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BNA TOPICS

Official Journal of The British North America Philatelic Society

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OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

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**FOR ELECTED OFFICERS SEE LISTING UNDER
"TOPICS: THE BUSINESS SIDE"**

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Some further post office information from the 1820 period

The Journal of the House of Assembly for 1821, reprinted by the Legislative Assembly of Ontario in the Eleventh report of the Bureau of Archives for the Province of Ontario by Alexander Fraser, and reprinted here courtesy of the Metropolitan Toronto Library Board continued with the previous debate. The reprint in the journal for March 10, 1821 contained the following:

(Made the 8th day of December, 1821)

"It appears to the Committee of Your Honorable House that an inquiry was heretofore made in the Fifth Session of the Seventh Parliament into the rates of postage charged and the authority under which the same have been directed to be charged. That the information obtained upon that inquiry not being satisfactory, the House confined itself merely to the consideration of the administration of the Post Office Department, and declining, as appears to Your Committee, the part of the inquiry relating to the authority thereto, resolved that the rates of Postage charged in Upper Canada for several years past for the conveyance of letters have exceeded the charges authorized by law, and therefore an Address was presented to the Lieutenant Governor, requesting him to represent the same to His Majesty's Ministers, and to pray their interference with the Postmaster General in Great Britain, to prevent the continuance of so great an evil. It therefore appears clearly to Your Committee that Your Honorable House, not being by that enquiry and resolution informed 'how far the present system is sanctioned by law and whether and in what manner the same can be beneficially altered,' it became the duty of

Your Committee to proceed with diligence in the inquiry, and having done so, humbly beg leave to report that having called before them William Allan, Esquire, the Deputy Post Master at York, it appears as far as the gentleman's information goes that he has received a deputation from the Deputy Postmaster General at Quebec, under his hand and seal, and receives seasonally instructions from him, but does not know under what authority he does; that he has never been referred by the Deputy Post Master General to any particular Statute for his guidance, and that in fact the postages of letters within the Province with regard to distances have been at arbitrary rates from place to place, as directed by the Deputy Post Master General, as to the rate of number and size of packets and letters. Mr. Allan's examination, hereto annexed, will give information. It appears also that the Post Office at York yields surplus revenue at an average annually of from £800 to £900 per annum remitted to the Deputy Post Master General at Quebec; that there are now thirty-two Post Offices within this Province, and although Mr. Allan could not give any information as to the receipts of these offices, as he only accounts with the Deputy Post Master General, yet Your Committee considering the relative situation of these several Post Offices are of opinion that the net revenue of the Post Office remitted to the Deputy Post Master General at Quebec must be rated over £2,500 per annum, of which about a ninth or tenth part may be foreign postage, collected here and remitted with the inland postage throughout this Province. That the revenue thus collected is not in any

continued on p. 6

1978 BNAPS CONVENTION

The 1978 Convention will be held in Florida at The Breakers in Palm Beach, Florida. Dates are Thursday, October 12 through Saturday, October 14.

Harry W. Lussey, chairman of the '78 Convention, points out that a considerable number of people are expected to arrive on October 11. He describes The Breakers as "ideally suited" to convention needs. Security for the bourse area is tight. Rooms are described as excellent and meals and service are above reproach.

There's a huge private beach on the ocean, two swimming pools, two golf courses, 12 tennis courts, shuffleboard . . . the list goes on. Prices at The Breakers are:

Single \$80-100

Double \$90-100

Both prices are Modified American Plan i.e., including room, breakfast and dinner. While these rates may appear high Mr. Lussey, who's done some homework on it, does not think so. He states: "Facilities might have been obtained elsewhere on a room only basis but our experience with hotel help in the Miami Beach and adjacent areas, and the need for the ultimate in security, ruled out consideration.

"Rates would have run in the \$45 to \$50 range European Plan and meals would probably have added another \$35 to \$40 a day for two. Thus we are looking at a differential of not more than \$10 per day . . ."

Delta, National and Eastern are the principal airlines serving West Palm Beach. Those planning to rent a car on arrival might consider flying to Fort Lauderdale — about one hour's drive on Interstate 95 to Palm Beach. (There are five non stops from New York daily to West Palm, versus 23 to Fort Lauderdale.)

A cookout is planned for Thursday in the hotel's Beach Club area. A cocktail party will be held Saturday night, followed by the annual dinner. Entry forms for exhibit frames will appear in **Topics**, says Mr. Lussey. Requests for bourse space should be addressed to Mr. Lussey. Two addresses you should know are:

Harry W. Lussey
Chairman '78 Convention
BNAPS
142 Driftwood Circle
Atlantis
Florida 33462
USA

Robert E. Lamm
Director of Reservations
The Breakers
Palm Beach
Florida 33480
USA
(305) 655-6611

continued from p. 4

manner whatever brought to the account of this Province, so far as Your Committee can learn by the examination of Mr. Allan; it is remitted to Quebec to the Deputy Post Master General there, and this office, as Mr. Allan believes (though he does not know the fact) remits the revenue to London.

"Your Committee, however, are certain that this revenue is not brought to the credit of this Province either in the Public Accounts of Lower Canada or of this Province, but is ultimately remitted to England, to the Post Master General in London, and there paid into the Exchequer of the United Kingdom for the Public Service.

"For the details of the present system, so far as the examination of Mr. Allan goes, Your Committee beg leave to refer to that examination hereto annexed. Want of sufficient time has prevented Your Committee from receiving information from any distant Post Offices. As to the question how far this system is sanctioned by law, Your Committee proceed to report: That the revenue of the Post Office, from the earliest establishment in England, has been appropriated to the purpose of the general expenditure of revenue in that Kingdom, . . . The Statute prepared in the ninth year of the Reign of Queen Anne makes a special appropriation of a portion of this Province, and the 42nd clause of the same Act directs the unappropriated one-third to be at the disposal of Parliament, and the Statute passed in the 41st year of the reign of Geo. 3rd, U.K., directs the revenue of the Post Office to be applied to various purposes for the service of Great Britain, the rates established by this Act being avowedly levied 'for raising the necessary supplies to defray His Majesty's Public Expenses, and for making a permanent addition to the Public Revenue.'

"The uniform appropriation of the Post Office Revenue is to the service of the Parent State, and in no instance within their investigation to the use of the Colonies or Plantations. Your Committee turned its attention to the Act, passed in the 18th Year of His late Majesty's Reign, instituted 'An Act for removing any doubts

and apprehensions concerning taxation by the Parliament of Great Britain in any of the Colonies and Plantations in North America and the West Indies and repealing, etc.,' it is declared that the King and Parliament of Great Britain will not impose any duty, tax, a assessment whatever, payable in any of His Majesty's Colonies, Provinces and Plantations in North America or the West Indies, except only such duties as it may be expedient to impose for the regulation of commerce, the net produce of such duties to be always paid and applied to and for the use of the Colony, Province or Plantation in which the same shall be respectively levied in such manner as other collected by the authority of the respective General Courts of General Assemblies of such Colonies, Provinces or Plantations are ordinarily paid and applied for. Moreover, the Act, passed in the 31st year of the Reign of His said late Majesty, giving to this Province its constitution, in its 46th clause, recognizing the aforesaid 18th of the King, enacted the reservation of certain powers in the British Parliament, viz.: 1st, the execution of any law made or to be made by the British Parliament for establishing regulations or prohibition, or for imposing, levying or collecting duties for the regulation of navigation or for the regulation of commerce to be carried on between the said two Provinces, or between either of the said Provinces and any other part of His Majesty's Dominions, or between either of the said Provinces and any foreign Country or State."

"2nd Or for appointing and directing the payment of drawbacks of such duties so imposed, withholding from His Majesty, His Heirs or Successors, any power of authority by and with the advice of the Legislative Council and Assemblies, to vary or repeal any such law or laws or any part thereof, or in any manner to prevent or obstruct the execution thereof.

"Amongst which power so reserved nothing appears to Your Committee in the least to imply a reservation of the powers of enforcing the collection or levying of any rate or tax for the Post or Carriage of Letters through this Province. Your

Committee further remark that this very clause in the reservation of these powers has these remarkable words: 'Subject, nevertheless, to the conditions hereinbefore recited with respect to the application of any duties which may be imposed for that purpose,' that is to say, that if the British Parliament under those reserved powers by any law for the regulation of commerce, levied any duty, such duty must be applied for the use of the Colony, in the same manner as other duties collected by the authority of the Provincial Legislative, one ordinarily paid and applied.

"Your Committee therefore respectfully beg leave to report that not considering the Post Office Establishment a Commercial regulation, or in use within the exception of the 46th clause of the 31st Geo. 3rd, and that its revenue is applied to purposes of general expenditure of the United Kingdom, and not in any way, to the knowledge of Your Commissioners, applied to the use of this Province, nor hath this Legislature in any wise authorized the levy, nor applied the proceeds thereof to any use whatever, are of opinion 'that the present system of levying rates of the Post and Carriage of Letters throughout this Province is not sanctioned by law'.

"Your Committee by leave further to state the difficulty presenting itself to this inquiry by the very perfect information received from the Post Office itself, it appears by the examination of William Allan, Esquire, the Post Master of York, hereunto annexed. Nevertheless, previous to coming to the foregoing conclusion against the practice of several years, we closely examined the Statute passed in the 9th year of the Reign of Queen Anne, and the 41st of George the 3rd, as the laws most probably thought by the Post Master General as his authority for the practice. And on this part of the subject, Your Committee considering the 9th Queen Anne as not even by its own provisions applying to this Colony, and as revealed by the 13th and 31st of Geo. 3rd, as before mentioned, beg leave further to remark that the 41st George 3rd, Chapter 7, directly repeals the rates of postage under

the Statute of Anne, in express words in the first clause, and re-enacts new rates in the second clause, within Great Britain. And in the Act which professedly repeals the rates for the Colonies, in the 6th clause of the Statute of Anne, without doubt because the 18th of George the 3rd intervenes. Nor does the 41st Geo. 3rd preserve those rates in any words expressive of such intention. The 12th clause observing all matters relative to the Post Office not repealed by itself, cannot be construed to preserve the Statute of Anne as regards this Province, or if it does it can only preserve the 7th clause or power of fixing Posts, without any power to fix rates, which is absurd. Wherefore Your Committee cannot have a doubt that the Statute 9th of Anne is not in force in this Province. Neither can the 41st of Geo. 3rd be in force in this Province, because the 31st of the same Reign is against it; the 18th of the same Reign is against it, and the appropriation of the revenue in the 14th clause of this law, the 41st Geo. 3rd, makes it illegal in the Post Master General to enforce it in this Province.

"Your Committee are the more satisfied with the correctness of this conclusion in examining the Statute, passed in the 45th year of His late Majesty, which proposing additional rates to those of the 41st add a Packet Postage of 1d on Colonial Letters, and in the next clause add a further rate of 1d on the Inland Postage. Now, the 41st George 3rd is silent as to Inland Postage on Colonial Letters, and as this Act, the 43rd George 3rd, gives these as additional rates, it . . . be the Inland conveyance in England, as for example, a letter from Quebec has a Packet Postage of 1d, it arrives at Falmouth, and for its conveyance thence to London another 1d, the Inland additional rate is added to the usual postage from Falmouth to London, under the 41st Geo. 3rd. And even this additional rate is appropriated to the general revenue of the United Kingdom. The 52nd Geo. 3rd, ch. 88, grants additional rates to them of the 41st and 45th, and these additional rates are given on letters:

"Within Great Britain; to and from

Ireland; to and from His Majesty's Dominions and Planations in America.

"But nothing is said of such additional rates within the planations; and to and from part beyond Seas, whether within His Majesty's Dominions, or not within His Majesty's Dominions.

"This last additional rate cannot be strained to Inland Postage in the American Colonies, because the previous clause prescribes the rate as 'to and from', and those whatever may be said as to the power of the Post Master General to impose Postage within His Majesty's Dominions he cannot charge Inland Postage on letters out of his dominions; so that this rate as well as that prescribed for the Colonies, can only apply to the Packet Postage or Transport by Sea; and the Second clause, which excepts Guernsey, Jersey, and the Isle of Man from this additional rate, saves from this exception the Indand Postage in Great Britain. And the rate is likewise applied to the revenue for defraying the increased charges of the loan. . . .

"Resolved, That the present system of Public Post for the Conveyance of Letters within this Province has grown into use without the sanction of law, and it is therefore expedient a Bill be brought in, establishing Public Posts, and fixing rates and postage of letters and packets, for the purpose of raising a permanent revenue, applicable solely to the improvement of the Post Roads throughout the Province, in such manner as may from time to time be directed by any Act or Acts of the Legislature of this Province, hereinafter to be passed for this purpose."

W. W. Baldwin, Chairman

* * *

The following is the examination of William Allan, "Deputy Post Master at York" before the Committee of the House of Assembly of Upper Canada inquiring into the state of the Post Offices during the second session of the eighth Provincial Parliament on the 6th of December, 1821. It is taken from the Eleventh Report of the Bureau of Archives of the Province of

Ontario by Alexander Fraser in 1912 and is reproduced through the courtesy of the Metropolitan Toronto Library Board.

"1. Q — By what Commission or Authority is the Post Office established at York? A. — By Commission under the hand and seal of the Deputy Post Master General for British North America.

"2. Q — What are the rates of charges, as well with regard to number and size of packets and letters as the distance of places? A. — The rates as to distances have not yet been regulated, but application has been lately made by the Deputy Post Master General at Quebec, to the Lieutenant Governor of the Province, for an order for the Surveyor General to furnish him with the several distances throughout the province, for the purpose of establishing a Tafiff as to distance; and I know that such an order did issue to the Surveyor General, who is now engaged in preparing the information required for the purpose of making a Tafiff, according to the Act of Parliament, I presume the 41st Geo. 3rd, though I do not take upon myself to say positively.

"The rates now levied are, on a single letter, Letter from England to Halifax 1s. 8d. packet board.

"Eastern mail to and from York:s. d.

From Halifax to York	2 9
" Quebec " "	1 6
" Montreal " "	1 2
" Lancaster " "	1 1
" Cornwall " "	1 1
" Prescott " "	0 10
" Kingston " "	0 10
" Belleville " "	0 10
" Port Hope " "	0 6

"Western Mail to and from York:

From York to Dundas	0 8
" " " Grimsby	0 10
" " " Niagara	0 10
" " " Burford	1 1
" " " Port Talbot	1 1
" " " Vittoria	1 1
" " " Delaware	1 1
" " " Sandwich	1 4
" " " Amherstburgh	1 4

"This rate is applied to every enclosure not exceeding three in number, when there are four sheets of enclosures it is considered an ounce, over which every quarter ounce is charged as a single letter, and so in proportion to the weight.

