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NOTES ON THE 1870-1929 ONTARIO LAWS: CANADA'S LONGEST CONSECUTIVE ADHESIVE ISSUE

By BILL WALTON

The Ontario Laws of 1870-1929 represent one of Canada's most interesting issues for research, not only by revenue collectors, but by any BNA collectors who study the stamps of this period.

The design is a simple one, typical of much of the engraving produced by British American Bank Note Company in the 19th century. In addition to proving satisfactory for 59 years use in Ontario, the same design was employed for the company's production of Manitoba law stamps, and the vignette was also used for law stamps of British Columbia and New Brunswick.

No Canadian postal issue (adhesive or stationery), nor any tax-paid issue, approaches the longevity of the 1870 Ontario Laws. In fact, even among revenues, only two other issues come even close: the 47 years from 1871-1918 of the Quebec Registration "Beavers", and the 41 years from 1871-1912 of the first Quebec Laws. (Interestingly, both of these issues were also produced by British American Bank Note.)

Its lifespan also makes this issue interesting, since it provides a long and unbroken chronicle of production by one of Canada's major security printers. It represents the only continuous adhesive series produced by British American Bank Note from 1897, when American Bank Note assumed the postage contract, until 1929, shortly before B.A.B.N. regained it. In addition, this issue was produced by B.A.B.N. across the same period as the Small Queens.

From 1870 to 1897, the Ontario Laws were being produced by B.A.B.N. under many of the same conditions which governed Small Queen production. This is reflected in both paper and in perforation.

The shades of these stamps generally parallel those of the 3c Small Queen. A study of the 1870 Ontario Laws would appear to complement and support Small Queen research.

This article is at best a departure for these stamps. It is neither definitive nor exhaustive. The finding presented are based on the author's own study and collection, as well as on the studies and collections of Jim Lehr and John Siverts. Two other collections—those of Howard Martin and Paul Hughes—were also examined by Jim Lehr. Almost every variety in the listings exists in two or more of these five collections.

Certain aspects of this issue require some comment before presenting a list of varieties.

Perforations

The listings show a true perf $12\frac{1}{2}$, perf 12, perf $11\frac{1}{2}$ combinations ($11\frac{1}{2} \times 12$, $12 \times 11\frac{1}{2}$, and $11\frac{1}{2} \times 11\frac{1}{2}$), perf 11 (really $10\frac{3}{4}$), and (in one case) perf 11×12 . All of these except the 11 gauge are also found on the Small Queens, although of course the $11\frac{1}{2}$ gauge on the Small Queens is found only in the $11\frac{1}{2} \times 12$ format. The 11 gauge was introduced by BABN in the early 1920's, affecting various Ontario and Quebec revenue issues, but not affecting postage stamps since BABN did not then hold the contract.

To gauge these perforations, either an Instanta or a gauge showing quarter perfs may be used. A gauge divided only into half perfs (e.g. $11\frac{1}{2}$, 12, $12\frac{1}{2}$) will not suffice. *Please note that the $11\frac{1}{2}$ perfs in the listings are a "true" $11\frac{1}{2}$ —that is, they are closer to $11\frac{1}{2}$ than to $11\frac{3}{4}$. In practical terms, on a quarter perf gauge, an $11\frac{1}{2}$ must fit the $11\frac{1}{2}$ gauge almost perfectly, and clearly not fit $11\frac{3}{4}$. On the In-*

stanta, an 11½ must be 11.6 or below; stamps reading 11.65, for example, are classed as 11¾, and grouped with perf 12. As with the Small Queens, this approach will place the 11½ gauge as beginning at the end of 1873.

The 12½ perf must gauge almost exactly 12½. It is the same gauge as that of the 3c Small Queen perf 12½. The perf 11, actually 10¾, cannot be confused with any other. *Perf 12 includes all perfs from 11¾ to 12¼*, as consistent with most studies and catalogue listings of the Small Queens.

Paper

The only paper differentiation made in these listings is between vertical and horizontal mesh, as described in many sources. However, a variety of papers was used during the long printing life of these stamps, and those of the 1870-97 period will usually be familiar to students of the Small Queens.

Cancellations

Cancellations and cancel types provide a major guide to this issue. Generally speaking, all stamps were date cancelled until 1881, after which dated examples are very scarce. Pen cancels (date only, or date and clerk's initials) were used throughout this period, in smaller offices or for convenience. Pen cancels may be found alone, or with a handstamp canceller.

The cancellation types are as follows:

1. *Office handstamps.* From 1870 to 1872, each office used its own individual handstamp, showing the name of the office and the date. These occur in a variety of round and oval types, as well as at least one straight line. These were replaced late in 1872 by the standard type described next, and examples in 1873 or later are unusual.
2. *Standard cancel.* From November 1872 to 1879, a standard device was used, consisting of the date in three lines (month/day/year) mounted between two parallel herringbone mutilators above and below the date. It seems likely that the dater consisted of wheels which were separately rotated to change the month, day, and year, because later strikes frequently show traces of the preceding day to the left and the subsequent day to the right. The wheel was apparently removable and could be replaced upside down, because although

almost all strikes show the herringbone V's pointed right in relation to the date, some examples pointed left are occasionally encountered. Some strikes seem to show the herringbone mutilator only, without date, but close examination will usually show traces of the date, suggesting insufficient ink. Similarly, a date is occasionally seen with no apparent herringbone, but traces are usually there, suggesting it was simply struck too lightly.

3. *Punch cancels.* In 1879, punch cancels were introduced, in a wide variety of shapes. Apparently each clerk had his own shape of punch. From 1879 to 1881, it was common practice to pen date stamps as well as punching them. (In fact, for a brief time, some stamps were cancelled with the standard device, pen dated, and punched!) After 1881, until the end of the issue (and in fact on the next issue as well), stamps were almost invariably punched and almost never dated.

Shades

From 1870-97, this issue includes most of the shades found on the 3c Small Queen (though one notable exception is the 1888-89 "rose carmine" of Scott 41a & F1b, which has not been found on any value). The earliest printings begin with the Indian red, move through rose reds, orange reds, and so on, until the familiar Second Ottawa vermillions (and paper) appear, presumably around 1889.

Between 1897 and the end of the issue in 1929, there are no 3c Small Queens for comparison, and the Laws are undated.

Between 1897 and the end of the issue in 1929, there are no 3c Small Queens for comparison, and the Laws are undated. About the only date that can be pinned down at all, is the introduction of the perf 11 gauge, which other (dated) revenue issues pretty definitely fix as the very early 1920's. The shades during this period have so far proved impossible to date, or even to put in any kind of workable chronological order. Where a very distinct shade occurs within a particular group in the listings, however, it is noted, in some cases along with the values on which it has been found.

Listings

These listings are a first attempt to detail the major varieties of this issue. Next to

each value are the earliest and latest dates of usage found for that variety.

(1870 Group #1: Perf 12½x12½, vertical mesh, Indian red.

10c	1/70-3/70	60c	1-70-11/70
20c	3/70-4/70	\$1	2/70- 4/70
30c	1/70-7/70	\$2	2/70- 2/71

(1870-86?) Group #2: Perf 12x12 (11¾ — 12¼x11¾ — 12¼), vertical mesh, many shades of red, including Indian red, rose red, red, orange red, etc., though all shades have not been seen on all values. These continue into the punched undated period (1881 on).

5c	5/71	70c	3/70-8/78
10c	3/70-4/81	80c	3/70-4/72
20c	4/70-8/79	90c	1/70-11/79
30c	2/70-9/77	\$1	2/70-9/81
40c	1/70-7/78	\$2	10/70-12/70
50c	2/70-3/81	\$3	5/70
60c	3/70-2/77	\$4	4/73

The part perf also appear in Group #2:

20c imperf horiz.	2/70-10/70
30c imperf vert.	1/70-3/70
50c imperf horiz.	10/70-2/72

The 30c, previously not recorded, exists in two of the collections studied, but only as singles.

(1870-72) Group #3: Perf 12x12, horizontal mesh, rose red shades, paper usually somewhat thicker and softer. Both shade and paper are very distinctive. This is the only dated horizontal mesh paper. This group interrupted Group #2.

10c	2/71-3/72	60c	5/71-10/72
20c	7/71-2/72	70c	10/71-4/72
30c	1/71-7/72	90c	12/70-5/72
40c	3/71-5/72	\$1	3/71-12/71
50c	3/71-1/72		

(1873-81) Group #4: Perf 11½ combinations, vertical mesh, red and orange red shades. These continue into the punched undated period (1881 on), and some — shown with a dash following — have only been found that way. Many of these values intersperse with Group #2 printings.

Perf 11½x12

10c 12/73-6/74

30c 9/76

Perf 11½ x 11½

\$2 9/79-1/81

Perf 12x11½

10c	3/74-1/75	70c	—
30c	9/73-3/75	80c	—
40c	11/73-8/81	90c	—
50c	5/74-5/79	\$1	10/73-10/80
60c	—	\$4	—

(1886?-89) Group #5: Perf 12x12, horizontal mesh, red Montreal shades. These are undated, but the 1886 date is based on the changeover in mesh on the dated Quebec Laws. This is the last group before the second Ottawa vermilion, and the shades, though undated, are distinctly Montreal in appearance, looking like the common red shade of the preceding groups. They are, of course, punch cancelled. *Collectors uninterested in papers, and not concerned about allocating stamps to specific periods, may consider this group as the last part of Group #2.*

10c	\$1
50c	\$4

(1889-1921?) Group #6: Perf 12x12, horizontal and vertical meshes, Second Ottawa shades. These are punched, undated, and completely different in shades from the Montreal printings, ranging from vermilion to deep reddish orange. Sometime during this period, mesh apparently begins to occur at random, losing its value as associated with a particular printing or period. (Catalogue numbers are in all cases from Sissons.)

vermilions/ light oranges	deep reddish oranges	yellowish shades
10c 70c	10c	10c
20c 80c	30c	50c
30c \$1	50c	\$1
40c \$2	\$1	
50c \$3	\$2	green
60c \$4 (R63)		30c (R53)

The new high values of 1912 also appear here.

\$4 (R64)	\$10
\$5	\$20
	\$50

(1921?-29) Group #7: Perf 11x11, horizontal and vertical meshes, various orange shades.

*10c	*\$2
20c	*\$3
30c	\$4 (R64)
40c	\$5
*50c	\$10
*60c	\$20
*\$1	\$50

Perf 11x12

40c

*(Note: these 6 also exist in a deep reddish orange.)

Completing the picture are the Gas Tax

& *Luxury Tax* stamps (R99, 100-108). Only two values, 3c on 40c (R101) and 3c on 60c (R103) have been found in more than one variety.

On Group #2 (Montreal, Perf 12, vertical mesh)

3c on 5c (R100)

(Note: no 5c printings later than Group #2 have been found. These 5c stamps, probably printed in the 1881-86 period, were apparently still in use in the 1920's.)

On Group #4 (Montreal, Perf 12x11½)

3c on 40c (R101)

3c on 70c (R104)

(Note: both of these values are reported without revalue in Group #4. Both also went through later printings in Group #6, however, and the 40c appears in Group #7, so these Group #4 revalues raise the question of why such remainders were around. R101 also appears in the next group.)

On Group 6 (Ottawa, Perf 12)

3c on 40c (R101)

Luxury Tax on 50c (R99)

3c on 60c (R103)

15c on 70c (R106)

(Note: all four values appear without revalue in Group #6. The 40c, 50c, and 60c values all appear in the later Group #7 as well, however. This again raises a question of why these Group #6 remainders were around in quantity to revalue—particularly in the case of R103, the 3c on 60c, which actually appears again on a Group #7 printing, as shown

next.)

On Group 7 (Perf 11)

3c on 50c (R102)

3c on 60c (R103)

15c on 60c (R105)

15c on 80c (R107)

15c on 90c (R108)

(Note: Although the 50c and 60c have been found without revalue in Group #7, the 80c and 90c have not. These last two values have only been found revalued. This seems curious: why make new printings, especially of two values, just to revalue to 15c? Alternately, do the 80c and 90c values exist in perf 11 without the revalues?)

A Final Word

It is too soon to say with certainty what the relative scarcities are of the varieties listed here. Sissons' prices give a fair idea of comparative scarcities of the different face values, although the 5c may be underestimated. The five collections studied suggest certain uncatalogued varieties to be scarce:

— the perf 12½ varieties, especially the 20c and the \$1

— the 11½x12 (10c and 30c), and the 11½x11½ (\$2)

— the Group #6 yellowish shades

— dated 5c, \$2, \$3, \$4 copies

No doubt, certain of the Group #3 rose reds will prove difficult, as will some of the 12x11½ perfs, some of the 11 perfs, and so on. Further study, and the examination of more collections, will help fill in the picture.

The editors of BNA Topics wish to express their sincerest apologies to Mr. Edward Zaluski for our error in not identifying him as the author of the excellent article on postal notes in our last issue. We also failed to acknowledge the photographs as being provided courtesy of the National Postal Museum in Ottawa. Further we apologize to the Revenue Study Group for not having the article under the heading of the Revenue Study Group. We hope the above note will forgive us our boo-boo as to err is human but to forgive is divine.

The Beaver Byline

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

More new, confirmed flaws of the 5c Beaver follow. The abbreviations used are repeated for your convenience.

ABBREVIATIONS AND REFERENCES

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

Ident No. H7027A

Descr.: Dot in L foot of N of CANADA—
below PF21—1 copy
T.P.: C1
P.P.: 68
State: 4a This flaw also shows—1 copy—when
PF21 is gone and PF80a and 109 remain
Perf.: 2
C-dot: 2 very small, R and B one touches at R;
Height 2 and 3
Other:

Ident No. H7027B

Descr.: Dot in outer curved fr. above vertical
shaft of P of POSTAGE
T.P.: A6
P.P.: 68
State: 4 This flaw shows when PF109 only
(no PF21 or 80a) shows—2cc
Perf.: 2
C-dot: 2 very small, R and B one touches at R;
Height 2 and 3
Other:

Ident No. H7027

Descr.: 1) Strong long (over 4mm.) scratch from
under beaver's tail on beyond R outer fr.; 2)
Short dash (½ flg) 2½ flg outside R fr.
9.2mm below T outer fr.
T.P.: D7-E8 2) D8
P.P.: 68
State: 4 3cc of (1) show with PF80a and 109; 1
of these also has (2); another (2) shows PF
109 only
Perf.: 2 (2cc) 1 (1 copy)
C-dot: 2 very small, R & B one touches at R;
Height 2 and 3
Other: 1) is a fine flaw which must have lasted
a very short time. H7027 lies slightly higher
on the stamp than top line of PF8 (on PP39)—
but is similar.

Ident No. H8016

Descr.: Weak vertical dash, fading to dot in middle
of vertical shaft of E of FIVE
T.P.: F3
P.P.: 6 7cc
State: 2
Perf.: 1 1cc dated 9-18-61
C-dot: Very large, touching at R; height 2
Other:

Ident No. H8017

Descr.: Vertical line thru both curved frs. below
I of FIVE
T.P.: F2
P.P.: ?
State?
Perf.:
C-dot: Average size, 1 diam from R; height 3
Other:

Ident H8018

Descr.: Curved line (2 flg long) in outer curved
fr. between C of CANADA and L Rosette
T.P.: E1
P.P.: 81
State: 9-10 5cc of flaw show when PF73 is on
the stamp
Perf.: 3
C-dot: None
Other: Shape of H8018 is very similar to PF27
and in the same outer curved frame H8018
lies about 3½mm higher.

