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Canadian Postage Stamps and Stationery

by Clifton A. Howes



Clifton A. Howes, in his *Canada: Its Postage Stamps and Postal Stationery*, brought a pioneering approach to philatelic research, especially in his use of documentation and presentation of the story behind the Canadian postal issues, which gave a new depth and direction to the field. More than 60 years after its original publication, in a now-rare 1911 edition, Howes' information and approach retain their value.

This 312-page Quarterman edition is an unabridged reproduction of the original with the addition of a new foreword. The 14 illustrated plates, inserted loosely into the original edition, are included as a special signature at the back of this hardbound volume. Although Winthrop S. Boggs described this title as a "great work", he did not incorporate all of Howes' information into his Canadian volumes. Thus, *Canadian Postage Stamps and Stationery* remains a solid ground for continuing study and a necessity for all Canada collectors.

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Laurentide Air Services

This pioneer aviation company flew the first authorized and regularly-scheduled air mail route in the country — in 1924

BY RICHARD F. MALOTT

first of a series

On September 21, 1974, the 50th anniversary of the first authorized scheduled air mail route in Canada was observed. It had been inaugurated by Laurentide Air Services, one of the first well-organized commercial aviation companies in Canada.

Commencing operations in 1919, LAS flew air reconnaissance for forest fires and aerial photography; LAS had many distinguished Canadian aviation personnel working in the company including R. S. Grandy, R. Vachon, J. S. Caldwell, Roy Maxwell, J. H. Tudhope and H. D. Wiltshire. LAS also flew the first registered Curtiss HS-2L on Canadian civil registry, G-CAAC, an HS-2L flying boat.

It is not surprising the LAS in 1924 flew the first authorized scheduled air mail route in Canada as well as producing and using the first authorized semi-official air mail stamps in Canada. Prior to its first official air mail flight on September 2, 1924 between Haileybury, Ontario and Rouyn, Quebec, LAS had flown a great deal of mail at no charge for residents of the area.

Realizing the legal complications of this

system, as well as the value of financial returns possible from providing such a system, the air mail stamps, valued at 25c each were instituted. There were four types printed:

- a) green rouletted at left,
- b) green rouletted at top,
- c) red rouletted at top,
- d) red perforated 11½.

The various envelopes flown on the listed LAS flights in the American Air Mail Society's *Catalogue*, volume III, pages 122-123 use the four types of stamps issued. The listed flights are:

- a) September 21, 1924: Haileybury-Rouyn and return. Pilot J. S. Caldwell. Type (a) stamp green rouletted at left used.
- b) October 3, 1924: Haileybury-Rouyn and return. Pilot J. S. Caldwell. Types b, c and d stamps used on envelopes.
- c) October 5, 1924: Ottawa to Rouyn. Pilot H. S. LePot. Type c stamp used.
- d) January 22, 1925: Three Rivers-Rouyn. (no return flight). Pilot H. L. LePot. Types b, c and d stamps used on envelopes.
- e) January 27, 1925: Larder Lake-Rouyn.



Pilot H. L. LePot. Types b, c and d stamps used on envelopes.

f) January 22, 1925: Rouyn-Larder Lake. Pilot H. D. Wiltshire. Types b, c and d stamps used on envelopes.

g) Cancelled flight Montreal-Vancouver dated 1925. Envelopes prepared have a large rectangular cachet in green "Trans-Canada Flight — 1925 — Vancouver-Montreal."

The company suspended most of its operations in 1925 since the Ontario Provincial Air Service, commencing flying operations in 1924, took over most of its activities. A new company, Northern Air Service, Ltd., under the control of B. W. Broatch, a former employee of LAS, took over the Haileybury to Rouyn route. NAS purchased one of LAS's Curtiss HS-2L aircraft G-CACT, issued a 25c blue semi-official stamp and carried on the air mail service in 1925.

Basically that is the story re LAS. Two excellently researched accounts of LAS were written by two Canadian aviation historians:

A History of Laurentide Air Service—Canada's First Scheduled Air Service by K. M. Molson, AFCASI, Canadian Aeronautics and Space Journal, September 1970, pages 269-284 inclusive, complete with photographs and charts and *Laurentide Air Service Limited Commercial Pioneer* by Hugh A. Halliday, Canadian Geographical Journal, April 1970, Volume LXXX, Number 4, pages 11 to 117, complete with photographs. Both accounts may be out of print but copies are available from the author at cost.

The activities from which this company eventually sprang had their beginning in the summer of 1919 in the St. Maurice valley.

Foresters had long thought that seaplanes would provide invaluable assistance in the patrol, for fire detection purposes, of the great forest areas in Quebec and Ontario. The province of Quebec voted a small subsidy for trial flights and the Dominion Government lent two of the H.S.2.L flying boats; then in store at Halifax and Sydney, which had been used for the anti-submarine patrol on the Atlantic coast during the previous summer.

The Laurentide Company engaged a pilot and one or two experienced mechanics, and after a thorough overhaul, the two flying boats were flown to Lac à la Tortue, a short distance from Grand-Mère. The first civil air harbor was thus established and the first practical use made of civil aviation in Canada.

Many flights were carried out during the summer and the results justified the action taken by the company and the support given by both governments. The patrols were again continued in 1920 and with increased forces during 1921.

It was then found advisable to form a separate organization to undertake the flying work rather than continue it as part of the Laurentide Company's activities. This was accordingly done, and the Laurentide Air Services Ltd. was incorporated, having no connection with the Laurentide Company. Under the new arrangement a considerable number of additional contracts for flying were arranged for. The growth of the business and the increased demand for flying had justified the purchase of more aircraft each year.

In 1922 a large contract was secured from the Government of Ontario for flying

(continued on page 50)

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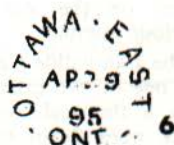
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Ottawa branch and suburban post offices - 1865-1910

BY MAX ROSENTHAL

Even before its becoming the capital of the new Dominion in 1867, brought on by a rapid increase in population, lumbering and other industries were contributing to a continual increase in Ottawa's population. Its first two suburban post offices were established a couple of years before Confederation. Opening dates are given, closing dates appear only to 1910.

Original Branches

These were post offices established as branches of the main post office right from their opening. They were generally located in grocery or drug stores.

Bank Street (fig. 1), 1898, 157 Bank St. Bank Street was the main road to the south, crossing the Rideau River at Billing's Bridge out in the countryside.

Bank Street South, 1901, 819 Bank St. King Street (fig. 2), 1894-1910, 175 King St. When the name of the street was changed to King Edward Drive, the King Street branch became sub-post office no. 5.

Suburban to Branch Post Offices

These opened as suburban post offices, nominally independent of the main Ottawa establishment. However, they had the privi-

lege of local rates of postage between each other and the city. A. S. Woodburn's *City of Ottawa and Central Canada Directory of 1876* noted under "Exceptional Postage". "Postage on letters under one-half ounce to Hull, New Edinburgh, Rochesterville and Mount Sherwood, one cent prepaid."

His Ottawa Directory for 1889-90 stated: "City or drop letters for city delivery, letters for Archville, Cummings' Bridge, Hull, Mount Sherwood, Rochesterville and Stewarton, 2 cents per 1 oz. or fraction thereof."

In 1895 the *Might Directory Company* noted in its *Ottawa City Directory*, "letters to Ottawa East, Cummings Bridge, Hull, Harbord and Hintonburg, 1 cent per ounce or fraction thereof. The rate on letters posted at these places for delivery in Ottawa is 2 cents per ounce." The suburbs had no mail delivery to residents, hence their lower rate.

No suburban post offices were officially listed as branches of Ottawa until the 1900's, although some had long since been annexed by the city. Those east and south of the Rideau River were in Gloucester, those west and north in Nepean originally, both townships being in Carleton County.

Bayswater, 1907, 237 Bayswater Ave. Originally in Nepean, it was annexed in two sections, in 1907 and 1909, to Ottawa. The latter year it became a branch post office.

Hintonburg (fig. 3), 1879, 1182 Wellington St. In 1893 it was incorporated as a town, breaking off from Nepean. It was still mainly a farming community, with only a few buildings west of Parkdale Avenue. The son of Joseph Hinton, who had settled back around 1820, established this suburb. By the turn of the century Hintonburg had grown into the western outskirts of Ottawa, and it was annexed in 1907. Two years later it officially became a branch post office.

