

See Page 16

BNA TOPICS

Official Journal of The British North America Philatelic Society

EXPANSION

1977 was a very busy year for just about every stamp dealer to whom we have talked. Our own business was no exception. In fact we became so busy that we suffered from overcrowding by the middle of the year. Just when we were beginning to wonder if we would ever catch up on the mail, the opportunity came along to acquire the suite next door. Needless to say we accepted with thanks. After knocking down some partitions and moving things around generally, we came up with over a 50% increase in floor space. Part of this has gone to the store, part to the mail order and part to the general offices.

With everybody having more elbow room, the store is able to give better customer service, the mail order section is beginning to catch up and the general work flow is beginning to smooth out. We look forward to a happy busy 1978 in serving you. Please come in and see the new premises if you have a chance. Best wishes for 1978.

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THE TOMBSTONES OF HALIFAX

— by J. J. MacDonald

Graveyards are very seldom associated with philately, except with the cynic's occasional comment about your long dormant collection of the Upper Chad or some such place. Tombstones, however, have crept into our lexicon of postal history and very vividly describe a special type of town-dated postmark. However, sometimes the real thing and postal history do come together in another way, as the handsome structure of Figure 1 shows. It is the Welsford and Parker Monument standing in the ancient cemetery of St. Paul's on Barrington Street in Halifax. On it is inscribed the names of the battles of Alma, Sevastapol, Redan, Inkerman, Balaklava and Tchernaga.

The Crimean War of 1853-56 was the first in the Victorian era after more than a generation of peace, and it pitted the Turks with Britain, France and Sardinia as allies against the Russians. Though infamous for the bad organization and mismanagement of the allies, it inspired the humanitarian exploits of Florence Nightingale and the courage of the Charge of the Light Brigade. Only five days after British and French troops landed in Crimea the battle of Alma was fought, on September 20, 1854. The Russian counter-attack was repulsed by the English on the 25th of October at Balaklava, and it was here that the Charge of the Light Brigade took place. A second counter-attack at Inkerman was also repulsed, and the siege of Sevastapol began in earnest. It lasted almost a year, and spawned what we now know as trench warfare in the bitter winter of 1854-55. Finally, following two unsuccessful British attacks on the Redan fortifications, the Russians withdrew in



Figure 1

September 1855. Reports from England on the news of the victory indicated that there was rejoicing in the country that had not been seen since the victory over the Armada.

The Crimean War greatly affected postal communication to Nova Scotia from Great Britain as many of the finest packet ships were requisitioned in 1854 to carry troops to the Black Sea. These included all of the new iron ships of the Cunard Line, the "Canadian" and "Indian" of the Allan Line (then known as the Montreal Ocean Ship Company), and even the "Hansa" of



Invitation
Welsford & Parker Monument.
6th July 1860

HALIFAX
PAID
JUL 7
1860
NOVA SCOTIA

W. A. Henry Esq. M.P.P.
Sydney C.B.

Halifax, 6th July, 1860.

You are respectfully requested to be present at the Inauguration of the WELSFORD AND PARKER MONUMENT, on Tuesday, 17th July next, and to take part in the Procession to be formed on the Grand Parade, at one o'clock on that day.

Your obedt. Servant,

H. PRYOR,
Chairman of Committee.

J.
W. A. Henry Esq. M.P.P.

FIGURE 2

↓ ↓
HALIFAX
PAID
3 FEB 3
1843
NOVA-SCOTIA
↑ ↑
(a)

HALIFAX
PAID
FEB 12
1847
NOVA-SCOTIA
TYPE I (b)

HALIFAX
PAID
JUN 18
1852
NOVA-SCOTIA
(c)

↓ ↓
HALIFAX
PAID
MAR 14
1863
NOVA-SCOTIA
↑ ↑
TYPE II

↓ ↓
HALIFAX
PAID
JUL 7
1860
NOVA-SCOTIA
↑ ↑
TYPE III

HALIFAX
PAID
FEB 14
1851
NOVA-SCOTIA

MONTREAL
PAID
JAN 24
1867
CANADA

FIGURE 3

the North German Confederation.

In commemoration of these battles and in honor of those who died therein from the 77th and 97th Regiments the monument, whose stature is undiminished today, was inaugurated in July of 1860. The small folded document of Figure 2 invited W. A. Henry, a member of the provincial parliament for Antigonish, to the inauguration ceremony. It is dated July 6 and was mailed the next day, arriving in Sydney on the 10th of July. It is hand-stamped One in red, indicating that 1d was paid on mailing, and the Halifax paid date stamp, the so-called Tombstone, is also in red. The 1d rate mark is very scarce, as it was used only on Prices Current, Handbills or other printed matter, hence often discarded as no legal or personal information encouraged retention. Such covers had to be opened at both ends and could carry no writing except the address or they would be charged the regular rate of 3d. Prepayment, however, was optional.

To return to the Tombstone — the postal marking, that is — we find another unusual feature of this small document. This particular Tombstone is clearly not the same as others found on mail from the mid-1840's to 1865. The date is in non-serif type and is the only example I have ever seen as such. Of course the very scarce small format Tombstone, shown in Figure 3 on the bottom line, is entirely in non-serif type, similar to the more common Montreal example also shown. Why this latter small Tombstone is so scarce is unknown. It is at least two hundred times more scarce than the larger common type.

Careful examination of the regular large Tombstone cancel itself will reveal that there were really two or more such instruments. Figure 3 shows two distinct types in addition to the one shown on the

invitation. The earlier type I, used until the last half of 1861, is a slightly higher and slightly narrower, with the PAID closer to SCOTIA and the V and A of NOVA distinctly closer together than type II. The types designated IB and IC differ slightly in subtle ways that might be due to the manner of strike on the letter or of wear to the instrument, but both possess a "look" about the whole marking that suggest the possibility that three instruments were made originally and put into use at different times. Type II, however, is distinctly different in dimensions, in the position of the V and A of NOVA and in the relative relationship of other letters. For example, lines drawn through the upright of the I of HALIFAX pass between the words NOVA SCOTIA and that drawn through the I of PAID passes through the S of SCOTIA. Figure 3 shows the different positions of these lines in type I and II. Quite apart from the type face used on the date in Type III, the one on the invitation, the upright lines through the I pass through portions of NOVA SCOTIA differently from the other two, as can be seen in Figure 3.

The first usage of type II that I have seen is February 25, 1862, and the latest of type I June 1, 1861. No joint use appears to have occurred. The most easily distinguishing feature of the two types is the relationship of the V and A of NOVA, and I would most appreciate information on other dates of use around this period. In addition I would seek from fellow philatelists a listing of the dates of the small Tombstone cancels to ascertain the period of use of this rare marking.

Invitations to inaugurations of monuments, therefore, sometimes do relate tombstones and philately after all, but they raise more problems than they solve.

Printing Orders and Postage Dues

TRELLE A. MORROW

The Acanthus Issue of postage dues in 1906 produced some interesting marginal inscriptions. Lathework, pyramid lines and printing order numbers accompany the plate inscriptions in various instances. With the exception of Plate 3 of the 2-cent issue, the stamps were printed in sheets of 200 and divided into upper and lower panes of 100 subjects with a plate number appearing on the right hand margin of each pane. The 1-cent and 5-cent issues display printing order numbers adjacent to the plate inscriptions and these P O numbers provide clues in identifying the upper and lower panes. Since these

printing order numbers are applied manually to the plate margin as opposed to being set in a galley there is considerable variation in the spacing and layout of the numbers. Once the collector learns to recognize the idiosyncrasies of each number set, identification of plate positions becomes automatic.

The Canada Plate Block Catalogue does an excellent job generally of providing the collector with information and identification notes on plate positions. However, this particular facet concerning the upper and lower panes of the Acanthus Dues has not been included.



Printing order numbers on 1-cent due of 1906.

THE STORY OF CANADA'S POSTS

GEORGE HERIOT, 1800-1816

The following is taken from *The Empire Review*, Vol. 6, Dec. 1903, No. 35, pages 516-524 courtesy of the National Postal Museum and has not appeared in the philatelic press as far as we know.—Ed.

After the death of Hugh Finlay the offices of Deputy Postmaster General and Superintendent of Maitres de Postes were separated. George Heriot, who succeeded Finlay, contended that the two positions should be controlled by the same individual, holding that the head of the postal department could alone administer the office of superintendent effectively, while for the purpose of securing punctuality in forwarding the mail it was necessary that he should possess the right of control over the Maitres de Postes, with power to censure or dismiss in case of misconduct. His arguments, however, failed to avert the division of duty, and the post of Superintendent of Provincial Posthouses, as the office was now called, was bestowed on a Canadian in whose hands it almost became a sinecure. Finding themselves freed from the authority of the Postmaster-General, the Maitres de Postes lost no time in demanding increased payment for conveying the mails. This demand could not well be resisted, and the former charge of sixpence per league was raised to eightpence and subsequently to tenpence for the same distance. Left to themselves, the Maitres de Postes gradually drifted into habits of negligence and even insolence, until travelling became most uncomfortable.

On the 5th of April, 1800, Heriot took charge of the Canadian postal department, and the office at Quebec, his only assistant being a clerk named Giffend. As Deputy Postmaster-General of the Provinces of Canada, Nova Scotia, New Brunswick, and their Dependencies, he was answerable to the British Postmaster-General for the conduct of his deputies, whose appointments were in his hands. And he was at liberty to establish new postal routes and offices, or make other improvements, provided that

in his opinion the changes were likely to benefit the revenue. At this period the entire number of post offices throughout the whole of the provinces did not exceed 20, and the estimated population was about 450,000.

The subsequent progress of the country in trade and population, and the development of its resources were remarkable. In the Upper Province of Canada the quick changes were more noticeable than in the Lower. Here everything was in a state of transition and so rapid was the improvement, that in a very few years settlements appeared where forests had stood. For instance, while in 1800 only 2,600 loads of timber reached Great Britain, from the Canadian provinces, in 1810 125,300 loads were landed on our shores. And writing to a friend, in the same year, the Speaker of the House of Assembly remarked:

"We have seen Upper Canada in her infancy at a period when flour and pork were imported from the mother country, and now besides supplying its own wants, exports yearly from 80,000 to 100,000 barrels of flour, a great deal of pork, as well as other commodities."

As the provinces advanced, the want of improved postal facilities became more and more manifest. Yet, no matter how desirous Heriot might have been to comply with the representations from the governors, traders, and settlers, he was bound by his instructions to consider the Post Office purely as a Board of Revenue. Accordingly, when extensions of existing postal routes were asked for, the question of justification was sure to arise. To establish posts to the scattered settlements where the amount of correspondence was so trifling meant a heavy loss of revenue. The traders and settlers, however, argued, and I confess with truth on their side, "that no circumstance could have so beneficial an influence in accelerating the progress of their improvements as a proper and liberal regulation of their internal postal system." At

last, yielding to the pressure brought to bear upon him, Heriot instructed Mr. William Allen, the Postmaster of York, to apply the entire revenue produced from postage in the Upper Province towards improving the internal postal communications and giving facilities to the new settlements.

The internal postage rates applicable to the British dominions in North America at this date were:*

Distance	Single		Double		Treble		Oz.	
	s.	d.	s.	d.	s.	d.	s.	d.
Not exceeding								
60 miles	0	4	0	8	1	0	1	4
Over 60 but not exceeding 100 miles	0	6	1	0	1	6	2	0
Over 100 but not exceeding 200 miles	0	8	1	4	2	0	2	4
For every 100 miles over 200 extra	0	2	0	4	0	6	0	8

But as the distances along the roads and paths travelled were in every case almost a matter of conjecture, it was impossible to determine what the actual rate should be. Hence the charges were often wrongly apportioned. Still the post more than paid its way, and the surplus net revenue obtained in the first 12 months of Heriot's period of office was £884. Ten years later it amounted to £2,514, so that in the course of a decade the profits had increased nearly threefold. This surplus revenue was paid over to the English Post Office, and actually went to increase the British postal revenue.

No adequate measures were taken to see that the roads were properly repaired, although government officials, known as "grand voyers", were entrusted with the work of enforcing the law in this respect. It is, however, only fair to say that owing to the smallness of their salaries, they could not afford to travel in order to execute their duties. As a result, the roads near the boundaries of the provinces were universally neglected. Again, the local interest of each province induced the authorities to attend to the formation and maintenance of roads leading to their ports of shipment, more than to those communicating with the adjoining provinces. In these circumstances any effective improvement of the internal postal arrangements was hardly practicable. Writing in 1812, Heriot said: "There is only one principal road of com-

munication for a post throughout His Majesty's Provinces in North America, and no other route than the present can be projected." The route in question led from Halifax to Amherstberg, the couriers in their journeys passing through Nova Scotia, New Brunswick, and Lower and Upper Canada. Notwithstanding the laches of the "grand voyers" many new routes were opened, and whereas in 1800 the distance covered by the mails was only 813 miles, in 12 years it had increased to 1,251, and in 1816 a total of 1,722 miles was reached, exclusive of the "way"* posts of the Lower Provinces or the yearly express to Gaspe. This increase in mileage took place chiefly in Upper Canada.

The most important post during Heriot's term of office (1800-1816) was that between Halifax and Quebec. Since the establishment of this post in 1787, no alteration had been made in the route or in the mode of conveyance except a slight acceleration of speed between Quebec and Fredericton. But in 1809 British merchants interested in the trade and fisheries of the North American colonies sent an urgent petition to the Privy Council, complaining of the internal arrangements of the provinces. Referring to the postal communications between Halifax and Quebec they pointed out that the average time occupied by the couriers in performing the journey was not less than three weeks, although the same route had occasionally been traversed by individuals in six days. The rate travelled by a courier was about three miles an hour, and the distance between Halifax and Digby (estimated to be about 153 miles) was scheduled in the Couriers' "Way Bill" to be performed in 52 hours.

The comparison, however, was of little value, since a traveller could proceed with as few stoppages as he found convenient, whilst the courier had to carry his mail, generally weighing some two hundred-weight. And although only seven post-offices intervened between Halifax and Quebec, yet he had to stop at over 30 stages on the way, at all of which certain matters had to be attended to before he could pro-

*"Way" posts were the posts instituted by the Provincial Legislatures; in most instances there was no post-office along their extensive routes, the letters being delivered and collected by the courier who made his own postal charges.

*The charges were fixed by 5 Geo. III, ch. 25.

ceed on his journey. The only suggestion Heriot could make for improving the communication was to increase the number of couriers and shorten the stages, which in some instances were over 30 miles distant through lonely and uninhabited districts. Many a poor courier lost his life in the performance of his duty, and the following case is typical of the privations which these men at times were forced to endure.

On the 20th December, 1811, a courier named Marques, carrying the mail from Fredericton for Quebec, reached the small military settlement of Presque Isle. Owing to the severity of the weather he had obtained an assistant to accompany him up the river St. John as far as the Great Falls. The two men had proceeded safely to a point some miles beyond the Rock at Tobique when the ice gave way, and both narrowly escaped drowning. They recovered the mail, but drenched to the skin and with the nearest habitation 15 miles distant, their condition was a pitiful one. Bravely they continued their bitter journey, but their clothes soon became frozen stiff and considerably retarded their progress. Still they persevered, and managed to get within three miles of the Great Falls, the next military station, before the assistant was compelled to give up, being unable any longer to walk. His companion did his best to persuade him to struggle on, but all to no purpose, the poor fellow lay as he fell. Marques saw that darkness was approaching, and that he could do nothing more for his companion, so with a promise to send back assistance he started off alone. On reaching the settlement, he lost no time in making the Sergeant acquainted with what had happened; but by this time darkness had set in and nothing could be done till daylight. As early as possible a party of the 104th Regiment set off to bring in the missing man, and after a prolonged search he was found, still alive, but both feet were badly frost-bitten, in fact he was almost frozen to death. With great difficulty the soldiers succeeded in conveying the poor fellow to the settlement where, in spite of every possible attention, he rapidly succumbed to the effects of the exposure.