Ident No. H8020

Descr.: Short horizontal dash (½ flg) in top of
ball of BL5 when PF39 and 48 show
T.P.: F1 3cc
P.P.: 50
State: 3-3a One copy of H8020 has weak
PF29 (Log)
Perf.: 2
C-dot: Average size, touching at R; height 3
Other:

Ident No. H8022

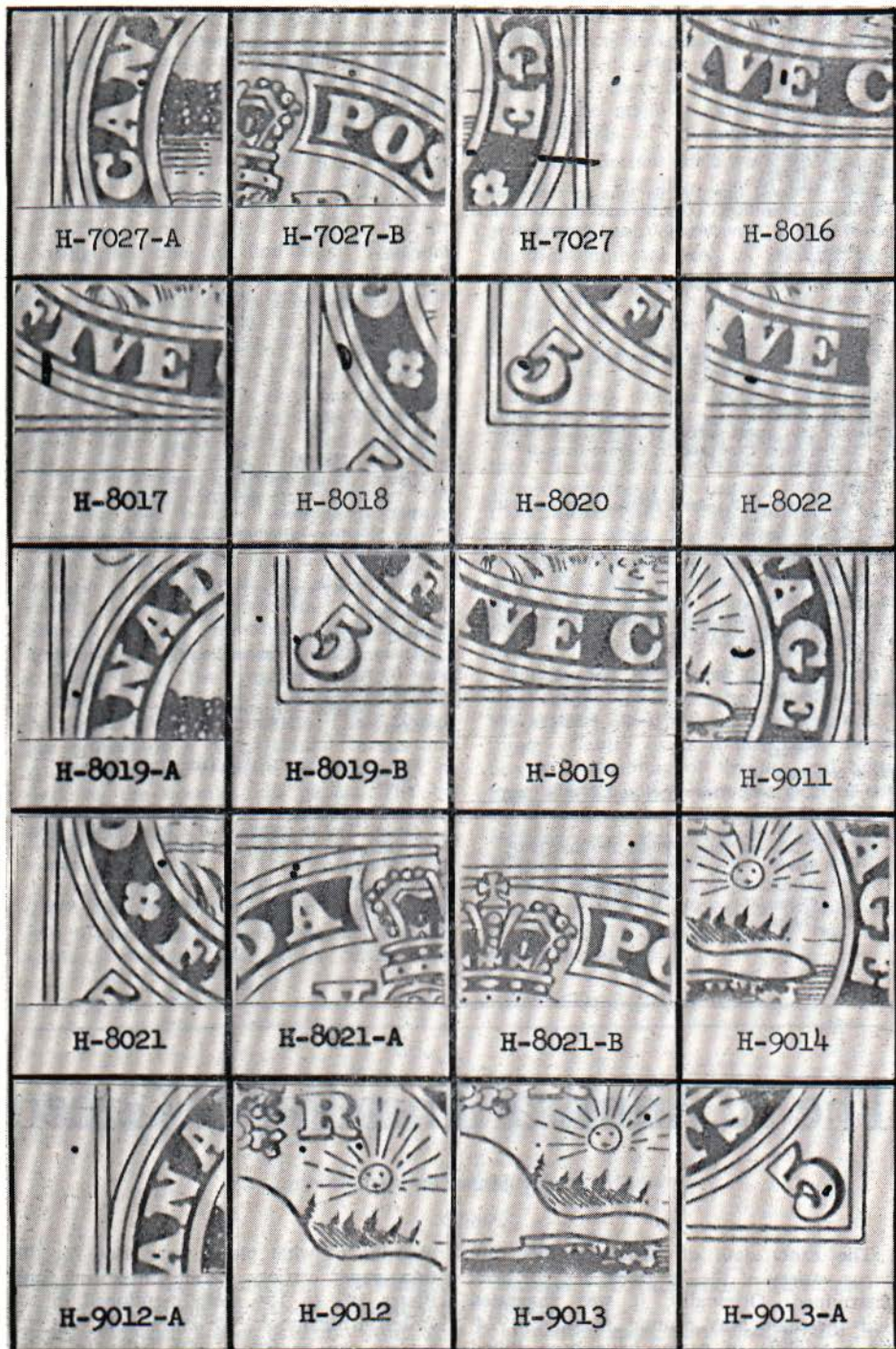
Descr.: Messy dot or 2 dots in outer curved fr
(touching middle line) below V of FIVE
T.P.: F3
P.P.: ?
State: ? One copy dated 10/4/67
Perf.: 2 (1 copy) 3 (1 copy)
C-dot: Small, touching at R; height 4
Other:

Ident No. H8019A

Descr.: Dot in outer curved fr. above L side of
N of CANADA
T.P.: C1
P.P.: 39 10cc—all showing PF62 (comet)
State: 10
Perf.: 3
C-dot: Small, 1 diam from R; height 3
Other:

Ident No. H8019B

Descr.: 1) Dot outside (next to L inner fr) and
and touching ball of BL5; 2) Dot 1½ flg out-
side L fr. 2.7mm above B outer fr.
T.P.: F1 and L of F1
P.P.: 39 1) 8cc 2) 4cc
State:
Perf.: }
C-dot: } As H8019A
Other: }



Ident No. H8019

Descr.: Short weak dash in TL of V of FIVE

T.P.: F3

P.P.: 39 7cc

State:

Perf.:

C-dot:

Other:

As H8019A

Ident No. H9011

Descr.: Curved line 1½ flg long in center area inside G of POSTAGE. R end of curved line is 2/3 flg from curved fr. and 8mm below T inner fr.

T.P.: C7

P.P.: 36 3cc—2 in crossing strips to pin down PP

State: 1

Perf.: 1

C-dot: Average size nearly touching at R; Height 2

Other:

Ident No. H8021

Descr.: Dot inside curved fr. above L Rosette 3.6mm from L outside fr. 6.8mm from B outer fr.

T.P.: D2

P.P.: 78 10cc—also show PF50a, 50b, and 110a

State: 4

Perf.: 2

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

Other:

Ident No. H8021A

Descr.: 2 dots close together in outer curved fr. above last A in CANADA

T.P.: A3

P.P.: 78 7cc—all show PF50a, 50b and 110a

State:

Perf.:

C-dot:

Other:

As H8021

Ident No. H8021B

Descr.: Dot 2 flg above T fr and 6.8mm from R outer fr.

T.P.: Above A6

P.P.: 78 2cc—all show PF50a, 50b and 110A

State:

Perf.:

C-dot:

Other:

As H8021A

State: 7

Perf.: 3 1 copy dated 1866

C-dot: Average size, 1 diam from R; height 2

Other:

Ident No. H9012A

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

T.P.: L of B1 4cc

P.P.: 51

State: ?

Perf.: 1 and 2

C-dot: 3 dots

Other:

Ident No. H9012

Descr.: Two dots about 1 flg under each leg of R of VR

T.P.: C5 and C6

P.P.: 51

State: ?

Perf.: 1 and 2

C-dot: 3 dots

Other:

Ident No. H9013

Descr.: Strong dot NE of moon (L of A of POSTAGE—2½ flg) 7.1mm below T outer fr.

T.P.: C5-6

P.P.: 74 9cc—all show PF5 and 49

State: 9

Perf.: 3

C-dot: Very small, 1½ diam. from R; height 3

Other:

Ident No. H9013A

Descr.: Dash (1 flg) angling from SW to NE in fat part of BR5

T.P.: F8

P.P.: 74 8cc—all show PF5 and 49

State: 9

Perf.: 3

C-dot: Very small, 1½ diam. from R; height 3

Other:

Ident No. H9014

Descr.: Dot in middle oval 2 flg to L of inside curved fr. at G of POSTAGE; 8.4mm below T inner fr.

T.P.: D7

P.P.: 80—on 5cc of 29cc showing PF37b and imprint

The 2c Admiral Thin Paper Green

By HANS REICHE

The exact date of issue for this thin paper variety of the 2c green has not been determined. Originally, it was suggested that the date was around October 1924, but a number of copies have been found with dates in late September 1924. The

question of what plates were used for this thin paper variety is an interesting one. Plates 182 to 186 were mentioned in the Admiral handbook. We know now that this variety can be found with lathework type D. Plates 182 to 186 do not have any lathework.

work and therefore other plates must have been used. It is suggested that Plates 187, 188 and 189 may have been used and it is also interesting the Plate 175 exists on this paper. All these stamps are on the vertically wove paper and from the wet printing method. The shade is a deep green to green shade. No records exist of the quantity issued but this must have been a fairly large one, and it is therefore not surprising that one can find about 7 percent of such stamps in an unsorted lot. Although this would mean about 22 million stamps, the actual quantity may be smaller.

There has been some suggestion that these stamps were also printed by the dry method and although this has not been found to be the case, nevertheless it was triggered many years ago by reporting slight differences in stamp dimensions. Dry printed stamps usually are slightly wider than the wet printed stamps. A similar suggestion was made recently about the 5c violet on thin paper. The astonishing fact though is, that the writer, after years of search, has found something which may account for the differences in dimensions. Two copies were noted which, although coming from the regular sheets, were printed on a horizontally wove paper, similar to the squat size booklets. These stamps are printed on a paper similar to the thin paper variety. The shade is green, not as dark as the normal thin papers. The dimensions are 18.0x21.4. This find adds to the already reported values on the horizontal wove paper of the 2c red and the 10 cents blue, all from the regular sheets. The reported 50c has never been verified. Mr. Marler suggests that these stamps may come from Plate 177. It is certain that

other copies will be found.

The paper thickness of the thin paper has already been determined and this statistic has been reported in the Admiral handbook. The majority fall between 2.7 and 3.0 thousands of an inch.

A few constant plate varieties should be mentioned. The fine line in the right leg of the letter N in CENTS has been listed. A plate scratch exists with a line through the right numeral box. A peculiar variety can be found on this and some other Admiral values. This variety is in the form of fine, short parallel lines, usually diagonal to the design. They are difficult to see in the design itself but in design windows and margins they can be located with a glass. What the cause of these lines is, is not clear. They are constant plate varieties, but they do occur in various positions on a stamp and therefore cannot be caused by the transfer roll. They could be some guides or other information which were not properly burnished off before laying down the plate. Unlikely these are some plate damages after plate completion. A major re-entry was reported by us in *Topics* May 1973. The entire right side is doubled with the top horizontal shading lines, the right crown, the maple leaves bottom right, the shading lines and the numeral box. A minor re-entry exists in the right numeral box with doubling of the top and bottom lines. Corner copies with two straight edges show sometimes large guide dots in the margin corner and if badly off centre show actually five such dots one in the centre of four. These corner copies can be used to reconstruct the centre of the printing sheet of 400. They clearly identify one single sheet position.

Tobacco Stamps in Canada

Compiled by the National Postal Museum,

Ottawa

In 1974, the Department of National Revenue, Customs and Excise, ceased supplying tobacco manufacturers with the familiar excise duty stamp found on all

packages of cigarettes, cigars and cut tobacco.

Over the years, these stamps have been a source of controversy between government

and the tobacco industry and their use has been greatly misunderstood by the general public. Manufacturers have felt that the tax represented by these stamps was too high and their product was being unduly discriminated against as a luxury item. The public, in many cases, have had varying ideas about why these stamps were attached to tobacco products. Many people felt the stamps were a mark of freshness indicating that the product was ready for retail sale. Others thought these stamps were used to determine the amount of cigars, cigarettes or the actual poundage of tobacco contained in the package.

Officially, the stamp was used as a method of revenue collection and was a requirement of the law as evidence that the excise duty had been paid on the product. No tobacco product could be sold legally in Canada without an excise duty stamp attached to its package.

The government is now following the U.K., France, Italy, the U.S.A., Australia, New Zealand and Brazil and making all tobacco manufacturers responsible for printing and affixing their own stamps to their products.

Introduction into Canada

The use of excise stamps in Canada presents quite an interesting story dating back to 1864. At that time in Canadian history, the costly Grand Trunk Railway, completed in 1861 to provide a better transportation link for consumer goods within the country, was in danger of financial collapse. The government of John A. Macdonald was going through a series of ministerial crises and short lived governments; the population feared an American invasion; the Americans were threatening to revoke various reciprocity agreements and eventually revoked the special bonding laws which permitted Canadian railway shipments to cross American territory in bond.

As a result of this tricky political and economic situation, the first series of tobacco stamps were introduced into the Province of Canada under the Inland Revenue Act as one of many measures of collecting badly needed revenue to help hold future hopes of Canadian confederation together.

A special review board was established to administer the issue and collection of all revenues from these stamps upon their sale to tobacco manufacturers. The very first

set of these stamps was printed horizontally on 4¼ inch diamond shapes which showed the date of payment of the tax and a description of the tax and a description of the product sold or the weight of the tobacco being sold.

Designs and types of Canadian tobacco stamps

While the design of tobacco stamps has changed over the years, National Revenue has retained a fairly strict control over the engravings to avoid any counterfeiting. Many of the early stamps, especially those of the 1897 series showing Victoria as the "Old Queen", were very elaborate and ornate. They were printed in a wide variety of shapes, sizes and denominations aimed at meeting the packaging and marketing requirements of the day. However, this elaborate treatment was more to prevent duplication than to provide decorative stamps for philatelists.

Many collectors of tobacco stamps will agree that the 1897 series denoting the number of cigars in each package is a memorable issue. They show finely engraved scenes of the old "centre block" of the Parliament Buildings before it was ravaged by fire. Others in the series depict the Rideau locks by the Chateau Laurier in Ottawa and various outdoor scenes typical of Canada in the 19th century.

In the early days of issue, all tobacco stamps were serially numbered to maintain a control on the total number issued. The most recent issues were not numbered due to the massive increases in tobacco production and the corresponding requirement for stamps. The cumbersome accounting procedures necessary to account efficiently for the issue of all excise duty stamps today is the major reason why the department has discontinued the issue of the stamps.

Before 1940, there were numerous sizes of cigarette packages, 5's, 8's, 10's, 12's, 18's, 20's, 22's, 25's, 50's and so on. A special series of stamps called "Series C" was issued to cover these wide varieties of denominations and during the Second World War many of these stamps were overprinted with an additional excise tax to help pay for the war effort. However, as an economy measure towards the end of the war, two common denominations, 20 and 25, were agreed upon for packages of cigarettes. These denominations are still in use today and in addition some packages

of 50 cigarettes are produced for certain special brands.

From the very beginning, the weight of manufactured tobacco was shown on all stamps. For example, weights such as 1/8 lb., 1/9 lb., 2/17 lb., 2/19 lb., 2/21 lb., 3/5 lb., 4/5 lb., 1/2 lb. and upward appeared on packages of cut tobacco. Such amounts were often confusing and the average person was not aware of the actual quantity of tobacco he was buying. As a result, in 1971 the department required that the weight in ounces in lieu of fractions of a pound, be shown on all stamps affixed to packages of cut tobacco. The change to ounces resulted in a reduction in the number of denomination of stamps that the government had to print.

Revenues — the oldest stamps collected and exhibited

The Netherlands is credited with being the first nation to use a stamp as a means of tax collection. In 1624, a stamp duty was imposed on all legal documents such as agreements, securities and mortgages. From legal documents the use of stamps as a means of raising revenue spread to such items as tobacco products and even playing cards. The first record of a public display of revenue stamps dates back to the collection of John Burke of Dublin, Ireland. In 1772 Burke made his modest presentation of Irish revenues from the £6 down to the half-penny.

At the Madrid Exhibition in 1873, a Senor Provenza was awarded the silver medal for his collection of Spanish fiscals dating back to 1637 and became the first philatelist medal winner.

Many exhibitions displaying only revenues were held after that date. In Leeds, England, in 1894, an exhibition of revenues lasted several weeks. In 1905, at the Exeter Hall in London, another large exhibition displaying fiscals was held. Since

then classes for the display of revenue stamps have been open in almost all international exhibitions. In Canada, several major exhibitions of revenues have taken place. The most famous collections were shown in Winnipeg in 1924 and in Montreal in 1925.

In general, revenue stamps reflect the romantic flares and slants in the lives of Canadians and can be as interesting to collectors as any commemorative postage stamp. However, revenues are far harder to get than regular postage stamps for they are stored by only a few dealers and it appears that only the breaking up of collections will result in new varieties of these stamps on the open market. As yet, it is very difficult to speculate on the value of tobacco stamps as no definite market seems to exist for these stamps among collectors. Perhaps philatelists will take more of an interest in tobacco stamps now that the government issues are ended.

The new tobacco stamps

All manufacturers of tobacco products in Canada have the opportunity of designing their own excise stamps within certain basic departmental requirements, for affixing to their products consistent with their respective packaging techniques. The stamp may take the form of a paper stamp or a tear tape encircling the package.

First issues of the newly designed stamps appeared on tobacco packages after August 19, 1974.

All stamps must bear the inscription "Canada", "Duty Paid", and the description of the contents in both official languages and must show the weight of the tobacco or the number of cigars or cigarettes in the package.

Manufacturers are able to choose the colour, size and basic configuration of the stamps to be used on their products, subject to departmental approval.

National Revenue Collection goes to Postal Museum

The Customs and Excise revenue collection of tax paid and other revenue stamps was officially transferred from Revenue Canada to the National Postal Museum in

April.

The collection was transferred by The Honourable Monique Bégin, Minister Revenue Canada to Jean-Jacques Blais, post-



The Honourable Monique Begin, Revenue Canada minister, and the Honourable Jean-Jacques Blais, postmaster general.

master general of Canada at a ceremony at the National Postal Museum. Negotiations and arrangements for the transfer were made by J. E. Kraemer, manager of the National Postal Museum and Jacques Laurin, director of public affairs, Revenue Canada.

Several hundred thousand stamps, proofs essays of revenue stamps going back 112 years were included in the transfer.

The stamps have been given to the

Postal Museum on an indefinite-loan basis. The Postal Museum will catalogue and prepare the stamps for display in the museum. The collection will be displayed when the museum occupies its new quarters on Wellington Street, Ottawa, sometime in 1978.

Revenue Canada also plan to publish a brochure outlining the history of revenue stamps. These will eventually be available to the public at Revenue Canada outlets and at the Postal Museum.