3. Q. — Which are the Statues in which it is presumed authority is given for the charges to be made. A. — I have no knowledge as yet of the charges being authorized by any particular Statute."

Major Types of the 2c Carmine Numeral, 1899

by Hugh Laurence

Part I

Students of the Numeral Issue of 1898-1902 have generated considerable controversy over the dies used in printing the 2c carmine stamps (Scott No. 77), and over which dies were transferred to which plates. Much of this controversy lies buried in the back issues of journals, and is thus not available to the new collector except on special request. The standard catalogues simply list the stamp in two varieties, the Die I and the Die II. All students accept that there is a difference between the Die I stamps, with a border of four thin and equal lines, and the Die II, which show variations on the scheme of a thick central line flanked by two thinner lines. But a close study of dated material and of plate strips suggest that there are further discriminations that might be made. This article is an attempt to summarize the work of earlier researchers and to contribute an overall scheme for the major types of the 2c Carmine Numeral.

The Die I Stamps

There seems to be little controversy about the Die I stamps. Plates 1-12 were used to print the 2c Purple; these plates show a frame of four thin, equal lines. When the demand for the 2c Carmine stamp arose, these plates were again pressed into service. The early stamps of the issue appeared in August of 1899 (the

earliest known date is August 25, 1899, though Howes' *Canada* suggests August 20, 1899). Until the middle of March, 1900, all stamps were issued on vertical wove paper. These early stamps show from the beginning of the issue re-entries not found on any of the 2c Purple copies, which suggests the plates used for the early 2c Carmine stamps were re-entered before any of the stamps were printed. These early stamps are all a clean carmine red, printed with a pigment ink that lets each line stand out clearly against the paper. These stamps I call Type Ia.

About the beginning of May, 1900, another type appears, continuing on in diminishing quantity until about April, 1901. This type Ib is similar to the early stamps, but doesn't show the crisp, clean printing. Lines look broader, and the overall design is sometimes fuzzy. In general, the printing lacks the substantial look of the Ia stamps. This new type Ib may represent worn versions of the Die Ia, except that the distinctive frame retouches and re-entries associated with the earlier stamps do not appear after June, 1900, and a few new re-entries do appear. It seems new plates were in use from about the middle of 1900 to print stamps on vertical wove paper.

It is clear, however, that new plates were employed from mid-March, 1900 to print

stamps on horizontal wove paper. Type Ic, the stamps on horizontal paper have a different set of re-entries than those on vertical paper, though they show the same fuzzy, worn prints of the Ib type. Since we know from plate strips that certain plates were used to print stamps on both kinds of paper, it is possible the Type Ib is identical with the Ic on horizontal paper. Further work must be done on this question, but so far it seems that re-entries on the Ic type on horizontal paper are more common than those on Die Ib, and of a different type. Type Ic continued in use from March 1900 to Feb., 1902.

Starting in September, 1901, and continuing to about February, 1903, stamps from Die I appear again in increasing numbers on vertical paper. Many more re-entries appear in this group of stamps in comparison with earlier groups. The printings are often smeared or fuzzy, and appear to have been executed in an aniline dye ink, rather than the earlier pigment ink. There is a wider range of colour, tending to a more orange red shade. The frames in the upper left side are often retouched, many strongly so. These Type Id stamps come from different plates, or different states of the same plates, than do earlier stamps, as the retouches and re-entries on them differ considerably from those found on earlier types.

Thus it appears that there are four distinctive types of Die I stamps. The types occur at different times, and different re-entries and retouches are associated with each type. A summary of each type is given below, and quantities of dated copies noted by month are listed in table 1 at the end of the paper. It is not always possible to unambiguously assign individual stamps without printing varieties to a type. Stamps from Type Ib are especially troublesome, as they sometimes resemble Type Id, and grade into Ia. Copies with re-entries or retouches, however, can usually be assigned to their proper type.

Type Ia — vertical paper,

Au25 / 99—My / 00

clear, heavy, sharp lines.

re-entries look like sharp duplication of lines, not smears
carmine colour
many light retouches to outer and inner frame lines UL

Type Ib — vertical paper,

My / 00—Ap / 01

worn, light lines, copies often fuzzy
lighter carmine in colour
few printing varieties

Type Ic, horizontal paper,

Mr20 / 00—Mr / 02

worn, light lines, often fuzzy
or smeared
carmine, light carmine colour

Type Id, vertical paper, Sp / 01—Au / 03

aniline die ink, lines dark but not sharp.

broad lines, smeary copies
orange red copies

Students of the issue have contented themselves with pointing out that the Die I stamps were printed from plates 1-10, 13-14 and the early states of plates 11-12. Humby clearly states that plates 11 and 12 were used to print the Die I stamps, and Bileski's Plate Block Catalogue also lists plates 11 and 12 in Die I. Beyond that, however, no student has pointed out differences in the printings on the different plates. It is not easy to assign mint copies from plate strips to the types of Die I given above, but an attempt has been made by the author to categorize those plates he has seen. The results are given in table 2. Much more work needs to be done in this area.

The Die II on I Types

Before we detail the controversy surrounding which plates were used to print the Die II stamps, we will note another variety. Starting in late July, 1901, and continuing until about October 1902 a variety of stamp appears that seems to be neither Die I nor Die II. Parts of the Frame seem to be Die I, while other parts show re-touching of the central two frame lines, so that the appearance is that of Die II. Some of these retouches are strong, and occur over enough of the frame that on first glance copies appear to be from Die

II. Sometimes the retouching occurs only in a small part of the design, especially in the side of the lower right frame at the bottom. I have seen plate strips and blocks with some of the stamps showing this variety, and some appearing to be Die Id. Since the stamps of this type appear to have been issued about the time the Type Id were appearing, the suggestion is that the same plates were used for the Id as for these retouched Die II on I. Only Humby mentions these experimental retouches, and claims to have seen them on Plates 11 and 12. I have seen one example of Plate 11, but it did not show this variety. I have, however, two examples of Plate 12, both showing this variety on some stamps. I have also seen four examples of Plate 14, on which some of the stamps show the same variety, although only slightly. This variety appears on both horizontal and vertical papers, and since there are very few copies known on horizontal paper, I would suggest that the plate or plates used on the vertical paper also printed the horizontal paper copies. But since there was a break in the sequence of dated copies showing this variety, from about December, 1901 through February, 1902, it is possible that plates not used to print the horizontal copies, which disappear in October, 1901, were used to print the second batch of stamps showing the Die II on I variety on vertical paper.

These stamps raise a perplexing problem. It is known that Plate 12 was used to print them, and it is also known that Plate 12 was used to print the early Die II stamps, these being issued in June, 1900. The early Die II stamps bear no

relationship to the later Die II on I copies. The early Die II copies are clean and clearly printed in a pale carmine shade, while the Die II on I copies are in the bolder, orange shades of the Die Id. It is puzzling how the plate used first to print the Die II, with its strong central line, would later be used to print the Die II on I, in which several stamps show the Die I frame, and even those showing the variety with the strong central line do not show it all around.

The Die II Stamps

Before undertaking a listing of the types of the Die II noted for this stamp, it would be well to summarize the work of other students. The controversy about which plates were used to print which Die II stamps has continued for some time. Boggs claims that plates 11 and 12 show recut frames, and calls the type on these plates Ia. He also claims that a recut die was used in laying down new plates 15-20. Thus he notes a difference in the overall type of Die II stamps between those from plates 11-12 and those from the later plates. Humby also notes that plates 11 and 12 were known showing Die II characteristics. Stephenson writes that some students have claimed that some of the stamps from plates 15-20 were hand retouched, not laid down from a different die. Brown suggested that plates 15 and 16 were first laid down with four equal frames, as Die I, before being revised to the Die II pattern.

Readers wishing to correspond with Mr. Laurence should address letters to 817 Kate's Lane, Pickering, Ontario L1V 3C3.

**Make plans now
to come to
Florida in October**



The RPO Cowcatcher

Lewis M. Ludlow

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

Omission from November/December 1977 text:

Page 42, left hand column, add following heading above "Two Hammers, Type 14B";

M-80

MONCTON & CAMP P.C. / DAY

We now will report on M-98 and M-100, which is a departure from our normal procedure in that M-100 will be analyzed out of sequence; however, if only the upper half of the strike is available, then M-98 and M-100 can be easily confused, particularly since most of us expect a Type 9E (M-98) to be more common than a Type 13 (M-100). For these two, such was not the case in our collection, and we wonder if others have had the same experience.

M-88

NEW • GLASGOW & POINT • TUPPER / • M.C

Type 9E, Two Hammers

Hammer I

Proofed: May 18, 1893

Earliest: January 3, 1894

Latest: May 29, 1897

Indicia: W - common; E - uncommon

Usage: Well represented throughout period

R.F.: 120 (60.7%)

Comments: "9" for "94" on May 17. The massive lettering of both hammers mitigates against clean, clear strikes; however, both hammers show little wear at the end of their periods of use. For Hammer I, the "W" of GLASGOW is a full 1 mm wide at the base, while the "M" of M.C. is only a shade over 2 mm at the base.

Hammer II

Proofed: May 18, 1893

Earliest: October 10, 1894

Latest: February 11, 1897

Indicia: W - common; E - scarce

Usage: Continuous within period

R.F.: 120 (39.3%)

Comments: There is no base period after the "C" of M.C. of either hammer, and both hammers have side dots fore and aft of M.C.; for Hammer II, the "W" of GLASGOW is only 3/4 mm, very distinctly less than 1 mm, and the "M" of M.C. is fully 2 1/4 mm, larger than that of Hammer I on a comparative basis. Chordal chart of these two hammers is available upon request.

M-89, NEW GLASGOW & POINTER TUPPER R.P.O. / ., Type 17, was reported to Shaw by Rev. Gedye, ostensibly from the Admiral period; however, we have no record of the run from the Proof Books, which fully cover this period, and no strikes have been reported in the quite complete inventory by the R.P.O. Study Group. We wonder if M-89 truly does exist?

M-89A

N. SYD. & P.A.B. / T.P.O.

Type 17H, One Hammer

Proofed: July 9, 1949

Earliest: No known strikes

Indicia: 20 in the proof strike

R.F.: 200

Comments: This elusive run was almost overlooked as we were completing our four and a half day (and night) analysis of the Proof Books in the National Archives in Ottawa in 1972. Having found it, we have wondered first the reason for its existence, and then the reason for its rarity. Cross-channel runs from Port aux Basques to North Sydney are not common, but are well represented by the seven runs N-74 to N-77 inclusive. M-89A is the only run that has surfaced which initiates with North Sydney, and so far it is conspicuous by its absence of strikes. Surely this will be found in the searching out of some of our more modern material.

In studying the five runs covering the route between Oxford and Pictou, M-90 to M-93A inclusive, it is equally interesting to look at the whole as well as the parts.

These five runs, with only six hammers, covered a recorded span of at least 68 years, perhaps longer, and in quite an orderly fashion. Would that all of our R.P.O.s were so properly organized. (And with that very definitive statement, it is to be expected that someone will discover a new hammer in this group.)

M-90

OXFORD & PICTOU / M.C.

Type 9E, One Hammer

Proofed: November 24, 1891
Earliest: January 26, 1892
Latest: August 19, 1916
Indicia: W - common; E - uncommon
Usage: Continuous thru 1902; then spotty to the end
R.F.: 100

Comments: Strikes are invariably partial, but clean; by 1904, hammer showed wear and thickening of the letters. Even so, the hammer was obviously well kept. This is the most common of the five runs and six hammers.

M-91

OXFORD & PICTOU R.P.O. / .

Type 17, Two Hammers

Hammer I

Proofed: Unknown
Earliest: January 20, 1906
Latest: July 2, 1913
Indicia: W - common; E - uncommon
Usage: Fully represented throughout period
R.F.: 50 (75.8%)

Comments: This hammer appears to fill the gap, at least partially, in the period of use of M-90; we expect that as more strikes are reported, this gap will be completely filled. Hammer I is immediately identified by its sharp, angular ampersand and the absence of punctuation between PICTOU and R.P.O.

Hammer II

Proofed: July 30, 1917
Earliest: November 15, 1917
Latest: January 6, 1925
Indicia: E, W. - equally
Usage: Intermittent
R.F.: 50 (24.2%)

Comments: By 1917, both the M-90 hammer and Hammer I of M-91 had been discontinued and this Hammer II was the

only one in use until 1925, when it was replaced by M-93. Hammer II, M-91, did not wear well; 1917 / 18 strikes are clear and sharp, while those of 1924 / 25 are worn and heavy. This hammer is immediately recognized by its round, curved ampersand and the presence of mid-vertical dot between PICTOU and R.P.O.

M-92

OXFORD & PICTOU / R.P.O.

Type 17H, One Hammer

Proofed: November 22, 1935
Earliest: October 12, 1936
Latest: August 10, 1943
Indicia: 333, 334 - equally
Usage: Continuous throughout
R.F.: 100

Comments: In use, this hammer followed M-93 and preceded M-93A, without any apparent overlap. Strikes are usually clean and clear, and the need to replace this hammer in 1943 is not immediately to be noted. We have an interesting indicia — an inverted 333 — on July 4, 1937.

M-93

PICTOU & OXFORD R.P.O. / .

Type 17, One Hammer

Proofed: March 6, 1925
Earliest: May 11, 1925
Latest: October 7, 1935
mon; 34 - uncommon
Usage: This is known in each year of the period
R.F.: 501

Comments: This run followed Hammer II of M-91 and preceded M-92, again without overlap. A constant break on the lower right portion of the "O" of PICTOU confirms one hammer. The rarity factor of this run is obviously incorrect. We have seen less strikes of M-93 than we have of M-92 which has a rarity factor of 100.

M-93A

PICTOU & OXFORD / R.P.O.

Type 17H, One Hammer

Proofed: December 17, 1936
Earliest: May 3, 1945
Latest: December 7, 1959
Indicia: 333 - common; 334 - uncommon, to 1954; 633 - 1959
Usage: Continuous thru 1954; then sporadic

R.F.: 150!

Comments: Although Belanger has provided two survey sheet strikes with different indicia, 333 and 334, on February 6, 1956, close measurement evidences only one hammer. This is confirmed by a constant break in the upper right portion of the "O" of R.P.O., which appears not only on the proof strike but on all other copies examined. Although struck in 1936, apparently this hammer was not used until 1943 / 45, after M-92 (which it followed) was discontinued. R.F. is overrated.

