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THOSE MYSTERIOUS SCRATCHES ON THE 3c RED ADMIRAL

BY MICHAEL DICKETTS

Introduction

Every once in a while Admiral enthusiasts will encounter a three-cent red Admiral stamp which shows a series of tiny marks or dashes in one or more corners of the design and wonder to himself what these might signify. The writer is no exception to this speculation and, being particularly interested in so-called "fly-speck" varieties, attempted to find written explanation to explain the mystery but without success. What follows is the first tentative step to come to grips with the problem, and to lay the foundation for others to build upon.

Bibliography

As I have already said, almost nothing in the standard literature on the issue makes reference to these marks. Brief mention by Hans Reiche in his *Canada: The Admiral Stamps of 1911 to 1925* (p. 68) and, later, on p. 40 of *Part II* of that work, refers to "fine, diagonal parallel lines in the left numeral box" and "two short parallel lines extend(ing) from the bottom frame line into the right margin" appear to be the only hint that anything unusual has been noted. Ann Dorian, in notes about an engraver's slip error, published in *Topics*, December, 1959, observed "clear-cut marks suggesting the over-shooting of an engraving tool", which suggests some reference to my subject. A final note on the published record of marks can be found on p. 52 of George Marler's recent study of the Admiral issue, *Booklets of the Admiral Stamps of 1911 to 1925*, wherein he states that certain subjects of the 3c booklet stamp show "a dash (or two dashes) a little less than .5 mm below the right numeral box of one or more subjects of nearly every inverted pane of Plates 3 and 4 . . ." This, as I say, appears to be the sum total of written reference to minute, but clearly seen, marks on

a popular and well examined stamp which has been available for study for 54 years.

The survey and its results

The 3c red Admiral was first issued in December, 1923, and the quantity printed is recorded by Reiche as 1,091,797,300. I chose as my sample 2,430 stamps taken from bundled stock purchased in a wholesale lot. It should be immediately apparent that the sample does not come anywhere close to being measurable in scientific terms, hence these notes do not pretend to do more than introduce the matter to interested readers. In going through the sample I was at once aware that it had been picked over for the more desirable cancellations, leaving mainly machine cancels, a few lightly dated items plus heavily smudged stamps. Nonetheless, I found the following items of interest, particularly with the subject of this article in mind.

- 3 Lines or dashes in the numeral boxes.
- 8 Lines or dashes in the lettering.
- 7 Two horizontal parallel dashes at lower left corner.
- 1 Two horizontal parallel dashes at lower right corner.
- 1 Horizontal dashes at both lower corners.
- 5 Dashes in lower border.
- 1 Vertical dashes at lower left and right corners.
- 22 Vertical dashes at lower left corner.
- 54 Vertical dashes at lower right corner.
- 1 Vertical dashes at upper right corner.
- 1 Vertical dashes at upper and lower left corners.
- 8 Vertical dashes at upper and lower right corners.

This total of 112 varieties was a surprisingly high 5% of my sample and gave me sufficient material to validate and record my findings. Before going into greater detail and description of these marks a cautionary note would seem appropriate. What



General location of dashes found on 3c red Admiral

is about to be discussed are very clearly marks caused by indentation in the surface of the plates which hold sufficient ink to print onto the paper. They are neither splashes of colour distributed randomly over the surface of the paper and caused by overinking of the plates, nor are they re-entries or hairlines, as are to be more commonly found in earlier denominations of this issue printed between 1911 and 1920. I have encountered several collectors who have mistaken *random* marks for the many *constant* varieties recorded by students of the Admirals, and readers are cautioned not to mistake one for the other.

Description of the varieties

Commencing with the largest group of marks or dashes found, and central to this report, are the vertical and horizontal marks found in all four corners of the stamp. I have attempted a composite sketch demonstrating all *possible* locations, but it should be clearly understood that no single stamp displays more than 25% of the total marks indicated. In case the Editor is unable to reproduce this sketch I have attempted a verbal description. While indicating the general direction the marks follow, the terms vertical and horizontal are only approximate descriptions and many of my

examples show the marks at slight angles to these lines of direction. Another intriguing aspect to the marks is that on under-inked or worn impressions, the dashes are often seen as dots.

Vertical dashes — upper left corner

Beginning with the upper left hand corner, there can be found two dashes, one at the angle of the two frame lines, the other 2 mm above. My sole example at this location also shows the two dashes at the lower left corner. A larger sample will probably turn up more examples at the upper left location, although marks on the left side are scarcer than on the right. All marks in this and the following types are vertical in direction.

Upper right corner

At the upper right hand corner I again found only one example, but it is detailed enough to confirm that it falls into the general pattern of this kind of variety. Here, beginning opposite the sixth horizontal shading line, in the margin between the spandrel and frame lines, are two dashes, followed by a dash and two dots in the border above the stamp design. A second type exists, of which I found eight examples, with marks at both upper and lower corners on the right side of the stamp. Some

show two short parallel dashes above and below the design, while some consist of faint dotted lines slightly to the left of the vertical numeral box line and upper right spandrel line.

Lower right corner

Continuing around the stamp, examination of the lower right hand corner reveals the largest number of stamps (54) found with marks in that location. These fall into three main patterns, the first being a series of dashes beginning almost at the edge of the paper and running up and into the design between the spandrel and frame lines, culminating in a series of dots which end at the 13th horizontal shading line. These could be construed as misplaced guidelines except (a) the broken line does not continue beyond the centre of the stamp and (b) the dashes are slightly thicker than those of guidelines. The second pattern of marks consists of a broken line of dashes and dots starting at the frame line and running down to the edge of the paper at a point in line with the vertical right numeral box line. The final sub-group shows either one or two rows of dashes running up from the edge of the paper and into the design at a slight angle from the vertical, to the left of the vertical box line, between it and the numeral three. There are many variations to these descriptions, perhaps due to plate wear.

Lower left corner

Moving around the stamp clockwise, a single example was found of marks at both lower corners, but our final location point at the lower left hand corner produced 22 examples of these distinctive marks. The greater number showed a single dash below the angle of the frame lines, in the border and lying at a slight tilt to the vertical axis. A second sub-type had a thick dash flowing down from the angle of the two frame lines, towards the edge of the paper, followed by either a fine dot or dash.

Horizontal dashes

The next group of varieties comprise horizontal dashes at the lower left and right hand corners. Touching the frame line at the angle and extending out to either the left or the right can be found two parallel lines about 2 mm long with the upper one usually shorter and weaker than the lower

dash. I found seven examples at the lower left, one at the lower right and one showing the two dashes at both the lower left and right corners.

Miscellaneous locations

The balance of varieties found in the sample consisted of the same width and length dashes in various locations, both inside and outside the printed design area of the stamp. Their short length, (anything from 1 to 2 mm) places them within the area under discussion, and while they would ordinarily be categorized as plate scratches I feel they have a common origin with the marks already described. Constant dashes have been found in both numeral tablets, in the lower border, and in the letters 'ANA' of Canada, 'S' of Postage and 'N' of Cents.

Explanation and conclusion

I believe that I have presented enough evidence to show that at some stage of the printing of the 3c red stamp, unusual events crept into an otherwise acceptable, and error free, printing job. It is of significance that the marks were found on stamps from both dies, with dated copies ranging from 1924 to 1926, so that the change from wet to dry printings and from surface hardened to chromium plated printing plates had no impact on these flaws in production.

I would remind readers of at least two parallel cases found in the Admiral issue. Some two cent carmine sheet and coil stamps have been found with two short parallel lines at the lower right corner of the design. Perhaps even more pertinent to this article is a very detailed description of quite similar marks found on the 7c red-brown Admiral stamp, by Hans Reiche in the May, 1955 issue of *Topics*. In the course of his remarks Mr. Reiche states: "Further, it is believed that these plates (Plates 7 and 8, approved in October, 1924) have been laid down on a steel plate which had been used previously and that certain marks had not been burnished off completely before laying down the 7 cents. The Bank Note company confirmed that, due to the shortage of good steel, old plates were used for printing this stamp." Are we looking at a similar situation in the case of the 3c red, remembering that it, too, was being printed during the same time frame?

In presenting my findings I regret I have no pat explanation, and unless there is something in the printer's files, I am doubtful if the meaning of these marks will ever be forthcoming. I remain convinced that these marks are neither re-entries, engraver's errors, hairlines or cracked plates.

They *might* be anything from the remnants of a previously engraved plate, to plate damage caused by an object marking the plate. As I have been unable to exam-

ine a die proof, nor have I seen complete sheets of the many plates involved, I have been unable to verify certain aspects of this intriguing matter. This will have to be left to other specialists, and I invite them to follow up the preliminary work I have begun. I would be grateful to have comments on any aspects of the foregoing, which should always be addressed either to the Editor or to me at 61 Alwington Avenue, Kingston, Ontario K7L 4R4.

For more on the subject please turn to page 32

Early Post Offices of Grenville County

BY MAX ROSENTHAL

Historical Background

Before the American Revolution the Reverend John Stuart was a missionary among the Mohawks in New York State. Sir William Johnson secured for him land in the Mohawk Valley, which Stuart named for his patron. After the war, for his loyalty to the British cause, he was given an extensive grant on the St. Lawrence River in what was to be Grenville County, which he called New Johnstown.

The village of Johnstown, located where an Indian trail from the Ottawa River touched the St. Lawrence opposite Ogdensburg, became the capital of a district Simcoe named after it, Johnstown. The trail is now Highway 16 within Edwardsburgh Township, Grenville County.

Prior to the arrival of the first settlers, in the spring of 1784, partial surveys had been made of the townships fronting on the St. Lawrence, the first one extending from the Quebec border to the western boundary of Elizabethtown Township, Leeds County, the two in Grenville County being No. 7 or Edwardsburgh and up river No. 8 or Augusta. Augusta was one of the first settled, its earliest pioneers coming up the St. Lawrence in boats in that year.

Augusta Township

When the first post offices were established in Upper Canada in 1789 Augusta

was one of them, named after the township and located in the new settlement. Until 1802 John Jones was postmaster. There were occasional mails by boat on the St. Lawrence, and an express each winter by snowshoes. Mail was more likely to be carried privately by travellers and delivery was unreliable.

In the Ontario Archives is a letter from Empraim Jones, Augusta to Surveyor-General David Smith, Niagara, sent on September 16, 1794 "I this day received your letter of the 5th instant. The former one that you make mention of has not come to hand yet." By the time Samuel Sherwood became postmaster of Augusta in 1802, a monthly mail by courier had been established.

On June 24, 1804 Sherwood wrote to Chewett & Ridout, York "I wrote you on the 22nd of March last by Mr. Jessup and begged the favour of an answer, which I have not received." On May 19, 1805 E. Anderson, Augusta wrote to Jonathan Jones, Cornwall "Since my last letter to you post riding is done." Apparently the courier had been replaced by a horse and rider.

The Jessup mentioned was Major Edward Jessup who had brought his soldiers to Grenville County in 1784 and then left for England. Returning, he settled on the St. Lawrence in the southeast corner of Augusta Township. In 1810 he had a town plot surveyed and named it Prescott after a

British military figure. In 1814 William Gilkinson built a wharf and warehouse there. Prescott soon assumed an important position, being at the head of the rapids and the lowest point on the river to which large boats could sail.

Fort Wellington was constructed on Jessup's homestead some time between 1812 and 1813 as the main point of defence of communication between Kingston and Montreal. The war with the U.S. closed the Augusta post office in 1814 and in 1816 one was opened at Fort Wellington with Adolphus Jones as postmaster. With Prescott being rapidly settled, it was replaced in 1817 with a post office in that town. Jones' son Alpheus was postmaster of Prescott from then until 1863.

A letter in the Ontario Archives from Jones to Peter Robinson, York, has the manuscript postmark "Prescott, April 18, 1831" written in two lines joined by a bracket. A letter from Lanson Hilliard to W. H. Merritt, St. Catharines is postmarked with a large double circle enclosing "PRESCOTT, U.C." with NO 2, 1841 in type.

A further letter sent by James West, "Johnstown, near Prescott" to D. B. Papineau, Montreal, sent October 14, 1843, is cancelled with a large double circle broken by PRESCOTT, U.C., with the date in type, all in red. Johnstown itself did not get a post office until the late 1900's.

One and a half miles east of the western boundary of Augusta Township is Maitland. Its post office opened in 1828 with Samuel Thomas as postmaster. Closed in 1830, it reopened in 1838 with George Longley as postmaster.

Samuel Bellamy came from Vermont in 1814 and purchased a mill privilege on the south branch of the Rideau which became the site of North Augusta. He erected the first grist mill in the township and, in 1840, became first postmaster, when the post office opened at the mill.

In 1851 Centre Augusta, on the 6th concession, lot 15, and Charlesville, on the 5th concession, lot 14, north of the South Nation River, both opened post offices. The latter was probably named after its postmaster Charles Lane.

Algonquin post office was established in the early 1860's at the corner of the 5th concession and 29th sideroad. Later in the decade appeared Maynard, on the 4th concession, lot 10 and Roebuck, at the 7th concession and 4th sideroad.

The early 1880's saw Garretton opened with Nathaniel Garrett as postmaster, and in 1884 appeared Throoptown, on the 8th concession and lot 20. Between 1900 and 1910 post offices were established at Glenmore (5th concession, lot 21), Blue Church Road (2nd concession and 15th sideroad), Lord Mills (18th sideroad north of the 4th concession) and South Branch (10th concession and 18th sideroad).

Edwardsburgh Township

Edwardsburg post office was established in 1837, a mile east of the township's eastern boundary, on the St. Lawrence. M. Casselman was postmaster. In 1879 its name was changed to Cardinal. According to local legend it was called after an early settler but there is reason to believe it was actually named for Cardinal Richelieu.

Spencerville was founded by David Spencer who reached the South Nation River in 1812. A road was cut through the bush following an Indian trail, now Highway 16. Spencer made a clearing on the south bank of the river and built a dam and mills. William Beck was the first postmaster of Spencerville post office, located in his store.

Shanley opened in the early 1860's on the 7th concession and 6th sideroad, as did Ventnor, where the South Nation River crosses the 8th concession. Jasper post office was opened at Irish Creek and Pittston opened in the early 1870's where the South Branch crosses the present Highway 16 with William Pitt as postmaster.

From the Mohawk Valley had come the Brouses of German descent. Brouseville post office was opened in the mid-1870's on the 6th sideroad at the corner of the road north to Black Creek. In 1877 Glen Smail was opened at the present Highway 16 and the 5th concession.

Sometime in 1884 Groveton opened at Highway 16 and the 9th concession, while in 1898 Hyndman post office was established with J. Hyndman as its first postmaster, at the crossing of the 6th sideroad by the South Nation River. Finally in the late 1900's Crystal Rock opened on the 3rd concession, on what is now Highway 16.

North of the two river townships of Augusta and Edwardsburgh, reaching to the south bank of the Rideau River, Grenville County includes from east to west the townships of South Gower, Oxford and Wolford.

South Gower Township

South Gower was fairly well inhabited because what is now Highway 16 was the stage road from Prescott to Bytown, then the only road between the St. Lawrence and Ottawa rivers. In 1836 South Gower post office was established with William Bower as postmaster, at the 6th sideroad in concession 4. John Byce became postmaster in the 1850's.

When the stage line was created between Prescott and Bytown in 1846 post offices were established at Spencerville and Heck's Corners, with J. S. Archibald as postmaster of the latter. Heck's Corners became Heckston in 1857. Wilson's Bay post office opened in 1898 on the road along the river at the lot 43 sideroad with A. Wilson as postmaster.

