



*Coin Postcards now allusive items — p. 19*

# BNA TOPICS

Official Journal of The British North America Philatelic Society

## *BNAPEX 1977*

|                            |                 |
|----------------------------|-----------------|
| SAULT STE. MARIE . . . . . | SEPTEMBER 9     |
| THUNDER BAY . . . . .      | SEPTEMBER 10    |
| WINNIPEG . . . . .         | SEPTEMBER 11    |
| REGINA . . . . .           | SEPTEMBER 12    |
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# BNA TOPICS



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

Whole No. 360  
ISSN 0045-3129

JULY-AUGUST, 1977

Vol. 34, No. 4

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Published at Toronto, Canada, by the British North America Philatelic Society. Copies of TOPICS are available from the Circulation Manager, write for details (see name in left-hand column). Opinions expressed are those of the writers.

Printed by Mission Press, 53 Dundas St. E., Toronto M5B 1C6

ADVERTISING: DISPLAY advertisement copy must be received by the Advertising Manager six weeks prior to the month of publication. MEMBERSHIP: Write the Secretary: see "Elected Officers in this issue."



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# HISTORICAL NOTE

DEPARTMENT CIRCULAR.

GENERAL POST OFFICE,

Quebec, \_\_\_\_\_ July, 1843.

I forward for your observation and guidance, two sheets, supplied by the General Post Office, London, promulgating the Instructions and the Rates of postage connected with the new Convention between the Governments of Great Britain and France for the correspondence between the two Countries, (including the Colonies of the former) so far as the same are applicable to Canada. In doing this I think it right with the view of insuring uniformity of practice in converting the postage charge into Currency, to furnish herewith a detailed list of the several Rates (which are stated in Sterling in the Order) and opposite to each, the exact Currency amount produced by the conversion, viz :

| STERLING. |    | CURRENCY.        |   | STERLING. |                  | CURRENCY. |                  |   |     |
|-----------|----|------------------|---|-----------|------------------|-----------|------------------|---|-----|
| s. D.     |    | s. D.            |   | s. D.     |                  | s. D.     |                  |   |     |
| 2         | 0  | is equivalent to | 2 | 2½        | 4                | 4         | is equivalent to | 4 | 10  |
| 2         | 5  | .....“.....      | 2 | 8½        | 4                | 6         | .....“.....      | 5 | 0   |
| 2         | 8  | .....“.....      | 3 | 0         | 4                | 8         | .....“.....      | 5 | 2½  |
| 2         | 9  | .....“.....      | 3 | 1         | 5                | 3         | .....“.....      | 5 | 10  |
| 2         | 10 | .....“.....      | 3 | 2         | 6                | 0         | .....“.....      | 6 | 8   |
| 2         | 11 | .....“.....      | 3 | 3         | 6                | 1         | .....“.....      | 6 | 9½  |
| 3         | 0  | .....“.....      | 3 | 4         | 6                | 3         | .....“.....      | 6 | 11½ |
| 3         | 2  | .....“.....      | 3 | 6½        | 6                | 5         | .....“.....      | 7 | 2   |
| 3         | 3  | .....“.....      | 3 | 7½        | 6                | 6         | .....“.....      | 7 | 3   |
| 3         | 4  | .....“.....      | 3 | 8½        | 6                | 9         | .....“.....      | 7 | 6   |
| 3         | 5  | .....“.....      | 3 | 10        | 7                | 6         | .....“.....      | 8 | 4   |
| 3         | 6  | .....“.....      | 3 | 11        | 7                | 9         | .....“.....      | 8 | 7½  |
| 3         | 8  | .....“.....      | 4 | 1         | 8                | 0         | .....“.....      | 8 | 11  |
| 3         | 10 | .....“.....      | 4 | 3½        | _____ and so on. |           |                  |   |     |

You will understand that the rate thus prescribed constitutes the whole charge upon the letter from any part of Canada, to the places or countries designated on the Tables!—For example, for a Letter posted at Toronto addressed to France or Algeria, if *unpaid*, no rate is to be affixed in this country. If *prepaid*, and weighing under a ¼ oz., the rating must be thus stated, on the left hand upper corner of the letter, in red ink, viz .

s. D.  
2 0  
5

2 5 Stg. equal to 2s. 8½d. Cy.

If weighing ¼ oz. and not exceeding ½ an oz.—thus 2 0  
10

2 10 Stg. equal to 3s. 2 Cy.

If exceeding ½ an oz. and under ¾ of an oz.—thus 4 0  
1 3

5 3 Stg. equal to 5s 10d. Cy.

and so on—the rule being to add one ninth to the Sterling rate.

You will of course further understand that all those Letters are to be forwarded on the Quebec Office, in the same way that is practised with Packet Letters addressed to Great Britain.

**T. A. STAYNER,**  
D. P. Mr. Genl.

To the Postmaster  
at

# ALBERTA BOUND?



EDMONTON, ALBERTA, CANADA  
SEPTEMBER 15-17, 1977



## FORT EDMONTON, N.W.T.

The first post office bearing this name was established within the fort under Richard Hardisty in 1878. In December 1883 Mr. A. D. Osborne became postmaster and the post office was moved to the business district of the village. At this time "Fort" was dropped from the name but the old postal markings remained in use until about 1886. Population of Fort Edmonton in 1881 was listed as 263.



## **EDMONTON, ALBERTA**

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If you are planning a sightseeing trip through our magnificent mountain scenery, we suggest you do the trip first and end up in Edmonton for the Convention. The season starts to close in after Labour Day and you will find certain things closed down for the season by the time the Convention is over.

### **REMEMBER**

THE BIG ATTRACTION OF ALBERTA IN SEPTEMBER IS BNAPEX '77, closely followed by Banff, Lake Louise, Jasper, Columbia ice fields, Maligne Lake, Peyto Lake, Mount Edith Cavell—we could go on and on.

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# THE WAR ISSUE CHRISTMAS BOOKLET

by A. L. STEINHART

A note from the Deputy Postmaster General, dated November 16, 1946 started the ball rolling for the Christmas booklet. It was addressed to Mr. Deauville and said, "Will you please speak to me at an early date about the possibility of getting out stamp books for sale at Christmas?"

On August 1, 1947 Mr. Deauville wrote to Mr. Avery, the Acting Financial Superintendent about "the desire of the Deputy Postmaster General that special Christmas postage stamp books be prepared for sale to the public during the Christmas season."

On August 15, 1947, the D.P.M.G., Mr. Turnbull wrote the Canadian Bank Note Company that "for some time I have had in mind the question of issuing a gift booklet of postage stamps to sell for \$1.00, with the idea that such a booklet is very likely to prove popular with the public for gift purposes, especially during the Christmas season.

"I enclose a dummy booklet which has been made up to indicate the contents and general format which seems most suitable. The stamps consist of 8x7c Air Mail, 6x4c and 6x3c postage and six air mail stickers, the face value of the stamps being 98c and the selling price of the booklet to be \$1.00."

This was acknowledged by the Bank Note Co. on August 16, 1947 and on August 19, 1947 the Bank Note Co. gave a quote of "\$20.50 per 1,000 books" on a quantity order of 500,000. It also noted "in addition, there would be the contract price for making the engraving, namely—

|                            |           |
|----------------------------|-----------|
| 7 cents Air Mail .....     | \$500.00  |
| 4 cents Postage Stamp .... | 400.00    |
| 3 cents Postage Stamp .... | 400.00    |
| <hr/>                      |           |
| Total .....                | \$1300.00 |

On Sept. 15, 1947 Mr. Turnbull told the Bank Note Co. to proceed with the engraving of the plates for the booklet stamps. In the Bank Note Company's acknowledgment of this order it was noted "because the 3-cents and 4-cents denominations are not exactly double the size of the 7-cents

air mail stamp, in order to make the respective panes of stamps the same size, it will be necessary to adjust the margin between the stamps." Instead of this it was decided "to draw in the space between the 7c air mail stamps."

On Oct. 22, 1947, the Bank Note Co. submitted for approval "a proof of the advertising and postal information to be included in the gift booklets of postage stamps." This was returned by Mr. Deauville on October 23, 1947, O.K.'d with slight amendments. A proof of the advertising material and postal information in French was submitted to the P.O.D. on Oct. 30, 1947. Because part of the order for booklets was to be in French the Bank Note Co. submitted a new quotation of \$21.25 per 1000 books for 400,000 English and 100,000 French booklets because "we had to make a complete set of printing plates for the French booklets which was not understood when we submitted our first quotation."

A letter from Mr. Deauville of Nov. 13, 1947 noted that "owing to the wider selvage required on the inner edge of the panes of stamps, none of the existing plates could be used for production of the 'gift' booklets."

There was a revision in the meantime and two pages of air mail stickers were included in a new format for the booklet.

On Nov. 19, 1947 a notice announced this new booklet was sent to the public relations department and the booklet was announced in the Nov. 22, 1947 Weekly Post Office Bulletin.

A memorandum of the D.P.M.G. to the P.M.G. dated Nov. 24, 1947, noted "the Department is issuing today a new type of postage stamp booklet which has been designed for gift purposes."

A letter from the Canadian Bank Note Co., dated Dec. 9, 1947, noted there was an overrun of "4,500—\$1.00 Gift booklets, English in excess of the amount called for on your requisition No. 276." This overrun was picked up by the Post Office with an

additional order on January 5, 1948.

A statement of Feb. 2, 1948 noted the distribution of these booklets.

Total received from manufacturer, 504,500

|                                      |        |
|--------------------------------------|--------|
| Total issued to Depots in Nov. 1947: |        |
| Charlottetown .....                  | 4,000  |
| Halifax .....                        | 20,000 |
| Saint John .....                     | 12,000 |
| Quebec .....                         | 20,000 |
| Montreal .....                       | 30,000 |
| Ottawa .....                         | 12,000 |
| North Bay .....                      | 4,000  |
| London .....                         | 12,000 |
| Toronto .....                        | 20,000 |
| Winnipeg .....                       | 16,000 |
| Regina .....                         | 12,000 |
| Saskatoon .....                      | 12,000 |
| Calgary .....                        | 12,000 |
| Edmonton .....                       | 12,000 |
| Vancouver .....                      | 20,000 |
| Victoria .....                       | 6,000  |
| Philatelic .....                     | 2,000  |

Total ..... 226,000

Total issued to Philatelic Section and Depots from Dec. 1, 1947 to June 30, 1948—6,756 (400 French to Winnipeg, balance to Philatelic section).

None issued since June 30, 1948.

Total returned from Dec. 1, 1947 to Jan. 31, 1948—22,121.

Total in stock at present in Postage Stamp Division—271,744.

From April, 1948 to March, 1950 only 1,500 of these booklets were sent out to the depots; 1,000 French to Winnipeg in October 1948, and 500 to Newfoundland in September 1949, along with 3,025 to the Philatelic section. In the same period the Philatelic section sold 5,104. As at March 1950 the Philatelic section had 745 booklets in stock and the Postage Stamp Division 291,030.

On April 6, 1950 it was decided "that these stamps are to be removed from the books and sold to the general public." The staff (of depot post offices) are to remove the stamps from the books and credit is to be claimed at Item 22B in the Cash Accounts for the empty covers at the rate of 2 cents per cover. The covers are to be destroyed by fire . . ." At the same time all postmasters were directed to return any of these booklets in stock to the Postage Stamp Division at Ottawa. The amount of the booklets sent out to the depots for destruction in this manner at this time was 291,030. The distribution was completed by May 5, 1950.

A further memo to postmasters at Postage Stamp Depots allowed them to "assemble these stamps in sealed packages of 100 stamps and issue them to outside postmasters when requisitions are received for this denomination." This, of course, referred to the 7c booklet stamps.

Besides those sent out to the depots the depots also destroyed those books they had on hand from older stock. To give an example, Halifax received 25,000 books to destroy and had an additional 14,750 on hand which were also destroyed, as 39,750 covers were claimed at 2c each. If one were to examine the accounts for this period from all the depots it would be possible to figure out how many were destroyed but I feel it would be safe to say if Halifax only sold 25% of its allotment and only about 50% of the total were ever sent out, it is probable that only about 75,000 of these booklets were ever sold across the counter of which there probably could not have been over 10,000 in French.

The following are some items of special post card postal stationery, together with the requisition numbers, dates of requisition, quantity and description as gleaned from official post office and British American Bank Note Company correspondence:

No. 7—May 27, 1930—55,000 1c regular Post Cards, English, size 5 15/32" by 4" (Webb No. P42e). Delivery was on May 30, 1930.

No. 18—Sept. 25, 1930—5,000 1c Post Cards, double the size of the ordinary, with inscription "Canada Post Card".

No. 32—March 9, 1931—60,000 1c regular Post Cards, English, size 5 15/32"x4", same as requisition No. 7, for the City of Edmonton Telephone System of Edmonton, Alberta.

No. 38—April 24, 1931—100,000 1/2c English Business Reply Post Cards and 300,000 1c Advertising Post Cards, eight on a sheet manufactured from special stock.

No. 39—May 4, 1931—5,000 1c Post Cards, double the size of the ordinary, with the inscription "Canada Post Card" without the crease in center for folding. Delivery was made May 5, 1931.

No. 46—Aug. 19, 1931—500,000 1c Post Cards, precancelled, eight on a sheet. 6,000 were delivered Aug. 19, 1931 and 150,000 on Aug. 25, 1931.

No. 52—Nov. 5, 1931—10,000 1c+1c Reply Post Cards without printing, excepting 1c postage stamps (unrecorded).

No. 58—Jan. 25, 1932—6,200 1c Post Cards as requisition No. 39 above.

No. 62—Feb. 12, 1932—10,000 1c Post Cards as requisition No. 39 above.

No. 66—April 6, 1932—10,000 1c Post Cards as requisition No. 39 above.

No. 68—April 13, 1932—10,000 1c Post Cards, size  $3\frac{3}{4}$ "x $6\frac{1}{2}$ ", inscribed "Private Card Canadian Club Vancouver" instead of the usual inscription "Canada Post Card". This appears to be unrecorded.

No. 70—May 2, 1932—60,000 1c cent cards as requisition No. 32.

No. 82—Oct. 19, 1932—5,000 1 cent cards as requisition No. 39.

No. 86—Oct. 24, 1932—300,000 1c Ad-

vertising Postcards precancelled eight on a sheet.

No. 89—Nov. 8, 1932—250,000 1c regular Post Cards, single and 250,000 1c regular Post Cards, three on a sheet, printed on special stock.

No. 93—Dec. 22, 1932—10,000 1c Post Cards as requisition No. 68.

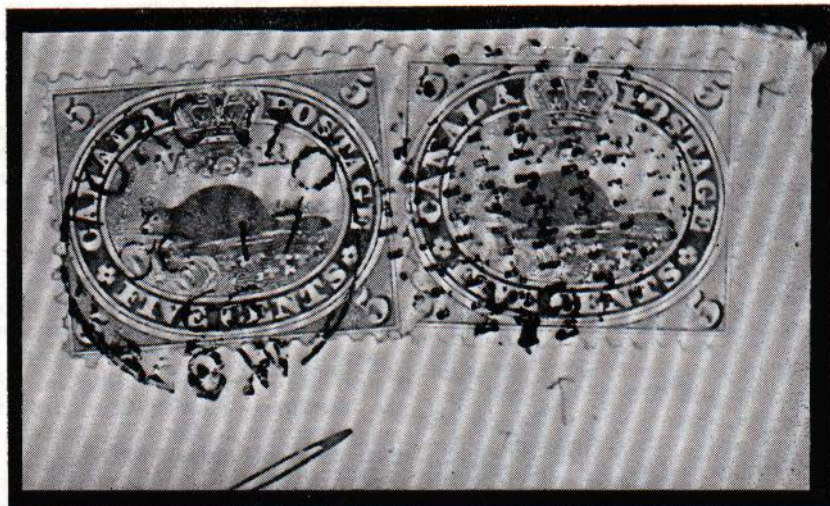
No. 102—June 6, 1933—4,000 1c Advertising Post Cards, precancelled, eight on a sheet. (These were the remainders of the 1930 issue cleared out to the post office.)

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



## IN OLD CANADA

by FRED STULBERG



*Toronto mutilated Berri duplex.*



*Cobourg mutilated Berri duplex.*

## THE BERRI MUTILATES - A THEORY

Almost the first day that postal devices were issued to mark stamps so that they could not be used again for postage, some postmasters were prepared to exercise individual artistry by changing their design. Thus several of the seven concentric ring hammers have been noted to produce a mark with some rings removed or with pie-shaped or linear cuts. However, the first mutilates to gain special recognition were those of the Berri duplexes.

The Berri duplex devices were made in England by D. G. Berri and were issued to 21 post offices in Canada from 1860 until just prior to Confederation seven years later. All in all, close to 60 distinctively different hammers were issued to these offices. All had two heads — one with a circular grid to cancel the stamp and the other with the post office identification dater (circular date stamp). Its purpose was to expedite the handling of mail by combining two operations. The full story of these interesting marks can be found in *Canadian Duplex Cancellations* by A. E. Smythies.

However, no matter how interesting is the normal story, unusual attention is usu-

ally generated by the irregularities. In this case the focus is on the hammers of Toronto and Cobourg. Both received regular implements in 1860 and both used mutilated devices in late 1866. However, there appears more to this story than one mere coincidence of isolated artistic expression.

Significant is the fact that the segmentation of the grid is almost identical in each case. There were eight vertical cuts producing 89 dashes. The cuts were so uniform and precise that the killers look the same in both cases. So close is the similarity that one can rule out the possibility that these were produced in different places at different times. A likely theory is that both devices required repair at the same time and, rather than send them back to England, they were sent to a Canadian manufacturer who decided to strengthen the killer design of the grid of each of them in the same way. This would explain the striking similarity.

Although neither of these marks is common, the Cobourg one is much more elusive.

# "MORRIS STREET, HALIFAX"

by DR. CHARLES HOLLINGSWORTH

For many years during the course of collecting Canadian Street cancels — in the days when these were available at reasonable prices — I have made a point of keeping every copy of the Morris Street c.d.s. that came my way and stated years ago that when I reached the grand total of 500 copies I would publish my findings. My total now stands at 532 different dates and time marks and as the supply appears to have dried up, here is my story of this postmark.