In reviewing the OXFORD and PIC-TOU runs just presented, it appears that there was never more than one hammer in use at any one time; for all six hammers, there apparently was no overlap:

1891-1902 M-90
1906-1913 M-91, Hammer I
1916-1917 M-90
1917-1925 M-91, Hammer II
1925-1935 M-93
1936-1943 M-92
1945-1959 M-93A

If there was only one hammer in existence at any one time, then based solely on the size of the R.P.O., all hammers should have the same rarity factor; however, since the scarcity of the stamps also is applicable, then some differences in rarity factors is appropriate. Generally speaking, results of the inventory of the R.P.O. Study Group reasonably parallel our own results, although we are somewhat lighter on strikes of M-92; however, from 151 strikes of the six hammers, the following percentages will give a relative relationship of occurrence:

M-90	- 27.8%
M-91, Hammer I	- 16.6
M-91, Hammer II	- 5.3
M-92	- 15.2
M-93	- 13.2
M-93A	- 21.9

A revision of the rarity factors, which we hope to accomplish in the not-too-distant future, will redress the imbalances that have developed such as in this group.

We have no knowledge of M-94, Pt. TUPPER & INVERNESS R.P.O. / ., Type 17, nor has it been reported in the

Study Group inventory. Although there is no reported proof strike of M-94, this is not necessarily germane since proof strikes for the first four years of the Edward period, during which M-94 is supposed to occur, are not available to us. Accordingly, M-94 must be considered as possible; however, in view of the relatively available M-65 and M-67, the reverse counter-parts, we doubt the probability that M-94 will surface in the future. Any bets?

M-94A

POINT TUPPER & INVERNESS •

R.P.O. / .

Type 17, One Hammer

Proofed: May 14, 1948

Earliest: May 26, 1950

Latest: July 19, 1954

Indicia: 56, 156, 157

Usage: To be advised

R.F.: 120

Comments: There may be two hammers for this run, although we can only identify one; unfortunately our material is limited. There were two strikes in the proof book on the above proof date, but — sad to say — these were among the very few for which we do not have copies available to us. In any case, here is an area for exploration. We would appreciate receiving clear copies of any strikes of M-94A. Undoubtedly, earlier and later strikes than the above can be expected to be reported.

M-95

POINT TUPPER & SYDNEY / M.C.

Type 1E, Two Hammers

Hammer I

Proofed: November 24, 1891

Earliest: February 5, 1893

Latest: June 26, 1900

Indicia: W- common; E - very scarce

Usage: Full and complete from 1893

R.F.: 100 (100%)

Comments: "9" on June 14, year unknown. In 57 strikes, only ten can be considered complete; even so, multiple measurement confirms only one hammer in all of these strikes.

Hammer II

Proofed: December 8, 1891

Earliest: No known strike

Indicia: Blank in proof strike

R.F.: 100 (0%)

Comments: Two distinct and separate hammers are recorded in the proof book at the Philatelic Foundation. Although no measurements were taken at the time of examination of these proof strikes, Hammer II, when found, will be immediately recognized by a mid-vertical dot between POINT and TUPPER; there is no such dot for Hammer I. Although we know that Hammer II was struck, we have no proof that this hammer was ever used.

M-97

INTERCOLONIAL RAILWAY / St.
JOHN & AMERST

Type 4B, One Hammer

Proofed: Unknown

Earliest: April 25, 1874

Latest: July 24, 1875

Indicia: EAST, WEST

Usage: Very scarce and limited period
R.F.: 150

Comments: To date, only six strikes have been reported in the Study Group inventory, including the two above. We will be interested to see whether the fifteen month period of use above can be broadened. Please note the misspelling of AMERST for Amherst. We believe that the above rarity factor is much too modest.

M-98

St. JOHN & AMHERST / M. C.

Type 9E, Two Hammers

Hammer I

Proofed: March 16, 1892

Earliest: May 2, 1894

Latest: February 28, 1899

Indicia: W - common; E - uncommon

Usage: Intermittent

R.F.: 100 (92.3%)

Comments: This hammer has a mid-vertical dash after the "t" of St and another after the "N" of JOHN. Although early strikes are clear and sharp, by 1899 the hammer is worn and broken. For this run, we have the seldom occurring instance of having more strikes on cover than those off cover.

Hammer II

Proofed: March 16, 1892

Earliest: August 14, 1892

Latest: To be advised

Usage: So far, one known strike

Indicia: E only

R.F.: 100 (7.7%)

Comments: The indicia and date set on the above strike is completely inverted. Although this strike is unquestionable M-98, Hammer II, we can not be sure of the punctuation after St. and JOHN. We welcome additional information which our readers can shed on this hammer from full strikes in their collections.

Shaw has reported indicia AME, AMW and PME for M-98; although both proof strikes showed AME, we can not confirm any of these three in actual use. From the forty strikes reported in the R.P.O. Study Group inventory, we expect not only some confirmation of these indicia, but also the reporting of earlier dates closer to the proof strikes for both hammers.

M-99

St. JOHN & AMHERST INTER.

COL. RWY. /-

Type 4D, One Hammer

Proofed: July 43, 1876

Earliest: November 25, 1876

Latest: February 26, 1892

Indicia: EAST, WEST

Usage: Very scarce

R.F.: 100 (underrated)

Comments: Despite at least 16 years of use, only nine strikes have been reported in the R.P.O. Study Group inventory of at least thirty collections. There are probably other strikes around which are unidentifiable; the very lengthy designation of this run results in small letters which smudge and overink easily. There is the possibility of two hammers existing for this run, but such can not be ascertained from our strikes. EAST is inverted on the latest above; the date set in the proof strike is July 43, 1876.

(At the proof reading stage it was not possible to clarify "July 43, 1876", as shown on the Mss. A note of explanation must await a later issue. — Editor.)

M-99A

St. JOHN & AMHERST . I. C. R. /-

Type 4D, Two Hammers

Hammer I

Proofed: October 27, 1877

Earliest: November 28, 1877

Latest: February 11, 1879

Indicia: EAST - common; WEST -

uncommon

Usage: Very scarce

R.F.: 170 (100%)

Comments: Our strikes are all confirmed as Hammer I by a constant break in the "J" of JOHN, just before the arc; at the same time, we have a "roving" mid-vertical dot between the "T" of AMHERST and the "I" of I. C. R., from slightly left to slightly right to missing altogether. However, our strikes are faint and thus inconclusive.

Hammer II

Proofed: January 2, 1880

Earliest: Not yet known

Indicia: EAST, in proof strike

Usage: To be advised

R.F.: 170 (0%)

Comments: Our notes on the examination of the proof book at the Philatelic Foundation indicate an off-center "T" in AMHERST and a small top loop "S" in St. for Hammer I; our existing strikes confirm. For Hammer II, our notes show both characteristics are balanced, but they also indicate "check for recut". Little did we realize at the time of our proof book study that we had no strikes in the 1880s so that checking was not possible. Does anyone have strikes 1880 or later that we can examine? It is too bad that this type of information is not readily available to us from the Foundation.

M-100

St. JOHN & AMHERST. RY. /

Type 13, Two Hammers

Hammer I

Proofed: Unknown

Earliest: October 20, 1885

Latest: April 9, 1900

Indicia: EAST, WEST - common;
W - scarce, 1896 only.

Usage: Spotty to 1892, then full and complete

R.F.: 100 (84%)

Comments: When visible, this hammer is instantly recognized by the base period between the "T" of AMHERST and the "R" of RY. Month inverted on December 2, 1893 and April 6, 1896. To date, we have been unable to confirm the previously reported E indicia.

Hammer II

Proofed: Unknown

Earliest: December 28, 1885

Latest: November 5, 1891

Indicia: EAST, WEST equally

Usage: Limited and sporadic within six year period

R.F.: 100 (16%)

Comments: When visible, Hammer II identifies itself with a mid-vertical dot between AMHERST and RY. Scarcity of this hammer is probably due to the paucity of material available for this period of use.

SEPARATION OF M-98 AND M-100 HAMMERS

Step 1: If the bottom or right side of the strike is visible, the two runs separate themselves; M.C. on the bottom is M-98 and RY. on the right side is M-100.

Step 2: If RY. is visible, a base period between AMHERST and RY. is Hammer I, while a mid-vertical dot in the same position is Hammer II.

Step 3: Assuming that neither M. C. or RY. is visible, measure the chordal distance from the bottom of the right leg of the "N" of JOHN to the bottom of the left leg of the "M" of AMHERST. M-98, Hammer I is just over 9 mm, while M-98, Hammer II is just over 8 mm; for this same chord, M-100, Hammer I is just over 6 mm, while M-100, Hammer II, is well under 6 mm.

If anyone has a full clear strike of M-98, Hammer II, we would appreciate seeing such so that we can complete a full set of measurements for comparison with M-98, Hammer I.

M-100A

ST. & B'VILLE

Type 15, Two Hammers

Hammer I

Proofed: Unknown (probably February, 1956)

Earliest: August 22, 1956

Latest: April 7, 1967

Indicia: 41, 42, 114 concurrently

Usage: Sporadic

R.F.: 100 (66.7%)

Comments: From Survey Strikes submitted by Belanger, we can estimate the creation of these two hammers to have taken place around February, 1956, with

earliest strikes to be found in late March or early April of the same year. For Hammer I, the chordal distance between the bottom of the "T" of ST. and the lower left corner of the "B" of B'VILLE is only about 9½ mm. On clear strikes, the apostrophe of B'VILLE is curved to the left, open towards the "B". A Destruction Order strike of Hammer I exists with an indicia set of 42/January 31, 1969; Train 113 shows on the Survey Strike.

Hammer II

Proofed: Unknown (probably February, 1956)

Earliest: May 7, 1956

Latest: April 16, 1958

Indicia: 41, 42 equally

Usage: So far, limited

R.F.: 100 (33.3%)

Comments: For Hammer II, the same chordal distance from the bottom of the "T" of ST. to the lower left corner of the B'VILLE is a full 100 mm. On clear strikes, the apostrophe of B'VILLE is curved to the right, open towards the "V". Train 114 is shown on the Survey Strike. Later dates are to be expected. In a letter from the District Director of St. John to Ottawa, he advises that "there are two date stamps for the Saint John & Brownville R.P.O. using Train Nos. 113, 114, 41, 42".

M-100B has been reported as a facing slip strike, and as such is not within the scope of this study. The same is true for M-100C.

M-102

SAINT JOHN & ED'STON . R.P.O. /.

Type 17, Two Hammers

Hammer I

Proofed: August 19, 1933

Earliest: October 26, 1933

Latest: September 12, 1955

Indicia: 152 - common, 151 - scarce,

Until 1939, 154 - common, 153 - rare, from 1939

Usage: Full and continuous throughout period

R.F.: 10 (49.6%)

Comments: On clear strikes, Hammer I is easily identifiable by the vertical dash used as the apostrophe in ED'STON; also, on clear strikes of Hammer I there is a

horizontal dash positioned mid-vertically between ED'STON and R.P.O. For partial strikes, the quickest separation for early or late strikes, clear or blurred is to be found with the "HN" of JOHN. For Hammer I, the chordal measurement from the bottom of the left leg of the "H" to the lower right corner of the "N" is always over, just slightly, 3 mm. This hammer saw long and heavy use and later strikes are heavy and blurred.

Hammer II

Proofed: August 19, 1933

Earliest: August 26, 1933

Latest: November 5, 1955

Indicia: 152 only until 1939 with recurrent strikes in 1940 and 1941
154 known in 1939, common from 1942, 153 known in 1939, rare after 1942

Usage: Full and continuous throughout period

R.F.: 10 (50.4%)

Comments: On clear strikes, Hammer II is quickly recognize by the small dot used as the apostrophe in ED'STON; also, on clear strikes there is a vertical dash positioned midvertically between ED'STON and R.P.O. for the "HN" chord defined in Hammer I above, the measurement is always under the 3 mm mark.

M-102A

SAINT JOHN & EDS - R.P.O. /.

Type 17, Two Hammers

Hammer I

Proofed: Unknown (probably February, 1956)

Earliest: August 3, 1957

Latest: December 7, 1959

Indicia: 154 — 1957; 102 — 1957;

101 — 1958/59; 124 — 1958/59

Usage: Common within period

R.F.: 100 (80%)

Comments: Where the two hammers are available for comparison, they are almost visually separated. For Hammer I, the "S" of SAINT and the "O" of R.P.O. are much closer to the base center dot than they are for Hammer II which are further away from this dot. For a more exact identification, for Hammer I, the chordal distance from the bottom of the "T" of

SAINT to the bottom of the right leg of the "H" of JOHN is $7\frac{1}{2}$ mm, and the chord from the lower left corner of the "E" of EDS to the base period after the "O" of R.P.O. is over $9\frac{1}{2}$ mm.

Hammer II

Proofed: Unknown (probably February, 1956)

Earliest: December 28, 1956

Latest: October 24, 1963

Indicia: 154 — 1956/57;

124 — 1958/63

Usage: Spotty and scarce within period

R.F.: 100 (20%)

Comments: For Hammer II, the "T - H" chord, described in Hammer I above, is less than $7\frac{1}{2}$ mm, and the "E -" chord is only $9\frac{1}{4}$ mm. In a letter dated February 15, 1956, the District Director of St. John advised Ottawa that "two crews were working the St. John & Edmundston R.P.O., with one crew using an old 'St. Stephen & Edmundston' (M-113) date stamp and the other using the 'St. John & Ed'stn' (M-102) date stamp". From this correspondence, we believe that M-113 was replaced by M-102A about this time. Further, we are advised that during this period Trains 153, 154, 101 and 102 were in use.

Jubilee Jottings

BY ALFRED P. COOK

We have heard of no new supply of the desirable values of the Canada set being received here recently. No one here sells the $\frac{1}{2}$ cent single. The 6 and 8 cents are offered at \$1 each. The set, $\frac{1}{2}$ cent to 50 cents sells at \$6; the full set from \$20 to \$25.

—McKEEL'S Vol. 10, 22 July 1897

CANADA (X., 34) — We have a very peculiar variety of the new 3c Jubilee stamp, differing from the ordinary specimen in color and paper. It was received on a letter in the regular course of business, which would seem to preclude the idea of sun influence on the color, although the change is about what would

probably be produced by that influence. The pink tinge is absent from the surface of the paper, and the rose has all disappeared from the color of the stamp, leaving it an ordinary red. Much more striking than this, however, is the difference in the paper. This appears almost greenish white when compared with the ordinary pink-surfaced variety; it is slightly thicker, absorbs water readily and has no finish whatever. The regular paper is almost waterproof, so highly is it finished; in fact, the two papers are about as much alike as a piece of bond-finish writing paper — thin, hard and crisp — and ordinary daily newspaper stock. The supposition is that

one or more sheets of this inferior paper were used by mistake during the printing of the immense number of 3c stamps that were contracted for (20,000,000), and that this did not permit of the same brilliant color effect. Has anyone else this variety?