Oxford Township

About 1792 a few settlers found their way to the Rideau in the vicinity of Buritt's Rapids. Here a post office opened in 1839 with Stephen Buritt as first postmaster.

Between 1812 and 1814 John Boyce traded to Lyman Clothier 100 acres of the future Kemptville, where the latter had built a mill on the south branch of the Rideau. Oxford township boasted only 20 people then, with not a house between Kemptville and Buritt's Rapids. The first name given to the community which grew up around the mill was the Branch, later Clothier's Mill. As it increased in importance its settlers sought a more dignified name and chose Kemptville after the governor general.

Years after it became a hamlet residents had difficulty in maintaining postal communication with the outside, Prescott being the nearest post office. Postal service was finally established in 1831 with William Bottum in charge. A letter from surveyor Francis Jones, Kemptville to Surveyor-General Kenneth Cameron, Toronto, sent on April 19, 1841 is postmarked with a double circle enclosing KEMPTVILLE, U.C. in very large red lettering with the date in manuscript. A letter from Truman Hurd to the Surveyor-General, Montreal, is already postmarked with the newer postmark of a double circle broken by KEMPTVILLE, U.C., with JY 3, 1847 set in type, all this in thin red lines.

About 1846 Asa Clothier, son of Kemptville's founder built mills where Kemptville Creek crossed the road in concession 5.

There Oxford Mills post office was opened at the corner of Highway 16 and the road south of the 9th concession road, with David Millar as postmaster.

Newmanville post office opened in the early early 1890's at the 6th concession and the 3rd sideroad. Acton's Corners, 3rd concession and the 15th sideroad; East Oxford, 13th sideroad in concession 8; Farmer's Union, 5th concession and the sideroad in lot 4; Kemptville Junction, where two railway lines cross each other at the 5th concession and McReynold's Corners, south boundary road and road in lot 12 were all provided with post offices in the early 1900's.

Wolford Township

The first settlers to venture inland from Brockville selected land on the Rideau just downstream from Irish Creek, known in the early days as the Upper Rideau Settlement, while the area downstream of Merrickville was named the Lower Rideau Settlement. The original survey was made in 1795 and the first settlers were Joseph Easton and Joseph Harkins.

The falls at Merrickville provided a natural spot for settlement. William Merrick began the original mills in 1796, and a road ran from Brockville to Merrick's Mills. It was a well established community in 1826 when the Rideau canal was begun and, as the canal opened the river to traffic, post offices opened along its route. Merrickville got one in 1829 with Terence Smyth as postmaster.

A letter from him to the Surveyor-General, York, sent on October 12, 1832 is postmarked with a double circle enclosing MERRICKVILLE, U.C., with OCT and 1832 stamped within in red type, with the date written between the two. A letter from Edmund Burritt, Marlborough to the Surveyor-General, Toronto, sent November 3, 1835 is marked with the same cancellation except that only the year is in type, the remainder being in manuscript.

Easton's Corners post office opened in 1851 at the 3rd concession and 24th sideroad with Samuel Easton as postmaster, a descendant of the original settler mentioned above. Bishop's Mills post office came into being where the middle branch of the Rideau crossed by the road in the 9th concession. H. O. Bishop was first postmaster.

In 1854 Munsel post office opened on the county road to Merrickville, lot 19 at the

7th concession. When postmaster James Bryant moved away in 1857 the post office closed.

In the mid-1890's Wolford Centre was established where the county road from

Merrickville crossed the 6th concession. At the beginning of this century Snowden's Corners post office, with James Snowden as postmaster operated where two roads met in concession 6, lot 8 at the middle branch of the Rideau.

The Rural Route Booklet

BY ALLAN L. STEINHART

On October 9, 1928, Mr. Atwater, the Financial Supt. of the Post Office wrote to Mr. Wood of the Canadian Bank Note Co. as follows:

"As the question of sale on rural routes is a very large factor in the ordering of postage stamp books, I would ask that you be good enough to let me know at your early convenience what progress is being made in providing something in the way of a holder for stamps sold in rural routes, and what the cost would be."

A memorandum from Mr. Atwater for the Deputy Postmaster General dated Oct. 16, 1928 made further note on this subject:

"The case has been taken up with the Canadian Bank Note Company and attached is the result of various efforts made to find a remedy. The booklet, such as attached, can be made up at a cost of \$11.25 per thousand. This book could contain 36 stamps of such denomination as may be decided upon, for example: it could contain 12 ones, 12 twos and 12 fives, total 96 cents, or it could contain 18 ones, 12 twos and 6 fives, total 72 cents.

"The Courier would be allowed to sell the stamps as he pleases, either a single stamp or any number of them, or the whole book if desired.

"The books are made up with wax paper between the stamps and would, therefore, be as well protected as the present stamp book."

On October 17, 1928, Mr. Atwater sent a memorandum to Mr. Taylor, the Accountant in Charge of the Postage Stamp Division of the Post Office giving the following further information on these book-

"The attached memo is self-explanatory and it is requested that immediate steps be taken to

1. Have a sufficient quantity of these stamp books manufactured.
2. Find out how many should be issued to the different rural route offices.

"The denominations of stamps to be used in this book are to be 1c, 2c, and 5c, on the basis of eighteen 1c, twelve 2c, and six 5c—total 72c."

A letter from Mr. Taylor to Mr. Atwater, dated Nov. 26, 1928, noted in regard rural route booklets that "an order for 50,000 was placed with the Canadian Bank Note Company on the 27th October. The Company advise that they will be able to deliver some of these books about the latter part of December."

A note of Mr. Hudson of the Postage Stamp Division to Mr. Atwater, dated Jan. 3, 1929, noted "that 8,000 special books for rural routes have been delivered to the Postage Stamp Division."

A circular letter announcing these booklets was sent to all District Superintendents by Mr. Atwater on Feb. 8, 1929. It said they were available and it "requested that steps be taken to acquaint the Postmasters of all rural route offices to this effect and to advise them that a request for any necessary books should be included in their next requisition."

The Postmaster at Saint John, N.B. received a letter from Mr. Atwater, dated March 11, 1929, noted that "particular attention must be paid to the fact that these books must not be sold excepting on rural routes as they are intended for this purpose only."

A circular of Mr. Taylor to "Postmasters whose office is the starting point of R.M.D. Service," dated March 21, 1929 noted "the couriers must not, under any circumstances, insist on patrons purchasing a whole book." It went on to say "couriers will also be required to carry the regular 25c stamp book, as required by the regulations."

The first of many protests about these booklets came in a letter from Mr. Payne, the postmaster of Bloomfield, Ontario on May 6, 1929. It said that "the couriers will not pay 72 cents for a book as patrons will not buy the five cent stamps. If I could take out those stamps and let them sell the two's and one's they might get rid of them, but this way what am I to do? Shall I return the eight books I have on hand?"

On May 14, 1929, Mr. Atwater noted "it would be well to write all District Superintendents and ask them to survey their various districts on this point" which was the resistance by couriers to the rural route booklet. In a circular letter of May 27, 1929, he asked to "have a survey of your district made and ascertain if the 5c postage stamp included in this book is being used to any extent, as it is desired to find out whether or not the stamp is of any use to the public."

Some of the replies to this circular are of interest to us:

Summerside, P.E.I. — "There is practically no demand at this office for the combination books of stamps."

Breadalbane, P.E.I. — "We got a quantity of these books (20) shortly after they first came out, I sold only one book, and before I sold it I removed the six 5c stamps,"

Toronto, Ont. — "In this district there are 282 offices out of which rural routes start . . . in every case they report that there is no demand whatsoever for these 5c stamps."

An internal memorandum of the post office noted that from April 1st to Sept. 31st, 5,000 rural route booklets were issued to depots and 3,714 to postmasters.

On November 14, 1930, Mr. Atwater sent a letter to the postmasters at Toronto, Winnipeg, Montreal, Vancouver, Quebec, Regina, Halifax, Hamilton, Calgary, Ottawa and Saint John, N.B. saying as follows:

"Owing to the change in color which is to take place in the near future in the 1c,

2c and 5c denominations of postage stamps, the Department must dispose of a certain quantity of Rural Route Books which are on hand."

"The demand for such from Rural Mail Carriers being rather limited, it has been thought advisable to distribute them to the larger City Offices for sale through the lobby vendors. Each book containing 72c worth of postage stamps and there being no charge for the cover, it seems that lobby vendors can conveniently sell the contents after which the covers can be destroyed.

"I am sending you today under separate registered cover 4,000 of these books and you will please be good enough to fill future requisitions for 1c, 2c and 5c stamps from your lobby vendors with these books, in preference to stamps in sheet form, until such become exhausted."

Since this was sent to 11 post offices, therefore it follows that 44,000 of these booklets were disposed of at this time.

A final note of T. R. Legault of the Postage Stamp Division dated August 10, 1932 noted "that the 72c postage stamp books are no longer available to Postmasters. The issue was discontinued in November, 1930 . . . a small quantity was transferred to the Cash Sales Section for sale to stamp collectors."

The above information was assembled by the author through the courtesy of the National Postal Museum of Canada.

The Unissued Rural Route Booklet

Because of the resistance to the 72c rural route booklet, it was thought that some other form of booklet should be issued to rural route carriers.

A letter of T. R. Legault of the Postage Stamp Division to the British American Bank Note Company, dated April 4, 1930, said as follows:

"It is thought that a book containing say 6 one cent and 12 two cent stamps making a total value of 30c would be far more suitable. Stamps should be in panes of six, same as the ordinary stamp books, with a sheet of glassine on the gummed side of each pane. This with an ordinary cardboard cover would constitute the complete book. There is to be no printing of any kind either on the cover or inside the book."

The letter went on to ask for quotations.

A letter from the bank note company,

dated April 17, 1930, quoted a price of \$10.30 per thousand books based on a quantity of 100,000 books. A further quote was given on May 27, 1930 for quantities of 25,000, 50,000 and 75,000 booklets at \$11.50 per thousand books.

Order No. 12 was issued June 26, 1930 to the British American Bank Note Company for "25,000 Rural Route Stamp Books" of the new format and was acknowledged by the bank note company June 28, 1930.

On October 21, 1930, Mr. Atwater sent the bank note company a letter deferring the rural route booklets "owing to the contemplated change of colour of the denomination involved." This was acknowledged Oct. 24, 1930. The matter was allowed to drop after this.

The above information was assembled by the author through the courtesy of the National Postal Museum of Canada.

Letter Sorting Mechanization in Canada

by SALLY S. TUNNICLIFF

Fifth in the Series

Every resident of Canada should now be very familiar with the postal code. Most Canadians will have also seen envelopes with the yellow or red bars located below the address. In this article I will explain how the written postal code translates into the code bars. The translation is exactly the same for the red or for the yellow bars if the machine identification bars at the far left on the red-barred envelopes are disregarded.

The postal code is in the form ANA NAN where A = letter and N = number, i.e. H8T 2W3. In the first A position, one of 18 letters is possible (A, B, C, E, G, H, J, K, L, M, N, P, R, S, T, V, X, or Y). In the second and third A position one of 20 letters is possible (W and Z in addition to the 18 above). In the N positions all numbers from 0-9 are used.

The six postal code characters are translated by the post offices' coding machines into the group of bars below the address. There are 27 positions (bits in post office terminology) which by either having a bar or not having a bar enable the sorting machines to properly sort the mail. The postal code itself is represented by 25 of these positions. The position at the far right is a start bit, i.e. it "tells" the machine where to

begin reading. This bar appears on every envelope. The position at the far left (disregarding the machine identification bars on envelopes with red bars) is a parity bit. There must be an odd number of code bars. If the number is even, the parity bar is added so that the number will be odd (see Figure 1).

Although the machines read the code from right to left, it is easier for a human deciphering the code to read it from left to right. The postal code (ANA NAN) is broken down into four groups, AN A N AN. The first two digits (AN) are represented by eight bits, the second alpha (A) character by five, the second N by four and the final AN by eight as is shown in the figure.

Table I shows the actual placement of the bars for each letter and number. An O on the Table means there is no bar in that position, a 1 means a bar appears, and an asterisk means that that position is filled by referring to the N column.

In order to explain this further I will demonstrate how my own code, H8T 2W3, translates into the yellow bars. First of all, I take the first two digits, H8, and find this on the chart. I look in the "AN" column until I come to HN. I write 1000. For the

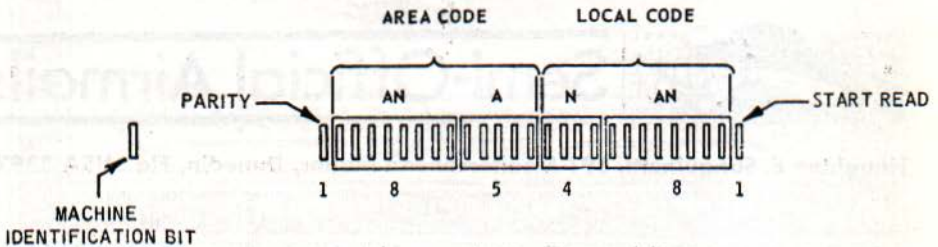
KEY TO DECIPHER THE CANADIAN POSTAL CODE
(A = Letter, N = Number)

"AN" (When A = any letter other than X)	"A"	"N"	"AN" (When A=X)
LN 0010****	L 00010	0 1010	X0 00010001
KN 0011****	K 00011	1 0010	X1 00010100
MN 0100****	M 00100	2 1001	X2 00011100
RN 0101****	R 00101	3 0011	X3 01000001
JN 0110****	J 00110	4 1011	X4 01000100
AN 0111****	A 00111	5 0101	X5 01001100
HN 1000****	H 01000	6 0110	X6 11000001
GN 1001****	G 01001	7 0111	X7 11000100
SN 1010****	S 01010	8 1101	X8 11001100
CN 1011****	C 01011	9 1110	X9 10000100
BN 1100****	B 01100		
EN 1101****	E 01101		
YN 1110****	Y 01110		
VN 0001****	V 10001		
TN ****0100	T 10100		
PN ****1100	P 11100		
WN ****1000	W 11000		
NN ****0001	X 10011		
ZN ****0000	N 10110		

- 1 means a bar appears in this position
- 0 means a space appears in this position
- * means the space is to be filled by the "N" column

POSTAL CODE BAR PATTERN STRUCTURE

Figure and table courtesy of Marsland Engineering



four asterisks I look in the "N" column under 8. I now write 10001101.

In my code the "A" group is a T so I look in the "A" column under T. Adding this to my bar code I have 1000110110100. My "N" group is found beside the 2 making 10001101101001001. I add the final "AN" group found opposite WN and 3 on the Table, 1000110110100100100111000. The next job is to add a start bar at the right. After doing this I count the number of bars which comes to 12. This is an even number. Therefore, I must add a parity bar at the left. Dropping the O's I have the following bar pattern: 11 11 11 1 1 1 111 1. This is exactly what I find on envelopes addressed to my house.

In working the other direction from the red or yellow bars to the written code, I suggest the following: Take a piece of paper and draw a line 79mm long. Next mark off intervals of 3mm each, beginning 1/2mm from either end. If you do this correctly there will be 27 marks on the line, each corresponding to a possible bar position.

The first mark on the left should be labelled "parity". The last mark on the right should be labelled "start read". Next, beginning at the left, mark off groups of 8, 5, 4, and 8 respectively as in Figure 1. Do not include the parity or start read marks in these groups.

Next place the line beside the bars which you are attempting to decipher. If the line of bars is not a full 79mm long, a parity bar is not present. In any case, the mark that is furthest to the right on your line should be lined up with the bar the furthest to the right on your envelope.