Some historical facts gleaned from the Postmaster-General are as follows:

Its official name is "Halifax Sub No. 2, N.S." and it was established on 1st May 1896 under the name of Morris Street. It closed on 30th September 1901 and re-opened on 4th September 1902. On 31st August 1924 the name was changed to Halifax Sub. No. 2. It closed again in 1944

and re-opened again on 3rd February 1949.

The two postmasters during the period of my postmark researches are:

Louis J. Mylius — 1 May 1895 to 28 Sept. 1901; Henry J. Hollett — 4 Sept. 1902 to April 1924.

The strikes of the Morris Street c.d.s. are characterized by their clearness and by the fact that the majority are struck correctly aligned to the stamp. Presumably the earliest date must be 1st May 1895 but the earliest so far recorded is 30 May 1895. The latest date that I have is 30 September 1901 which is the actual date of the end of the first period of life of the Post Office — it closed on this day according to the data from the P.M.G. It re-opened on 4th September 1902 and I have seen no dates within this second period.



Four time marks were used normally above the date: 1, 2, 3, 4. Whilst I have no definite information on this point, I assume that the first collection of the day would be about breakfast time (1), the second about midday (2), the third about 6:00 p.m. (3) and the fourth in the late evening. As will be shown, the most commonly occurring time mark is "3" which would fit in with the above suggestions, as this is always a busy time with the clearing of office mail. Similarly the fourth collection in late evening would be expected to be the smallest. Whereas the first three time marks were used throughout the life of the postmark, I have noted no copies of "4" after the end of 1896, my latest one being 29 December 1896.

In addition to these four normal time marks, blanks occur very rarely and on one occasion only in my series, "O". The relative frequency of occurrence of these time marks is as follows:

|             |              |
|-------------|--------------|
| 1 .....     | 128 (23.97%) |
| 2 .....     | 104 (19.54%) |
| 3 .....     | 262 (49.24%) |
| 4 .....     | 34 (6.39%)   |
| Blank ..... | 3 (0.56%)    |
| 0 .....     | 1 (0.18%)    |

532

The three blanks are dated Wednesday 11 Dec. 1895; Saturday 11 June 1898 and Wednesday 22 May 1895. The "0" is dated Tuesday 11th August 1896. The dates of time mark "4" showed no specific days or dates. I have noted the use of the postmark on Christmas Day 1896 with time mark "2" and on Sundays 14 February 1897, 21 February 1897, 30 May 1897 and 4 July 1897.

These notes leave a number of gaps to be filled and any further information from those holding hundreds of copies or even just the odd one would be appreciated and recorded in these columns in due course.

Morris Street had a roller postmark also at this time and again it has features of interest. I have no copies on cover so am unable to give any dates of use but I have it on stamps from the Small Queens to the Maple Leaf Issue. The roller is type Vc—Morris St. over Halifax N.S., with number "1" between bars. The late E. A. Smythies confirmed that the roller bore three impressions, each separately engraved and distinguishable by minor differ-



ences. The differences between two of the impressions is slight but the third is easily distinguished. Between the first two the main difference is the relation of the "S" of "St" to the "N" of N.S. — either exactly above or slightly to the right, whilst the third one shows many differences in the relation of the letters of Morris St. to those of Halifax N.S., as the illustrations show.

As with the c.d.s. the strikes made by the roller are always clear and in my copies are strictly aligned either vertically or horizontally across the stamp.

#### REFERENCES

1. "Notes on roller cancellations 1890-1911", by Dr. C. W. Hollingsworth,

Maple Leaves, Vol. 10, No. 6 (Aug. 1964) p. 144.

2. "Canadian Roller Cancellations 1894", by E. A. Smythies, published by C.P.S. of G.B.

My thanks to many collectors who have checked the dates of use of Morris Street and other Street cancels particularly J. Millar Allen, J. Allott, Dr. M. W. Carstairs, J. J. Bonar, D. A. Crawford, H. Harrison, G. Hicks, C. King, L. M. Ludlow, W. Rorke, J. Siverts, Dr. A. Whitehead, E. A. Smythies, Col. D. McLellan, Aubrey Smith, and to R. M. Doull who also obtained the information from P.M.G.

## CANADIAN AIRPORT MAIL FACILITIES

by W. G. ROBINSON

### PART 8—FURTHER AMENDMENTS AND ADDITIONS TO LISTS PUBLISHED IN PARTS 2 TO 7

Since the first amendment list appeared in "Topics" several months ago, twenty additional listings have been reported by our sharp-eyed readers, three markings which were listed as "Proof Only" have been reported in use, and fifty-seven extensions to dates of usage have been recorded.

None of these markings are common. Very little mail is postmarked at the few

remaining installations, and cancellations from the closed facilities are most elusive.

We hope that publication of these check lists has excited interest in the subject, and that additional reports will continue to be sent to the writer at 5830 Cartier St., Vancouver, B.C. V6M 3A7, or to J. S. Purcell, 6 Richardson Dr., Kingston, Ont. K7M 2S6.

Sincere thanks are again extended to the many members who have made these articles possible through their careful and detailed reporting.

### AIR MAIL FACILITIES CANCELLATIONS ADDITIONS TO LISTS PUBLISHED IN PARTS 2 TO 7 OF SERIES

| Number | Inscription                                | Type | R.F. | Period    | Remarks      |
|--------|--|------|------|-----------|--------------|
| N- 1A  | AIRMAIL/GANDER, NFLD.                      | 22b  | 170  | 1947      | W. Robinson  |
| 2B     | GANDER/NFLD.                               | 8    | 150  | 1944-7    | J. Purcell   |
| 2C     | GANDER/NFLD.                               | 5    | 200  | 1943      | J. Purcell   |
| 2D     | GANDER/NEUF'D                              | 5    | 200  | 1942-7    | J. Purcell   |
| 5A     | Goose Airport/Labrador                     | 23c  | 200  | 1948-9    | J. Purcell   |
| 6B     | GOOSE AIRPORT/LABRADOR, NFLD               | R-2a | 200  | 1965      | S. Campbell  |
| 7A     | Goose Airport, Labrador/Sub Office A       | 11f  | 200  | 1948-9    | W. Gutzman   |
| 11A    | Y 316/GOOSE AIRPORT/SUB A/NFLD             | 33a  | 200  | 1954      | W. Gutzman   |
| 13A    | GOOSE AIRPORT, NFLD/SUB A                  | R-2b | 200  | 1965      | C. Campbell  |
| 14A    | GOOSE AIRPORT/LABRADOR, NFLD               | 36b  | 170  | 1953      | J. Purcell   |
| M- 2A  | AIR MAIL SECTION/HALIFAX, N.S.             | 38   | 200  | 1975      | W. Gutzman   |
| Q OD   | PHILATELIC CANADA PHILATELIQUE . MIRABEL . | 45   | 45   | 1001976-7 | K. Barlow    |
| 0E     | AEROPORT MIRABEL AIRPORT/P.Q.              | 11   | 100  | 1977      | I. Morgan    |
| 28A    | Via/Aerial Mail/Montreal                   | 31g  | 170  | 1918      | L. Holmes    |
| 31A    | 229784/P.SIN.-SUCC.P./"AMF"/MONTREAL, P.Q. | 34a  | 170  | 1977      | W. Gutzman   |
| O-24A  | TORONTO AMF./ONTARIO                       | 27   | 200  | 1962      | E. MacDonald |
| 49A    | SUB AUX 224 TORONTO ON/J5P 150             | 26c  | 150  | 1976      | J. Purcell   |
| W- 3A  | 8181/CALGARY/SUB 98/ALTA                   | 33a  | 170  | 1971      | J. Purcell   |
| 24A    | VANCOUVER AMF/B.C.                         | 10b  | 170  | 1970      | J. Purcell   |
| 43A    | VANCOUVER/A.M.F.                           | 32   | 200  | 1962      | K. Ellison   |



ADDITIONAL TYPES OF AIRPORT CANCELLATIONS



5



8



10b



11



11f



22b



45



23c



26c



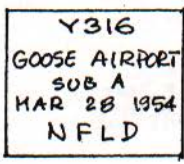
27



31g



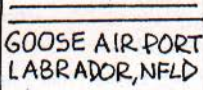
32



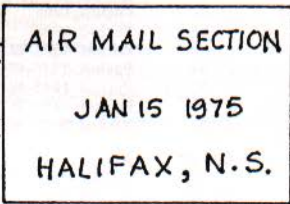
33a



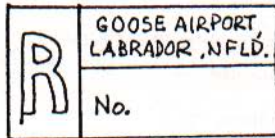
34a



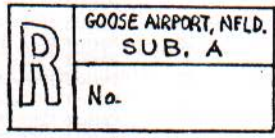
36b



38



R-2a



R-2b

**AIR MAIL FACILITIES CANCELLATIONS**

**AMENDMENTS TO LISTS PUBLISHED IN PARTS 2 TO 7 OF SERIES**

| <b>Number</b> | <b>Change</b>   | <b>Reported by</b> |
|---------------|---|--------------------|
| N- 1          | Period 1962-67  | W. Robinson        |
| 3             | Period 1949-58  | L. Walker          |
| 4             | Period 1963-71  | C. Campbell        |
| 5             | Period 1946-48  |                    |
| 6             | Period 1956-66  |                    |
| 7             | Period 1957-65 (Formerly USAPO 677)                     |                    |
| 8             | Period 1963-65  |                    |
| 9             | Period 1968-75  | W. Robinson        |
| 10A           | Period 1958-76  | K. Barlow          |
| M- 4          | Period 1940-54  | F. Belanger        |
| 5             | Period 1955-60  | W. Robinson        |
| 6             | Period 1958 (Error in Listing)                          |                    |
| Q- 2          | Period 1955-61  |                    |
| 3             | Period 1939-62  |                    |
| 4             | Period 1949-73  |                    |
| 5             | Period 1972-75  |                    |
| 6             | Period 1950-52  |                    |
| 7             | Period 1956-58  |                    |
| 9             | Period 1956-57  |                    |
| 10            | Period 1957-60  | K. Barlow          |
| 16            | Period 1962-67  |                    |
| 17            | Period 1964-72  |                    |
| 18            | Period 1963-74  |                    |
| 19            | Period 1969-75  |                    |
| 20            | Period 1966-69  |                    |
| 23            | Period 1961-67  |                    |
| 26            | Period 1970-74  |                    |
| 27            | Period 1965-69  |                    |
| 28            | Period 1972-76  |                    |
| 33            | Period 1963-64  |                    |
| 38            | Period 1929-46  |                    |
| O- 7          | Period 1953-62  |                    |
| 10            | Period 1963-75  | K. Rowe            |
| 12            | Period 1941   |                    |
| 13            | Period 1949-54  |                    |
| 14            | Period 1943-53  |                    |
| 20            | Period 1962-75  | K. Rowe            |
| 22            | Period 1968   |                    |
| 28            | Period 1965   |                    |
| 29            | Period 1971-72  |                    |
| 33            | Period 1946-47  |                    |
| 34            | Period 1945-48  |                    |
| 39            | Period 1973, RF 200, Delete Proof Only                  | K. Rowe            |
| 52            | Period 1942, RF 200, Delete Proof only, strike in green | W. Howes           |
| W- 5          | Period 1947   |                    |
| 6             | Period 1964, Office closed 1 Jan 1966                   |                    |
| 9             | Period 1968-71  |                    |
| 13            | Period 1942-53  |                    |
| 14            | Period 1941-44  |                    |
| 23            | Period 1942-67  |                    |
| 26            | Period 1949-74  |                    |
| 29            | Period 1941, RF 200, delete Proof only.                 | W. Topping         |
| 32            | Period 1971   |                    |
| 33            | Period 1969-71  |                    |
| 34            | Period 1972-74  |                    |
| 35            | Period 1960-76 (31mm Dia.)                              | W. Robinson        |
| 39            | Period 1968-76  |                    |
| 44            | Period 1959-65  |                    |
| 52            | Period 1972-76, RF 170                                  | W. Topping         |
| 62            | Period 1957-70  |                    |
| 69            | Period 1969-75  |                    |

Note: Where no reporter's name is shown, the report was made by J. Purcell.

# The King Edward VII Coin Postcard Series

by W. L. GUTZMAN

A series of early Canadian postcards, which was once relatively common, but is now becoming elusive, is one which shows a scene, plus the face and reverse of an Edwardian coin. The scenes are mostly of New Brunswick, but include a few of Nova Scotia and Prince Edward Island.

According to the dates on the illustrated coins, it would appear that cards showing 25c and 10c coins appeared first, since these show 1902 and 1903 dates on the coins. The dates on cards with 5c coins are mostly 1903 with a few 1904. There have not been any 1902 coin dates reported on the 1c coin cards, but 1903 and 1904 are most common. Dates of 1905 appear to be very uncommon.

These early cards all have undivided backs, and are named either "Souvenir Card" or "Private Post Card" in green, gray, medium blue or dark blue. The additional printing on the address side is one of two types:

"Published by the McCoy Printing Company, Moncton, N.B." or "Entered according to Act of the Parliament of Canada in the year 1904 by the New Brunswick Tourist Association at the Department of Agriculture, Ottawa."

A list of cards, which have been reported, is attached. Some are numbered while others are not. The numbers describe the scene, and it is apparent that a card with the same number can illustrate a variety of coins. Note card Nos. 26 and 45, as examples.

My thanks go to Messrs. Curtis, Howard and Seaman who contributed information for this listing. Any further additions will be most welcome by the writer.

## KE VII Canada Coin Cards

### 1c COIN

- #17 The Beacon at St. John
- 24 Caverhill Hall, St. John (1903)
- 26 Union Station, St. John (1903)
- 31 Moose Head (1903)

- 39 Bridges & Reversing Falls (1903)
- Quaco Light, St. Martins (1903)
- 45 Golf Grounds, St. Stephen (1903)
- Antigonish (1904)
- King St., St. John (1904)
- Samson Train (1904)
- Hillsboro from Taylor's Hill (1904)
- Law Courts Building, Chrltn. (1904)
- Str. Miramichi, Newcastle (1904)
- The 1st Steam Engine in Am. (1904)
- Old Grand Pré Church (1904)
- Methodist Church, Marysville (1904)
- Mouth of Sissiboo River Weymouth (1904)
- Mill Cover near Newcastle (1904)
- Cotton Mill at Marysville (1904)
- 67 Mecklenburg St. (1903)
- Grand Falls (1903)
- Quaco Light, St. Martins (1905)

### 5c COIN

- #13 Bridge and Falls St. John (1903)
- 21 Custom House, St. John (1903)
- 28 Bank of New Brunswick (1903)
- 29 King Sq. & Young Monument (1903)
- 42 Grand Falls (1903)
- 44 View of St. Stephen (1903)
- 45 Golf Course, St. Stephen (1903)
- Ex. Buildings St. John (1903)
- Post Office Charlottetown (1904)
- The Falls, Shelburne (1904)
- Main St toward Douglas Ave. (1903)

### 10c COIN

- #18 St. John (1902)
- 17 Beacon Light, St. John (1902)
- 33 Beatteay's Beach (1902)
- 51 Windsor Hotel, St. Stephen (1902)
- 43 Bridges & Reversing Falls (1902)
- Wolfville Seminary (1904)
- Markland Hotel (1904)

### 25c COIN

- Ex. Buildings St. John (1902)
- 64 Union St., St. John (1902)
- 21 Custom House, St. John (1903)
- 26 Union Depot, St. John (1902)
- 32 Drying Sails in St. John Harbour (1902)



— Philately In Print, Toronto

# CARIBOO GOLD RUSH MAILS

by MAX ROSENTHAL

The years 1856 to 1858 saw the lower Fraser River overrun with thousands of gold miners, and the resulting formation of the colony of British Columbia — and the establishment of a postal system with the first few post offices, as recounted in *Postal Beginnings in British Columbia, BNA Topics*, Jan.-Feb. 1977.

Guarding the wealth of the Upper Fraser and the Cariboo were mountains, rivers, and other natural obstacles, but by 1859 the Quesnel River had been reached by a few prospectors. Beginning at Quesnelle Mouth, the present location of the town of Quesnel, they fanned out. In the fall Cariboo Lake was discovered, and rumors of \$200 a day trickled south.

The rush that began on the lower Fraser had already taken over to the Thompson River. At the junction of that stream with the Fraser, Lytton post office, named after Sir Edward Bulmer Lytton, Secretary of State for Colonies, was established in 1859. Men were mining for gold at Cagoosh, on the Fraser 36 miles northwest of Lytton. A man called Flynn opened a post office the same year there, but it was called Lillooet.

In 1859 almost 1,000 men were mining for gold between Fort Alexandria, more than 100 miles north of Lillooet and Quesnelle Forks. This fort was the last post established by the North West Company, in 1821, before its merger with the Hudson's Bay Company. The post office opened in 1859 was more correctly called Alexander, because it was the farthest point reached by explorer Alexander Mackenzie on his descent of the Fraser in 1793, and it had been named after him. The colonial post office at Alexander, however, only lasted two years.

## The Cariboo Road

Planned by the Governor, James Douglas, the Cariboo Road was surveyed by a company of Royal Engineers, under Colonel Moody. The lure was gold, the goal Williams Creek. Until its building between 1859 and 1865 the Cariboo was regarded as rich men's diggings, for the rate from Yale to Quesnel Forks was a dollar a

pound for freight, and it cost 40 cents a pound to have food packed from the latter to Antler Creek. The 400 mile long road crawled beside mountains, and spawned mighty torrents.

In 1860 "Doc" Keithley and companions discovered a rich gold-bearing creek — to be named after him — then climbed the ridges to stumble onto Antler Creek, where they made an even richer strike. The secret got out, and the miners from Keithley Creek rushed over the snow north to Antler Creek, the doorway to the Cariboo, where only 12 miles still farther on lay the golden land.