The 50c jubilee stamp is at hand and is a beautiful ultramarine in color. We copy the other colors from the Metropolitan Philatelist in order to complete our set, as follows:

COMMEMORATIVE STAMPS

- ½ cent, black
- 6 cents, brown
- 8 cents, purple
- 10 cents, mauve
- 15 cents, blue-black
- 20 cents scarlet
- 50 cents, ultramarine
- 1 dollar, lake
- 2 dollars, violet
- 3 dollars, yellow-brown
- 4 dollars, violet
- 5 dollars, olive

— McKEEL'S, 29 July 1897

* * *

Articles of more or less general interest that should be read by every collector:

"Canada's Fall" in the **Stampman**.

— McKEEL'S, 5 August 1897

* * *

FILATELIC FACTS AND FALLACIES describes some "dangerous counterfeits" of the small Mexican "porte de mar" stamps in various colors, makes its first report on the high value State Department inquiry and "roasts" the Canadian Jubilee issue.

— McKEEL'S, 5 August 1897

* * *

Don't forget to read the **Stampman's**

opinion of the Canadian Jubilee issue, also of "periodicals" and the U.S. envelopes and — others.

— McKEEL'S, 5 August 1897

* * *

CANADA DIAMOND JUBILEE STAMPS

So many have asked me to quote prices on single stamps I have decided to do so. To obtain the ½, 6 and 8c, I have to purchase complete sets. The others are hard to get. Postage 3c extra.

½c, \$1.25; 6c, \$2.50; 8c, \$1.00; 10c, 25c; 15c, 50c; 20c, 75; 50c, \$1.00.

SETS

1, 2, 3 and 5c	\$0.25
½c to 8c	7 varieties, 4.75
10, 15, 20, and 50c	4 " 2.25
½c to 50c	11 " 6.75
\$1.00 to \$5.00	5 " 15.50
½c to \$5.00, complete ..	16 " 22.50

Card free with each set. Remit in bank bills, or money order payable at St. Stephen, N.B., or Calais, Maine. Under \$1.00, in current unused stamps.

MATTHEW R. KNIGHT

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

— McKEEL'S, 5 August 1897

* * *

LATEST ABOUT CANADA JUBILEE

As we cannot buy any ½, 6 or 8c at post office just now, we will endeavor to send these values in a month.

½c to 50c and card	\$1.65
½c to 10c and card70

The sets below will be filed by return mail. We paid high for ½, 6 and 8c.

1, 2, 3, 5c and card	\$0.11
1, 2, 3, 5, 10, 15, 20, 50c and card ...	1.25
½c and 6c, singly90
8c, singly70

\$1, \$1.70; \$2, \$3, \$4, \$5, 5% over face	
1/2c to \$5, set of 17 var., complete	16.90
Seychelles, 13c new (cat. 35c)	.14
South African Republic, 2sh. 6p.	.50
Adams Canada Revenue Catalogue	.10
Canada Revenues, 15 varieties	.10
Labuan, jubilee, 1C	.65
Canada, 1868, 12 1/2c, blue, new (also prs)	.90
WM. R. ADAMS, 7 Ann St., Toronto, Can.	

—McKEEL'S, 5 August 1897

* * *

CANADA JUBILEE ISSUE

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

7 " 1, 2, 3, 5, 10, 15c and post card	.50
6 " 1, 2, 3, 5, 10c and post card	.30
5 " 1, 2, 3, 5c and post card	.20

NEWFOUNDLAND-CABOT ISSUE

14 var. 1c to 60c, complete	\$3.00
10 " 1c to 15c, inclusive	1.00
5 " 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, 5 August 1897

The Beaver Byline

by ARTHUR H. GROTEN, M.D.

In this article, I present the plating of the South margin stamps of the 10c Albert. These are the most difficult to plate due to the marked similarity of PP 93-99. The key to their plating is in the slight, but measurable, variability in the location of the SW guide dot. Initial measurements were made from proof material, confirmed on the stamps themselves. To facilitate measurement, I used the recently available Beck Kassel magnifying millimeter gauge, made in Germany, imported by Buxton Stamp Company.

PP 91 and PP 100 were presented in the Jan.-Feb. 1978 issue of **Topics**. PP 92, 93, 98 and 99 have imprints after printing 17, the plating of which was shown in the Nov.-Dec. 1977 issue. PP 92 without the

imprint is identifiable by 2 dots in the SW margin while PP 97 has the constant SE corner Retouch. The reader is referred to Whitworth's book for the appropriate illustrations. Prior to the placement of the imprints, measurements must be made to distinguish PP 93, 94, 95, 96, 98 and 99. Those measurements, in millimeters, follow:

PP	'x'	'y'
93	2.30	.70
94	2.25	.85
95	2.20	.75
96	2.20	.60
97	2.20	.70
98	2.15	.75
99	2.25	.75



Semi-Official Airmails

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

MARITIME & NEWFOUNDLAND AIRWAYS issued an adhesive stamp in 1930 which is listed in The Specialized Catalogue of Canadian Airmails by Ian C. Morgan but does not appear in later catalogues of Canadian semi-official air-mail stamps. However, it is not a fictitious issue nor a fake nor forgery. It probably should be regarded as a Private Company issue.

In 1930 Mr. J. R. McGowan, of Sydney, Nova Scotia, organized a company to engage in aerial transportation "anywhere and at any time". Using Fokker equipment which was kept at a flying field in North Sydney, the company operated a private charter service.

With the backing of A. C. Roessler, a stamp dealer of East Orange, New Jersey, U.S.A., the Company planned to operate a mail and express service between Sydney, Nova Scotia and St. John, Newfoundland with stops at the French island of St. Pierre. It sought permission from the Postal authorities of Canada, Newfoundland and St. Pierre to issue its own stamps for use on mail carried on the Company planes. No permission was received from any of these Governments.

Despite this set back, the Company had stamps printed in the United States and offered them for sale to the public. Announcement was made of a proposed inaugural Flight for December 15, 1930, and covers for the flight were prepared. The flight was postponed while the Company continued trying to get Government sanction for the stamps and for the service. Finally, in August 1931, the Company plane left North Sydney with about 1,000 covers, bearing the Company adhesive. A relatively few covers also bore Government postage stamps. But no

approval or authorization for the Company stamps had been received.

The covers carried on the flight from North Sydney to St. Pierre were cancelled with the Company cancellation — a single circle 22.5 millimeters in diameter with the words AIR MAIL — CANADA TO ST. PIERRE — AUG. 1931 around the inner frame and FIRST FLIGHT in two lines in the center of the cancel.

A cachet was applied to the covers by a hand-stamp reading "FIRST FLIGHT INAUGURATING AIR MAIL SERVICE" between the inner and outer circular frame lines and with the central design being a map of the area and the words "ST. PIERRE, FRANCE to ST. JOHNS NFLD CANADA".

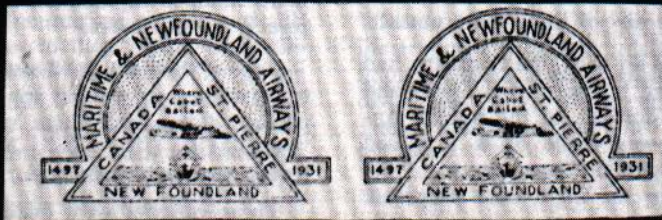
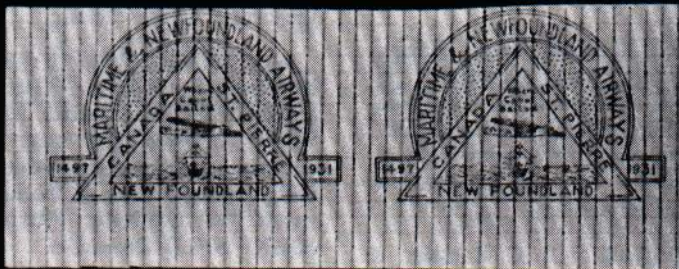
The plane arrived at St. Pierre and the letters were taken to the Post Office but were refused entry to the mails. The Company then left the covers with the Postal authorities awaiting permission to accept the Company stamps. This was never received and in 1934 the Company brought back the covers to Sydney and returned the covers to the senders with a hand stamped explanation applied to the reverse of the covers.

Some of these returned covers were sent to the addressees without any Government postage stamp and these were marked "POSTAGE DUE 20c". Most of the covers were returned to A. C. Roessler.

Three varieties were issued before the Flight:-

OFFICIAL STAMPS printed in sheets of four (blocks) in Black on Silver paper, perforated.

Proofs of the above in sheets of Three, "Official" mis-spelled "OFFICAL" imperforate — Black on silver paper.



From top: dark green on light green; red on yellow imperforate pair; black on yellow imperf vertical pair; same colour imperforate.



Block of four, official correctly spelt, is black on silver.



Single copy with misspelt 'offical'.

AIR MAIL



Please see reverse for details

A. G. ROSS
GEN. DEL.
ALBANY, N. Y.

AIR MAIL

St. Johns-Sydney

VIA AIR MAIL



RATE OF POSTAGE
5c. first ounce,
10c. each additional ounce
or fraction.

Mr. W.R. Patton,
P. O. Box 2384,
Winnipeg, Man.

REGULAR ISSUE:- Printed on yellow paper in sheets of 20 in Red and issued both perforate and imperforate. These stamps were also printed in Red on Orange paper and issued both perforate and imperforate.

After the Compay failed, several new printings were made which were sold by A. C. Roessler. In 1938, A. C. Roessler wrote Haughton E. Sanguinetti that these re-issues had been printed by the same press as the original issue with the approval of the Company. These varieties have been seen:-

Perforates

Black on yellow paper

Part Perforates

All imperforate vertically forming horizontal pairs printed in Black on yellow paper with darker yellow background of squares set in horizontal rows;

In Black on plain yellow paper.

Imperforates

Black design printed on light yellow paper with darker yellow background of squares set in horizontal rows.

Black design printed on plain yellow paper.

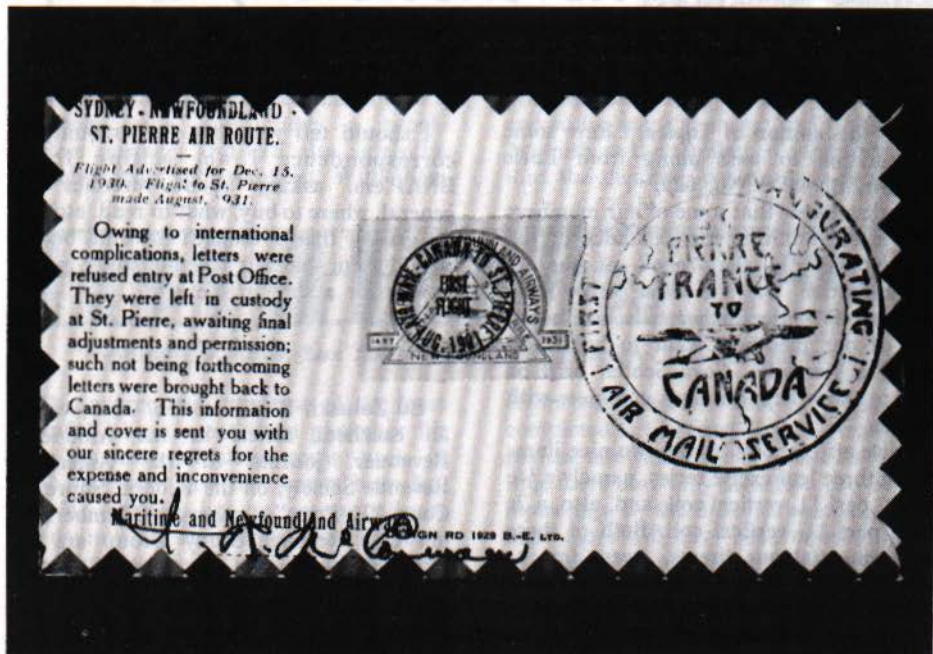
Dark green design printed on plain green paper.

Red design printed on vertical lined yellow paper.

Red design printed on yellow paper with dark red vertical lines and faint red horizontal lines, forming a checkerboard.

Red design printed on Quadrille ruled light yellow paper.

It would appear that the Company stamp was affixed to some envelopes and posted in Canada with Canadian stamps. One such envelope was sent through the mail with the Company adhesive and the postage paid by a pair of 3c Canadian King George V Medallion stamps post-marked CHAPLEAU, Ontario September 28, 1933 and back stamped at Newark, New Jersey, October 2, 1933. The cover did



not have any Company cancel or Company cachet and was probably a "manufactured item". The Company adhesives never were valid for payment of postage and were never authorized by any Postal authority.

MARITIME and
NEWFOUNDLAND
AIRWAYS
SYDNEY, N.S.

Aerial Transportation
Anywhere
Anytime
On Fokker Equipment

June 13, 1931.

Mrs. M. S. Houghton,
223 Albert St.,
Kingston, Ontario.

Dear Madam:

For some reason or other your letter in

regards to stamps and covers was not brought to the writer's notice until today. We certainly want to apologize for this delay and I am enclosing two stamps as requested. We might say for your information that this flight will take place in the course of the next ten days. As you are no doubt aware the delay was entirely due to the Canadian Postoffice Department, who for some reason or other do not want to sanction this flight. We, however, have the cooperation of the Governor of St. Pierre, Miquelon and the Newfoundland Postoffice. While we will have to change the routing of the letters slightly, they will be essentially the same as originally planned.

Again regretting the delay in answering your letter and thanking you for your interest in this flight, we remain.

Yours truly,

Maritime & Newfoundland Airways.

J. R. McCowan / L. C.



Revenue Study Group

— By CHUCK EMERY

For this edition of **Topics**, I have some information to pass along from Earle Piggott, BNAP'er No. 629.

Earle tells me that some of our members have been doubting the existence of the Broken "E" in the "one" of the 1c denomination of the first Bill issue (Sisson's R1). He further tells me that if any of our members want to hustle on down to Kentville, Nova Scotia, he'll be glad to show them his copy, complete with broken "E".

Earle also reports having two nice items in the three leaf excise series, namely a 1/4c green, perf 11, vertical coil; and, also, a 2c blue, perf 11, vertical coil. Both of these are non-catalogue items, even for us B.O.B. freaks. I hope we can all look forward to seeing these in Florida this fall.

* * *

I should tell you that the amount of correspondence I am getting from BNAP'ers, asking about revenues in general, where to buy, what to read, etc., is far greater than I thought it would be. It would seem that our revenue study group is due for a shot in the arm.

* * *

Ed Zaluski, BNAP'ers No. 3355, wrote an excellent article in the *American Revenues*, journal of the American Revenue Society, on the Federal Supreme Court "In Prize" surcharges. Members of our own Revenue Study Group are all receiving a copy, via our group bulletin, thanks to Bill Rockett. Anybody else who would like one, can send me an SASE envelope.