The next part is a bit tricky. It involves

matching the bars on your envelope to those in Table I. I suggest dividing the two eight bit positions into two groups of four. Try to match the bars on your envelope in the second group of four (from the left) to the configurations in the N column on the chart. If you do not find the bar pattern on your envelope here, check the configurations at the bottom of the "AN" column. The first group of four should be able to be determined easily by referring to the table once the second group is deciphered. If your bars still don't match any configuration on the table you may have a code beginning with X. These codes have their own column on the table. The letter and number in the code can be read to the left of the appropriate bar configurations.

The group of five bars should be easily found in the "A" column and the next group of four in the "N" column. Now we are back to another "AN" group. This one should be deciphered in the same manner as the first beginning with the second group of four first.

If the steps have been followed properly, the code which you have obtained should match the code written on the envelope. If the code does not match and you are sure you have used the key properly, there is always the possibility that the operator did not punch the code out correctly. This possibility is an infrequent occurrence, however.

The key to decipher the code was furnished by Marsland Engineering, Ltd., of Guelph, Ontario. Correspondence can be addressed to the author at 265 51st Avenue, Lachine, Quebec H8T 2W3.



Semi-Official Airmails

Haughton E. Sanguinetti, 591 Mediterranean Manor, Dunedin, Fla., USA 33528

Proof that semi-official airmail stamps were sold by post offices other than those served by the air lines has been received through the kindness of the administrative offices of James Richardson & Sons, Ltd.

Mrs. Lizette, the company archivist, has sent me photocopies of correspondence between Western Canada Airways, Ltd. and the secretary of the administration branch of the Post Office Department, as well as



— *Philately In Print.*

photo copies of pertinent Post Office Weekly Bulletins in 1927.

This material showed the procedure followed by Western Canada Airways, Ltd. in obtaining approval of its stickers and for the sale of the company stickers.

Six copies of the company stamp were sent to the Post Office Department prior to placing the stamps on public sale. After the stamps were printed a supply of them was sent to post offices to be served by airmail service. In addition to those offices, postmasters at other places could request their district superintendent to have a supply of the company stamps sent them for sale to the public. Requests from Toronto, Ottawa, Winnipeg and Montreal were granted but there may have been other post offices at which company stamps were sold to the public.

The postmasters to whom company stamps were distributed were directed by the Post Office Department to place the company stamps on general sale to the public and to remit the proceeds from their sale direct to the company when the supply had been disposed of.

The Post Office Bulletins contained advance notification of when the company operated airmail service was to be inaugurated and the charge to be made for such stamps. When rates were changed for airmail routes by Patricia Airways & Exploration Company the Post Office Bulletin carried such advance notice.

The material from James Richardson & Sons, Ltd. shows that a rough sketch of the

proposed Western Canada Airways, Ltd. airmail stamp was sent to the Stovel Company, Winnipeg with instructions to have one of their artists produce a suitable design. The sketch was then submitted to the Post Office Department in Toronto. When the design was approved it was sent to the Stovel Company with an order to engrave and print the stamps.

After the die was prepared six proofs were sent to the administrative branch of the Post Office Department for its files. The Stovel Company shipped the completed order to Western Canada Airways, Ltd., which then sent a supply of the stamps to the Post Office Department for distribution to post offices to be served by the air line. A supply of the stamps for sale to the public was also sent direct by the company to postmasters which the Post Office Department asked be furnished with such stamps.

In a letter to Western Canada Airways, Ltd. dated 9 April 1927 the Stovel Company certified that 21,600 airmail stamps had been printed and sent to the company and on 16 April 1927 certified to the company that they had destroyed all spoils of the stamp run and had retained in their possession "only one file sheet of stamps (all cancelled)", and two small \$5.00 sheets for samples, all cancelled".

The letter explained that "the stamps were not printed from a die but from a lithographed plate which is not a portable object and remains in our care. We can assure you that every care will be taken of your original engraving here".

The Beaver Byline

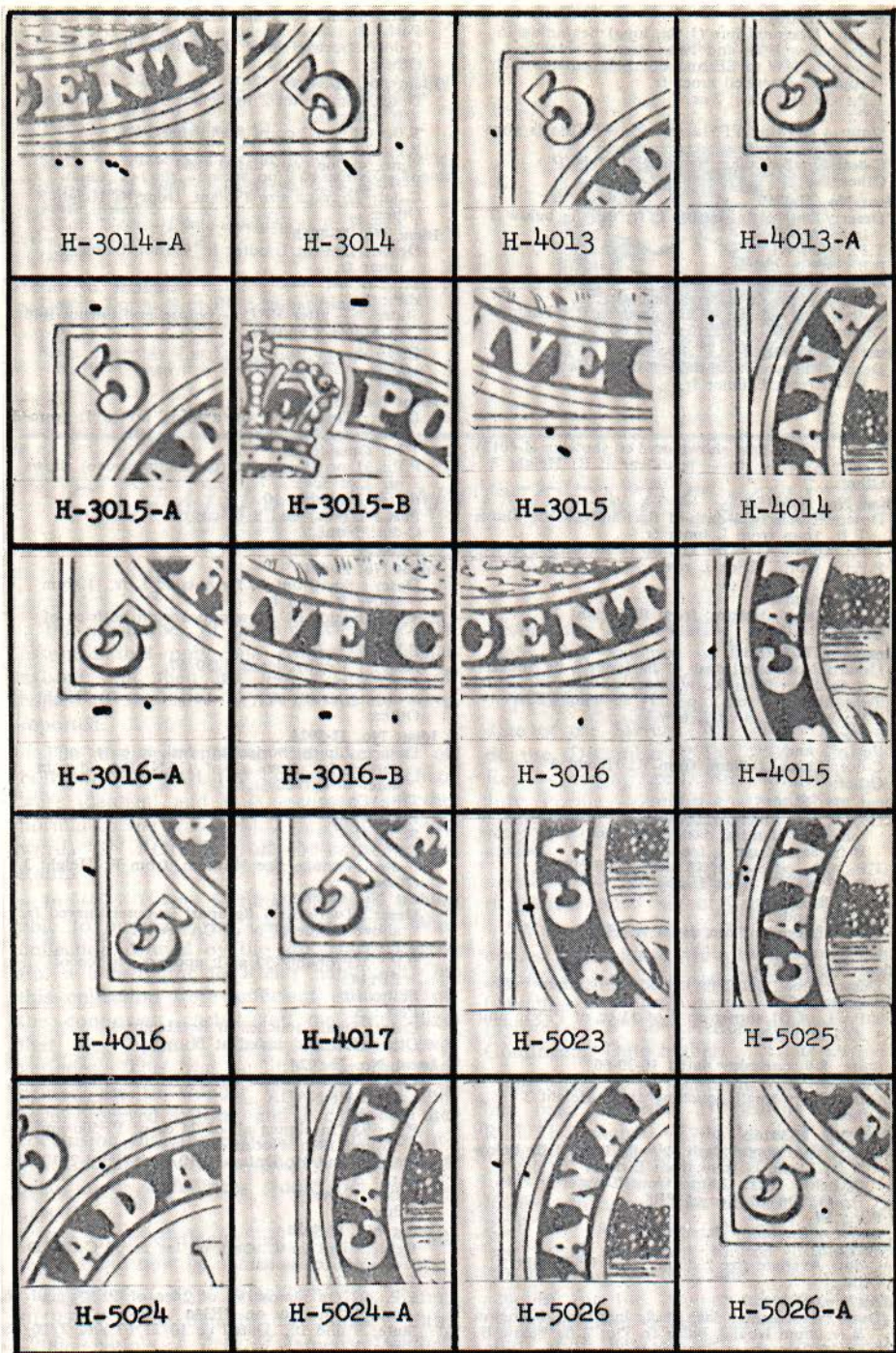
by CLAYTON HUFF AND ARTHUR H. GROTEN, M.D.

ABBREVIATIONS AND REFERENCES

Descr.—Description
T.P.—Thirkell Position
Perf.—Perforated. 1—11¾; 2—11¾; 3—12
P.P.—Plate Position St.—State
T—Top; R—Right; B—Bottom; L—Left
cc—Copies
flg.—Frame line gap—a distance of about .4mm
fr.—Frame
diam.—Diameter
V—Vertical

Ident No. H-3014A

Descr.: Several small dots outside B fr. below
EN of CENTS
T.P.: G5 and 6 2 cc
P.P.: 31
State: 4 showing PF51a and 93a—PF18a is gone
Perf.: 2
C-dot: Small, 2 diam. from R; Height 1
Other:



Ident No. H-3014

Descr.: Diagonal line (1 flg. long) beginning ½ flg. below B fr. and 1mm from R outer fr. running NW to SE and dot 1 flg outside R fr. opposite extended inner fr.

T.P.: G8 and F8 2 cc

P.P.: 31

State: 4 showing PF51a and 93a—PF18a is gone

Perf.: 2

C-dot: Small, 2 diam. from R; Height 1

Other:

Ident No. H-4013

Descr.: Dot ½ flg outside L fr; 2½ flg below T inner fr.

T.P.: L of A1

P.P.: ?

State: ?

Perf.: 1 (This flaw shows on 9 cc)

C-dot: Average size — just clear at R; Height 3

Other:

Ident No. H-4013A

Descr.: Short vertical dash 1 flg below B fr.; ½ flg from L inner fr.

T.P.: G1

P.P.: ?

State: ?

Perf.: 1 (This flaw shows on 3 cc showing H-4013)

C-dot: Average size — just clear at R; Height 3

Other:

Ident No. H-3015A

Descr.: Horizontal dash (1 flg long) 1½ flg above T fr. 1mm from L inner fr.

T.P.: Above A1 — on 3 cc of 18 showing PF19

P.P.: ? Not T, B or L row

State: ?

Perf.: 1 and 2

C-dot: Large, 1 diam. from R; Height 3

Other:

Ident No. H-3015B

Descr.: Horizontal dash (1 flg long) 2 flg above T fr. 8mm from R. outer fr.

T.P.: Above A5 on 3 cc of 18 showing PF19

P.P.: ? Not T, B or L row

State: ?

Perf.: 1 and 2

C-dot: Large, 1 diam. from R; Height 3

Other:

Ident No. H-3015

Descr.: Dot touching B outer fr. 7½mm from L inner fr.; slanting dash (1 flg long) 2 flg below B fr. 8mm from L inner fr.

T.P.: G3—on 5 cc of 18 showing PF19

P.P.: ? Not T, B, or L row

State: ?

Perf.: 1 and 2

C-dot: Large, 1 diam. from R; Height 3

Other:

Ident No. H-4014

Descr.: Small dot 2 flg outside L fr. 5mm below T outer fr.

T.P.: L of B1 shows on 7 of 11 cc of PF95c and R85 and R49a

P.P.: 51

State: 8-9 one copy dated 10-30-66

Perf.: 3

C-dot: Very small, touching at R; Height 3

Other:

Ident No. H-3016A

Descr.: Horizontal dash (1½ flg long) 1 flg below B fr; L end is 1mm from L outer fr.; dot 1 flg below B fr.; 2.8mm from L outer fr.

T.P.: G1 On all 8 cc of PF8

P.P.: 39

State: 4 One copy dated 1864

Perf.: 2

C-dot: Average size 1 diam. from R; Height 3

Other:

Ident No. H-3016B

Descr.: Horizontal dash (1 flg long) 1½ flg below B fr. 8mm from L outer fr. Dot 2 flg below B fr. 10½mm from L outer fr.

T.P.: G3, G4 6 of 8 PF8

P.P.: 39

State: 4 One copy dated 1864

Perf.: 2

C-dot: Average size 1 diam. from R; Height 3

Other:

Ident No. H-3016

Descr.: Small dot 2 flg below B fr. 7.7mm from R outer fr.

T.P.: G6 on 3 cc of 8 showing PF8

P.P.: 39

State: 4 One copy dated 1864

Perf.: 2

C-dot: Average size 1 diam. from R; Height 3

Other:

Ident No. H-4015

Descr.: Dot on L outer fr. 9½mm below T inner fr.

T.P.: E 0-1 4 cc

P.P.: 1

State: 8 — after PF75 — before and during R46 in States 9 and 10

Perf.: 3

C-dot: 2 small C-dots

Other:

Ident No. H-4016

Descr.: Dash of 1 flg angling up to L from L outer fr. 4mm above B outer fr.

T.P.: Outside E1

P.P.: 31 or 81 imprint (on stamp above) shows on 3 of 5cc

State: Probably 10

Perf.: 2 (4cc) and 3 (1 copy)

C-dot: None

Other:

Ident No. H-4017

Descr.: Small dot ¾ flg outside L fr., 1.4mm above B outer fr

T.P.: Outside F1 Flaw appears on both cc of PF79a

P.P.: ?

State: ? 1 copy dated 8/30/67

Perf.: 3

C-dot: Average size, ½ diam. from R; Height 4

Other:

Ident No. H-5023

Descr.: Almost horizontal dash in outer of curved fr. above C of CANADA—dot in inner of curved fr.

T.P.: D1

P.P.: 4 8cc

State: ?

Perf.: 2

C-dot: Average size ½ diam. from R; Height 3

Other:

Ident No. H-5025

Descr.: Two dots 1 flg apart in outer curved fr. above L side of N of CANADA

T.P.: C1

P.P.: ? Probably 37 as it appears on 5cc of PF114

State: 10

Perf.: 3

C-dot: Small, touches at R; Height 3

Other: R frs. doubled at B

Ident No. H-5024

Descr.: Dot in outer curved fr. above middle of D of CANADA

T.P.: A2

P.P.: 93 On almost all of 24 cc of PF50c and 56 and 102b. Not on PF34a

State: 9 and 10. Dated cc 10/21/67 and 2/10/68

Perf.: 3

C-dot: None

Other:

Ident No. H-5024A

Descr.: Dot in L shaft of 1st A of CANADA opposite cross bar

T.P.: C-D1

P.P.: 93 On almost all of 24cc of PF50c and 56 and 102b. Not on PF34a

State: 9 and 10. Dated cc 10/21/67 and 2/10/68

Perf.: 3

C-dot: None

Other:

Ident No. H-5026

Descr.: 1) Strong short dash in outer curved fr. above side of N of CANADA;

2) Blurry but strong dash of 1 flg angling to NW from L outer fr. 6mm below T inner fr.

T.P.: 1) C1 2) Outside C1

P.P.: 1

State: 4-6 Flaw 1)—17 cc but disappears as PF75 wanes; 2) Only appears on 2 cc of PF75. When "2" shows, "1" is almost non-existent

Perf.: 1 and 2

C-dot: 2 dots—Large touching at R; Height 1; very small touching B

Other:

Ident No. H-5026A

Descr.: Dot at R of BL 5 in hatching

T.P.: F2

P.P.: 1

State: Probably 4 or 5; Flaw on 7 cc of 30 cc of PF75 when it is strong; one copy dated

8/14/65

Perf.: 2

C-dot: Larger dot—now smaller

Other:



CANADIAN CONTINGENT CACHET

By KENNETH ROWE

For a number of years it was generally assumed that only one contingent cachet existed, but then in 1946 a number of copies of the "EN ROUTE" variety were reported.

The measurements and characteristics of both the "EN ROUTE" and normal cachets were identical and it is assumed that the normal cachet was created by removing the words "EN ROUTE" from the earlier handstamp.