In 1861 another road heading north, but beginning west of the Cariboo Road — the Harrison-Lillooet Road — was extended as far as Clinton, by the end of July 1863 to Soda Creek, 20 miles west of the 150 Mile point north of Lillooet. Eight miles west of 150 Mile, a post office was opened at Williams Lake by S. Gompertz in 1861, but it was closed in 1864, when miners around Williams Creek no longer had to travel to the Gold Commissioner in Williams Lake, but got their own gold office.

By the early fall of 1863 the Cariboo Road was ready as far as Clinton, where it joined the extended Harrison-Lillooet Road, and the two became one. Supplies which had come by pack train now were brought by freight wagons, and rates dropped from 75 cents a pound to 15 cents.

Post offices were opened in August 1864 at Clinton by J. Champness: by a Mr. Waldron at Soda Creek, 12 miles northwest of Williams Lake, surveyed by the Royal Engineers the previous year, Lake La Hache with W. Anderson as postmaster, 14 miles northwest of 100 Mile House. The latter became Lac La Hache in 1872. In November 174 Mile House post office was but it lasted less than two years.

established near Soda Creek by F. Everard, Quesnelle Mouth post office appeared in 1864 also. J. B. Gaggin postmaster. Its name was shortened to Quesnelle in 1872, its spelling to Quesnel in 1900.

By 1864 the construction of the last phase of the Cariboo Road had begun, from Quesnelle Mouth to Williams Creek,

nearly 60 miles, to be completed in the late fall of 1865.

## Williams Creek

Gold was discovered on Lightning Creek in July 1861, a strike second only to Williams Creek, farther east, in gold production. Two towns, Van Winkle and Stanley, grew up on its banks. The combined population of the two at the height of mining production was around 5,000. In July 1864 N. L. McCaffery opened Van Winkle post office. It closed four years later, because he was not being paid regularly.

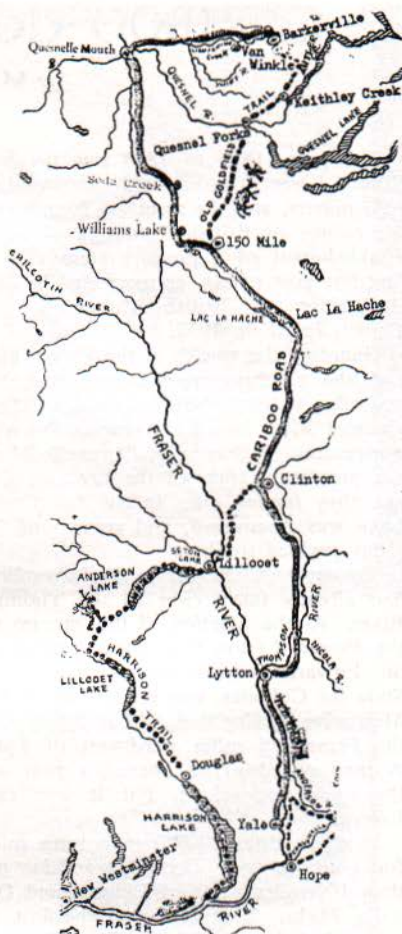
The post office came into being again in 1872. It closed again, and reopened under the name Stanley; 1906 saw it change back to Van Winkle, although the location was at Stanley.

Fourteen miles to the east, one of the first cabins to go up in September 1862 was that of John Cameron, around which sprang up the new settlement of Cameron-ton. Nearby, 58 miles east of Quesnelle Mouth, on Williams Creek, William Barker's shafts became the nucleus of another small settlement, Barkerville, but the post office opened by J. R. Commelino in July 1864 was called Williams Creek.

The post office closed the same year. When the Cariboo Road was completed the next year, allowing stage coaches to travel to Williams Creek, a post office was opened in the library building at Cameron-ton, and John Bowron was appointed postmaster, with the name changed to Barkerville.

In 1870 the Barkerville post office was about to be moved from Cameron-ton to Barkerville proper, and Bowron's building, which he had put up after a fire, at his own expense, was to be abandoned. He wrote to the Postmaster-General on April 19 that the government should pay him rent for the years he had held the position, since he was left with a building which he could not dispose of for its construction cost of over \$1,000. He asked for only \$380, that is, \$20 a month since the fire, but the government declined, stating:

The building in which the post office and library were before the fire belonged to the government. Mr. Bowron was Librarian and Postmaster when Barkerville burned down. Mr. Bowron built the post office and library on his own responsibility, as he could not otherwise have obtained the



salary of postmaster. He expressed no intention of charging rent, nor was any promised, or provided for by the government. I don't think he is entitled to anything, more especially now that he is reinstated."

## The Express Companies

At first, letters were delivered to the Cariboo district by private hand for as much as \$5 a letter. However, as soon as the trails to Williams Creek allowed the express companies to travel to the mining towns, they carried much of the mail.

As early as June 1858 W. J. (Billy) Ballou established the first express between Victoria and the Fraser River mines as far as Lytton and Fort Thompson (Kamloops).

In September D. C. Fargo did the same between Yale and Lytton. Until 1862 the Ballou Company carried most of the express business, although Lindhart and Barnard were already offering some competition. Ballou maintained a regular communication with the lower Fraser mines, and carried not only valuable parcels, but also filled a postal service, transmitting letters and newspapers.

Before the Cariboo Road was completed, the express man had to resort to a canoe, on the stout back of an Indian, with the corner of a trader's log house or miner's cabin for an express office. His main source of gain was from the sale of newspapers, mainly the *Colonist* and the *Chronicle* of Victoria, and the *San Francisco Bulletin*, which brought a dollar a copy, and from the fee on important letters to and from mining sites.

In 1859 another competitor, called Jeffreys, entered the field, but F. J. Barnard absorbed his interest in November 1861. The latter, carrying letters and papers on his back, walked from Yale to Cariboo, and back, 760 miles return. The next year he led a horse loaded with letters and parcels to Barkerville, establishing the first express to that camp. Coming back, it took five days to Lillooet, and three days more to New Westminster, bringing out in June 1862 447 letters and \$18,000 in mineral wealth.

Although Ballou and Barnard fought for supremacy, the struggle ended with the government granting the contract in July 1862 to Barnard's company, to carry the mail from the head of navigation at Yale to the territory tributary to the Cariboo Road. By October, the bankrupt Ballou retired from the field. The terminus of the route was Williams Lake, and postal rates varied according to distance. On a letter from New Westminster to Douglas (a post office in existence from 1859 to 1867, Hope or Yale, the postage was 5d; to Lytton or Lillooet, 1 sh.; Williams Lake, 2 sh.; Quesnelle Mouth 3 sh.; Antler Creek (just east of Barkerville) 4 sh. Actually, letters beyond Williams Lake were carried at express rates, in spite of these official rates. To Lytton and Lillooet newspapers were carried for 5d; past there they rarely went.

### Extending Service

Barnard kept pace with the Cariboo Road as it was extended. By the summer

of 1863 he had a two horse wagon running every 10 days, saddle trains connecting with it for the unfinished sections. The next winter he used sleighs, keeping open the only lines of communication with the coast.

From May 1864 Barnard had four horse stages running twice a week from Yale to Soda Creek. At Clinton they connected with stages from Douglas and Lillooet, and at Soda Creek with the steamer *Enterprise*, sailing to Quesnelle Mouth. The trip from Yale to Soda Creek could be completed in 48 hours. Above Quesnelle Mouth a saddle train connected until the completion of the road to Barkerville in 1865.

There were relays of horses every 13 miles, and it was during the first trip in 1864 that Steve Singley took some of the relay horses ahead. On the return trip he drove the stage. For over 20 years Tingley drove the ponies the 136 miles from Yale to Clinton, on weekly trips James Hamilton took over from Clinton to Barkerville, 500 miles for the return trip, using the steamer from Soda Creek to Quesnelle Mouth, and return, for several years.

The mail subsidy never paid more than a half of the cost of delivering the service. The rest came privately from freight, express, and passengers. A political attempt to switch the mail contract to a competitor some years later bankrupted the winner of the contract.

From Barnard's Express it became commonly called the B.X., and in 1871 a bill was passed by the Legislature to call it the B.C. Express Company. Hamilton and Tingley did much to make it the successful venture it was. The latter drove continuously to 1897. During that time he rose from driver to partner, to director, to manager, to become sole owner of the company, in 1888. He went on to fame as "the Cariboo Octopus", because he was credited with dominating federal patronage.

### Express Company Stamps

The express companies had their own stamps to facilitate mail handling. Some were quite elaborate, and in different shapes, with the companies' names on them. The Wells Fargo stamp was triangular, with a base of almost two inches. When the parcels or letters were delivered and paid for, the stamps were affixed and marked paid, or, if paid for when given to the companies for delivery. Philatelists will not disagree with the statement by Fred W.

Ludditt in "Barkerville Days" (published by Mitchell Press, Vancouver, 1969) that "these stamps are rare collectors' items today.

At Ashcroft Manor on the Cariboo Road C. F. Cornwall opened Ashcroft post office in 1865. Only two other post offices opened in the Cariboo in colonial days. Keethley Creek, mentioned previously as a gold find

of 1860, continued for many years as a office in 1870. R. A. Young established are prominent supply center, and it got a post office in 1870. R. A. Young established one at 150 Mile House in 1871. These "Mile" names are reminiscent of the mail houses on the Cariboo Road, called after their distance from Lillooet.

\* \* \*

## Canadian Postal Currency

### Introduction

Prior to 1898, the transmission of money through the mails, other than actual legal tender or coin, could only be accomplished by purchasing a money order (from 1c through \$100) from an accounting post office. These offices were normally large establishments which were financially responsible to audit authorities at headquarters. However, there also existed many smaller non-accounting (or non-auditable) post offices which transacted business on a "cash" basis, purchasing their requirements from accounting offices and reselling them to the public. These non-accounting offices, therefore, were not allowed to sell money orders, a limitation which caused quite an inconvenience to the public. If transmission of money was required, patrons had to risk sending their payments in cash, or they had to make a trip to an often-distant accounting post office to purchase a money order.

Although the Post Office was aware of these problems, nothing was done until 1898. Finally, in an attempt to improve its service and also to reduce the number of cash remittances through the mails, the Post Office implemented the Canadian Postal Note System.

What now follows is a chronological description of what I have been able to learn about the Canadian Postal Note System, and its successors, as they evolved through time.

### The Early Postal Notes

The postal notes, postal note stamps, and postal scrip stamps comprising, at different times, a part of the Canadian Postal Note System cannot be described as either postal or revenue issues. Rather, they can

be described as "postal currency", implemented for the purpose of providing the public with a cheap and convenient means of remitting small amounts within Canada through the mail. This system was designed to operate in conjunction with the already-existing and more-costly Money Order System, a system which subsequently became more suited both for making large payments and for transmitting money to foreign countries.

Postal notes similar to that shown in Figure 1 were first produced by the American Bank Note Company, Ottawa. The first to appear, on 4 August 1898, were the 25c, 50c, and 70c denominations. These were followed by the \$1, \$2.50, and \$5 denominations on August 23, the 40c, \$1.50, and \$2 denominations on October 21, the 20c, 30c, 60c, and 80c denominations on November 25, and the 90c, \$3 and \$4 denominations on 23 January 1899.

Since these notes were denominational, they could be purchased at face value by non-accounting post offices and resold to the public without any need of an eventual audit. Therefore, these notes were obtainable at both accounting and non-accounting post offices, making them easily available to the public. An additional improvement was added later in 1899 when a new \$10 note was issued solely for use by non-accounting post offices for the purpose of increasing the amount that they could transmit by a single note. (Shortly thereafter, postal notes valued at 75c and \$1.25 appeared in circulation but the reasons for their appearance and their dates of issue are unknown.)

The proper procedure for processing a postal note was somewhat complex. It re-





Figure 1



Figure 2

quired the purchaser, before parting with it, to fill in both the name of the person to whom the amount was to be paid and the name of the post office at which payment was to be made. (The insertion of the name of the paying post office afforded a safeguard against payment being made to the wrong person. Also, the purchaser ran the risk of losing the amounts unless the notes were properly filled in.) Should the purchaser wish to increase the value of the note above the inscribed denomination, he was permitted to attach mint postage stamps to it not exceeding 9c in value, stamps which were not to be cancelled until final payment was made. For example, to make a payment of \$13.56, the purchaser could buy a \$10 note, a \$3 note and a 50c note. To one of these, he would then affix 6c worth of postage stamps. Finally, the purchaser was to tear the coupon off each note, write on the back of it the name and address of the payee, and keep it in his possession as a complete record

of the transaction so that the necessary particulars could be provided later to post office authorities should tracing of the note be desired.

The redemption of postal notes was supposed to occur within three months from the last day of the month of issue. If that date had passed, then the note could be cashed only upon payment of a fee equal to the amount of the original commission. If an additional three months had passed (that is six months), the fee was doubled; and, if nine months had passed, the fee was tripled, etc. Finally, notes presented for payment more than 12 months after issue were not paid until approval had been received from the Accountant, Post Office Department, Ottawa.

In 1904, the fees charged for delinquent notes were rescinded. However, if lapsed notes of 12 months were presented, approval from the Accountant was still necessary before payment could be made, and a single fee equal to the original commission

was still charged. Finally, by 1911, even this fee was rescinded.

For a period of time after 19004, postal notes could be sent to the United States as long as they were directed to Postmasters at Money Order Offices, were properly completed, carried *no* postage stamps to increase their value, and carried a clear legible impression of the issuing office. However, this privilege was withdrawn in 1920 due to the high rate of exchange charged by the United States authorities.

In 1912, a new form of postal note was introduced containing, among other improvements, a space for the name of the purchaser. This added to the safety of remittances made by postal note as it added another means of tracing them in case they failed to reach their destination. An example, with coupon removed, is shown in Figure 2. It measures  $8\frac{1}{4}$  by  $3\frac{7}{16}$  inches, was issued at the Port Alice post office, and is dated November 17, 1924. In addition, it has not been properly completed as only the stamp of the issuing post office, the signature of the issuing postmaster, and the name of the payee have been entered upon it.

On 15 April 1915, the Special War Revenue Act came into effect. It imposed a tax of 1c on each postal note and 2c on each postal money order issued in Canada. On 1 July 1925, however, this Act was amended in that the tax as it applied to postal notes and money orders up to \$5 was discontinued. Then, on 1 July 1927, this Act was again changed, a change which completely exempted from tax all postal notes, and discontinued the tax on all money orders up to \$10.

On 1 November 1928, two further denominational changes made. Firstly, a new 10c postal note was placed in circulation to permit remittances between 10 and 20 cents. And secondly, the \$10 postal note was discontinued because the post Office believed that remittances of this size should and could be accomplished with a \$10 money order.

On 1 July 1931, the government again amended the Special War Revenue Act, an amendment which reimposed both a 1c tax on all postal notes and a 2c tax on all money orders over \$5 issued in Canada. This tax was finally identified on a new postal note design issued sometime after 28 April 1932 (see hand written inscription at the top right corner of the Specimen appearing in Figure 1 reading "from P Note Div 28-4-32").

A comparison of Figures 1 and 2 will show that the inscription around the King's head was changed from "Canadian Postal Note" to "Revenue Tax Paid". This new series of notes, including the coupon, measured  $10\frac{3}{16}$  by  $3\frac{1}{2}$  inches.

### Postal Note Stamps

In 1932, a major procedural change occurred when the Canadian Post Office authorized the production and distribution of Postal Note Stamps. (For a listing of these stamps, see the tables at the end of this article). The initial issue comprised only three denominations, the 1c, 2c, and 5c values, each being engraved and printed in blue color by the Canadian Bank Note Company, Ottawa. The design, as shown by the one cent value in Figure 3, was inscribed "Postal Note", and measured  $22\frac{1}{2}$  by  $18\frac{1}{2}$  millimeters. They were issued for use without legislative authority and were intended to replace the use of postage stamps on postal notes.

As a result of this new procedure, the instructions given to the purchaser under item 2 inscribed on the postal note was made obsolete. From Post Office correspondence files, it was determined that authority was granted on 27 October 1932 to change that instruction to advise the purchaser that he could affix up to nine cents worth of "Postal Note Stamps" instead of "Canadian Postage Stamps".

Field experience revealed that confusion could arise in the use of the three different but identically-colored denominations. As the first step in correcting this problem, the Post Office requested and received a new color proof from the Canadian Bank Note Company, a proof which was green in color, was prepared using the 5c die, and had a hole punched through the center. This proof is shown in figure 4. Post Office correspondence from the file in which this proof was found stated that the green color of this proof was approved for use and, on 7 November 1932, authority was given to the Bank Note Company for them to use this new color on future printings of the 2c denomination. However, the correspondence files also revealed that stocks of the 2c denomination carrying this new color were not released until sometime after 14 August 1933. As a matter of fact, previous articles and catalogue listings state that this new color did not appear until 1941, a time when the color of the 1c denomination was also changed to brown.



Figure 3



Figure 4

In 1938, a special pane of the 5c value was issued, a pane of 25 stamps (5x5) intended for use within booklets.

Sometime during the early reign of King George VI, a new series of postal notes were issued. Each note now came in three parts — a purchaser's receipt, a coupon to be detached after use for audit purposes by the accounting office processing it, and, of

course, the postal note itself. An example is shown in Figure 5.

In 1943, the Post Office extended a privilege to the public by implementing a new procedure which pushed the over-the-counter purpose of making small remittances through the mails. This new procedure was intended to discourage the public's traditional use of postage stamps for making



Figure 5

these small remittances. And with the implementation of this new procedure, the official name for these stamps was changed to "Postal Scrip". However, the new 10 and 25 cent denominations that appeared in 1943, as well as the 3, 4, 6, 7, 8, 9, 20, 50, and 75 cent denominations that were issued on 1 November 1948 continued to carry the inscription "Postal Note".

With the appearance of the high denominations in 1943, it was not unusual to see the nine cent limit exceeded, as shown by the examples in Figure 6.

Sometime prior to 1947, the revenue tax was again amended, the taxes being 1c on all postal notes up to \$1, and 3c on all larger denominations.