Le Breton Flats (fig. 4), 1875, 508 Wellington St. Back in 1820 Capt. John Le Breton had bought the property in Nepean, stretching back from the Ottawa River which was given his name. It was made an Ottawa branch in 1902.

Mount Sherwood (fig. 5), 1875 52 Munroe St. Livius Sherwood, of Brockville, in 1820 bought the east half of the same property of which Le Breton had bought the western portion, in Nepean. In 1868 the Sherwood farm was subdivided into a village named Mount Sherwood. It was annexed in 1889, and became an Ottawa branch in 1902.

Ottawa East (fig. 6), 2 Havelock St. This Nepean Township post office was established as Archville, after a member of the Stewart family, in 1888, changing two years later to Ottawa East. It was that portion of the pioneer Stewart farm across the Rideau Canal to the Rideau River. It was made a branch post office of Ottawa in 1909, two years after actual annexation.

Ottawa South, 1905, 1103 Bank St. As growth spread south along Bank Street towards Billing's Bridge, Ottawa South developed in Nepean just across the river from the old village south of the bridge. Annexed in 1907, Ottawa South became a branch two years later.

Rochesterville, 1873-1900, 90 Preston. This post office was named after the Rochester family, who divided their farm in Nepean into a village. It was annexed in 1897. It was never listed as an Ottawa branch, but undoubtedly would have been, if it had lasted into the 1900's.

Stewarton, 1888-1898, 437 Bank St. One of the oldest settlements on the Rideau River front of Nepean was Stewarton, the domain of William Stewart, a leader of

Bytown, the early Ottawa. It was subdivided into lots in the early 1870's, including the site of Ottawa East. In 1887, with a population of 400, it was annexed to Ottawa. Stewarton post office was reopened in 1900, two years later becoming a branch of Ottawa.

New Edinburgh (fig. 7) 1865, 46 Sussex North. This post office was opened in 1865 by James Blackburn, a general merchant as were most suburban and country postmasters. The village in Gloucester Township across the Rideau from Ottawa had a population of 400 then. A grist mill at the Rideau Falls had been built around 1831 by Jean Baptiste St. Louis. In 1837 it was bought by Thomas Mackay, the Scottish masonry contractor who had built the entrance flight of locks on the Rideau Canal. He had running a grist mill nearby since 1833. By 1850 there was a very busy village at the eastern edge of the falls, called New Edinburgh. It wasn't until 1906 that it officially became a branch of Ottawa.

Suburban Post Offices

In 1910 these were still officially independent post offices.

Billing's Bridge, 1865. About 1807 Bradish Billings had entered the employ of Philemon Wright, the founder of Hull. After three years experience in getting out oak staves and square timber, he went into business for himself, at lot 17, Junction Gore, Gloucester. In 1829 he and others subscribed to the building of a bridge across the Rideau River, soon to be known as Billing's Bridge, at the south end of Bank Street. The village which sprang up there got a post office, with the apostrophe incorrectly before the 's'. There was a population of about 100 in 1865.

Clarkstown, 1900-1907. North of the village of Janeville, in Gloucester, Clarkstown was laid out astride Beechwood Road in 1879. In 1909 it became part of the new town of Eastview, and Clarkstown post office was reopened.

Cumming's Bridge, 1879. During the Confederation years the first Cummings' Bridge was built across Cummings' Island to connect with Eastview, then known as Janeville. Charles Cummings had settled there in Gloucester, in 1836. There was never a post office named Janeville, and it was incorporated as Eastview in 1908.

(continued on page 53)

Special order stationery

Ontario Hydro computer-message reply cards

BY GEORGE A. VANDERBURGH

first of two parts

After a slow summer, and many different clues passed on to me over the last year or so, I have put together a selection of pre-stamped postal stationery with a rather interesting story to accompany it.

In the fall of 1973 when I was making inquiries at Moore Business Forms about the printing of the Sony Company's multiple invoice forms (remember that invoice which was printed with the Alaska Highway 8c design in black, Webb EN562?), I also determined that Ontario Hydro had a supply of 6c Message-Reply (M-R) cards printed and was able to acquire this "void" specimen. This M-R card was filed under the category: "investigation for tomorrow" (ill. 1).

Then in May and June 1974 I had the opportunity to work in Trenton, Ontario. I visited the Moore Business Forms printing plant there and determined that Hydro Electric Power Commission (HEPC) had an 8c card printed and delivered earlier in 1974. Unfortunately no samples were available.

In August 1974 I visited a small post office, operated five half-days a week on a commission basis, out of a farm house in Utopia, Ontario. My plan was to post the September Newsletter to the members of the Toronto Stamp Collectors Club from Utopia. While I was in the post office a young boy walked in and mailed a postcard for his mother—a reply card for Ontario Hydro. These three clues were enough to whet my appetite.

I'm sure all of us at one time or another has had a visitor from the Hydro or the Water Commission—a man to read the meter in the basement or on the wall outside the house. Prior to 1959, Ontario Hydro read all its meters manually in the rural areas. However, because of the distances travelled by meter readers, particu-

larly in the quickly expanding cottage area, it was felt that some savings could be realized by having some of the meters read by the customer (ill. 2). Thus meter reading by message-reply card was implemented on a trial basis in several areas of the Georgian Bay region.

Subsequently it spread to other parts of Ontario and it also spread to cover year-round residential and farm services that were read quarterly. The percentage return on this method was low and the catch was presumably the postage! A decision was made to prepay the postage on both the message and reply portions and this was denoted by the use of pre-stamped, then current, first class rate postage stamp designs.

When a district office wishes to bill a certain region or cycle as it is termed, they simply notify the computer which in turn prints out the appropriate sequence of M-R cards to the householder. Some cycles are assessed and billed quarterly whereas some cycles, especially in the cottage country, are assessed and billed semi-annually in the spring and fall.

To facilitate a fast printout and mailing operation by the central computer now located in downtown Toronto in the Ontario Hydro building on University Avenue, a message portion with a window, and with the attached reply portion, was specially designed by Moore Business Forms and rouletted on both upper and lower edges. The right and left borders of the cards were also rouletted due to the detachable margin to hold the cards together when turned on themselves.

The window in the message portion thus acts as an address and also for identification of the sender of the reply card. These cards were initially regarded as a considerable improvement and were designed to cut

back on the door to door meter readers of the past.

In urban and city areas Hydro still employed men to go from door to door and read the meters. In unable to do so for one reason or another he left a prestamped post card with instructions and meter diagram for the householder to complete. Regular postcards were, and still are, ordered from Canada Post and printed for the district offices with the appropriate address and standard format.

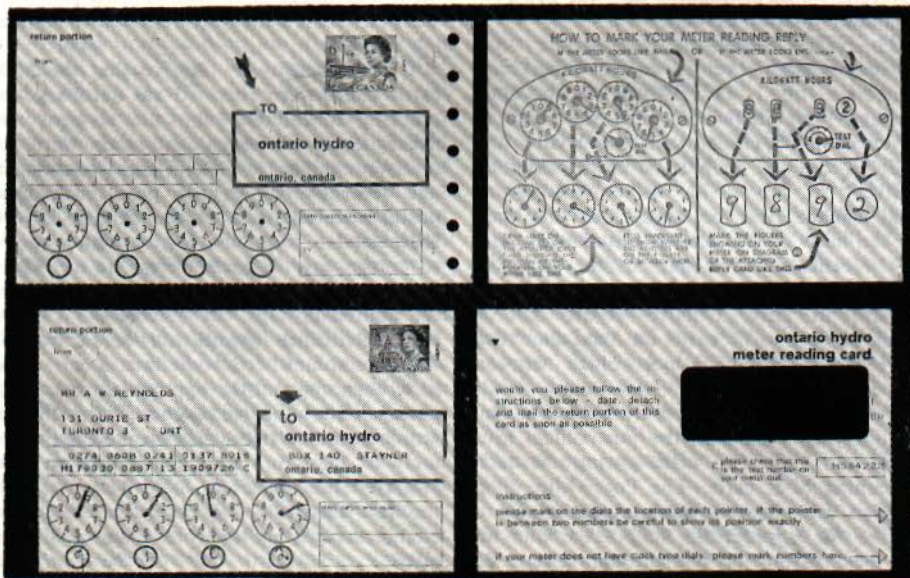
The earliest prestamped examples of the reply portion that I have seen are the 2c green (Webb type P83), 4c purple (Webb type P85), 3c purple (Webb P95), and 4c red cameo. (not listed by Webb as yet). The reply cards are rouletted on four sides and have computer-type printing. The message portions are not prestamped.