Ed's newest project has to do with the various printings of the Young Queen issues of the Federal Supreme Courts. If you are at all familiar with this issue, you will know that it was printed in at least three different formats: perf 12x11½ on thick, poor quality, off-white paper.

Ed is doing a study of the printing sequence of these printings, and would like to hear from all BNAP'ers who have copies. What he wants is the denomination, serial control number, perf, and paper type, all categorized together. This should allow a comprehensive chart to be developed, and in due course, Ed can then submit an article, hopefully, in this column.

Still on the subject of Supreme Court stamps, Holmes lists an FSC14a, and an FSC14Aa, both as re-entries on the George V, perf 12, \$1 blue or milky blue. I, for one, have never actually seen these, nor do I know what to look for. Does anyone have one we could borrow to photograph for publication, or better still, for sale?

If you are using an older Holmes catalogue, perhaps you should note that there is a listing for FSC13AA — allegedly a 50c George V with red controls, rouletted. This does not exist, so scratch it off your want list. Another old time error, is the listing of the Young Queen \$5 blue with blue control numbers. This is also a phantom issue, presumably a proof-readers mistake, and can also safely be scratched from your want list. With these

two out of the way, collecting the rest should be easy.

Documents are to the revenue what covers are to the postal historian, and are far more elusive than covers. Perhaps the two main reasons for this, are, first, there are not as many court cases as there are letters mailed, and second, legal documents are not supposed to leave the courts or the lawyers, except for personal copies, which are usually retained in an estate or business.

The Supreme Court of Canada is basically an appeal court. There are, therefore, even less documents pertaining to it than to any provincial supreme court, or any other lower court. Also, as is evidenced by the used copies around, some court clerks used to clip many of the law stamps from the old documents in the archives, as a way of making a few extra dollars on the side., thus further reducing the supply of documents.

Today, as court houses are being expanded, moved, renovated, etc., many of the old files are being microfilmed, and then destroyed under supervision, again, further reducing the supply of both documents and law stamps.

Revenues are perhaps the only area of philately where there is an on-going active program to destroy collectible material, and so for many years yet, the supply will diminish as the number of collectors, and thus the demand, continues to grow.



Tagging Along

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

This winter has been one of the least eventful I have spent since phosphor hit the Canadian philatelic scene back in 1962. Not only have new errors been few and far between, but my correspondence has dwindled to almost nothing. I can only hope that the main cause is that the Post Office inspectors have been doing a much better job than in the past, but deep in my heart I have a feeling that new reports of

errors are just not coming through. I completed my revised list of errors and perfins late in December, and since that time there have only been four or five new reportings. By the time this reaches print I hope there will have been more to add.

I did pick up a rather interesting item the other day. Not being too intrested in Postal Stationery, it may be very common, but since it fits into my "tagged error"

classification, I feel it is worth recording. It is the current 25c Aerogramme with the "prairie cloud" scene. It is either printed on the gummed side, or gummed on the printed side, whichever you prefer, and is tagged on both sides. I would like to know how common it is, and whether any other aerogrammes have been found of similar nature.

For my new listing, I have decided to add another type to my General Tag listings. Tentatively it will be G1b, and concerns stamps which have the normal half bars on each side, but on which the tagging does not reach either all the way to the top or the bottom. I have three so far — No. 586, No. 628, and No. 676. No. 586 is tagged only on the bottom half, and the other two only on the top half. I would appreciate other reportings.

New untagged reportings include No. 611 Laval, 648 U.P.U., the 1977 12c Xmas, and No. 716 10c definitive. New 1 bar, G1a errors include No. 717 15c definitive and the recent Capex 12c.

I joined the U.S. Perfins club last year, hoping to generate some more correspondence on tagged perfins, but so far — not a word.

While technically not new, I did pick up

a nice block of 10 of the 1967 Centennial commem. on which the phosphor bars were applied on the diagonal — leaving the bottom six more or less normally tagged, and the top four 9a errors.

There have been many variations in the distance between the bars on the 12c Parliament coil, caused by adjustments during printing to insure that the bars appear directly over the perfs. The latest find is a used single with one full bar on the left clear of the perfs, and a normal half bar on the right where it should be. I am surprised that there have been so few G1a errors reported on both the sheet stamp 12c Parliament, and the 12c blue QE cameo. I have seen two or three of each while going through my local mail source, but have not heard any reports from anywhere else. Also the only report of an untagged 12c Parliament was a used pair on California. I am pleased to say I now own half of that pair.

Please let me know if you run across anything new. Only through your efforts can these lists be kept current. We all benefit.

Ken Rose,
Box 7086, Calgary,
Canada T3C 3L8

PATRIOTIC POSTCARD SERIES

by W. L. GUTZMAN BNAPS 1300

Scenes Across Canada Borders

This is a very unusual set of patriotic cards which, according to the usage, appeared in 1907, and lasted at least until 1910.

Four multicoloured scenes of Canada form the border of the card. The prairie wheat scene at upper left sticks mainly to yellow and light browns, with accents of red and green. The lower left scene of Niagara Falls is mainly in pale blue and white with dark shades in the foliage. The foothills scene of the upper right is most colourful, in golds, greens and violets. Lastly, the parliament buildings tend to

the mauves, with a vivid red flag atop the tower.

The central scene is in black and white, bordered in gold, and with CANADA written in gold, at the base.

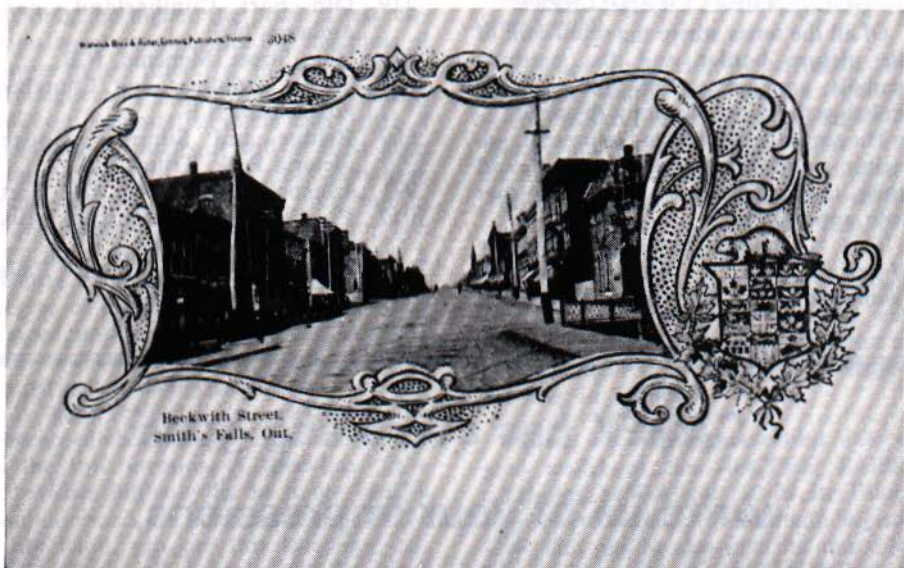
The printers were Warwick Bros. and Rutter, Toronto and the design used on the address side was the well-known Canadian Souvenir Post Card in blue, showing an abundance of maple leaves as well as the Trade Mark. All backs were divided.

According to the numbers which have been reported, it would appear that there are many unknowns in this set. We hope



ALMA COLLEGE, ST. THOMAS, CANADA

CANADA



Warwick Bros & Sons, Limited, Publishers, Toronto 3048

Beekwith Street,
Smith's Falls, Ont.

that readers can supply us with details on missing numbers.

- 120 The Bore, Moncton, N.B.
 - 182 Government House, Halifax, N.S.
 - 300 Moira Lake, Madoc, Ont.
 - 306 On Lake Couchiching, Orillia.
 - 353 Queen Street, Fredericton, N.B.
 - 355 Old Government House, Fredericton, N.B.
 - 406 Christie's Pond, Amherst, N.S.
 - 573 Couchiching Beach Park, Orillia, Ont.
 - 696 Bridges and Falls, St. John, N.B.
 - 820 Chateau Frontenac, Quebec, Can.
 - 934 Alma College, St. Thomas, Canada.
 - 2125 Niagara Falls in Winter.
 - 3685 Picton from the Mountain.
 - 3748 Railroad Bridges, Niagara River.
 - 3778 Montebello Park, St. Catharines.
 - 3781 Lock One, Welland Canal, St. Catharines.
 - 5463 Sissiboo River from Falls, Weymouth, N.S.
- Town Hall, North Bay.
Beckwith Street,
Smiths Falls, Ont.

GOLDEN BEAVER AND CREST

Of all the series where the scrollwork of the picture border and the patriotic symbols are entirely in gold, this is probably the most elegantly designed.

The scenes, which, up to the present, are mainly from Ontario, are in black and white, thus giving the cards a somewhat drab appearance.

This is another series published by Warwick Bros. & Rutter, Limited, Toronto. Being an early issue the backs are

all undivided, so many of the fronts have had messages written on them. One such, from Port Arthur, reads "I leave Fort William tomorrow on board the SS Alberta, for Owen Sound".

All used cards that I have seen bear postmarks during 1905 or 1906.

The address side of the card shows a small beaver in gold and very simply, again in gold, "Canadian Souvenir Post Card" in two lines.

Again, the numbering of the known cards in this series suggest that there are many cards, so we count on you to help fill the gaps.

- 113 Armories, Toronto — Published for the Robert Simpson Co.
- 114 Parliament Buildings, Toronto — Pub. for the Robert Simpson Co.
- 124 Town of Port Arthur, Ont.
- 125 Grand Hotel, Yarmouth, N.S.
- 315 Near Bala Falls, Muskoka.
- 336 Chateau de Ramesay, Montreal.
- 338 Harbour View, Montreal.
- 339 Macdonald Park, Kingston, Ont.
- 719 Old Fort Cumberland, near Amherst, N.S.
- 731 Main Street, Moncton, N.B.
- 761 County Buildings and Churches, Woodstock, N.B.
- 869 Bridge and Summer House, Victoria Park, Truro, N.S.
- 991 Annapolis River from Old Fort.
- 3017 Public Library, Smiths Falls, Ont.
- 3048 Beckwith Street, Smiths Falls, Ont.

**CAPEX has come and gone
write us of your impressions,
awards, good or bad times, etc.**

Letters, Announcements, Reviews and Other Things

Recent Publications

Lyman's 1978 Spring-Summer Catalogue, price \$2.50

The most popular utterance describing this edition is: "They really screwed it up." On the surface, it does merit this type of colloquialism. The changes of format are modest (many pages centre towards the top); the illustrations are perhaps interim; the pricing is revolutionary. Although faithful users of Lyman's are disappointed in this amateurish effort, the intent of the catalogue must not be distorted simply because of the many glaring errors.

Canadian postage stamps go up almost as fast as Canadian postal rates. The better the gum and centering (plus other factors), the higher the price. These circumstances coupled with the eagerness of buyers to pay prices far in excess of this catalogue will render any price listing, however accurate, obsolete overnight. A semi-annual catalogue will at least keep users up to date on the areas that have made abnormal strides. The procedure in determining the final price of a stamp is a step in the right direction. It does give a relative comparison between the varying degree of centering of hinged and never hinged stamps, taking into consideration that some stamps are easier to find nearer to perfection than others.

A good collector is unlikely to be concerned about the pricing structure, nor is the true investor. A speculator may experience difficulty for he is not usually well-informed. An informed dealer, on the other hand, can use this catalogue advantageously but, a dealer who has used Lyman's religiously may find some frustration.

— "The Yellow Peril", (Stan Lum)

R. J. Woolley Honoured

Edward J. Whiting sends the following extract from a philatelic newspaper:

Robert J. Woolley, who has been called the world's foremost expert on Canadian Perfins, has been awarded the Perfins Club's 1977 Hallock Card Award.

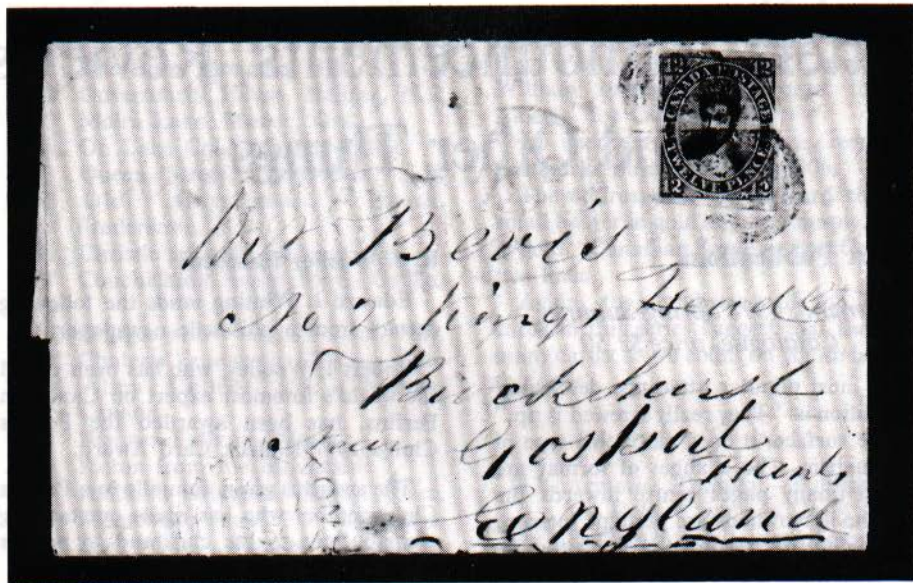
The award is given annually to a Perfins Club member who has made outstanding contributions to the club and to perfins philately.

Woolley, who will be 80 on Apr. 2, is the author of the Canadian Perfins Catalogue published by the British North American Philatelic Society, and has been responsible for numerous articles about Canadian perfins in philatelic journals world-wide.

Woolley got his start in perfins in 1949 when he bought two million common stamps to sort and he became intrigued by those with perforations in them. With the help of other early perfins collectors, Woolley classified the Canadian perfins and turned his research into the first Canadian Perfins Catalogue.

An active stamp collector since 1909, Woolley is a veteran of both world wars and is a retired valuator and negotiator for the Canadian Department of Transport. He lives in Toronto.

Horace W. Harrison received a large gold medal at the ROCPEX TAIPEI exhibition held March 20-29 in Taipei, Republic of China for his Canada Registry 1827-1911 and he also won the award for best in other areas. James J. Matejka, Jr., M.D., was the U.S. Commissioner and showed his Newfoundland Airmails in the Court of Honour.



Twelve Penny Black Authenticated

A panel of experts of the Vincent Graves Greene Philatelic Research Foundation recently pronounced a creased twelve penny black stamp genuine. Doubt was expressed concerning the cancellation, which did not appear to be contemporary.