During Britain's arduous struggle with the French, the Americans had displayed no friendly disposition towards us, and for a long while preparations were on foot for a great war. It was early recognized that

in the event of a struggle, our postal communications with New York would be severed, while the needs of the military and civil establishments necessitated the keeping up of a more frequent and regular postal communication between Quebec and Halifax. Eventually America declared war, selecting Canada as the first object of attack. Daily the enemies' privateers were expected to make an attempt to capture the packet boats plying across the Bay of Fundy, between St. John and Digby, and it was therefore decided that the route between Halifax and Fredericton should be altered. Accordingly the mails were sent overland once a week by the head of Chignecto Bay a distance of 308 miles, the couriers leaving Halifax and Fredericton on the same day (Tuesday) meeting to exchange mails at Fort Cumberland.

The new route was by St. John and Sussex Vale. The courier from St. John crossed the river Hammond near Sussex Vale, and a little distance on the Kenebeckais river had to be ferried. Bearing away to the right and skirting the left bank of the river for some distance, he passed through the valley between the Kenebeckais and Petcudian (or Pedicodiack) rivers, and striking the right bank of the Petcudiac he followed it for a considerable distance, then crossed by ferry to the left bank which he followed until he came to the Bend, from which point it was open country to Fort Cumberland. The Halifax courier leaving Fort Cumberland crossed the boundary into Nova Scotia, making straight for Amherst. Leaving Amherst he made for the open and hilly country which led him over the top of Cobiqid Mountain, and on to Londonderry and Truro, where he joined a regular post road through Windsor and Horton to Halifax.

At the end of the war the old route across the Bay of Fundy, was reverted to, and an accelerated service established, the journey between the two cities being performed in 17 days each way in summer, and 23 days in winter. This was rendered possible by the employment of extra couriers on the road. At the same time the number of posts were increased, the mail between Halifax and Digby being conveyed by light cart in summer and sleigh in winter, while boats were used to cross the Bay of Fundy; and between St. John and Fredericton, canoes in summer and sleighs in winter. From Fredericton to the

Great Portage the mails were carried in carriages, on foot, or by canoe, and those between the Great Portage and Quebec by the Maitres de Postes, being the only service this department now performed.

In 1801 a regular post was established between Quebec and York (Toronto) then the seat of the Government of Upper Canada, the Governor (Lieutenant General Hunter) agreeing that in the event of the revenue not meeting expenditure, the deficiency should be made up either from the contingencies of the Province or by the Provincial Legislature. This course, however, was not necessary, and Heriot appears to have been more satisfied with results, and soon after the post was established he wrote to the Postmaster-General:

"I have the pleasure to acquaint you that the communication by post with Upper Canada is now commenced with manifest advantage to the revenue and general satisfaction of the inhabitants."

Two years later a regular fortnightly post was established between Montreal and Kingston. The cost of this post was only £100 a year due to the courier carrying newspapers upon which he made his own profit. The journey was performed in about 40 hours. The road between York and Kingston was very bad; it was only used in winter, for during the summer months the mail was carried by water, but no regular postal communication existed between these two places until 1810 when a general bi-weekly post was allowed. In 1802 an "occasional" post, that is the post went as often as the public service or the necessities of commerce required, was established between York and Sandwich, calling at Amherstberg. The journey was made on foot and occupied nearly three months, the mail being carried by a man who appears to have been an itinerant trader making three or four trips in the year.

The war with the United States, however, particularly affected Upper Canada, and every able-bodied individual was called on to serve in the militia, all postal arrangements being thereby completely disorganized. The only posts in existence during the struggle for supremacy were the "military expresses". Following the conclusion of peace in 1815, the posts between Montreal and Kingston, Kingston and York, and from York to Niagara and Amherstberg were re-established. Between Montreal and

Kingston the mails were conveyed on horseback once a week. The post left Kingston and Montreal on Monday evenings, the courier starting from Kingston being due to arrive at Brockville on Tuesday, Cornwall on Wednesday, and Montreal on Thursday. The remaining mails were also weekly, and in each instance were dispatched from York on Wednesdays.

Next year the Montreal and Kingston post was made bi-weekly and conveyed by carriages, which set out every Monday and Thursday, doing the journey in about 40 hours. A change was also made in connection with the York, Niagara, and Amherstberg mail. The whole mail then left York every Monday at 4 p.m., being taken by carriage as far as Dundas, where a post office was established. From thence the Niagara portion was carried on horseback. And the mail for Sandwich and Amherstberg left Dundas every second Thursday, the distance, some 260 miles, being traversed on foot, as the greater part of the journey was through a wilderness.

Although the population of the lower province in 1800 was some three times that of Upper Canada, the inhabitants made so little use of the post that no extensions or increased facilities were considered necessary. The post between Quebec and Montreal remained as originally arranged by Finlay until 1812, when a contract was made with a stage-car proprietor for the conveyance of an extra mail which left Quebec and Montreal every Saturday morning. In 1810, an office was established at William Henry, and in the year following another at St. Denis. These were the first offices on the opposite bank of the St. Lawrence, both were served from Berthier, the mails being conveyed across the St. Lawrence by canoe. The war partly disturbed these arrangements, but on peace being signed the service was resumed.

The year 1816 witnessed a notable change in the Quebec and Montreal post; the conveyance of the mail by the Maitres de Poste was discontinued, and a contract made with Messrs. Bureau and Whitney stage-car proprietors for a five-day service, at the annual cost of £1440. No post went from either end on Fridays or Sundays. The post to William Henry and St. Denis was also increased to five days a week. As these stage carriages conveyed passengers, the couriers who had travelled with the mails under the previous arrangement, were not

retained to act as guards, being held responsible for the safety of the mail, and the punctual delivery of "way" letters on the route. The mails were despatched from Quebec and Montreal at 5:00 p.m., the journeys occupying about 36 hours.

In August 1803, John Howe was appointed Postmaster and Agent for the Packet boats at Halifax. The new official was able and energetic, a member of the provincial legislature and possessing considerable influence throughout the province. In his position of Deputy-Postmaster, however, he was subordinate to Heriot. At that time only five offices were attached to the regular postal establishment of Nova Scotia, Halifax, Windsor, Horton, Annapolis and Digby, all of which were on the line of the Quebec and Halifax post. When Sir George Prevost became governor of the province in 1808, he asked for several postal communications to be established, not on the grounds that the settlers and traders required them, or would be benefited thereby, but for military purposes, the object being to form a system of regular postal communication between the various military settlements scattered throughout the province for defence purposes.

Howe appears to have favoured the projected posts; but Heriot, recognizing that such posts could not possibly pay, informed the governor that, under instructions from the Postmaster-General of England, he could not authorize these posts, nor would he be justified in incurring a large expense to meet the demands of a very small correspondence. The Governor, finding Heriot determined to adhere to his decision, took the matter entirely into his own hands and prevailed on the Legislature of the Provinces to grant him the necessary funds to establish these posts in different parts of Nova Scotia. Similar action was taken by the Governor of New Brunswick and Prince Edward Island with like result, which to a great extent made the Postmasters of these provinces independent of Heriot.

The first provincial or "way" post established in Nova Scotia was that to Pictou, Truro and Antigonishe, the Provincial Legislature agreeing to pay a sum of £350 a year towards the cost. On the western seaboard the postal route terminated at Digby, where the Quebec mail crossed the Bay of Fundy. From Digby a way post was established to serve Yarmouth, Shelburn and Liverpool, for which service the Legislature

voted £230 per annum. The only way post established in New Brunswick was from Fredericton (where Mr. Alexander Phair was postmaster) to Dorchester, then a small settlement, and for this the assembly voted an allowance of £50 per year. The way post to Pictou was (at the desire of Governor Debarres) extended to Prince Edward Island, the assembly accepting responsibility for the cost of a courier between Pictou and Charlottetown and the employment of a packet boat between the Island and the Bay of Vert. With Cape Breton there was no regular mail, letters being forwarded by vessel whenever opportunity offered.

The agreement with the United States Post Office was renewed by Heriot, but with the proviso that the intercourse was to be for commercial correspondence only, and the prepayment of postage compulsory as far as the frontier, each country collecting and retaining its own postage. The result of this arrangement was that senders of letters from Canada to be forwarded to England from New York were required to prepay the postage as far as New York, as much as 9d. being charged on a single letter between Montreal and Swanton. The distance was about 60 miles via Chambly and St. Johns, where post offices were established and the correct postal charges were: under 60 miles, 4d, over 60 and under 100 miles, 6d, so that there was an overcharge of 3d. Then, as the United States postage had to be handed over to the United States' courier at the frontier, the sender was required to forward sufficient cash with his letter for the purpose. All this was most inconvenient, and after the war a new arrangement was made, by which prepayment was agreed to on letters posted in Canada, but a letter posted in the United States could not be prepaid. This agreement virtually made Heriot the agent of the United States and collector of their postage. For this he received a commission of 20 per cent on the amount collected, which added several hundred pounds to his income.

A bitter feeling sprang up throughout the Canadian provinces regarding the disposal of surplus revenue derived from internal postage. And strong protests were made against the money being remitted to England instead of being retained in the Colony and applied towards opening up postal communications with new settle-

ments, the improvement of roads and erection of bridges, all of which were badly needed. Year by year the balance remitted had increased until the sum for 1815 reached £8099 2s. 1d. The demands of the settlers and traders were strongly supported by Lieut.-Col. Sir Gordon Drummond, Administrator-in-Chief of Canada. Heriot pleaded that his instructions prevented him from giving facilities where the anticipated revenue did not warrant it, and that the whole revenue derived from Upper Canada, after deducting expenses, did not amount to £200 a year. At length the correspondence between the two men became so heated and contentious that the Administrator declined to carry the matter further with Heriot, and appealed direct to Lord Bathurst, then Secretary of State for the Colonies. At the same time he requested Heriot's withdrawal on the ground that, unless the supervision of the posts was placed in other hands, there would be no hope of improvement. He also complained of Heriot's want of respect for himself as his Majesty's representative and for the dig-

nity of the King's Provincial Government.

On the other hand, Heriot did not hesitate to put forward his case. He remarked:

"My situation has ever been rendered extremely hurtful to my feelings by an idea which the inhabitants of this country have adopted that I am invested with a *carte blanche* relative to the disposal of the Post Office revenue. The Governor may be actuated by zeal and by a prejudice, perhaps laudable, to favour the inhabitants of their particular provinces. . . . I feel the trouble and anxiety incident to my situation too great for the state of my health, and shall be happy to give up the appointment. . . . The degree of suffering depends on the more or less acute perception of the mind, to me the indignity offered is intolerable, and no motive of interest or advantage can induce me to remain longer in the service."

Shortly after sending this despatch Heriot resigned his appointment (March, 1816) and was succeeded by Daniel Sutherland.

— J. G. Hendy

(Curator of the Record Room.
G.P.O. London)

THE FORGOTTEN CONTINGENT

by Kenneth Rowe

It has been customary for Canadian Postal Historians to assume that organized military involvement in the South African War came to an end with the return of the First and Second Contingents and Strathcona's Horse to Canada in December 1900 and January 1901.

This view is reinforced by general literature on the subject and such books as "The Story of South Africa" by Ridpath and "The Golden Book of the Canadian Contingents in South Africa" by Labat only cover the period between October 1899 and January 1901. They are helpful works (when one ignores the inevitable jingoism of the period!), in that they include fairly accurate rolls of the participants which are useful in identifying covers that do not bear the contingent handstamp.

It seems unusual that in view of the obvious enthusiasm that existed in 1900 that later events would have been ignored but ignored they were, except for some minor mentions in regimental histories.

Most collectors have considered that the visit of the Duke and Duchess of York in October 1901 is the end of the South African War period for Canada. The Duke presented South Africa medals to military groups at various points in Canada during the visit. From the collector's point of view the occasion produced two markings. One official and one unofficial. The official marking is that of the Royal Review (Fig. No. 1) and it is reasonably common on souvenir items or postcards. The unofficial marking (Fig. No. 2) is only known from a series of Toronto Litho. Co. view cards used at appropriate locations during the



Figure 1

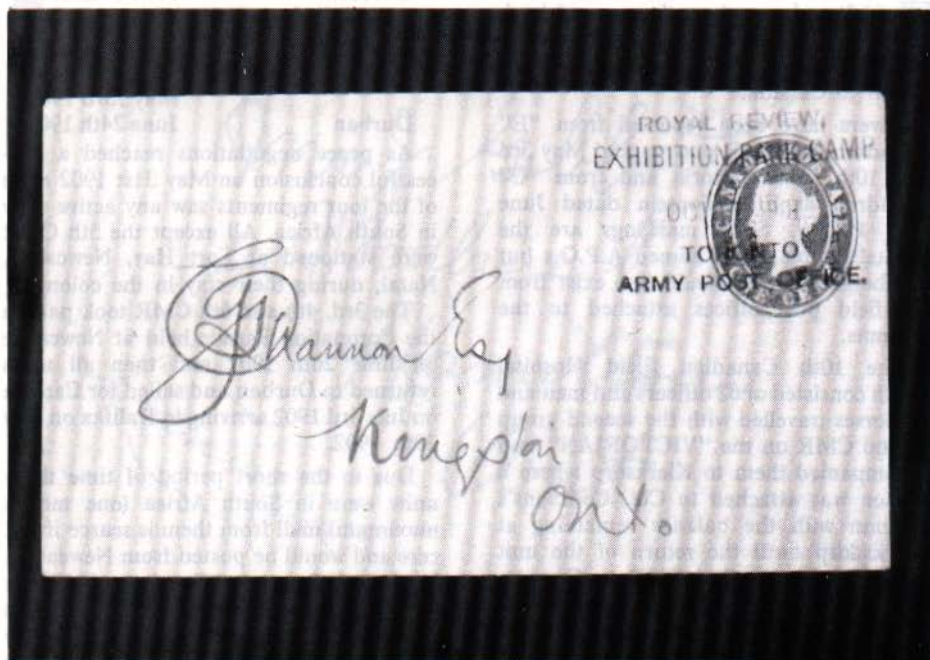


Figure 2

visit by a member of the Duke's entourage and addressed to a relative in England. It is assumed that this marking is of Canadian origin.

In November 1901 the Imperial Authorities informed the Canadian Government that they would be grateful if a further Canadian contingent was offered for service in South Africa. Accordingly a regiment of mounted infantry designated as the 2nd Regiment Canadian Mounted Rifles was raised and the Canadian offer of a Field Hospital Company was also accepted.

The 2nd CMR, consisting of 901 officers and men and 967 horses, left Halifax in two groups by the ships "MANHATTAN"⁽¹⁾ and "VICTORIAN" on January 14th and 28th 1902. The unit arrived in Durban after a short stop in Capetown on February 18th and 24th. They were stationed in Newcastle, Natal from February 27th to March 14th 1902. After which they took part in several drives in the Klerksdorp area of the Transvaal eventually ending in Vryburg, Cape Colony in May. Returning to Krugersdorp in mid June from where they moved back to Durban to embark on the "WINNIFREDIAN" on June 27th 1902 for return to Canada.

Covers have been reported from "E" Squadron 2nd CMR postmarked May 3rd and 10th from Pretoria and from "C" Squadron at Elandsfontein dated June 10th 1902⁽²⁾. Such markings are the normal double circle named A.P.O.s but numbered F.P.O.s should also exist from the field post offices attached to the columns.