In 1967, of course, the obsolete Centennial issue, now famous for its many varieties, appeared. During the years of its use the first class rate of postage for less than one ounce increased; in fact doubled and this turn of events led to many different varieties of these M-R cards. The accompanying list summarizes the varieties identified to date.

After some five or six years of use it was decided to somewhat revise the format of the cards for a number of reasons. First of all the detachable margin portions were being stuck together with glue which was migrating between the message and reply portions thus hampering the use of the cards. The Post Office also imposed a regulation which stated, in part, that the upper and lower margins of an item of mail could not be left open. Hydro stopped using the cards because it became necessary to mail material with the bills.

With these three requirements in mind, the new M-R cards designed by Moore now were only prestamped on the reply portions and were mailed out in metered regular manilla envelopes by the computer. The newly designed reply card was longer and was only rouletted at left with the meter faces appearing in the upper left hand corner. Some difficulty was encountered in this regard because the cancelling devices sometimes obliterated the requested information on the meter faces. A second reply card had the meter face $\frac{3}{4}$ inch above the lower margin on the left in compliance with another Canada Post regulation. This is, in fact, the card Ontario Hydro is using today.

Ill. 1 and 2 (across top): void specimen; instructions for filling out card. Across bottom: two typical cards.



ONTARIO HYDRO SPECIAL ORDER STATIONERY

Webb	Message +	Reply	Initials HEPC	Arrow Description	Ontario Hydro	Quantities Printed
P83		2c green	No initials	No arrow	Green	?
P85	4c purple	Hydro bill	No initials	No arrow	Red	?
P95		3c purple	Vertical left	None	Orange	?
Not listed		4c red	Vertical right	Large circles, small numbers	Red	?
Not listed		4c pink	Two shades	As above		
Not listed		4c red	Vertical right	Small circles, large numbers		
Not listed	+	4c red	Vertical right	No arrow	Red	?
P103c	+	6c orange	Vertical right	Hollow vertical black arrow	Black	?
P103c	6c	6c orange	Vertical right	Orange diagonal	Black	?
P104d	6c	6c black	Vertical right	Orange diagonal	Black	?
P104d	6c	6c black	Vertical left	Short black vertical	Black	228,600
P105b	7c	7c green	Vertical right	Short black vertical	Black	100,000
P106c	8c	8c lt. slate	Vertical right	Short black vertical	Lt. slate	505,000
P106c	8c	8c dp. slate	Vertical right	Short black vertical	Deep slate	250,000
P106c	8c	8c char. black	Vertical right	Short black vertical	Ch'coal black	259,600
Not listed	No stamp	8c slate	Vertical right	Meter faces at top	Nil	260,000
Not listed	No stamp	8c slate	Vertical down	Meter faces 3/4" from bottom	Nil	?

One very interesting aspect which distinguishes this special order stationery from all others is the appearance of the four initials H.E.P.C. along the right vertical border of the stamp design either reading vertical from top to bottom, or from the left or right, and also appearing in various sizes of initials. The exception to the rule is the die of the 2c green (Webb P83) which has no accompanying initials. These initials naturally would distinguish all "cut squares" of these varieties as well.

The really interesting part of the story of these cards is yet to come. What happened on July 1, 1971, when the first class postage rates increased from six cents to seven cents? Well in April the Hydro had ordered 228,600 6c plus 6c cards and took delivery in July 1971. When the Hydro paid Canada Post for these cards they paid on the basis of the current postal rates, that is, 14 cents each, in spite of the fact that the cards denoted 12c postage paid.

Also in July, Ontario Hydro had a stock of 6c plus 6c cards on hand that they were still using. The post office sent an inspector to determine how many cards were left. The figure is not available but Ontario Hydro then paid the post office, in a lump sum, the two cents owing on each remaining M-R card. The Post Office then notified all offices by memorandum not to charge the appropriate 2c postage due on the message portion and the appropriate 2c

postage due on the reply portion. (This information has yet to be confirmed by official documentation.)

Ontario Hydro ordered and received 100,000 7c plus 7c M-R cards on November 30, 1971, and started to use them shortly thereafter, only to have the rate increased just one more time to eight cents effective January 1, 1972. The postal inspector visited again and a lump sum payment was made equivalent to two cents for each 7c plus 7c message reply card remaining in stock.

It is interesting to observe that the M-R cards themselves received no surcharge or marking to indicate that the six-cent and subsequently the seven-cent cards were actually prepaying seven and eight cents postage respectively. In the past, each time postal rates changed, or the Ontario Hydro redesigned a form, the Hydro was required to return any leftover forms to the Post Office and received in return a rebate for the unused postage. In spite of the Canada Post inter-office memo to the contrary I was sure somewhere, sometime, a card must have been charged the appropriate two cents postage due and sure enough a diligent search revealed two cards franked appropriately or inappropriately depending on how you view the situation. A third card reveals the fact that a postal employee started to charge the postage due but changed his/her mind. *(To be continued)*

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LIMITED
1170 HORNBY STREET, VANCOUVER, B. C.



CENSORED

Miss Anne & Pearl
817 Western Ave
10960
Seattle
Wash

Censored registered mail of World War I

BY HORACE W. HARRISON

During my correspondence with Ray Peters of the Phoenix Stamp Shop in Arizona, he mentioned that he would like me to express my opinion on the registered censored mail from Vancouver and Victoria during the World War I period. It was apparent, during the course of our correspondence, that he thought I should be familiar with this particular phase of registered mail. It was also apparent that he felt this way because he was certain that I had acquired some of the material from him. I knew nothing of what he was writing because I had never seen the material; when I eventually got it through to him that I was completely unfamiliar with the subject, he furnished me with four or five covers and some correspondence which he had had with the late Col. Lloyd W. Sharpe of Hamilton, Ontario, a student of Canadian military mail.

Upon his receipt of these censored covers which bore no registry fee prepayment as required by the postal regulations, Col. Sharpe wrote to the postmasters at Victoria,

at Vancouver, and to postal headquarters at Ottawa. His inquiries bore no fruit whatever in Victoria or Ottawa. However, the letter which he received in reply from Vancouver was most illuminating, and I quote in its entirety:

This will have further reference to my letter of the 20th August 1963, about five envelopes bearing "Censored" labels which were mailed during the time of World War I.

Our Postal regulations files were examined and it was at length discovered that all of those regulations pertinent to World War II Censorship had been returned to Post Office Headquarters in Ottawa some time after the end of the War. Under date of August 7th, our Headquarters in Ottawa advised you that they were unable to give you the information which you were seeking and we, likewise, have not found any Censorship regulations relative to World War I.

However, we have succeeded in contacting several retired members of the Postal (continued on page 55)



Rounding Up Squared Circles

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

Column No. 132 — Several most interesting items have been reported by Mr. F. Belanger, who also sent me xerox prints which substantiate them. These include the following items:

RIVIERE DU LOUP STATION, AM/12 MY/13 on 2c Admiral. This adds a new town to the listing of those which are known on Admirals, and is the only date of use known to me between the end of the early period of use, AU 13/00, and the reappearance of the hammer for about a month, starting on SP 16/46. Moreover, it is the sole example known to me of time mark AM for this town. A second item from this town is a cover bearing five strikes dated PM/ SP 27/ 46 tying four stamps of the period including a 10c Special Delivery. I should point out that use of the hammer at this time was apparently not reserved for Special Delivery or Registry since I have photostats of other covers of this period which are quite ordinary commercial covers.

HAMILTON, 16/ DE 9/ ? on 2c Admiral. The year date falls off the stamp. The interesting thing about this strike is that up until now, every hourly time mark from 9 through 24, except for 16 and 21 had been reported on Admiral issues; now only 21 remains to be found.

LONDON (TYPE TWO), 3/ DE 31/ 12 on 2c Admiral. It is an interesting fact that according to the third edition Handbook, numeral time marks 1 through 6 were in use prior to 1900, and time marks 10 through 24 were in use later. The implication seems to be that time marks lower than 10 were not in use at this later period, and this seems to be borne out by my records of about 130 dated examples on Admiral issues. (As a matter of fact, time mark 10 has not been reported, nor has 21, 22, or 23). But this strike very clearly carries a centered, bold numeral 3 in the time mark slot.

DANVILLE, JA 30/ 14 on 2c Admiral. This is the third example of this town reported on Admiral, and the earliest date of the three, which curiously fall within a one-week period: JA 30, JA 31, and FE 5.