After the owner of the item, a British dealer, was told of the findings, he sent the cover from which the stamp was said to have been removed. The committee, of course, did not know of the existence of the cover until it arrived.

The problem was to determine whether the stamp had actually been affixed to the cover at the time the letter was mailed. Even with the stamp creased, it would be of considerable value if it could be proven that it was part of a genuine mailing.

The committee decided that if it could be determined that the ink on the stamp cancellation matched that on the Hamilton dater, and they both matched the ink on a cover of approximately the same time from the same place, then a certificate of genuineness could be issued. A suitable cover was found in a collection

of Hamilton stampless covers.

All items were sent to the Ontario Research Foundation with instructions to determine, if possible, the composition of the ink in each case and whether they were identical. Using spectroscopic techniques they were able to show that the ink of the postal markings in question came from the same stamp pad. So accurate was the analysis that traces of zinc were found that came from the brass hammers that struck the marks.

There was now no doubt that the stamp had been genuinely used on that mailing. A new twelve penny cover had been discovered.

Although the fee for expertisation was \$40, the cost to the Vincent G. Greene Philatelic Research Foundation was over 20 times that amount. However, the directors feel that this is money well spent. Accuracy supersedes profit especially when a new, significant item of BNA philately is involved.

The Foundation considers only BNA material. Information and application forms can be obtained by writing to Box 100, First Canadian Place, Toronto, Ontario, Canada M5X 1B2.

R. K. Mallott, Ottawa, sends the following items:

1c Precancel

The Canada Post Office Postal Pioneer Museum released for sale the 1c floral precancelled stamp on 1 February 1978. Other precancelled low denomination stamps are expected to follow. A limited quantity were cancelled on cover on the first day of availability.

Cranbrook, B.C. Crash: No Mail Aboard.

The tragic air crash of a Pacific Western Airlines Boeing 737 aircraft at Cranbrook, British Columbia, on Saturday 11 February 1978 took the lives of 42 crew and passengers. Only seven survived this sixth worst Canadian air disaster. The aircraft was on PWA flight 314 from Fort McMurray Alberta to Calgary Alberta and Cranbrook, B.C. Although this flight carries mail during the week, none is despatched on Saturdays or Sundays. Postal authorities in Ottawa confirmed with British Columbia postal officials that no mail was aboard. Thus there are no crash or interrupted flight covers concerning this tragic crash.

* * *

Philatque, le comte de Soulanges, 1977, par Anatole Walker. Lawrence A. Walker, 8444 Notre Dame est, Montreal, Canada, H1L 3M4, \$7.50. Une série de documents des données historiques et philatéliques, tirées de sources officielles.

* * *

Appointments

The Chairman of the Board, Mr. Robert H. Pratt, announces the appointment of Mr. William L. Simpson of Chatham, Ont., Canada, to the Board of Governors to fill the unexpired term of Mr. Guy des Rivieres newly appointed first vice president of the Society. We welcome Mr. Simpson to the board and look forward to his assistance in the many matters confronting us.

Variations of the new 12C and 14C Sheets and Coils

by HANS REICHE

The two bank note companies in Ottawa are involved in printing the definitives. The sheet stamps are being printed by the British American Bank Note, the coils by the Canadian Bank Note. It was assumed that for both the sheets and the coils the same master die was used, and that each company had its working die to manufacture the plate for printing.

A very careful look at these stamps reveal minor differences which would indicate that minor changes have been made for either the sheet or coil stamps, probably for the coils. Although these differences are minor in nature, they do exist on the stamps examined by me.

The coils show below the roof and below the last window on the right side a zig-zag design. The last portion of this zig-zag ends in a mere suggestion of a downward continuation, a sort of thickening at the end, but no line. In the sheet stamps this zig-zag at the end continues downward for about a quarter of the line length. In the coils the shading lines number three and four from the left in the centre roof tower are even, not broken. The sheet stamps show these two shading lines broken in various places. It is suggested that the coil die has been retouched prior to laying down the plate.

* * *

Nothing Changes

Loss of Mails

From a letter by Hugh Sibbald dated at Montreal Dec. 15, 1842 in the editor's collection.

"The last English Mail was lost crossing the river from Quebec. The canoe was crushed by the ice and the bag containing the letters went down among the fishes. Instead of the English Mail, I should say the Mail going from here to England."

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
VICE-PRESIDENT	Guy des Rivieres, 71 rue St. Pierre, Quebec, P.Q. G1K 4A4
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	Ten sittings: Five elected in the even numbered years for four year terms.
Serving Until Dec. 31, 1978	
Lee Brandom	George B. Llewellyn
C. Russell McNeil	Daniel Rosenblat
	Clarence Stillions
Serving Until Dec. 31, 1980	
Robert H. Pratt (Chairman of Board)	
Michael Dicketts	James C. Lehr
William Simpson	David Verity

From the Secretary

EDWARD J. WHITING
Malvern, Pa.

NEW MEMBERS

- 3684 Cunningham, Gerald J., 1137 Royal York Rd., Apt. 109C, Islington, Ont. M9A 4A7
- 3685 MacRae, Ian C., 239 Smythe St., Fredericton, N.B. E3B 3C7
- 3686 Kennedy, Jack, 480 Crescent St., St. Lambert, Que. J4P 1Y9
- 3687 Hillmer, John M., 1401 - 135 Antibes Dr., Willowdale, Ont. M2R 2Z1
- 3688 Twan, Lyle D., R.R. No. 1, Lumby, B.C. V0E 2G0
- 3689 Raunborg, John D., P.O. Box 1783, Oklahoma City, OK 73101
- 3690 Blackburn, Peggy M., P.O. Box 7246, Carmel-by-the-Sea, CA 93921
- 3691 Hewitt, Maurice C., 4 Anglesey Blvd., Apt. 205, Islington, Ont. K9A 3B3
- 3692 Proulx, Daniel P.O. Box 1261, Station B, Montreal, Que. H3B 3K9
- 3693 Hutton, David Greig, 180 Pontiac Ave., Oshawa, Ont. L1G 3M3
- 3694 Caffrey, John G., 48 Park Ave., Suffern, NY 10901
- 3695 Pefhany, Sphero, 213 Roncesvalles Ave., Toronto, Ont. M6R 2L6
- 3696 Rudolph, Elmer E., 1809 - 8th Ave., New Westminster, B.C. V3M 2S9
- 3697 Balough, Joseph J. (MAJ Ret.), 9108 McFall, El Paso, Tx 79925
- 3698 Kenyon, Bruce W., 580 Boca Ciega Point Blvd. S., St. Petersburg, FL 33708
- 3699 Cherry, Thomas J., Box 667, Ladysmith, B.C. V0R 2E0
- 3701 Mitchell, Donald, 195-E Kings Rd., North Vancouver, B.C. V7H 1H4
- 3702 Deaton, Suzan M., 1404 Hardouin, Austin, TX 78703
- 3703 Warren, Richard D., P.O. Box 276, Philomont, VA 22131
- 3704 Gibbons, Edward S., 818 W. Pine St., Lodi, CA 95240
- 3705 Manchee, E. B., 2420 Rector Ave., Ottawa, Ont. K2C 1M3
- 3706 Eldridge, John D., P.O. Box 2774, Dartmouth, N.S. B2W 4R4
- 3707 Lundy, James B., No. 28 - 3049 Glencrest Rd., Burlington, Ont. L7N 3K1
- 3708 Wiseman, James P., 1 Prince Albert Arms, Mynarski Park, Alta. T0M 1N0
- 3709 Ericson, Richard G., 1313 Como Park Way, Modesto, CA 95305
- 3710 White, Virginia, Box 2261, Springhill, N.S. B0M 1X0
- 3711 Cooper, David, P.O. Box 244, Postal Station A, 17 Front St. W., Toronto, Ont. M5W 1B2
- 3712 Meis, Lester A., 25 Jade Dr., Victoria, TX 77901
- 3713 Collier, Vera J., 203 S. 22nd St., Donna, TX 78537
- 3714 Richards, Wilfred S., 272 Gladmer Park, Saskatoon, Sask. S7J 2X3
- 3715 Elliot, J. Ross, 60 Regal Rd., Dartmouth, N.S. B2W 4H6

- 3716 Legris, Yvon, 5817 Madore St., Montreal, Que. H1M 1H3
 3717 Romeo, Perry, Box 378, Revelstoke, B.C. V0E 2S0
 3719 Whatling, Joan, 11902 Fairbury Dr., Houston, TX 77089
 3720 Adams, Christopher J., 49 Ild Ferry Rd., Apt. 9, Dartmouth, N.S. B2Y 2E8
 3723 Sheryer, Richard A., 2111 Roche Ct., Apt. 702, Mississauga, Ont. L5K 1T4
 3725 Russell, Morton W., 2519 Kokanee Way, Sacramento, CA 95826
 3726 Grosnick, William Sr., 833 S. 11th Ave., Wausau, WI 54401
 3727 Rees, Mrs. Dorothy, 462 Athabasca W., Moose Jaw, Sask. S6H 2C3
 3728 Kellett, Harold F., 1334 Arlington Ave., Saskatoon, Sask. S7H 2X9
 3729 Evans, Jeffrey S., 1840 N. 52nd, Seattle, WA 98103
 3730 Kitchen, Alfred J., 1710 Portage Ave., Ste. 1701, Winnipeg, Man. R3J 0E2
 3732 Ritzer, Steve, 30 South Mountain Rd., Millburn, NJ 07041
 3733 Falla, Raymond J., 191 Roywood Dr., Don Mills, Ont. M3A 2E5
 3735 Simard, André, 2885 Sasserville, Ste.-Foy, Que. G1W 1A4
 3736 Blood, John M., c/o J. M. Blood Inc., 380 High St., Holyoke, MA 01040
 3737 Boyd, John N. H., 2311 Ontario St., Apt. 504, Oakville, Ont. L6L 1A5
 3738 Hecht, Donald S., 37 Seaview La., Port Washington, NY 11050
 3739 Delwasse, Jean-Pierre, 2497 des Hospitalières, Sillery, Que. G1T 1V6

NEW LIFE MEMBER

- L-3700 Cornelius, Gary L., 16 Sharon St., St. Catharines, Ont. L2N 3J4

APPLICATIONS PENDING

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

- | | | |
|--------------------------|---------------------------|-----------------------------|
| 3721 Gilmour, William R. | 3734 Kudish, Harold G. MD | 3743 Read, David George |
| 3722 Bollinger, J. P. | 3740 Koutts, Cecil C. | 3744 Navary, James T. |
| 3724 Kawamoto, Thomas M. | 3741 Pharo, G. F. | 3745 Feagan, R. Dennis |
| 3731 Root, William E. | 3742 Love, Larry D. | 3746 McLennan, James A., MD |

APPLICATIONS NOT ACCEPTED

- 3627 Tremblay, Roger Yves, 175 St. Joseph St., Buckingham, Que. J8L 1K4
 Failure to respond to correspondence.
 3718 Woodward, Len, 47 Skyline Dr., Dundas, Ont. L9H 3S3
 Failure to respond to correspondence.

APPLICATIONS FOR MEMBERSHIP

(Objections must be filed with the Secretary IMMEDIATELY upon publication.)
 (Following the address a C - collector, D - dealer, C-D - collector-dealer)

- 3748 Ridley, Brian, 43 Bayne Cr., Winnipeg, Man. R2K 3Y8 C Canada — Mint & used; Great Britain & B.W.I.
 Proposed by G. F. Hansen 2203.
 3749 Lane, Robert Kenneth, PhD, 12 Gilchrist Pl., St. Albert, Alta. T8N 2M3 C Early Canada, fancy cancels,
 Admirals, RPO's. Proposed by R. Parama 3198, Seconded by R. Zrobok 2845.
 3750 Papaspyrou, George, 3181 Gwendale Cr., Mississauga, Ont. L5A 3B6 C-D Canada — all categories.
 Proposed by J. A. Hennok 2447, Seconded by J. H. Talman 2884.

- 3751 Cole, Kenneth, W., 1 Amesbury St., Amesbury, MA 01913 C Newfoundland postal history & stamps. Proposed by E. J. Whiting L-61.
- 3752 Collop, Tom, R.R. No. 1, Dover Centre, Ont. N0P 1L0 C First day covers of Canada. Proposed by E. J. Whiting L-61.
- 3753 Burgers, Hendrik, 1592 Queensdale Ave., Ottawa, Ont. K1T 1R8 C Small Queens, Stampless Covers, Centennials. Proposed by E. J. Whiting L-61.
- 3754 Daneman, Jeffrey C., 412 Archer Dr., Fairborn, OH 45324 C General BNA including Postal History, Postal Stationery and Revenues. Proposed by E.J. Whiting L-61.
- 3755 Curtis, Derrick C., P.O. Box 255, Kitimat, B.C. V8C 2G8 C Mint Canada & Newfoundland. Proposed by E. J. Whiting L-61.
- 3756 Melzack, Brian, 27 Cheval Dr., Toronto, Ont. M3B 1R5 C Canada — General — Covers. Proposed by E. J. Whiting L-61.
- 3757 Sellick, Mrs. Violet K., 17 Tremont Dr., Halifax, N.S. B3M 1X8 C Canada. Proposed by C. A. Jones 533, Seconded by G. C. Baugild 759.
- 3758 Anderson, David G., 3070 Le Boulevard, Montreal, Que. H3Y 1R7 C Canada pre-stamp & stampless covers; literature; RPO Cancellations; Early 19th century postal history of Lower Canada and Transatlantic ship mails. Proposed by W. R. Curtis 2100, Seconded by L. A. Walker 3118.
- 2759 Sibson, F. H., 1905 Mahow Ave., North Vancouver, B.C. V7M 2T4 C Canada, Provinces & 10c Consort. Proposed by R. A. Lee 2470.
- 3760 Waddington, Albert I., 2752 Broad Bay Rd., Virginia Beach, VA 23451 C British North America (Canada & Provinces). Proposed by L. R. Paige 2384.
- 3762 Lindsay, W. G., 41 Penwick Cr., Richmond Hill, Ont. L4C 5B3 C Canada. Proposed by M. J. Squirell L-2372.
- 3761 Irwin, Dougals, 7013 Dorchester Rd., Niagara Falls, Ont. L2G 5V5 C Centennial Definitives of Canada. Proposed by E. J. Whiting L-61.
- 3763 Lingen, Roy, P.O. Box 1235, Kingston, Ont. K7L 4Y8 D Proposed by J. L. Purcell 1739, Seconded by M. B. Dicketts 2115.
- 3764 Watson, William W., 8872 - 111th St. N., Seminole, FL 33542 C B.N.A., 19th Century Newfoundland, Philatelic Literature. Proposed by D. M. Verity 2312, Seconded by E. P. Tizard 1911.
- 3765 Davey, W. Arthur, 10920 Willowfern Dr. S.E., Calgary, Alta. T2J 1R5 C Victorian Canada: 2 & 4 Ring numeral cancels; Squared circles; RPO's; Town cancels (all on Victorian). Proposed by E. A. Harriss 729, Seconded by S. C. Nickle L-1727.
- 3766 Lane, Stuart, 2993 S.W. Marine Dr., Vancouver, B.C. V6N 3Y2 C Canada — General, Perfins (commercial) & varieties. Proposed by G. J. Boble 3227, Seconded by C. R. McGuire L-2859.
- 3767 Iwaszkiewicz, Jorge J. M., 35 Albert St., Markham, Ont. L3P 2T4 C Canada. Proposed by G. R. Mackie 2819, Seconded by B. Galbraith 3631.
- 3768 Gendron, Raynald, C. P. 591, Papineauville, Que. J0V 1R0 C Canada & Provinces. Proposed by E. J. Whiting L-61.
- 3769 Wilson, Roy S., 78 Richmond St. W., Toronto, Ont. M5H 2A3 D Proposed by F. H. Johnson 2853, Seconded by H. R. Lambe 383.
- 3770 Looten, Ken G., 725 - 12 Ave. S.W., Apt. 510, Calgary, Alta. T2R 0H9 C Canada & Newfoundland postage; 19th century & Flag cancel covers; Flag and R.P.O. cancellations. Proposed by G. W. LaBorde 3604, Seconded by C.W. Aubin 3100.