In 1948, a number of procedural changes in both the Money Order and Postal Note Systems were made. Firstly, on 23 July, the Money Order System saw the implementation of a new "Notched" card money order form for domestic money orders while the existing paper money order form was retained only for the purpose of making remittances outside Canada. And secondly, on 1 November, the Post Office discontinued the existing postal note form, replacing it with a "prepunched card" (notched) postal note form, a change which coincided with the appearance of the previously-mentioned nine new postal note stamps.

### Postal Note and Money Order System Amalgamation

On 1 April 1949, the Post Office Money Order and Postal Note Systems were finally amalgamated in the interests of economy and efficiency. This amalgamation resulted when the distribution of notched postal note forms was discontinued, giving



Figure 6

them a life of only five months, and new "denominative" money order forms of 25c, 50c, 75c, and dollar values ranging from \$1 to \$15 at one dollar intervals were made available. (Nevertheless, notched forms continued to be used until supplies were exhausted). From this point in time, postal scrip stamps were used on these denominative forms (up to a maximum of three on each form) to increase their value in cents, with a maximum of 24c on orders under

\$1 and a maximum of 99c on orders over \$1.00.

These forms were available from both accounting and non-accounting post offices for all values up to \$15.99. Should a single remittance be larger than this amount, the purchaser had to buy more than one denominative money order or he could purchase a notchable-card money order from an accounting post office. And if a remittance of any amount payable outside Canada was required, the "paper" style of order had to be obtained, also from an accounting post office.

When a denominative money order was purchased, the Postmaster usually filled it in, affixed the required scrip, cancelled the scrip, and entered the amount in the spaces provided for the "cents" amount in the order, coupon and receipt. The exception to this procedure applied to business firms who could buy quantities of blank denominative forms and complete them themselves following the Post Office's instructions. This included the affixing of the proper amount of postal scrip.

The \$16 Notchable Card Money Order was intended for, but not restricted to, all money orders of \$16 or more. In addition, it had to be used for remittances of under 25c when a receipt was required. These card money orders, when issued, had to be reported in the money order return for audit at headquarters. Denominative orders, on the other hand, were first sold to Postmasters for resale to the public. For these, no audit was necessary except for accounting of the odd amounts of scrip that one attached to these denominative orders.

The problem of making remittances below 25c, for which a receipt was required, was finally resolved when, on 18 November 1950, the Post Office announced in its weekly letter to all Postmasters that a new "blank" denominational money order form would soon be issued. The Post Office also stated that this new form would also replace the 25c, 50c and 75c denominative forms, thereby covering the 1c to 99c range.

### Postal Scrip

In 1950, after having broken the 10c plate, and having heard of the Post Office's desire to change the wording of the inscription, the Canadian Bank Note Company asked the Post Office for a decision. This decision was made and authority was granted on 29 May 1950 that the word "Note" be replaced by the word "Scrip"

on all future plates, 1c through 75c inclusive. However, before proceeding with actual production, the Bank Note Company was asked to provide an actual proof of the new die for approval. However, by the time the new die was approved, the Post Office had changed its mind. Because of the cost of converting all denominations to the new inscription, a compromise decision stated that all existing denominations would continue to show the word "Note", while all new denominations would show the word "Scrip". As a result, the 30, 40, 60, 70, 80, and 90 cent values that appeared in 1951 were the only denominations of this series to carry the new inscription. An example is shown by the left side 90c value in Figure 3.

On 1 August 1951, the Post Office instructed its Postmasters to discontinue the selling of loose postal scrip. As was previously stated, the intent of selling loose postal scrip to the public was to allow the transmission of small remittances not exceeding 24c through the mails. For remittances over 24c, the public was supposed to use the denominative money order. These rules, however, were resisted by the public; specifically, purchasers refused to live by the 24c limit. They continued to make larger remittances with loose postal scrip to avoid paying commissions on money orders and thereby depriving the Post Office of much revenue. The sale of loose scrip had other disadvantages in that, for the Post Office, the loose scrip was more difficult to audit, and, for the purchaser, the loose scrip provided no receipt for his remittance, the scrip was easily lost, and claims for lost scrip could not be made because he had no way of proving his loss. Withdrawal of this privilege, however, did not leave a void for making small remittances because the Post Office simultaneously implemented its previously announced "blank" money order form, a form which gave the Post Office its commission, provided the remitter with a receipt, and permitted duplication of the remittance should it be lost or destroyed.

Although the sale of loose scrip was supposed to be discontinued as of 1 August 1951, redemption was allowed up to 1 August 1952, with the expected quantities offered for redemption decreasing as the year passed. However, this proved not to be the case as considerable quantities of

postal scrip continued to be presented for payment. This prompted the Post Office to send reminder notices to its Postmasters, these notices being dated 12 January and 2 August 1952, and a third being dated 4 April 1953.

On 13 March 1954, the Post Office announced in its weekly bulletin a new series of Denominative Money Orders which were valued at their denominative value "plus scrip attached". This new design eliminated both the coupon and the "cents" tablets on which the value of the attached scrip had previously been recorded. This new design, therefore, eliminated the previously encountered problems when the inscribed value in cents and the attached scrip stamps did not match. With this new form, Postmasters were to record the value of the scrip on the remitter's receipt only.

By 1956, accounting post offices were using a machine to print the full amount on money orders, a procedure which came to be used for issuing money orders of any denomination. As a result, the use of denominative money orders and postal scrip at accounting post offices was practically discontinued. (Also at these offices, in 1964, a new design of notched money order form was introduced, a form which featured a two color safety tint on the front. The printing included an underlying design of Provincial as well as Territorial crests along the bottom and the Federal crest across the top.)

On 25 March 1967, the Post Office announced in its weekly bulletin that a new series of Postal Scrip was available. These issues, however, were not released simultaneously. Rather, they were released to the field as corresponding denominations of existing supplies became exhausted. This new series had a design measuring 20¾ by 17¼ millimeters and was lithographed by the Canadian Bank Note Company, Ottawa. An example is shown by the center 90c value in Figure 3.

In September 1968, an identically-designed smaller series of postal scrip appeared. These measured 20½ by 16 millimeters, and were also produced by lithography in what the Bank Note Company called a "Modular" design. An example is shown by the right side 90c value in Figure 3.

Finally, in October 1970, both the denominative money order and the postal scrip were discontinued when an entirely

new method of selling and processing money orders was introduced. This new method was designed to provide greater convenience to customers at less cost to the Post Office. However, this new method did require a substantial capital investment in printing machines, an investment which, nevertheless, was expected to be amortized within five years through the expected cost reductions.

## Listing of Postal Note and Postal Scrip Stamps

### *Sissons' Numbering Used*

1932 — 51 Issues

22½x18mm

22½x18mm

|      |                 |
|------|-----------------|
| PN1  | 1c blue (1932)  |
| PN2  | 1c brown (41)   |
| PN3  | 2c blue (32)    |
| PN4  | 2c olive (41)   |
| PN5  | 3c blue (48)    |
| PN6  | 4c blue (48)    |
| PN6a | Imperf Horiz    |
| PN7  | 5c blue (32)    |
| PN7a | Pane of 25 (38) |
| PN8  | 6c blue (48)    |
| PN9  | 7c blue (48)    |
| PN10 | 8c blue (48)    |
| PN11 | 9c blue (48)    |
| PN12 | 10c black (43)  |
| PN13 | 20c green (48)  |
| PN14 | 25c orange (43) |
| PN15 | 30c blue (51)   |
| PN16 | 40c purple (51) |
| PN17 | 50c brown (48)  |
| PN18 | 60c yellow (51) |
| PN19 | 70c red (51)    |
| PN20 | 75c purple (48) |
| PN21 | 80c green (51)  |
| PN22 | 90c brown (51)  |

### 1967 Issues

20¾x17¼mm

|      |            |
|------|------------|
| PN23 | 1c brown   |
| PN24 | 2c green   |
| PN25 | 3c purple  |
| PN26 | 4c red     |
| PN27 | 5c blue    |
| PN28 | 6c green   |
| PN29 | 7c orange  |
| PN30 | 8c blue    |
| PN31 | 9c violet  |
| PN32 | 10c black  |
| PN33 | 20c green  |
| PN34 | 30c blue   |
| PN35 | 40c purple |
| PN36 | 50c brown  |
| PN37 | 60c yellow |
| PN38 | 70c red    |
| PN39 | 80c green  |
| PN40 | 90c brown  |

### 1968 Issues

20½x16mm

|       |           |
|-------|-----------|
| PN41* | 1c brown  |
| PN42  | 2c green  |
| PN43  | 3c purple |
| PN44  | 4c red    |
| PN45  | 5c blue   |

PN46 6c green  
PN47 7c orange  
PN48 8c blue  
PN49 9c violet  
PN50 10c black  
PN51 20c green  
PN52 30c blue  
PN53 40c purple  
PN54 50c brown  
PN55 60c yellow  
PN56 70c red  
PN57 80c green  
PN58 90c brown

\*Note: Although listed, this 1c value has not yet been seen by any collector known to the author.

### Acknowledgments

I would like to thank the staff of the Na-

tional Postal Museum, Ottawa, for their assistance in locating the reference material which made this article possible.

### References

1. Annual Reports of the Postmaster General, Ottawa, 1898 to 1971.
2. Canadian Revenue Society Publication No. 1, second edition, edited by Nelson S. Bond, January 1948.
3. Research Files, National Postal Museum, Ottawa.
4. Series of Canadian Postal Guides, Ottawa, 1898 to 1947.

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## MORE FANCY NUMERALS OF THE LARGE QUEEN PERIOD

by H. E. DUCKWORTH & H. W. DUCKWORTH

In a recent article in *BNA Topics* (Vol. 33, No. 6, November-December 1976, page 9) the chronology of the Kingston fancy 9 cancellations was discussed. We are now in the early stages of the preparation of an article on the even longer series of Toronto fancy 2's, in collaboration with S. F. Cohen, J. Siverts and F. G. Stulberg. Besides these two large sets of fancy cancellations, there exist a number of other fancy numerals which are to be found on Large Queens. Most of these were local improvisations on the 2-ring numeral cancellations in use at various offices, as was the case at Toronto and Kingston. The information that we have been able to collect about these other fancy numerals is fragmentary, but we are reporting it here in the hope that readers will be able to add to it.

*The "5" and "6" Duplexes.* These were in use at Hamilton and London, respectively, and they correspond to the 2-ring numerals issued to those places (see Figure 1). These are the commonest fancy numerals. Although Jarrett ("Standard British North America Catalogue", Toronto, 1929, page 408, Type 160) illustrated the London "6" duplex with a date of DE 23 69, the earliest dates we have noted for these duplexes are several months later:

Hamilton "5" duplex, C.W. in dater (modified from the old Berri duplex of 1860). Earliest: MR 30 70; latest: DE 16 72. This was followed by another:

Hamilton "5" duplex, ONT in dater. Earliest: MY 28 73; latest: NO 29 75. As Hurst has most recently noted (*Maple Leaves*, Vol. 7, No. 1, December 1957, page 26), the numeral "5" in this latter type later was mutilated by three cross-cuts, earliest: JU 28 76; latest: AP 19 77.

London "6" duplex, ONT in dater. Earliest: AP 4 70; latest: JY 31 74.

*The Ottawa fancy 8's.* We have seen only seven different designs of these, which are shown in Figure 2. Also shown are drawings of two others, reproduced from the article of S. F. Cohen and H. W. Harrison.

The dated material thus has gaps, and only one of the fancy 31's is represented. Since the 31 in diamond grid is clearly a later state of the 31 in round grid (see Figure 4), the round grid was used perhaps in January or February, 1870. In our experience the easily recognizable Oshawa "B" in star is commoner than any of the fancy 31's; the diamond grid design is the least scarce of the fancy types; and the intaglio 31 in star is the rarest, being known to us in a single example.

*The Fancy 57's.* We have no examples of any of these cancellations ourselves, but excellent photographs of the three known types were published by S. F. Cohen in *Maple Leaves* some years ago (*Maple Leaves*, Vol. 11, No. 5, June 1966, page 128), and in Figure 5 we give reproduc-

tions of these. Jarrett (page 402, Type 104) illustrated the first type, and suggested that it came from Paris, Ontario, the recipient of number 57 in the 2-ring series. All three types are scarce, and we know of no covers showing any of them. Paris covers in general are hard to find for this period, however, and a listing of these known to readers, with the cancellations used, would be useful in narrowing down the possible dates of use of the fancy

numerals.

As we stated at the outset, the information provided in this article is very incomplete, and the picture will be greatly clarified if readers are able to supply further data. We thank C. H. Bayley, M. Carstairs, S. F. Cohen, J. N. Sissons and J. Siverts for the useful information which they have provided. Communications should be addressed to H. E. Duckworth, 49 Oak Street, Winnipeg, Manitoba R3M 3P6.

# The Beaver Byline

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

## ABBREVIATIONS AND REFERENCES

Descr.—Description  
 T.P.—Thirkell Position  
 Perf.—Perforated. 1—1134; 2—1134; 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-6034

Descr.: Two dots in TL of O of POSTAGE  
 T.P.: A6 2cc  
 P.P.: ?  
 State: ? 1 copy dated 8-4-65  
 Perf.: 2  
 C-dot: Small, 1/2 diam. from R; Height 2  
 Other: Extra B inner fr. at L

### Ident No. H-6034A

Descr.: Dot in middle of top of BL5  
 T.P.: F1  
 P.P.:  
 State:  
 Perf.: } — As H-6034  
 C-dot:  
 Other:

### Ident No. H-6042

Descr.: Short dash in curved fr. below L side of O of POSTAGE  
 T.P.: B6  
 P.P.: 73 This flaw shows on 5 of 6cc of PF84  
 State: 10  
 Perf.: 3  
 C-dot: Very small, 1 diam. from R; height 2  
 Other:

### Ident No. H-6042A

Descr.: Several dots outside L fr. above AN of CANADA  
 T.P.: Outside C1  
 P.P.: 73 This flaw shows on 5 of 6cc of PF84  
 State: 10  
 Perf.: 3  
 C-dot: As H-6042  
 Other:

### Ident No. H-6037

Descr.: Dot in outer curved fr. above L side of S in POSTAGE  
 T.P.: A7  
 P.P.: ? Could be col. 1  
 State: ?  
 Perf.: 3  
 C-dot: Very small, 1 diam. from R; Height 3  
 Other: Small doubling of L fr. at T—very short

### Ident No. H-6037A

Descr.: Short vertical line (1/2 flg) between B fr. lines 10mm from L outer fr.

### T.P.: G4-MT

P.P.:  
 State:  
 Perf.: } As H-6037  
 C-dot:  
 Other:

### Ident No. H-6037B

Descr.: Faint dot 2 flg outside L fr. 2mm above B inner fr.

### T.P.: L of F1

P.P.:  
 State:  
 Perf.: } As H-6037  
 C-dot:  
 Other:

### Ident No. H-6038

Descr.: Dot in curved fr. below TA of POSTAGE

### T.P.: C7

P.P.: 61  
 State: 4 One copy dated 1864  
 Perf.: 1 (1 copy) 2 (3cc)  
 C-dot: 2 very small above average size; larger is 1/2 diam. from R; Height 4  
 Other: Small doubling (short) of L fr at T; T inner fr. doubled at R; R outer fr. doubled at B.

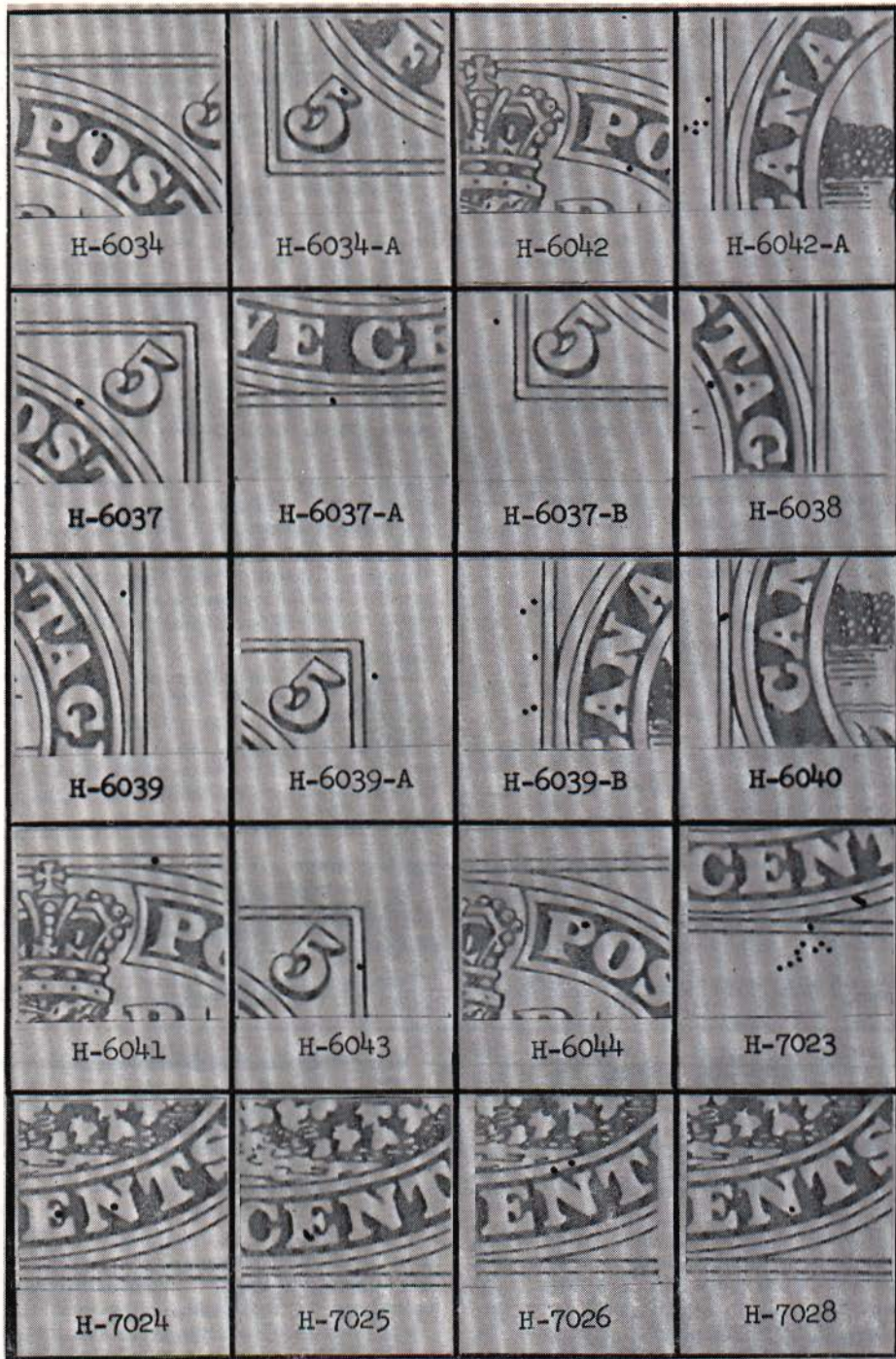
### Ident No. H-6039

Descr.: Dot in TR hatching 1 flg from R inner fr., 4.8mm from T outer fr.