PRINCE ALBERT, DE 22/ 17 on 2c Admiral—a new late date for this town on Admiral issue, and present latest reported date prior to reappearance of the hammer on MR 19/55.

OTTAWA, nude on 1c Quebec Tercentenary. I should make a correction to the listing for OTTAWA in Column No. 131 in which I stated that no nude strikes had been reported on issues earlier than Admirals. The fact is that Figure 30 of the third edition Handbook shows OTTAWA nude on 1c Edward VII. It seems that the correct situation is that dated examples of this town are known through DE 4/ 05, and nude strikes are known on Edward VII, Quebec Tercentenary, and Admirals; all strikes reported on Admirals are nudes.

LEVIS, NO 23/ 10 on 2c Edward VII—a new late date for this town.

A continuation follows, of my present best information with regard to earliest and latest dates, periods of use, indicia, and other pertinent information. Please review these listings and let me know of any changes which need be made.

NOVA SCOTIA, TYPE TWO

ANNAPOLIS: JU 22/94 to AU 22/00.

ANTIGONISHE: JU 27/ 93 to MY 16/ 00. In September, 1893 year date was missing until SP 29. Year date error 68 known on 3c ML (for 98, most likely).

ARICHAT: OC 20/ 93 to NO 27/ 96.

BADDECK: DE 28/ 93 to AP 6/ 05. No strikes reported for '04.

CANNING: SP 18/ 93 to ? 6/ 99. Asterisk in time mark slot, entire period.

CANSO: MY 11/ 95 to OC 23/ 99.

FREEPORT: NO 3/ 93 to JA 14/ 96.

GREAT VILLAGE: SP 3/ 94 to AP 24/ 95.

HALIFAX I: First period JY 1/ 93. Second period AU 26/ 93 to DE 19/ 96. Third period JA 23/ 97 to MR 31/ 97. Fourth period SP 27/ 98 and OC 17-20/ 98. Time marks: Blank, 1, 2, 3, 4, 21, 31.

HALIFAX II: First period DE 21/ 96 to JA 23/ 97. Second period MR 31/ 97 to FE 10/ 99. Third period JA 21, 22, 29, 30; FE 1; MR 30/ 08. Time marks: Blank, 1, 2, 3, 4, 21, 31 in periods 1 and 2; 15,

18, 19, 21, 23, 24 in period 3.

KENTVILLE: OC 7/ 93 to AU 25/ 01. From JU 1/ 01 to AU 25/ 01 the year-date is transposed to read '10.

LUNENBERG: OC 16/ 94 to AP 19/ 99. Time marks: Blank (early strikes); AM, PM from AU/ 96.

MACCAN: JU 6/ 94 to SP 18/ 01. No strikes reported for '99.

MAITLAND: NO 13/ 93 to ? P 11/ 96. No strikes reported between JA 23/ 94 and ? P 11/ 96.

NEWPORT: DE 14/ 94 to JA 28/ 98.

NEWPORT LANDING: First period DE 15/ 94 to MR 16/ 99. Second period DE 6/ 07 to MR 19/ 08. Third period MY 15/ 12 to JU 28/ 16.

NOEL: NO 13/ 93 to MY 28/ 95. Time mark: Solid triangle (not a blurred 4).

NORTHPORT: AU 19/ 93 to AU 10/ 05. No strikes reported for '02 and '04.

NORTH SYDNEY: NO 4/ 97 to FE 5/ 00. Year date errors: JY 23/ 66 (for '99 — on 2c Numeral). JA 9/ 98 (for '99 — on Map stamp).

PICTOU: JU 23/ 94 to OC 31/ 00.

PORT MAITLAND: NO 21/ 94 to DE 27/ 98. When found in 1952, the hammer contained the indicia SP (blank)/ 04, but no strikes have been reported with dates from 1900 on, except for favor strikes dated 23 VII/ 58. A number of strikes are reported on Map stamp; please check to (continued on page 53)



The RPO Cowcatcher

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

After 15 years of correspondence, in May for the first time we had the opportunity to meet T. P. G. Shaw; we spent a lovely weekend with him and his wife at their home in Cornwall where he is enjoying a well-earned retirement after many years with the Shawinigan Chemical. In addition to a marvelous dinner served by Mrs. Shaw, there was endless conversation on RPOs, comparing notes, checking classifications, seeing the rare and difficult-to-find runs we

are always looking for.

It was a delightful experience which we are glad to share with everyone. Mr. Shaw continues to be a tower of strength in support of this column for which we are most grateful. We hope that everyone else finds it equally enjoyable.

From Messrs. Shaw, Gillam, Robinson, Seaman, Reiche and others we are glad to present the following as additional up-date on runs presented in recent columns:

M16	Hammer I	Earliest	June 6, 1933
M17A	Correction	Indicia N	Unbroken in 1933
M18	Hammer VI	Clerk's Name	Change ALLEN to ALLEY
M18A	Hammer VIII	Earliest	February 12, 1934
		Latest	June 18, 1949
		Earliest	April 4, 1954
		Latest	May 11, 1968
		Indicia 40	1954/1962
		Indicia 115, 116	1967-1968
M19		Latest	October 11, 1952
		Indicia E	1931/1952
M20	1st Period	Latest	February 17, 1902
M25	Hammer I, 2nd Period	Earliest	September 7, 1931
	Hammer II	Earliest	January 29, 1897

The following information should be noted for the Shaw catalogue:

For N80, change to Type 1L.

Cancel and delist O-373; this is an improper listing for O-369

NEW RUNS:

No.	Route	Type	Direction	Period	R.F.	Reported by
N80A	POST OFFICE/NEWFOUNDLAND/E.C.L.	BOAT	1L	1927	200	32
W106A	PIKWITONEI/& THE PAS, MAN.		22A	138	200	135
R19D	CAN. NATIONAL		22	37	200	16
D1A	BELLEVILLE STATION/ONT.		4J	77	200	32

TOPICS: THE NEWSFRONT

George Vanderburgh advises that revised Aerogrammes and Domestogrammes, with the corrected "postes" for "poste", quietly made their appearance last year and can now be purchased from post offices. The revised Aerogramme appeared in Ottawa and Toronto on March 4, 1974, while the same cities saw the arrival of the Domestogrammes on November 19, 1974. Vanderburgh prepared cacheted covers for the first day of release and those interested should contact him at Box 41, Bordon, Ontario L0M 1C0.

* * *

A new philatelic publisher has arrived. Harry Hayes, 48 Trafalgar Street, Batley, Yorkshire, England announces that he will pay up to £100 for manuscripts, pointing out that there are many areas where no modern reference work exists. A leading English stamp auctioneer and dealer in philatelic literature, Hayes is now making a full-time career in philatelic publishing.

* * *

Among awards made by the APS in Chicago last October, a vermeil medal was given in the literature section to the *Canadian Flag Cancellation Handbook*. Seventy-three entries were judged, the highest number ever entered; congratulations go to writer Ed Richardson and illustrator Ted Kilish. The book is available from our Book Department.

SOME NEW PUBLICATIONS

Canadian Postage Stamps and Stationery, by Clifton A. Howes. A reprint by Quarterman Publications, Inc., 5 South Union St., Lawrence, Mass. 01858; 312 pages, hardbound, size 7" x 10¼", with 14 pages of plates; retail price \$30. Available from the publishers and most dealers.

This most recent reprint published by Quarterman again makes available to all an opportunity to see "where it all began". Howes (1872-1936) was there more or less at the beginning, when the collecting of the entire world was still possible, and when the great collectors like Moens, Von Ferrary and Pemberton were still active and acquir-

ing their enormous holdings.

When *Howes* was published in 1911 (by the New England Stamp Company of Boston) it was eagerly acquired, for it was the first monograph to appear on Canadian stamps and postal stationery. Howes tells us that at first he had thought to produce a 'popular handbook'. This was abandoned when he perceived the complexity involved in detailing the story of issues up to that time.

Travels to Ottawa gave him access to the official correspondence, while he used the magnificent collections of such notables as George Worthington and Charles Lathrop Pack for reference and study purposes. Hence when the book appeared it was, and remains today, a highly detailed work of reference.

One of the principal delights, and one which its successors did not follow, was Howes' use of contemporary findings by other leading students of the day. Thus we find selections from the studies made by such as Luff, King and Corwin used frequently by Howes to support what has today become the definitive answer to questions relating to the classic stamps of Canada. Reading *Howes* is never a bore for he was able to interject color and variety into an otherwise sober treatise.