APPLICATION FOR LIFE MEMBERSHIP

- 2990 Johnson, Jonathan, Box 263, Cassiar, B.C. V0C 1E0

CHANGES OF ADDRESS

- 2964 Adilman, Paul L., Box 6446, Wetaskiwin, Alta. T9A 2G2 C
- 2687 Aldred, Wendell C., Box 269, Yorklyn, DE 19736 U
- 3295 Basque, Denis, Box 1, Site 17, R.R. No. 3, Bathurst, N.B. E2A 4G8 C
- 3187 Bowles, Capt. A. Bruce C., HQ CFE OP-1, CFPO 5000, Belleville, Ont. K0K 3R0 C
- 3606 Brennan, James W., 355 Noponn St., Ottawa, Ont. K1R 5G4 C
- 3425 Brice, Harry William, 9 Haig Pl., Apt. 609, Royal Stewart Arms, Dunedin, FL 33528 C
- 2267 Brooks, COL K. William (Ret.), 1414 S. Palm Ave., Indiatlantic, FL 32903 U
- 2913 Robert W. Brown, 300 N. State, Apt. 5305, Chicago, IL 60610 U
- 3678 Burns, P. J., c/o California Energy Co. Inc., P.O. Box 3909, Santa Rosa, CA 95402 C
- 478 Burt, Roland C., 52 Blanchard Rd., Marlton, NJ 08053 U

- 2152 Cohen, Sydney J., 935 Trudeau St., Montreal, Que. H4N 2B8 C
 3260 Cox, Richard, c/ o Bank of Montreal, Athens, Ont. K0E 1B0 C
 3273 Crain, Eric R., 13263 Lake Lucerne Rd. S.E., Calgary, Alta. T2J 3H9 C
 1632 Davies, Dr. Donald H., Dept. Chemistry, St. Mary's Univ., Halifax, N.S. B3H 3C3 C
 3556 Davis, Brian, Box 1121, Sparwood, B.C. V0B 2G0 C
 2749 De Ment, Lex C. Jr., c/o L. C. D. Stamp Co. Inc., Ste. 104 Mezzanine, 100 Richmond St. W., Toronto, Ont. MSH 3K6 C
 3261 Elliott, Keith S., 2971 Earls Ct., Abbotsford, B.C. V2S 4J4 C
 2584 Foley, Joseph E., Box 33112, Denver, CO 80233 U
 3234 Goldstein, Prof. E. M., Edn. Faculty, U. of Ottawa, 1245 Kilborn, Ottawa, Ont. K1H 6K9 C
 749 Greenhill, R. S. B., 3 Highbury Grove, Haslemere, CU27 1BB, Surrey, England F
 3573 Hadden, J. Alex, No. 103 - 1160 W. 13th Ave., Vancouver, B.C. V6P 3Z2 C
 2815 Hanes, Arthur David, Box 43, CFPO 5056, Canadian Forces Base Europe, Belleville, Ont. K0K 3R0 C
 2612 Harris, Peter Headfield, 11 North Parade, Lowestoft, Suffolk, NR32 4PA England F
 1959 Hatcher, James B., c/ o Scott Publishing Co., 3 E. 57 St., New York, NY 10022 U
 1666 Hayes, Harry, 48 Trafalgar St., Batley, West Yorkshire, WF17 7HA England F
 L-3294 Hayter, Derek, Box 6629, Station A., Toronto, Ont. M5W 1X4 C
 3393 Hendershott, Gary, P.O. Drawer 17428, Austin, TX 78760 U
 3563 Hoffman, Daniel R., MD, 1103 Kingsbury Rd., Washington, IL 61577 U
 896 Hollingsworth, Dr. Charles W., 17 Mellish Rd., Walsall, West Midlands, 2DQ WS4 England F
 1114 Horne, Brien, No. 2 - 222 Eagle Ridge Dr. S.W., Calgary, Alta. T2U 2V7 C
 2557 Hughes, Dr. Harley J., 5th Floor, West Arthur Pl., Thunder Bay, Ont. P7E 6E7 C
 1140 Hunt, Harris R., Apt. 2B, Golf's Edge - C.V., West Palm Beach, FL 33409 U
 2395 Jamieson, John I., 217 - 23rd St. E., Saskatoon, Sask. S7K 0J3 C
 2668 Jean, Roger, 64 Almé Séguin, Laval, Que. H7M 1B2 C
 3263 Jenkins, Sydney S., 7436 Stave Lake St., Apt. 214, Mission, B.C. V2Y 5B9 C
 3316 Kosztandy, Andrew, 77 Gerrard St. W., Apt. 1407, Toronto, Ont. M5G 2A1 C
 3376 Kowal, Orest, Crooked River, Saskatchewan S0E 0R0 C
 3539 Logan, Robert D., 77 S. Valley Rd., Apt. A-5, Paoli, PA 19301 U
 3095 Lonergan, Brian, c/ o General Delivery, Main P.O., 349 West Georgia, Vancouver, B.C. V6B 3P7 C
 2795 MacPherson, Vaughan A., P.O. Box 25, Strathroy, Ont. N7G 3J1 C
 3672 Malenfant, Cecile, P.O. Box 468, Sunnyside, FL 32461 U
 46 Menendian, Raymond A., 1000 Urlin Ave., Apt. 1015, Columbus, OH 43212 U
 2722 Moisel, Carl H., August Hundstre. 4, D-7600 Offenburg, Germany F
 3306 Moore, J. Sherrold, 710 Prospect Ave. S.W., Calgary, Alta. T2S 0M7 C
 1490 Moore, Ralph R., P.O. Box 1092, Chautauqua, NY 14722 U
 3285 Munsart, Herbert, 260 Derrom Ave., Patterson, NJ 07504 U
 2090 Murphy, Brian D., 204 Springfield Rd., Ottawa, Ont. K1M 0K9 C
 3329 Murphy, William J., Sawyer Ave. R No. 1, Atkinson, NH 03811 U
 2305 Parken, Derrick, P.O. Box 657, Salt Lake City, UT 84110 U
 2307 Peppar, David, 2408 Rondel, Ottawa, Ont. K1B 4M2 C
 3647 Raffaele, Norman L., 3 Kelson Ave., Grimsby, Ont. L3M 4C4 C
 3214 Rascati, Wayne M., P.O. Box 1245, Goleta, CA 93017 U
 1183 Risteen, F. R., 120 Smythe St., Fredericton, N.B. E3B 2C3 C
 1915 Rosenblatt, Philip, 345 Lincoln St., Apt. 12B, Waltham, MA 02154 U
 3487 Saint, J. Ronald, 2111 Thistle Cr., Ottawa, Ont. K1H 5P4 C
 3445 Selby, Alan, Ste. 322, 20 Wynford Dr., Don Mills, Ont. M3C 1J4 C
 3200 Shapiro, Bernard L., Box 9865, College Station, TX 77840 U
 3469 Thompson, Violet Mary, 101 - 1550 Blackwood St., White Rock, B.C. V4B 3V4 C
 2524 Townsend, L. J. Len, 1031 Caledonia Ave., Deep Cove, North Vancouver, B.C. V7G 1T3 C
 2261 Tretwey, Ross, P.O. Box 546, Port Hope, Ont. L1P 3Z4 C
 3097 Turkowski, Robert, Wilkes Townhouse, Apt. 5-D, Loop Rd., Rt. 3, Vidalia, GA 30474 U
 2615 Walker, Dale C., 117 Spencer St., Vallejo, CA 94590 U
 L-243 Walburn, H. G., Box 279, Kelowna, B.C. V1Y 7N5 C
 2617 Walton, William Charles, R.D. No. 1, Box 454, Califon, NJ 07830 U
 2643 Wiedemann, Peter J., P.O. Box 564, Cambridge, Ont. N1R 5W1 C
 3335 Adey, K. J., 71 Blechner Dr., Winnipeg, Man. R2P 0L4 C

DECEASED

- 41 Coleman, Clarence, P.O. Box 3, Fitchville, CT 06334
 2066 Ferguson, Mrs. Beulah H., Apt. 714 Park Lane Hotel, 111 Cooper St., Ottawa, Ont. K2P 2E3
 869 Heiman, Irwin, 22718 Flamingo St., Woodland Hills, CA 91364

RESIGNATIONS RECEIVED AND ACCEPTED

- 1391 Bartlett, Rev. Bart H., 100 Culpepper Rd., Richmond, VA 23229
- 2406 Carroll, V. J. V., P.O. Box 2037, Salmon Arm, B.C. V0E 2T0
- 3190 Cosco, S. D., 3712 W. 23 Ave., Vancouver, B.C. V6S 1K7
- 2555 Goldsmith, Kennard E., 136 Royal Palm Dr., Leesburg, FL 32748
- 3550 Grams, Gabriel A., P.O. Box 4151, Edmonton, Alta. T6E 4T2
- 2611 Guilman, R. M. G., 6325 Lumberman Way, Orleans, Ont. K1C 1E1
- 3586 Hebert, Richard S., P.O. Box 603, Auburn, NY 13021
- 2270 Houle, Lloyd D., 81 York St., No. 312, Kitchener, Ont. N2G 1T6
- 2208 Martin, Howard L., 4 Timothy Ave., San Anselmo, CA 94960
- 2400 Milne, Robert, P.O. Box 142, Penticton, B.C. V2A 6J9
- 1643 Weill, Robert K., Box 905, Falls Sta., 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 2B4
- 3061 Birkenhead, Michael, c/ o E. W. Bank & Partners, Prudential House, North Street, Brighton, BN1 1RW
England
- 3743 Read, David George, 965 Elizabeth St., Port Alberni, B.C. V9Y 6N4

MEMBERSHIP RECAP

Members as of 8 January 1978	1,527
New Members	49
New Life Member	1
	1,577
Deceased	3
Resigned	11
	14
Members as of 19 March 1978	1,563

Rambling through the Records

By A. L. STEINHART

From the 1872 P.M.G.'s report — some interesting cases of abstraction or losses of letters from the mails.

1. From P. Pische at Mile End to Mme. P. Pische at Beresford, July 31, 1871, \$12.00 missing and only \$10.00 received, registered — money abstracted by Jules Valiquette late Assistant Postmaster of St.

Jerome, who confessed his guilt and restored the contents. Before warrant for his arrest could be executed he absconded to the United States. (8 other cases — always only part of contents taken.)

2. From David Cain of Rockburn to J. McLaren at Montreal, \$150 sent and \$140 received, registered — mail boy opened

and robbed in house of mail contractor who made good the content (2 cases).

3. Wm. Coates, Brockville to L. Black & Co. at Windsor, \$8.78, registered — Burnt in fire which destroyed the Windsor Post Office, Oct. 12, 1871.

4. D. Sinclair, Fort Garry to W. McPherson at Toronto, \$211.00, registered — Supposed to have been burnt in great fire in Chicago on Oct. 8, 1871 (2 other cases).

5. Miss Connell, Park Hill to Jas. Connell, Kingston, \$17.00, registered letter delivered to wrong party who kept the contents. Party arrested and tried, but acquitted for want of sufficient evidence.

6. Mr. Smith, Gobb's Corners to F. Smith, Bloomingdale, \$1.50, registered, — contents abstracted in Bloomingdale P.O. by Henry Roges, who was tried and sentenced to 5 years penal servitude. Contents recovered and made good. (One other case — total taken in both \$40.50.)

7. M. Davidson, Florence to B. A. Mitchell at London, \$166.00, registered— The Post Office of Bothwell broken into on the night of the 10th June, and these letters stolen therefrom. No evidence to show by whom the robbery was committed (7 other cases).

* * *

From the March 1919

Monthly Postal Guide Supplement

"Parcel Mails for North Russian Expeditionary Force at Archangel. — Until further notice parcels should not be accepted for transmission by post to those members of the North Russian Expeditionary Force who are based on Archangel, or whose postal address includes the indication 'Elope'. Letters, newspapers, etc., for these troops may continue to be accepted for transmission. There is no alteration in the postal arrangements for troops based on Murmansk or whose postal address is indicated by 'Syren'."

* * *

From the November 1921

Monthly Postal Guide Supplement

"A one-cent postcard and stamped envelope on which the postage stamp impression is printed in straw colour will shortly be used in the filling of requisitions. Postmasters are warned to

use up their old stock before issuing the new to the public."

"In view of the six-cent rate on post-cards to places outside of Canada with the exception of places in the Empire, the United States, and Mexico, the Postal Union card formerly issued at two cent has been surcharged '6 cents' and will shortly be provided for issue at that rate. The same may be obtained upon requisition in the usual way."

* * *

From the October, 1899

Postal Guide Quarterly Supplement

"Mail Service to and from the Yukon District. — As the summer arrangements for the transmission of mails to and from the Yukon have come to an end, the Department is obliged, until those arrangements can be resumed next year, to restrict the mails to and from offices in the Yukon and Atlin Districts to letters only. Due notice will be given when the mails are again opened to other classes of matter."

