unwary and uninformed.

For a phenomenal philatelic piece, what seems an enormous price today has a habit of appearing very reasonable in ten years time. It is the normal copy which appears to remain at about the same level, since a sophisticated buyer either shuns it, or is aware that he can shop around for it.

ROBERT W. LYMAN

**P.O. Box 438 - Irvington-on-Hudson
NEW YORK 10533**

LETTERS TO THE EDITOR

should be addressed:

E. H. HAUSMANN

c/o V. G. Greene, 77 Victoria St.

Toronto M5C 2B2

Canada

NEW 1974 EDITION

Of our 56-page fully illustrated BNA price list, now includes listings of Revenues and Stationery. The only complete BNA price list.

Price \$1.00 (refundable)

NEW 1974 EDITION

Of Webb's "Canada and Newfoundland Postal Stationery Catalogue". Now includes sections on Money Order Cards and Proofs and Essays. Hundreds of new listings and price changes.

Price \$4.00 postpaid

JIM F. WEBB

22 Mackay Dr. - Thornhill, Ont., Can. L4J 1R8

BNA REVENUES

Want Lists Invited — Approvals Available

Regular Mailsales and Newsletters

100 Different BNA Revenues — \$9.95

Illustrated BNA Revenue Price List — 10c

ERLING S. J. VAN DAM

P.O. BOX 151

PETERBOROUGH, ONTARIO CANADA

K9J 6Y8

5th CANADA OHMS CATALOG

with complete write-up, additions and price changes \$3.00

ALSO OFFERED: 2nd printing OHMS Album 65 pages, 8½ x 11, for any 3-ring binder, making for OHMS Guide, as well as for mounting. \$5.00

TO NEW COLLECTORS of the OHMS I offer a copy of 4th Edition Catalog for 25 cents postage with approval selection.

OHMS Specialist 21 Years

ROY WRIGLEY

2188 Balloune Ave. West Vancouver, B.C.

Canada at Auction

- Held 7-8 times a year
 - Featuring choice BNA and G.B.
- Free Illustrated Auction List on Request.
- We are always accepting Material for Future Auctions and Private Treaty Dept.

OUR PRIVATE TREATY DEPT.

Has Choice Early Canada For Sale

2 M & U, #4 M & U

5 M & U, #7 M & U

8 M & U, #9 M & U

#10 M & U, # etc. etc.

SEND FOR OUR FREE ILLUSTRATED SUPPLY CAT. — MANY DISCOUNTS

J & B STAMP AUCTIONS

769 WINNIPEG ST. - PENTICTON, B.C.

Members: CSDA, BNAPS, RPSC

CANADA'S FIRST CENTS ISSUE

The 1859 CENTS issue is one of the most popular of Canada. Currently I have almost 750 copies on hand, including over 100 copies of the 10c Consort, and the 17c Cartier. In addition I can offer nice selections of the Large and Small Queens, and, in fact, all of Canada. Further, I can offer most Newfoundland, including many in multiples. Furthermore, monthly lists of the British Commonwealth are also available.

I am also interested in buying better items from all of the above areas.

PETER SINGER

P.O. Box 46256

Vancouver, B.C., Canada V6R 4G6

Member ASDA, PTS.



A SUPERB TRIO

When you sell through H. R. Harmer, Inc. of New York you receive the close liaison of the other Harmer Auction Houses. This unique feature is of particular importance to vendors of British Commonwealth and Foreign material, yet is available, along with many unequalled facilities, at normal commission rates.

Write for our booklet "Modern Methods of Philatelic Selling". It is gratis and post-free.

H. R. HARMER INC.

THE INTERNATIONAL AUCTIONEERS

6 West 48th Street, New York, N.Y. 10036

(212) 757-4460 (3 lines) Cables: Harmersale, N.Y.

OCTOBER 23 AUCTION

UNUSUALLY FINE
AND RARE B.N.A.

CANADA

Excellent Mint Pence
Choice Pence Covers
including multiples and 3d bisect

An exceptional Specialized
Collection of the 1898 2c Map

20th century rarities and
block of Seaway inverted centre

NEWFOUNDLAND

Fine Pence
Airmails including Hawker mint & cover

PROVINCES

2½d imperf British Columbia
5c New Brunswick Connell

ILLUSTRATED CATALOGUES
AVAILABLE BY SUBSCRIPTION ONLY \$5

J. N. SISSONS LIMITED

SUITE 27 OFFICE MEZZANINE KING EDWARD HOTEL
37 KING ST. EAST TORONTO, CANADA M5C 1E9

Cables: Sistamp, Toronto

Phone 416-364-6003