### T.P.: B8 On 9 of 11 cc showing PF38a

P.P.: 91  
 State: 9  
 Perf.: 3  
 C-dot: None  
 Other: Also several dots below B fr.





**Ident No. H-6039A**

Descr.: Dot 1 fig outside R fr. at same height as PF38a

T.P.: A8—appears on 5cc of 11 showing PF38a

P.P.: ?

State: ?

Perf.: ?

C-dot: ?

Other: ?

As H-6039

**Ident No. H-6039B**

Descr.: Several dots outside L fr. above AN of CANADA

T.P.: Outside B1 and C1—on 8cc of 11 showing PF38a

P.P.: ?

State: ?

Perf.: ?

C-dot: ?

Other: ?

As H-6039

**Ident No. H-6040**

Descr.: Dot between L frs. above 1st A of CANADA—just 8mm below T inner fr.

T.P.: C1

P.P.: ?

State: ?

Perf.: 2

C-dot: Large—1/2 diam. from R; height 2

Other: This should have an H-5 but flaw in 5 area is unproven

**Ident No. H-6041**

Descr.: Strong dot between T frs, 15mm from L outer fr.

T.P.: A6—TR On 4 of 16cc showing PF94

P.P.: 52 (Per G.W.)

State: ? One copy shows 1867 date

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

C-dot: None but other cc with PF94 show very small C-dot

Other: ?

**Ident No. H-6043**

Descr.: Small dot between R frs.—nearer outer fr. just 2mm below T outer fr.

T.P.: A8

P.P.: ? All 3cc show PF24

State: ?

Perf.: 1 (G.W. book shows PF24 with Perf 3) ?

C-dot: None

Other: ?

**Ident No. H-6044**

Descr.: Dot in TR corner of P of POSTAGE

T.P.: A6 2cc

P.P.: 10

State: 9 One copy dated '68 (late use of Perf. 1)

Perf.: 1

C-dot: Small—1 diam. from R; height 3

Other: R frs. doubled heavily

**Ident No. H-7023**

Descr.: 1) Slant line (NW to SE) 1 1/2 fig long below R leg of N of CENTS across outer curved gap; 2) Several dots below B fr. and 1 between B frs. below N of CENTS

T.P.: F6 and G7

P.P.: 11

State: Probably 3 and 4

Perf.: 1 (6cc—5 show 1; 3 show 2) 2 (3cc show 2 only)

C-dot: Very large—1 diam. from R; height 1

Other: ?

**Ident No. H-7024**

Descr.: 1) Dot in end of middle shaft of E of CENTS; 2) Dot in very middle of N of CENTS

T.P.: F5 and F6 2cc

P.P.: ?

State: ?

Perf.: 3

C-dot: Double horizontal—small, touching at R; height 3

Other: ?

**Ident No. H-7025**

Descr.: Almost vertical dash in lower L of E of CENTS—1 fig long

T.P.: F5

P.P.: ?

State: ? 1 copy dated 12-10-62; other is 3/2/63

Perf.: 1 and 3—1 copy each —?

C-dot: Average size, touching at R; height 3

Other: ?

**Ident No. H-7026**

Descr.: 2 dots in curved frame over middle of N of CENTS

T.P.: F5 and E6

P.P.: 62

State: 4 One copy dated 7-7-66

Perf.: 2 All 9cc of 16 showing PF111. One copy of PF111 not showing H-7026 is Perf. 1 and dated 9-6-65

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

Other: ?

**Ident No. H-7028**

Descr.: Dot in BR of N of CENTS

T.P.: F6 2cc

P.P.: ?

State: ?

Perf.: 1 and 2 (1cc dated 3/9/63)

C-dot: Small, touching at R; height 2

Other: Short entry in both hatching by L fr.



# Tagging Along

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

It seems such a long time between columns, but much has happened since the last one. My last error list was revised and published early in January, and I am surprised at both the number sold, and the response that I have had from people who have bought it and have never corre-

sponded before. It has shed light on new items, and more important has revealed new quantities of older items that may never have come to light.

You may recall several years ago that I was trying to secure a copy of the Manitoba stamp with the Winnipeg Tag error.

It took me many months, and I was finally offered one for \$500, which I turned down. This stamp was finally sold by the dealer for \$75, and I eventually located one in Winnipeg for \$30. Needless to say it is still a rare stamp—I know of only five used copies. That is, I knew of only five copies until a gentleman down east read my error list, did some checking, and came up with a matched set of blank blocks he received from the Philatelic Section at the time of issue—all 16 stamps being one bar errors, or my type 11a.

Another oldie that came to light recently was a 1969 5c Christmas with the normal narrow centre bar split directly over the perfs. This necessitates a new error type for my charts—Type 10a. You never know what you will find if you have the time to look for it.

There are still untagged errors showing up. The latest are 688, the \$2 Stadium and 615 Jean Mance. Also unconfirmed is the first Olympic \$1. One new perfin, the current 20c definitive with C.N.R. 21a, and confirmation of a previously reported one—#587 2c C.N.R. 21a.

With the increased interest and correspondence on tagged stamps, I am seriously considering putting together a book in co-operation with John Jamieson of Saskatoon and Paul Berlinguette of Calgary. As you know I had decided against it with the lull

in activity over the past couple of years, but the interest seems to be reviving, and now might be the time.

I would appreciate any ideas readers might have on what should be included. However I have made up my mind that it will not go into the great detail covered by the Keane-Hughes book on the Centennial issue, nor will great emphasis be placed on "freaks", of which there are thousands. Papers will be limited to a maximum of seven.

I would also appreciate any findings of the 2c Laurier untagged. I have located two used on cover, and correspondence with one of the senders produced a single mint. I find it hard to believe that these are the only three known at present, because with the recent rate changes from 8c to 10c and then 10c to 12c there must have been millions used. However, it is now obsolete, and a little time spent searching might produce some more. Somewhat in the same category is the #604 QE 10c plum with Type G1a. The coil stamp with one bar is very common both used and mint, but the sheet stamp has not been reported to me in any condition with one bar, and I only have three used.

We are now into May, but by the time you read this the nights will be closing in again, so get out your lamps and help me keep my information as current as possible.



## Semi-Official Airmails

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

### MacMillan Aerial Expedition — A Fantasy

Popularity of Semi-Official Airmail Stamps of Canada around 1940 spawned "Fantasies"—stamps supposedly issued by aviation companies serving remote areas of the North. From time to time these emissions turn up.

One of these illegitimate issues is the "MacMillan Aerial Expedition" stamp. It was printed in light violet in a miniature sheet of four stamps with wide margins. Each sheet has a plate number.

These stamps were printed and issued

without approval of the postal authorities and, so far as can be ascertained, are never authorized by the proposed MacMillan Arctic Expedition.

It has been reported that those interested in the Expedition considered the issuance of souvenir labels for promotional purposes and to raise money for the proposed expedition, but on failing to procure approval of the postal authorities the project was dropped.

It is probable that the souvenir miniature sheets are related to this promotional plan but no evidence has been uncovered that they were ever authorized or approved

by the proposed MacMillan expedition nor that the Expedition in any way benefitted from the printing or sale of these labels which can only be designated as "Fantasies".

### Study Group Bulletins

Over the past years under the editorship of Ernest F. Smith and then by Trelle Morrow. Bulletins have been sent out to members of the Canadian Semi-Official Airmail Study Group. They covered the history of the companies who issued the stamps and information about the issues.

Those Study Group Bulletins are being discontinued and it is hoped that volunteers will carry on the work of editing and revising the Bulletin material.

An appeal is issued to anyone who can supply notes, manuscript, photos, or whatever on Commercial Airways, Ltd., Klondike Airways and Western Canada Airways so that such material can be correlated and included in a proposed handbook on Canadian Semi-Official Airmails. Volunteers should write either to Mr. Trelle Morrow or to Mr. Sanguinetti.



—*Philately In Print, Toronto*

### Perfin Column No. 1

The last issue of *Topics* carried the first in a series of articles entitled Perfin Column. Unfortunately the author's name and address were omitted. Readers wishing to contact

the author should write to: Michael Dicketts, 61 Alwington Avenue, Kingston, Ontario, K7L 4R4. Mr. Dicketts will be contributing more articles in the series in future.

# Jubilee Jottings

BY ALFRED P. COOK

## JUBILEE JOTTINGS CANADIAN NOTES

By REA

The people of Canada, and especially of Toronto, have gone Jubilee Stamp crazy. The new stamps were placed on sale in Toronto on June 19th at 9 o'clock a.m. Before that hour had arrived the post office had become tightly crowded and when 9 o'clock came there was a surging mass of humanity fighting for a place at the stamp counter. This crowd kept increasing until it extended way out on Adelaide Street and much resembled the brute-force committee of some university in an endeavor to obtain priority in getting into a theatre on Halloween night. It had been expected that there would be somewhat of an increased demand for the jubilee stamps and another young lady had been stationed behind the counter to assist the two young ladies who ordinarily dispense the pictures of Her Majesty. When the office finally opened for the sale of the jubilee stamps the crowd was orderly for just about one minute when a man was shoved clear over the counter into the distribution office. This immediately brought forth stamp vendor Hewitt who "remonstrated strongly" with the crowd. But the crowd seemed to have no idea of the official importance of Mr. Hewitt and it looked for a moment as though that gentleman would be squeezed through the window out on to Adelaide Street. A sudden thought seemed to strike the vendor and clapping his hat on his head he disappeared, returning in a few minutes with an exultant smile on his face and a six-foot policeman at his side. The "bobby" proceeded to take a position of advantage in front of the counter and looked sternly at the crowd, chewing the chain of his helmet with the look that Goliath must have worn when he daily paraded forth to challenge the Israelites. A poor old Irish woman who had been jammed into the crowd in an innocent attempt to procure a three-cent stamp to post a letter, was the first object of the policeman's wrath. "Stand back!" he cried as he gave

the Hibernian a shove that sent her spinning into the crowd. "Sure it's back on the farm pitching fodder to the cattle yez ought to be," shrieked the woman and the crowd evidently agreed with her for in about two minutes the policeman was jammed into a corner with his helmet locked down over his eyes and his chest fallen in about three inches with the crowd more disordered than ever. Another policeman was called and still another until the unique spectacle was presented of the distributor's office, which contains generally but one young lady, being supplied with the vendor, three young ladies, three policemen, two detectives and one sergeant of police. An impromptu railing was formed of a bench and the crowd was made to "line up". But this was found to be too slow and the window opening on Adelaide Street was opened and the stamps handed out to the crowd on the street beneath. From the time of starting the sale of the jubilee stamps up to the time of writing, three days later, the post-office has been crowded, and if it were possible to see the office now you would see a crowd lined up on the street waiting their turn.

—MEKEEL'S Vol. 10, 8 July 1897

\* \* \*

## CANADIAN NOTES

By REA

The first person (to) ask for the new stamps was one of Toronto's leading dealers. He placed about \$100 on the counter asking for halves and sixes. In reply he got just two ½-cent stamps, which he indignantly refused.

—*Ibid*

\* \* \*

A notice in the office now reads that none of the ½c, 6c, 8c, \$1.00, \$2.00, \$3.00, \$4.00, or \$5.00 will be sold unless the whole set is taken.

—*Ibid*

A correspondent writes to the Post and asks whether or not there is a market at present for cancelled stamps as there was, he understands, in the days of the past. The paper answers wearily that it does not or never did know of any such market. The Record illustrated the three-cent Canada Jubilee and spoke about the set as follows:

"Stamp collectors will soon have some very beautiful new stamps to post in their albums. In celebration of the jubilee of Queen Victoria, which has just been held, new stamps are to be issued by England and by nearly all of her colonies, just as the United States issued the Columbian postage stamps to commemorate the World's Fair. In Canada the stamps are very pretty. They show two pictures, one of the queen as she looked in 1837, when she was crowned sovereign of Great Britain, and one as she looks at present, in the sixtieth year of her reign. These stamps will probably be common enough before the summer is past, but no collection will be complete without them."

The statement of the Record, that nearly all the British Colonies are to issue new stamps in celebration of the jubilee is, happily, not that of an authority.

— *Ibid*

\* \* \*

#### CANADA JUBILEE

|                                      |         |
|--------------------------------------|---------|
| ½, 1, 2, 3, 5, 6, 8, 10, 15, 20,     |         |
| 50c, \$1, \$2, \$3, \$4, \$5 .....   | \$18.00 |
| ½c to 50c, 11 varieties .....        | 1.50    |
| Canada Revenues, 15 varieties .....  | .10     |
| Nova Scotia, 8½c green, unused ..... | 1.25    |
| Nova Scotia, 10, red .....           | .90     |
| Nova Scotia, 12½c, black .....       | .25     |
| Nova Scotia, 1c, black .....         | .40     |
| Nova Scotia, 2c mauve .....          | .18     |

Send list of wants. Books on approval to responsible parties. Price list free. Canada revenues — big stock, low prices.

#### CARTIER STAMP CO.

Snowden Chambers, Toronto, Canada  
— *Ibid*

\* \* \*

#### CANADA JUBILEE ISSUE ALL UNUSED: ONLY 25,000 SETS ISSUED POSTAGE EXTRA

|                                     |        |
|-------------------------------------|--------|
| 6 var. ½c to 5c and Post Card ..... | \$ .25 |
|-------------------------------------|--------|

9 var. ½c to 10c and Post Card ..... .50

POST FREE

12 var. ½c to 50c and Post Card .... 1.50

13 var. ½c to \$1.00 and Post Card .. 2.70

POST FREE — REGISTERED

17 var. ½c to \$5 and Post Card,  
comp. .... 17.50

Stamps bought for dealers at 5 per cent over face, for not less than \$5.00 worth.

Orders forwarded on June 19th, day of issue.

#### WESTON STAMP CO.

31 King St. E. Toronto, Canada  
— *Ibid*

\* \* \*

#### HERE YOU ARE!

Wanted, a few more GOOD agents to sell a superior lot of stamps at 60 PER CENT off. Send references. Read this and send an offer; sure to please and a great snap.

#### DIAMOND JUBILEE PACKET No. 1

Contains 25 varieties of B.N.A. postage and revenues, also other British Colonials. A superior packet catalogued over 75c. My price but 25c, post free.

#### DIAMOND JUBILEE PACKET No. 2

Containing 50 varieties of such stamps as quoted above, only a better and finer grade, many scarce and rare, catalogued over \$1.50; my price is 50c, post free.

The first five ordering No. 1 will receive a scarce stamp worth 25c and to the first five ordering No. 2, one worth 50c. Jubilee stamps used on letters when issued.

#### WM. A. BEATTY

88 King Street, St. Catharines, Ont. Can.  
— *Ibid*

\* \* \*

Dame Rumor has it that all the 8c stamps have been ordered back to Ottawa by the department.

— *Ibid*

\* \* \*

There is not a dealer in Toronto who has 100 halves or sixes.

— *Ibid*

If the sale keeps up next week as it has this, all the supply will be exhausted. Thousands of dollars worth were sold the first day.

— *Ibid*

\* \* \*

## CHICAGO NOTES

By C. E. Severn

The lower values of the Canada Jubilee issue were seen here this week. Their appearance is such as to evoke favorable comment from the average beholder. Probably, the very first specimens received here were

sent to a local dealer by a kindly-minded Canadian, who remitted several of the stamps for the equivalent of return postage, on the stampman's price-list.

— *Ibid*

\* \* \*

The Jubilee stamps were widely and well heralded. On the day of the issue, many of the American newspapers contained quite elaborate dispatches descriptive of the stamps.

— *Ibid*



# The RPO Cowcatcher

Lewis M. Ludlow

Gamlen Far East, No. 6-17, Shibaura 4-chome, Minato-ku, Tokyo 108, Japan

M-64A

TPO HX-YARM

### One Hammer, Type 22

Proofed: Unknown  
Earliest: June 5, 1937  
Usage: Very rare  
R.F.: 200

Comments: Previously thought to be only on facing slip, Hugh Aitken has sent us a copy of a lovely cover with the above earliest struck on the face. This is a real gem that the rest of us can pursue. Being a rubber stamp, we have defined this is a single hammer.

Our data on M-64B, HALIFAX & YAR/R.P.O. is incomplete; we will report on this run in a future, up-coming column after consultation with Shaw.

M-65

INVERNESS & PT. TUPPER R.P.O./.

### One Hammer, Type 17

Proofed: April 5, 1917

|                           |                   |
|---------------------------|-------------------|
| 1st Period                | 2nd Period        |
| Earliest: July 10, 1917   | October 21, 1931  |
| Latest: November 22, 1921 | February 13, 1932 |
| Indicia: E, W equally     | 156, 157 equally  |
| Usage: Common             | Scarce            |
| R.F.: 100 (90%)           | 100 (10%)         |

Comments: Despite sufficiently available material, we have been unable to find anything to close the 10 year gap between these two periods. While the 2nd Period of M-65 just precedes the initiation of Hammer I of M-66, there does not seem to be any overlap. What was used during the time span 1921-1931?