The 10th Canadian Field Hospital which consisted of 62 officers and men and 30 horses travelled with the second group of 2nd CMR on the "VICTORIAN" and accompanied them to Klerksdorp where a section was attached to Col. Cookson's Column with the balance remaining at Klerksdorp until the return of the unit together with the 2nd CMR to Canada.

In March 1902 the Imperial Government informed the Canadian authorities that a reinforcement of an additional 2000 men would be most welcome due to the

enormous extension of the block house system used to restrict guerrilla activity in South Africa.

In response to this request recruiting was begun for four more regiments of mounted infantry in April. The units thus raised were designated as

3rd Canadian Mounted Rifles			
4th "	"	"	"
5th "	"	"	"
6th "	"	"	"

totalling all together 2036 officers and men and 2156 horses. They were transported to South Africa from Halifax in the following sequence:

3rd CMR — All squadrons (4)	
4th CMR — A and B squadrons	
Sailed — "CESTRIAN"	May 8th 1902
Capetown	May 31st 1902
Durban	June 4th 1902

4th CMR — C and D Squadrons	
6th CMR — All squadrons	
Sailed — "WINNIFREDIAN"	
	May 17th 1902
Capetown	June 8th 1902
Durban	June 14th 1902

5th CMR — All squadrons	
Sailed — "CORINTHIAN"	
	May 23rd 1902
Durban	June 24th 1902

As peace negotiations reached a successful conclusion on May 31st 1902 none of the four regiments saw any active duty in South Africa. All except the 5th CMR were stationed at Fort Hay, Newcastle, Natal, during their stay in the colony.

The 3rd, 4th and 6th CMR took part in the Coronation Parade held at Newcastle on June 26th 1902 and then all units returned to Durban and sailed for Canada on July 3rd 1902 arriving in Halifax on July 29th 1902.

Due to the short period of time these units were in South Africa (one month maximum) mail from them is scarce if not rare and would be posted from Newcastle, Durban or Capetown. One letter is known from a trooper in the 6th CMR which was written on board ship and mailed at the stop-over at Capetown (Fig. 3). The contents read in part:

"On the Ocean May 24th 1902

Dear Father,

. . . . We expect to get to Capetown about 10th of June. We have lost 6 horses. They died of seasickness

Your Son —

Silas Gibbons No. 193
6th CMR CAPETOWN,
SOUTH AFRICA FIELD FORCE.

Such is the basic history of the Third Canadian Contingent. Now that this is in our possession what remains is to flesh out the story with reports of recorded covers and locations. The author has in his possession partial nominal rolls of the units and would be pleased to hear from

members who may have items mailed by members of the regiments while in South Africa.

NOTES:

(1) For those interested in troopships the vessels involved with the 3rd Canadian Contingent are designated as follows:

s.s. Manhattan —	Transport No. 81
s.s. Victoria —	" No. 66
s.s. Winnifredian —	" No. 78
s.s. Cestrian —	" No. 71

(2) Collection of S. Stobbs, England.

Acknowledgements:

The assistance of Major R. K. Malott (Ret.), Assistant Curator, Canadian War Museum, Ottawa, has been most valuable in the preparation of this article.

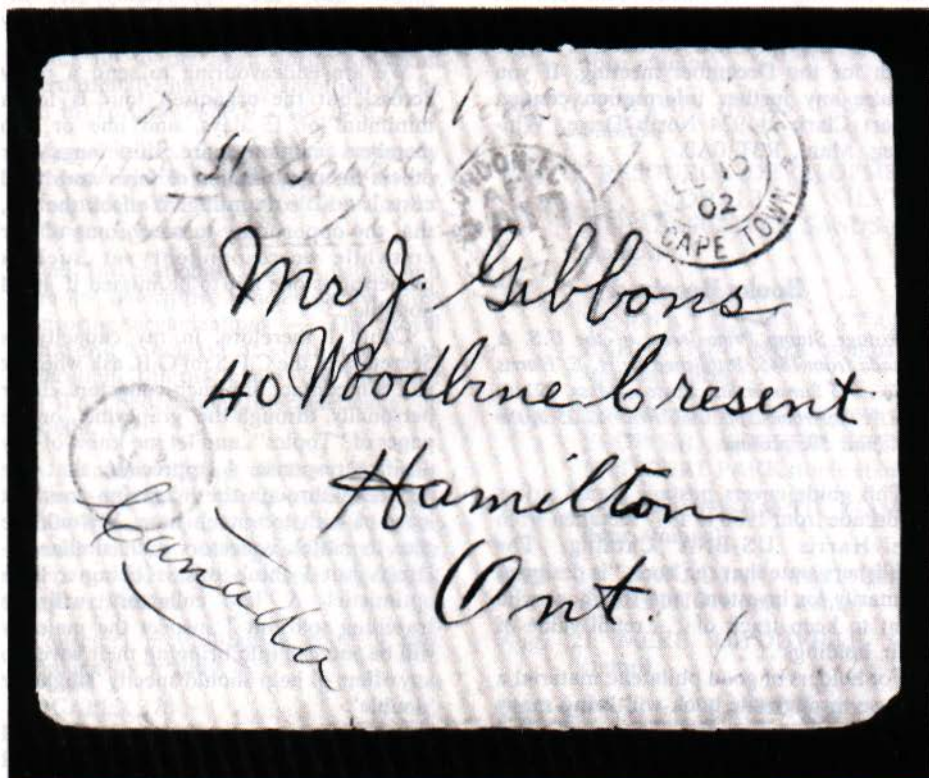


Figure 3

Letters, Announcements, Reviews and Other Things

SUNDAY IN WINNIPEG

An enthusiastic group in Winnipeg calling itself the Red River Stamp & Coin Club recently launched a once-a-month Sunday bourse. BNAPS members living in the area, and interested, should go to room 16, main floor of the Winnipeg Convention Centre between 10 a.m. and 6 p.m., on the last Sunday of the month from January to May.

BNAPS member Stuart Clark reports the club had 12 dealers represented at its first meeting in November. The turn-out seems to have taken them by surprise because they planned to book a larger room for the December meeting. If you require any further information contact Stuart Clark at 924 North Drive, Winnipeg, Man., R3T 0A8.

* * *

Books Received

Postage Stamp Price Index of the U.S. & Canada from 1845. Published by H. E. Harris & Co., 645 Summer St., Boston, Mass. 02210, U.S.A. Paperback, pp. 192, Price \$2.25 in the U.S. plus 50c postage.

This guide covers postage stamp prices by decade from 1950 to 1977 as taken from the Harris US-BNA Catalog. The publishers state that the book "is designed primarily for investors, and for those who want to keep track of . . . retail value of their holdings . . ."

For holders of good philatelic material a browse through the book will bring many surprises when comparing one year against another: many price rises are meteoric. The book is scheduled to be updated and reissued each fall.

Accommodation?

The following letter has been received from the Canadian Philatelic Society of Great Britain.

Capex 1978

During the course of our very successful 31st Convention at St. Andrews last week, one of our Canadian members suggested that some collectors in the Toronto area might like the opportunity to accommodate a member of the Society visiting CAPEX.

We are endeavouring to send a party across, but the organised tour is for a minimum of 15 days, and one or two members cannot spare this long. For others the combination of fares and hotel costs is a little daunting. We feel, though, that the opportunity to meet some of our erstwhile correspondents at such a gathering is one not to be missed if at all possible.

Could I therefore, in my capacity as Secretary of the C.P.S. of G.B. ask whether you can contact any such collectors either personally, through the 'grapevine', or the pages of "Topics", and let me know of any positive response. I appreciate that the approach through the magazine does not leave us with too much time. It would be nice to match collectors with similar interests but I think this is being a little optimistic! A few collectors will be travelling solo but I suspect the majority will be coerced into bringing their wives so any offers of help should specify 'single' or 'double'.

Speaking purely for myself, a reciprocal offer could be made for our International in 1980, although we do live out of London some distance; it could be that some of our

members nearer London could offer a "swap".

I have written to you rather than the President or Secretary in view of your residence in the Toronto area. By the way, the address to which I have written is taken from 'Topics' whereas the one on my file is 577, Kingston Rd., Toronto

A letter in similar vein has been sent to Peter Mann of the Royal P.S. of Canada.

Yours sincerely

David F. Sessions

32 Bayswater Avenue,
Westbury Park,
Bristol BS6 7NT
England

* * *

CAPEX '78 MAGAZINE No. 2

CAPEX '78 has issued the second of the series of pre-exhibition publications leading up to the next North American International Philatelic Exhibition to be held in Toronto June 9 - 18, 1978.

Magazine No. 2 contains a specially written article on Canadian postal history and a guide to the many attractions for the visitor to Toronto.

The International Jury is listed and there are descriptive articles on the three sponsoring organizations — The Royal Philatelic Society of Canada, The Federation Internationale de Philatelie and The Federacion Interamericana de Filatelia.

A complete listing of the 105 trade booths and the 32 postal administration stands from all parts of the world gives promise of an unforgettable philatelic experience for all who attend the 3,500 frame exhibition.

Collectors may obtain a copy of this magazine by writing to:

CAPEX '78
P.O. Box 204,
Postal Station Q,
Toronto, Ontario,
Canada. M4T 2M1

CANADA'S '78 PROGRAM

Postmaster General Jean-Jacques Blais has said that 34 new stamps will be issued by Canada Post in 1978. The program includes definitives to accommodate the rate increases planned for 1978. Twenty-eight commemorative stamps will also be included in the program.

The following are the stamps announced:

- Jan. 18 ENDANGERED WILDLIFE — PEREGRINE FALCON (one stamp)
- Jan. 18 CAPEX '78 — INTERNATIONAL STAMP EXHIBITION (one stamp)
- Mar. 7 LOW-VALUE DEFINITIVES — QUEEN ELIZABETH II, PARLIAMENT, TREE (three stamps)
- Mar. 31 COMMONWEALTH GAMES (two stamps)
- Apr. 26 CAPTAIN JAMES COOK (two stamps)
- May 19 RESOURCE DEVELOPMENT — COBALT, SILVER; ATHABASCA TAR SANDS (two stamps)
- June 10 CAPEX '78 — INTERNATIONAL STAMP EXHIBITION (three stamps — souvenir sheet)
- July 6 DEFINITIVES — WILDFLOWER, STREET SCENE, NATIONAL PARK (three stamps)
- Aug. 3 COMMONWEALTH GAMES (four stamps)
- Aug. 16 CANADIAN NATIONAL EXHIBITION (one stamp)
- Aug. 21 MERE D'YOUVILLE (one stamp)
- Sept. 6 INUIT — TRAVEL (four stamps)
- Oct. 20 CHRISTMAS (three stamps)
- Nov. 15 SHIPS — ICE VESSELS (four stamps)



Philatelic Photographic Service, Toronto

At a meeting of the Philatelic Specialists Society of Canada recently held at Toronto, Dr. Fred Stulberg [left] was presented with a silver tray significant of the Herbert Dube Lectureship Award. The award was established in 1969. It honours the founder and first president of the Society and also promotes original research and dissemination of knowledge in philately and its related fields. Dr. Miet Kamienski, PSSC president, made the presentation.

50c Booklet

The following data re Canadian .50c booklets may be of interest to your readers:

On 1 November 1977 the new set of .50c Canadian booklets appeared in local Ottawa post offices. As yet the postal museum does not have any for sale. A limited number of sets of these new booklets were cancelled on this first day of use. The set of ten booklets contain two one cent stamps (depicts bottle gentian) and four .12c Queen Elizabeth profile stamps in the order of 1c, 12c, 12c on both top and bottom rows. Each booklet has a sepia coloured line drawn design with POSTAGE / POSTES at the top and a

large CANADA at the bottom. On the back of the booklet, in English and French, is a description of the design on the front. On the outside of each booklet are 24 light sepia lines in sets of 13 lines. There is a space between every 13 lines that are on in various combinations on the outside of these booklets. The purpose of this design is not as yet known. On the inside on the left side, in French and English, is information re coding ones mail. The 10 designs are as follows: (1) Sugar maple as on current .25c stamp; (2) Douglas fir as on current .20c stamp; (3) Trembling aspen as on current. 15c stamp; (4) Heraldic symbols — rose, thistle, shamrock, lily, and Canadian maple leaf; (5) Bottle gentian flower as on the current

1c stamp; (6) Western columbine flower as on the current 2c stamp; (7) Yellow bells of Canada lily as on the current 3c stamp; (8) Hepatica flower as on the current 4c stamp; (9) Shooting star flower as on the current 5c stamp; and (10) Sparrow's Egg lady's slipper as on the current 10c stamp. The first day of use of these new booklets has the booklet in the stamps attached to the envelope. The \$3.00 booklet has not yet appeared in the Ottawa area.

An interesting observation has been made concerning the .50c booklets of the Canada Post Office. The new .50c booklets were to have been issued in early summer 1977 but as reported by the Canada Post Office production delays prevented the issue of the new stamps. On 24 September a local Ottawa collector noticed a difference in the .50c booklets with the 10 aircraft designs done in purple. On the outside the booklet paper is much smoother to the touch, a lighter white shade and smaller and clearer print describing the aircraft, in English and French. The design of the aircraft and the

wording of the descriptions are the same. On the inside the stamps are the same but the inside of the booklet has the same wavy buff lines as on the outside of the new .50c booklets released on or about 1 November 1977. Would it be possible that the booklet covers were prepared for the new designs and stamps and when the stamps were not ready (assumed) the new covers were used with the old design and stamps as an interim measure until the new design and stamps were ready. A survey about Ottawa revealed that the end of the available interim booklet were all but gone on 1 November 1977. Thirty complete sets were obtained mint and a few were cancelled with the complete book cover on 24 September 1977. If any of your readers have located the interim booklets in their area I would be pleased to be so advised. Similarly I would like to know the date of availability of the interim and the new booklets in various areas. Further data may be obtained by contacting R. K. Malott, 16 Harwick Crescent, Ottawa, Ontario, CANADA, K2H 6R1.



Revenue Study Group

CANADIAN REVENUE STUDY GROUP

Editor Wilmer C. Rocketts of Revenue Newsletter reports he had the good fortune to look over the material which the Customs and Excise Division donated to the Postal Museum in Ottawa. "I was able to turn up many items that had not been listed in the Tax Paid Catalog. I am sure we shall hear from Lee Brandom in the

near future."

A member of his group asks advice on an easy way to remove liquor seals from the bottle — the glue used "almost takes the glass with it".

If any reader knows a method write to **Topics** and we'll be glad to print it.