Beginning with a brief account of postal history prior to 1851, Howes devotes much background and detail to the Pence, Cents, Large and Small Queens, each of which receive the necessary large chapter. The book then moves through the Jubilees and ends with the Quebec Tercentenary stamps of 1908. The original loose plates are now bound into the back, and while offering the typically poor quality of reproductions of the day, do provide us with 131 of the choicest stamps we are likely to see in a long time.

Howes stands as a seminal work which was not to be surpassed until 1945 with the appearance of Boggs' *Canada*. Even today it contains much that our philatelic libraries lack, least of which is the ability to tell a story well and with verve.

— M. B. Dicketts

TOPICS: THE BUSINESS SIDE

BNAPS: ELECTED OFFICERS

PRESIDENT	James A. Pike, 5805 Balsam St., Apt. 801, Vancouver, B.C.
PAST PRESIDENT	Alfred P. Cook, Coy Glen Road, Ithaca, N.Y. 14850
VICE-PRESIDENT	Leo J. LaFrance, Box 229, Ossining, New York 10562
SECRETARY	Edward J. Whiting, 25 Kings Circle, Malvern, Pa. 19355
TREASURER	Edward A. Harris, 620-75 Avenue N.W., Calgary, Alta. T2K 0P9
BOARD OF GOVERNORS	Nine sitting; three elected each year for a three-year term: 1973-1975: Ed Richardson, Wilmer C. Rockett, S. S. Kenyon 1974-1976: James C. Lehr, E. H. Hausmann, Robert H. Pratt 1975-1977: G. B. Llewellyn (chairman), C. R. McNeil, D. G. Rosenblat

Notes from the Librarian

MICHAEL SQUIRELL
Lively, Ontario

Richard Malott has sent the library another lot of semi-official and official airmail literature. He has sent the library many pieces of valuable information on early flights that are too numerous to list individually, but members can send me a request of their interest in this area and I will pass on the relevant items of literature.

Also received from him *Canada's Aviation Hall of Fame*, which gives a short history of that museum and awards, biographies and citations with portrait sketches of members elected to the Hall of Fame. The museum is located in Calgary, and would be worth a visit if you are in that city. It has a substantial collection of flight covers which will be put on display some time in the future.

While on the subject of air mails, Andy Anderson sent the library a large amount

of philatelic literature; he enclosed three journals of The Royal Sydney Philatelic Club of Australia, which contains a serialized postal history of Canadian semi-official flights and stamps.

BNAPSer Jon R. Whitrock has sent the library the latest Canadian Revenue Society publication, *The Tobacco Stamps of New Brunswick and Prince Edward Island*. Any BNAPSers wishing a complete cigarette wrapper now used, send me a SSAE.

With the reprinting of Boggs' *Canada* and Howe's *Canada Postage Stamps*, coupled with Robson Lowe's volume V, Frank Campbell's *Canada Post Offices* and *Postal History of Canada*, members can have the nucleus of a good basic BNA library of their own, and are advised to get these publications when available.

Sales Circuit Report

JOHN PAYNE
Calgary, Alberta

I would like to have all the new sales books possible in the near future. We have dozens of potential buyers and no books to supply them with! Material required ranges from the 1859s through the Large and Small Queens to the Maps and Jubilees (mainly used of course). For mint material there is great call for the Admirals through to the 1930s. First class material is sold almost at once, while seconds are not popular.

I will shortly have books available for

covers. As these are in great demand please apply for them in the next two months. Regular blank books sell at 20c each, and cover books 35c each or three for \$1.

Now that we are dealing with Canadian banks we must ask U.S. customers to mail their remittances in U.S. bank money orders, U.S. postal money orders, or bank drafts, but *never in personal cheques*.

To Canadian customers, all funds are still in U.S. currency, as this is a U.S. society as far as finances are concerned.

New Members

- 3236 Jordan, Richard S., P.O. Box 16204, Wichita, Kans. 67216
3240 Scarowsky, I., 6911 Darlington Ave., Apt. 6, Montreal, Que. H3S 2K2
3241 Schlesinger, Robert., 1221 Lynn Terrace, Highland Park, Ill. 60035

Applications Pending — "A" Group

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

- Brahm, Harry C., 1468 Madison Ave., Memphis, Tenn. 38104
Babin, Rene C., 1791 Avenue Bergemont, No. 4, Quebec, Que. G1J 3T1
Chapman, Paul M., Box 472, Downsview, Ont.
Cirelli, Pasquale, 5231—37th Ave. S., Seattle, Wash. 98118
Currie, Robert, 65 Sellier St., Auteuill, Laval, Que. H7H 1G1
Droz, Victor B., Box 3925, Bryan, Texas 77801
Feather, John, Stayner, Ont. L0M 1S0
Fekete, Imre L., 140 Elmridge Dr., No. 1223, Toronto, Ont. M6B 1B1
Goldstein, E. M., 1545 Alta Vista Dr., No. 304B, Ottawa, Ont. K1G 3P4
Gordon, D. J., No. 55 Wellington Woods, 252 Stone Rd. W., Guelph, Ont. N1G 2V7
Holtz, Andrew G., 4512 Papineau St., Montreal, Que.
McElroy, Clell E. Jr., 4088 Wilson Lane, Concord, Calif. 94521
O'Brian, Richard A., 2227—10th Ave. E., Seattle, Wash. 98102
Peters, George M. Jr., P.O. Box 741, Audubon, N.J. 08106
Richardson, John F., 2866 Salmo Court, Vancouver, B.C. V6T 1N7
Russell, F. H., 103—6055 Balsam St., Vancouver, B.C. V6M 4C2
Sessions, David F., 56 Hoyle Court Rd., Baildon, Shipley, Yorkshire, England
Tay, P. H., 6E Lion Towers, Essez Road, Singapore 1, Republic of Singapore
Trimmer, V. R., 8620 E. Windsor Ave., Scottsdale, Ariz. 85257
Veith, Gordon S., P.O. Box 51011, New Orleans, La. 70150
Witt, E. H. Jr., 3877 Chain Bridge Road, Fairfax, Va. 22030
Woodward, Tel, 5249 H. St., San Bernardino, Calif. 92407
Wright, William L., 2724 Doris Court, Carmichael, Calif. 95608

Applications Pending — "B" Group

- Bucklin, Hollie A. Jr., 30 East St., Ipswich, Mass. 09138
Cox, Richard, 40 Thorncliffe Ave., Toronto, Ont. M4K 1V5
Elliott, Keith S., 34012 Oxford Ave., Abbotsford, B.C.
Forbes, J. A. Jr., P.O. Box 2010, Dartmouth, N.S.
Jenkins, Sydney S., 704—188 Roslyn Rd., Winnipeg, Man. R3L 0G8
Lafontaine, Jean, 262 Joseph Huet, Boucherville, Que. J4B 2C3
Ney, Andre, 21-D Callingwood Court, Edmonton, Alta. T5T 0H5
Patterson, William, 1111c—34th St. N.W., Washington, D.C. 20007
Stokl, Frank Paul, 22 Organ Crescent, Hamilton, Ont. L8T 1Y6
Turkin, H., 681 Main St., Bldg. 1A, Belleville, N.J. 07109

Applications For Membership

(Objections must be filed with the Secretary within 30 days after month of publication)
(C—collector, D—dealer, DC—collector-dealer) (c—correspond, x—exchange)