The RPO Cowcatcher

Lewis M. Ludlow

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

COLUMN UPDATE

Shaw No.	Hammer	New Information	Reporter
M-6	III	Latest — March 22, 1960	138
M-6	III	New India — 31 in 1923	138
M-6	IV	Latest — October 29, 1924, Train 1	138
M-11	II	Latest — July 14, 1929, Train 17	138

M-12D	I (M-7, H II)	Earliest — October 2, 1916, Train 32	133
M-18	VI	Latest — September 27, 1935	138
M-18	VII	Earliest — September 29, 1919, Train 13	138
M-18	X	Latest — November 20, 1950	138
M-19		Latest — February 10, 1953	138
M-27	III	Latest — January 11, 1956	138
M-30	I	Earliest — June 24, 1882	156
M-35	I	Latest — November 24, 1947	16
M-36	X	Latest — October 25, 1945	16
M-36	XIII	Latest — January 11, 1948	16
M-38	XI	Train 200 in 1916	138
M-38	XIII	No Year—April 7 and July 19 (1945) January 30 (1947)	16
M-38	XVII	Latest — June 19, 1949	138
M-38	XVIII	Latest — January 2, 1946	16
M-38	XIX	Latest — April 7, 1948	16
M-38	XXIV	Earliest — May 23, 1953	138
M-39	III	Earliest — February 16, 1953	10
M-43	VI	Earliest — April 10, 1953	138
M-45	IX	Latest — February 13, 1959	10
M-47	III	Latest — February 18, 1900	156
M-51B		Earliest — October 3, 1960, Train 14	138
M-52	V	Latest — June 5, 1946	16
M-52	XIV	First Reported — March 28, 1935, Train 14	138
M-53	II	First Reported — August 25, 1920, W	138
M-55A		Earliest — September 10, 1913	133
M-55A	1st Period	Latest — September 1, 1920	150
M-57	II	Latest — December 13, 1936	150
M-62		Latest — January 2, 1946	16
M-64	I	Earliest — May 17, 1902	63A
M-64	III	Earliest — December 27, 1905	151
M-64	IV	Earliest — July 26, 1907	151
M-64	VI	Latest — January 20, 1929	151
M-64	XI	Earliest — July 30, 1920	151
M-64	XII	Earliest — August 17, 1927	151
M-64	XII	Latest — February 25, 1929	151
M-65	2nd Period	Latest — July 13, 1932	151
M-66	III	First Reported—August 7, 1947, Train 157 August 8, 1947, Train 156	16
M-67		Earliest — May 11, 1910	137
M-72	III	Latest — February 11, 1909	10
M-77	I	Earliest — May 23, 1888	137
M-78	I	Earliest — January 25, 1904	137
M-78B		Latest — February 6, 1965, Train 4	137

NEW RUNS

Shaw No.	Route	Direction		R.F.	Reporter
		Type	Dir./Tr. Period		
M-18D	CHARLOTTETOWN-SACKVILLE R.P.O./ E. J. GALLANT	7C	WEST 1919	200	63A
M-52B	Halifax & St. John Day/R.P.O.	5B	13 1919	200	63A, 107A
M-86E	MONCTON & ST. JOHN R.P.O./G. C. RAMSEY	6E	43 1929	200	63A
Q-55E	MATANE & MONT JOLI R.P.O./C. A. COTE, Quebec	1A	1915	200	133
Q-122A	M. & O./A. Macdonell	7B	504 1928	200	63A
O-294B	PT. HOPE & TOR. R.P.O./E. P. GALLAGHER	17J	93 1929	200	63A
M-52A	HALIFAX & ST. JOHN R.P.O./DAY/W. L. RYAN	21C	13 1934	200	63A, 150

Proofed: July 6, 1920 (M-52, Hammer IV)
Earliest: September 5, 1934
Usage: Very Rare
R.F.: 200

Comments: A most extraordinary coincidence has recently occurred. John Siverts sent us a lovely cover with this strike cancelling a 3c red

medallion; the W. L. RYAN is straight line, tangential to the ring at the "AL" of HALIFAX. At just about the same time, we also received the exact same strike, same stamp, same date, but not on cover, from J. G. Dalpe. Good confirmation. This addition may not necessarily have been affixed to the hammer, and may have been applied as two separate strikes.

CATALOGUE CORRECTIONS

Shaw No.	Correction	Reporter
N-92	Change to Type 5B	16
N-101	Change to read: S.W. Coast—T.P.O./NFLD	16
M-68	Delist—changed to R-76E	16
M-83A	Delist; report was M-83, H II	16
Q-52C	Change HILARD to HUARD	133
Q-68A	Change to Mont. & Calumet R.P.O.	16, 63A, 10
R-62A	Move (/) to follow LINE Change to Type 4	16, 63A

NEW HAMMER

M-60

HALIFAX & SYDNEY · R.P.O./DAY

Hammer VI

Proofed: Unknown
 Earliest: July 30, 1919
 Indicia: W
 Usage: Rare
 R.F.: 100 (0.1%)

Comments: This is a new hammer for M-60, making two NIGHT and four DAY hammers; it was recently discovered by Warren Bosch, Reporter No. 156. This hammer has no specific distinguishing characteristics and can only be identified by chordal measurements, at which Warren has become very good. Referring to the chordal chart on Page 30, TOPICS, Nov.-Dec., 1976, for Hammer VI of M-60, add the following measurements: a—10½+; b—7¼; c—6; d—8+; e—8; f—12; and g—11½.

M-75

MONCTON & CAMPBELLTON
M.C./NIGHT

One Hammer, Type 9B

Proofed: December 23, 1893
 Earliest: January 30, 1894
 Latest: January 2, 1895
 Indicia: N, S
 Usage: Limited and inconsistent
 R.F.: 110

Comments: Based on examples at hand, we must conclude that M-75 was never issued as a DAY run. We believe that the DAY run was covered by M-80, MONCTON & CAMP. P.C./DAY, which fully spreads the period 1891 through 1910, and for which we have not been able to find a NIGHT run. We welcome information from anyone who feels that they have either M-75, DAY, or M-80, NIGHT. This run is much more scarce than the indicated rarity factor; the Study Group inventory has turned up less than a dozen copies. We have two strikes, previously counted, that we have withdrawn; these are dated October 17, 1899 and December 10, 1900. We believe that both are probably M-78A, which has a "W" affixed to the bottom of this M-75 hammer; however, the bottoms of these two strikes are missing and they could only be tentatively identified by date which would make them both M-78A.

M-75A

MONCTON & CAMPBELLTON
R.P.O./T. B. STEEVES

One Hammer, Type 6E

Proofed: Unknown
 Earliest: February 20, 1917
 Latest: To be advised
 Indicia: 26

Usage: Rare

R.F.: 170

Comments: The strike above, from a rubber stamp, is a back stamp on a registered cover from Lower Derby, N.B. to Montreal; an additional transit R.P.O. is also present—M-6, Hammer II. This run was originally reported by Gillam and we are asking him to send us details on his strike so that we can present a more complete picture on this rare railway cancellation.

M-76

MONCTON & CAMPBELLTON/M.C.

Two Hammers, Type 9E

Hammer I

Proofed: Unknown
 Earliest: March 10, 1885
 Latest: August 4, 1896
 Indicia: NORTH—common; SOUTH—rare
 Usage: Relatively constant throughout period
 R.F.: 75 (22.8%)

Comments: From May, 1888, (perhaps earlier) there is a major break in the lower left side of the second "O" of MONCTON that remains constant for the balance of the period. This carries over to M-79 and is confirmatory of showing that this run was made only from this hammer of M-76, Hammer I is also identified by its curved, rounded ampersand and its broad letters which are wider than those of Hammer II. This hammer was weak; there are numerous rim breaks and dents of increasing frequency with age and wear. An interesting registered cover of July 22/23, 1896 franked with an 8c Small Queen from Moncton to St. John in our collection has not only a strike of Hammer I, NORTH, JY 23, 96, but also a strike of Hammer II, S, JY 23, 96. Sometime between August 4, 1896 and March 11, 1897, a "W" was affixed permanently to the rim below the "M.C." to form M-79. Although we have 11 strikes 1897-1901, none of these shows the bottom clearly; these are in addition to those reported as M-79.

Hammer II

Proofed: March 16, 1895
 1st Period
 Earliest: March 27, 1895
 Latest: June 12, 1916
 Indicia: N—common; S—scarce
 Usage: Common throughout
 R.F.: 75 (72.7%)
 2nd Period
 Earliest: June 11, 1942
 Latest: July 20, 1966
 Indicia: 26—1942; 625—1958; 14—1966
 Spotty and sporadic
 75 (4.5%)

Comments: This hammer is self-identifying by its sharp, angular ampersand and the narrow, close lettering; at the same time, more space separates the ampersand from the adjacent words than there

is in Hammer I. A break in the back of the "C" of CAMPBELLTON is indicative of Hammer II. In the 2nd period, there are major rim breaks over the "MP" and "LL" of CAMPBELLTON and below the "M" of M.C. Month and day inverted known on July 6, 1909.

M-77

MONCTON & CAMPBELLTON/P.C. Two Hammers, Type 14A

Hammer I

Proofed: May 3, 1888

Earliest: July 18, 1888

Latest: June 10, 1901

Indicia: N—common; S—very scarce

Usage: Known 1888/89 and 1898/01; nothing in between

R.F.: 100 (90.9%)

Comments: In January, July, September, October and November, we have "9" for "99"; no normal "99" dates yet reported. Known September 18 and November 20 without year date; probably 1899 or 1900. From 1898, there is a rim dent over the "AM" of CAMPBELLTON. Apparently this hammer was taken out of service during the heaviest use of both hammers of M-76 and only brought back near their end of service.

Hammer II

Proofed: May 3, 1888

Earliest: April 19, 1894

Latest: April 21, 1894

Indicia: N only

Usage: Rare

R.F.: 100 (9.1%)

Comments: This hammer obviously saw little use and we wonder how much the three day spread above can be broadened. In our two strikes, we find no major breaks or letter characteristics which can be used for identification. Separation of the two hammers visually is difficult; however, the letters of Hammer II are slightly wider and more spread than Hammer I, and the ampersand somewhat more rounded than that of Hammer I.

SEPARATION OF M-76 AND M-77 HAMMERS

Step 1. Measure the chordal distance from the bottom of the right leg of the "M" to the bottom of the "T", both of MONCTON. M-76, I, is 8mm, while M-76, II, is less than 6mm; M-77, I is 6¼mm and M-77, II, is over 6½mm.

Step 2. Measure the distance from the bottom of the "P" to the bottom of the left leg of the "N", both of CAMPBELLTON. M-76, I, is 12¼mm, while M-76, II, is less than 11½mm; M-77, I, is only 10mm, while M-77, II, is a full 10½mm.

A chart of 12 chordal measurements is available for the separation of these four hammers upon request.



by FRED STULBERG

CROSS BORDER PROCEDURES - 1816

Every once in a while a cover purchased for one reason turns out to be of special interest for something entirely different. This cover (fig. 1) came from the V. G. Greene collection and shows irregular indicia of the York Straight Line. However, it turned out to be a letter of major historical importance written by William Allen, Postmaster at York to William Hands, postmaster at Sandwich. The date on the letter here is February 18, 1816.

Perhaps the true significance was lost in Allen's scrawl. One does not read his writing, one decodes it. After several hours of work, the following passage emerged:

"Swanton in on the lines — which divide Lower Canada from the States and is the extent of the British territory there. The Postage from Montreal to it is 9d. Currency for a single letter — from Swanton to New York is 30 cents (1/6) — for Mr. Moore the Agent for trouble,



Figure 1

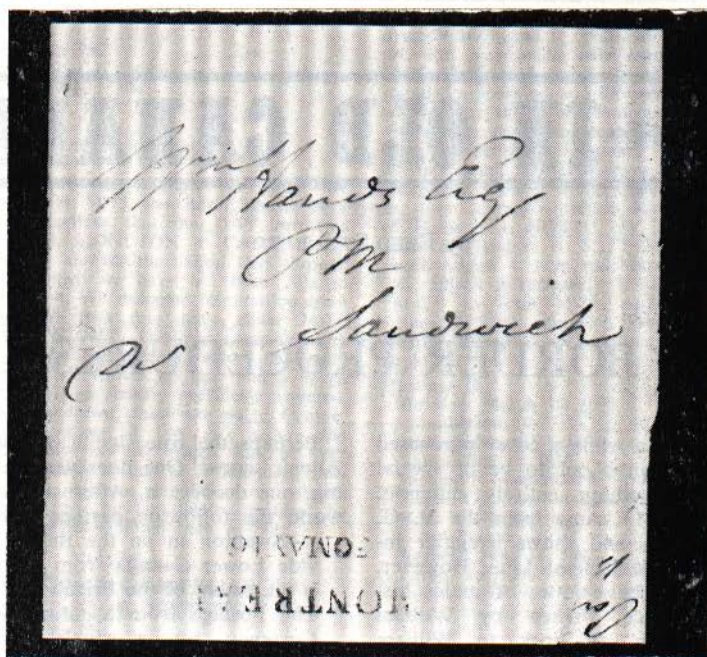


Figure 2

— Photos courtesy Philatelic Photographic Service

2d. (to a total of) 2/5 Currency.

British Postage alone is stamp paid at the different offices in Canada, and the American and Mr. Moore allowance must be remitted to Mr. Sutherland at Montreal which he marks on the letter & is responsible alone therefore to the States. So that when you take any letters in at your office to be forwarded for England via New York you mark paid the postage from Sandwich to Montreal only—the remainder of the postage if a single letter you know is 2/5 which you must remit at the same time.”

This brings to light several interesting facets concerning mail from Upper Canada to England through New York during this period. It appears that all mail had to pass through Montreal irrespective of the place of origin. This situation likely persisted until 1829 because only after that date do we start to see overseas mailings through the United States passing through Niagara (Queenston) and Kingston.

We see also that Swanton, Vermont was the border transfer office with Montreal. How long this was in effect is not clear since Highgate and Burlington, Vermont have always been considered the places where mail from Montreal was received. Another surprise is the mention of a 2d. agent's fee as part of the combined postage.

The 9d. fee from Montreal to the lines has already been documented. It existed until May 1, 1819 at which time it became 6d. On March 4, 1837 it dropped to 4½d—the normal rate based on distance alone. The 30 cent U.S. postage is also known but, nevertheless, is an unusual rate. Normally the rate from the lines to New York before April 31, 1816 was 20 cents. However, from February 1, 1815 to March 31, 1816 all U.S. postage rates were increased by 50% to help cover the costs of the War of 1812.

We see also that only the internal British (Canadian) postage is marked “paid” although all the other postage entities had to be sent to Mr. D. Sutherland, postmaster at Montreal, and he sorted out these items from there.

The second cover (fig. 2) was obtained from an entirely different source at a different time. It was purchased for the Montreal Straight Line but again, the contents prove to be more interesting than the face. It is from Daniel Sutherland, postmaster at Montreal and again addressed to William Hands, postmaster at Sandwich. It is dated May 30, 1816 and is, in effect, a continuation of the previous letter. It reads:

“Your statement of postage on an English Letter via New York is perfectly correct—They must all go to this office and the British Postage only need be marked ‘paid’ on the letter and charged in your Bill, that of the U.S. I mark here, and I am responsible to them for—Please to remit the amount of that postage, as I have paid it some time ago and wish to settle all my A/Cs with the Post Office as I mean to quit the Service which is become too burthensome for any one Individual and G. W. H. (George Heriot, deputy Postmaster General of Canada) will not allow me an assistant.”

Apparently William Hands did not trust William Allen's advice and had to hear it directly for Sutherland himself. Also, unknown to Sutherland, George Heriot had already resigned his position and had appointed Sutherland his successor. Sutherland accepted and held this new position until 1827.

If anything other than postal history is to be learned by the above story it is that one should always read letters especially when they are addressed from one postmaster to another. After all, you cannot always tell a cover by its cover.



Semi-Official Airmails

**Haughton E. Sanguinetti, 7108 Partridge Hill Row,
New Port Richey, Fla. 33552, U.S.A.**

Air Mail Parcel Post

Parcel post was carried on some routes of Western Canada Airways, Ltd. during the period that company stickers were in use.

The Canadian Post Office *Weekly Bulletin* dated October 6, 1928 in announcing that a weekly airmail service operated by Western Canada Airways, Limited, had been

AFTER FIVE DAYS RETURN TO **VIA AIR MAIL**

via first contract flight,
Fort Resolution, N.W.T. to
Ft McMurray, N.W.T.



Mr G.S. Bagot,
9733-106th Street,
Edmonton, Alta.

started between The Pas and Kisissing, Northern Manitoba Mining District, stated:

"All classes of mail matter, prepaid at the regular rates of postage may be accepted for transmission by this air mail service, with the exception that parcel post parcels must be prepaid at the rate of 12c for each pound, or fraction thereof, up to 10 lbs. and \$1.50 per parcel over 10 lbs. up to 15 lbs. Preference will be given to First Class matter.

"In addition to the above, Western Canada Airways, Ltd. will convey, on other than regular mail days, such mail as is offered by the public on which the regular postage has been prepaid, and on which a special fee of 10c per ounce represented by an aerial sticker issued by the Company has been placed. The sender to assume all risk. Such special air mail in addition to bearing an aerial sticker, should be endorsed "Via Air Mail."

It is not clear from this Bulletin announcement if the Western Canada Airways, Ltd. sticker was required on all mail carried between those points or only on flights other than those made on regular mail days.

Information is also desired as to whether the Semi-Official Air Mail stickers of the

Company were affixed to parcel post packages carried by the Company on its flights.

Perhaps someone connected with the Postal Services, or some collector has the answer and if so, we'll publish such a follow-up.

Service to Non-Post Offices

In the Post Office *Weekly Bulletin* dated June 11, 1927 it was stated that permission has been granted to Western Canada Airways Ltd., to operate a tri-weekly service each way between Lac du Bonnet, Man., and the following points in central Manitoba mining district which are non-post offices: Rice Lake, Slate Lake and Long Lake and to convey such mail as is offered for conveyance by this service, provided the senders assume all risk.

The requirements for this mail were:

1. "By Aerial Mail" to be prominently written on address side;
2. The usual Canadian postage to be affixed on address side;
3. A special aerial sticker sold by the Company or its agents, representing a charge of 10c an ounce, to be placed on reverse side in payment of the special charge for transmission by aerial service, which has been fixed by those making the flight.