IN OLD CANADA

by FRED STULBERG

THE KNOWLTON, QUEBEC HALF CENT RATE

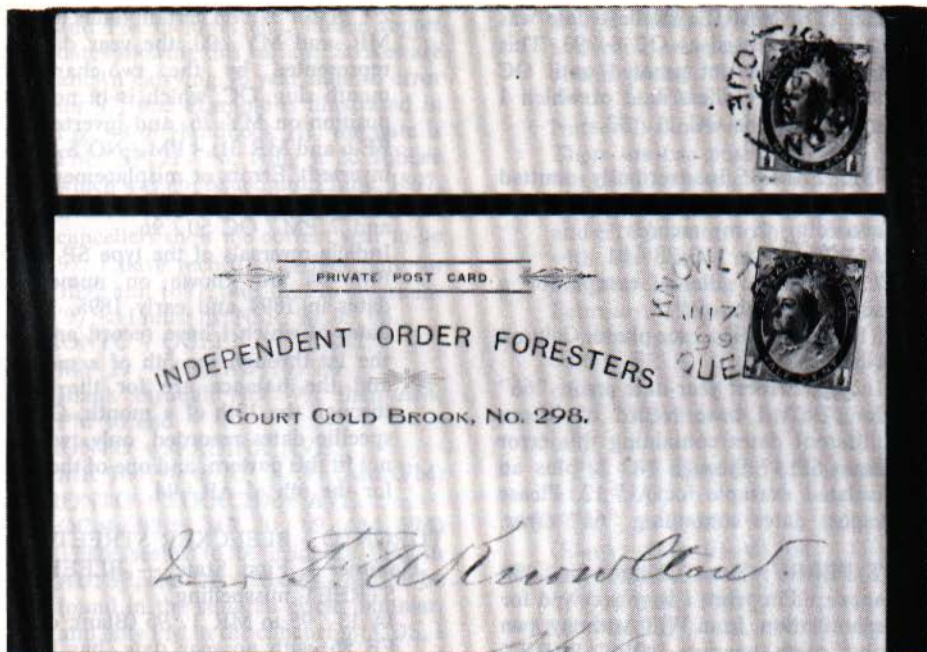
The use of a single stamp of the half cent denomination has always been specifically stated in postal regulations. Initially, as outlined in the Post Office Act of 1868, it was reserved for periodicals only, when weighing less than one ounce, when put up singly, and addressed to any place in the Dominion, Prince Edward Island (it had not yet entered Confederation), Newfoundland and the United States. This was changed in 1875 to include newspapers as well as periodicals. The Post Office Act of 1889 provided for "Unaddressed circulars, hand bills, &c., posted for letter box distribution at a rate of one half cent each to be prepaid by postage stamp". Thus, a single half cent stamp could only be used properly on periodicals, newspapers and **unaddressed** "to every householder" letters and cards.

From time to time we find mailings that did not conform to any of the above regulations and still passed through the mails for half cent postage. Most common of these are unsealed addressed envelopes originating and having destinations within the Maritime Provinces. Collectors and dealers alike legitimize them by presenting them as the "unsealed circular rate" even though regulations state that **addressed** circulars must be unsealed in

any case, and require one cent postage. Postmasters in New Brunswick and Nova Scotia, following Confederation, were known for interpreting postal regulations their own way and "addressed circulars" at one half cent each was just one of their unsanctioned practices.

Not often are examples of the bending of regulations in this way found outside the Maritime Provinces. However, recently about a half dozen half cent mailings (unsealed envelopes and printed cards) from Knowlton, Quebec have come to light. They are all addressed locally and dated during the last two years of the nineteenth century. It is not difficult to follow the logic of the postmaster in establishing this special rate. After all, if normal drop (locally addressed) letters were entitled to a special reduced rate, should not drop circulars receive special rate consideration?

No matter how logical the thinking, one must realize that postal regulations were not always logical. It was the rule, right or wrong, that determined legitimacy. Hence, a single half cent stamp on a periodical or newspaper, a wrapper, an unaddressed printed circular or envelope or card, is likely an example of proper usage. On an addressed envelope (sealed or unsealed) or a postcard, likely it is not.



Rounding Up Squared Circles

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

Column No. 140 — My apologies to readers of this column for its long absence from the pages of **Topics**, occasioned by a year of extreme business pressures which made it impossible for me to do more than carry on a minimal correspondence, and the loss of several column manuscripts in the mails. Columns 140, 141, and 142 were all mailed about a week apart, but only column 141 has appeared in print; evidently, 140 and 142 have been lost. This column is a replacement for the original Column 140, modified to include changes recorded since the initial writing.

This column continues the listings of earliest and latest recorded dates. Normal time marks are shown in parentheses following the listings. Then I list years

during the earliest-latest period for which I have no strikes recorded (NSR). If no NSR notation appears, then I do have record of use of the hammer for each year of the period.

Please review the listings and let me know promptly of any changes which need to be made, since I have now started on the manuscript for the Fourth Edition Squared Circle Handbook and I would like it to be as up-to-date as possible.

* * * *

Before proceeding with the listings for TORONTO through WATERLOO, the following corrections and additions to Column No. 139 should be made:

SAULT STE. MARIE: Earliest date was incorrectly listed as OC 6 / 93. This hammer was not proofed until OC 9 / 93, and earliest date of which I have record is OC 11 / 93.

SMITHS FALLS: Inadvertently omitted from Column No. 139. Pertinent data, according to my records —

AU 24 / 93 to DE 28 / 01

Time marks: Blank, except for a single example of "1"

((1 / DE 18 / 95 — see photo, Column No. 127)

Indicia Errors: year-date error, "66" for "96"; I have record of fifteen different dates containing this error from SP 17 through NO 3, plus an isolated example for AU 12. Please report dates containing "66" error.

PORT PERRY: Since Column No. 139 appeared in print, I have received for examination, from Wilf Anthony, two post cards bearing PORT PERRY Squared Circle cancels, SP 18 / 06 and FE 13 / 06. These constitute a new, late period of use for this town.

* * * *

The listings now continue. Notice that a considerable change from the Handbook treatment appears for BLEECKER STREET. The present account is correct I believe, but I would welcome any comments, or evidence to the contrary.

TORONTO - JU 23 / 93 to AU 23 / 00

Hourly time marks, 7 AM to 12 PM; Noon clearance shown as 12 AM. The variant PM 7 is reported for DE 7 / 93, JU 7 / 94, and FE 1 / 95; this type of reversal is not reported for time marks other than 7 PM. PM, without hour, is reported for MY 17 / 97, JY 14 / 97, and Jy 23 / 97. Blank is reported for Au 3 / 93 and JA 13 / 94. A single completely nude strike, on cover, is reported.

Year date errors are known as follows: from AP 17 to AP 24 / 99, the year date shows as 66; 4 PM / AP

2 / 79 (for 97); on certain dates in FE, MR, and MY / 00, the year date is represented by the two-character month slug, OC, which is in normal position on MY 26, and inverted on FE 6 and MR 31; 4 PM / NO 5 / (95 inverted). Errors or misplacements in day of the month: 7 PM / 19 OC / 93 and 7 PM / OC 50 / 96.

Indicia reversals of the type SP 4 / 7 PM / 94 are known on numerous dates in 1894 and early 1895. Most dates of which I have record are for the 1st through the 5th of a month, and the balance are for the 11th through the 13th of a month. Of 29 specific dates recorded, only two do not fit this pattern, and one of them is for the 6th of AP / 94.

TORONTO - BLEECKER STREET

Hammer I, First State — BLEEKER STREET misspelling

JA 13 / 95 to MR 3 / 95 (Blank only) FE 26, with no year date, has been reported, but I think this is probably a failure to ink or print, rather than absence of the year date slug.

Hammer I, Second State — All lettering removed (by lathe turning?) to produce a "nude" hammer.

This completely nude strike is found on 1c Numerals and 1c Edwards. The suggestion has been made at various times that it was a "precancel"; I am very skeptical and think it was more likely used on bulk mailing of advertising circulars for in-town delivery. Can anyone report having a cover with this cancel tying the stamp to cover, and perhaps showing a return address?

Hammer II — BLEECKER STREET, corrected spelling

MR 4 / 95 to MY 22 / 00 (Blank) Error indicia: FE 4 (all inverted) / 98

TORONTO - HIGH STREET (See Bogus listings, following HONOLULU)

TORONTO - PARLIAMENT STREET OC 20 / 93 to DE 25 / 97 (PM only) According to Handbook III, strikes are known with year date in upper slot

and PM in lower slot. Please report dates showing this variant. Strikes are known carrying 96 year date in error for 97; one example is illustrated in Fig. 40 of Handbook III; the date is PM / SP 21 / 96, tying a 3c Jubilee which was not issued until June, 1897. In this case, backstamps and other cancellers show the correct year to be 97. I have record of strikes only for 1893 and 1897, plus the '96 errors for '97, so I must list NSR: 94, 95, 96.

TORONTO - QUEEN ST. EAST

MY 29 / 94 to AU 14 / 00

Blank through NO / 99; then AM, PM to end

TORONTO - SPADINA AVE.

MR 16 / 96 to AP 3 / 99 (AM, PM)

TORONTO - STRACHAN AVE.

OC 4 / 93 to MR 20 / 99 (AM, PM)

There seems to be evidence that in AU, SP, and DE / 98 only AM is to be found in the squared circle hammer, and only PM in the concurrent CDS. I would be interested in any reports of PM for the squared circle hammer during the above three months.

TORONTO - YORK STREET

JA 13 / 94 to AU 13 / 00

Pattern of time mark use needs to be more clearly defined; on basis of present records, it seems to be:

JA and FE / 94: Blank and PM

MR / 94 to MR / 96: AM and PM (Blanks reported for MY 1 / 94 and FE 21 and 22 / 96)

MR / 96 to end of use: normal markings were 9.45, 12 NOON, 3.30, 6.30, and 9 PM. I believe 9.45 to have been a morning marking due to absence of any other marking before 12 NOON. This question might be settled by find of a cover showing 9.45 YORK STREET dispatch, and, for example, TORONTO receiver mark earlier than 9 PM on the same date. Please examine your covers with this in mind. In addition to these markings,

several others, which I consider abnormal, were used toward the end of this period. The first of these is a clear 5 PM / JA 24 / 99 on 1c Numeral, shown me by Jack Gordon. There are two possibilities: (1) 5 PM was used for a brief period, and other examples may exist for nearby dates, and (2) 5 is an error for 9. Concurrent with the above normal markings, another clearance came into use in February, 1900 and was represented in three successive different styles: 7.00 - FE 9 / 00 to FE 20 / 00 inclusive

7 - FE 21 / 00 AND FE 22 / 00 only

7 PM - FE 23 to end of hammer use, AU 13 / 00

VIENNA - MY 16 / 94 to AP 1 / 05 (Blank) NSR: 01, 03, 04

WALLACEBURG - SP 5 / 94 to MY 17 / 00 (AM, PM)

WARKWORTH - JA 14 / 94 to NO 13 / 00 (Blank)

WATERDOWN - JU 21 / 94 to MY 20 / 96 (Blank) NSR: 95

The above early date, a new find and the fourth known copy, reported by Roger Grigson.

WATERFORD - SP 30 / 93 to AP 29 / 98 (Blank)

WATERLOO - Period I: NO 13 / 93 to JY 3 / 97 (Blank)

Period IA: Two examples reported on Map Stamp; dates not known.

Period II: MY 9 / 05 to ?? / 06 (AM, PM)

Period III: AP 2 / 12 to AU 18 / 17 (AM, PM) NSR: 13, 16

Period V: Blank / SP 25 / 63 — only date, this period; see illustration in Squared Circle column, Sept. 1967 **Topics.**

In addition to the above periods in which the hammer was dated, Nudes are known on 1c Admiral, and 1c War Tax.

Reports On Early Admiral Dates

A. L. Steinhart

We have had four very lengthy and comprehensive reports from members Michael B. Dicketts, Hans Reiche, Dr. Robert Chaplin and myself. We thank the above for taking the time and effort to send us the requested information. We would like the rest of you collectors out there to help us and send what information you have even if it is only one or two items. Every little bit helps.

So far the earliest dates found are as follows:

No. 104 - 1c green -

Bob Chaplin - Jan. 4, 1912, single off cover

Hans Reiche - Jan. 4, 1912, single

Mike Dicketts - Jan. 6, 1912, on cover

Allan Steinhart - Jan. 5, 1912, on postcard

It appears the Jan. 4-6 period is consistent here. Hypothetically earlier dates should be found and we await the finding of Jan. 1 to 3.

No. 105 - 1c yellow die I wet -

Mike Dicketts - Sept. 4, 1922, single

Allan Steinhart - Aug. 2, 1922, cover

Bob Chaplin - July 6, 1922, single

Hans Reiche - August, 1922, single

No. 105 - 1c yellow die I dry -

Mike Dicketts - Feb. 19, 1926, single

Hans Reiche - June 21, 1922, cover

No. 105 - 1c yellow die II -

Bob Chaplin - Mar. 4, 1925, single

Mike Dicketts - Aug. 24, 1925, single

It appears that July 6, 1922 is the earliest single found so far and die II the earliest is Mar. 4, 1925. There is a great disparity in the dates for the die I dry printing.

No. 106 - 2c Red -

Dicketts - Jan. 3, 1912, single

Steinhart - Jan. 9, 1912, cover

Chaplin - Jan. 4, 1912, single

Reiche - Dec. 15, 1911, single

The dates seem to be consistent with the known dates of issue. If the Dec. 15, 1911 is correct it is probably one of the most remarkable Admiral dates on any Admiral stamp and probably the earliest dated Admiral in existence.

No. 107 - 2c green - wet -

Chaplin - July 4, 1922, single

Dicketts - July 15, 1922, cover

Reiche - Feb. 6, 1922, single

No. 107 - 2c green - dry -

Dicketts - Aug. 14, 1925, cover

Chaplin - Dec. 1, 1924, single

Steinhart - June 19, 1925, cover

No. 107 - 2c green - thin -

Chaplin - Oct. 10, 1924, single

The Feb. 6, 1922 date for the 2c green seems a very, very early date. More information is definitely needed on the dry printing and we only have one report on the thin paper.

No. 108 - 3c brown - wet -

Dicketts - Aug. 20, 1918, single

Chaplin - Aug. 18, 1918, single

Reiche - Aug. 21, 1918, single

The dates here are very consistent.

No. 108 - 3c brown - dry -

Dicketts - July 26, 1923, cover

Chaplin - Aug. 4, 1923, single

Only two reports but they are consistent.

No. 109 - 3c Carmine - die I -

Chaplin - Dec. 19, 1923, single

Reiche - Dec. 11, 1923, single

Dicketts - Jan. 23, 1924, single

Dec. 11, 1923 seems to predate the given first day and it will be interesting if more pre-first day cancels appear.

No. 109 - 3c Carmine - die II -

Dicketts - Jan. 8, 1925, single

Chaplin - Dec. 21, 1924, single

Steinhart - Feb. 22, 1925, cover

No. 184 - 3c Carmine - perf. 12 x 8 -

Dicketts - Aug. 19, 1931, single

Chaplin - July 2, 1931, single

Steinhart - June 24, 1931, cover

The June 24, 1931 cover is a philatelic first day cover from a post office official to another post office official.

We shall continue our listings in the next issue of **Topics**. To all of you who have not reported anything may be you

could check your collections against the list so far and let us know any earlier dates or even close dates that tend to support dates we already have. Please send correspondence to A. L. Steinhart, c/o B.N.A. Topics, 77 Victoria St., Toronto, Ont. M5C 2B2.



Tagging Along

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

Now that winter is with us again, it is time to put my other hobby to bed — target shooting. So much happened over the summer that it is hard to know just where to start. First, I am happy to say that over 500 copies of my error list were distributed during 1977, and besides being of some use to those who have a copy, I hope, I know it has been of great assistance to me in being responsible for some new items being brought to light, as well as some additional quantities being reported which otherwise may have remained in their Philatelic Section envelopes unnoticed. I have just completed the revision of my error and Perfin list, and hopefully it will be on the market early in the new year in an improved format.

Quite a few new untagged errors came to light over the summer, amongst which were the following:— 12c blue H of P from sheet, Cougar, the 1976 8c Christmas, the 8c Legion, the 20c Winter Olympics, Jean Mance, the first Ship set, and 681 the 8c Olympic.

One bar errors were even more numerous:— the 7c St Laurent, the 1c MacDonald (G1 + no tag se-tenant), 10c QE plum coil (G1 + G1a), Marconi, the 12c blue H of P (sheet and coil), the 12c current QE cameo, the 25c blue polar bears with migrating tag, the 1972 6c Christmas Candles and the 1974 8c Christmas.

Perhaps the best discoveries of 1977 were the following:— the 1969 5c Christmas (502p) with the 4mm tag bar evenly split over the perfs instead of in the centre, and the 1967 4c with the tag bar shifted one full stamp width to the left in strip of 10 — leaving the stamp at the right completely untagged.