In 1975 I was fortunate enough to be able to purchase the Canadian Boer War collection formed by the late Harry Guertin, a contributor to Rich's handbook. In this collection were sufficient examples of the contingent cachet for me to realize that the "normal" cachet existed in two varieties. This was a little startling and caused me to wonder why this had not been observed before, and I came to the conclusion that the majority of the contingent markings are so poorly struck that even major differences would not be apparent.

The main distinguishing features of all cachets can now be summarized as follows:

TYPE I — "EN ROUTE" 42 x 28mm. PURPLE. Only date of use January 30th, 1900. (Note — A date of January 31st has been reported but has not been seen by

Richardson or myself?). Richardson estimates the existence of 8 to 10 examples, but this may be low.

TYPE II — 42x28mm. Earliest reported date of use March 13th, 1900. Latest date of use December 27th, 1900. Colour — Red — March, April, May. Magenta—June, July. Purple — August to December. Fairly scarce as many covers did not receive the cachet.

Additional distinguishing feature — "A" of Africa under "C" of Contingent.

TYPE III — 42½x27mm. Earliest recorded date of use May 29th, 1900. Latest recorded date of use July 16th, 1900. Colour — Red and purple. Distinguishing features — "F" of Africa under "C" of Contingent. Date higher.

There is a query regarding the cover which has been reported as bearing the "EN ROUTE" cachet (Type I) and the "RECOVERED FROM WRECK OF MEXICAN" marking. (ABWP Vol. 16, No. 2) If one can accept that the contingent "EN ROUTE" cachet was applied but that the letter itself was not mailed immediately, it still rather stretches one's imagination to account for the two month gap between the application of the cachet on January 30th and the journey on the ill-fated "MEXICAN" on April 4th.

TYPE I



Miss Gracie Elliott

121 University St

Prof. Boyer
Army Service Corps.
Wiesenburg Okc.



Mrs.

John T. Boyer

Alincardine
Ontario



TYPE II

Canada

St. Catharines

Sherbrooke

Que

Canada,

St. Catharines
Mar. 27/00



TYPE III



RECOVERED FROM
WRECK OF MEXICAN



Mr. R. G. Phillips

ON HER MAJESTY'S SERVICE.

29.-10,000-11-9-97.

FREE FROM STRATHCONA'S HORSE,



Mr. Henry Hecker
184 Argyle Street
Halifax
N.S.

J. Wannerton reports (ABWP Vol. 18, No. 1) possession of a similar (identical?) cover which was sent by a member of "C" Field Battery, Brigade Division, Royal Canadian Artillery. This unit sailed from Halifax on the "MILWAUKEE" February 21st, 1900 and arrived in Capetown on March 21st, 1900. It would be possible for correspondence from this unit to bear the normal contingent cachet (Type II) as this has been reported in use as early as March 13th and have been carried on the "MEXICAN".

The battery did not leave Capetown for BIERA until April 14th. It is the combination of the Type I cachet and the wreck marking on a "C" Battery cover that seems beyond the bounds of credibility. It may be that there is a logical explanation for these inconsistencies, but so far one has escaped me. I have assumed that only one such cover is being reported as two such items would be difficult to swallow! Perhaps the member (or members) owning this (these) items would favour us with photograph of obverse and reverse?

In order that this information can be assembled at one point, I would be pleased if members would let me have a list of their Canadian Contingent covers (Xerox if possible) including sender's name and number, FPO number and date. Contingent cachet

type, colour and date.

I am also doing some local research on all the Canadian Contingents until the return of the Third Contingent and No. 10 Canadian Field Hospital to Canada in July 1902. I would particularly like to hear of covers from the Third Contingent to Canada between January and July 1902, but any report of Canadian material would be welcome.

For the Record

1. An unusual use of the contingent cachet Type II is as the only cancellation on a stamp. The date is appropriate for the return of the major part of the contingent to Canada although the writer was in "B" Company which did not return until later. This cover was either handed directly to the Canadian Postal Unit or it missed the normal A.P.O. cancellation and the contingent cachet was used to rectify the omission.

2. An unusual contingent departure marking is the straight line "FREE FROM STRATHCONA'S HORSE" on an O.H.M.S. envelope postmarked March 17th, 1900 the day of the unit's departure for South Africa. One other unaddressed envelope is known and both are probably philatelic souvenirs. The similarity between the type style and that used for the "MEXICAN" cachet is interesting.



The RPO Cowcatcher

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

(Note: Some of the information reported here was inadvertently omitted from a previous Cowcatcher column — Editor.)

Shaw No.	Route	NEW RUNS				R.F.	Reported by
		Type	Dir./Tr.	Period			
Q-6A	TRAIN No./Artha. & 3 Riv. R.P.O.	51	123	135	200	16, 107A	
Q-176G	TRAIN NO./Mont-Joli & Matane R.P.O.	51	1	135	200	133	
Q-263B	TRAIN No./ Riv. du Loup & Levis R.P.O.	51	36	135	200	16	
Q-331E	FROM SUD. & LITTLE CURRENT R.P.O./	22F		252	170	16	
Q-398A	TRAIN No./Tor. St. Marys & Lon. R.P.O.	51	W	135	200	144	
W-0C	ALBERNI-UCLUELET/R.P.O.	23		135	200	157	
W-23O	CAL DIST./D. L. ASKEW	4K	7	390	150	151, 158	
W-64L	KEL & SIC/R. F. MARRIAGE	1E	708	325	150	151, 158	
W-142B	SASK. & KIND./C. ROBINSON	7B	24	104	200	151, 158	
W-160AO	VANCOUVER & SKAGWAY/R.P.O.	3C		90	200	92, 151	
W-160AP	Vancouver-Anyox, R.P.O./STR. VENTURE	3C		135	170	151, 158	
R-19F	CANADIAN NORTHERN QUEBEC/ RAILWAY/GRAND'MERE, Que.	3C		104	200	144	
R-19G	C.N. RYS./HICKSON, ONT.	1J		136	200	144	
R-29Q	CANADIAN PACIFIC/RAILWAY/ STEAMER/PRINCESS VICTORIA	1J		97	200	144	

R-29R	CAN. PAC. RY./FREIGHT OFFICE/ TIMISKAMING, QUE.	1N	246	200	144
R-1501	S.S. PRINCE RUPERT	23	246	170	138, 144
R-150K	S.S. PRINCE RUPERT	5	330	200	144
R-150L	SS. "Empress of Russia"/PURSER'S OFFICE	1K	231	150	144
D-29C	NORTH SYDNEY/Terminal Office, N.S.	3D	356	200	146

CATALOGUE CORRECTIONS

N-82A	This run is delisted; it is the same as N-96				16, 10
Q-52B	Change type to Type 12A				16
O-338A	This run is delisted; the reported strikes are TOR., not TORONTO; they are O-338J				16, 10
W-26K	Change DERKETT to DENNETT				151
W-1201	Change NORTH BATTLEFORD to N. BATT.				56, 16
W-160A	Change type to Type 3C				92, 16
W-205B	This run is delisted; it is the same as W-173B				16, 10
D-1A	This run is delisted; upon authoritative advice, this is not a rail depot				136
D-40	This run is delisted; upon authoritative advice, this is not a rail depot				138

COLUMN UP-DATE

Run	Hammer	New Information	Reported by
M-7	III	Latest — October 24, 1917	156
M-11	I	Latest — July 6, 1970; add Tr. 123	150
M-11	VI	Add Train No. 631	150
M-12	XX	Latest — July 22, 1914	156
M-12	XXIII	Latest — August 15, 1919, Train 3	156
M-18	VI	Earliest — August 16, 1928	16
M-19		Latest — 1st Period — November 3, 1913	156
M-20		Earliest — March 5, 1895	156
M-26	II	First known strike — October 25, 1917	156
M-26	VII	Earliest — 2nd Period — July 21, 1942	156
M-27	I	Latest — June 2, 1910	156
M-35	III	Earliest — October 2, 1929	16
M-37C		Add Trains 3 and 4	150, 16
M-39	IV	Add Train 4	150
M-41		Latest — December 21, 1947	101
M-43	III	Latest — January 26, 1971	4
M-43	IV	Latest — June 23, 1955; add Tr. 60	150
M-44	II	Earliest — January 7, 1916	156
M-45	III	Earliest — October 31, 1929	16
M-50	III	Earliest — January 2, 1934; Tr. 13	137
M-52	II	Latest — April 11, 1912	10
M-52	IV	Latest — December 29, 1944	10
M-52	V	Earliest — February 25, 1925	10
M-52	XII	Latest — April 30, 1913	137
M-55		Latest — April 4, 1918	10

ADDITIONAL CATALOGUE INPUT

Shaw No.	Information	Reported by
Q-52C	Add clerk J. ANT. HILARD — May 27, 1913	16
Q-133A	Reported on cover — April 8, 1927	136
Q-167C	Add clerk F. J. LEE — May 2, 1959	56
O-335C	Usage confirmed on cover — July 17, 1923	146
O-394B	Usage confirmed — February 3, 1932	144
W-26D	Add clerk R. F. MARRIAGE — February 19, 1923	151, 158
W-26E	Add clerk S. MALCOLM —	151, 158
W-26J	Add clerk H. DAVEY — August 30, 1962	151, 158
W-26K	(Between CAL and VAN can have & or —) Add clerks R. C. Clowater — Sept. 2, 1964 C. E. DEWEY — September 8, 1962 H. F. HINTON — November 5, 1960 L. V. R. Astoria — July 14, 1963	151, 158 151, 158 151, 158
W-27A	Add clerk E. W. Elliott, Jr. — Feb. 28, 1963	151, 158
W-28F	Add clerk W. H. GATE — February 28, 1963	151, 158
W-127B	Add clerks V. HAYES — January 30, 1930 O. L. MacFIS — March 13, 1930	154
W-160R	Add STR. AMUR	92
W-160AH	Usage confirmed on 1917 Confederation	151, 158
D-24A	Usage confirmed on cover — January 28, 1915	16

NEW REPORTERS

- 161 Tom Edison
(Hans Reiche, reported in error, previously established as Reporter No. 108)

NEW RUNS

Shaw No.	Route	Type	Direction/		R.F.	Reporter
			Train	Period		
M-100C	ST. JOHN & B VILL/V. J. DAIGLE	22H	41	1960	150	155
Q-288B	SHER.-RICH. & MONT./R. VALENTINE	5H	26	1961	150	155
Q-201C	NORTH BAY AND SOO. ONT./ Wm. N. Armstrong	12A	28	1955	200	144
O-350D	T.H. & L./B. GREENAWAY	12A	80	1960	150	155
O-356C	TOR. LON. & WINSOR/W. J. CARRUTHERS	3D	10	ca1960	150	155
O-357L	TOR. LON. & WIND./A. R. KEMP	12A	9	1960	150	155
O-357M	TOR. LON. & WIND./C. C. CAMPBELL	22H	80	ca1960	150	155
O-357N	TOR. LON. WIN./J. R. A. GILBERT	22H	9	1961	150	155
O-385M	TOR. & N. BAY R.P.O./G. B. TOOLEY	4K	46	ca1960	150	155
O-385N	TOR. & N. BAY/D. W. PREBBLE	7B	46	ca1960	150	155
O-385-O	T. & N. BAY/J. A. MCCracken	22H	46	ca1960	150	155
O-414D	TOR. & SUDBURY/W. TERENTIUK	22H	4	1960	150	155
W-91R	M. Jaw & Shaunavon R.P.O./G. HALL	17J	320	1955	170	144
W-179S	EMERGENCY No./WINNIPEG, MAN.	15E		1962	170	144
R-29Y	CAN. PAC. RLY. CO./B.C. COAST SERVICE/ S.S. PRINCESS ELIZABETH	1L		1934	170	160
R-29Z	Can. Pac. Rly. Co./B.C. COAST SERVICE/ PURSERS OFFICE/PRINCESS KATHLEEN	22C		1932	150	160
R-165S	Lady Cecilia/Union Steamships Ltd.	23A		1928/30	170	160, 158, 151
R-165T	S.S. CHILCO/UNION/STEAMSHIPS LTD.	23A		1929	170	158
R-165U	UNION STEAMSHIPS/S.S. CHELOHSIN/ LIMITED	23A		1928	170	158
R-165V	UNION S.S. CO./OF B.C. LTD./S.S. CATALA	23A		1926	200	151

CATALOGUE CORRECTIONS

Shaw No.	Correction	Reporter
Q-68A	Change to Type 51	16, 95
Q-165F	Change to Type 7B	16
Q-184F	Change to Type 5B	160
O-152D	Delete — actually O-152	16, 56
O-339A	Replace "No." with "N."; change to Type 19	160
O-357B	Change run and clerk to lower case letters	155
O-357D	Change MERCER to MERIAN	16
O-385G	Change to Type 22B	16, 155
W-38H	Delist — printed facing slip	16, 32
W-64I	Delist — printed facing slip	16, 32
W-64J	Delist — printed facing slip	16, 32
W-84A	Delist — printed facing slip	16, 32
W-95C	Delist — printed facing slip	16, 32
W-120G	Change to read as follows: From Reg. & No. Batt. R.P.O./A. A. FELKER	144

COLUMN UP-DATE

Shaw No.	Hammer	New Information	Reporter
M-6	III	Add Trains 2, 33, 134, 151	138
M-6	VI	Add Trains 31, 32	138
M-9	II	Latest — April 6, 1921, Train 31	137
M-11H		BERNIER — Earliest — November 11, 1912 Change J.G. to J.O.P.	133
M-12	III	Earliest — June 20, 1905, W	137
M-12	VIII	Latest — February 15, 1954	137
M-26	VI	Earliest — June 11, 1930, W	137
M-27	III	Earliest — June 10, 1953, W	137
M-32	II	Earliest — February 5, 1886, EAST	137
M-32A	II	Latest — October 31, 1882, EAST	137
M-34A		Earliest — December 28, 1951	137
M-36	IV	Earliest — October 4, 1901, E	137
M-36	VI	Earliest — December 31, 1901, E	137
M-38	I	Latest — February 21, 1965, Train 60	137
M-48		Swith proof dates, 1889 to Hammer II 1891 to Hammer I	16
M-48	II	Earliest — August 28, 1890	137
M-51	III	Earliest — April 13, 1906, W	151
M-52	I	Latest — March 1, 1920	108
M-52	XII	Latest — June 9, 1917, E	151

ADDITIONAL CATALOGUE INPUT

Shaw No.	New Information	Reporter
M-12C	Add new clerk M. MOISAN, Train 3, 1961	155
M-102B	Usage confirmed — March 13, 1948	144

O-187A	Usage confirmed— January 11, 1935	151
O-357I	Add (Clerk Name Removed), Train 9, 1961	155
O-357J	Add new clerk R. G. SIMPSON	155
O-384A	Add R.P.O. after BAY	16
	Add new clerk (train?) N. TRAIN, 1961	155
O-384B	Add new clerk W. McINTYRE, 1961	155
O-385E	Add new clerk K. G. LEASON, change to R.F. 150	155
O-385I	Add new clerk J. B. SMITH, Train 46, 1960, R.F. 150	155
O-385J	Add new clerk E. G. STEPHENS (with &)	155
O-414B	Add W. R. GREEN, Train 4, 1961, change to Type 22H	155
W-160AC	Usage confirmed— January 14, 1913	161
W-195G	Add new clerk T. J. McLEOD, Train 8, 1961	155
R-19I	Add new steamer S.S. PRINCE JOHN, 1934	160
R-29G	Add new town SPRAGGE, ONT., 1955, change to Type 1J	144
R-150F	Add new steamer S.S. COMOX, 1909	151
R-150F	Add new steamer Harbour Princess, 1928	158
D-14A	Usage confirmed— ca 1953	144

Jubilee Jottings

BY ALFRED P. COOK

Part I

Several years ago Bill Maresch, of Toronto, sent me a copy of an article in German from *ILLUSTRIERTES BRIEFMARKEN-JOURNAL*, XXIV, YEAR 1897. It told a fascinating story of the first day sale of the Victoria Jubilee issue at the TORONTO Main Post Office. I had it translated and read it first at the T.S.C.C. in 1975. My interest was aroused as to just what might have been reported in the contemporary press, especially philatelic press. When next in New York, I went to the Collectors Club and made a journey through MEKEEL'S WEEKLY STAMP NEWS, (printed in St. Louis, Missouri, price 2c per issue) Volume 10, June-December, 1897.