Jubilee Jottings

BY ALFRED P. COOK



NEW YORK NOTES

The Canadian jubilee stamps have come to hand here. None of the dealers have as yet procured much of a stock, and of the ½-cent we know of, less than a dozen copies. One dealer has quite a number of the 6-cents but he is the only one here who seems to have procured their value as yet. There seems to be quite a diversity of opinion among dealers as to the speculative value of the set. All admit that the ½-cent and 6-cent are very hard to obtain and the indications are that they have been scooped by parties having inside influence with the department. While the understanding was that some of every value were to be put on sale at every post-office in the Dominion, the postmasters of at least twenty-two places state that they received no ½-cent stamps and many also received no 6-cents. One Canadian official states that orders have been issued not to sell more than ten of either of these values to one person, and that no mail orders should be filled. The ½-cent is said to be held at \$1.00 to \$2.00 per copy by parties having any for sale. As to the other values, the majority of dealers now think they will be obtainable for some time to come at a slight advance over face. Up to and including 8 cents, the stamps are printed in sheets of 100; the 10c are printed in sheets of 50 and it is probable that all the higher values are. The plate numbers on such sheets as we have heard are 1 cent No. 15; 3 cents, No. 1, 8

cents, No. 19. The colors are ½ cent, black; 1 cent, orange; 2 cents, green; 3 cents, carmine; 5 cents, dark blue; 6 cents, brown; 8 cents, purple, 10 cents, mauve; 15 cents, blue-black; 20 cents, scarlet; 50 cents, ultramarine; \$1, lake; \$2, violet; \$3, yellow-brown; \$4, violet; \$5, olive. The 8 cents and 10 cents are very near alike in color and the \$2 and \$4 of the same exact shade.

MEKEEL'S, Vol. 10, 8 July, 1897.

* * *

Newfoundland Jub. set, 14 var., lim. ..\$4.10
Same, 1, 2, 3, 4, 5, 6, 8, 10c 1.00
Canada Jubilee, ½c to \$5.0017.50
Canada Jubilee, ½c to 50c 1.50
Canada Revenues, 17 var. and cat.15
WM. R. ADAMS, 7 Ann St., Toronto, Can.

—*Ibid*

* * *

Winnipeg, June 25, 1897

Editor Mekeel's Weekly Stamp News:

Dear Sir—The demand for the sets and single copies of the jubilee stamps continue, but the vendor is unable to supply them, owing to their not being furnished in sufficient numbers by the Department from Ottawa.

They send them up in installments, small ones at that, of each stamp in just sufficient numbers to fill the sets. The only denominations obtainable easily so far are the 1c and 3c.

A sensation was caused amongst those interested by the government on Tuesday recalling by wire, all the 8c stamps of the new issue on hand at this office. It was before the business for the day had opened, so all had to be sent and no scoops were made.

The speculation now is as to the reason for it being done.

The latest is a paragraph amongst the dispatches from Ottawa to one of our dailies, in which it says the government will not redeem the jubilee issue as their practice has been with all unused stamps heretofore.

I was told of one man whom, on the

opening day of the sale, purchased ten complete sets.

B. G. HAMILTON

— *Ibid*

* * *

CANADA!

Diamond Jubilee Issue

Buy your sets Now. In a short time you will have to pay FIVE TIMES the present price. FOR TWO WEEKS ONLY I sell them at a lower price than any other dealer. See my advt. on first page of cover. Dealers supplied at 10 per cent above face in any quantity.

MATTHEW B. KNIGHT

Oak Hill, Charlotte Co., New Brun., Can.

Make P.O. orders payable at Calais, Me.

— *Ibid*

* * *

"Flying high" — Canadian Jubilee ½c and 6c values.

— *Ibid*

* * *

A postal card from a Montreal correspondent says: "The P.O. Department will only sell 1, 2, and 3c Jubilee stamps separately, all others with full sets up to \$5.00 only. Great dissatisfaction at this sale. ½c, 6c and 8c values are selling as high as \$1.00 each in this city."

— *Ibid*

* * *

An attractive cancellation stamp consisting of the English flag inscribed "Victoria, 1837-1897", also mailing date, has been prepared for use at the post office in Montreal, Canada.

— *Ibid*

* * *

The free-for-all-fight that seemed to characterize the occasion of placing Canadian jubilee stamps on sale in Toronto, as described by our correspondent, shows that the stamp business was pretty lively for a few days at least, even though June is considered one of the dull months.

— *Ibid*

* * *

BOSTON NOTES

By Edmund L. Smiley

The Canadian jubilee set arrived in all their beauty and are apparently exciting as much interest as did the Columbian set at its first appearance. The first set that appeared in the city, came to Mr. Frank P. Brown, who kindly showed them to me.

The set in its coloring and engraving, in

my opinion, rather eclipse the Columbian set, though some have found fault with the fact that the design is uniform.

There is, however, it seems to me, one blemish in the set, and that is the fact that the color of the two-dollar value is almost exactly the same as that of the four-dollar value. It does seem to me that with all the rainbow at their disposal, that the American Bank Note Co. and the Canadian Government could have improvised a different color for one or the other of these two values.

Perhaps there may be a color change! We dare not consider the consequences.

Just as generally expected, the ½c and 6c have been cornered and a sheet of the 6c which came to Boston a few days ago, sold at the rate of 20c per stamp.

The ½c are not selling at all, simply because nobody has any to sell. Our Canadian friends have us at a disadvantage and they know it.

— *Ibid*

* * *

General indications seem to point to a revival in philatelic interest arising from the issuance of these stamps, and a local dealer who displayed some of the lower values, a day or two ago, said that he had sold out all he had within a few hours to the general, non-stamp-collecting public, who bought them as souvenirs and as art photographs of Her Majesty, the Queen, at the modest rate of double face.

— *Ibid*

* * *

CHICAGO NOTES

By C. E. Severn

All orders for Jubilee Canadians that were sent by local stampmen to the post-office at Toronto were filled, it is believed, though not in their entirety. The ½, 6, and 8 cents were not sent as it was the intention of the authorities to supply these denominations only, when the complete set was bought.

MEKEEL'S, Vol. 10, 15 July 1897

* * *

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, 10c, 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*

* * *

NEW YORK NOTES

By Joseph Holmes

We are informed that the full number of the Canadian Jubilee set have not as yet been printed, notably of the ½ and 6-cent values, and this is the reason assigned by one in a position to know why dealers have found such difficulty in obtaining a supply of them.

— *Ibid*

* * *

The color of the 3-cent Canada Jubilee stamp seems to be affected by light, a copy placed in a window for a couple days losing its color entirely.

— *Ibid*

* * *

The jubilee stamp craze seems to have struck Canada as hard as the Columbian craze hit our country a few years ago. We were shown a letter received by a Nassau Street firm today from a Canadian lumber firm, in which the writer stated that he had about thirty 8-cent Canadian Jubilee stamps which he would dispose of at \$4 each; he also vouchsafed the information that last week they were only worth \$2 each. He also had a few ½ cent Jubilees which he was giving away for the small sum of \$10 each.

— *Ibid*

* * *

We are informed on reliable authority that the 8-cent Canada Jubilee stamp has been suppressed. We have not heard any reason assigned for this action. This value is sold here at about 50 cents; the 6-cent sells from 50c to \$1 at retail, and while we have not heard of any standard price for the ½ cent, we know of a block of 50 being sold for \$80.

— *Ibid*

* * *

CANADIAN NOTES

By REA

A very unique and handsome piece of work is the postal portfolio which is to be presented to His Royal Highness, the Duke of York, by the Dominion Government, and which is on exhibition in the window

of Kyrie Brothers, Jewelers, Toronto. The portfolio is in the form of an album, the cover of which is royal blue morocco leather, handsomely decorated in gold. In the centre of the front cover is a raised shield in white on which are the words in gold letters, "Dominion of Canada, Diamond Jubilee Postage Stamps 22nd June, 1897." The corners of the portfolio are decorated with guards of Canadian gold made from British Columbia and the Ramey district ore. The right hand upper corner decorations is a design of maple leaves, and the lower corner of English oak leaves and acorns. The portfolio is fastened with a clasp of Canadian gold in the form of oak leaves, while the bracket on the front holding the clasps in position is entwined with maple leaves with the monogram of H.R.H. the Duke of York — G.F.E.A. — George Frederick Ernest Albert. On the third page is the inscription, "This collection of postage stamps issued at Ottawa by the Dominion of Canada in commemoration of the Diamond Jubilee of her Most Gracious Majesty Queen Victoria is presented to H.R.H., the Duke of York K.G., by the Government of Canada 1897." The last page of this unique stamp album will contain the certificate of the destruction of the dies and plates in the presence of Hon. Wm. Mulock, postmaster-general of Canada. The book is a product of the jewelers and bookbinders' skill of Toronto and will be transmitted to its Royal owner encased in a portfolio of high royal blue morocco. It is expected to reach the Duke of York about the middle of July. This is probably the dearest stamp album in the world and contains only a single specimen of each denomination of the jubilee issue.

— *Ibid*

* * *

SELFISH LOYALTY

The following is an editorial taken from *The Advance*, a weekly paper issued from Flesherton, Ont., Canada:

"The Reform party now in power at Ottawa are a loyal party. In order to blow off their surplus loyalty they have issued a set of jubilee stamps of denominations running from half a cent to five dollars. However, as there was no earthly call for anything above a 50-cent value in stamps in this country, they are now trying to make the half and six-cent values sell the \$1, \$2, \$3, \$4 and \$5 stamps. In plain words they

refuse to supply postmasters with the half-cent and 6-cent stamps for ordinary business purposes, but will sell only complete sets, costing over \$16. This is straight evidence that the stamps were never issued for business use, neither were they issued from purely gushing loyalty, but only as a base speculation. The half and six-cent values are not on sale except in sets, to be ordered through the post-masters, and these sets are pure lumber, for the government in council may repudiate them at any moment, and this will probably be done after the higher values have been disposed of; or a new administration may come into power which will refuse to endorse this issue. It was authoritatively stated that these stamps would not be sold directly to the public, but only in the ordinary way through postmasters. This appears to have been but a quibble, as the postmasters are instructed to book orders when the government will supply them in complete sets only. This can scarcely be said to be the "ordinary way". Our government, in trying to force a \$16 expenditure upon anyone who wants to buy a half-cent stamp is playing a sharp trick which will, no doubt, be resented by those interested in philately, and should

result in the black listing of their precious paper labels of every denomination above 50 cents."

— *Ibid*

* * *

BOSTON NOTES

By Edmund L. Smiley

New matter has appeared with regard to the Canadian Jubilee set which is now quite widely in circulation. It appears that the ½c and 6c values were speedily cornered when first placed on sale. But fortunately, in a way, a reserve supply of all the values remained in possession of the department. And so, when the officials saw that the demand for the aforesaid values was so great they issued an order to the effect that these values should not be sold unless a whole set at \$16.20 ½ be purchased.

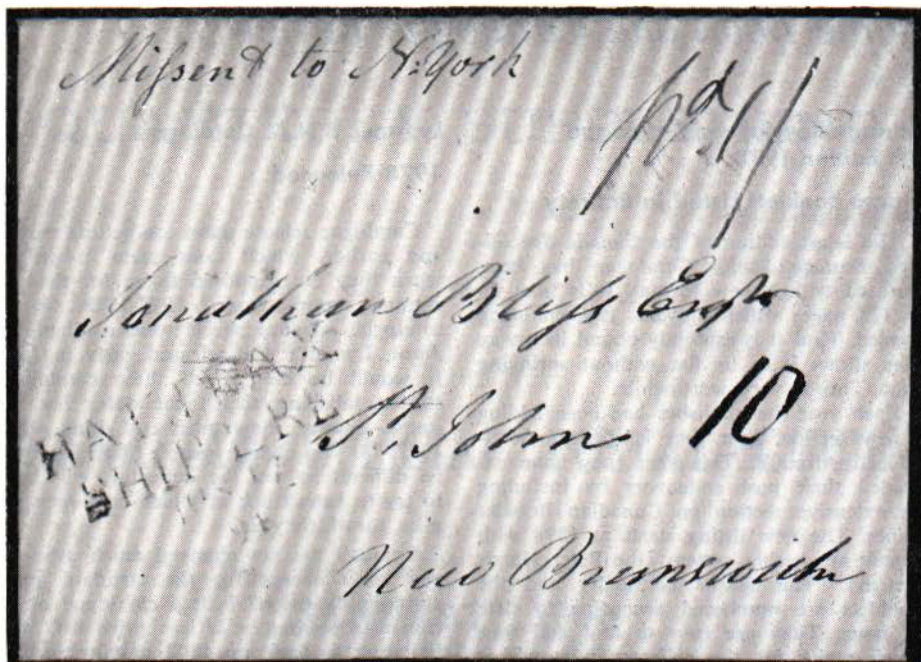
This ruling has caused a great deal of dissatisfaction among people who object to the high values of the set, and much pressure is being brought to bear upon the officials of the Canadian postal service. What the result will be we must wait and see.

— *Ibid*

UNUSUAL SHIP LETTERS

Enclosed are photos of 2 unusual Canadian ship letter folded lettersheets that I own which came out of an original recent find. The SL HALIFAX/SHIP LRE/JUN 17/94 is struck in an unlisted color, magenta. The letter, headed London, 10 December 1794, was written, signed and addressed by Benedict Arnold, American Revolutionary War traitor, while in exile. The SHIP LETTER LIVERPOOL-N.S. (Nova Scotia) in a negative crowned oval is unlisted and perhaps unique. The letter is headed Barbados, 18 June 1824, and carried by the Union via Liverpool, Nova Scotia, to Saint John, New Brunswick.

— *David L. Jarrett*



Magenta Halifax Ship Letter



Letter headed Barbados — 18 June 1824

Some Book and Catalogue Reviews . . .

Canada Specialized Catalogue 5th Edition 1978

Stamp Booklets Listed in Entirety

The latest edition of the *Canada Specialized Postage Stamp Catalogue* has been released with a new format. It is now up to 128 pages which prevents it from being stapled. Thus it is especially bound in a way that allows it to lie flat without springing shut. This is very worthwhile.

Each year the publisher had been adding a new section. Last year it was the Semi-Official Airmails. This year they have exceeded their past endeavors by including an extensive section on Canadian Booklet Panes. The new listing starts at 1898 with a new numbering system (the Peter Harris system). This allows continuity and the booklets are numbered according to date of issue. They are easy to find and thus much easier for the collector who wishes to collect them.

A welcome change, in fact implementing their first edition system, is the listing of premiums for never hinged and centering for the period 1933 to 1946. So many people are collecting both categories, hinged and never hinged, that it is wise of the publishers to establish a pricing for each category. This system helps to show the subtle difference that a hinged stamp is not worth less, just that the never hinged stamp has a higher value.

The *Canada Specialized* catalogue won a bronze medal in the literature section at the Amsterdam show this year, which attests to the specialized nature of this catalogue. The catalogue also won a gold medal at Stampex, Toronto in June.

We understand that the publishers requested suggestions from many of the most active dealers and collectors and it is quite obvious that they have included these suggestions by showing price differentials which indicate the true scarcity of certain stamps issued by the British North American post offices. This is far more accurate than Scott's catalogue because it is a survey of many dealers, not just one or two.

The publishers are to be congratulated.

— J. Young

Lyman's B.N.A. Catalogue 1978 Released

Catalogue release dates are getting earlier and earlier, which does seem ridiculous when they are supposed to be for the upcoming stamp season, 1977-1978. Scott's catalogue advance sheets were available in April, Lyman's was released early in July. It would be best if all these catalogues started labelling their year dates for the stamp season, September to June, thus 1977/78. To change people though would be difficult so we, the collector, will have to try to keep track of which catalogue applies to which year.

Lyman's has not changed much over the past year except for the standard price changes. Question? Is it a catalogue of all Canadian stamps or is it a price list. It is irritating to look up #02 narrow spacing strip and find a listing for Nos. 01, 03 and 04 yet not find #02. What is the reason for leaving it out? Another inconsistency is the listing of #122a, the \$1 Admiral Imperf. Why is it listed and not the other Admiral Imperf listings for the 4c, 5c, etc.

This year the pricing in Lyman's is almost the same pricing for individual stamps as the prices listed in *Scott's Standard Postage Stamp Catalogue*. The prices are consistent with the market except there are certain stamps that are much scarcer and much harder to find and thus have a higher value. This is not reflected. For example, find 20 never hinged copies of #200, the 8c orange medallion. This stamp is just as scarce as #198, the 4c, in fact old time dealers in New York who have dealt in Canadian stamps for many years have stated that even in the 1940's this lowly 8c was harder to get than the 4c. Another poor pricing is #207. In fact, almost all the red coils, whether they are 2c, 3c or 4c, are priced in a manner which does not reflect their true value. Rolls and rolls and rolls of #205, the 1c medallion, have been on the market for years. Try to find a roll of #206 or #207. Even to find a strip of 4 in good quality of the 2c and 3c is most difficult. The same comments apply to Nos. 228-230.

QUARTERLY SUPPLEMENT

TO

CANADIAN OFFICIAL POSTAL GUIDE

JANUARY, 1900

Published by the authority of the Postmaster General.



PRINTED BY S. E. DAWSON, QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
1900.

NOTICE.

In order to overcome the difficulty experienced in properly accounting for the ample quantities of Mail Bags and Mail Locks with which the Postal Service is provided, and with a view to keeping the same in constant circulation, and preventing any accumulation of unused Bags or Locks at different points throughout the Dominion, and unnecessary demands upon the Department for supplies of new Bags and Locks, POST OFFICE INSPECTORS, CITY POSTMASTERS RAILWAY MAIL SERVICE SUPERINTENDENTS, MAIL CLERKS and POSTMASTERS, generally, will for the future, be careful to see that all *surplus* Mail Bags, Newspaper Sacks, and Mail Locks and Keys coming into their possession, or under their observation, be immediately forwarded to the Postmaster General, Ottawa, (for Controller of Postal Stores), accompanied by an advice specifying the number of each sent in and the date upon which forwarded; also that all Bags, Sacks, &c., not required for use in the return of mails be sent back by first mail by the *receiving* to the *despatching* post offices.