Tagged perfins are also still showing up on a rare but regular basis. Outside of the philatelic use of the C.P.R. at B.N.A.P.S. in Edmonton, current perfins are showing up from C.N.R. (Winnipeg and Edmonton) and L.A. (Ontario).

Having been involved to a very small degree with the Fred Keane / Paul Hughes book on the 1967 issue, I am happy to report that I have seen a copy of a work on the Caricature Issue, and I predict that eventually it will be as popular, and even more complicated than the 1967 issue. I know the paper varieties I have so far, and as you know, I am only interested in errors and perfins. The booklets alone, when you consider the 10 different planes, the papers, and the covers, will run into the thousands, taking all possible combinations of the above into account.

I still look forward to correspondence on tagged errors and perfins, and for the winter at least, when I am not running around to shooting matches, I will be able to attend to answering mail on a daily basis.

PATRIOTIC POSTCARD SERIES:

Queen's Rifles of Canada

by W. L. Gutzman

This was a 12-card set produced by the Valentine and Sons Publishing Co., printed in Great Britain. It was an "early" set, with undivided backs, but I have seen very few used copies.

The format is similar to the Homestead Series, but the broad gold border with its multicoloured maple leaves is more beautiful. The Queen's Own Rifles crest appears on each card, with the motto "In Pace Paratus".

The insert pictures are all from photographs by Notman of Montreal, and show uniforms as well as action shots, such as the famous Machine Gun Detachment at the "Ready" position, with their Gatling guns.

Possibly the most striking shot is that of Colonel Sir. W. M. Pellatt, astride a magnificently-groomed white horse. Colonel Pellatt is famous as the creator of Casa Loma, a well-known landmark of Toronto.

The following listing is complete, except for several Valentine numbers, which are either missing or blurred on copies I have seen.

Honorary Colonel, Lord Roberts
Colonel Sir W. M. Pellatt
Officers of 1860 — 2 inserts —
Regular and Winter Dress
Officers of 1866 —
Volunteer Monument — Toronto
The Band (Brass)

Officer (at ease, with sword)	
Sergeant (at attention)	601,563
Machine Gun Detachment	601,565
Bugle Band	601,566
On Parade	601,568
Private	601,569
At Quebec Tercentenary	601,625

My thanks go to the well-known card collector Bob Rutledge who made this complete listing possible. I will gladly welcome information on the missing Valentine numbers.

* * * *

Response to Patriotic Postcards

I have been overwhelmed by the response I have had from fellow members concerning the Patriotic Postcard series. Many additions are being made to the listings which were published. May I say that letters with new information are very welcome indeed.

It is only through the help of other collectors that lists can be made as complete as possible, and these will eventually be published for the use of all collectors.

I had intended to cover only a few sets of cards, but if the response continues so favorably, and if our editor is willing, I shall continue with as much material as I can round up.

— Wally Gutzman

(Please keep the information going. —
Ed.)



The Beaver Byline

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

Having completed publication of our second series of new 5c Beaver flaws, with a third series in the early stages of preparation, we will present, for the next few issues, articles on a variety of topics. This month we will consider the plating of the west and east margin stamps of the 10c Prince Consort.

Whitworth, in his book, presented the east margin guide dots. Some of these are quite similar and, by themselves, do not permit accurate plating. By studying proof material, further information can be gleaned which allows plate position identification of both the east and west margin stamps.

The illustrations are of the marginal guide dots. Note that PP 20 and 50, 41 and 81 require tying the guide dot to the central portion of the thistle in the oval; the stamps are otherwise indistinguishable.

Reference to other features can also aid plating, as indicated here:

West margin

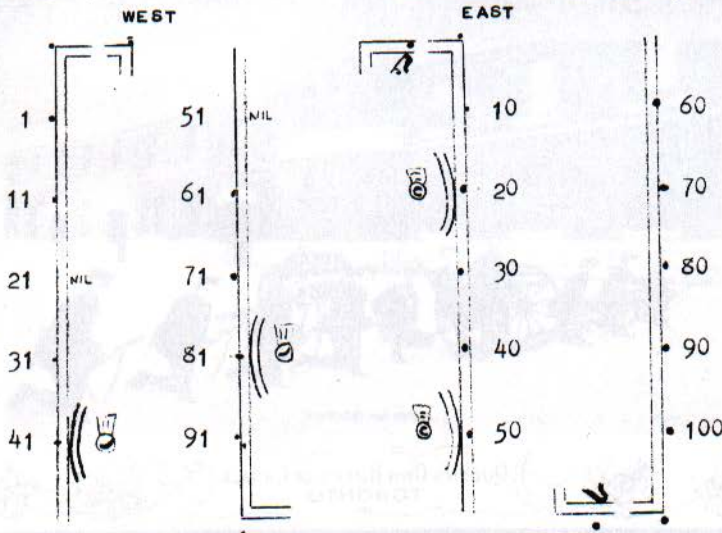
- PP 1 — North Margin guide dots
- PP 11 — Imprint

- PP 21 — Imprint; re-entry W. ovals and frame
- PP 31 — Plate flaw S.W. X and retouch at base of same (orders 1-17a); dash S.W. outer bottom frame
- PP 41 — Re-entry W. frame on proofs, not yet seen on stamps
- PP 51 — Re-entry 'Ten Cents'
- PP 61 — 'Double Epaulettes' flaw
- PP 71 — Imprint; short entry at base E. of S.W. X (orders 1-17a)
- PP 81 — Imprint
- PP 91 — S.W. corner guide dot

East margin

- PP 10 — N.E. corner guide dot; dot in frames above N.W. X
- PP 20 — Imprint; short entry in Prince Consort's chin
- PP 30 — Imprint
- PP 40 — Nil
- PP 50 — Short Entry between N.W. X and top of oval (orders 1-17a)
- PP 60 — Plate flaw in E of 'Postage' (orders 26b-c)
- PP 70 — Guide dot more ovoid than PP 90
- PP 80 — Imprint; plate flaw over T of 'Ten' (orders 26b-c)
- PP 90 — Imprint
- PP 100 — S. margin guide dots; plate flaw as PP 80

This article should have been run before the copy in **Topics'** last issue. We also regret the illustration accompanying the last article was run sideways. — **Editors.**



Plating West and East Marginal Stamps 1859 10c Prince Consort.

Jubilee Jottings

BY ALFRED P. COOK



CANADA JUBILEE ISSUE

17 var. ½c to \$5, and post card, com.,	\$17.50
11 var. 1, 2, 3, 5, 8, 10, 15, 20, 50c, \$1 and p.c.	3.25
10 var. 1, 2, 3, 5, 8, 10, 15, 20, 50c and p.c.	1.50
8 var. 1, 2, 3, 5, 10, 15, 20c and post card .....	.75
7 var. 1, 2, 3, 5, 10, 15c and post card .....	.50
6 var. 1, 2, 3, 5, 10c and post card .	.30
5 var. 1, 2, 3, 5c and post card ....	.20

NEWFOUNDLAND-CABOT ISSUE

14 var. 1c to 60c complete	\$ 3.00
10 var. 1c to 15c, inclusive	1.00
5 var. 1c to 5c, inclusive .....	.25

All the above are unused and fine.
Postage 3c. Extra on orders under \$1.00.

EDWARD Y. PARKER

457 Euclid Ave., Toronto, Can.

P. S. — I have laid in a large stock of these stamps and all can depend on having their orders filled promptly.

McKeel's, 22 July 1897

CHICAGO NOTES

By E. E. Severn

Local dealers report that while there is much curiosity among collectors to see the Canadian Jubilee Stamps, there is but slight demand for them. Several complete sets are in the possession of collectors here and they are the only persons who can show the ½ and 6c values.

— Ibid

* * *

DIAMOND JUBILEE STAMPS

CANADA

Because of the peculiar methods governing the sale of these stamps, I am able to furnish them ONLY in the following sets. BUY THEM NOW. The issue is limited, and is already nearly exhausted.

POST FREE

1, 2, and 3c and card \$.35

POST PAID AND REGISTERED

\$2, \$3, \$4, and \$5	\$15.00
\$1, \$2, \$3, \$4 and \$5	17.50
1, 2, 3, 5, 10, 15, 20 and 50c	
\$1, \$2, \$3, \$4, \$5	20.00
Same with ½, 6 and 8c complete ...	25.00

Post card thrown in. Stamps are unused and in mint condition. Remit in bank notes or money order, payable at Calais, Maine. Amounts under \$1, in current unused stamps.

MATTHEW R. KNIGHT

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

— Ibid

CANADA JUBILEE STAMPS AND CANADA REVENUES

Are Selling Fast

10 var. Canada Revenue, cat. 60c . . .	\$0.15
5 var. Canada Jubilee, unused . . . . .	.20
5 var. Canada Jubilee, used . . . . .	.15
9 var. Canada Jubilee, unused	1.25

Central Am. Steamship Co., stamps, complete set, unused, cat. 70c., for 25c. Most dealers ask 50c for set. We have only about 50 complete sets. Send at once if you wish a set.

I am getting new bargains in U.S. Postage and Revenue, Match, Medicine, good Foreign, Canada Revenue, etc. every day. Try us on approval sheets.

STARR
STAMP CO. COLDWATER, MICH.

— Ibid

* * *

NEWFOUNDLAND COMMEMORATIVE STAMPS * * * *

A beautiful set of 14 stamps commemorating the 400th anniversary of the landing of John Cabot.

The complete set, 1c to 60c, mint state	\$3.00
Set of 10 — 1c to 15c . . . . .	.90
Set of 7 — 1c to 8c . . . . .	.50

All post free. If registered, 5c extra.

Bona fide dealers supplied with the above commission. Cash with order in all cases.

INTERNATIONAL STAMP CO.

Montreal Canada

P.S. — A few more left. Complete sets Canada Jubilee Stamps, 1/2c to \$5.00 for \$18.00 post free. Price will soon advance to \$22.50.

— Ibid

CANADIAN NOTES

By REA

The impression is steadily gaining ground in Toronto and throughout the country generally that there is a "nigger in the fence" somewhere in connection with the jubilee issue. It had been thought all along that Mr. Mulock, the Postmaster-General, would have seen that no favors were shown in regard to the distribution of the new issue. It was considered that the fair way to have conducted the sale would have been to place them on sale at the different offices and let the public buy just as many as it wanted. As far as I can ascertain now the supply of certain denominations have been almost exhausted. Especially is this true with respect to the half and six-cent. Yet although 150,000 of the former denomination were issued, and although the regular stamp dealers of Canada, and indeed of the world, have used every means in their power to buy the stamps at the different offices throughout the country, not more than 10 per cent; no; not 5 per cent are in the hands of the dealers, while, according to what appears authentic information, not more than a like amount now remains in the post-office to be sold.

The question which is troubling the minds of the philatelists in Canada is "what has become of the other 80 or 90 per cent?" Some there are who steadfastly affirm that men well known in political circles, men far up in the Liberal ranks in Canada could procure hundreds of sheets of jubilee halves if necessary. It is only a matter of time, however, until the unloading process will begin, and then the citizens of Canada will know whether "Honest Bill Mulock", the former lawyer and politician, is as great a corruptionist as he is accused some of the members of the late government of being. Every stamp man in Toronto with whom I have spoken appears to be convinced that there has been some pretty fishy transactions in connection with the sale of certain denominations. One dealer expressed it as: "It is a ----- fake," and instead of the jubilee stamp being issued to commemorate the sixtieth anniversary of

Her Majesty, they were issued to celebrate the first accession to wealth of a number of ward heelers and political hacks.

— Ibid

* * *

Canada should have been more diplomatic in the treatment of those from whom she expected to receive her reward.

* * *

McKeel's, 29 July 1897

ANOTHER ROAST

In our issue No. 341 we reprinted an editorial from the **Flesherton Advance** under the heading of "Selfish Loyalty." The following is taken from a subsequent issue:

"Apropos of the article in last week's issue on the government's jubilee stamps: We are informed that the government will not even now discount its own stamps of the higher and useless values, nor can postmasters exchange other stamps for them. The sight is then seen of the government of Canada printing little bits of paper and asking people to expend sixteen dollars on them for love of the government and to fill the government coffers without giving any intrinsic value for the outlay. Incredible as it may seem, there are many people who have been found so foolish as to bite and bait. In connection with this we might say that the **American Journal of Philately** for July strongly cautions its readers against buying these stamps, and those who have purchased will probably find before long that they have thrown their money away for something utterly useless from a financial point of view. Apart from any other reasoning, too, is it not humiliating to find our government entering the field of speculation in this way? It might do for some impecunious and bankrupt little Central American republic, but for Canada — fough! Give us air!

— Ibid

The latest about —

CANADA JUBILEE

As no ½, 6 or 8c (no dealer has any to sell cheap) can be had at present, all orders, except complete sets, will lack these values. If you care to wait a month, we can probably fill all orders for missing values, balance of order sent now.

Canada Jubilee, ½c to \$5, 17 var. . . .	\$16.90
To 50c	1.75
1, 2, 3, 5c and card . . . . .	.11
1, 2, 3, 5, 10, 15, 20, 50c and card	1.25
\$2, \$3, \$4, \$5, 5 per cent over face	2.85
Newfoundland Jubilee, to 10c . . . . .	.80
Epworth League Convention Card, authorized by Government, ltd. . . . .	.10
Adams Canada Revenue Catalogue . . . . .	.10
50 var. Canada postage and revenue Newfoundland, ½, 1, 3, 5c. new (old) . . . . .	.15
Canada, 2c vermilion reg. (cat. 25) . . . . .	.10
New Italian, 2 varieties . . . . .	.05
Newfoundland, 6p. watermarked	1.50
United States, \$5, new unwmkd.	5.25
Canada Revenues, 15 varieties . . . . .	.10
Newfoundland, 6p., lake . . . . .	.55
New Brunswick, 2, 5, 17c., 3 var. . . . .	.14

FREE — Copy of "The Collector" just out.

WM. R. ADAMS

7 Ann St.,

Toronto, Can.

— Ibid

START A
REGIONAL
BNAPS
GROUP



Semi-Official Airmails

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

In recording the history of pioneer air mail flights should a catalogue or handbook differentiate between covers carried unofficially by the pilots and those covers that bore postage stamps and were postally authorized for the flight?

Mr. John C. Cornelius, Jr. commenting on covers carried on early flights reminds us that when it comes to many of the true pioneer flights, the mail was a handful of cards or envelopes carried in the pilot's pockets.

On the 1920 Trans-Canada Flight the "mail" flown was not carried with Postal action but put in a bag simply in charge of the pilots involved. This accounts for the differing opinions as to whether or not this was a true airmail flight.

Mr. J. D. Wilson, of St. John's, Newfoundland, went me a copy of the letter that Mr. Frank Ellis, author of "Canada's Flying Heritage" wrote him commenting on my TOPICS article on the 1920 Reans-Canada Flight.

His letter, in part, states that in a bag carried by the Pilots starting with Halifax

there were letters from Ottawa, Winnipeg, Regina and Calgary. Mr. Ellis has a cover carried on the 1920 Trans-Canada Flight sent from the office of the Mayor of Halifax to the Mayor of Vancouver. It bears the signatures of all of the Pilots who flew that historic flight.

The only other set was discovered in the vaults of the City of Vancouver and as it was before any of the original pilots on that flight died, Mr. Ellis was able to get the entire set autographed for the Vancouver City Council before the envelope was turned over to the City Archivist, Major Matthews, who had them mounted between sheets of glass so that both sides of the covers could be seen.

Mr. Ellis wrote that none of the letters flown on this flight were carried by Postal action but simply placed in charge of the pilots involved. Letters from various Mayors along the route, however, vouch for their authenticity, and two of the covers had stamps affixed but the stamps were not cancelled.