Having made a note of reference, and thanks to the efforts of Mr. Ernest Wilkens, Secretary of that venerable organization, my list of pages was photocopied. And so— here goes JUBILEE JOTTINGS.

* * *

Canada loyal to The Queen

From the *New York Herald*
Ottawa, Ont., Jan. 21, 1897

The government's programme for the approaching session is understood to include an invitation to the Duke and Duchess of York to visit Canada during the present year.

Another official mark of Canadian loyalty said to be in contemplation is a new issue of postage stamps of a design commemorative of the diamond anniversary of Her Majesty's coronation.

MEKEELS, Vol. 9, p. 46, 1897

* * *

Canadian notes

Before this reaches the eyes of the readers of the WEEKLY, Canada's new jubilee issue will have been placed on sale, and though they (the new stamps) will have been on sale only a few days it is extremely doubtful if the general public will be able to purchase any of the 6c denomination, while the private collector who is able to gather in any of the half-cent will certainly be an object of curiosity. As far as I can find out, about half the dealers in the United States and Canada are trying quietly to corner the half and six-cent varieties. Everyone engaged in this pleasant little pastime has until lately considered that his was the only "corner" in existence, but now the facts are leaking out and it looks as though the different postmasters throughout the country would be the only ones to profit by it. Every little post-office throughout the length and breadth of Canada has been swarmed with letters to the post-

master enclosing \$25 or \$50 to purchase all the one-half cent stamps in stock as soon as they are placed on sale. Besides this all the post offices have been invaded by friends and agents of the various operators. Can it be wondered at that all the postmasters and post office employees are in a fever of excitement and announce their intention of retaining all the ½ and 6-cent stamps which come into their possession. I know of at least one post office employee who intends not only to retain all the ½ cent stamps which will come to his office, but is also arranging with all his friends in the service of Canada to retain all the halves

and a number of sixes. And at this same office there are orders for between three and four hundred dollars worth of half-cents, while it is not expected that the supply sent to this office will very much exceed a hundredth part of the required amount. Of the half-cent there are only 150,000 being issued, so that a man possessed of \$750 could purchase the entire issue if they were all available. As I heard a friend express it, it will be easier for a camel to pass through a needle's eye than for a man to purchase a Canadian Jubilee half-cent at face value.

MEKEEL'S, Vol. 10, 1 July 1897

(Cover photo Philately In Print, Toronto)



Tagging Along

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

Now that we are into the New Year, and the current definitives will have been replaced by the time you read this, I think it is high time to publish an up to date listing of the tagging errors found on the 1972/76 issue. Like all other lists submitted, it will probably be out of date in a matter of days, but one has to start somewhere.

I cannot resist a few comments on this issue. First, I feel it is already as complex as the 1967 definitives as far as papers, errors, perfs, etc. go although thank God the gums have remained more or less stable. Second, there are a few items with a relatively short life and/or printing — to name just a few the 1c and 8c Precancels, all 10c values, the 50c Booklets, the Postal Stationery, and a few with smaller than normal usage, such as the 3c and 7c. Have you noted the prices on even the normal items from the 1954 Q.E. and Cameo Winnipeg Tagged values lately? Now is the time for the Caricature set to be completed.

For the very few interested in Tagged Perfins, I have had very little success in

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securing scarce items for my reference collection. A fair amount of C.N.R. have been reported, and several received, but I have yet to obtain copies of current items with L.A., M.L.T. Co., or any other Perfin which may still be in use. The rarity factors will be a little on the high side.

Known Tagging Errors General Tag Segregated by Issue

1972-76 Definitives

Number	Value	Error Type	Paper	Gum	R.F.
586	1¢ Orange	G1a	2	PVA	B*
586	1¢ Orange	G1a	3	PVA	B*
586ai	1¢ Orange (ex 25¢ Blt)	G1a	2	PVA	E
586	1¢ Orange Precancel	G1a	1	PVA	D
586	1¢ Orange	No Tag	2	PVA	C
587	2¢ Green	G1a	1	PVA	E
587	2¢ Green	G1a	2	PVA	D
587	2¢ Green	G1a	3	PVA	D
587	2¢ Green	No Tag	1	PVA	A*
?	2¢ Green (ex 50¢ Gblt)	G1a	2	PVA	?
588	3¢ Brown	G1a	2	PVA	C
588	3¢ Brown	G1a	3	PVA	C
588	3¢ Brown	No Tag	3	PVA	A*
588	3¢ Brown Precancel	G1a	3	PVA	C
589	4¢ Black	G1a	2-R	PVA	C
589	4¢ Black	G1a	4	PVA	C
589	4¢ Black	No Tag	2	PVA	B
590	5¢ Purple	G1a	3	PVA	D
590	5¢ Purple Precancel	G1a	3	PVA	B
591	6¢ Red	G1a	3	PVA	D
591	6¢ Red Precancel	G1a	2	PVA	B
591	6¢ Red Precancel	G1a	4	PVA	A*
591	6¢ Red	No Tag	2	PVA	B
591	6¢ Red	No Tag	3	PVA	B
586ai	6¢ Red (ex 25¢ Blt)	G1a	2	PVA	E
593	8¢ Blue	G1a	2	PVA	E+
593	8¢ Blue	G1a	3	PVA	D
593	8¢ Blue	No Tag	2	PVA	C
593	8¢ Blue	No Tag	3	PVA	C
593	8¢ Blue	No Tag	4	PVA	C
586ai	8¢ Blue (ex 25¢ Blt)	G1a	2	PVA	C
604	8¢ Blue (oil)	G1a	2	PVA	C
604	8¢ Blue (oil)	G1a	5-R	PVA	C
?	8¢ Blue Precancel	G1a	2	PVA	C
?	10¢ Plum	G1a	1	PVA	?
?	10¢ Plum (ex 50¢ Blt)	G1a	2	PVA	?
?	10¢ Plum (oil)	G1a	2	PVA	?
594	10¢ Multi	G1a	2	PVA	C
595	15¢ Multi	G1a	2	PVA	B
596	20¢ Multi	G1a	2	PVA	C
597	25¢ Multi	G1a	2	PVA	C
598	50¢ Multi	G1a	2	PVA	B
598	50¢ Multi	No Tag	2	PVA	B
586ai	25¢ Booklets	G1a	2	PVA	E
586a	25¢ Booklets	No Tag	1	PVA	D
586b	\$1 Booklets	No Tag	4	PVA	C

An Early Western Cover and Letter

It is interesting to note that although the return address is Saskatoon, Campbell's "Canada Post Offices 1755-1895" gives the date of opening of the Saskatoon Post Office as sometime in 1885. The date of mailing was Dec. 8, 1883 and the letter was cancelled in Moose Jaw on Dec. 20, 1883. It took 12 days to go from Saskatoon to Moose Jaw. The letter is backstamped at Thedford, Ont., Dec. 26, 1883, a very fast passage from Moose Jaw to Southern Ontario. According to Campbell the post office in Moose Jaw was opened in 1883 and so this is the first year of the Moose Jaw post office.

Saskatoon, Dec. 8, 1883

Mr. John Glendenning
Dear Uncle,

We are now in our new home and are all quite well. We left Toronto about one o'clock on Wednesday the 5th of Sept. and were in Moose Jaw by five o'clock on Sunday morning. After waiting a few days at Moose Jaw we then started out on the trail for Saskatoon and were camped out eight nights. We enjoyed our trip as far as Moose Jaw but after that we found it a little tiresome trailing it over the prairie so far but still I could not say it was unpleasant either. One time we travelled three days in which we only saw one house but the change of scenery seemed to pass the time away so that it did not seem so lonely. We were camped one night in the Big Arm Valley and a very pretty place it was. That evening we all went up on a very high hill by the valley and found large patches of cactus growing wild, the same kind people in Ontario have growing in flower pots.

On Saturday evening the 15th of Sept. we reached the Saskatchewan River at the elbow and remained there all day Sunday. While there we were visited by seven or

eight Indians who came up and shook hands with us all and seemed quite friendly. Some of them are very strange looking creatures having their faces spotted over with red paint and the shades of their hair sort of magenta color makes them look so odd.

Since we came here the same band of Indians was camped on our place just a short distance from our house. They are very beggarly but seem to be honest. People here will leave their boxes standing outside for weeks and not in the least afraid of them being taken.

Our freight is all here except the organ which was stopped by the customs in Winnipeg. Robbie and Johnny went down to Moose Jaw for our freight and it took them one week to go and over two weeks to come a distance of 160 miles. They got home safe but it was cold, stormy weather when they came home, so it took them longer. We expect the organ will be at Moose Jaw now as Mr. Clark, who was going home to Ontario agreed to stop at Winnipeg and release it from the customs.

For the last two weeks we have had beautiful weather it being on an average from four to twelve degrees above zero but before that we had some very cold days, the thermometer being as low as 30 below zero.

They are busy building houses in Saskatoon and sometimes we can hear the carpenters working from here. There is one store in town kept by Dr. Willoughby. Flour is from \$5 to \$6 a bag, potatoes from \$1.50 to \$2 a bushel, butter 3 lbs. for \$1, etc.

I think I must draw to a close, hoping to hear from you soon,

Good bye, your neice
Margie Hamilton

The Canadian Postal Corps in the Boer War

The following is the fourth in a series of letters from the Canadian Postal Corps in South Africa to the Post Office Headquarters in Canada from the files of the Public Archives of Canada and is reproduced here with the kind permission of the Public Archives of Canada and the National Postal Museum.

Army Postal Corps
Capetown 21/4/00

R. M. Coulter, Esq.
Deputy Postmaster General
Ottawa

Sir,—

Since my last letter not many changes have occurred here. The Army is still at Bloemfontain and Wepener appears to be the only point where there is any great activity. News is hourly expected from there of the capture of a large force of Boers who are said to be completely hemmed in. Sergeant Johnston is still with the field post office of the 19th Brigade to which Col. Otler's regiment is attached. Mr. Murray is at the base field post office in Bloemfontain, and Mr. Bedell and one of the sergeants left here on 17th inst. for the same place to form a field post office for the 1st Brigade of the new Mounted Infantry Division just formed under command of Major General Ian Hamilton. The 1st Brigade of this division is under the command of Major General Hutton and is composed of four battalions. The 1st and 2nd Batts. of Mounted Rifles and Strathcona's Horse are included in the 1st battalion. The latter are still at Green Point Camp here, their departure being delayed by sickness among the horses. Mr. Lallier and myself are at the base post office here attending to distribution and despatch of Canadian mails, he also assists with other work as required and Major Treble gives me some of his official work to attend to, I believe I wrote you that the Australian Government offer of a postal corps had been accepted by the Imperial authorities and they accordingly sent out five clerks along with the "Bush-

men" but on arrival here they refused to leave the ship and were allowed to proceed with the Bushmen to Beira to join the Rhodesian Field Force under Gen. Carrington.

This was rather an odd way of carrying out their instructions and their military enthusiasm certainly outran discretion and sense of duty. I might say that "C" Battery has also gone to Beira to join General Carrington's column in Rhodesia presumably to relieve Mafeking and enter the Transvaal from that point. Lord Roberts is expected to advance at once and it is believed nothing can prevent him pushing on to Pretoria in quick time. The Canadian Postal Corps are all in good health and Major Treble has expressed himself as being well pleased with the assistance sent him by our government. The last installment of 150 men sent out from England were nearly all letter carriers and are proving unsatisfactory for this kind of work. Five of the British Postal Corps have died out here, four of whom were sergeants. The work is very hard at times and the hours long. Three days a week the men come to work at 6 a.m. and work until 8 p.m. so all will be glad when the war is over and they can return home. We were placed on the Military Pay Roll and are paid according to rank same rates as British Army Corps whose full civil salaries are paid to their attorneys at home. War prices rule here and Mess. Johnston, Murray, Bedell and Lallier have drawn five pounds each from funds sent out to me which is to be deducted from their salaries.

Wishing to be respectfully remembered to Hon. Wm. Mulock and with kindest regards to yourself and staff,

I am,

Sir,

Your obedient servant,

W. R. Ecclestone, Lieut.
Army P.O. Corps.

Admiral Three Cents Brown - Horizontal Coil: Those "File Marks"

BY PAUL V. ROLING

The "file mark" varieties of the 3c brown Admiral stamps are most intriguing. Reiche in his books* notes that there are five types of "file marks" on the sheet stamps (Scott No. 108) and one type on the horizontal coil (Scott No. 129). I have found that there are two types of "file marks" on the coil. These are illustrated in Figures 1 and 2. Figure 1 shows these marks essentially in every part of the frame, while in Figure 2 fewer marks occur. The easiest way to distinguish these two types is by the two deep marks near the "E" of POSTAGE in one and their absence in the other. These two marks are always very distinct, even though the other marks sometimes may not be clearly seen due to overinking.

The coil type illustrated in Figure 1 is, as far as I can determine, identical to the sheet stamps of Type 6. The same transfer roll then was used in making both sets of plates. The coil type as illustrated in Figure 2 is similar to the sheet stamps Type 8, but with differences. The two deep marks near the "E" of POSTAGE are the same in both as well as the rest of the marks in Figure 2, however, Type 8 sheet stamps have additional marks, notably the "X" in the lower left corner. The same transfer roll could have been used to lay down these coil and sheet stamps, it being reworked after the laying down of the coil plates and before the Type 8 plates.

One re-entry was found. A Figure 2



Figure 1



Figure 2

stamp showed doubling in the top line of the left numeral box, in the letters CE of CENTS, and in the shading line below CENTS.

Numerous retouches were noted for Figure 2 stamps. They occurred singly or in combination on the top left horizontal shading line, top left junction line, and top right junction line.

A question that has not been settled and may never, is how did these marks get there. Most people have assumed they were due to damage to the transfer roll. However, it is peculiar that only the three cent brown stamps show these marks. I suggest another theory. Maybe these marks are an experiment in inking. New inks were being used at about this time** and inking prob-

lems could have occurred. This may have been an attempt to resolve them. I note that the early 3c brown stamps often show what appears to be under inking, thus showing "gouges" in the frame or thin frames. Likewise overinking, ink being streaked over the stamp, occurs fairly often. Later near the dry printings very little of either of these occur. The prints are clean and sharp. Was it then a successful experiment. Probably not, as we do not see them again. They most likely worked out the problem in some other way.

* H. Reiche, "Canada, The Admiral Stamps of 1911 to 1925," Part 1, p. 62, 66, and Part 2, p. 38.

** Ibid., Part 1, p. 4.

CANADA'S PROGRAM for 1977

By the time this column appears in print the first of Canada's new issues for 1977 will have been released. Here, for the record, is a complete list announced by the Post Office in mid-January.