- ABRAHAM, M., Box 724, Esterhazy, Sask. S0A 0X0 (C). Proposed by G. F. Hansen (2203).
CARVER, J., 60 Meadowvale Rd., Toronto, Ont. M8Z 5V1 (C). Proposed by G. F. Hansen (2203).
COLLIER, George W., 210 S. Main St., Donna, Tex. 78537 (D). Proposed by E. J. Whiting (L61).
COMEAU, Robert, R.R. 4, New Germany, Lunenburg County, N.S. B0R 1E0 (Cxc) CAN NFDL—Mint and used 19th and 20th Century Postage, Ships, Coils, OHMS-G, Federal and Provincial Revenues, Mint and Used Airmails, Literature, Squared Circles. Proposed by G. F. Hansen (2203).
CRAIN, E. R., Box 8, Bragg Creek, Alta. T0L 0K0 (C) CAN, NFDL, PROV—Mint 19th and 20th Century Postage, Blocks, Plates, Plate Blocks, Coils, OHMS-G, Mint booklet panes, Precancels, Federal and Provincial Revenues, Mint Airmails and Semi-Officials, Cut-squares, RPO cancellations. Proposed by E. J. Whiting (L61).
CSUCS, Alexander, 2379 Lakeshore Rd., R.R. 1, Brights Grove, Ont. N0N 1C0 (Cxc) CAN, NFDL, PROV. Mint and used 19th and 20th Century Postage, 1st Days, Plate Blocks, Coils, OHMS-G, Mint and used complete booklets and panes, Airmails, mint and used and on cover, Postal Stationery entires and cut-squares, Literature, RPO, Flag, 2-ring, 4-ring, Squared Circle, and Numeral Cancellations, Plate re-entries, Canada imperfs and part-perfs. Proposed by G. F. Hansen (2203).
DEEM, Calvin K., P.O. Box 24, Mogadore, Ohio 44260 (Cx) CAN, Mint and used Postage, Semi-Official Air Covers, Complete Booklets, Semi-official Airmails on Cover. Proposed by R. V. C. Carr (1427).
FEVENS, Gordon, P.O. Box 1510, Schefferville, Que. G0G 2T0 (C) CAN, Mint 19th and 20th Century Postage and Blocks, 1st Days, Plate Blocks, Coils, OHMS-G, Mint Booklet Panes, Precancels, Mint Airmails. Proposed by G. F. Hansen (2203).
GAGEN, T. Gary, 1750—11th Ave., Prince George 1, B.C. (DCxc) CAN, NFDL, PROV, Mint and Used Postage, Pre-stamp, stampless and 1st flight Covers, Christmas Seals, Federal and Provincial Revenues, Stationery entires, Literature. Proposed by G. F. Hansen (2203).
GREER, Jimmie L., 811 S. Richardson Ave., Columbus, Ohio 43204 (Cc) CAN, Mint and used Postage, Plate Blocks, OHMS-G. Proposed by Doris Hollingshead (L2622).
HARDING, David, 10 S. Carriere Ave., Winnipeg, Man. R2M 0A3 (Cxc) CAN, NFDL, PROV—Used 20th Century Postage and Blocks, Plate Blocks, Coils, OHMS-G, Used Booklet panes, Precancels, Used Airmails, PS perfins by issue. Proposed by D. M. Verity (2312).

- JACOBSON, Charlie, Sittner Hall, WWC, College Place, Wash. 99324 (Cxc) CAN—Mint and used 19th and 20th Century Postage, Literature, Proofs, Essays, Canada 1859-64 used and on cover especially the 17c. Proposed by G. F. Hansen (2203), seconded by J. W. Millard (2052).
- JENSEN, Erik R., P.O. Box 5883, Concord, Calif. 94524 (DCxc) CAN, NFLD, PEI, NS, NB, BC & VI. Mint and Used Postage, Plate Blocks, Coils, OHMS-G, Mint booklet panes and complete booklets, Federal Revenues, Mint and Used Airmails and Semi-officials, Postal Stationery entires and cut-squares, Pre-1900 postage, Tag varieties. Proposed by E. J. Whiting (L61).
- KOST, Harold, 9170 Sheridan Dr., Clarence, N.Y. 14031 (C) CAN, NFLD, Mint and used Postage, Pre-cancel covers, Coils, OHMS-G, Precancels, Federal and Provincial Revenues and Tax Pairs, Literature, Flag Cancellations. Proposed by D. Hollingshead (L2622).
- KOWALKOWSKI, Thomas E., 4573 S. 23rd St., Apt. 3, Milwaukee, Wisc. 53221 (Cxc) CAN, NFLD, PROV, Used 19th and 20th Century Postage, OHMS-G, Precancels, Seals, Federal and Provincial Revenues and Tax Pairs, Used semi-official Airmails, Proposed by E. Whiting (L61).
- LAUER, Edward W., 1111 Michigan Ave., Ann Arbor, Mich. 48104 (Cc) CAN, NFLD, Mint 19th and 20th century Postage, Plate blocks, Coils, OHMS-G, Complete booklets, Provincial Revenues, Mint Airmails, Stationery entires, Centennial issue, Matched Plate Blocks. Proposed by T. L. Kilish (1901). Seconded by R. T. Martin (2587).
- MACMANUS, George, 12 Aurora Cres., Ottawa, Ont. K2G 0Z7 (Cx) CAN, NFLD, PROV—Mint and used 19th and 20th century Postage, Pre-stamp, stampless and 1st Flight Covers, Precancels, Mint and used and on cover Airmails and Semi-Official Airmails, Stationery entires, Literature, RPO, Flag, Slogan, 2-ring, 4-ring, Squared Circles and Duplex cancellations. Proposed by Jim Hennok (2474). Seconded by Fred Stulberg (2290).
- McDONALD, Arthur, 2 Richards Dr., Dartmouth, N.S. (C) CAN—Mint and used 19th century Postage, Coils, Mint and Used Airmails, Admiral shades, War Tax dies and shades. Proposed by G. F. Hansen (2203), seconded by R. B. Mitchell (2414).
- MERRELL, A. Dean, 796 Regent Park Dr., San Jose, Calif. 95123 (Cxc) CAN—Mint and used 19th and 20th century Postage, Pre-stamp and stampless covers, Coils, OHMS-G, Complete booklets and mint panes, Mint and on cover Airmails and Semi-Official Airmails, Proofs, OHMS Perf-ins, Large and Small Queens, Tagged. Proposed by C. L. Cole (1687).
- MUNSART, Herbert, 36 Wildwood Rd., Woodcliff Lake, N.J. 07675 (Cx) CAN, NFLD, PROV—Mint Postage, Pre-stamp, stampless, 1st day Covers, Plate blocks, Coils, OHMS-G, Complete Booklet and Mint panes, Federal and Provincial Revenues and Tax Pairs, Mint and on cover Airmails and Semi-Official Airmails, Postal Stationery entires, Freaks and Errors. Proposed by E. A. Richardson (168), seconded by W. T. M. Fowler (1922).
- MUTTERA, William H., 1672 Carriage Dr., Walnut Creek, Calif. 94598 (Cxc) CAN—Mint and used Postage, Plate Blocks, Complete Booklets and Mint Panes, Mint and used Airmails, 1967-73 QE II paper and tag varieties. Proposed by G. F. Hansen (2203), seconded by K. G. Rose (2224).
- PALOCCHIK, A. M., 93 Smirle Ave., Ottawa, Ont. K1V 0S4 (C) CAN—Mint and used Postage, Northern Covers, Squared Circle Cancellations. Proposed by C. H. Bayley (704), seconded by D. Morrison (2994).
- PENDLETON, Frances J., 6943 Gallery Way, Sacramento, Calif. 95831 (Cc) NFLD, NS—Mint and used Postage 19th and 20th Century, Covers and 1st day Covers, Airmails mint, used and on cover, RPO and Slogan Cancellations, Nfld related material. Proposed by E. J. Whiting (L61).
- REID, Suzanne (Mrs. George), 670 Parliament St., No. 1112, Toronto, Ont. M4X-1R4 (C) CAN mint and used postage. Proposed by H. E. Sanguinetti (2176).
- SPENCER, P. T., 20 Carabob Court, Apt. 2008, Agincourt, Ont. MIT 3N1 (Cc) CAN—Mint and Used Postage, Plate Blocks, Complete Booklets, Postal Stationery Entires, Modern Town Cancels. Proposed by G. F. Hansen (2203).
- WELCH, James R., 58 Beechmont Crescent, Ottawa, Ont. K1B 4A8 (Cxc) NFLD—Mint and used, 19th and 20th Century Postage and Blocks, 19th Century and pre-stamp covers, Mint and Used Airmails, Proofs and Essays. Proposed by E. J. Whiting (L61).