CANADIAN ARMED FORCES AIR LETTERS

W. Whitehouse

The story of these air letters was told in great detail many years ago by the late R. H. Webb and it is not intended that the story be repeated here. Rather, the intent is to bring to readers' attention this most interesting phase of WWII postal history by briefly outlining the reasons which led to the introduction of the air letter, details and issue dates of the basic types.

With todays high speed flights across the Atlantic in a matter of a few hours we perhaps forget that when WWII began some 38 years ago, flights across the Atlantic were neither fast nor reliable. Only Trans Canada Airlines and British Overseas Airways Corporation were flying the Atlantic from Canada at this time and understandably they were not able to cope

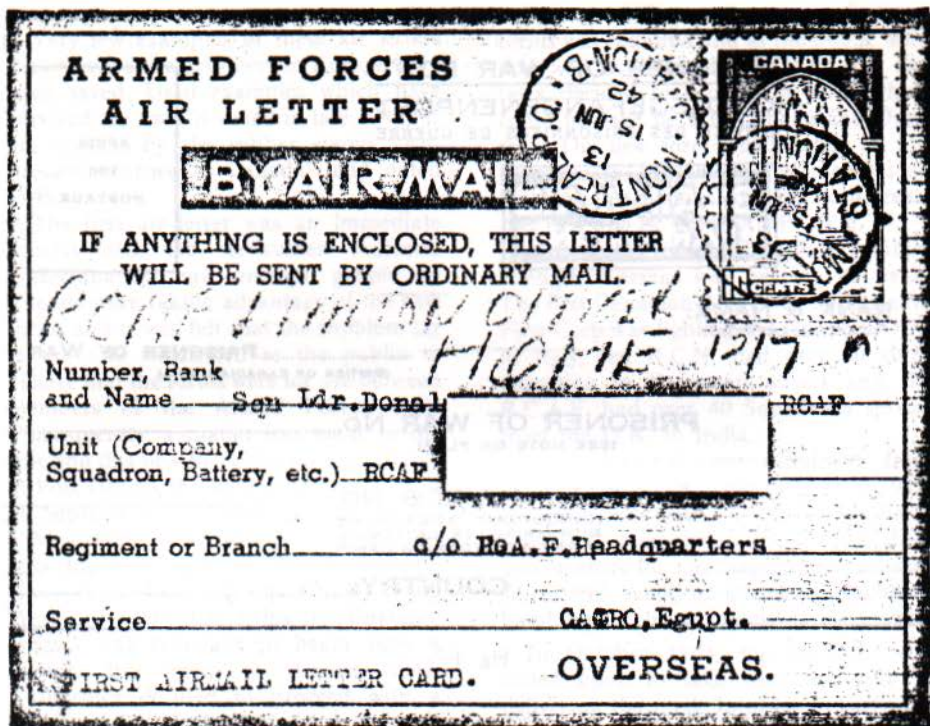


Fig. 3 Non philatelic use on First Day. Required 27 days for delivery to Middle East.

with the increase in passenger and airmail traffic brought about by wartime demands.

With more and more Canadian servicemen arriving overseas in early 1942, the Government began facing the same problem British Authorities had faced in 1940. Agitation among families, friends and servicemen alike was becoming very noticeable in connection with the length of time taken for mail to be delivered and the amount of mail which was being lost at sea due to operations by German submarines. The British had solved their problem with the introduction of the AIRGRAPH in May 1941, and now in 1942 as aircraft began to fly from one theatre of war to another in large numbers, had introduced an air letter form with the title AIR MAIL LETTER CARD.

In April 1942, Canada decided to take advantage of the military aircraft being flown across the Atlantic by Ferry Command and following the lead of

British Authorities announced that an air letter form would be available to the Canadian public on 15 June 1942, with the title of ARMED FORCES AIR LETTER (Fig. 1). The postage rate for this new service was to be 10c as this was the closest equivalent in Canadian funds to the 6d rate set for the British air letter card.

Although I have been unable to determine the exact date, it would have been about this time that the Prisoner of War air letter was made available to the Canadian public for correspondence to Allied prisoners of war in German and Italian hands (Fig. 2). The British had a similar form available in July 1941. As we usually followed their lead and as a short article in a Montreal newspaper dated September 1942 reminded the public that the air letter form available for use to prisoners in Europe, was not to be used to Allied prisoners in Japanese hands, I feel certain that it was between June and August 1942 when this form was first

issued.

Very few examples of these air letters that reached the prisoners in Europe have been saved. Used examples which have survived are usually dated in late 1944, or are crossed by the rubber stamp "Addressee returned to Canada" and dated 1945.

The first air letter was an immediate success with the servicemen overseas. Unfortunately, not enough people in Canada were taking advantage of the new forms and it was felt that the problem lay in the title which led to the public to believe that the forms were for use between members of the Armed Forces only. Consequently, a change was made in the title and this new form was made available in Post Offices throughout the country on 19 September 1942 (Fig. 3).

Meanwhile, demand was growing overseas for a similar service to Canada. However as there was one aircraft flying West for every ten flying to England, Ottawa was reluctant to begin such a service. But early in August 1942, Authorities decided to proceed with a Westbound transatlantic service on a provisional basis and announced 1 October 1942 as the date for the first flight. The routine order which announced commencement of the service also advised that the air letter form would be restricted to one form per week per man.

For the men overseas there were actually two forms made available. It was not originally intended to be that way but eventually one form was printed in the U.K. and the other in Canada.

No. 1 Printing and Stationery Detachment of the Canadian Army in England was authorized to print forms in August 1942, but when it appeared that they could not produce and distribute their forms in time for the first flight, they requested that Ottawa produce approximately 150,000 forms as an interim measure.

No. 1 P&S Detachment eventually overcame their problems and completed their forms in September 1942 (Fig. 4) while Ottawa ran into printing problems and their forms did not arrive in the U.K. until nearly 2 weeks after the first flight date (Fig. 5).

By mid-1943, a new supply of air letter forms was required and as the public were now well acquainted with their use, Ottawa decided to produce a form which could be used both in Canada and Overseas. The new form which made its appearance in September 1943, contained franking instructions covering both areas, "AFFIX 10c or 6d STAMP" (Fig. 6).

About this time, Canadian military strength overseas was nearing its peak. The first Canadian Army was in England, First Corp was fighting the German Army in Italy, the R.C.N. had over 30 ships operating in European waters and the R.C.A.F. had over 40 Squadrons spread from the U.K. to India.

When B.O.A.C. was withdrawn from Atlantic air service in the summer of 1943, it was obvious that T.C.A. and the Ferry Command which had simply been a stop-gap measure for speeding up mail delivery since 1942, would no longer be capable of handling the huge volume of mail.

In October 1943, the R.C.A.F. was called upon to take over the duty of delivering the mail. In order to carry out this new assignment, 168 (HT) Squadron was formed immediately, six B-17 "Flying Fortress" aircraft were purchased from the U.S. and the first mail was flown on 15 December 1943, from Rockcliffe, Ontario to Prestwick, Scotland, 189 bags of mail being delivered.

In March 1944, Ottawa finally reached agreement with British Authorities to make official a 3d rate for the air letter from any theatre addressed to Canada. Thus a change was required in the franking instructions of the 1943 form illustrated in Fig. 6. The form with instructions "AFFIX POSTAGE HERE" was made available in April 1944 (Fig. 7).

Meanwhile in England on 7 March 1944, No. 1 P&S Detachment apparently unaware of Ottawa's latest printing, released a completely new form to be used by the Forces overseas. This new form was a different format than previously, a little larger and containing new postal instructions. Although it was common knowledge among the personnel overseas that their best chance of obtaining air

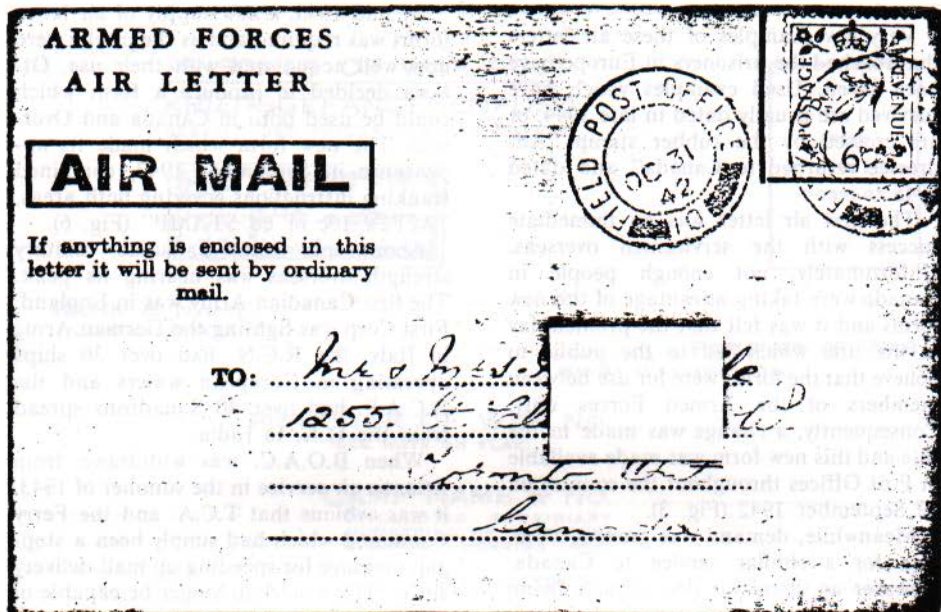


Fig. 4 Used from U.K. in first month of Westbound service.

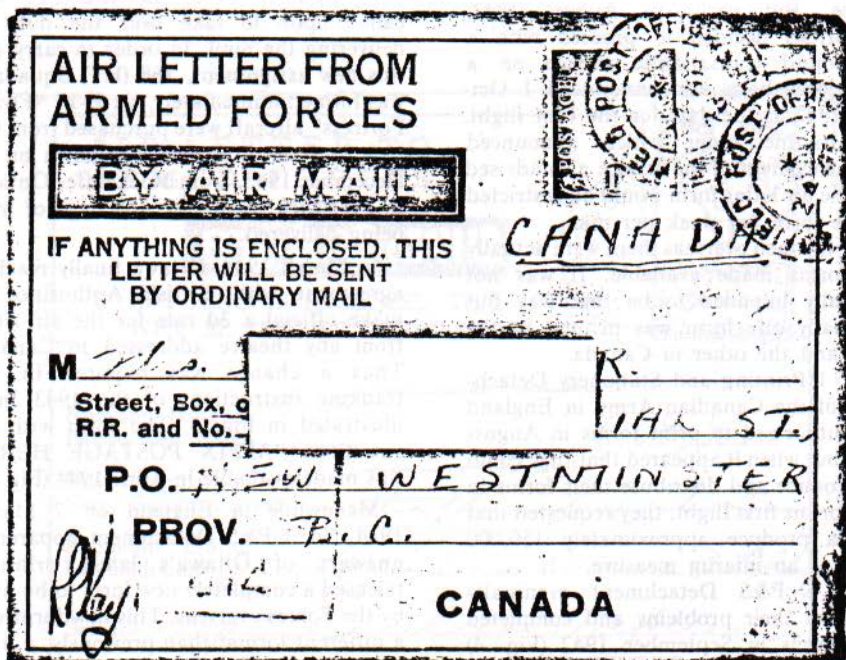


Fig. 5

Used from Egypt in April 1943. The writer, a member of the RCAF mentions that a supply of these forms has just arrived.

ARMED FORCES
AIR LETTER

Air
Stamps or 6d.
Stamp

AIR MAIL

If anything is enclosed in this letter it will be sent by ordinary mail.

TO:

Fig. 6

ARMED FORCES
AIR LETTER

Air
Postage
Here

AIR MAIL

If anything is enclosed in this letter it will be sent by ordinary mail.

TO:

Fig. 7

ARMED FORCES AIR LETTER

AIR MAIL



POSTAGE

44
+ MAY 44
+

This letter must be posted in Armed Forces Postal channels. If posted in a Civil Post Office or pillar box, it will not be given air transmission.

TO:

Miss Marion Murray
MacDonald Mfg. Co.
Richmond & Spadina
Toronto Can.

Fig. 8

Used from England, 4 May 1944

conveyance was through a Forces postal facility, the instructions on the new form insisted on this procedure.

Later a note was added to the back panel that the air letter could not be accepted for registration.

This particular air letter went through quite a number of printings which produced many varieties in layout and types of paper.

The majority of those concerned, both in Canada and overseas realized that priority was given the air letter for air transportation and that it was to everyone's advantage to use the air letter because of the saving in weight compared to ordinary letters. As a result of the widespread use together with the fact that the R.C.A.F. was providing regular air mail flights, an increase in the ration from 4 to 6 forms per month for the Forces overseas was authorized early in 1944.

The widespread use of the air letter mentioned early brought about the need for a Privilege or Honour form as a substitute for the Honour envelope. The British had such a form available to them which contained a blue triangle on the front and the "Honour" certificate on the back panel. Provided the certificate was signed by the writer, the letter could be passed to the base without having been censored by the Officers of the writers unit.

Prior to such a form being available to Canadian Forces, the certification was written by hand or typewriter (Fig. 9), or if available the British "Honour" air letter was used (Fig. 10).

Once again following the British lead, Ottawa directed No. 1 P&S Detachment to prepare a "Honour" Air Letter. As an interim measure a blue triangle was overprinted on some existing stocks of the 1942 type form which was illustrated in Fig. 4, no Honour certificate was included on the back panel (Fig. 11).

On the same form they subsequently added the postal instructions from the March 1944 issue on the front and the Honour certificate on the back panel. I regret that I do not have a copy of this particular sheet for illustration, perhaps

one of the readers could provide a copy to the Editor at a later date.

The "Honour" Air Letter in its production form was designed similar to that illustrated in Fig. 7 with the addition of a blue triangle on the front and the Honour certificate on the back panel (Fig. 12).

There does not appear to be a specific date when this form was first made available. The only date we have to go on is a routine order dated 17 April 1944 announcing the availability of the Honour form, however we know that the overprinted 1942 forms were available months before.

There are a number of varieties in layout and types of paper.

By mid-1944, the R.C.A.F. was hitting its stride in providing reasonably regular mail deliveries overseas and vice versa, now with "Liberator" aircraft becoming available to help the aging "Fortresses" Canadian Authorities announced that the Armed Forces Air Letter could be used by the public to correspond with civilian relatives and friends overseas. The date for commencement of this new service was set at 11 September 1944. It is assumed that these civilian letters were transported via commercial airlines which had been relieved of the military mail by the R.C.A.F.

For Christmas 1944, Canadian Forces overseas and British personnel stationed in Canada were granted "FREE" mail privileges with a variety of overprints, cartoons or simply the word "Free" depending on the theatre of operations.

These Christmas forms are well known to collectors because they have been frequently mentioned in philatelic publications over the years, consequently a few illustrations will substitute for further comment (Fig. 12 - 2 sheets).

Not so well known perhaps but worthy of mention here are the British Christmas Greeting Air Letter Cards for 1942 and 1943 used by Canadians stationed in the theatres where these forms were made available.