M-66

INVERNESS & PT. TUPPER R.P.O./.

### Four Hammers, Type 17H

#### Hammer I

Proofed: August 6, 1932

Earliest: September 3, 1932

Latest: November 2, 1939

Indicia: 156 only

Usage: Common throughout period

R.F.: 100 (67%)

Comments: This is the most well known of the four hammers. However, it should be recognized that this is not a common run. While Hammer II was struck in 1936, we have found no overlapping use with Hammer I

#### Hammer II

Proofed: December 17, 1936

Earliest: May 19, 1942

Latest: March 15, 1943

Indicia: 156 only

Usage: Scarce

R.F.: 100 (22%)

Comments: This hammer was in use during the war for less than one year; examples are difficult to find. As mentioned above, there was no overlap with Hammer I.

#### Hammer III

Proofed: February 27, 1942

Earliest: Not yet known

Indicia: PM in proof strike

Usage: Unknown

R.F.: 100 (-)

Comments: It would be interesting to learn why this hammer was brought out, when Hammer II saw such limited use, and this one apparently none. Perhaps someone can come forward with examples of Hammer III.

#### Hammer IV

Proofed: April 22, 1944

Earliest: July 20, 1954

Latest: October 11, 1954

Indicia: 156 only

Usage: Currently rare

R.F.: 100 (11%)

Comments: We believe that both the earliest and

latest dates of this hammer will be superceded. Although Train 157 is known for M-65, and has been reported for M-66, we have not yet been able to confirm the latter. We would appreciate any report.

## SEPARATION OF M-66 HAMMERS

Step 1. Hammers I, II and III have mid-vertical dots on either side of R.P.O. between the ends of the run; Hammer IV has no such dots. Hammer I is 23½mm in diameter, Hammers II and IV — 24mm diameter, and Hammer III — 24½mm diameter.

Step 2. Measure the chordal distance from the bottom of the left leg of the first "N" to the bottom of the right leg of the second "N", both of INVERNESS. For Hammer IV, this distance will be 9+mm; for the other three hammers, this distance is about 8mm, slightly more or less.

Step 3. One measurement will now separate the three remaining hammers. Take the chordal distance from the bottom of the "T" of PT. to the bottom of the left leg of the "R" of TUPPER. Hammer I measures 10mm, Hammer II — 9+mm, and Hammer III — 10½mm.

A chart of chordal measurements for M-66 is available upon request.

## M-67

### INV. & POINT TUPPER R.P.O./.

#### One Hammer, Type 17

Proofed: January 19, 1910  
Earliest: May 13, 1910  
Latest: October 16, 1916  
Indicia: W—common; E—scarce  
Usage: Within period, constant early, intermittent late  
R.F.: 120

Comments: Indicia completely inverted December 21, 1913. This run had a short life of about six years before being replaced by M-65; it was just as well. The single hammer of M-67 wore badly and good strikes are the exception outside of the first year or so.

## R-76E

### INVERNESS R'W'Y/N.S. (formerly M-68)

#### Two Hammers, Type 13B

##### Hammer I

Proofed: December 16, 1903  
Earliest: Not yet reported  
Indicia: W in proof strike  
Usage: Unknown  
R.F.: 120 (-)

Comments: This strike, when found, will be readily recognizable. The tops of the apostrophes in R'W'Y are below the top level of the adjacent letters, the "W" is wide (1½mm) at the base, and

the space between the extended arms of the "Y" is narrow, less than 2mm. This proof was not found in our inspection of the proof books, but rather was found in some material which was being thrown away by the Post Office and was kindly forwarded to us by the Director of the Postal Museum. Here is one to go looking for in your collection.

##### Hammer II

Proofed: Unknown  
Earliest: June 21, 1904  
Latest: December 31, 1909  
Indicia: W—common; E—scarce  
Usage: Continuous throughout period  
R.F.: 120 (100%)

Comments: This run immediately preceded M-67; we have found no overlap. Although only one proof strike is known, we believe that these two hammers were struck about the same time. Hammer II is immediately identifiable by the R'W'Y; the apostrophes are fully up to the top of the adjacent letters involved, the base of the "W" is very narrow (1mm maximum), and the space between the extended arms of the "Y" is wide, exceeding 2mm.

## M-69

### LUNENBURG & MIDDLETON/R.P.O.

#### One Hammer, Type 17H

Proofed: March 6, 1911  
Earliest: April 12, 1911  
Latest: August 3, 1922  
Indicia: N, S equally  
Usage: Continuous through 1918; then 1922 alone  
R.F.: 100

Comments: This run immediately followed M-70 without any apparent overlap. We believe that M-69 is considerably more scarce than the indicated rarity factor. Strikes when found are generally good without too much wear. No major rim or letter breaks are noticeable throughout the full period of use.

## M-70

### LUN. & MID'TON R.P.O./.

#### One Hammer, Type 17

Proofed: December 26, 1903  
Earliest: March 14, 1904  
Latest: July 20, 1910  
Indicia: N—common; S—scarce  
Usage: Uniformly throughout period  
R.F.: 150

Comments: This hammer, in use for about seven years, wore well; on the surface, its replacement by M-69 does not seem unwarranted. Perhaps the M-70 hammer was lost; equally probable, the authorities may have preferred the full spelling of the two town names as given in M-69.

## M-71

### McADAM & ANDOVER/P.C.

#### One Hammer, Type 14A

Proofed: October 3, 1887  
Earliest: January 26, 1889  
Indicia: S only  
Usage: Rare  
R.F.: 170

Comments: Although previously reported by Gedye, only one strike is currently known to exist, namely that above in the collection of John Siverts. This is a beautiful full strike on a 3c carmine Small Queen. Congratulations, John!



## McADAM &amp; EDMUNSTON R.P.O./.

## Four Hammers, Type 17

**Hammer I**

Proofed: Unknown

Earliest: September 11, 1903

Latest: August 6, 1906

Indicia: S—common; N—scarce

Usage: Relatively uniform throughout three year period

R.F.: 140 (30.8%)

Comments: "60" for "06" on latest above; "JUH" for "JUN" on June 4, 1904. This hammer suffered extensive rim damage and from December, 1904, strikes often appear to be without rim at all, such as in a Type 4. The lettering around the direction slug is frequently recessed. A major break on the right side of the "O" of EDMUNSTON is indicative of Hammer I.

**Hammer II**

Proofed: Unknown

Earliest: September 15, 1903

Latest: September 21, 1903

Indicia: N, S

Usage: Rare

R.F.: 140 (3.8%)

Comments: We have found only two strikes of Hammer II, both partial and worn—but distinctly identifiable. We believe that both Hammers I and II were issued at the same time, but based on the wear on the 1903-04 strikes, we would expect significantly earlier dates for both hammers. We find it interesting that the misspelling of EDMUNSTON was carried forward to the last two hammers after three years' use of the error in the first two hammers.

**Hammer III**

Proofed: Unknown

Earliest: September 12, 1906

Latest: January 3, 1909

Indicia: S—common; N—rare

Usage: Uniform throughout period

R.F.: 140 (30.8%)

Comments: A major break on the left side of the "O" of EDMUNSTON is indicative of Hammer III; this is present on even heavy strikes. A major rim break over this same "O" is also indicative of Hammer III. This hammer wore poorly and later strikes show numerous minor breaks.

\* \_ misspelling of EDMUNDSTON.

**Hammer IV**

Proofed: Unknown

Earliest: October 17, 1906

Latest: March 9, 1909

Indicia: S—common; N—scarce

Usage: Uniform throughout period

R.F.: 140 (34.6%)

Comments: This is the most common of the four M-72 hammers. It appears that Hammers I and II were withdrawn simultaneously in August/September, 1906, and replaced with Hammers III and IV. There are no significant breaks to report for this hammer. An inverted "7" in the strike of October 15, 1907.

**SEPARATION OF M-72 HAMMERS**

**Step 1.** A strike with little or no rim present is probably Hammer I. A major break in the right side of the "O" of EDMUNSTON is probably Hammer I, while one on the left side is probably Hammer III. With none of these characteristics

present, the strike is probably Hammers II or IV. Unless subsequently refuted, dates will divide Hammers I and II from Hammers III and IV.

**Step 2.** Check the space between EDMUNSTON and R.P.O.; on full strikes, there is a mid-vertical dot in the space on Hammers I and II, and there is no dot for Hammers III and IV.

**Step 3.** Measure the chordal distance from the bottom of the right leg of the second "M" of McADAM to the bottom of the "T" of EDMUNSTON; Hammers I and III measure a full 12mm, while Hammers II and IV are only 11½mm.

**Step 4.** If the above has not provided identification, the following is conclusive. Measure the chordal distance from the bottom of the "T" of EDMUNSTON to the bottom of the "P" of R.P.O.; Hammer I is 7mm while Hammer II is only 6½mm and Hammer III is only 6mm while Hammer IV is almost 7½mm.

A chart of chordal measurements is available for those who find that the above steps are inconclusive.

M-73 has been delisted. It was determined that what was reported as MIDDLETON & ANNAPOLIS/M.C. was in fact MIDDLETON (ANNAPOLIS)/N.S. This was a well known circular date cancellation in the Maritimes and was not a railway cancellation. Annapolis was the district in which this MIDDLETON was located as distinguished from the MIDDLETON in the Antigonishe District, which was also located in Nova Scotia.

We have never seen M-73A, MIDDLELUNENBURG Ry., nor is it currently known in the major collections which have recently been inventoried by the R.P.O. Study Group. If it exists, Gillam believes it would have preceded M-69 and M-70. It was originally reported by C. S. Johnson, but its whereabouts is currently unknown.

## M-74

## MONCTON &amp; CAMPBELLTON/M.C.

**Two Hammers, Type 4G****Hammer I**

Proofed: January 1881

Earliest: December 8, 1885

Latest: August 2, 1898

Indicia: NORTH—common; SOUTH—scarce

Usage: Scarce through 1892; common thereafter

R.F.: 110 (100%)

Comments: Earlier dates than the above will undoubtedly be found; we have a strike from 1882 or 1883, but the date is not definitive. Inverted NORTH on June 21, 1894. In December, 1894, there occurs a major break in the back of the "C" of CAMPBELLTON that is constant thereafter. Around April/May, 1895, there is a break in the right leg of the "A" of CAMPBELLTON, just below the crossbar, that is also constant thereafter.

**Hammer II**

Proofed: December 19, 1890

Earliest: Not yet reported

Indicia: NORTH in proof strike

Usage: Unknown  
R.F.: 110 (-)

Comments: This strike was discovered on page 172 of the Pritchard & Andrews Proof Book in The Philatelic Foundation; unfortunately, however, no measurements were taken of this strike and this information is not now available to us. In 40 strikes of M-74, we can identify only a single hammer, Hammer I, and could not spot a second one. Specific characteristics, particularly rim breaks, make the confirmation of Hammer I relatively simple; however, not knowing what we are looking for in Hammer II complicates the problem. It may be that Hammer II was never used; it may even be that the second proof book strike was done after repair work on Hammer I. We would appreciate any help on this that our readers can give; we are looking for a new and different M-74 hammer occurring after December 19, 1890. We would appreciate seeing anything that appears even slightly different. Characteristics of Hammer I are given at the end of the M-74 group of runs.

### M-74A

## MONCTON & CAMPBELTON · I.C.R./-

\* Misspelling for CAMPBELLTON

### Three Hammers, Type 4D

#### Hammer I

Proofed: June 8, 1876  
Earliest: July 12, 1880  
Latest: To be advised  
Indicia: SOUTH only so far  
Usage: Rare  
R.F.: 150 (33%)

Comments: The M-74A hammers, plus M-74D, immediately preceded those of M-74. It is very curious, however, that this Hammer I was misspelled, the second (M-74D) was spelled correctly, while the last two were again misspelled. In any case, all saw at most limited use, and some may never have been used. Hammer I is identified by a dot between CAMPBELTON and R.P.O.; this dot is positioned above the mid-point of the vertical. We have only a single strike, that above, and it is only a partial one.

#### Hammer II

Proofed: April 15, 1880  
Earliest: —, 1882  
Latest: April 25, 1887  
Indicia: SOUTH only  
Usage: Rare  
R.F.: 150 (67%)

Comments: We have only two strikes, and one is partial; however, the latest above is a full strike on a lovely pair of 3c Small Queens on piece. Hammer II is identified by the absence of any dot between CAMPBELTON and R.P.O. This run is much more rare than M-74B which currently has the same rarity factor.

#### Hammer III

Proofed: January 1, 1881  
Earliest: Not yet reported  
Indicia: SOUTH in proof strike  
Usage: Unknown  
R.F.: 150 (-)

Comments: Although this hammer has been identified from the proof book strike, we have never seen a strike of Hammer III, and hope that one can be located among our readers. Hammer III can be identified by a dot between CAMPBELTON and R.P.O., located only at the mid-point on the vertical and in a position lower and

further down than that of Hammer I. If a strike of Hammer III can be found, we would like to see it so that we can establish the full identification measurements of Hammer III.

## M-74B MONCTON & CAMPBELTON

R.P.O./-

### One Hammer, Type 4D

Proofed: About November, 1878  
Earliest: September 6, 1882  
Latest: November 3, 1909  
Indicia: NORTH, SOUTH equally  
Usage: Spotty through 1892; then intermittent to the end  
R.F.: 150

Comments: This run came into existence just after M-74, Hammer I, and M-74A, Hammer I. We saw the undated strike in the proof book on the same page with R-140 and R-150, the latter dated October 25, 1878. This hammer was used in spurts, heavy in 1893/95 and again in 1907/09. Because of the multiple letters, which were small, and because of overinking, clear strikes are the exception rather than the rule.

We have never seen a strike of M-74C, MONCTON & CAMPBELLTON / P.C., Type 4G. No copies have been reported in the Study Group inventory nor is there any record of a proof strike. We doubt its existence and suspect it may have been reported in error from a strike of M-74. With possibly six other hammers in operation, we cannot see the need for a seventh.

## M-74D MONCTON & CAMPBELTON

I.C.R./-

### One Hammer, Type 4D

Proofed: July 20, 1876  
Earliest: Not yet reported  
Indicia: None in proof strike  
Usage: Unknown  
R.F.: 200

Comments: This hammer, correctly spelled, was issued in the month following that of the misspelled Hammer I, M-74A. When found, this hammer will be recognized by the period between CAMPBELLTON and R.P.O., located on the base line rather than at the mid-vertical, Hammer III, M-74A, or above the mid-vertical, Hammer I, M-74A. The value of hammer analysis was really brought home to us by virtue of this exercise. We had previously reported a copy of M-74D; our identification was based on the obvious differences from our full strike of M-74A, even though most of the CAMPBELLTON was missing. What we had, confirmed by chordal measurements and positioning, was not M-74D but rather a strike of Hammer I, M-74A, which was different from our full strike, which was Hammer II, M-74A.

## IDENTIFICATION OF M-74 GROUP OF HAMMERS

This problem is in a state of flux. We have given some identification characteristics within each hammer but this is not sufficient for partial strikes, particularly those showing only the left side. A strike with only MONCTON could possibly be any one of seven hammers of the 4 Type.

We have taken full chordal measurements on M-74, Hammer I, M-74A, Hammer II and M-74B, and partial measurements on M-74A, Hammer I; however, we have nothing on M-74, Hammer II, M-74A, Hammer III, M-74D and M-74C, if it

|            | M.C. | I.C.R. | R.P.O. | P.C. |
|------------|------|--------|--------|------|
| M-74, I    | Yes  | No     | No     | No   |
| M-74, II   | Yes  | No     | No     | No   |
| M-74A, I   | No   | Yes    | No     | No   |
| M-74A, II  | No   | Yes    | No     | No   |
| M-74A, III | No   | Yes    | No     | No   |
| M-74B      | No   | No     | Yes    | No   |
| M-74C      | No   | No     | No     | Yes  |
| M-74D      | No   | Yes    | No     | No   |

Step 1. Measure the chordal distance from the bottom of the left leg of the first "N" to the bottom of the right leg of the second "N", both of MONCTON. M-74, I, is about 9½mm, M-74A, II is 7mm and M-74B is 8mm; the balance are unknown.

Step 2. Measure the chordal distance from the right leg of the second "N" of MONCTON to the bottom of the left leg of the "A" of CAMPBELLTON. M-74, I, is 6+mm, M-74A, II is 5½mm and M-74B is 5mm. The balance are un-

known. We would like to see copies of any of the above last five that may be held among our readers so that we can complete the identification program on the M-74 group of runs. The following are the basic characteristics of these hammers:

| ELLT | ELT | After TON                 |
|------|-----|---------------------------|
| Yes  | No  | Small arc (dash) at edge  |
| Yes  | No  | Small arch (dash) at edge |
| No   | Yes | Dot above mid-vertical    |
| No   | Yes | Nothing                   |
| No   | Yes | Mid-vertical dot          |
| Yes  | No  | Mid-vertical dot to dash  |
| Yes  | No  | Unknown                   |
| Yes  | No  | Base Line Period          |

known.

Step 3. Measure the length from the bottom of the "T" to the bottom of the right leg of the "N", both of CAMPBELLTON. M-74 I, is 4¾mm, M-74A, I and II are 4½mm, M-74B is 4mm.

Step 4. Measure the distance from the bottom of the "I" to the bottom of the left leg of the "R", both of I.C.R. M-74A, I, is almost 5mm, M-74A, II, is only 4½mm. M-74A, III and M-74D are unknown.

## LETTERS TO THE EDITOR

### S. Africa Cachet

May I be permitted to make a few comments on the article "Canadian Contingent Cachet" by Kenneth Rowe in the March-April 1977 issue of *Topics*.

The observation of the difference in the size of the cachet is laudable. Others exist, 42.25x27.5, for instance. I have long thought, that for this type of cancel, changes in climatic conditions could well be the reason. If one considers the minor breaks in the inner circle, the relative position of the letters one to the other, one finds these to be constant throughout and appearing on all sizes of the cachet.