* * *

From the July, 1899

Monthly Postal Guide Supplement

"Summer Service to the Yukon District. — Arrangements have been made whereby during the continuance of navigation on the Yukon River, all classes of mail matter may be sent to Dawson City and other places in the Yukon District. During the close of the navigation of the Yukon River mails in the Yukon District (except between Bennett P.O. and Log Cabin P.O.) are limited to letters only. Further information respecting mails to the Yukon will be given in the October supplement."

* * *

From "An Act to amend the Post Office Act," assented to Aug. 15, 1866.

5. "The Postmaster General may, when in his judgement the public convenience requires it, establish Street Letter Boxes or Pillar Boxes for the reception of letters and other mailable matter in the streets of any City or Town in this Province, and from the time that a letter is deposited in any such Street Letter Box or Pillar Box it shall be deemed to be a Post Letter within the meaning of the Post Office Act."

continued on p. 44

Some Notes on Special Delivery Service

by Allan L. Steinhart

Letter from Thos. C. Patteson, P.M. at Toronto to the D.P.M.G., June 6, 1899:-

"When I last wrote you on the subject of pay drawn by our two bicycle messengers who carry special delivery letters, you must have misunderstood the purpose of my letter.

"The limit fixed by our instructions is \$25. /- for each person employed in this work. What I suggest is the increasing of this amount up to \$30., which is little enough for responsible young men, who have to provide their own wheels. If we had a third messenger employed it would be a case of too much for two and not enough for three. They did about \$2.50 worth of work each for nothing last month, having both gone over the \$25.00 limit. Their hours are long from 7 a.m. to 11 p.m.

"Won't you have some steps taken to remedy what they think is hardly fair?"

* * *

Letter from the D.P.M.G. to T. C. Patteson, P.M. at Toronto June 10, 1899.

"I am in receipt of your letter, re Bicycle Messengers who carry Special Delivery Letters, in which you express your opinion that it would be better to increase the maximum amount to be allowed to \$30. per month instead of \$25. inasmuch as there is not sufficient work to justify the employment of a third messenger, and beg to say that I agree with the expression of the opinion contained therein. I think it would be wise to increase the amount to \$30., you will therefore make arrangements to allow the two messengers the maximum of \$30. per month as requested."

* * *

From the August, 1932, Monthly Postal Guide Supplement:-

"With a view to obtaining uniformity as regards the hours of Special Delivery Service, the Department has decided that in future the Special Delivery Service by messenger is to commence — daily, except Sunday — at 7 a.m., and that Special Delivery Letters mailed at the Post Office up to 10 p.m. City Time, addressed for local delivery and Special Delivery letters received by any train due to reach the City up to 10 p.m. City Time, are to be taken out for delivery to the addressees by special messenger.

"By 'City Time' is meant the time on which the City is operating irrespective of whether it is Standard Time or Daylight Saving Time."

* * *

From the Jan. 1915, Monthly Postal Guide Supplement.

"Complaints have reached the Post Office Department from offices where arrangements are made for the Special Delivery of letters. See Postal Guide, page 8, Section 13 — that many Postmasters are not using the Special Delivery wrapper supplied by the Department for packages in which they enclose letters prepaid for special delivery, and that in consequence of this neglect, the delivery of such letters has been seriously delayed.

"The attention of Postmasters is therefore drawn to the fact that a supply of the Special Delivery wrappers should be kept on hand and that in making up any package containing one or more letters intended for special delivery they should be very careful to use the Special Delivery wrapper, which is bright yellow with red stripes, as the outside wrapper of the package, instead of an ordinary facing

slip, in order that the package may attract immediate attention, at the office receiving it and that the Special Delivery letters may secure prompt treatment."

* * *

A circular to Postmasters from the D.P.M.G. dated June 7, 1898:-

"The Postmaster General has approved of arrangements whereby, on and from the first of July proximo, the senders of letters posted at any Post Office in Canada and addressed to a City Post Office now having Free Delivery by Letter Carriers shall, on prepayment by Special Delivery stamps of the face value of ten cents, affixed one to each letter, in addition to the ordinary postage to which the same are liable, secure their special delivery to the persons to whom they are addressed within the limits of Letter Carrier Delivery at any one of the following Post Offices in Cities, viz.:— Halifax, St. John, N.B., Fredericton, Quebec, Montreal, Ottawa, Kingston, Toronto, Brantford, Hamilton, London, Winnipeg, Victoria and Vancouver. The hours of delivery to be within 7 a.m. and 11 p.m. daily, except Sunday. These hours are subject to change as dictated by local circumstances.

"Drop-letters posted for local delivery, and bearing Special Delivery stamps, in addition to the postage, will also be entitled to special delivery in the same manner as letters received at the Post Office by mail. "Registered letters may likewise come under the operations of this scheme of Special Delivery, in the same way as ordinary letters, provided they bear Special-Delivery stamps, in addition to the full postage and the registration fee fixed by law, and the regulations respecting the record and receipting of registered matter are observed. In dispatching registered letters that bear Special-Delivery stamps, the Postmaster should write prominently across the registered-package envelope the words 'For Special Delivery'. When Special-Delivery letters (unregistered) number five or more for any one office the Postmaster should make a separate

package of them, marking it 'For Special Delivery; if such letters are fewer than five, he should place them immediately under the 'facing-slip' of the letter-package which he makes up, either directly or indirectly, for the Special-Delivery office for which they are intended, so that the most prompt attention may be secured therefor.

"Special-Delivery stamps will be sold at all Money Order Post Offices in Canada, (which may secure a supply of such stamps in the same way as ordinary stamps are obtained), for which the Postmasters will have to account as they do for ordinary stamps, and on the sales of which a total commission of 10 per cent shall be allowed to Postmasters, except to Postmasters having fixed salaries. For the present Postmasters will use the existing forms of requisition in applying for Special-Delivery stamps. (The usual discount may be allowed to a licensed stamp vendor at the time that he purchases Special-Delivery stamps from the Postmaster.) Special Delivery stamps are to be cancelled as postage stamps are cancelled. Stamps intended for Special Delivery are not available for any other purpose, and the article upon which one is affixed must have, besides, the ordinary postage prepaid by postage stamps. Under no circumstances will Special-Delivery stamps be recognized in payment of postage or of registration fee, nor can any other stamp be used to secure Special Delivery, except the Special-Delivery stamp. Special Delivery stamps are not redeemable.

"Letters intended for Special Delivery at any one of the City Post Offices above mentioned, and prepaid as directed, may be mailed at any Post Office in Canada.

"The regulations relating to First Class Matter (Inland Post) apply also and equally to Special-Delivery letters, the only difference being the special treatment which the latter receive with a view to accelerating their delivery."

* * *

From a form letter of the D.P.M.G. to

the P.M.'s of the 14 Special Delivery cities dated June 16, 1898:-

"For the performance of this extra service you may adopt any or all of the following methods, keeping however, two objects in view, — 1. Efficiency, as shown by the rapidity and thoroughness with which the work will be performed; and 2, a fair distribution of the work and consequent fees among those to whom you may allot it; namely:-

"1. The employment, for the purpose of Special-Delivery during the regular office hours, of any Letter Carrier, Porter, Messenger or Labourer, attached to your office, and who is not engaged during the interval necessary to effect the delivery of any letter or letters for Special Delivery.

"2. Taking advantage of the coincidence between the posting at your office or the receipt from another Post Office of a Special-Delivery letter, and the departure of a Carrier on his ordinary trip, provided that the destination of such letter is not far removed from the Post Office, and its prompt delivery may, therefore, be made.

"3. The employment, should the business of Special Delivery warrant it, and neither of the means referred to of performing the work be available, of one or more suitable and trustworthy person, not under fifteen years of age, and who will take the Oath of Office prescribed for employees of the Post Office. No uniform is necessary.

"The total remuneration, when either of the methods described in Nos. 1 and 3 is adopted, shall be (subject to change) eight cents per letter delivered or to deliver which every reasonable effort on the part of the special messenger has been made, provided the aggregate remuneration to any one such messenger shall not exceed twenty five dollars (\$25.) per month. No remuneration shall be allowed to the Carrier who delivers a Special-Delivery letter in such a case as that referred in method No. 2. Accounts for the work when performed, as detailed in methods Nos. 1 and 3, should be sent by you, duly cer-

tified, at the close of each month to the Accountant of the Department.

"When any letter, local or otherwise, bearing a Special-Delivery stamp, is received by the Postmaster of a Special-Delivery Office, he should stamp or write on the envelope the name of his office and the date and hour of the arrival of the letter. This will necessitate the prompt opening of mails received and the immediate separation therefrom of letters bearing Special Delivery stamps. The Special Delivery letter must be numbered, and entered as directed by the heading of the columns in a book provided for that purpose . . . Equally prompt attention must be given to Drop or Local letters being Special Delivery stamps. Special-Delivery letters must also be entered in a small book entitled 'Messengers' Delivery Book, calling, amongst other particulars for the signatures of the addressees or of any persons legally competent to receive their correspondence, and from which, on its return to the Post Office by the Messenger, the particulars necessary to complete the 'Record Book' must be immediately transcribed."

"The 'Record Book' must be kept by each Special Delivery office. In it shall be entered in consecutive numbers, according to the receipt of the letters, every letter on which a Special-Delivery stamp has been affixed and which is intended for delivery by that office. This Record will show in columns, under appropriate headings, the number, the office of origin, the full address of the letter, the date and precise time when it was delivered, if delivered, and the name of the person signing the receipt therefore and under the head of 'Remarks', the reason for its non-delivery, or for any delay in its delivery, if neither occurs, and a statement of what afterwards was done in connection with each such case. The time of delivery and name of the person who signed for the letter will be transcribed from the delivery receipt in the 'Messengers' Delivery Book,' immediately on its return to the Post Office in all cases.

"If, after a Special-Delivery letter has been taken out for delivery, it has been

returned with the information that the addressee has removed to a place considerably outside the limits of Free Delivery, and the letter is then forwarded to his new address, it is not to be regarded as entitled to Special-Delivery at the second office, reasonable effort on the part of the Special Messenger to deliver it at the first address being considered a quittance of the obligation imposed on the Department by the affixing of a Special-Delivery stamp to a letter. In such cases, the letter should be endorsed by the forwarding Postmaster 'Forwarded, Special-Delivery tried at office of first address'. But should such a letter be re-addressed to a Special-Delivery Office in a case where the addressee had particularly left his new address with the Postmaster of the Special-Delivery office to which the article was directed by the sender, thus obviating any attempt on the part of the first office to deliver the letter, the Postmaster may endorse the article thus — 'Forwarded for Special-Delivery, this office having been notified in advance of change of address.' In all such cases, the Postmaster at the office of final destination must, provided it is a Special-Delivery office, treat the letter thus forwarded and endorsed, as he would any other Special-Delivery letter reaching his office.

"A supply of forms and books will immediately be forwarded to you, together with such a quantity of Special-Delivery stamps as may enable you to commence the service on the first proximo. The forms and books to consist of the following:-

"— Form S.D. 1, a small slip of paper containing, with the necessary blank spaces, a notice to be used in a case where a Special-Delivery letter cannot be delivered.

"— Form S.D. 2, for use when a letter may be delivered according to method No. 2.

"— Form S.D. 3, to be used for Monthly Report of Special-Delivery business.

"— Book of record to be kept at Special-Delivery office.

"— Messengers' Delivery Book.

* * *

A circular of the P.O.D. from the D.P.M.G. dated Dec. 15, 1906:-

"The Department is issuing a 'Special Delivery' facing slip, S.D. 4, with the object of insuring a greater degree of certainty in SPECIAL DELIVERY letters being expeditiously handled in course of transmission though the mails.

"Postmasters will tie out all packages of letters for despatch as at present, with the exception that when a letter prepaid for SPECIAL DELIVERY is enclosed in such package of letters a **SPECIAL DELIVERY facing slip shall first be wrapt about the package.**

"Each SPECIAL DELIVERY slip must be kept on file at the office of destination for one month."

* * *

A revised letter of instructions dated Aug. 22, 1907 of the D.P.M.G. had some changes from the 1898 letter of instructions:-

"Uniforms similar to that worn by Letter Carriers is to be provided by the persons employed when the Special-Delivery business warrants it.

* * *

On Sept. 17, 1907, a revised circular re SPECIAL-DELIVERY Service was sent out by the D.P.M.G. with the following changes from the 1898 general circular:-

"Or when bearing postage stamps to the value of then cents additional to ordinary postage and the words 'Special Delivery' lightly written across the upper left hand corner of the address."

"The hours of delivery to be within 7 a.m. and 10 p.m. daily, except Sunday."

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A circular to 10 Frontier P.M.'s of the G.P.O. at Montreal, June 21, 1847.

"In transmitting you a copy of the written Circular, I beg to instruct you that for the future in making out your Account Current, for the United States Postage, you are to compute your Commissions at the following rates:-

- on the first \$25 Letter Postage - 40 per cent

- on the next \$75 - 33½ per cent

- on the next \$500 - 30 per cent

and on all over \$600 — 12½ per cent but it is to be observed that the rate of 3 cents on transient newspapers is to be considered as Letter Postage and should be entered in the Letter Bills and monthly sheets as search and the Commission charged upon it accordingly."

"I am Sir, Your obedt. Servt.
W. H. Griffin
Acting D.P.M. Genl."

* * *

A memorandum of the P.O.D.,

Postage Stamp Branch, Ottawa,
July 3, 1908.

"Owing to the cessation of all demand for the 2c and 3c Special Newspaper Wrappers the unissued remnant of them in the Department has been surcharged to 1c, which will explain why it is that in the supply being sent his office now the Postmaster is getting surcharged ones, which, of course, he will dispose of and treat as 1c Special Newspaper Wrappers."

From Department Circular No. 43,
P.O.D., Toronto, March 1, 1859.

14. "All Letters passing by Post should be carefully stamped with the Office date stamp, — first at the Office where mailed, immediately on being posted; secondly, at the Forward Office at which they may be resealed while enroute; and, lastly, at the Office of delivery, immediately on being taken out of the Mail. The only stamp on the face of the letter to be that of the office where posted."

15. "Care should be taken to use proper material for stamping — vermilion powder, or other coloring matter, mixed with boiled oil, forms a proper medium — or printers' ink may be made to answer the purpose but common ink should never be used."

"The stamps should be kept clean by being frequently washed with soap and water."

16. "When Stamps with changeable type are used, the date would be carefully changed every morning before commencing the business of the day, — and an impression of each day's stamp should be taken each day as soon as the date has been corrected, and kept in a book in order to establish the fact."

* * *

A circular of the P.O.D. at Ottawa,
April 10th, 1915.

"The Postmaster is informed that postage stamps may be used for the prepayment of war duties on bank cheques, bills of exchange, promissory notes, etc., on express money orders and on proprietary or patent medicines, perfumery, wines or champagne, as well as upon letters and postcards, postal notes and Post Office Money Orders."

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