The "steel clamp" Mail Locks are in all cases to be kept permanently attached by the chain provided for the purpose to the Cotton Duck and Leather Mail Bags, and when occasion arises for sending to the Controller of Postal Stores, Ottawa, for repair either the Bags or the Locks, the Locks are to remain attached to the Bags and both to be forwarded together.

Postmasters of all offices other than of the cities will apply as may be necessary for new Mail Bags, Locks and Keys to the Supt. Railway Mail Service of their District, and return damaged and worn out Bags, Locks and Keys to the same address.

City Postmasters will, under like circumstances, communicate directly with the Controller of Postal Stores, Ottawa.

The Postmaster General requires of all Post Office officials concerned special attention to the foregoing and energetic effort at all times in giving practical effect thereto.

POST OFFICE TRANSACTIONS

FOR

November and December, 1899, and January, 1900.

LIST OF POST OFFICES OPENED.

NAME OF POST OFFICE.	TOWNSHIP OR PARISH.	ELECTORAL DIVISION AND PROVINCE OR TERRITORY.	POSTMASTER.
Allanlea.....	Sec. 6, Tp. 18, R. 14, W. 1st M.....	Macdonald..... M	Alex. Campbell.
(a) Alvena.....	Sec. 18, Tp. 41, R. 1, W. 3rd M.....	..... Sask.	Joseph Tremblay.
Aston Junction.....	Aston.....	Nicolet..... Q	Télesph. Vigneau.
Athalmer.....	.....	Yale and Cariboo..... B C	Jos. J. Lake.
Barnet.....	.....	Burrard..... B C	J. M. Poitras.
Beresina.....	Sec. 30, Tp. 23, R. 31, W. 1st M.....	..... Assa East	Adolphe Becker.
Bittern Lake.....	Sec. 16, Tp. 47, R. 21, W. 4th M.....	..... Alta	Ernest Roper.
Blair.....	Waterborough.....	Sunbury & Queen's... N B	Chas. B. Botsford.
Briton Cove.....	.....	Victoria..... N S	Mrs. Chris. McLeod.
Brooklyn (re-opened).....	.....	Yale & Cariboo..... B C	J. L. Magney.
Clover Valley.....	Huron.....	Bruce, W.R..... O	Ashley A. Blair.
Comaplix.....	.....	Yale and Cariboo..... B C	G. H. Morkill.
Disley.....	Sec. 12, Tp. 19, R. 23, W. 2nd M.....	..... Assa West	David McArthur.
Dog Pound.....	Sec. 2, Tp. 29, R. 4, W. 5th M.....	..... Alta	Mrs. Amy E. Smith.
Drysdale (sub-office).....	St. Antoine Division.	City of Montreal..... Q	Wm. Drysdale.
Ethelbert.....	Sec. 31, Tp. 29, R. 21, W. 1st M.....	Marquette..... M	Geo. C. Bear.
Fairfax.....	Sec. 32, Tp. 5, R. 20, W. 1st M.....	Brandon..... M	Jno. H. Douglas.
Franklin Corners.....	South Plantagenet.....	Prescott..... O	Wm. Franklin.
(a) Golden Stream.....	Sec. 35, Tp. 13, R. 11, W. 1st M.....	Macdonald..... M	Wm. Burnby.
Green Cove.....	.....	Victoria..... N S	John Roberts.
(a) Horncastle.....	Carden.....	Victoria, N.R..... O	John Millaley.
Ingonishe Centre.....	.....	Victoria..... N S	Henry Cann.
Kimberley.....	.....	Yale & Cariboo..... B C	Chas. Estmere.
(a) Knapdale.....	Mosa.....	Middlesex, W.R..... O	D. McNaughton.
Leavitt.....	Sec. 31, Tp. 2, R. 26, W. 4th M.....	..... Alta	Walter Glenn.
Leroy.....	Wentworth.....	Cumberland..... N S	Wm. Mahoney.
Lewiston.....	Tangier.....	Halifax..... N S	Geo. E. M. Lewis.
Melanson.....	Horton.....	King's..... N S	Marshall Coldwell.
Melton.....	Sec. 30, Tp. 26, R. 18, W. 1st M.....	Marquette..... M	Herbert L. Short.
Mount Robson.....	St. Edouard de Frampton.....	Dorchester..... Q	Philémon Roy.

(a) Re-opened.

LIST OF POST OFFICES OPENED—*Concluded.*

NAME OF POST OFFICE.	TOWNSHIP OR PARISH.	ELECTORAL DIVISION AND PROVINCE OF TERRITORY.	POSTMASTER.
North Springfield.....	.....	Annapolis..... N S	Guilf. M. Durling.
Ogilvie's.....	Springfield.....	King's..... N B	David Ogilvie.
Parker Road.....	Aylesford.....	King's..... N S	Justus B. Collins.
Pettapiece.....	Sec. 18, Tp. 13, R. 20, W. 1st M.....	Marquette..... M	Wm. L. Thomas.
Pintendre.....	Lauzon.....	Lévis..... Q	Jos. Carrier.
Plantagenet Springs.....	North Plantagenet.....	Prescott..... O	Elie Gauthier.
River Valley.....	Gibbons.....	Nipissing..... O	David W. St. Eloi.
Ruby Creek.....	.....	Yale & Cariboo..... B C	H. Fooks.
Ruther Glen.....	Sec. 2, Tp. 15, R. 29, W. 1st M.....	Marquette..... M	Geo. W. McAuley
St. Claude.....	Cleveland.....	Richmond..... Q	O. Adam.
Sissiboo Falls.....	Weymouth.....	Digby..... N S	Fred. M. Steadman.
(a) Stewarton (sub-office)	City of Ottawa.....	Carleton..... O	Wm. L. Scott.
Stickney.....	Peel.....	Carleton..... N B	A. L. Stickney.
Swan River.....	Sec. 11, Tp. 36, R. 26, W. 1st M.....	Marquette..... M	Hugh Harley.
Thistle.....	Egremont.....	Grey, S.R..... O	David McKelvie.
Upper Sackville.....	Sackville.....	Halifax..... N S	Lewis L. Hamilton.
Venlaw.....	Sec. 26, Tp. 26, R. 22, W. 1st M.....	Marquette..... M	Frank Dowkes.
Verdun.....	.....	Jacques Cartier..... Q	Zénon Chartrand.
Waudby.....	Glenelg.....	Grey, S.R..... O	Wm. Geo. Baker.
Weston.....	Wilmot.....	Carleton..... N B	Mrs. J. Cunningham
Woodlea.....	Sec. 28, Tp. 11, R. 16, W. 1st M.....	Macdonald..... M	James E. Booth.

(a) Re-opened.

NOTE.—The Post Office at Forty Mile Creek, Yukon District, has not been in operation since March, 1897.

CHANGES IN POST OFFICES ALREADY ESTABLISHED.

NAMES CHANGES.

Duncan.....	District of Yale and Cariboo.....	B.C.	to Howser.
Edna.....	District of Alberta.....	.....	" Star.
McKnight.....	County of King's.....	N.B.	" Marttown.
Minnokin.....	" Marquette.....	M.	" Fork River.
Norton.....	" King's.....	N.B.	" Raymond.
Norton Station.....	" King's.....	N.B.	" Norton.
Ste. Anastasie Station.....	" Megantic.....	Q.	" Lyster Station.
St. Leonard's.....	" Victoria.....	N.B.	" Martin's.

OFFICES CLOSED.

Brooklyn.....	District of Yale and Cariboo.....	B.C.	Closed 20 November and re-opened 18 Dec., 1899.
Cherry Creek.....	" " ".....	B.C.	.....
Christina.....	" " ".....	B.C.	.....
Four Mile Brook.....	County of Pictou.....	N.S.	.....
Greenshields.....	" Richmond.....	Q.	.....
Land Villa.....	" Montmagny.....	Q.	.....
Lost Channel.....	" Hastings, E.R.....	O.	.....
Melgund.....	" Brandon.....	M.	Closed 31 Dec. 1899.

QUARTERLY SUPPLEMENT.

OFFICES CLOSED—*Concluded.*

Morcambe.....	County of King's.....	N.B.
Palmer Rapids.....	“ Renfrew, S.R.....	O.
Silver Mountain.....	District of Algoma.....	O.
Spring Harbour.....	County of Norfolk, S.R.....	O.
Vermilion Bay.....	District of Algoma.....	O.
West Magdala.....	County of Elgin, W.R.....	O.
Wild Horse.....	District of Yale and Cariboo.....	B.C.

MONEY ORDER BRANCH TRANSACTIONS.

MONEY ORDER OFFICES TO BE ADDED TO THE LIST.

ONTARIO.

Stewarton, Co. Carleton.
Thornloe, Dist. Nipissing.
Young's Point, Co. Peterborough.

QUEBEC.

Drysdale (*Montreal*), Co. Hochelaga.
Lyster Station, Co. Megantic.
Ste. Emélie de Lotbinière, Co. Lotbinière.

NOVA SCOTIA.

Dufferin Mines, Co. Halifax.
Merigomish, Co. Pictou.

NEW BRUNSWICK.

Norton, Co. King's.

BRITISH COLUMBIA.

Oyster Harbour, Dist. Vancouver.

MONEY ORDER OFFICES TO BE REMOVED FROM THE LIST.

Bullion, Dist. Yale-Cariboo, B.C.
Hornby Island, Dist. Vancouver, B.C.
Lingan, Co. Cape Breton, N.S.
Merigonishe, Co. Pictou, N.S., *changed to Merigomish.*
Moose Creek, Co. Stormont, Ont.
Norton Station, Co. King's, N.B., *changed to Norton.*
Penticton, Dist. Yale-Kootenay, B.C.
Ste. Anastasie Station, Co. Megantic, Que., *changed to Lyster Station.*
Sicamous, Dist. Yale-Cariboo, B.C.
South Bay, Co. Victoria, N.S.

SAVINGS BANK BRANCH TRANSACTIONS.

Post Offices made Savings Bank Offices.

15th January, 1900. Bridgewater, Co. Lunenburg, N.S.
“ City Councillor St., Montreal.

INFORMATION FOR POSTMASTERS.

1. New Postal Division.—A new Postal Division has been established with headquarters at Vancouver, comprising the Electoral Districts of Burrard, New Westminster, Yale and Cariboo in British Columbia, and has been placed under the charge of Mr. W. H. Dorman, formerly Assistant Post Office Inspector of the British Columbia Division, who has been made a Post Office Inspector.

The remainder of the Province of British Columbia constitutes a Postal Division under the name of the Victoria Division,—head-quarters at Victoria, B.C.—and continues under the charge of Mr. E. H. Fletcher formerly Post Office Inspector of the British Columbia Division.

2. Building and Loan Society Pass Books.—The reduction in the Postage rate on Bank Pass Books which was announced in the Supplement for July last has been extended to the Pass Books used by Building, Loan, and Investment Societies. Such Pass Books will therefore in future pass by post at the rate of one cent per two ounces.

3. Removal of Stamps from Letters.—Several complaints, some of which it is feared are well founded, have reached the Department respecting the removal of stamps from letters in course of post. Such a practice is most reprehensible and should any act of this nature be proved against an officer of the postal service, the Department would deal with the matter very seriously.

4. Careful Examination of Addresses.—The Department has endeavoured on more than one previous occasion to impress upon Postmasters the necessity of carefully examining the addresses of letters they receive, and particularly of those addressed to parties whom they do not know. In the latter case there is always a possibility that the letter has been missent through a misreading of the address or otherwise. A Postmaster receiving a letter addressed to a business firm, hotel, bank or other public institution, *which does not exist in his locality*, may be reasonably certain the letter is not for his delivery, even though the name of his office appears thereon. A Postmaster may always send specially to the proper branch Dead Letter Office a letter which for any reason he cannot deliver.

5. Newspapers returned to Office of Publication.—The question is sometimes raised as to whether there is not a reduced rate of postage on unsold newspapers returned to offices of publication. There is no reduced rate on such matter: the rate is the ordinary printed matter one of one cent per four oz. or fraction thereof.

6. Address letters of United States Origin.—Postmasters sometimes overlook the fact that undelivered letters of United States origin which bear the senders address on the envelope are not to be sent to the Dead Letter Office, but are to be returned direct to the senders in the United States. In some cases such addresses appear on the back of the cover; and the Postmaster should then score out the first address of the letter and write across the face "See back."

7. Postage between adjoining Post Offices.—It was stated in the October Supplement that "the ordinary letter rate is now charged on all letters, which being posted at one Post Office are sent for delivery to a different one, however close the latter may be to the first office." It is necessary to observe that this is not limited to letters passing between a City Post Office and a suburban office, but is of general application throughout the country and therefore abolishes all exceptional arrangements which may have anywhere existed for a reduced rate between offices in close proximity to one another.

8. Letter-Cards.—Postmasters should endeavour to make it perfectly clear to persons purchasing Letter-Cards that a One Cent Letter-Card cannot be used as a Post Card for correspondence between different Post Offices, nor as a drop letter in places where there is a free Letter Carrier delivery. The letter-card as its name signifies is a *letter*, and whatever

postage a letter in the full sense of the word would require on any occasion, that amount of prepayment, and no less, is required on a Letter-Card used on a similar occasion.

9. Half Cent Stamps.—There are only two purposes according to the regulations which a single half-cent stamp will serve. One is to prepay newspapers and periodicals weighing not over one ounce; the other is to prepay *unaddressed* circulars handed in at, or sent to, a Post Office for distribution through the letter boxes to box-holders. If Postmasters find that any persons are under a different impression, they should endeavour to set them right, so that they may not purchase quantities of these stamps which they would find it inconvenient to use.

10. Postage Stamps Withdrawn.—The issue of the 3 cts., 6 cts., and 15 cts. stamps from the Department has ceased. Stamps of these denominations in the hands of the public will, however, continue to be recognized on correspondence.

11. The Kingdom of Corea entered the Universal Postal Union on the 1st January 1900.

The cataloguer is to be congratulated on not increasing the price of #411, which moved too fast last year.

Each catalogue has its purpose, this catalogue is a price catalogue.

— J. Young

Scott's Volume I

Many Price Changes

This review will examine the B.N.A. sections of Scott's since our society is devoted to B.N.A. collecting.

The increases in prices for Canada are substantial and reflect the existing market for Canadian stamps. Finally, we are seeing some sensible changes and the gradual bringing in line of the value of certain stamps in relation to other stamps. We note the increase of #157 (20c Reaper) from \$8.50 to \$15.00. This stamp cannot be compared with #216, which is available in quantity. Last year #216 (13c Silver Jubilee) was \$7.00, it has moved to \$8.00 this year. One can see that the 20c Reaper has been given a justified increase. An argument should be made to increase #175 (20c Harvesting)—\$10.00 only, yet #225 (20c Niagara) is \$17.50. These kinds of disparities are not correct. The 20c Harvesting was issued in the early 1930's when the world economy was suffering from its worst depression. Collectors, investors and speculators did not have money to buy stamps in this period. By 1935 more money was available to buy the 20c Niagara, thus #175 was used for postage and is not readily available. This is not reflected in the catalogue. Gradually the catalogues may get their prices in sequence with the scarcity of the material available. We hope that the catalogue committee will consult with more recognized active dealers and collectors and start bringing the prices in line.

— J. Young

NOTE: Our catalogue reviewer is well qualified to review the above three catalogues as chief buyer for one of Canada's largest stamp firms (CSIC-UNIVERSAL). He constantly has his fingers on the pulse of the market and is very much aware of what stamp is scarcer than others—Editor.

BOOK AND CATALOGUE REVIEWS

"Reference Manual of BNA Fakes, Forgeries, and Counterfeits," by Kenneth M. Pugh is a high quality and unusual style publication. It is indeed the only photographic guide to BNA forgeries and fakes. This manual is being produced in form of 50-page releases to be made at periodic intervals. The pages are on coated book stock type paper. The size of these pages are 5½x8½ inches and they are punched for the standard three-ring binder. Each page deals with a single stamp or a portion of a stamp followed by a brief description immediately below the enlarged photograph. The quantity of deluxe library binders produced for this publication is limited to 100 and the binder is almost the same price as Release Number 1.

Thirty-two percent of Release Number 1 is devoted to Newfoundland and British Columbia; 14% features modern counterfeits; 25% deals with fake official overprints, maps, a non-existent watermark on a map stamp, and a non-existent precancel on an admiral stamp; 14% is devoted to earlier Canada stamps and the rest to introduction, title page, terminology and tabs. This manual, when completed, should be a worthwhile book to include in a philatelic reference library.

— S. Lum

"NOVA SCOTIA FAKES & FORGERIES"

The appearance of "Nova Scotia Fakes & Forgeries", by Captain R. B. Mitchell is further evidence that the one time back-of-the-album type material can be and is an important and serious philatelic study. Although the title implies that only Nova Scotian forgeries are dealt with, Captain Mitchell cannot resist the urge (and justifiably so) to feature the genius master forger, Jean de Sperati, who did not produce any stamps of Nova Scotia. This informative and concise publication outlines the background stories of the various forgers, where known and characteristics of their works, including paper, printing, design and finer distinguishing details. It is well illustrated and despite minor problems with typographical errors, it is an easy book to read. Since it is an inexpensive (production and price) book, it is a useful addition to any philatelic library.