4 February	Queen Elizabeth II, 25th Anniversary of Accession to Throne	1 stamp
1 March	Low-value Definitives — Wildflowers	6 stamps
	— Queen Elizabeth II	1 stamp
30 March	Low-value Definitives — Trees	3 stamps
22 April	Endangered Wildlife — Eastern Cougar	1 stamp
26 May	Tom Thomson	2 stamps
30 June	Canadian-born Governors General — 25th Anniversary Order of Canada — 10th anniversary	1 stamp
3 August	Peace Bridge — Fort Erie, Ontario and Buffalo, N.Y. — 50th Anniversary	1 stamp
16 September	Fleming/Bernier	2 stamps
19 September	Commonwealth Parliamentary Conference	1 stamp
5 October	Medium-value Definitives — Street Scenes	4 stamps
26 October	Christmas	3 stamps
18 November	Inuit	4 stamps
	Ships — Sailing Vessels	4 stamps

REVENUES

BY JOSEPH SCHONFELD

(Continued from last issue)

This is why these stamps have to be collected with the underlying paper intact, because washing them will certainly destroy the appearance of the stamps. The "decals" of various state revenues of the U.S. can also be used only once, since their initial application cannot be repeated.

Water-soluble printing inks are a stumbling block to anyone who tries to soak stamps off with the intention of re-using them. The faded or changed colour is tell-tale enough to discourage any attempts at fraud along these lines. Water-soluble inks for printing revenue stamps have been used in many countries, very extensively in England and many British Colonies. Practically all those revenues printed in green and violet inks discolour utterly after immersion in water. Some of these stamps are also rather sensitive chemically. For instance, the English foreign bill stamps of 1872, usually of a dull green colour, change to a bright ultramarine if a trace of acid is present in the water with which they are treated.

Some Mexican Revenues have an oily band printed across them, which causes the printing ink to deteriorate after a certain time. Probably the intention was to make any subsequent handling of the stamp difficult, since the colour smears badly.

The earliest examples, and one of the most interesting and effective measures to prevent the removal of revenue stamps from documents, can be found in the semi-adhesive duty stamps of Great Britain, which were introduced in 1694. Originally, these duty stamps consisted of an embossing die which was used without ink directly on the document. However, these documents were usually made out on parchment or vellum, a material which does not accept and retain the impression of an embossing die very well. To overcome this difficulty, the authorities introduced the following system: A piece of coloured paper,

slightly larger than the die, was glued on the parchment and two slits of about a quarter-inch length and the same distance apart, were cut in the centre of it and through the parchment. A very thin piece of tinfoil was passed through the slits, the ends were folded over on the reverse side and a printed label glued over to hold them in place. The embossing die was now applied and its impression was taken by the coloured paper, the tinfoil, the parchment and the label on the reverse. I think it can easily be imagined how difficult the removal of this complicated set-up would be. Since I once had a large number of these stamps at my disposal, I experimented a little with them. I found that, apart from the fact that soaking in water causes the parchment to shrivel and the embossing to flatten out, it is impossible to insert the tinfoil again in its proper position so that the embossing on it blends perfectly with the remainder of the design.

As a last instance belonging in this group. I want to mention that many earlier revenue stamps have been gummed with a tenacious animal glue which makes it often very difficult to soak the stamp off. I have even boiled some stamps in a saucepan and was still not able to peel them off the paper.

d) Cancellations

Cancellations play an important part in the endeavours of the fiscal authorities to prevent the re-use of revenue stamps. Great care and thought has been given to this subject and we can find a wide variety of cancellation types and devices which are in the main quite different from what we see on postage stamps. Most revenue stamps are cancelled with different kinds of rubber or metal stamps and many also with pen, pencil, overprints, etc. These are the ones commonly called "fiscal cancellations" in contrast to the well known "postal cancellations".

It has always been required that revenue stamps must be "obliterated", meaning practically to be utterly defaced, so that re-using them is made impossible. Therefore, we find not only heavy cancellations, which often leave hardly anything of the stamp itself visible, but we meet also with various punched and cut cancellations, embossings, torn and dissected stamps, etc.

If the stamps were to be cancelled by the public, certain rules had to be followed. A great many revenue stamps have a certain space provided in their design into which the date or the name of the user had to be inserted. Many stamps of Russia, Poland, etc., have a special space outside the actual design, across which the handwritten cancellation has to be applied. There are some revenues which appear to be miniature forms to be filled out with writing.

Punched cancellations are widespread and to collectors of Canadian revenues well known. But many other countries have an equally interesting variety of punches to offer, for instance, Italy, Columbia and Salvador. Punched holes are met with quite frequently on the revenue stamps of Spain or Bosnia and they are the usual obliteration type on the judicial stamps of India and Ceylon, where the holes are sometimes a half-inch in diameter and ordinarily so placed that the head of the Queen is mutilated.

Embossed cancellations are not too frequent. I found them mostly on British Colonials, especially on Hong Kong revenues where they are used with a brick-red colour. These cancellations are actually dated embossing dies which can be used independently since they have the correct values embodied in their design.

There are some fancy obliterations to be found on certain revenue stamps of India, which look like overprints and which are catalogued as such; but they are only obliterations. Two peculiar obliterations are in my collection: A stamp of Straits Settlements with a blob of sealing wax and some

Turkish bazaar stamps which are cancelled with oil paint.

It is perhaps of interest to note that quite a number of revenue stamps with mass cancellations find their way into our collections. These stamps undoubtedly originate from left-over stocks sold to dealers. I have seen many Swiss stamps barred with ink lines, with punched holes or cancelled "annulée", all mint and certainly mass cancelled. The judicial stamps of Brunswick are usually found with a circular cancelling mark consisting of a grill and the word "Vernichtet". Many stamps of Salvador, Guatemala, etc., are mass cancelled in whole sheets by employing killer marks or perforations (Switzerland, Mexico).

* * *

I will not close this review of fraud prevention without mentioning that in spite of the many measures taken to foil the forgers, quite a number of forgeries have come to light. It will not surprise the reader to hear that most of the forgeries were made to cheat the fiscal authorities and very few to swindle collectors. I have no intimate knowledge of how many forgeries of revenue stamps exist, but it is fairly certain that their numbers are few in comparison to forged postage stamps.

One of the earliest forgeries I know of is an English medicine stamp of 1823, which was forged by a Mr. Hobbs, the maker of a patent medicine, since he wanted to evade the payment of excise duties on his products. Quite a crop of forgeries were made of the revenue stamps from Italy, Austria and Lombardy, and also some from Guiana, Grenada, France, Brazil, the Philippines and other countries. One interesting type of forgery is concerned with the revenues of the English administered part of Crete (1898). These forgeries, about a dozen varieties, were made solely with the intent of defrauding collectors; they were brought onto the market in immense quantities, all of them on pieces of original documents.

Get together and form a Regional Group

BNAPS NORCAL

Now a reality

Fourteen enthusiastic BNAPSers convened at the Jack Tar Hotel on January 23rd, to consider the forming of a NORCAL Chapter of the British North American Philatelic Society. Following self introduction of all present, Lew Ludlow presented a synopsis on the outstanding success of BNAPEX and how it had led to the possibility of forming a Northern California BNAPS Chapter. Gar Lohman then gave a report on the feasibility of forming a Northern California BNAPS Chapter based on a mail and phone call survey he had made of all Northern California BNAPS members. He was happy to report that almost all members contacted were very much in favour of a Northern chapter. After some discussion, it was unanimously agreed by all present that a Northern California Chapter be formed.

The BNAPS NORCAL Chapter By-laws were next discussed and the following By-laws were unanimously accepted: (The thoughts and comments of members not present were also carefully considered.)

1. The name of the group shall be the "BNAPS NORCAL CHAPTER" (Brains, beans and booze chapter met with heavy opposition).

2. The geography of the BNAPS NORCAL Chapter shall be restricted to Fresno and all points north in California. There is, however, no restriction on BNAPS members outside the prescribed geographical area joining our chapter. Indeed we welcome associate members.

3. Meetings shall convene a minimum of six times annually and with local stamp shows as often as possible. Some meetings will be held in private homes. Special meetings shall be called as required.

4. Meetings shall be held as often as possible on Saturdays. Most members prefer Saturday meetings and not only that, it will give an opportunity for the wives of

members to plan luncheons and shopping excursions. Perhaps dinner parties could be planned after future meetings.

5. The annual dues shall be \$2.00. Our Treasurer, King Parker wishes to announce that dues are due.

6. A Canada Cup Trophy will be presented annually at the Westpex award banquet to the best British North American Exhibit shown at Westpex.

Appointments

President and Secretary Gar Lohman
Treasurer King Parker
Program Chairman Cal Cole
Awards Chairman Preston Pope
Distribution Joe Zimmerman

Five Speakers —

Enjoyable Presentations

An extremely enjoyable January 23 program began with Cal Cole giving a most interesting presentation of the double ring numerals and a mouth watering showing of a specialized collection of Postage dues. Preston Pope then presented his fine working collection of the Victoria Numerals. Herb Nishio followed with a presentation of his award winning booklet collection. The fourth speaker of the afternoon, Lew Ludlow, elucidated upon the method of identifying the various R.P.O. hammer types. Dan Rosenblat capped the afternoon off with an excellent presentation in which he expounded on his theory as to the reason for lathe work at the bottom of sheets printed by the wet process. He noted that lathe work was not used after the dry process began and proceeded to destroy the myth of worn lathe work. Dan concluded that lathe work was possibly used as a method of holding the sheets in place during the printing process.

SOME NOTES ON THE MEDALLION ISSUE

BY ALLAN L. STEINHART

(Courtesy of the National Postal Museum)

On September 1st, 1932 the British American Bank Note Co. noted the receipt of the essays for the 3c of the new Medallion issue stamps approved by the Deputy Postmaster General. The same letter noted that the cost of the original engraved plate for the 3c stamps would be the contract rate of \$475.00 per plate including 3% sales tax. The same rate was to apply to other values of the issue. It also noted that the bank note company was proceeding with the preparation of the necessary dies for the 3c stamps and would submit proofs in triplicate for the approval of the Department "within the next few days".

A note from Mr. H. E. Atwater, Financial Supt. of the Post Office, to Mr. T. R. Legault, Accountant in Charge, Postage Stamp Division, noted that the Deputy Postmaster General had approved Dec. 1, 1932 as the date of issue of the Medallion stamps. A further note from Mr. Legault of Oct. 28, 1932 to Mr. Deaville of the Philatelic Section advised him that immediate steps be taken to notify stamp collectors of the new issue.

A memorandum of Mr. Legault's, dated Oct. 17, 1932, recommended the placing of the following order for the new stamps:

55,000,000	1 cent stamps
45,000,000	2 cent stamps
1,000,000	4 cent stamps
10,000,000	5 cent stamps
1,000,000	8 cent stamps

It also noted this was about a three month supply. The lack of 3 cent stamps suggests they had already been ordered as the 3c die was the first approved. Mr. Atwater approved this and on Oct. 19, 1932 asked Mr. Legault to prepare an order for the above. The bank note company responded with the advice that the order would be ready approximately November 15, 1932.

A note of Mr. Atwater to the D.P.M.G., dated Nov. 12, 1932, sought permission for the release of 60,000 stamps of each denomination of the new issue prior to the official date of issue to prepay postage on "first day" covers "which require to be prepared in advance of the date of mailing, viz., December 1st." The Post Offices furnished with advance supplies of new stamps were as follows:

Charlottetown, P.E.I.	Winnipeg, Man.
Halifax, N.S.	Regina, Sask.
Saint John, N.B.	Moose Jaw, Sask.
Quebec, P.Q.	Saskatoon, Sask.
Montreal, P.Q.	Medicine Hat, Alta.
Ottawa, Ont.	Lethbridge, Alta.
Toronto, Ont.	Calgary, Alta.
Hamilton, Ont.	Edmonton, Alta.
London, Ont.	Vancouver, B.C.
Windsor, Ont.	Victoria, B.C.

On Nov. 15, 1932 a note from Mr. Deaville to Mr. Atwater noted the D.P.M.G. had approved this and that instructions that "these postage stamps are to be used only for the purpose designated and under no conditions are they to be sold or given to anyone prior to the official date of issue" were to be specifically given.

A note from Mr. Legault to Mr. Atwater, dated Nov. 16, 1932, noted that one sheet of each denomination of the new Medallion issue was delivered to Mr. Atwater that day. Mr. Legault drew Mr. Atwater's attention to the fact of "the variation in colours in comparison with the previous issue" which was "most noticeable in the case of the 4c denomination, which appears to be of an entirely different colour." The 2c was also found to be of a very dark brown on which "postmarks may not show very distinctly."

On November 24, 1932, Mr. Legault, in reply to notes from the Bank Note Co. and from Mr. Atwater, commented "regarding

the 2c denomination, Mr. Cowan (of the Bank Note Co.) states that the same formula of ink was used as before" and that "these stamps are undoubtedly much darker than those of the previous issue, but as explained by an employee of the Bank Note, this may be due to the fact that the plates were new and gave a more pronounced impression". There was some concern as to how this new brown would take a cancellation and Mr. Legault suggested the brown of the 3c, 1918 stamp be used for the 2c Medallion stamp.

Mr. Atwater arranged for 12 2c stamps to be placed on covers and turned over to the Chief Post Office Inspector to be taken to the Ottawa Post Office and put through the cancelling machines to ascertain the results. The results of the tests appeared to have been O.K., as Mr. Legault noted on November 29, 1932. Mr. Atwater suggested a further test, placing some 2c stamps on covers and hand cancelling them. This test was conducted and Mr. Atwater

remarked in a note to Mr. Fortier, the Chief Inspector, that "it will be observed that a few specimens which were lightly cancelled could possibly be treated in such a way as to make such cancellation marks disappear." He asked whether it would be advisable to have the stamps made in a lighter shade. On December 9, 1932, in a letter, Mr. Fortier concurred with this opinion and recommended the use of a lighter shade for this stamp.

In a letter from Mr. Atwater to Mr. Cowan of the Bank Note Company, dated February 14, 1933, Mr. Atwater recommended that "steps are to be taken immediately to change the stamps in rolls and books, as well as the post cards and special newspaper wrappers to the new Medallion design."

The information in the above article was obtained in postal records by the author, courtesy of the National Postal Museum.

Rambling through the Records

By A. L. STEINHART

Dates of Issue and Quantities

The following is the information found in a document prepared by the Postage Stamp Branch of the P.O.D. in May, 1899 and amended courtesy of the National Postal Museum.

First issue 12/6/97 of the JUBILEE ISSUE, consisting of sixteen denominations from the ½c to \$5.00 value, 32,250,000 stamps were printed and 7,000,000 one-cent post cards. The cost of manufacture for each denomination was as follows:

Denomination	Cost of Manufacture	Denomination	Cost of Manufacture
½ cent	\$ 30.00	20 cent	20.00
1 cent	1600.00	50 cent	20.00
2 cent	500.00	\$1	5.00
3 cent	4000.00	\$2	5.00
5 cent	150.00	\$3	5.00
6 cent	15.00	\$4	5.00
8 cent	40.00	\$5	5.00
10 cent	30.00	1c Post Cards	5600.00
15 cent	20.00		

Of the ORDINARY ISSUE, 312,350,000 postage stamps were printed; and 30,500,000 post cards.

The first issue of the Postage Stamps was made on the 6th November, 1897; and of the Post Cards on the 15th December, 1897.