1942 Christmas air letters are known used by Canadians from Ceylon and

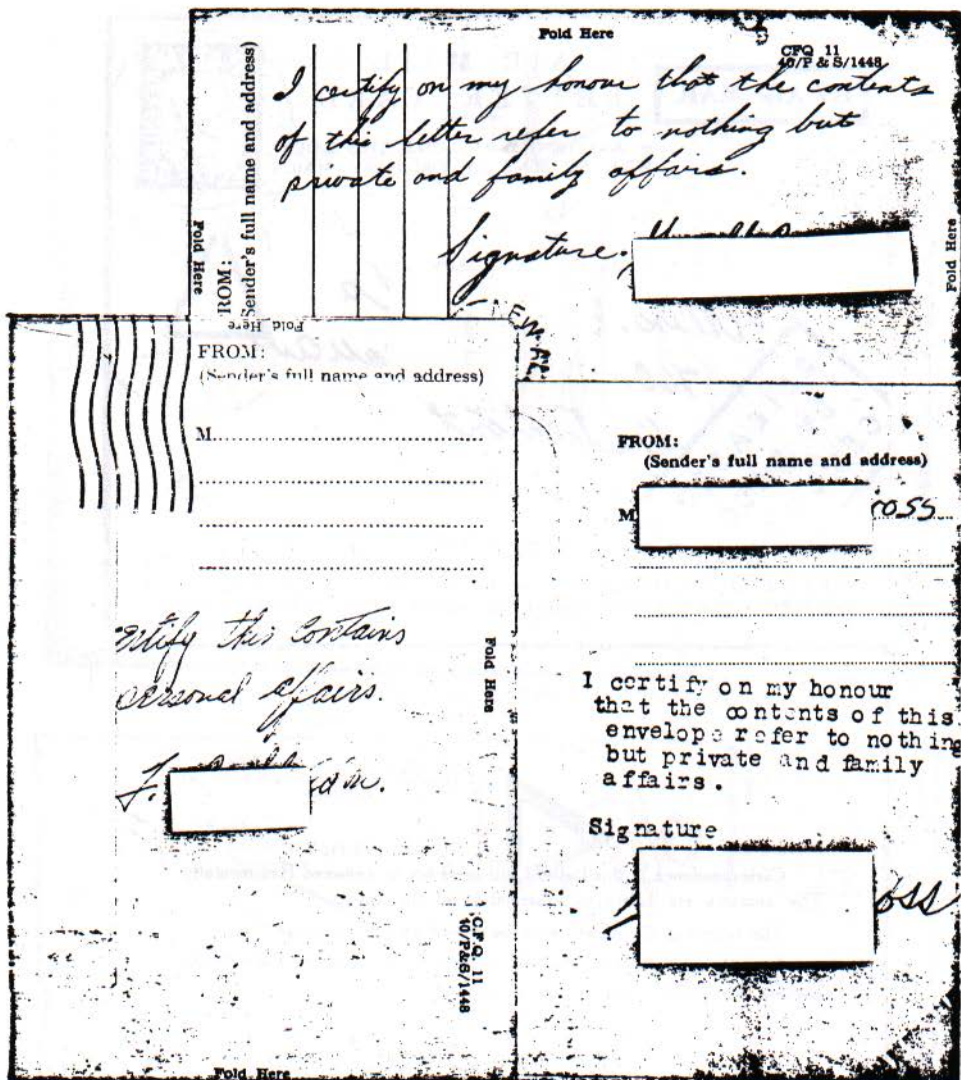


Fig. 9

BY AIR MAIL

AIR MAIL
LETTER CARD

IF ANYTHING IS ENCLOSED THIS CARD
WILL BE SENT BY ORDINARY MAIL



Miss. E
760.

La
all over

RELEASED
BY BASE
CENSORS

Ottawa
Montreal
Canada

WHEN FOLDED THE LETTER CARD MUST CONFORM IN SIZE AND SHAPE WITH
THE BLUE BORDER WITHIN WHICH THE ADDRESS ONLY MAY BE WRITTEN
AF W3077

NOTE.—

Correspondence in this Letter Card need not be censored Regimentally
The contents are liable to examination at the Base.

The following Certificate must be signed by the writer:—

I certify on my honour that the contents of this Letter Card refer to
nothing but private and family matters.

Signature — Name only

A. P. 111

Fig. 10

British "Honour" form used by a Canadian soldier in Italy. The triangle appears to be overprinted on a early type air letter and was very short lived. All examples seen are used from Italy. Dark blue printing on white paper.

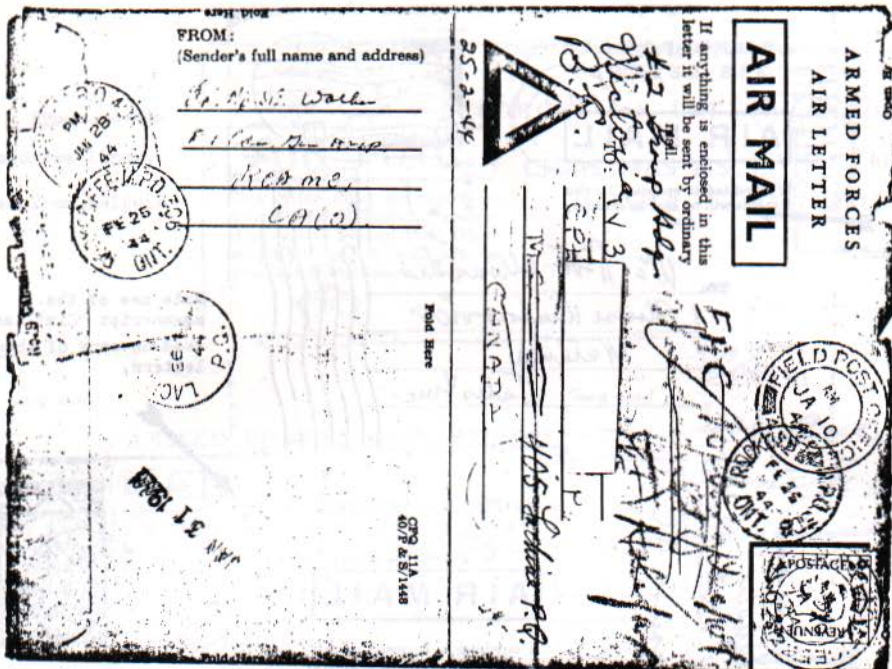


Fig. 11 Note date of use from FPO 432 — 10 January 1944

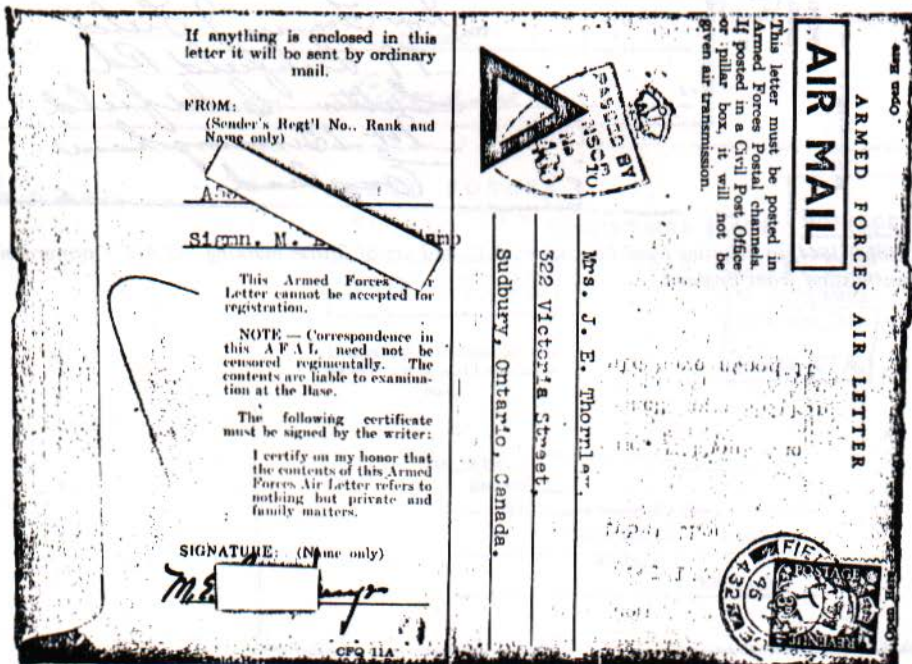
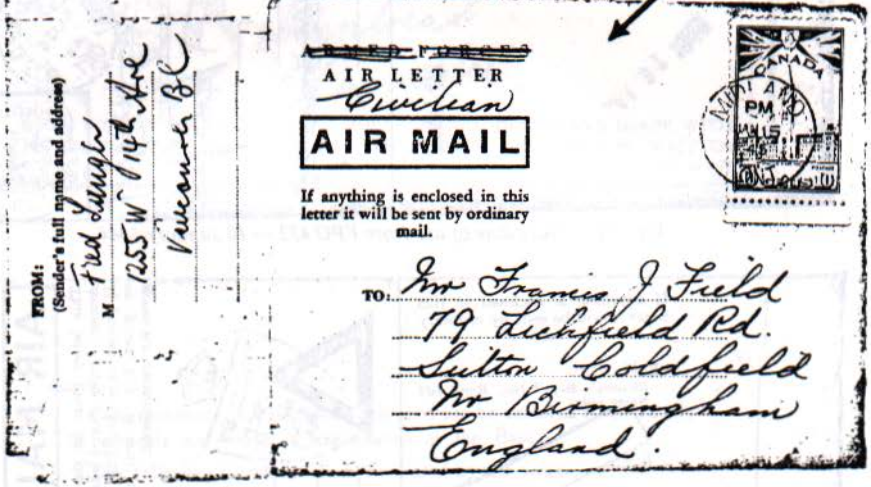


Fig. 12 Used from Hamburg, German in July 1945.



October 1944, to Palestine from Vancouver, B.C. and use of British marking "O.A.T." onward air transmission from England.

3 address lines.
Used from Belgium

ARMED FORCES AIR LETTER

AIR MAIL CHRISTMAS ISSUE 1944

Postage FREE

This letter must be posted in Armed Forces Postal channels. If posted in a Civil Post Office or pillar box, it will not be given air transmission.

ARMED FORCES AIR LETTER

AIR MAIL CHRISTMAS ISSUE 1944

Postage FREE

This letter must be posted in Armed Forces Postal channels. If posted in a Civil Post Office or pillar box, it will not be given air transmission.

TO: *Mrs. [redacted]*
Tilsonburg
Ontario
Canada.

Ston
Full Ave.,
Minister BC
A.

4 address lines
Used from England

ARMED FORCES AIR LETTER

AIR MAIL CHRISTMAS ISSUE 1944

Postage FREE

VULCAN M. P. O. 1312 DEC 29 1944 ALBERTA

If anything is enclosed in this letter it will be sent by ordinary mail.

TO: Mrs. [redacted] R. [redacted]
RANWOL
St. Lawrence Drive,
EASTCOTE, Pinner.
Mdx.
ENGLAND.

Fig. 13 R.C.A.F. South East Asia.



R.C.A.F. →
 South East Asia

Bermuda 1944 →

S/S Cataraqi Park
 at Sydney, N.S.
 20 July 1944 →

Fig. 14

Egypt, while the red overprints "Postage Free" or "Free" on British air letters for 1943 are seen from Ceylon, Italy and North Africa.

As the war came to a close, and as Canadians from all over Europe, the Middle and Far East, began moving back to England and then home, there remained one more variety of the air letter to make its appearance.

For Christmas of 1945, No. 1 P&S Detachment at the request of the various Auxiliary Services in England, printed a Christmas motif together with the word "Greetings" on the message side of the March 1944 issue (Fig. 13). All copies seen used are dated December 1945 from England except one copy used from Austria.

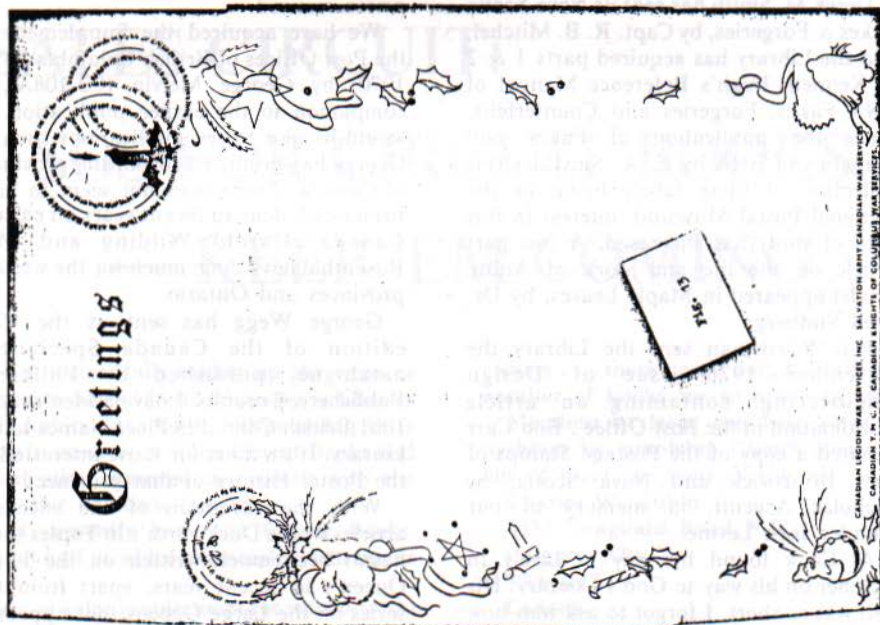
Various Regiments on the Continent also had Christmas Greetings of one type or another printed on the message side of the March 1944 issue. Understandably the numbers printed in each case must have been small indeed and those that have survived are very scarce.

Looking back over the 3½ years the air letter was in use, one is struck by how few examples can be found used by Canadians

serving in the Merchant Navy or by the Forces stationed in Bermuda, Jamaica and British Guiana, or those in the Middle East, India and South East Asia. Canadians stationed in these areas must have used hundreds of air letters, but very few have survived (Fig. 14).

Finally, last dates of use are always of interest to collectors. In my collection the latest date of use by a Canadian is 6 February 1946 from England, while the latest date of use of a Canadian Armed Forces Air Letter is 8 November 1948 from a soldier in the British Army of Occupation.

The list of ARMED FORCES AIR LETTERS mentioned in the opening paragraph is now available from the editor. The checklist contains all the varieties known to the writer and it is reasonable to assume that many more varieties exist in the hands of collectors. Should there be sufficient interest, the editor has agreed to provide space in the Newsletter for the exchange of information. In this connection may we suggest that photostats be used in order to avoid confusion among the readers.



TOPICS: THE BUSINESS SIDE

BNAPS: ELECTED OFFICERS

PRESIDENT	Leo J. LaFrance, 27 Underhill Road, Ossining, N.Y. 10562
PAST PRESIDENT	James J. Pike, 5805 Balsam St., Apt. 801, Vancouver, B.C. V6M 4B8
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, Lee Brandom

(FOR OTHER OFFICERS, SEE MASTHEAD ON INDEX PAGE)

LIBRARY REPORT

by Michael Squirell

1977 has seen two new studies of fakes and forgeries of BNA published. With the rising realizations of the Classics, there will be some inclined to dabble in this area, although I doubt that they will come close to some of the old masters.

Derek M. Smith has sent us Nova Scotia Fakes & Forgeries, by Capt. R. B. Mitchel, and the Library has acquired parts 1 & 2 of Kenneth Pugh's Reference Manual of BNA Fakes, Forgeries and Counterfeits. Since the publication of Fakes and Forgeries of BNA by E. A. Smythies (his collection of these labels being in the National Postal Museum), interest in this field of study has increased. A two part article on the life and work of Andre Frodel appeared in Maple Leaves, by Dr. Fred Stulberg.

Pete Wiedeman sent the Library the November 1976 issue of Design Engineering, containing an article 'Automation in the Post Office'. Bob Carr donated a copy of the Postage Stamps of New Brunswick and Nova Scotia, by Nicholas Argenti, in memory of our founder Jack Levine.

Al Cook found his way to Lively in October on his way to God's Country. His visit was so short, I forgot to ask him how

he found Lively. Al dropped off some 200 issues of the American Philatelist and Collectors Club Philatelist, which contain many articles on BNA. Earlier Al sent us the auction catalogue issued by Harmer's — Canadian Pence Issues on Covers, with prices realized.