— Stan Lum

Some Notes from BEAVER CHATTER

From *Beaver Chatter*, Vol. 2, No. 6, Whole No. 10, July 1977, the organ of T.P.A. Unit No. 1, the Beaver Unit.

* * *

B.N.A. Entry Details

The following entries have been completed and sent in as of this writing:

William Murphy—Canadian Flag Cancellations, 3 frames.

Jeffrey Switt—Type I Squared Circle Cancels, 4 frames.

"Woody" Poore—Canadian Federal and Provincial Revenues, 6 frames.

Mickey Richardson—Canadian Advertising and Patriotic Cards, 5 frames.

Barry Shapiro—Canadian Squared Circle Cancels, 8 frames.

Don Makinen—1) Canadian Booklets & Panes, 1928-1935, 5 frames. 2) Canadian Postal Stationery, Queen Eliz. Envelopes, 5 frames.

Vi VandenBoom — 1) Newfoundland Postal History, 8 frames. 2) Newfoundland Airmails, 3 frames. 3) Newfoundland, 19th Century, 6 frames.

Report on the May 14th Meeting at Bryan

In spite of the fact the meeting was held just seven weeks after our March Blast, the attendance held up well for this May meet. Sixteen members plus three guests attended.

The meeting place was excellent, and the College Station-Bryan members are to be congratulated. The hosts, Paul and Sanna Roling did a bang up job.

Nine members participated in the Clothesline Exhibit. As usual some interesting and unusual material was displayed. I note that we are tending to display mostly cover and postal stationery material.

Paul Roling gave a very instructive demonstration of the use of his ultra-violet light to show the differences in the fluorescence of modern stamp papers.

Ed Richardson showed his Louis Joseph Papineau collection, and gave a capsule account of early Canadian History.

We were glad to see both Clinton Phillips and Preston Johnson made their second meeting, and Benbow and Drozd their third. Dale Worthy made his second one also.

Present were Rev. Poore, Bill Murphy, Barry Shapiro, George Dresser, Paul and Sanna Roling, Ed and Mickey Richardson, Vi and Jerry VandenBoom, Larry Martin, Clinton Phillips, Vic Drozd, Ben Benbow, Preston Johnson, Jeffrey Switt, Don Makinen, Dale Worthy and his brother.

News of Some Members

Lee Brandom won the Best Foreign Trophy with his Canada Postage Dues, and Vi VandenBoom Best Postal History Trophy with her Newfoundland at the May 21-22 Corpus Christi Exhibition.

Vi VandenBoom won a Gold Medal at HoupeX '77 for her Newfoundland Postal History.

Unit members Larry Martin and Dale Worthy both had Dealer's tables at HOUPEX '77, and Mary Jane Menzel was holding down Jack McMahan's table, while Vi assisted her husband Jerry at his.

Ed Richardson deserted B.N.A. long enough to win a Vermiel Award at HOUPEX for his French West Africa Die Proofs, and a Silver for his Bosnia Proofs.

**GET TOGETHER
AND FORM A
REGIONAL GROUP**

The Canadian Military Mail Study Group

From The Canadian Military Mail Study Group newsletter, the editor is Colin Campbell, 1450 Ross Road, Kelowna, B.C., V1Z 1L6, and membership information can be obtained from him.

* * *

SAVARD CAMP, QUEBEC

A post card recently turned up with picture captioned, "15,000 men under canvas at Savard Camp, Quebec." Obviously W.W.I period. Has any member information on this camp?

Canadian Contingent Cachet

Kenneth Rowe's article brings us details of a most interesting find concerning these well known cachets. The periods of use are significant, that of Rowe's type 3 being approximately 7 weeks only, at the date of writing the article. Other dates may be established. One of the major differences between types 2 and 3 is illustrated below. Provision is made on the survey page included so that readers may record their holdings of type 3. Our illustration of the cachet on page 7 of Newsletter No. 18 is Rowe's type 2.

EXCERPTS FROM THE SQUARED CIRCLE NEWSLETTER

From *The Round Up Anex*—the Squared Circle Newsletter, as edited by G. F. Hansen and W. G. Moffat.

* * *

Notes For Use With Map Stamp Check List

a. BEETON — High probability; known MY 6/98 to FE 15/01, including dates of DE/98, and AP, JU, AU, OC, NO, and DE/99.

b. LONDON, State 2 — Moderate probability; known AP 4/94 to DE 1/98, followed by dates in JY and SP/99.

c. ST. ANN'S — Low probability, but possible; known JY 24/93 through NO 9/98, and not again until NO 21/02.

d. CANNING — Probable; known SP 18/93 to ?? 6/99, indicating use for at least a month in Map Stamp era.

MACCAN — First example now reported: Ap 3/99.

f. YARMOUTH — Probable; known MY/29/94 to JA 27/99.

g. NEWCASTLE CREEK — Probable (as a free strike on cover); first period of

use: AU 17/93 to OC 19/99.

h. ROTHESAY — Probable; first period of use: AU 4/93 to NO 8/00.

i. CHARLOTTETOWN — Low probability; known SP 8/93 to AU 19/98 and not again until MY 26/00 to JU 13/00. Probably not in use during Map Stamp era.

j. DANVILLE — Very low probability; known DE 6/93 to JA 8/94, followed by long gap to isolated AP 5/98, and then no longer seen until MR 20/03 and later. Probably not in use in Map era.

jj. FARNHAM — Low probability, but slim possibility; known JA 6/95 to OC 29/98, and not again until JA 7/00 and later.

k. LEVIS — Very low probability; known FE 23/94 to JU 6/95 and not again until OC 10/00 and later.

kk. RICHMOND — Low probability; known OC 2/93 to NO 4/94 and not again until single late date of OC 18/99.

l. ST. ANNE DE BEAUPRE — Low probability; known FE 19/94 to JY 11/98 and then not again until SP 9/99.

ll. SUTTON — Very low probability; known NO 2/94 to DE 1/96, followed by

JU 16/02 to DE 24/02; likely not in use in Map era.

m. VICTORIAVILLE—Probable; known JA 5/94 to JA 9/99.

n. ANGUS — Probable; second period of use: OC 4/98 to DE 19/98.

nn. ATHENS — Probable; known JY 18/94 to JA 6/99.

o. BURFORD — A possibility; known DE 27/93 to DE 10/98.

oo. CACHE BAY — Probable; second period of use: JA 8/98 to DE 19/98.

p. CARDINAL — Probable; known FE 9/94 to DE 28/98.

pp. CHESLEY — Low probability, but a slim possibility; known AP 13/94 to AP 13/96 and isolated report of NO 23/98.

q. GLENCOE — Latest dated strike FE 9/98; after this, nude strikes known on Numeral issue and Map Stamp.

qq. GRAFTON — Low probability; known NO 26/94 to NO 2/98.

r. KINCARDINE — Low probability; but possible; known NO 2/94 to JY 18/95, and not again until late date, AP 6/99.

rr. LONDON, Type II — Although not previously known in Map Stamp era, a partial strike on Map has now been reported.

s. MARKDALE III — Low probability, but possible; no strikes reported for '98, a single example for JA 30/99, and then AP 9/00.

ss. MERRITTON — Low probability; known DE 8/94 to OC 12/98, then MR 3/02 to NO 13/02; perhaps not in use in Map Stamp era.

t. MITCHELL — Low probability; known SP 14/93 to AU 12/99, but latest recorded date for '98 is MY 26/98, and the only date for '99 is the late date, AU 12/99.

tt. PALMERSTON — Improbable; however hammer contained MY 5/06 when found.

u. PEMBROKE — Low probability, but possible; known to NO 29/98.

uu. PORT DOVER — Low probability, but possible; known DE 18/93 to JA 1/96, then SP ?/99 to DE 4/99.

v. PORT PERRY — Low probability, but a slim possibility; latest dated example is DE 20/97, but two examples of 98/blank/blank are known on 2c numeral — year errors for '99.

vv. WATFORD — Low probability, but possible; known to DE 2/98.

w. WELLINGTON — Low probability, but possible; only strike reported for '99 is

an error year date with 66 in upper slot and otherwise blank; some other use may have occurred in '99.

ww. MANITOU — Probable; known to JY 2/99.

x. ESTEVEN — Probable; known to May 1/99.

xx. GRENFELL — Low probability, but possible; known to MY 19/98, followed by AU ?/99 and then MY 2/00 to NO 9/03.

y. REGINA — Probable; known to FE 7/99.

yy. PRINCE ALBERT — Probable; known to DE 28/98 and then later, 1910.

z. MACLEOD — Probable; known to DE 12/98.

zz. SOURIS & W'PEG I — Possible???. Known period use spans Map Stamp era but sparse information on continuity of use.

Finders of any town indicated in this listing as not yet reported on Map Stamp are requested to advise me of the find, giving complete indicia, to the extent it can be read.

Revised June 13, 1977.

Dr. William G. Moffatt
Hickory Hollow, R.R. 3
Ballston Lake, N.Y. 12019

Squared Circles on Map Stamps

Beverlie Clark, a noted specialist in the Map stamp, has just reported the following items:

Souris and Winnipeg, No. 2, on cover with Map stamp, dated DE 27/00.

Cornwall, Ontario, DE 23/98.

Picton, Ontario, 1/JA 3/00.

The Souris & Winnipeg R.P.O. has not previously been reported on cover with Map stamp. Cornwall, Ontario has not been known on Map stamp and the Picton, Ontario is a late date report for the use of 1 in the time mark spot.

Beverlie has promised me xerox copies of these interesting items and they will likely appear as illustrations in the next issue.

A Small Study of Prescott, Ontario

Member B. C. Plain has sent me the results of a study he has made on the Squared Circle of Prescott, Ontario. This study is based on 137 strikes, mostly on 1c Small Queens.

Period 1. BLANK AU 4/93-AU 19/93, 5/137 pr 3.64%.

Period 2. AM NO 14/93-DE ?/93, 2/137 or 1.46%.

Period 2. PM AU 28/93-FE 15/94, 29/137 or 21.16%.

Period 3. BLANK MR 3/94-JA 3/99, 101/137 or 73.72%.

Note that the AU 28/93 date is an early date for the use of PM at Prescott.

Can anyone add anything to this rather interesting, but limited, study?

Brandon, Man., Something Different

B.C. Plain has also submitted an interesting item from Brandon, Manitoba. This is dated JY 16/98 and has the characteristic broken "8" in 98 but it also has what may be a smudged or sideways "4" in the time mark slot. I am attempting to illustrate this item here but I am not too hopeful

that it will come up as well as we could hope. I am also going to photograph the stamp and see if I can get anything to come up in a slide. I now have a kind of good copy set up with an Olympus OM 2 camera together with a macro lens capable of up to 1:1 reproduction on the slide.

Hartney, Man., on 5c Registry Stamp

Don Fraser has given me a xerox of his Hartney, Manitoba on the 5c Registry stamp. I hope this reproduces well as this appears to be an early date for Hartney . . . SP 11/93. The "3" is just barely visible at the bottom of the stamp (only the top tail of the 3) but it seems to be very definitely a 3.

ADMIRAL EARLIEST DATES

By A. L. STEINHART

Much has been written on the first days of various stamps of the Admiral issue but I do not recall ever having seen a group project by any large group to try to ascertain the earliest known dates of various Admiral stamps off cover and on cover. Coils, dies, wet and dry printings should all be treated separately. The editors will be willing to compile such a list and it will be published in *Topics*. New earlier dates will be reported as they are recorded and hopefully new information will come to light which can benefit us all. Below is a list of the stamps we shall try to find dates for. Please state in your report whether the stamp is on or off cover, where the cancel is from if legible, and if on cover, the use of the stamp and if there is a corroborating hand or machine cancel.

No. 104—1c green

No. 105—1c yellow, die I

—1c yellow, die II

No. 106—2c rose red

No. 107—2c green, wet printing, die Ia

—2c green, dry printing, die Ib

—2c green, thin paper

No. 108—3c brown, wet printing

—3c brown, dry printing

No. 109—3c carmine, die I

—3c carmine, die II

No. 184—3c carmine perf, 12x8

No. 110—4c olive yellow, wet printing

—4c yellowish, dry printing

No. 111—5c blue

No. 112—5c violet, wet printing

—5c violet, dry printing

—5c violet, thin paper

No. 113—7c straw, earliest shade

No. 114—7c red brown, wet printing

—7c red brown, dry printing

No. 115—8c blue

No. 116—10c reddish purple

No. 117—10c blue, wet printing

10c blue, dry printing

No. 118—10c brown

No. 119—20c olive, wet printing

—20c olive, dry printing

No. 120—50c black, wet printing

—50c black, dry printing

No. 122—\$1 orange, wet printing

—\$1 orange, dry printing

—1c green booklet stamp

—1c yellow booklet stamp

—2c carmine booklet stamp

—2c green booklet stamp

—3c carmine booklet stamp

COILS

- No. 123—1c green, perf 8, horizontal
 No. 124—2c carmine, perf 8, horizontal
 No. 125—1c green, perf 8, vertical
 No. 126—1c yellow, perf 8, vertical,
 wet and dry printings, dies I and II
 No. 127—2c carmine, perf 8, vertical
 No. 128—2c green, perf 8, vertical
 wet and dry printings, dies Ia and Ib
 No. 129—3c brown, perf 8, vertical
 No. 130—3c carmine, perf 8, vertical
 wet and dry printings, dies I and II
 No. 131—1c green, perf 12
 1c green, perf 12, with lge holes,
 (Toronto experiment)

- No. 132—2c carmine, perf 12
 No. 133—2c green, perf 12
 No. 134—3c brown, perf 12
WAR TAX STAMP
 MR1—1c green
 MR2—2c carmine
 MR3—2c+1c carmine, die I
 MR3a—2c+1c carmine, die II
 MR4—2c+1c brown, die II
 MR4a—2c+1c brown, die I
 MR5—2c+1c carmine, perf 12x8
 MR6—2c+1c carmine, coil stamp
 MR7—2c+1c brown, die II
 MR7a—2c+1c brown, die I
 * * *

Perforation Shift

On page 25 of the January/February issue of "Topics" Leopold Beaudet comments on some irregularities in the perforating machine used for the eight cent 1967 Canadian Postage Stamp and the eight cent of the 1973 issue.

On looking over the relevant blocks in my collection I noticed that plate 6 of the Centennial eight cent has a noticeable shift upward, in the left selvedge and that the two closest pins to the vertical perforations are out of line. This may be the case for all the positions on this side of the sheet.

On plate No. 5 of the 1973 issue there is still a shift in the lower margin and it is also evident in plate No. 1 of the same issue. Plate 6, which is perforated 13 does not show these irregularities.

It would seem that the teeth of the perforating machine in this particular position were defective in their placement, and that in some cases there was a completely missing perforation. — Robert B. Thomas



Some further New Dates

By A. L. STEINHART

Dates of Issue

- July 20, 1935—3c coil Scott No. 230,
1935 Issue
May 30, 1935—3c French booklet, 1935
Issue
July 2, 1935—4c postage due stamp
July 23, 1935—Combination English book,
1935 Issue
August 8, 1935—3c booklet, English,
1935 Issue
August 19, 1935—1c booklet, English,
1935 Issue
October 14, 1935—1c postage due, 2c coil
1935 Issue
Nov. 5, 1935—1c coil, 1935 Issue
Nov. 16, 1935—2c booklet, English,
1935 Issue
Nov. 18, 1935—2c booklet, French,
1935 Issue
June 26, 1936—1c coils, precancelled,
1935 Issue
Sept. 2, 1936—Combination booklet,
French, 1935 Issue

* * *

- April 15, 1937—Combination booklet,
English, 1937 Issue
April 23, 1937—3c booklet, French,
1937 Issue
April 27, 1937—3c booklet, English,
1937 Issue
May 10, 1937—1c coils, precancelled,
1937 Issue
May 18, 1937—1c booklets, English,
1937 Issue
Jan. 4, 1938—Combination booklets,
French, 1937 Issue
May 3, 1938—2c booklet, English, 1937
Issue
Oct. 14, 1938—1c booklet, French,
1937 Issue
March 9, 1939—2c booklet, French,
1937 Issue

* * *

BRITISH AMERICAN BANK NOTE OTTAWA NO. 1
Design: David Armstrong / Ottawa



BRITISH AMERICAN BANK NOTE OTTAWA NO. 3
Design: David Armstrong / Ottawa

BRITISH AMERICAN BANK NOTE OTTAWA NO. 3
Design: David Armstrong / Ottawa



Aug. 20, 1942—3c booklet, English,
1942 Issue
Aug. 29, 1942—3c booklet, French,
1942 Issue
Sept. 14, 1942—Combination booklets,
English, 1942 Issue
Sept. 23, 1942—3c coil, 1942 Issue
Oct. 6, 1942—2c booklets, English, 1942
Issue
Nov. 24, 1942—1c booklet, English,
1942 Issue
Nov. 24, 1942—2c coil, 1942 Issue
Feb. 9, 1943—1c coil, 1942 Issue

Feb. 9, 1943—1c coil, precancelled,
1942 Issue
Feb. 12, 1943—Combination booklet,
French, 1942 Issue
Feb. 16, 1943—1c booklet, French,
1942 Issue
April 5, 1943—2c booklets, French,
1942 Issue
May 4, 1943—4c booklet, English,
1942 Issue
Sept. 30, 1950—3c and 4c, 1949 Issue
(018 and 019) overprinted G

The 1839 Two Part Circle Handstamps

By FRANK W. CAMPBELL

In 1839 over 1000 steel handstamps, about 30 mm wide, in a broken double circle were made in England for all Canada except Prince Edward Island. They had serifs (little wings) on all letters and dating figures. These serifs helped a longer life. One Nova Scotia office used theirs for 66 years, of course well worn at the end.