The "en route" cachet does exist used on January 31st 1900. After all, the ship was in port on that day, good enough reason for the post office to be in use. Apparently Mr. Richardson and Mr. Rowe have not seen this item. I trust this does not bring it into disrepute. For Mr. Rowe's benefit there is a further date of use of the "en route" cachet. It does exist—and it is—genuine.

The "Wreck of Mexican" cover with "en

route" cachet surprisingly enough is also genuine. I did not "report" the cover in ABWP vol. 18/1; the information was contained in a "resumé" I was asked to write for them having been the first winner of a cup they graciously donated to the S.A. Philatelic Federation for competition at our annual National Philatelic Exhibitions. Regrettably the letter "E" (fifth in the alphabet) has been adopted as a "C" (third in the alphabet), somewhere along the way. I trust this will now explain Mr. Rowe's dilemma. His type II cancellation could not have been used with a "C" Battery at this time, the canceller was then in Bloemfontein. This is proven by the several covers known to exist.

"Free From Strathcona's Horse"; I would treat this cancel with the utmost reserve. Three such are known—all addressed to Hechter of 1885 Rebellion fame. There was a Hechter in the Contingent, it is an open question whether this was of home manufacture as well.

—John Wannerton  
Cape Town,  
South Africa.

More letters on p. 53

# A Modern Perforation Variety

by HANS REICHE

Perforation varieties are not normally rare. They occur in various forms. Mis-perforations may be found which cut the stamp in half or shift the perforations so that, for example, the value printed on the stamp does not occur at all, or only on the next stamp. Double perforations exist and sometimes perforations are almost blind when the machine does not punch the hole but just indents the paper. A perforation pin may break leaving an unpunched hole or worse the stamp may be perforated only partly or not at all. Of course some of these perforation varieties may be very rare. Usually, though, these varieties are detected by the quality control and discarded, and only a few odd items come on the market.

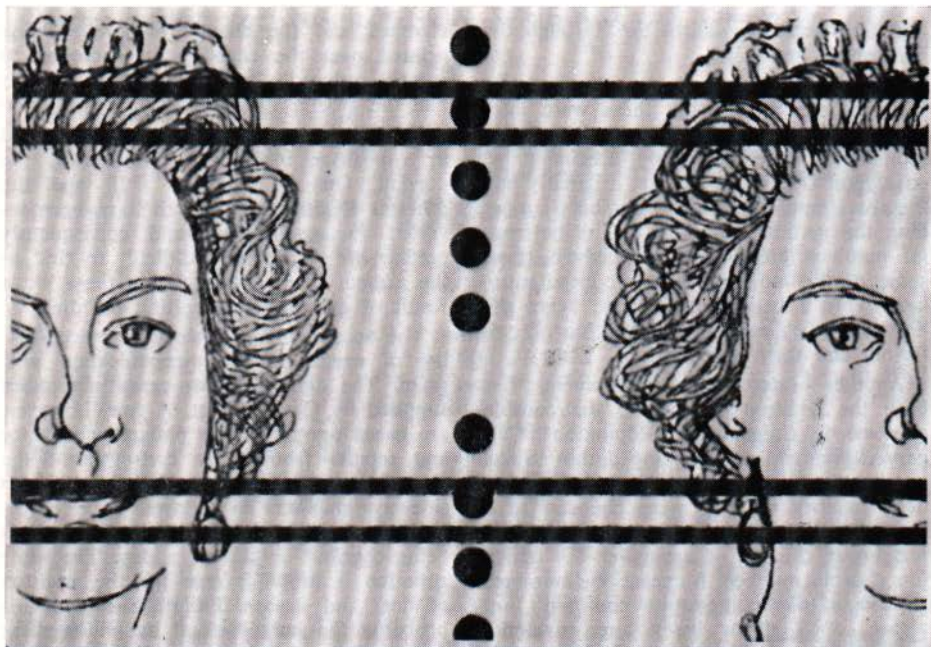
With some of the new automated printing machines installed at bank note companies, the precision to print and perforate stamps depends on the reliability of the machine. As we all know the more complex the machines become, the greater is the chance of a failure, and it is not surprising that a number of interesting varieties have been noted from recent printings. Missing colours are a good example and, although belatedly reported, one such nice variety was found on B4 with the yellow colour missing. The large number of imperforated coil stamps are another example. The cost of unrolling coils for quality audit would be prohibitive.

The so-called H perforator on the new machine used by the Canadian Bank Note Company is in a sense nothing more than a multiple H configured plate, with perforation pins which punch the perforation holes in each so-called press sheet, consisting of 400 stamps. To complete the total perforation of this press sheet requires 10 punching cycles. If each punch cycle is perfectly aligned, the perforation holes will all be perfectly spaced and aligned vertically and horizontally. With the high speed of the machine this requires accurate and exact synchronization. The result is that sometimes the machine does not do exactly what the program has told it to do.

From this two different types of varieties can be found. The alignment may not be perfect, and slight misplacements of a series of holes can be found. If extensive they look like jumps or steps. Many such misalignments exist. Recently the 8c precancel was issued. Some sheets examined showed that the top row of all stamps had one perforation hole missing, that all top row stamps were higher by about 2mm and that some minor misalignment was evident in the vertical line of perforations between the end of the top and bottom row start. The hunt came up with about 300 such complete sheets, all having this top row perforated as shown in the illustration. The 8c precancel will have a short



— Philately In Print, Toronto



— *Philately In Print, Toronto*

life and so only a short special run was made from an existing plate to prepare the precancels. Therefore only a limited number of such sheets with this variety exist. The special printing eliminates the existence of this variety on the regular

sheets. It should therefore be a good perforation variety for any specialist. Mr. Art Kollmann was very generous to show this variety to me and to leave one of the blocks with me.

---

## Letter Sorting Mechanization in Canada

by SALLY S. TUNNICLIFF

### *Part 7*

In previous articles I have covered the basics of Canadian letter sorting mechanization. This article, which will be the last in the present series, will describe a few previously undescribed items and bring readers as up-to-date as possible on Canadian postal mechanization.

My original thought on postal mechanization in Canada was that because it is quite successful technologically, there would be few changes and that those items being produced today would be readily available later. In reality, there are many items which are no longer being produced and are quite difficult to find.

There are three post offices which have each had one suite of coding consoles removed. Ottawa and Winnipeg at one time had console numbers from #37-48 and Edmonton had #25-36. Envelopes with these high numbers are very difficult to find from these cities now. One exception is Edmonton #34. Although this number should have ceased to exist on April 15, 1976 when console #25-36 last coded mail, I have had a steady supply. It is my hypothesis that this number die was inserted into the #10 position in Edmonton. I have found no Edmonton #10's although all the other numbers are rather plentiful. I have

not been able to confirm this through the post office, however.

Saskatoon originally began the program with console #1-12, but these were later replaced by #37-48 to distinguish Saskatoon-coded envelopes from Regina-coded envelopes. Ottawa, of course, originally had the horizontal (upright) numbers rather than the vertical (sideways). The horizontal numbers are actually less scarce than some of the more recently produced numbers. This, I believe, is because being the first type, they caught the attention of collectors and they were kept.

Another interesting development has been the addition of dots to the console numbers in Calgary and Edmonton. Calgary experimented by adding dashes to the number for a few weeks. The dashes proved unsatisfactory so they were changed to a large dot above the number. Edmonton has just begun the use of a smaller dot beside the console number. I expect the numbers with dots to become quite common. But, please, don't throw away any envelopes with numbers which have dashes beside them.

A few envelopes have been turning up lately with black console numbers. The bars continue to be yellow. There are envelopes with upright #4's dated October 9-22, 1974, and at least one envelope with a sideways #3 dated November 17, 1976. Envelopes with black numbers are a result of experiments in Ottawa using ribbons which have a black strip in the number position. It was hoped that the ribbons would prove to be less costly than the yellow ribbons. Latest information from the post office indicates that the experiments have been discontinued. The all-yellow ribbons have apparently been judged to be the better.

There has been another change in Ottawa which is less apparent, but quite interesting. If you have envelopes from Ottawa dated prior to September 1976 you will notice that in most cases the yellow bars extend to a position 10-15mm. from the right edge of the envelope. On envelopes dated after September 1976 (#1-24 only), these bars usually extend to a position 20-25mm from the right edge. It was found that with the 10-15mm distance, the printed bars would sometimes fall on the envelope over the edge of the papers inside. This would cause poor printing of the bars. For this reason the distance was

changed and the chance of a bar being printed over the edge of an enclosure is greatly reduced. Other cities have always had the greater distance.

Two sideways numbers have been printed in a position inverted in relation to the normal. One is Ottawa's #28 and the other is Regina's #10. Both have been inverted for some time and consequently neither are particularly difficult to find at the present time. I suspect that these are a result of an error in inserting the dies.

The accompanying table is a revised listing of events in the mechanization program. The dates in most cases have been supplied by Canada Post. A few, however, are based upon my own philatelic evidence and reports from other collectors. Some changes, such as the one from upright to sideways numbers in Ottawa, have occurred over a period of time, not all numbers being changed on the same day. The same situation is probably true for the addition of dots and dashes. Philatelic evidence is probably the only method by which these dates will be definitely established.

The date for the beginning of OCR coding was October 21, 1974 according to the post office. I have had several reports of envelopes dated September 1974 and even one report of an envelope dated August 29, however. It is difficult to assess the authenticity of the dates in postmarks. I know from my own experience that dates in postmarks and meters are incorrect occasionally. This is a possibility which should always be considered when a pre-start-up date is found. I am much more apt to believe a date which is a few days or weeks early rather than one which is a few months early. If several envelopes show up with early but different dates, I feel that this is good evidence that coding did indeed begin earlier than the post office date, assuming, of course, that the post office which did the coding can definitely be established. I think that there is a very good chance that OCR coding began earlier than the official October 21 date.

A great deal has occurred since my date table appeared in earlier articles. Seven post offices have installed and begun using the automated equipment: St. John's, Laval, Sudbury, Burlington, Kingston, Windsor, and Montreal (Peel). There are several cities which will begin yellow bar coding in the next few months: Sherbrooke, St.

# POST OFFICE MECHANIZATION SCHEDULE AS OF MAY 1977

| Coding Centre              | Console Numbers  | Date Yellow Bar Coding Began    | Number of OCR Machines | Date Red Bar Coding Began |
|----------------------------|------------------|---------------------------------|------------------------|---------------------------|
| Ottawa                     | 1-24 Upright     | Aug. 21, 1972                   | 3                      | Oct. 21, 1974?*           |
|                            | 1-24 Sideways    | Late Oct. to<br>Early Dec. 1974 |                        |                           |
|                            | 25-36            | Dec. 1, 1973                    |                        |                           |
| Winnipeg                   | 37-48**          | Dec. 1, 1973                    | 2                      | Jan. 12, 1976             |
|                            | 1-36             | Mar. 25, 1974                   |                        |                           |
| Saskatoon                  | 37-48**          | Mar. 25, 1974                   | 0                      |                           |
|                            | 1-12***          | April 8, 1974                   |                        |                           |
| Regina                     | 37-48            | Feb. 1, 1976                    | 0                      |                           |
|                            | 1-12             | April 29, 1974                  |                        |                           |
| Edmonton                   | 1-24 (no dot)    | June 3, 1974                    | 2                      | Sept. 27, 1976            |
|                            | 25-36 (no dot)** | June 3, 1974                    |                        |                           |
|                            | 1-24 (with dot)  | Feb. 1977                       |                        |                           |
| Calgary                    | 1-24 (no dot)    | Oct. 21, 1974                   | 2                      | Sept. 20, 1976            |
|                            | 1-24 (dashes)    | Aug. 16, 1976?                  |                        |                           |
|                            | 1-24 (dot)       | Sept. 9-11, 1976?               |                        |                           |
| Mississauga<br>(L4W 1T0)   | 1-60             | Oct. 7, 1974                    | 4                      | Dec. 15, 1975             |
| Scarborough<br>(M1P 4T0)   | 1-36             | Nov. 13, 1974                   | 2                      | June 16, 1975             |
| South Central<br>(M4L 3T0) | 13-96            | Jan. 7, 1975                    | 7                      | Feb. 2, 1976              |
| Vancouver<br>(V6B 3A0)     | 1-48             | July 14, 1975                   | 4                      | Aug. 5, 1975              |
| Hamilton                   | 1-24             | Dec. 8, 1975                    | 0                      |                           |
| London                     | 1-24             | Apr. 12, 1976                   | 0                      |                           |
| St. John, N.B.             | 1-12             | May 10, 1976                    | 0                      |                           |
| St. John's, Nfld.          | 1-12             | June 14, 1976                   | 0                      |                           |
| Laval<br>(H7S 1Z0)         | 1-36?            | Nov. 1, 1976                    | 2                      | Nov. 1, 1976              |
| Burlington<br>(L7R 2H0)    | 1-12             | Jan. 4, 1977?*                  | 0                      |                           |
| Kingston                   | 1-12             | Dec. 13, 1976                   | 0                      |                           |
| Sudbury                    | 1-12             | Jan. 13, 1977                   | 0                      |                           |
| Windsor                    | 1-12             | Mar. 21, 1977                   | 0                      |                           |
| Montreal<br>(Peel)****     | 1-24?            | Apr. 18, 1977                   | 2                      | Apr. 18, 1977             |

\* Earlier dates reported.

\*\* Ottawa #37-48 last coded mail Jan. 22, 1975; Winnipeg #37-48, May 1, 1975; and Edmonton #25-36, April 15, 1976.

\*\*\* Saskatoon #1-12 changed to #37-48 on February 1, 1976.

\*\*\*\* More machines to become operational soon.

Catharines, Quebec, Victoria, Longueuil-Brossard, and Oshawa. The Oshawa post office will be the first to have stand alone equipment which means the coding consoles are not arranged in a suite of 12. There will be only eight coding desks there. Several cities will have OCR equipment soon: Regina, Hamilton, London, Quebec and Victoria.

I would like to thank everyone who has

written to me. There are three BNAPSers who have contributed information which I have used in this article: W. H. Barnes, E. R. Toop, and Marc Beaupré. I would also like to apologize to Marsland Engineering Co. whose place of business was listed in Part 5 as Guelph. It should have been Waterloo. Further correspondence can be addressed to the author at: 265 51st Avenue, Lachine, Quebec H8T 2W3.

---

## The Canadian Postal Corps in the Boer War

The following is the fifth 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 Base Post Office,  
Cape Town,  
25th. April, 1900

The Honourable  
The POSTMASTER GENERAL,  
Ottawa.

Sir,

It is now two months since the Canadian Postal Corps arrived in this Colony and I desire to acknowledge the timely and valuable assistance which your Government has been so good as to place at my disposal.

Owing to the great and rapid increase in the number of troops despatched here from home and the corresponding increase in the size of the mails, the staff at first provided proved altogether inadequate, and it has been necessary to increase the strength of the Army Post Office Corps fourfold and to provide much greater accommodation.

The Canadian Staff under the supervision of Captain ECCLESTONE has proved very efficient, and besides relieving me of all work in connection with the Canadian troops, has rendered valuable assistance in the work generally.

Sergeant JOHNSTON and Privates MURRAY and BEDELL are now with Field Post Offices at the front. Captain ECCLESTONE and Private LALLIER attend to the distribution of the correspondence at the Base Post Office here and the work is performed in a very satisfactory manner, reflecting every credit on the Canadian Post Office Department.

With the expression of fullest appreciation of the services of the Canadian Postal Corps,

I have the honour to be,  
Sir,

Your obedient servant,  
G. W. TREBLE, Major.

Commanding Army Post Office Corps

\* \* \*

Ottawa, 23rd., May, 1900.

Sir:

Permit me to acknowledge the receipt of your letter of the 25th. ultimo., in which you express your appreciation of the services rendered by the Canadian Postal Corps in South Africa. Though not surprised I am, nevertheless, gratified to learn from your communication that the Officers of this Department, who were selected to assist in the postal work in connection with the campaign, have discharged their duties in a manner to merit the good opinion so kindly expressed in your letter.

Yours faithfully

Wm. M., P.M.G.



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# TOPICS: THE BUSINESS SIDE

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|--------------------|--|
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| 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   |
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(FOR OTHER OFFICERS, SEE MASTHEAD ON INDEX PAGE)

## ANNUAL CONVENTION

To All Concerned:

The Board of Governors of the British North America Philatelic Society will meet at the annual convention on Wednesday, September 14, 1977 at the hotel in Edmonton which will house the annual meeting.

It is expected that department heads will meet with the Board during the morning hours, and the Board will go into executive session in the afternoon. It would be appreciated if those department heads who cannot arrive in time to make the morning meeting would advise me at their earliest convenience as to when they might appear, so that in special instances we can schedule them during the afternoon.

An agenda will be posted upon my return from Europe in late June, 1977.

ROBERT H. PRATT, *Chairman*  
*Board of Governors*

## *From the Secretary*

EDWARD J. WHITING  
Malvern, Pa.