Changes of Address

(Notice of change must be sent to the Secretary. Any other office causes delay)

- 2364 Archer, Douglas B., P.O. Box 82, Blind Bay, B.C. 1H0 V0E
- 3135 Benson, Gordon W., 1231 Richmond Street, Apt. 1209, London, Ont. N6A 3L9
- 3034 Berman, Elliot A., c/o Midland Doherty Ltd., 40 St. Clair Ave. W., Toronto, Ont. M4V 1L5
- 2731 Brakefield-Moore, Robert S., P.O. Box 5650, Winnipeg, Man. R3C 3K2
- 2645 Brandon, Wayne E., P.O. Box 670, Hamilton, Bermuda
- 2690 Britton, Philip S., 69 Quaker Rd., Pennsville, N.J. 08070
- 2986 Campbell, J. Colin, 1450 Ross Rd., Kelowna, B.C.
- 2811 Campbell, Ronald D., 246 Tuck Dr., Burlington, Ont.
- 2406 Carroll, V. J. V., P.O. Box 2037, Salmon Arm, B.C. V0E 2T0
- 2257 Carstairs, Matthew W., Hamilton House, Green End Rd., Radnage, High Wycombe, Bucks. England HP14 4BZ
- 2433 Clappett, Harry A. Jr., 47 Cross St., New Canaan, Conn. 06840
- 2748 Coomber, Richard A., 572 Mill St., Windsor, Ont. N9C 2R8
- 2100 Curtis, Wayne R., P.O. Box 541, Station B, Montreal, Que. H3B 3K3
- 2879 Dibbley, Larry D., 1072 Matthew Brady Blvd., Windsor, Ont. N8S 3K1
- 2970 Emmett, Norman, P.O. Box 651, Knowlton, Que. JOE 1V0
- 1392 Farquhar, Lloyd M., P.O. Box 208, Sackville, Westmorland Co., N.B.
- 2084 Galway, Paul G., c/o Blackett-Galway Insurance Ltd., No. 2, Towne Centre Mall, 9833—99 Ave., Grande Prairie, Alta. T8V 4B2
- 2888 Hayhurst, John B., 5900—119th Ave. S.E., Apt. 58, Bellevue, Wash. 98006
- 3176 Hewett, Maj. M. E., 1556-D Heron Rd., Ottawa Ont.
- 2817 Hill, Thomas W., 630 Paris Ave., Rockford, Ill. 61107
- 2544 Leitch, Richard, Apt. 1402, 5 Vicora Linkway, Don Mills, Ont. M3C 1A3
- 1256 Lum, WO Stanley, CFB Toronto, BPSO, Downsview, Ont.
- 2833 Machin, Frank R., 1863 San Juan Ave., Victoria, B.C. V8N 2J1
- 2959 MacKay, F. A., 4821 School Draw Ave., Yellowknife, NWT X0E 1H0
- 3109 Mayo, George, Site C, Box 75, Portugal Cove, Nfld. A0A 3K0
- 2500 Miller, A. K., Box 14, Site 16, R.R. 2, Alpine Acres, Winterburn, Alta.
- 2568 Moodie, Craig, 35 Front St. S., Apt. 905, Mississauga Ont. L5H 2C6
- 3009 Morin, Cimon, 572 rue Duferin No. 2, Sherbrooke, Que. J1H 4N1

- 2723 Olson, LTJG Donald T. Jr., 225642989, VAW-122, FPO New York, N.Y. 09501
 1574 O'Neill, W. Paul Jr., 7000 Glenbrook Rd., Bethesda, Md. 20014
 2501 Quittenton, Maurice, P.O. Box 92, Dockett, Wash. 98018
 2884 Tallman, John H., 60 Eastbourne Crescent, Toronto, Ont. M8V 1W8
 L2461 Tannenbaum, Martin M., 188 Wayland Ave., Providence, R.I. 02906
 2629 Traves, Capt. P. J., R.A. Park, 1575 Queen St., Halifax, N.S.
 3202 Tunnick, Sally S., 265—51st Ave., Lachine, Que. H8T 2W3
 2431 Walton, Wayne J. A. Jr., 17815 Kings Park Lane 464, Houston, Tex. 77058
 2643 Wiedemann, Peter J., P.O. Box 564, Galt, Ont. N1R 5W1
 2571 Woods, Lawrence C. Jr., West Wind Farm, R.D. 2, Ligonier, Pa. 15658

Mail Returned

(Address of record published. Information to new address will be appreciated)

- 1988 Barna, E., R.R. 2, Leamington, Ont. N8H 3V5
 3037 Deedy, Kenneth J., 782 Syvan Ave., Bayport, N.Y. 11705
 2498 Gray, J. A., 15 Montvale Dr., Scarborough, Ont. M1M 3E5
 2947 Mills, Andrew, No. 6—14205 96 St., Edmonton, Alta. T5N 0C2
 1893 Schenk, John A., 3201—17th Ave. S., Great Falls, Mont. 59405
 2865 Stewart, C. D., 5026—6th Ave., Delta, Vancouver, B.C.

Resignations Received

- 2444 Heins, Rev. Henry H., 22 Marwill St., Albany, N.Y. 12209
 1159 Hill, James R., M.D., 5827—142 St., Edmonton 71, Alta.
 2132 Lutz, Edward J., 4 Timberlane Rd., Upper Saddle River, N.J. 07458
 875 McCreery, Hugh C., 232 Avenue "C" West, Bismarck, N.D.
 2760 Nixon, Walter C., 5 Shrewsbury Park, Dublin 4, Ireland
 2530 Pickard, George E., 222 Waverly St., Winnipeg, Man. R3M 3L2
 2563 Poirier, German, 6690 29th Ave., Apt. 6, Montreal, Que.
 2062 Williams, John G., 270 South Buckhout St., Irvington-on-Hudson, N.Y. 10533

Deceased

- 1093 Christensen, E. J., 11612—94th St., Edmonton, Alta. T5G 1H8
 L37 Duncan, R. J., Box 32, Markdale, Ont. N0C 1H0
 1502 Hetherington, Dr. R. B., 45A Graham Rd., Worthing, Sussex, BN11 2DU, England
 145 Lamson, Roger W., 39 Gould St., Stoneham Mass. 02180
 2456 Siefen, John F., 24344 Archdale, Detroit, Mich. 48227

...and some doodles by The Editor

Our Cowcatcher columnist Lew Ludlow asked us to mention the following: that on behalf of the RPO Study Group he has compiled a revision of the Shaw Handbook — that section containing the catalogue listing. After weeks of work the mammoth job is completed, printed (from the neatly-typewritten manuscript) and bound, and is available from him for \$6 a copy. He'll have more details in his next column.

For the past few issues there has been no *Sketches* column in the space above. Bob Carr, the column's writer for about 10 years, regrets that he's simply run dry of material; in fact he's had to chase and scratch for almost a year now to come up with information for his profiles on BNAPSers. In his long stint he was among the most reliable and steadfast of contributors to this little magazine and in that time must have sent out hundreds of letters to members asking for stories about themselves. He has served *Topics* and BNAPS well and we thank him for that; his retirement from this page is well deserved. The column will be resumed very soon by another writer; meanwhile Carr carries on; on May 29 he will be attending the COMPEX show in Chicago as a goodwill agent for BNAPS. This year COMPEX is honoring BNA philately and expects to have several top Canada exhibits on display.

This month sees the first report from John Payne, our new Sales Manager. Payne's plea for more material is nothing new — his predecessors without fail had the same problems — but with the state of the stamp market being what it is today choice material is at a premium and it's very much a sellers' market. We fully expect some records to be broken following the Greene sale and we hope to report on some of the highlights next month. Meanwhile the Sales Circuit remains one of the best sources to dispose of unusual material which would otherwise get lost in a large auction catalogue.

Another plea which you have read of before is one which we make from time to time. This month's issue contains a dearth of articles on stamps and we urge all you writers out there to heed the call and correct the imbalance. We are in urgent need of articles dealing with stamps — so come on, fellas, and make our life easier.

MAIL FROM OUR MEMBERS

Faked Admirals

While browsing through a large lot of 1c green Admirals I chanced upon what seemed to be the elusive horizontal wove paper from the regular sheets. Further investigation revealed the perforations were faked and, thus, the stamp was probably from an early booklet. More detailed study of the lot revealed several more faked perf copies, most being on the normal vertical wove paper.

In all cases the faked perfs were made from the same device, as their slight but noticeable irregularities are constant from stamp to stamp—sometimes found inverted. Faked perforations were found on all possible straight edge positions.

I thus must offer caution to all Admiral specialists. My lot came in a box marked 'Ritter' and I have noted that horizontal wove finds have come from this source. If any collector requires further details I would be glad to correspond from Box 997, Spruce Grove, Alberta T0E 2C0.

— Rick Parama

Shortsighted decision

I feel the recent decision at the Williams-

burg convention to bar any material not published by BNAPS, or one of its sister societies, from our literature department is foolish and very inconvenient to many of our members.

It is foolish because it removes from availability of many of the members outside of the range of stamp retailers such books as the Quarterman reprints. Secondly, many of the handbooks handled by BNAPS are of limited use because they are out-of-date; e.g. the squared circle handbook, 1964 edition. Thirdly, I feel it is discriminatory to other publishers. Finally, the range of books handled by the literature department would be so limited as to make it a money-losing venture.