THE FOUR MAPLE-LEAF SERIES

(First issue: 6 November, 1897)

Denomination	Quantity	Date of First Issue
½c Stamps	2,000,000	Nov. 6, '97
1c Stamps	34,000,000	Dec. 21, '97
2c Stamps	16,000,000	Dec. 4, '97
3c Stamps	44,000,000	Jan. 3, '98
5c Stamps	5,000,000	Dec. 10, '97
6c Stamps	500,000	Nov. 22, '97
8c Stamps	1,400,000	Dec. 17, '97
10c Stamps	300,000	Dec. 27, '97

AMENDED ISSUE WITH NUMERALS

Including 10c Special Delivery 2c Imperial Stamps. First issue 17 June '98.

Denomination	Quantity	Date of First Issue
½c Stamps	1,500,000	September 6, '98
1c Stamps	60,000,000	June 17, '98
2c Stamps	70,000,000	August 26, '98
2c (Imperial) Stamps	20,000,000	December 3, '98
3c Stamps	56,000,000	June 17, '98
6c Stamps	450,000	August 27, '98
8c Stamps	700,000	September 24, '98
10c Stamps	400,000	November 9, '98
10c (Special Delivery)	100,000	June 28, '98

POST CARDS, LETTER-CARDS & NEWSPAPER BANDS,

FOUR MAPLE-LEAF SERIES

Denomination	Quantity	Date of First Issue
1c Post Card	29,000,000	December 15, '97
1c Post Card (Spl.)		
Single	300,000	January 20, '98
8 on	600,000	January 19, '98
16 on	400,000	January 19, '98
1c Newspaper Bands	200,000	January 27, '98
1c Letter Cards	160,000	December 15, '97
2c Letter Cards	100,000	November 10, '97
3c Letter Cards	130,000	October 23, '97
2c P.U. Post Cards	100,000	April 20, '98
2c Reply Cards	100,000	March 29, '98
*1c Stamped Envelopes	100,000	July 22, '98
*2c Stamped Envelopes	110,000	January 10, '99
*3c Stamped Envelopes	100,000	April 1, '98

*Not included in contract. These were supplied by the Queen's Printer.

FIRST ISSUES

5c Stamps (numerals) 3 July, 1899

Some dates of Openings and Closings of Military Post Offices in Canada from various Post Office *Monthly Supplements*:

P.O. Name	Elected County & Province	Opened or Closed
Sarcee Military P.O. (F.P.O.)	—May 21, 1915—Calgary, Alta.	Opened
Sewell Camp (F.P.O.)	—April 15, 1915—Portage la Prairie, Man.	Opened
Valcartier Camp (F.P.O.)	—June, 1915—Quebec, P.Q.	Opened
Petawawa Camp F.P.O.	—August 23, 1922—Ontario	Closed for winter
Camp Borden F.P.O.	—May 22, 1916—Simcoe, Ont.	Opened
Aldershot Camp F.P.O.	—June 1, 1917—Nova Scotia	Opened for season
Valcartier Camp F.P.O.	—May 29, 1917—Quebec	Opened for season
Aldershot Camp F.P.O.	—October 9, 1918—Nova Scotia	Closed for winter
Camp Borden F.P.O.	—October 8, 1918—Ontario	Closed for winter
Sussex Camp F.P.O.	—October 10, 1918—New Brunswick	Closed for winter
Valcartier Camp F.P.O.	—October 7, 1918—Quebec	Closed for winter
Toronto Sub-Office "X"	—October 16, 1918—Ontario	Opened for winter
Petawawa F.P.O.	—August 30, 1921—Ontario	Closed for season
Petawawa F.P.O.	—May ?, 1923—Ontario	Opened for season—Sgt. P. B. Crowe

These are only some of the dates of openings and closings.

* * *

* * *

31. A circular of the P.O.D. dated June 10, 1903—The Edward Issue:

"Postmasters are hereby informed that a new issue of postage stamps, bearing the portrait of His Majesty King Edward VII, and comprising five denominations (1c, 2c, 5c, 7c and 10c), is about to be supplied to Postmasters for sale in the usual way, but none of these stamps are to be sold until the first of July, 1903.

"The colours of the forthcoming series will be the same, respectively, as those now used for the denominations specified, except that the shade of the 7c will be slightly deeper.

"Postmasters will please bear in mind that, notwithstanding the new issue, they are not to return to the Department any of the old stamps on hand, but will sell them in the ordinary way. At first the public may prefer getting new stamps, and if so, there is no objection to this wish being acceded to, but it is also desirable to work off in due course all remnants of old stamps.

"A change in the design of the stamp of the present series of post cards, post bands and stamped envelopes, to correspond with that above referred to, will be made as soon as the present stock of these items shall have been exhausted."

"R. M. COULTER
Deputy Postmaster General"

32. From the February 1927 monthly *Postal Guide Supplement*:

"Racing Tips—Jack Foery, 213 Metropolitan Building, New Orleans, La.—Circulars offering racing tips for sale, mailed by the above, have been observed in the mails, and as the supplying of racing tips is illegal in Canada, registered letters are not to be accepted for this address and all correspondence addressed to or coming from the above, observed in the mails, is to be returned to the senders, when known, marked 'Mail for this address prohibited,' or if the senders are not known sent specially by first mail to the General Superintendent of Postal Service for Inspection Division."

33. From Department Circular No. 1, P.O.D., January 16, 1868:

7. "Postage Stamps representing the new 15 cent Packet Rate will be issued as soon as they can be prepared."

8. "Postmasters will return to this Department any of the 17 cent Postage Stamps they may have on hand, and take credit for the amount so returned, in their Stamp Account for the current quarter."

35. From a Sept. 17, 1907 "Memorandum For Postmasters.":

"Perforated Postage Stamps.

"The domestic regulations, . . . permitting postage stamps to be perforated with the initials of the individual or firm using them, has been extended to cover stamps used for correspondence with countries within the Postal Union."

Skagway, Nov. 18, 1899.

Dear Mr. Armstrong—

I beg to report the arrival here last night of 40 sacks mail from Dawson, Atlin and Bennett. This is the first mail received here from Dawson since Oct. 11th. It came out on the steamer "Anglian" as far as Lake LaBarge when that boat had to lay up for the winter.

I think from now on the mails will move on though they are likely to be slow for a while.

The mails for Dawson which left Bennett Oct. 19th reached that place Nov. 10th, as reported by the C.D. Co. The mail which left Bennett Oct. 26th was reported 15 miles below Five Fingers on Nov. 3rd and is doubtless in Dawson before this. Mails which have left Bennett since Oct. 26th are also reported at various points along the route showing that every effort is being made to move them.

The C.D. Co. have a report from their Supt. by wire from Stewart River to the effect that only a registered box from Ottawa for Dawson has been saved from the wreck of the steamer "Stratton".

I expect to get full details of this matter through the officials of the C.D. Co. who were at Selwyn after the wreck and who came out on the "Anglian", and will advise you.

There have been three mails out from Atlin since navigation closed and mails for that place left Bennett twice per week.

Yours truly,
(Signed) A. C. James

P.S., The slips on the bags from Dawson received last night bore date from Oct. 5th to Oct. 16th.

* * *

"Effective 1 January 1976, an International Reply Coupon issued in another country is exchangeable at any Canadian post office for 20c in Canadian postage stamps."

28. From the Canada Post *Weekly Bulletin*, Vol. 54, No. 48, December 8, 1975:

International reply coupons

"Effective 1 January 1976, the selling price of International Reply Coupons is to be increased from 25c to 45c for each coupon.

25. From the January 1918 *Postal Guide Monthly Supplement*:

"With a view to facilitating the handling and despatch of large quantities of matter mailed in conformity with Parcel Post Regulations at the larger cities in Canada, the Department has decided to authorize, on and after the 2nd January, 1918; and until further notice, the acceptance of all such matter when prepaid by means of pre-cancelled postage stamps of the 1, 2, 5, 7 and 10 cent denominations, under the following conditions:

"(a) Persons or firms desirous of using pre-cancelled postage stamps on articles mailed under Parcel Post Regulations must make application to the Postmaster at the place of mailing for the quantity of such stamps desired. Fifty dollars worth of pre-cancelled stamps is the least amount that may be purchased at one time.

"(b) The postage on an article mailed under these conditions must be entirely prepaid by means of pre-cancelled stamps, that is to say, no article will be accepted for mailing the postage on which is prepaid partly by means of pre-cancelled stamps and partly by means of ordinary postage stamps.

(c) "All matter accepted under this arrangement must be presented for mailing in accordance with the Postmaster's directions."

* * *

27. From the January, 1911 *Quarterly Postal Guide Supplement*:

"Use of Rubber 'Register' Date Stamp — It is observed that Post Offices which have been supplied with a rubber 'Register' date stamp are using this stamp on the backs of covers of registered letters instead of the metal date stamp. This practice is objectionable and Postmasters are requested to instruct their assistants that the rubber register date stamp is intended to be used only on parcels and fourth class matter, etc., as the uneven surface of such mail matter will not receive a distinct impression of the metal stamp, and it is found that for such matter the rubber stamp is preferable."

TOPICS: THE BUSINESS SIDE

BNAPS: ELECTED OFFICERS

PRESIDENT	Leo J. LaFrance, 29 Underhill Road, Ossining, N.Y. 10562
PAST PRESIDENT	James J. Pike, 5805 Balsam St., Apt. 801, Vancouver, B.C. V6M 4B8
VICE-PRESIDENT	Dr. Fred G. Stulberg, 15 Westgate Cres., Downsview, Ont. M3H 1P7
2nd VICE-PRESIDENT	Ed Richardson, P.O. Box 939, League City, Texas 77573
TREASURER	Edmund A. Harris, 620—75 Avenue N.W., Calgary, Alta. T2K 0P9
SECRETARY	Edward J. Whiting, 25 Kings Circle, Malvern, Pa. 19355
BOARD OF GOVERNORS	Nine sitting; three elected each year for a three-year term: 1975-77: C. R. McNeil, D. G. Rosenblat, George B. Llewellyn 1976-78: David Verity, Michael Dicketts, Clarence Stillions 1977-79: Robert H. Pratt (chairman), James C. Lehr, Guy des Rivieres

(FOR OTHER OFFICERS, SEE MASTHEAD ON INDEX PAGE)

From the Secretary

EDWARD J. WHITING
Malvern, Pa.

New Members

December 15, 1976

- 3584 Atkins, James, 1355 Lawson Ave., West Vancouver, B.C. V7T 2E6
3570 Carr, Martin C., M.D., P.O. Box 258, Belvedere, CA 94920
3583 Duckworth, Harry W., 395 Elm St., Winnipeg, Man. R3M 3N6
3571 Edward, William G., 2840 Bowling Green Dr., Walnut Creek, CA 94598
3573 Hadden, J. Alex, 6770 Oak St., Vancouver, B.C. V6P 3Z2
3577 Hamilton, John W., 126 York St., St. Catharines, Ont. L2R 6E4
3579 Kaye, Donald B., 36 Lawfield Dr., Hamilton, Ont. L8V 4C4
3565 Kolcz, Fred J., 25 W. 657 Prairie, Wheaton, IL 60187
3578 Levitt, Martin, M.D., 208 Oak St., Winnipeg, Man. R3M 3R4
3580 Lipinski, Dr. J. Kenneth, Box 217, Toronto General Hospital, 101 College St., Toronto, Ont. M5G 1L7
3576 McClusky, Frederick K., P.O. Box 117, Petawawa, Ont. K8H 1X1
3582 McKee, Thomas D., 1445 Cuthbertson Pl., Thunder Bay, Ont. P7E 5L3
3572 Soss, Thomas L., M.D., Mills Sq., 101 S. San Mateo Dr., Ste. 206, San Mateo, CA 94401
3574 Townsend, Howard R., Brookfield Center, CT 06805
3581 Wener, Edward, P.O. Box 2819, Station "D", Ottawa, Ont. K1P 5W8
3575 White, Owen L., P.O. Box 252, Waterloo, Ont. N2J 4A4

Applications Pending

(For addresses of these applicants please refer to the issue in which they were first listed as new "Applications for Membership")

- | | |
|-------------------------------|---------------------------|
| 3557 Fields, William S., M.D. | 3586 Hebert, Richard S. |
| 3560 State, Stanley | 3587 DeGroot, Peter |
| 3561 Bly, Frederick W. | 3588 Raley, James H. |
| 3566 Winmill, Jancy E. (Mrs.) | 3589 Stechysin, D. W. |
| 3569 Laffin, Daniel J. | 3590 Schwartz, Maurice |
| 3567 Adams, W. | 3591 Pawlucki, R. N. |
| 3480 Corbett, Capt. H. L. | 3592 Thorne, Dennis G. |
| 3585 Berlinguette, Paul | 3593 Phillips, Clinton A. |

Applications for Membership

(Objections must be filed with the Secretary within 30 days after month of publication)

- 3594 SMITH, Robert B., 514 Manor Rd., Rockcliffe Park, Ont. K1M 0J7 (C) Canada; mint and used singles, plate blocks, coils, precancels, F.D.C., etc. Proposed by E. J. Whiting, L-61.
- L-3595 LEVITT, Andrew, P.O. Box 342, Danbury, CT 06810 (D). Dealer U.S. and B.N.A. Proposed by L. M. Ludlow, L-1465; seconded by K. Parker Jr. 2725.
- L-3596 ATKINS, Robert J., Drawer L, Port Jefferson Station, N.Y. 11776 (C) General Canada; specialties in Small Queens, Admirals, Centennial Regular issues with varieties. Proposed by E. J. Whiting, L-61.
- 3597 SMITH, William K., 5156 N. 45th Pl., Phoenix, AZ 85018 (C) Canada, definitives and commemoratives; other B.N.A. (N.S., N.B., etc) interest in Canadian Philatelic History. Proposed by R. A. Peters, 1202.

Changes of Address

(Notice of change MUST be sent to the Secretary, any other office causes delay)

- 3085 Beatty, G. Walter, P.O. Box 1845, Morden, Man. R0G 1J0
 3414 Beaupre, Marc, Casier postal 129, Cap-Rouge, Que. G0A 1K0
 3514 Champ, William H., 267 Currell Ave., Apt. 2, Ottawa, Ont. K1Z 7J5
 3020 Collins, Robert A., Box 434, Stettler, Alta. T0C 2L0
 1922 Fowler, W. T. Mel, 11408—78 Ave., Edmonton, Alta. T6G 0N3
 2813 Franklin, Dr. Alexander, 168 Oakwood Ave., Toronto, Ont. M6E 2T9
 3451 Gagnon, Raymond D., 23 Sylvan Ave., Lewiston, ME 04240
 2555 Goldsmith, Kennard E., 136 Royal Palm Dr., Leesburg, FL 32748
 3255 Gordon, D. J., Box 15, Flesherton, Ont. N0C 1E0
 1723 McCormack, Harold P., Dr., 135 Willow St., Truro, N.S. B2N 4Z8
 1533 Smith, Ernest F. Schiewick, 820 Craigflower Rd., Apt. 404, Victoria, B.C. V9A 6X2
 2951 van der Ben, H. G., Kramsvogellaan 86, Bilthoven 2206, The Netherlands
 3031 Walters, Peter S., 3204 E. Willow St., Long Beach, CA 90806

Deceased

- 2733 Crofton, C. P., 521 Melvin Ave., Sudbury, Ont. P3C 4X7

Resigned

- 3279 Jensen, Erik R., P.O. Box 5883, Concord, CA 94524

Return Mail

- 1139 Crane, David B., 1367 King Ave., Kelowna, B.C. V1Y 3Y5
 (Any information to correct address will be appreciated)

Change of Status

(From Dropped to Deceased)

- 479 Carn, L. Dorland of Eastbourne, Sussex, England—died April 1975

MEMBERSHIP SUMMARY

Members as of October 15, 1976	1523
New Members	16
	<hr/>
Deceased	1
Resigned	1
	<hr/>
	2
Members as of December 15, 1976	1537
Applicants pending	16
New Applicants	4
	<hr/>
	20

New Members

January 15, 1977

- 3585 Berlinguette, Paul, 101 Beauvevoir St. S.W., Calgary, Alta. T3E 3H6
 3587 DeGroot, Peter, 1005 Colborne St. E., Brantford, Ont. N3S 3T5
 3591 Pawlucki, R. N., 12115 N.E. 134th St., Kirkland, WA 98033
 3593 Phillips, Clinton A., 1704 Glade St., College Station, TX 77840
 3560 State, Stanley, P.O. Box 127, Hayward, CA 94543

Applications Pending

(For addresses of these applicants please refer to the issue in which they were first listed as new "Applications for Membership").