In 1842 another large order was made in England. Prince Edward Island had three somewhat similar made, but details differ.

The majority in L.S.-U.C. were manuscript dated, while all N.S., N.B., were type dated. Type dating cost many times the price of a manuscript dated instrument, as it had to be two piece with a threaded screw to get the type into position. The type also was costly.

I had the Pugwash-N.S.-PAID instrument for some years, and it was a fine sample of good craftsmanship, hand gouging into soft steel. The type was individually gouged into steel.

All the N.S.-N.B. instruments were type dated, partly because only large income places called Regular P.S.s, even in some handstamps, had these expensive items supplied. The myriad of small Way offices were not supplied with this 30mm style.

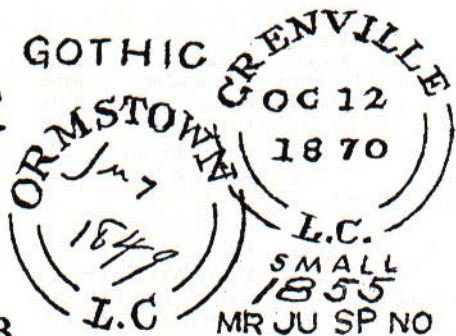
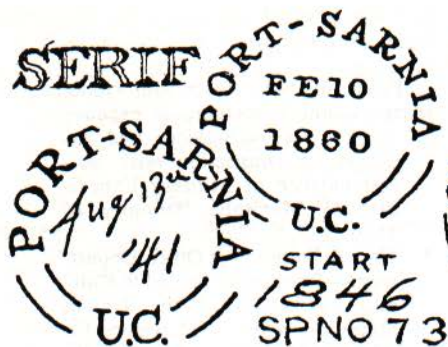
In L.C.-U.C. only offices with large large incomes got a type dated item, but exceptions illustrated here show part of the reason of the low or high cost items being

sent. Port Sarnia office at first had a manuscript handstamp, but after the income increased it was quite a task writing in dates, so a type dated instrument was ordered. Simcoe also had this two kinds in use. The manuscript ones had slightly larger type for both Port Sarnia and Simcoe.

Port Sarnia office opened in 1837, changing to Sarnia in 1860. The Grand Trunk Railway reached near Sarnia in the late 1850s, but actually it ended north of Sarnia at Point Edward, where trains were put on steam ferry boats to land at Fort Gratiot, in Michigan. In 1890 a railroad tunnel was built between Sarnia and Port Huron, and as a boy I well remember the smoky gassy air for the quick trip, in spite of all train windows being closed. Now they use an electric mule, no smoke.

Places with a larger income that had a type dated instrument were often the township office site, or some other financial reason.

Ormstown in Chateauguay county, Quebec, with its Mss. dating is a sample of such usage. Its income was considerably under the Grenville place, by the "code" I have in my Post Offices, 1755/1895. This code gives comparative income of most offices until 1880. It was an immense job getting this financial data. Sarnia always had a large income, in 1870-1880 period it



was among the top money makers in the postal system.

Grenville office opened in 1819, Orms-town in 1836.

About 1846 a pantograph method of making cheaper steel instruments began use in England. This reducing machine could not make the "serifs" so easily, thus the block, or Gothic, style of letter started, still in use. In 1846 (Montreal first), hundreds of inch wide two-part-circle hand-stamps were made, many duplicating the

30 mm serif list noted above.

I have steel type of this 1846 start of the no-serif lettering. This was extra in the 40 pounds of instruments a stranger once brought me—the greatest find ever in my philatelic experience. These inch wide, 1846 start, instruments were hand gouged as before. The proportion of type dated instruments increased.

As a whole manuscript dating means the place had less income, and this is not well recognized in auction lists. Type dating is more common.

Rambling through the Records

By A. L. STEINHART

From the 1871 Postmaster General's report:

"Arrangements have been made with the Post Office of the United States, under which mails to and from British Columbia pass in closed bags (through the United States mails, between Windsor, (Ontario), and Victoria (British Columbia), via San Francisco, for the conveyance of which through the United States, a transit rate is paid by the Dominion to the United States Post Office, as in the case of similar closed mails passing to and from Manitoba.

"Between San Francisco and Victoria, B.C., the mails are carried fortnightly by steamship, under a temporary agreement.

"This service will be advertised and brought under a regular contract.

"An improved tri-weekly mail service has been established by mail stage between Fort Gary and Pembina, where it connects with the mail stages running between that point and the terminus of the Railway from St. Paul, Minnesota. Mails by this route are due from Fort Gary in Ottawa in about 10 days and vice versa.

"Post Cards have been issued to the public from June, 1871, and it is believed have been found to be of material convenience. The number issued up to the 31st December, was 1,470,600."

* * *

From the 1871 Postmaster General's Report:

"Statement of Dead Letters received at the Dead Letter Office, Ottawa, Canada

during the year ended 30 June, 1871, and of their contents, valuable or otherwise.

From whence recd. unopened	No. of letters	How disposed of	No. of letters
England	3,850	Ret. to Eng.	10,204
U.S.	55,911	Ret. to U.S.	31,492
Bermuda	—	Ret. to Bermuda	24
N.B.	762	Ret. to N.B.	—
Newfoundland	9	Ret. to Nfld.	39
N.S.	258	Ret. to N.S.	—
P.E.I.	41	Ret. to P.E.I.	49
West Indies	223	Ret to West Indies	40
P.O. in Ont. & Que. 247,246*		Disposed of at DLO, Ottawa	266,452
Total	308,300	Total	308,300

* Of this number 151,801 were paid letters and 95,445 were unpaid, 2,117 of these were registered letters.

* * *

Some interesting mail contracts from the Postmaster General's report of 1871:

1. From Papineauville to Wharf by J. Chabot, 1 mile, 12 times per week, twice daily in connection with the steamer, in a scow or boat for \$70.00 for four years beginning at the opening of navigation 1871.

2. From Levis to Quebec by Hermenegele Martin 12 times per week on foot and by steamer in summer, by canoe or steamer in winter, and in a cabriolet when the St. Lawrence is frozen over at \$238.00 per season from Oct. 1, 1870 to Sept. 30, 1874.

3. From Magdalen Islands to Picton on the 1st and 20th of every month during the season of navigation and to Gaspé Basin or Percé on the 10th of every month during the season of navigation, a distance of 110, 150 and 130 miles respectively, by J. B. F. Painchaud by schooner at \$14.00 per season from the opening of navigation 1871 to Dec. 31, 1874.

4. From Rimouski to Gulf Ports steamer by Pierre Rouleau as required by boat or vehicle at 75c per trip from August 31, 1870 to end of season 1870.

5. From Penetanguishene to Sault Ste. Marie by J. C. Phipps, 348 miles, 3 times per month and to perform the journey either way in 10 days, on snowshoes, or in a boat for \$115.00 per trip from the close of navigation 1870 during the winter season.

6. From Falkenburg to Port Carling by B. H. Johnstone, 16 miles, twice per week on foot at \$1.75 per trip from the opening of navigation, 1870.

7. From Barrie to Orillia by Barton & Smith, 30 miles, 6 times per week by steam-

boat for \$285.00 per season for one season from the opening of navigation 1871.

* * *

From the 1871 Postmaster General's reports — some miscellaneous expenses:

1. T. S. Green — Services and expenses in connection with correspondence of Military Expedition to Manitoba, Summer of 1870\$515.00
2. United States Post Office Department—Postages collected in Canada on behalf of the United States on letters and papers for China, Japan, New Zealand, W. Indies, etc.\$727.49
3. United States Post Office Dept., Postages collected in Canada, on behalf of the United States, on letters and papers to and from Manitoba\$1,390.41
4. A. B. Daveny—medical & funeral expenses of the late G. T. Moylan, fatally injured whilst on duty as a railway mail clerk\$ 38.50

* * *

The 1872 Postmaster General's Report noted that there were still at this date Ship Letters arriving in Canada. By knowing the amount given as gratuities to Ship's Officers, one could deduce how many ship letters there were and except for those arriving at St. John's, N.B., they must be extremely scarce. The following are the names of the post offices and the amount so paid out for the year ended June 30, 1972:

Halifax	\$20.19
Liverpool, N.S.	.76
Lockport, N.S.	2.80
Lunenburg, N.S.	.98
Port Medway, N.S.	.90
Yarmouth, N.S.	11.88
St. Andrews, N.B.	31.41
St. John, N.B.	1766.12

(This included payments for conveyance of certain letters, by steamers from United States.)

Contracts

From the Postmaster General's report for the year ended June 30, 1972; a report of the new contracts entered into in the Province of British Columbia. These are the first mentioned in a P.M.G. report.

1. Barkerville to New Westminster, by Gerow & Johnson, 485 miles, once per week in summer and fortnightly in winter by stage at \$13,000 from July 20, 1871 to Feb. 29, 1872 and by F. J. Barnard the same as above from March 4, 1872 to August 31, 1872 at \$1,800 per month.

2. Burrard Inlet to New Westminster, by W. R. Lewis, 9 miles weekly by stage at \$200 from July 20, 1871 to Dec. 31, 1871 and \$360 from Jan. 7, 1872 to April 12, 1872 and \$500 from June 15, 1872 to March 31, 1873. The same contract was performed by Jno. Thompson from April 13, 1872 to June 14, 1872 on foot at \$4.00 per trip.

3. Cache Creek to French Creek, by Bennett & Lumley, 224 miles, 6 times per year, round trip to be performed within 40 days on horseback and foot for \$100 per trip from July 20, 1871 to Oct. 31, 1871.

4. Coquimalt to Victoria by J. T. Howard, 3½ miles, twice daily by vehicle for \$600 from July 20, 1871 to March 31, 1873.

5. Kootenay to Victoria by John Johnston, 614 miles, 6 times per year, round trip to be performed within 60 days on horseback and foot at \$200 per trip from July 20, 1871 to Dec. 31, 1871 and on special trips for the period March 31, 1872 to July 31, 1872 at \$300 per trip.

6. Metchosen to Victoria by J. Parker, 25 miles, weekly by vehicle at \$300 from July 20, 1871 to March 31, 1873.

7. Nanaimo to Victoria, 74 miles weekly and from Nanaimo to Comox, 55 miles, fortnightly by the Steamer Sir J. Douglas for \$4200 from July 21, 1871 to —?

8. New Westminster to Victoria by the Hudson's Bay Co., 75 miles, semi-weekly in summer and weekly in winter at \$45.00 per trip by steamboat from July 20, 1871 to June 30, 1874.

9. Olympia to Victoria, by E. A. Starr, 185 miles weekly by steamboat at \$5000 from July 20, 1871 to June 30, 1874.

10. Ominica to Quesnelle, by R. Sylvester, 350 miles, monthly, a round trip to be performed within 29 days by horseback in summer and snowshoes in winter at \$300 per trip from July 20, 1871 to July 30, 1872.

11. Saanich to Victoria, by J. W. Williams, 24 miles, weekly, by stage at \$300 from July 20, 1871 to March 31, 1873.

12. San Francisco to Victoria by Rosenfield & Birmingham, 750 miles, fortnightly by steamboat at \$2,250 per trip from Aug. 15, 1871.

13. San Juan to Victoria, by R. Prichard, 25 miles, weekly by sailboat at \$52.00 from July 20, 1871.

14. Skeena to Victoria, by the Hudson's Bay Co., 514 miles, occasionally with no fixed schedule by steamboat at \$10.00 per trip from July 21, 1871.

* * *

Some interesting facts from the "Report of the Select Committee on Finance on the subject of the Post Office Department as prepared by Charles Duncombe, Chairman, House of Assembly of Canada, March 29, 1836, and attested to and signed by J. Howe, Jr., D.P.M. and T. A. Stayner, D.P.M. General.

Return of unpaid letters received from England, charged in British Sterling.

Year	Halifax	Quebec (Can.)	N.B.
1828	£918/17/9	764/14/10	397/4/2½
1829	1065/13/3	828/2/0½	389/19/2½
1830	1075/1/11½	954/9/8½	399/19/7½
1831	1103/5/11	1127/4/7½	507/15/9½
1832	1183/10/2	1457/19/11	499/18/5
1833	1001/19/0	1512/3/7	457/18/7½
1834	1084/16/6½	1558/1/0	536/6/5 ½

Note: In figures such as 26/3/2, 26 is pounds sterling, 3 is shillings and 2 is pence.

Note: The November 1828 and December 1833 mails were lost.

Amount of postage received in Upper and Lower Canada by post office.

	Upper Canada	
	Letters	NSP & Pamphlets
1832	£14,008/10/5	1335/19/11
1833	16,509/13/6	1433/9/7
1834	17,679/14/11	1230/11/7

	Lower Canada	
	Letters	NSP & Pamphlets
1832	£13,735/15/3	737/19/11
1833	13,427/13/2	833/6/2
1834	13,333/3/5	852/16/6

Some other facts

For the 13 years ending 1834 inclusive £91,685/8/8 surplus was sent by the Canada Post Office to England as surplus.



MAILS

FOR

CANADA

THE Contract between the Canadian Government and the Allan Steam Ship Company for a weekly Packet Service between this Country and Canada having been suddenly terminated, all the Mails for the Dominion of Canada will for the present be sent exclusively by way of New York.

Correspondence for Canada should therefore, until further notice, be posted in time for the Imperial Contract Packets of the Cunard and White Star Lines leaving Liverpool every Wednesday and Saturday and Queenstown every Thursday and Sunday.

By Command of the Postmaster-General.

GENERAL POST OFFICE, LONDON;

16th April, 1889.

MEMORANDUM.

22-500-0000

POST OFFICE DEPARTMENT, CANADA,

PRINTING AND SUPPLY BRANCH

Ottawa,

180



2

ADVERTISED

REGISTERED
G.T.R

CLOSED AGAINST
INSPECTION

PREPAID
BY PUBLISHER

OVER 1/2 OZ.

INSUFFICIENTLY-PAID

4

CANNOT-BE
FORWARDED-UNPAID

FREE

INSUFFICIENTLY
PREPAID

6

REGISTERED
G.W.R

RECEIVED
WITHOUT CONTENTS

PAID REFUSED

AR

MISSSENT-TO
FORWARDED

RETURNED-TO
RETURNED-FOR
BETTER-DIRECTION

RETURNED-FOR
POSTAGE
TOO-LATE

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THE PERSON ADDRESSED
IS BELIEVED TO BE EN-
GAGED IN A BUSINESS
OF A FRAUDULENT
CHARACTER.

SHIP-LETTER
DUE _____ CTS

NOT-CALLED-FOR
UNDER-TEN-DOLLARS

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50

MAIL SERVICE, SUMMER 1935

Eastern Arctic, Ellesmere Island, Baffin Island, Hudson Bay

Hudson's Bay Co. R.M.S. NascoPie

(Leaving Montreal 13th July, 1935)

Provision has been made for mail service to the Eastern Arctic, Ellesmere Island, Baffin Island and points on the Hudson Bay.

All classes of mail matter except C.O.D. will be accepted for delivery.

Rate of postage for Parcel Post:—

(a) Parcels posted for connection with the steamer at Montreal to be prepaid at the domestic rate to Montreal.

(b) Parcels posted for connection with the steamer at Churchill, Man., to be prepaid at the domestic rate to Manitoba.

All mail matter addressed to the undermentioned points of call should be directed in a manner similar to the following example:—

Mr. JOHN DOE,
Port Burwell, for Chimo.
C/o R.M.S. NASCOPIE, Montreal.

PORT	Date of Arrival	Date of Departure
MONTREAL Shed No. 6A.....		July 13
† CARTWRIGHT (Newfoundland P.O.).....	July 18	" 19
† PORT BURWELL.....	" 23	" 25
For Chimo		
" Fort McKenzie		
" Georges River		
" Whale River		
" Leaf River		
" Payne Bay		
" Diana Bay		
† LAKE HARBOUR.....	" 26	" 27
For Frobisher Bay		
WAKEHAM BAY.....	" 28	" 29
For Stupart's Bay		
SUGLUK, WEST.....	" 30	" 31
For Sugluk, East		
WOLSTENHOLME.....	" 31	Aug. 1
CAPE SMITH.....	Aug. 2	" 3
PORT HARRISON.....	" 5	" 8
For Povungnetuk		
† CHURCHILL.....	" 11	" 14
† CHESTERFIELD INLET.....	" 16	" 19
For Baker Lake		
SOUTHAMPTON ISLAND.....	" 20	" 21
WOLSTENHOLME.....	" 22	" 23
CAPE DORSET.....	" 23	" 25
For Amadjuak		
† LAKE HARBOUR.....	" 26	" 28
† PORT BURWELL.....	" 29	" 29
† CRAIG HARBOUR.....	Sept. 4	Sept. 5
DUNDAS HARBOUR.....	" 6	" 7
† POND INLET.....	" 8	" 10
CLYDE.....	" 11	" 12
† PANGNIETUNG.....	" 14	" 17
For Cumberland Sound		
† PORT BURWELL.....	" 19	" 20
† CARTWRIGHT (Newfoundland P.O.).....	" 22	" 23
HALIFAX.....	" 27	" 28
MONTREAL.....	" 29	

*The steamer's call at Churchill will afford a much later despatch via that office to all points of call made after leaving Churchill, August 14th. †Post Offices.