April 15, 1977

### New Members

- 3480 Corbett, Capt. H. L., HQ Canadian Forces Europe, CFPO 5000, Canada K0K 3R0
- 3569 Laffin, Daniel J., Rt. 3, Box 630, Melbourne Beach, FL 32951
- 3596 Hebert, Richard S., P.O. Box 603, Auburn, NY 13021
- 3589 Stechysin, D. W., 3196 Noorduyn, St. Laurent, Que. H4R 1A2
- 3592 Thorne, Dennis G., 4914—43 St., Yellowknife, N.W.T. X0E 1H0
- 3600 Fallahay, Michael J., 7309 Drexel Dr., University City, MO 63130
- 3608 Neuman, Leonard, 43—197 Dauphin Ave., Penticton, B.C. V2A 3S3
- 3613 Kilpatrick, Margaret E., 2991 Alma Rd., Vancouver, B.C. V6R 3S7
- 3614 Kelley, Kenneth S., P.O. Box 1411, Crestline, CA 92325
- 3617 Hoyles, Frank, P.O. Box 514, Blenheim, Ont. N0P 1A0
- 3619 Kent, Maurice Bernard, 841 Warwick St., Woodstock, Ont. N4S 4R5
- 3620 Maguire, John S. Jr., Vernon, B.C. (contact through BNAPS Secretary)
- 3621 Holinshead, Perry, 385 Northmount Dr. N.W., Calgary, Alta. T2K 3H4
- 3623 Maloney, Edward J., 26 S. Onota St., Pittsfield, MA 01201
- 3624 Bowen, Donald, Box 3564, Station D, Edmonton, Alta. T5L 4J7
- 3625 Bush, John T., 8058 French St., Vancouver, B.C. V6P 4W1
- 3626 Worthy, Dale, 4139 Juliet, Houston, TX 77087
- 3628 Kriz, John Jerome III, 3306 Hayes St., Evanston, IL 60201
- 3631 Galbraith, Miss Bev, 27 Yorkview Dr., Willowdale, Ont. M2N 2R9

### Applications Pending

(Addresses for these appeared in the issue in which they were first listed as "Applications for Membership")

|      |                     |      |                    |      |                      |
|------|---------------------|------|--------------------|------|----------------------|
| 3640 | Hanson, George T.   | 3630 | McQuay, John B.    | 3588 | Raley, James H.      |
| 3641 | Grimm, Paul H.      | 3632 | Kiss, Andrew, M.D. | 3602 | Dingenthal, Harry F. |
| 3642 | Grace, John P.      | 3633 | Hansen, Thomas Jon | 3612 | Fawcett, W. M.       |
| 3643 | Andrews, Carol L.   | 3634 | Hewitt, Chauncey   | 3615 | Mook, John W.        |
| 3644 | Stultz, James R.    | 3635 | Thomas, Charles B. | 3616 | Chen, Thomas         |
| 3645 | Dussault, Pierre    | 3636 | Taylor, R. H.      | 3618 | Geyer, Elmer William |
| 3646 | Miller, James E.    | 3637 | Adams, James M.    | 3622 | Stryjek, Michael D.  |
| 3647 | Raffaele, Norman L. | 3638 | Falk, Henry        | 3627 | Tremblay, Roger Yves |
|      |                     | 3639 | Dynia, Michael     | 3629 | Daneau, Normand      |

### Applications for Membership

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

|      |  |  |  |  |  |
|------|--|--|--|--|--|
| 3648 | HARRIMAN, Gregory V., 1910 S.E. Stark St., Portland, OR 97214 C WPG Tagging Errors—Paper Varieties—Coil Varieties. Proposed by R. A. Lee, 2470   |  |  |  |  |
| 3649 | LEITCH, Malcolm Fraser, 1486 Glenview Ave., Kelowna, B.C. V1Y 3P6 C 19th Century Canada, 10c Small Queen, cents issue, fancy cancellations, squared circle cancellations. Proposed by H. P. Milpacher, 3023, seconded by D. B. Crane, 1139.                      |  |  |  |  |
| 3650 | CARR, Ronald I., M.D., 3800 E. Colfax Ave., Denver, CO 80206 C Canada and Newfoundland, mint singles and blocks, 19 and 20 Cent; plate blocks, coils, OHMS-G, booklets and mint-panes, precancels, mint airmails, literature. Proposed by J. L. Wilkinson, 2996. |  |  |  |  |
| 3651 | STEFANIK, Audie Lawrence Gordon, 215 Park Ridge Hill S.E., Calgary, Alta. T2J 4Z7 C Canada, Newfoundland, Canada Admirals. Proposed by J. Payne, 2175, seconded by E. A. Harris, 729.  |  |  |  |  |
| 3652 | STAGER, Phillip J., No. 230, 700 Seventh St. S.W., Washington, DC 20024 C Canada singles mint and used 20th Cent., mint and used booklet panes and complete booklets, Federal revenues. Proposed by G. F. Hansen, 2203.  |  |  |  |  |
| 3653 | SISMAN, John Eades, 90 Holgate—404, Barrie, Ont. L4N 2T9 D Canada and Provinces—all categories. Proposed by E. J. Whiting, L-61.   |  |  |  |  |
| 3654 | STIRTZINGER, Gordon, R.R. 3, St. Catharines, Ont. L2R 6P9 C Squared Circles. Proposed by N. A. Pelletier, 1268, seconded by A. L. Steinhart, 2010.   |  |  |  |  |
| 3655 | TRIMBLE, Ralph E., 126 Burrows Hall Blvd., Agincourt, Ont. M1B 1M6 C Oddities and varieties; Canada and U.S. revenues and regular issues. Proposed by W. C. Rockett, 249.  |  |  |  |  |
| 3656 | URE, Donald A., 6706 Emerald Lake Dr., Troy, MI 48098 C Canada mint singles, blocks, FDC, used classics. Proposed by G. C. Carr, 1890, seconded by W. C. Allen, 3098.  |  |  |  |  |

### Resignations Received and Accepted

|      |   |
|------|---|
| 2512 | Trankner, Harry, 35 Hardale Cr., Hamilton, Ont. L8T 1X7 |
| 1928 | Whitby, Lawrence A., 112 Mary St., Barrie, Ont. L4N 1T4 |

### Changes of Address

|      |   |
|------|---|
| 3375 | Adams, John C. Jr., P.O. Box 275, Auburn, WA 98002                              |
| 2688 | Anthes, Leonard J., P.O. Box 1107, Shediac, N.B. E0A 3G0                        |
| 645  | Billings, F. L., No. 32, 94—George Henry Blvd., Willowdale, Ont. M2J 1E7        |
| 3459 | Blake, Neil B., R.D. 5, Box 430, Red Lion, PA 17356                             |
| 3136 | Bodwell, G. L., Wilkinson Rd., R.R. 2, Mill Bay, B.C. V0R 2P0                   |
| 3522 | Bouvier, Joseph R., 3308 Woodburn Village Dr., Apt. T-2, Annandale, VA 22003    |
| 3545 | Danchak, George Jr., Box 1885, Station B., Montreal, Que. H3B 3L4               |
| 419  | Davis, W. Worth, 31 Bidwell St., Tillsonburg, Ont. N4G 3T4                      |
| 452  | Harmer, Cyril H. C., 20 Wildcroft Manor, Putney Heath, London SW15 3TS, England |
| 2918 | Lyon, Gary J., P.O. Box 482, Bathurst, N.B. E2A 3Z4                             |
| 3387 | Skrepnek, Raymond J., Box 1295, Port Elgin, Ont. N0H 2C0                        |
| 1773 | Stonier, Peter F., M.D., No. 301, 2224 Eton St., Vancouver, B.C. V5L 1C8        |
| 3371 | Thomson V. R., 24859—128 Place S.E., Kent, WA 98031                             |

### Returned Mail

(Any information to correct address will be appreciated)

|      |  |
|------|--|
| 1224 | Little, Philip Jr., 490 Highcroft Rd., Wayzata, MN 55391                     |
| 3405 | Nanson, Richard D., 541—22nd St., Rock Island, IL 61201                      |
| 3464 | Olson, Mark, 42 E. Broadway, Vancouver, B.C. V5T 1V6 (moved)                 |
| 1778 | Padbury, Melvern H., 2493 W. First St., Apt. 205, Vancouver, B.C. V6K 1G5    |
| 1719 | Seidel, Raymond E., M.D., 1901 Porter St., Philadelphia, PA 19145            |
| 3365 | Feinroth, Bruce, 3991 Sunset Ave., Seaford, NY 11783                         |
| 3509 | Jende, Heinz J., 509 Falgarwood Rd., Oakville, Ont. L6H 1N5 (moved)          |
| 3115 | Stanwick, Dr. Richard S., 685 Bannatyne Ave., Winnipeg, Man. R3E 0W1 (moved) |

### MEMBERSHIP RECAP

|                                    |       |
|------------------------------------|-------|
| Members as of March 15, 1977       | 1532  |
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| New Applications for Membership ..... | 9            |
| Delinquent Members ('77 dues) .....   | 205          |
|                                       | May 15, 1977 |

### New Members

- 3602 Dingenthal, Harry F., 2309 Northumberland, Garland, TX 75041
- 3612 Fawcett, W. M., 465 Victoria Ave., Chatham, Ont. N7L 3B4
- 3615 Mook, John W., 211 S. Lorraine, Wichita, KS 67211
- 3618 Geyer, Elmer William, 19171 Mansfield, Detroit, MI 48235
- 3629 Daneau, Normand, P.O. Box 442, Princeville, Que. G0P 1E0
- 3630 McQuay, John B., P.O. Box 150, Mindemoya, Ont. P0P 1S0
- 3633 Hansen, Thomas Jon, 346 Carroll St., Sunnyvale, CA 94086
- 3636 Taylor, R. H., 9 Dombey Pl., Brampton, Ont. L6T 1P1
- 3638 Falk, Henry, P.O. Box 244, Shelburne, N.S. B0T 1W0
- 3640 Hanson, George T., P.O. Box 417, Columbia Falls, MT 59912
- 3642 Grace, John P., 28 Manning Ave., Peterborough, Ont. K9H 4W3
- 3643 Andrews, Carol L., 2661-1 Marilee Lane, Houston, TX 77057
- 3644 Stultz, James R., 1216 Sixth St., Moundsville, WV 26041
- 3646 Miller, James E., 2780 Temple St., Sarasota, FL 33579
- 3647 Raffaele, Norman L., P.O. Box 237, Grimsby, Ont. L3M 4G4
- 3649 Leitch, Malcolm Fraser, 1486 Glenview Ave., Kelowna, B.C. V1Y 3P6
- 3651 Stefanik, Audie Lawrence Gordon, 215 Park Ridge Hill S.E., Calgary, Alta. T2J 4Z7
- 3656 Ure, Donald A., 6706 Emerald Lake Dr., Troy, MI 48098

### Applications Pending

(Addresses for these appeared in the issue in which they were first listed as "Applications for Membership")

- |                           |                           |                            |
|---------------------------|---------------------------|----------------------------|
| 3588 Raley, James H.      | 3635 Thomas, Charles B.   | 3650 Carr, Ronald I., M.D. |
| 3616 Chen, Thomas         | 3637 Adams, James M.      | 3652 Stager, Phillip J.    |
| 3622 Stryjek, Michael D.  | 3639 Dynia, Michael       | 3653 Sisman, John Eades    |
| 3627 Tremblay, Roger Yves | 3641 Grimm, Paul H.       | 3654 Stirtzinger, Gordon   |
| 3632 Kiss, Andrew, M.D.   | 3645 Dussault, Pierre     | 3655 Trimble, Ralph E.     |
| 3634 Hewitt, Chauncey     | 3648 Harriman, Gregory V. |                            |

### Applications for Membership

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

- 3657 ANDERMAN, Michael, No. 706, 11307-99 Ave., Edmonton, Alta. T5K 0H2 C Canada and Newfoundland Postal Stationery; Postmarks and Postal Markings on Postal Cards. Proposed by E. J. Whiting, L-61.
- 3658 COULSON, George, 125 Traverse St., Waterbury, CT 06704 C Canada general, singles and blocks, Revenues. Also U.S., Canal Zone, U.N., Roosevelt. Proposed by W. C. Rockett, 249.
- 3659 SEYMOUR, Eric G., 3 Third Ave., Kingston, Ont. K7K 2J4 C Canada—mint, used, covers, cancellations, logos—all. Also Motorcycle stamps. Proposed by E. J. Whiting, L-61.
- 3660 DRURY, E. M. (Mrs.), 127 Allenby Ave., Rexdale, Ont. M9W 1T2 C postage stamps and covers of the Admiral period including the 1906-28 Postage Dues. Proposed by F. G. Stulberg, 2290, seconded by George Wegg, 308.
- 3661 DAY, John Edward, 19134 Cherry Creek Rd., Auburn, CA 95603 C Canada: specialize in Q.E. II definitives, also interested in semi-official airmails, Revenues and King George V issues. Proposed by E. J. Whiting, L-61.
- 3662 DORY, Aladar B., 329 Stowe Court, Canata, Ont. K2K 1Z6 C General; Canada, U.S.A., Switzerland, Austria, Czechoslovakia, Hungary, B.N.A. Topical; gem stones on stamps. Proposed by D. W. Lingard, 3377.
- 3663 PEROFF, Dr. John, 360 Camelot Dr., North Bay, Ont. P1A 3K7 C Canada Plate Blocks. Proposed by E. J. Whiting, L-61.
- 3664 WEGMAN, William G., 10 Hilltop Dr., Manotick, Ont. K0A 2N0 C Canada, B.N.A., especially Admirals and Booklets. Proposed by D. W. Lingard, 3377.
- 3665 McLAREN, Scott, 1567 Sedlescomb Dr., Mississauga, Ont. L4X 1M5. Proposed by E. J. Whiting, L-61.
- 3666 COCHRANE, William, 13 Edgebrook Rd., Ottawa, Ont. K2H 6C2 C Canadian circular date cancels on cover; Scottish postal history; Flag Cancels; Canadian postmarks. Proposed by D. W. Lingard, 3377, seconded by G. Jansen, 3465.

### Resignations Received and Accepted

- 2731 Brakefield-Moore, Robert S., Ste. 25, 129 Lenore St., Winnipeg, Man. R3G 2C2
- 2970 Emmett, Norman, P.O. Box 651, Knowlton, Que. J0E 1V0
- 2818 Jackson, Ralph M., 75 Albert St., No. 503, London, Ont. N6A 1L7
- 1454 Meyer, Joseph, 2720 Montreal Cr., Regina, Sask. S4P 2W5
- 2882 Szeke, Joseph F., 11 Colmar Pl., Unit 18, Dundas, Ont. L9H 4L1

### Changes of Address

- 3270 Carver, J. S., 73 Widdicombe Hill Blvd. No. 514, Weston, Ont. M9R 4B3
- 3556 Davis, Brian, Box 765, Cochrane, Alta. T0L 0W0
- 3303 Gschwendtner, Joseph G., 6524 E. Costilla Pl., Englewood, CO 80110
- 3039 Griffiths, Gary, P.O. Box 62, Pointe Claire, Dorval, Que. H9R 4N9
- 2852 Johnson, Charles, 31 Linden Terrace, Ottawa, Ont. L1S 1Z1

- 2792 Kerzner, Theodor, Apt. 3604, 44 Charles St. W., Toronto, Ont. M4Y 1R8  
 2833 Machin, Frank R., Box 1628, Victoria, B.C. V8W 2X7  
 857 McGrath, Edward, 39 Chaplin Ave., St. Catharines, Ont. L2R 2E4  
 1036 McLellan, Hubert M., 4540—8th Ave. N.E., No. 1206, Seattle, WA 98105  
 3530 Schachter, R., 5710 Royalmount Ave., Town of Mount Royal, Que. H4P 1K5  
 3429 Stobernack, Just., 1115 Lake Wapta Pl. S.E., Calgary, Alta.  
 2754 Symmes, William D., 1275—15th St., Apt. 19J, Fort Lee, NJ 07024

#### Returned Mail

(Any information to correct address will be appreciated)

- 2779 Law, Carl Edgar, Box 410, Station H, Montreal, Que. H3G 2L1  
 2415 Narbonne, R. F., R.R. 2, Lawrencetown Rd., Dartmouth, N.S. B2W 3X7  
 3464 Olson, Mark, 42 E. Broadway, Vancouver, B.C. V5T 1V6  
 1778 Padbury, Melvern H., 2493 W. First St., Apt. 205, Vancouver, B.C. V6K 1G5  
 1719 Seidel, Raymond E., M.D., 1901 Porter St., Philadelphia, PA 19145

#### MEMBERSHIP RECAP

|  |       |      |
|--|-------|------|
| Members as of April 15, 1977 .....         | 1549  |      |
| New Members added May 15, 1977 .....       | 18    |      |
|  | <hr/> |      |
|  | 1567  |      |
| Resignations Received and Accepted .....   | 5     |      |
|  | <hr/> |      |
| Members as of May 15, 1977 .....           | 1562  |      |
| Applications pending .....                 | 17    | 1579 |
| New Applications for Membership .....      | 11    | 1590 |
| Delinquent Members (unpaid '77 dues) ..... | 199   | 1391 |

## LETTERS TO THE EDITOR

### W. T. Pollitz Receives Awards

Members of BNAPS who have known him will welcome the recent presentation by the Philatelic Group of Boston to Mr. W. T. Pollitz of its Lester Downing Memorial Award, for his contributions to philately. Designed to honor the late eminent collector of Newfoundland postal history, the award gives recognition to the role Mr. Pollitz played in the creation of Downing's own holdings. That the initial recipient has been a dealer rather than a collector demonstrates that the philatelist's best friend is perhaps not his pocketbook but such a dealer with knowledge, experience and integrity. BNAPS members familiar with Mr. Pollitz from his auctions and from conventions will attest to all of these qualities.

Mr. Pollitz's retirement at the end of this past year brought to a close some 55 years as a Boston dealer, during which he gained both an international clientele and their respect. He did not suffer fools gladly — collectors not of stamps but of gum amongst them — but he was as capable of infinite patience with a youngster as with the advanced collector seeking information. And for many to gain Mr. Pollitz's confidence and cooperation was in itself an accolade.

—John Alden, #2662

### Joggin Mines

With reference to the letter from Mr. Keith Elliott re Joggin Mines cancels which appeared in the March-April issue of *Topics*, may I reply as follows:

The 3 cent Small Queen is, as yet, not known with the crossroads cancel and the only covers which I have sighted all bear either Q.V. Maple Leaf or Numeral stamps, in most cases the 8 cent stamp to cover the registration rate.

Further research into the subject would indicate that the Crossroads cork cancel was introduced by R. W. Ripley who held the position of postmaster at Joggin Mines from 1-12-94 to 1916, the practice of using this cork cancel presumably ceasing on instructions from a higher authority.

—R. B. Mitchell

### Chesapeake Bay Group?

We are interested in forming a regional BNAPS Group. Our region might be defined as around the Chesapeake Bay area, or anyone willing to commute into the Washington, D.C. area. We have had an initial get together at NAPEX and find all most interested in pursuing this regional group. BNAPSers may contact me at the following address or at our next meeting at BALPEX. (Baltimore, Md.)

—John T. Burnett

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