- | | |
|-------------------------------|--------------------------|
| 3480 Corbett, Capt. H. L. | 3589 Stechysin, D. W. |
| 3557 Fields, William S., M.D. | 3590 Schwartz, Maurice |
| 3561 Bly, Frederick W. | 3592 Thorne, Dennis G. |
| 3566 Winmill, Jancy E. (Mrs.) | 3594 Smith, Robert B. |
| 3569 Laffin, Daniel J. | L-3595 Levitt, Andrew |
| 3586 Hebert, Richard S. | L-3596 Atkins, Robert J. |
| 3588 Raley, James H. | 3597 Smith, William K. |

Applications for Membership

(Objections must be filed with the Secretary immediately upon publication)

- 3598 HOFFMAN, Gerald L., P.O. Box 101, Lake Forest, IL 60045 (C) collects Can., Nfid, all Provinces; blocks and singles, mint, 19th and 20th Cent. Coils, OHMS-G, mint Booklet panes, mint airmail, literature, proofs, essays. Proposed by E. Whiting, L-61.
- 3599 KATAHARA, Glenn T., 385 Lunalilo Home Rd., Honolulu, HI 96825 (C) Canada, regular, commemorative, matched plate blocks; U.N. Proposed by R. Boudignon, 2526.
- 3600 FALLAHAY, Michael J., 7309 Drexel Dr., University City, MO 63130 (C) B.N.A., Canadiana (Canada-related stamps issued by foreign countries). Proposed by E. Whiting, L-61.
- 3601 MURATA, Taketo, 648 Broadway Ave., Toronto, Ont. M4G 2S7 (C) Canada—20th Century; Newfoundland. Proposed by E. Whiting, L-61.
- 3602 DINGENTHAL, Harry F., 2309 Northumberland, Garland, TX 75041 (C) Canada mint and used singles and blocks 19th and 20th Cent.; Coils, OHMS-G, Airmails, Literature. Proposed by L. Martin Jr. 3092.
- 3603 HASHEY, David T., 339 St. John St., Fredericton, N.B. E3C 4B5 (C) Canada, Newfoundland, Provinces mint and used. Canada—pre 1945. Proposed by J. McCleave, 2386.
- 3604 LA BORDE, George W., 316 Pinemill Way N.E., Calgary, Alta. (CD) Canada, Newfoundland, singles, blocks, mint and used 19th and 20th century. Plate blocks, coils, OHMS-G, mint booklet panes, precancels, airmails, mint, used, semi-official, and on cover. Proposed by E. Harris, 729.

- 3605 PORTCH, Garfield J., 16 Agar Cr., Islington, Ont. M9B 5A5 (C) Can., Nfld. all provinces mint and used. Definitive plate blocks, coils, OHMS-G, mint booklet panes, precancels. Airmails. Proposed by G. Hansen 2203.
- 3606 BRENNAN, James W., 37 Somerville Ave., Toronto, Ont. M6M 4W1 (C) Research BNA Postal History 1755-1851. Proposed by A. Steinhart, 2010, seconded by B. Murphy, 2090.
- 3607 EAGLES, Alexander II, 1350 Skywood Circle, Altadena, CA 91001 (CD) Canada, Great Britain, C.I., Australia, New Zealand, U.S.A. Proposed by E. Whiting, L-61.
- 3608 NEUMAN, Leonard, 43-197 Dauphin Ave., Penticton, B.C. V2A 3S3 (C). Proposed by R. Lee, 2470, seconded by R. Milne, 2400
- 3609 GUENTHER, Herbert, Leuteroder Str. 17, D-5433 Siershahn, Germany (C) BNA, Canada, Copernicus, Olympics, Mills, Caroline Islands, Tokelau Islands, BNA Postal History. Proposed by D. Lingard 3377, seconded by G. Jansen, 3465.
- 3610 RIESENFELD, Sanford, 822 Doughty Ave., Franklin Square, NY 11010 (C) Canadian Revenues and Tax Pails—including Federal and Provincial issues. Proposed by W. Rockett, 249.
- 3611 KALLIS, Gloria Jean, 8 Erie St. S., Devon, Alta. T0C 1E0 (C), Canada, Newfoundland and all provinces mint and used; coils; OHMS-G; Saskatchewan cancellations. Proposed by E. Whiting, L-61.

Application Not Accepted

- 3567 Adams, W., Box 776, Deerfield, FL 33441

Changes of Address

- 3036 Christman, Edwin F. Jr., 5419 Jason, Houston, TX 77096
- 2876 Clarke, A. J., 1192 Havendale Blvd., Burlington, Ont. L7P 3E3
- 3441 Crowe, W. T., c/o Richard Wolfers, Inc., 127 Kearny St., San Francisco, CA 94108
- 2567 Davidson, Lawrence E., No. 408, 11 Margaret Ave., Kitchener, Ont. N2H 6M4
- 419 Davis, W. Worth, 31 Bidwell St., Tillsonburg, Ont. N4G 3T4
- 558 Fairbanks, Gordon H., 171 Nawiliwili St., Honolulu, HI 96825
- 26 Gravell, Thomas D., Cherry Hill Apts. 714 East, Cherry Hill, NJ 08002
- 2989 Greig, William, 1064 Royal York Rd., Toronto, Ont. M8X 2G7
- 2465 Hancox, George T., 115-1149 Rockland Ave., Victoria, B.C. V8V 4T5
- 2277 Handelman, David, 1027 Barbara Pl., Apt. 6, Salt Lake City, UT 84102
- 3393 Hendershott, Gary, P.O. Box 17404, San Antonio, TX 78217
- 3551 Hermes, Alfred P., 4364 W. 15th Ave., Vancouver, B.C. V6R 3A8
- 3155 Hill, Gary J., 22 Valencia Dr., St. Catharines, Ont. L2T 3X8
- 1345 Huff, Clayton, 448 Gulf of Mexico Dr., Sarasota, FL 33577
- 3177 Hunter, R. L., 501 Russell Hill Rd., Toronto, Ont. M5P 2T1
- 2777 Jarnick, Jerome C., 108 Duncan Dr., Troy, MI 48098
- 945 Keally, James M., 130 Barcladen Rd., Bryn Mawr, PA 19010
- 1668 Kenwood, Clifford W., 89 S. Atlantic Ave., Apt. 803, Ormond Beach, FL 32074
- 1856 Lehr, James C., 2918 Cheshire Rd., Devon, Wilmington, DE 19810
- 3518 Locke, Graham, 140 De Normandie, St. Lambert, Que. J4S 1K1
- 2918 Lyon, Gary J., P.O. Box 482, Bathurst, N.B. E2A 1H8
- 2758 Manson, W. L., c/o Box 35, Thornhill, Ont. L3T 3N1
- 3109 Mayo, George, Box 41, Site C, R.R. 1, Portugal Cove, Nfld. A0A 3K0
- 2382 Mullen, John G., 16411-19th Ave., N.E., Arlington, WA 98223
- 3285 Munsart, Herbert, 260 Derron Ave., Paterson, N.J. 07540
- 3166 Petryshyn, Walter A., M.D., 31 Devon Rd., Essex Fells, NJ 07021
- 3200 Shapiro, Dr. Bernard L., Box 9865, College Station, TX 77840
- 2287 Southey, Thomas W., 34456 Ascott Ave., Abbotsford, B.C. V2A 4V5
- 3469 Thompson, Violet Mary, 5870 Sunset St., Apt. 311, Burnaby, B.C. V5G 4A2
- 1536 Tunna, Norman C., 20 Eagle Crest Pl. S.W., Calgary, Alta. T2V 2W1
- 2525 Vicero, Ralph D., 8908 Canby Ave., Northbridge, CA 91325
- 3355 Zaluski, Edward, 85 Amiens St., Orleans, Ont. K1E 1P1
- 1139 Crane, David B., 1367 Bing Ave., Kelowna, B.C. V1Y 3Y5

Deceased

- 1822 Coffin, Fred W., 6137 Oak St., Vancouver, B.C. V6M 2W3
- 80 Drake, J. Frank, 37 Main St., Pittsfield, NH 03263
- 560 Halliday, W. E. D., 2237 Hillary Ave., Ottawa, Ont. K1H 7H7
- 3029 Smith, George Y., M.D., 133 Woodridge Rd., Butler, PA 16001

Resignations Received and Accepted

- 1016 Anderson, J. Fred, 1110 Simcoe St., Moose Jaw, Sask. S6H 3J4
- 2697 Christiani, Egbert S. G., 708 Kennedy Rd., No. 305, Scarborough, Ont. M1K 2B5
- 1045 Geake, Leslie, 12244-96 St., Edmonton, Alta. T5G 1W3
- 2954 D'Arcy, Jeannette Margaret, 202 The Osterley Ct., 1520 Richmond Ave., Victoria, B.C. V8R 4P6
- 2888 Hayhurst, John B., 16815 N.E. 9th Pl., Bellevue, WA 98008
- 763 Pollitz, William T., 40 Court St., Room 528, Boston, MA 02108
- 2937 Synchron, B. E., 6821 W. Shore Dr., Minneapolis, MN 55435
- 2962 Terlain, Michael A., P.O. Box 268, Port Alberni, B.C. V4Y 7M7
- 1725 Walker, C. T., 14350 Ravine Dr., Edmonton, Alta. T5N 3M3
- 3119 Wallace, William H., 5151 St. Andrew's Road, Tucson, AZ 85718
- 2998 Zajdler, Edward, 141-31st Ave., St. Eustache, Que. J7P 2X5

Returned Mail

(Any information to correct address will be greatly appreciated)

- 3464 Olson, Mark, 42 E. Broadway, Vancouver, B.C. V5T 1V6
- 3009 Morin, Cimon, B.P. 384, Sherbrooke, Que. J1H 5J8
- 1490 Moore, Ralph R., P.O. Box 1092, Chautauqua, NY 14722

LETTER TO THE SECRETARY

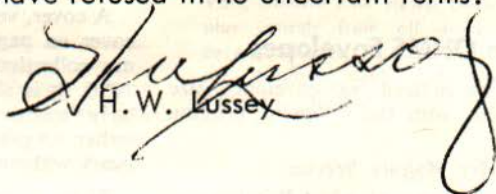
January 24, 1977

Mr. Edward J. Whiting
25 Kings Circle
Malvern, Pa. 19355

Dear Ed,

I was shocked to see in the Nov.-Dec. 1976 issue of TOPICS under "Applications for Membership" the listing of a W. Adams Box 776, Deerfield Beach, Florida 33441 supposedly sponsored by me - H. W. Lussey 167.

I want this letter published so that the entire membership will know that I knew nothing about this application, I did not agree to be the sponsor and, finally, if I had been approached on the subject I would have refused in no uncertain terms.



H. W. Lussey

LETTERS TO THE EDITOR

Early Admiral Date

The date of issue for the 3c vertical coil, brown was suggested to be around the end of 1920. Copies dated December 1920 exist. Recently a new find was made. A strip of three is dated twice with 13 July 1919. This appears to be the earliest recorded date of this coil.

—H. Reiche

What Is a Specialist?

The question is often asked — What is a specialist? One definition is a person who knows more and more about less and less.

President Harry S. Truman defined a specialist as one who knows everything and if capable of further learning is no longer a specialist.

I will confine a definition to that part of our hobby which is a study of constant varieties, re-touches, errors and mistakes and die differences.

I am unable to recall if a definition was ever stated but the implication is that anything visible with normal vision or with a low power magnifying glass is the field for specialization. One could go further with a microscope and would find no two stamps

are alike but that is getting into the science field and philately is primarily a hobby.

Our early Canadian stamps were a great field for such specialization and thanks to many dedicated students the classification of these stamps is very thorough.

During the latter stages of the Admirals great improvements in printing put an end to that era, not quite, but enough was left to make things interesting.

Everything was going more or less serenely until it fell into turmoil. The event started coincidentally in the Centennial issue when the postage went from five to six cents plus two printers instead of one. Matters have not been the same since and the above rule on specialization does not apply as all the small visible mistakes defy classification.

As an example, the famous "teardrop" error of the 1935 Princess has become a torrent of drops, sties, spots and smudges on the current 8 cent definitive.

We collectors must seem like a fickle lot to outsiders. We demand absolute perfection yet squeal with delight when we discover a mistake.

Perhaps the day is not far off when all we will ask for is a normal stamp rejecting as trash those with mistakes. Now, wouldn't that be something?

— E. O'Callaghan

Unknown OHMS Envelopes

Recently we noticed two envelopes, size No. 10, white, with the following printing on the face:

Top — On Her Majesty Service

Left top — For Superintendent Printing and Supply Branch

Centre — To the Postmaster General,
Ottawa

Bottom — Tender for supply of Letter Carriers' Uniform or Tender for supply of Letter Carriers' Boots.

The envelopes have the order number at the bottom, 500-5-1-89. They were issued in 1889 with a printing quantity of 500 each.

Hans Reiche

Admiral Colors

Hans Reiche is to be congratulated in his most erudite treatment of the color problems found in the Admiral issues in his new 20 page pamphlet called "Admiral

Colour Identification".

I remember as a youthful starting collector my uncle, the late J. Edgar Tonguay of Woonsocket, R.I., showing me sheet after sheet of used Admirals. He used to enjoy pointing out to me the infinite number of shades to be found. Over time I too have become interested in color but with less time than the doctor and less specimens than Mr. Reiche. I can only enjoy the rainbow.

However, Mr. Reiche in his treatise has explained very well the causes for the color variations and has combined this with the results of these variations on the market. Thus we now have a very fine reference as to both the relative quantity of major shades in each of the Admirals and the relative scarcity of each to which we can relate value. For his effort I'd like to say "Thanks for a job well done, Hans."

— Edward J. Whiting

More Joggin Mines

Further to the two Joggin Mines covers illustrated in the May-June and November-December issues I would report the following:

A cover, very similar to the Maggie Toms cover on page 48 of the latter issue, is in my collection with the date of April 29, 1896. It is also a J. H. Seaman cover similarly addressed, obviously by the same writer. Again the Joggin Mines cancel appears without the "S" on Joggin.

There is no cork cancel on this cover as on Capt. Mitchell's cover.

I would be very interested to learn from Capt. Mitchell whether or not he has an example of this cancel on the 3c Small Queen, either on or off cover. Also the earliest dated cover that he has seen with this Joggin Mines cork cancel.

My reason for this interest is that I am presently engaged in writing a book on the 3c S.Q. entitled "The Life and Times of the 3c Small Queen".

If any other members have interesting 3c covers I would be very interested in corresponding with them in order to add to the already considerable volume of information on hand to date.

— Keith Elliott

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It must be stressed that this is a long-term trend. A major exception to it is the stamps of underdeveloped and poorer countries, where the home market lacks sophistication and buying power.

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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