We have acquired the Supplement to the Post Offices of British Columbia 1858-1970, by George Melvin (C3-108A), a companion to the earlier publication. It would be nice to see publications such as George has produced for all the provinces of Canada. There does not seem to have been much done in recent years on eastern Canada. Harold Wilding and Max Rosenthal have done much for the western provinces and Ontario.

George Wegg has sent us the 1978 edition of the Canada Specialized catalogue, published by Philatelic Publishers, Toronto. I have added a book 1001 British Columbia Place Names to the Library. It's a must for those interested in the Postal History of that province.

With the exception of the excellent articles by the Duckworth's in **Topics** there hasn't been much written on the Large Queen's in recent years, apart from the series on the Large Queens that appeared

in the Canadian Philatelist by R. C. Martin. BNAPSer Hans Reiche has written the definitive general study entitled *A Large Queen's Report*, published by Canadian Wholesale Supply at \$5. This publication is for the general collector of Canada as well as the specialist, and should be in all BNAPSer's libraries. The contents start with a list of references which are available from the Library. Also, values issued, production methods, postal rates, perforations, guide lines and dots,

papers, gum, plate inscriptions, varieties and a separate chapter on each value with monochrome enlargement of the mint stamps at the head of each chapter. Hans has donated a copy of his study to the Library. Glen Hansen sent us the first four issues of the S.C. Group newsletter with binder.

If anyone has any spare issues of the Canadian Philatelist for the past seven years, we need them for the Library.

HANDBOOK COMMITTEE

Michael Dicketts, Chairman

The committee is glad to announce that Glenn Hansen of Winnipeg has agreed to serve as our Western Canada contact re BNAPS handbook matters. Glenn joins Jim Lehr, Ed Richardson, and Wilmer Rockett, all of whom are interested in the

possible publication by the Society of original philatelic manuscripts by would-be authors. So if you're a budding author or know of one write to your nearest Handbook Committee member.

Michael Dicketts, Chairman

SALES CIRCUIT:

SOS FOR CIRCUIT BOOKS

— KEEP 'EM COMING

Enthusiastically taking up the reins as our new Sales Circuit Manager is Charles W. Aubin. Mr. Aubin writes saying he is now in possession of the Circuit Books and most other material to proceed with the job. But he sends this SOS:

"I presently have 103 Circuit Books, about half of which are nearing retirement

date or sales requirement for return to the

owners... there are not a sufficient number of books for so many circuits."

Members at large can help solve the problem by supplying Circuit Books — lots of them, we hope. Write to:

Charles W. Aubin
4931 Vanguard Road N.W.
Calgary, Alta.
T3A 0R5
Canada.

From the Secretary

EDWARD J. WHITING
Malvern, Pa.

NEW MEMBERS

10 December 1977

- 3668 Shumway, Dr. R. Chad, 588 Fulton St., Hannibal, NY 13074
3669 Upshall, William Jacob, P.O. Box 72, Dewdney, B.C. V0M 1H0
3670 Krawec, Terry J., 6504 - 94 Ave., Edmonton, Alta. T6B 0X9
3671 Arndt, F. Jeffrey Scott, P.O. Box 5463, Seattle, WA 98105
3672 Malenfant, Cecile, P.O. Box 223, Sunnyside, FL 32461
3673 O'Bryan, Joseph T., 218 Mildred Ave., Maple Shade, NJ 08052
3674 Arnold, Gary D., 5509 E. St. Joseph Hwy., Grande Ledge, MI 48837
3675 Martin, Betty J., Bryce-Martin Stamps Ltd., Ste. 11 & 12, 241 King St. W., Kitchener, Ont. N2G 1B3
3676 Wolf, Philip, 10515 Shillington Cr. S.W., Calgary, Alta. T2W 0N8
3677 Stewart, J. L., 37 Glenfern Ave., Hamilton, Ont.
3678 Burns, P.J., c/o Falconbridge Nickel Mines, 23 Tomlinson Block, 8A N. Cumberland St., Thunder Bay, Ont. P7A 4L1
3679 Smegal, Edward, Box 142, Deep River, Ont. K0J 1P0
3680 Stuart, O. G., 1909 Atlin Ave., Prince Rupert, B.C. V8J 1E7
3681 Toner, Lee, 3315 Chrysler, Independence, MO 64055
3682 White, John W., 780 N.W. Wallula Ave., Gresham, OR 97030
3683 Prichard, LTC D. M. C., Gobion Manor, Abergavenny, Gwent, United Kingdom NP7 9AY

NEW LIFE MEMBERS

10 December 1977

- I-3395 Hayter, Derek, Box 6629, Station A, Toronto, Ont. M5W 1X4
L-3667 Clark, Beverlie (Mrs. Stuart A.), 924 North Dr., Winnipeg, Man. R3T 0A8

APPLICATIONS PENDING

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

- | | |
|----------------------------|---------------------------|
| 3627 Tremblay, Roger Yves | 3703 Warren, Richard D. |
| 3684 Cunningham, Gerald J. | 3704 Gibbons, Edward S. |
| 3685 MacRae, Ian C. | 3705 Manchee, E. B. |
| 3686 Kennedy, Jack | 3706 Eldrige, John D. |
| 3687 Hillmer, John M. | 3707 Lundy, James B. |
| 3688 Twan, Lyle D. | 3695 Pefhany, Spehro |
| 3689 Raunborg, John D. | 3708 Wiseman, James P. |
| 3690 Blackburn, Peggy M. | 3709 Ericson, Richard C. |
| 3691 Hewitt, Maurice C. | 3710 White, Virginia |
| 3692 Proulx, Daniel | 3711 Cooper, David |
| 3693 Hutton, David Greig | 3712 Meis, Lester A. |
| 3694 Caffrey, John G. | 3713 Collier, Vera J. |
| 3696 Rudolph, Elmer E. | 3714 Richards, Wildred S. |
| 3697 Balough, Joseph J. | 3715 Elliot, J. Ross |
| 3698 Kenyon, Bruce W. | 3716 Legris, Yvon |
| 3699 Cherry, Thomas J. | 3717 Romeo, Perry |
| 3700 Cornelius, Gary L. | 3718 Woodward, Len |
| 3701 Mitchell, Donald | 3719 Whatling, Joan |
| 3702 Deaton, Suzan M. | |

- 3038 Gray, John J., 44 High St., Tenterden, Kent, England
 3264 Lafontaine, Jean, 262 Joseph Huet, Boucherville, Que. J4B 2C3
 2779 Law, Carl Edgar, 2475 Orient Park Dr., Ottawa, Ont. K1B 4N2
 3318 Miller, W. Barry, 300 Maple St., Fredericton, N.B. E3A 3R2
 3448 Thompson, Rae T., 384 E. Ralston Ave., San Bernardino, CA 92404

APPLICATION NOT ACCEPTED

- 3653 Sisman, John Eades, 90 Holgate - 404, Barrie, Ont. L4N 2T9

APPLICATIONS FOR MEMBERSHIP

10 December 1977

- 3720 Adams, Christopher J., 49 Old Ferry Rd., Apt. 9, Dartmouth, N.S. B2Y 2E8. Cxcs Canada 19 & 20 cent mint & used singles & blocks; pre-stamp, stampless, illustrated covers; territorial, flag, squared circle cancels; Grimsby, Ontario, postal history; patriotic postcards. Proposed by J-C. Michaud 3144, Seconded by A. F. Smith 1512.
- 3721 Gilmour, William R., 8015 Westside Rd., Vernon, B.C. V1B 1Y4. C Canada plate blocks. Proposed by R.A. Lee 2470.
- 3722 Bollinger, J. P., 19352 Sierra Calmo, Irvine, CA 92715. C BNA Revenues, BNA mint. Proposed by E. J. Whiting L-61.
- 3723 Sheryer, Richard A., 2111 Roche Ct., Apt. 702, Mississauga, Ont. L5K 1T4. C Canada stampless; private perfins; precancels. Proposed by J. H. M. Young L-1523, Seconded by J. H. Talman 2884.
- 3724 Kawamoto, Thomas M., P.O. Box 60343, Fairbanks, AK 99706. C BNA Supreme Court stamps. Proposed by G. T. Katahara 3599.
- 3725 Russell, Morton W., 2519 Kokanee Way, Sacramento, CA 95826. C Canada. Proposed by F. W. Bly 3561, seconded by W. L. Wright 3247.
- 3726 Grosnick, William Sr., 833 S. 11th Ave., Wausau, WI 54401. C Canada — all phases — revenues, stationery, covers, officials, etc. Proposed by D. Hayter L-3395, seconded by A. I. Steinhart 2010.
- 3727 Rees, Mrs. Dorothy, 462 Athabasca W., Moose Jaw, Sask. S6H 2C3. C Canada postal history & perfins. Proposed by D. McKay 1819, seconded by D. C. McKay 2655.
- 3728 Kellett, Harold F., 1334 Arlington Ave., Saskatoon, Sask. S7H 2X9. C Toronto area cancels; RPO's; small queens; 19 Cent fancy cancels; squared circles. Proposed by J. I. Jamieson 2395.
- 3729 Evans, Jeffrey S., 1840 N. 52nd, Seattle, WA 98103. C Canada singles, tagging varieties. Proposed by E. J. Whiting L-61.
- 3730 Kitchen, Alfred J., 1710 Portage Ave., Ste. 1701, Winnipeg, Man. R3J 0E2. C Canada; Manitoba postal cancellations. Proposed by H. W. S. Wilding 1040, seconded by S. A. Clark 2551.
- 3731 Root, William E., 6984 N.W. Portland Ave., West Linn, OR 97068. C Canada, mint, plate blocks, covers, semi-official airs. Proposed by E.J. Whiting L-61.
- 3732 Ritzer, Steve, 30 South Mountain Rd., Millburn, NJ 07041. C Canada FDC; railway post cards; VF used, bulls eye cancels. Proposed by E. J. Whiting L-61.
- 3733 Falla, Raymond James, 191 Roywood Dr., Don Mills, Ont. M3A 2E5. C Canada squared circle postmarks. Proposed by A. L. Steinhart 2010.
- 3734 Kudish, Harold G. MD, 10460 Charing Cross Rd., Los Angeles, CA 40024. C Canada & provinces 19 & 20 cent mint & used; booklets & panes; mint semi-official airs; flag, 2-ring & squared circle cancels. Proposed by G. F. Hansen 2203, Seconded by K. M. Robertson 1535.
- 3735 Simard, Andre, 2885 Sasseville, Ste.-Foy, Que. G1W 1A4. C Canada 15c large queens, Admiral issues. Proposed by G. Des Rivieres 1077, seconded by M. Beaupre 3414.
- 3736 Blood, John M., c/ o J. M. Blood Inc., 380 High St., Holyoke, MA 01040. D Proposed by E. J. Whiting L-61.
- 3737 Boyd, John N. H., 2311 Ontario St., Apt. 504, Oakville, Ont. L6L 1A5. C General B.N.A. Proposed by E. J. Whiting L-61.
- 3738 Hecht, Donald S., 37 Seaview Lane, Port Washington, NY 11050. C Canada mint & used; modern errors and varieties (tagging, paper types etc.). Proposed by E. J. Whiting L-61.
- 3739 Delwasse, Jean-Pierre, 2497 des Hospitalieres, Sillery, Que. G1T 1V6. C Canada booklets & precancels. Proposed by G. des Rivieres 1077, seconded by M. Beaupre 3414.
- 3740 Coutts, Cecil C., 63 Selkirk Blvd., Red Deer, Alta. T4N 0G5. C Canada & provinces mint & used 19 & 20 cents; pre-stamp & stampless covers; coils; OHMS-G; booklet panes mint; precancels; revenues; used airs; RPO, flag, 2 & 4-ring, squared circle, duplex cancels; SON western towns (Sask. & Alta.), fancy cancels on small queens; Admirals in shades; centennials. Proposed by E. J. Whiting L-61.
- 3741 Pharo, G. F., 41 Broadway, Kennebecasis Park, Saint John, N.B. E2H 1B3. C Canada & provinces mint & used. Proposed by E. J. Whiting L-61.

CHANGES OF ADDRESS

- 3435 Burton, Edgar G., **Greenbrook Farm, R.R. No. 2, King, Ont. L0G 1K0**
 3480 Corbett, **MAJ. H. L., 131 Rutherford Ct., Kanata, Ont. K2K 1N6**
 3242 Currie, Robert, **1333 Bloor St. E., Apt. 2318, Mississauga, Ont. L4Y 3T6**
 2263 Edwards, Edward D., **1629 Waterside N.W. St., Port Charlotte, FL 33952**
 15 Garrett, C. B. D., **6195 Eastmont Dr., West Vancouver, B.C. V7W 1X4**
 3386 Hillier, Dave A., **62 Highland Ave., St. Catharines, Ont. L2R 4J1**
 2776 Holden, E. K., **P.O. Box 927, Florida 1710, South Africa**
 3440 Koloski, Stanley B., **4212 - 79th St., Kenosha, WI 53142**
 1590 Mifsud, Austin V., **10800 Homestead Rd., Apt. 15-L, Copertino, CA 95014**
 2175 Payne, John, **Box D-10, Aztec Tr. Ct., 4220 E. Main St., Mesa, AZ 82505**
 2935 Plain, Brain Charles MD, **230 Robson Rd. W., Kelowna, B.C. V1X 3C8**
 L-3058 Preisler, Rev. H. Max, **26 Maple Ave., Ste. Anne de Bellevue, Que. H9X 2E6**
 3240 Scarowsky, Ibbie, **416 Tweedsmuir Ave., Ottawa, Ont. K1Z 5N5**
 3594 Smith, Robert B., **c/ o Dames and More, 605 Parfet St., Lakewood, CO 80215**
 L-2461 Tannenbaum, Dr. Martin M., **1435 York Ave., New York, NY 10021**
 3031 Walters, Peter S., **P.O. Box 2029, Cerritos, CA 90701**
 1643 Weill, Robert K., **Box 905, Falls Station, Niagara Falls, NY 14303**

RETURNED MAIL (Bad addresses?)

(Any information to correct address will be appreciated by the Secretary.)

- 3425 Brice, Harry William, **34 Blawtyre Ave., Scarborough, Ont. M1N 2R4**
 2701 Flewwelling, Bert, **5645 College St., Vancouver, B.C. V5R 3Z6**

DECEASED

10 December 1977

- 3050 Carter, Jack P., **3409 - 33rd St., San Diego, CA 92104**

MEMBERSHIP RECAP

Members as of 15 September 1977	1,508
New members	16
New Life member	1
Replaced on the rolls	5
	22
	<hr/>
	1,530
Deceased	1
	<hr/>
Members as of 10 December 1977	1,529
Applications pending	37
New Applications	22
	59
	<hr/>
	1,588

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FREE — Monthly Special Offer List of BNA Postal History & Stamps, Varieties, Cancellations, Br. Colonies, etc. J. C. Michaud, P.O. Box 5176, Armdale, N.S. B3L 4M7.

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ONTARIO, WESTERN, N.W.T., YUKON, railway depot, squared circle cancels (stamp or cover). Have same to offer, plus eastern Canada cancels, small queen's, R.P.O.'s, slogans, early picture postcards, etc. Graham Noble, History Dept., Queen's University, Kingston, Ontario.

Canadian Postal Stationery.
Mike Anderman
No. 706, 11307 - 99 Ave.
Edmonton, Alberta
Canada T5K 0H2

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Maple Leaves — Cumulative Index Vol. 1-14	\$3.00

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If you would like information about CAPEX 78 or the Royal Philatelic Society of Canada contact:

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