While there is merit in the suggestion to handle only those books published by BNAPS, or one of our sister societies, I think there is more harm than good done by adopting this bylaw.

— Joe Szeker

The editors welcome further comments regarding this decision made by the Board of Directors last fall at the annual convention.

WILLIAM C. PETERMAN

BNAPS eighth life member

March 28, 1889-January 1, 1975

Bill Peterman was one of the group of 15 who met with Jack Levine at the Collectors Club in New York City on October 28, 1943, to form a society for the collectors of BNA. Soon after, BNAPS was formed and Bill was elected temporary Treasurer, to serve until the annual election — which then elected him full Treasurer. Pete, as he was also called, served in that post until January 1961 when he reluctantly turned the job over to Jim Culhane because of ill health. Seventeen years of service to BNAPS! His deep interest in the Society in matters other than fiscal endeared him to all who met him or served with him.

— A. P. Cook

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The 1967 issue - - a second die?

BY JEAN LAFONTAINE

It appears, after close examination, that the 1c stamp has been printed from two different dies, one used by CBN, the other by BABN. The dies are different by many small details, but the overall difference is that the Queen's face looks much better and younger on one die, older and severe on the other.

The main details to look at are:

	DIE I	DIE II
hair	seems to have many white hairs	darker hairs
cheek	heavy lines	lighter lines
shoulder (below strap and above letters DA)	heavy lines giving a sun tan effect	lines are lighter (whiter skin)
eyebrows	light	dark
lips	look straight	finely curved
ear (top of)	larger and clearer	top seems to be covered by hairs

All these details can be seen without any special visual aid.

Die I has been used, as it seems, exclusively by BABN to produce booklets. So this die can only be found on stamps with a straight (or two) edge. Die II has been used by CBN to produce sheet stamps and also one booklet. This booklet is the Centennial 25c red cover 5 x 1c, 5 x 4c.

Editor's Note: It seems to us remarkable that after a number of years of study of this issue by many collectors, this discovery has only now been brought to our attention. We anticipate comment on Lafontaine's findings from students of this issue. For ourselves, we shall defer judgment, and be guided by the experts.

LAURENTIDE — *continued*

in connection with the preparation of a reconnaissance map showing the forest types in that part of northern Ontario lying north of the National Transcontinental railway, between the Ontario-Quebec boundary and the Abitibi river.

In 1923 Ontario contracted for a further program of forest sketching in northern and western Ontario from a main base at Sudbury. Contracts for similar work were carried out for pulp and paper companies and for transportation in the remoter parts of the province. In Quebec several contracts for similar work were also obtained.

In the spring of 1924 Ontario established its own air service and the company sold part of its equipment to the province. It retained one Vickers Viking Napier Lion engined amphibian, and three H.S.2.L. flying boats for their own work. Their most important operation was an air mail, pas-

senger and freight service from Haileybury, Ontario, into the Rouyn gold fields. This was the first regular line of its kind to be established in Canada. The service was continued uninterruptedly from the first of June until towards the end of November, when ice formed on the lakes in the interior.

The company propose to continue the service throughout the winter months and for this purpose have purchased a Westland Limousine six-passenger aeroplane fitted with a Napier Lion engine, and a D.H.9 Siddeley Puma three-seater. These have been fitted with ski and will be put into operation when the lakes are sufficiently frozen to permit of their being used for landing grounds. A hangar has been lent this company by the Department of National Defence, for erection at Larder Lake, which will be the winter base, to assist the company in this difficult operation.

(to be continued)



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Hurdman's Bridge, 1879. The Hurdmans put a timber bridge across the Rideau in 1867 from their farm in Gloucester, to connect was their lumber yards, and allowed the public to use it.

Harbord (fig. 8), 1891. The 1903 Ottawa Directory described this Nepean Township post office as being on the "north side River Road, 3 west of CPR crossing, Wm. McAdoo P.M." It was near the Dominion Experimental Farm, Ottawa West, 1899. It was in Nepean, between the western fringe of Ottawa and Westboro.

These were the post offices considered to be suburban to Ottawa by directories around 1910, the end of the Edwardian era. The branches in the preceding section were those listed as such in the postal guides until then. Addresses given are those in the second half of the 1890's, for those already open then.

The National Postal Museum has been very helpful in providing some of the information included in this listing.

see if you have dates later than DE 27/ 98.
PORT WILLIAMS: NO 25/ 93 to SP 7/ 00.

SPRINGHILL: MY 6/ 95 to MR 21/ 03.

STELLARTON: FE 1/ 95 to AU 11/ 00.

SYDNEY I: MY 23/ 94 to ? 2/ 00.

TRURO: AU 1/ 93 to FE 13/ 01. Time marks: AM, PM generally; Blank known.

WHYCOCOMAGH: NO 19/ 94 to AP 27/ 99. Time marks: Blank until DE/ 97; then AM, PM.

WINDSOR: SP 11/ 93 to OC 13/ 97. Most early dates were three-line dates (Month/ day/ year), but earliest date is two-line (Blank/ SP 11/ 93); SP 12/ 93 is also two-line, but by SP/ 20/ 93, three-line dates were the rule until AP/ 96 when time marks AM, PM over two-line dates came into use. Earliest reported use of AM, PM is AP 16/96.

WOLFVILLE: OC 5/ 94 to MY 10/ 02. No strikes reported for '96, '00, or '01.

YARMOUTH: MY 29/ 94 to JA 27/ 99. Time marks: AM, PM, blank.

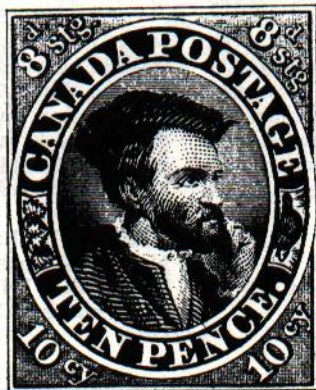
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staff who had been assigned to Censorship duties in both World Wars I and II. One of these was, in fact, in charge of the censorship for this area during World War I.

We advised that "ordinary" letters were placed under registration when it was found during the course of the Censorship duties that they contained currency over \$1.00 in value, or when there were papers in the covers which were thought to be valuable.

According to this gentleman's memory, Headquarters had instructed that no additional registration fee was to be charged either the sender or the addressee in such cases as the registering of the mail was done as the result of a war measure (Censorship) and not primarily as a Postal measure. In the latter connection, however, the action of registration gave security to the valuables and also protected the name of the Post Office Department.

I feel certain that this information is correct, and I hope it will answer the enquiry for you.

The covers which you submitted have been carefully handled by as few people as possible in my office in order to preserve them. It was noted that, when the covers were received here, the stamp on the one addressed to the Puget Sound News Company, Seattle, Washington, and mailed in Victoria, B.C., on the 12th April 1916 at 11:00 p.m., had a small portion of it previously torn away. No doubt you had already noted this point.

— A. E. Catterall,
district director

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You will note from the final paragraph that Mr. Catterall is careful to preserve the good name of the Post Office Department even in the matter of the covers themselves being damaged.

Illustrated is a cover from Vancouver to Seattle, Washington, originally cancelled Vancouver April 15, 9:0 pm, 1916, and later when censored, was resealed on April 17, and noted on the censorship label in the lower right corner \$395.32. At the same time the "R" in oval was struck tying both stamps to the cover, in addition to the machine cancel of two days previously. A registry number in indelible pencil, 533, was marked in the lower left center of the cover. On the back the censor label is also tied to the cover with the Vancouver, April 17, 1916, hand stamp, and in purple the Seattle, Washington, registered date stamp for April 18, 1916.

Censored covers are not particularly rare or scarce from either World War I or World War II, but those which are both censored and registered, and on which the registry fee had not been paid, are scarce to rare, and certainly well worth looking for.

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The long-term trend is frequently upset by wars, depressions and other abnormal circumstances. The German market was unable to compete for rare old German States after the last war, and for a few years such stamps were dispersed in the markets of Paris, London, New York, Zurich and other centres of demand. Since the mid-fifties many of these stamps are again residing in German collections.

At the present time the trend of repatriation of British North American stamps is somewhat interrupted. It is rather complacent to blame this situation on currency differentials. As a Canadian I feel entitled to assign much of the reason for it to lack of appreciation and courage on the part of Canadian buyers. Competitive foreign buyers of old Canadian stamps often win out by discarding arbitrary yardsticks of price when purchasing.

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