NOTE:—Dates are approximate only and subject to change without notice.

POST OFFICE DEPARTMENT, CANADA

RAILWAY MAIL SERVICE, OTTAWA, 7th JUNE, 1935

7.800—8-6-35

Issued by authority of P. T. COOLICAN, Acting Deputy Postmaster General

The Canadian Postal Corps in the Boer War

Army Post Office
Capetown 4/5/00

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

Dear Sir,—

I desire to write to you personally regarding the matter of military pay referred to in your letter of 29th March which stated that no provision having been made to supply the funds necessary to reimburse the War Office for the amount paid to the Canadian Corps it will be necessary to deduct from the civil salary of each member the amount he receives. I have replied that this would be satisfactory but I beg to point out that as my own pay as lieutenant is more than my civil salary it will be necessary for the Department to discontinue sending the latter to Mrs. Ecclestone whom I will write to that effect by this mail. You will appreciate the fact that the rank of an officer carries with it certain obligations which enhance the cost of living and as that and everything else are very high here there is not much left of a lieutenant's pay. Having every confidence however that Hon. Wm. Mulock and yourself will do all that is fair and just to myself and the other members of the corps whatever adjustment you decide upon will be accepted. As advised in a previous letter, Mess. Johnston, Murray, Bedall and Lallier have each had five pounds (\$24.35) on account of salary out of the \$300 sent to me. There have also been some other disbursements for expenses a full account of which will be rendered on my return. I presume the matter of mileage to the other four clerks will not be lost sight of. It has been very quiet here since the army entered Bloemfontain but it is now on the move again and you will have stirring news before this letter arrives. Our Royal Canadian Regiment has had a very hard time of it. The deaths now total 110 and many are ill with enteric and dysentery. I am told that less than 500 are now on active duty and all wish for a

speedy return home. I stated in a former letter that the Mounted Rifles and Strathcona's Horse were to be with Gen. Hutton but I am now privately told that this arrangement has been set aside and that they are to be placed elsewhere. All the members of our Postal Corps are well. Johnston is with the regiment and Murray and Bedell at advanced depot P.O. Bloemfontain, Lallier and myself here. Our work is much appreciated by the troops and complaints are rare, on the contrary many officers and men detached from their units through illness or other causes have written to express thanks for the prompt receipt of their mail which had to be intercepted here and sent to their new address. Being able also to send their letters without stamp has proved a great boon. The stamp given me at Ottawa is used to stamp these letters on their arrival here thus indicating their origin with the Canadian Contingent, the words "En route" having been cut out.

The British Field Post Offices are supplied with Postal Orders (notes) and large numbers are sold to the troops for receiving small amounts home. In fact Major Treble informs me that the amount of commission on them goes a long way towards defraying the cost of the Field Post Offices. It is the opinion in military circles here that the war will not last very long and we all hope to be home by August 8. Kindly remember us to the minister and with kindest regards to yourself and staff.

I am Dear Sir,
Your obedt. servant
W. R. Ecclestone.

P.S.: I forgot to mention that there is strong feeling of sympathy here for the people of Hull and Ottawa who suffered by the recent fire and the Major has made an appeal for assistance which is being liberally responded to and a substantial amount will be realized. When the fund raised is sent to Ottawa, I trust a hearty recognition will be given to the donors.

TOPICS: THE BUSINESS SIDE

BNAPS: ELECTED OFFICERS

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

(FOR OTHER OFFICERS, SEE MASTHEAD ON INDEX PAGE)

From the Secretary

EDWARD J. WHITING
Malvern, Pa.

New Member

3588 Raley, James H., 5723F N.E. Hazel Dell Ave., Vancouver, WA 98663

Applications Pending

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

3616 Chen, Thomas	3645 Dussault, Pierre	3659 Seymour, Eric G.
3622 Stryjek, Michael D.	3648 Harriman, Gregory V.	3660 Drury, E. M. (Mrs.)
3627 Tremblay, Roger Yves	3650 Carr, Ronald I., M.D.	3661 Day, John Edward
3632 Kiss, Andrew, M.D.	3652 Stager, Phillip J.	3662 Dory, Aladar B.
3634 Hewitt, Chauncey	3653 Sisman, John Eades	3663 Peroff, Dr. John
3635 Thomas, Charles B.	3654 Stirtzinger, Gordon	3664 Wegman, William G.
3637 Adams, James M.	3655 Trimble, Ralph E.	3665 McLaren, Scott
3639 Dynia, Michael	3657 Anderman, Michael	3666 Cochrane, William
3641 Grimm, Paul H.	3658 Coulson, George	

Applications for Membership

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

- 3667 CLARK, Beverlie (Mrs. Stuart A.), 924 North Dr., Winnipeg, Man. R3T 0A8—L-C. Canada, Newfoundland, Nova Scotia, New Brunswick, Prince Edward Island, mint and used; 1st flight covers; coils; OHMS-G; precancels; mint and used airmails; literature; specialty: 1898 Map stamp. Proposed by S. A. Clark, 2551, seconded by F. Kuhlman, 1907.
- 3668 SHUMWAY, Dr. R. Chad, 588 Fulton St., Hannibal, NY 13074—C. U.S. possessions and U.S. Ryukyus; U.N.; Canada (BNA); Newfoundland. Proposed by E. J. Whiting, L-61.
- 3669 UPSHALL, William Jacob, P.O. Box 72, Dewdney, B.C. V0M 1H0—C. Early Canada. Proposed by C. P. Hofmann, 2679, seconded by J. A. Pike, 1361.
- 3670 KRAWEC, Terry J., 6504-94 Ave., Edmonton, Alta. T6B 0X9—C. Mainly Canada—used, mint, Elizabethan plate blocks, some worldwide interests. Proposed by K. R. Spencer, 2805, seconded by R. Zrobok, 2845.
- 3671 ARNDT, F. Jeffrey Scott, P.O. Box 5463, Seattle, WA 98105—C. Canada 19 and 20 Cent. used; precancels; federal revenues; stationery entires; proofs; essays; RPO and squared circle cancellations. Proposed by G. F. Hansen, 2203, seconded by F. E. Eaton, 608.
- 3672 MALENFANT, Cecile, P.O. Box 223, Sunnyside, FL 32461—C. Canada and all provinces singles and blocks, mint and used; 1st day covers; plate blocks; coils; OHMS-G; mint and used booklet panes; mint and used airmails and semi-official airmails; stationery entires; essays; locals. Proposed by G. F. Hansen, 2203, seconded by M. G. Malenfant, 3412.
- 3673 O'BRYAN, Joseph T., 218 Mildred Ave., Maple Shade, NJ 08052—C. Revenues (particularly law stamps other than Ontario and Quebec). Proposed by W. C. Rockett, 249.
- 3674 ARNOLD, Gary D., 2024 Pattengill, Lansing, MI 48910—C. Canada mint and used; mint blocks; Squared circle cancellations. Proposed by W. C. Allen, 3098.
- 3675 MARTIN, Betty J., Bryce-Martin Stamps Ltd., Ste. 11 & 12, 241 King St. W., Kitchener, Ont. N2G 1B3—D. Canada and BNA. Proposed by D. Hollingshead, L-2622.

- 3676 WOLF, Philip, 10515 Shillington Cr. S.W., Calgary, Alta. T2W 0N8—C. Canada—Squared circles, military, Western Canada, Stampless. Proposed by E. A. Harris, 729, seconded by J. R. Taylor, 3467.
- 3677 STEWART, J. L., 37 Glenfern Ave., Hamilton, Ont. L8P 2T6—C. Canada. Proposed by D. Verity, 2312, seconded by D. Hollingshead, L-2622.
- 3678 BURNS, P. J., c/o Falconbridge Nickel Mines, 23 Tomlinson Block, 8A N. Cumberland St., Thunder Bay, Ont. P7A 4L1—C. B.C. and Vancouver Island, N.S., Canada (pre-1940) and Canadian varieties. Proposed by E. J. Whiting, L-61.
- 3679 SMEGAL, Edward, Box 142, Deep River, Ont. K0J 1P0—C. Canadian regulars and commems plate blocks; Semi-official airmails on cover. Proposed by E. J. Whiting, L-61.
- 3680 STUART, O. G., 1909 Atlin Ave., Prince Rupert, B.C. V8J 1E7—C. Canada, Newfoundland, Provinces. Proposed by C. P. de Volpi, L-266.
- 3681 TONER, Lee, 3315 Chrysler, Independence, MO 64055—D. All BNA. Proposed by G. W. Collier, 3559.
- 3682 WHITE, John W., 780 N.W. Wallula Ave., Gresham, OR 97030—C. BNA: Postal, Revenue; Pre-Elizabethan British Empire. Proposed by W. C. Rockett, 249.
- 3683 Prichard, LTC D. M. C., Gobion Manor, Abergavenny, Gwent, United Kingdom NP7 9AY—C. Canada 1859. Proposed by G. Whitworth, 1684, seconded by W. E. Lea, 2061.

Replaced on the Rolls

- 1862 Grenier, Maj Guy, 48 Les Chenaux, Vaudreuil, Que. S7V 1G3.
- 3446 Thatcher, John Victor Hallam, Box 1809, Lusaka, Zambia
- 3442 Wiesmeier, Joe, 355 E. 88 St., New York, NY 10028.

Changes of Address

- 2975 Lemire, Robert James, 184 Grandview Ave., Thornhill, Ont. L3T 1J1
- L-1465 Ludlow, Lewis M. Jr., Gamlen Far East, No. 6-17, Shibaura 4-chome, Minato-ku, Tokyo 108, Japan
- 1808 Maresch, William H. P., Ste. 703, 330 Bay St., Toronto, Ont. M5H 2S9
- 3009 Morin, Cimon, P.O. Box 31, Station B., Ottawa, Ont. K1P 6C3
- 2235 Parken, Derrick, P.O. Box 8457, Salt Lake City, UT 84108
- 2656 Prowse, Cpt. G. David, G.D., Protestant Chapel CFE, (Det. Baden) CFPO 5056 via Belleville, Ont. K0K 3R0
- 2176 Sanguinetti, Haughton E., c/o Jules Magnette M.D., 2795 Monterey Dr., Reno, NE 89509
- 3659 Seymour, Eric G., 3-273 Phillips St., Kingston, Ont. K7K 3A3
- 3176 Hewett, Maj. M. E., Box 441, Vedder Crossing, B.C. V0X 1Z0

Dropped from the Rolls (for non-payment of 1977 dues)

- | | | |
|--------------------------|------------------------|-------------------------|
| 1878 Anthony, W. L. | 2499 Hedley, M. | 3111 Mychajlowskij, W. |
| 3168 Archambault, J. | 3312 Hennessey, B. | 3405 Nanson, R. D. |
| 758 Atkinson, F. B. | 2972 Hennick, M. J. | 2891 Newman, S. J. |
| 3555 Baron, R. I. | 3368 Higgs, R. J. E. | 1991 Norman, W. E. |
| 3295 Basque, D. | 3004 Holeton, D. R. | 3094 Osattin, M. R. |
| 3134 Bataille, G. V. | 3529 Howard, W. W. | 2384 Paige, L. R. |
| 2826 Brace, L. S. | 2543 Huffington, H. L. | 3476 Pearson, A. N. |
| 2827 Braun, Alfons | 2652 Hymmen, J. E. | 2401 Pendleton, D. H. |
| 3307 Bustin, R. | 3477 Iwasienko, M. | 2746 Philmus, R. |
| 3189 Butler, G. | 3509 Jende, H. J. | 1471 Poole, C. |
| 2773 Campbell, R. L. | 2138 Jones, D. I. | 3130 Porter, J. W. |
| 2696 Chatfield, R. J. | 1169 Jones, I. G. | 3479 Pym, G. |
| 2732 Coe, K. R. | 2535 Kamiyama, R. | 2353 Relf, G. |
| 3020 Collins, R. A. | 3345 Karlson, E. P. | 3113 Schaus, P. W. |
| 2663 Dahlquist, D. F. | 2916 Kassel, T. | 3241 Schlesinger, R. |
| 3545 Danchak, G. Jr. | 3160 Kennedy, P. R. | 2093 Skinner, E. J. |
| 2245 Daneluk, R. W. | 3314 Kimmerly, I. | 3387 Skrepnek, R. J. |
| 3037 Deedy, K. J. | 342 Kirchoff, A. G. | 3535 Smith, H. A. III |
| 3292 Deem, C. K. | 1906 Kliman, M. | 3537 Snyder, C. W. |
| 2101 Deffenbaugh, G. S. | 3565 Kolcz, F. J. | 3290 Spencer, P. T. |
| 3516 Dennis, D. | 3472 Koontz, J. W. | 1670 Spooner, Mrs. L. |
| 3069 Dorman, M. F. | 3264 Lafontaine, J. | 3115 Stanwick, R. S. |
| 2942 Eckel, L. | 2793 Lagerquist, F. C. | 877 Steiner, R. N. |
| 635 Fairbanks, A. G. | 2779 Law, C. E. | 1889 Swartz, M. J. |
| 3359 Featherstone, M. E. | 312 LeBaron, O. V. | 2842 Sweeten, R. J. |
| 3365 Feinroth, B. | 3129 Lefebvre, R. | 2754 Symmes, W. D. |
| 2066 Ferguson, B. H. | 1224 Little, P. Jr. | 2867 Templeton, R. L. |
| 3558 Fisher, G. D. | 2744 Long, P. V. | 3448 Thompson, R. T. |
| 3070 Fisk, A. R. | 3513 Lubinski, M. | 1927 Thran, D. H. |
| 3451 Gagnon, R. D. | 2833 Machin, F. R. | 2628 Tomlinson, J. G. |
| 15 Garrett, C. B. D. | 3091 Mallek, E. | 3256 Trimmer, V. R. |
| 3104 Gidley, R. W. | 3304 Marriott, R. | 3084 Walen, G. |
| 3396 Gilbert, M. B. | 3301 McClain, R. D. | 1027 Watrous, J. H. |
| 3481 Godwin, B. | 239 McGuire, J. W. | 1456 Werfel, A. |
| 2956 Gough, M. C. | 3025 McKenzie, Mrs. C. | 2673 Whittington, F. S. |
| 3038 Gray, J. J. | 3146 Miller, F. | 3486 Wills, M. C. |
| 2621 Green, B. W. | 3225 Miller, R. H. | |

2556 Grigson, R.	3318 Miller, W. B.	1866 Winder, J. W.
3221 Halek, J.	3226 Millier, B.	2825 Yager, W. R.
3517 Hall, R. S.	1267 Miterman, I.	3413 Young, D. E.
2304 Harris, J. P.	1085 Moore, C. A.	846 Young, J. M.
2742 Hawley, J. E.	3391 Morris, A. W.	3328 Yow, L. R.
1955 Haywood, B. K.	2090 Murphy, B. D.	

MEMBERSHIP RECAP

Members as of May 15, 1977	1,562
New member added June 15, 1977	1
Members replaced on the Rolls	3
	<hr/>
Members dropped from the rolls	1,566
	127
Members as of June 15, 1977	1,439
Applications pending	26
Applications for Membership	17 1,482

LETTERS TO THE EDITOR

Wolseley Squared Circles

I was interested to read the story of the two distinctive hammers of the Wolseley, Assa. Squared Circles as outlined in the report by Glen Hansen (*Topics*, May/June, p. 21) in which he credits me with the discovery of the 2nd hammer back in 1971.

To put the record straight, I have to correct this, because all credit for this rightly belongs to Dr. Matthew Carstairs, FCPS, of High Wycombe, England.

Visiting with me at that time, Matthew was comparing his own examples of Wolseley with my freak dated copy and spotted the difference in the letter positions thus discovering the existence of two distinctive hammers, which I was then able to announce and illustrate in *Maple Leaves*.

Incidentally, Matthew is the owner of the only recorded copy of COLEMAN (Type 1) Squared Circle.

I wonder if I might take this opportunity of thanking the very many BNAPS members whose hospitality and kindness extended to me and my wife during our recent visit to Canada made our visit one which will long be remembered.

— Stanley Cohen

Patriotic Postcards

Among other articles in *Topics* for May-June I enjoyed the Canadian Homestead Life Series of the Patriotic Postcards.

I have written to Mr. W. L. Gutzman letting him know of the following additional data:

- 103,507 — The Same Old Story
- 103,516 — Gathering in the Grain
- 103,519 — The Merry Maid
- No Number — Packing Apples

— Harry Lambe

The eight page Quarterly Supplement to Canadian Official Postal Guide, is reprinted here as an eight page centre section through the courtesy of the National Postal Museum. We would like to take this opportunity to thank the museum and its staff for their help, co-operation and contributions to our knowledge and to *Topics* and to note this is one arm of the Canada Post Office even while other arms are not being praised. Thank you, Canada Post, for our National Postal Museum and its contribution to Canadian philately!

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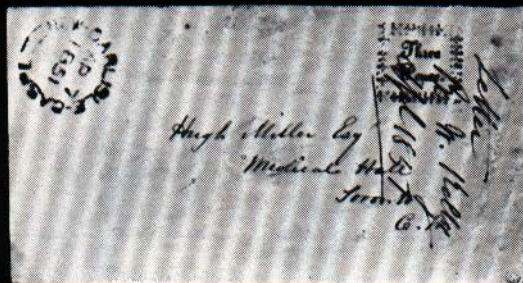
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