



In Old Canada Page 11

BNA TOPICS

Official Journal of The British North America Philatelic Society

WORDS

In looking over our last few advertisements in "Topics", the operative word in every one has been "Buying". At this time there is no reason to change this. "Buying" is still the word.

Buying is where we are concentrating our best efforts right now. With all of this emphasis on buying, the terms have to be attractive to the seller or the whole effort would be wasted. This year we have purchased collections to a greater dollar value than ever before, so we must be making satisfactory offers!

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FOR ELECTED OFFICERS SEE LISTING UNDER
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BNA TOPICS SEPT.-OCT., 1978-3

PERFIN DESIGN TYPE T.5-TP & T



Fig. 1



Fig. 2



Fig. 3

PERFIN DESIGN TYPE T.5-TP & T

This perfin design was first identified and reported in TOPICS of February 1971, Whole No. 298, Page 73.

The full story of this long unidentified perfin can now be told, the final positive piece of the puzzle being recently received from BNAPS member Don Fraser of Winnipeg.

Back in the fall of 1970 while visiting Vancouver, I was fortunate enough to find a few copies of T. 5 Perfin in a 2c Edward stock. Upon returning to Calgary I noticed a partial strike of Winnipeg on one stamp, dated July 20, 1904. (Fig. 1). I wrote Don of the particulars and suggested that here was an excellent opportunity of possibly tracking down the user of this perfin since we had three letters and an ampersand to begin the search.

Don took up the task of scouring directories and phone books available before and after the 1900 period but drew a complete blank for a commercial company listed with the initials TP & T. He then went back into the 1880's to '90 period but found nothing that gave a hint of a tie-in with the four characters. Naturally, the disappointment was great in not coming up with a Winnipeg user after finally finding a positive Winnipeg source. This, then, was thought to be of non-Winnipeg origin such as an American company representative mailing a letter or report from Winnipeg

which is the case of so many of the high RF's for which sufficient material has not been recorded. However, Bob Woolley had available the most up-to-date U.S. perfin design listing and Type T.5 was not amongst these. It appeared that nothing further could be accomplished at Winnipeg and that the handbook blank would have to remain so.

During Don's later search for any single name which might give a clue to a Winnipeg user, he had noticed a repeat of two solicitors' names, Tupper and that of Phippen, both listed in bold type in some of the records examined. As of 1900 the solicitor partnership had been listed as "Tupper, Phippen and Tupper," but had been listed otherwise by changes of partners in 1906 and prior to 1900. In discussing this only fit of single initials it did not seem very hopeful of ever matching the perfin design to a long extinct Winnipeg legal firm.

The question remained, why would a private solicitors' firm in Winnipeg have need of a perforating machine or why, in fact, order such a machine thereby causing needless expense? With a somewhat limited use of postage stamps for the business mail in the partnership and possibly employing only one or two trusted assistants, it did not seem

reasonable that the use of a perforating machine was warranted or necessary for the control of personal-use postage.

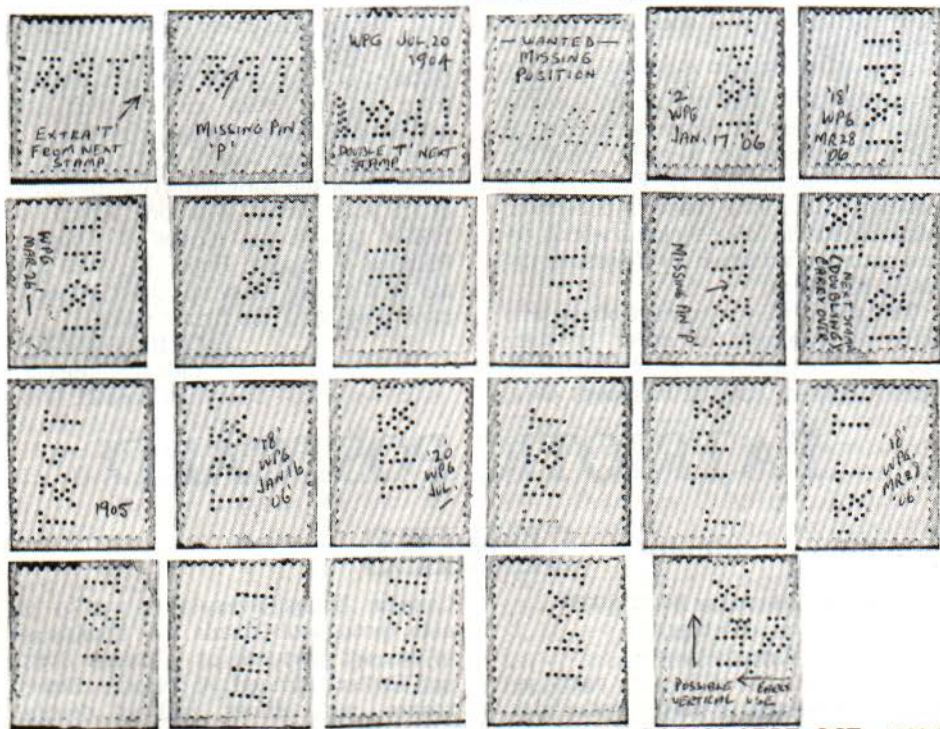
However, Don being a long standing member of the Winnipeg Historical Society, had already determined that the Tupper's in the law firm, James Stewart Tupper K.C. and Wm. J. Tupper were related to our own 1896 Prime Minister, Charles Tupper. With this very thin thread, it was considered that perhaps a perfin machine could have been purchased as a prestige item and also that these machines were then becoming in vogue. The perfin machines also had a similar appearance to a legal firm's seal or the corporate seals such a firm would use as active participants.

Don eventually traced one of the old gentlemen clerks who recorded for the legal firm and this person vividly

remembered the use of such a perforating device at his employers' offices. However, he could not remember what may have happened to the machine in later years when the existing partnership was dissolved.

The climax to this long standing mystery came during the attendance of Don and myself at a Vancouver meeting where we hashed over this whole event. It was the last day, about 4 p.m. when Don was up to his elbows in an old box of covers at one of the sales tables about to close up. In the box an ordinary clear 2c Edward cover with a Winnipeg roller attracted his attention. Flipping the cover over one can well imagine the amazement and then the excitement to find a three line blue senders' engraving on the flap "Tupper, Phippen & Tupper, Winnipeg, Canada." (Fig. 4)

TUPPER, PHIPPEN & TUPPER
WINNIPEG, MAN.



The cover date was July 20, 1905 — exactly one year from the date of the stamp that started the identity search some years before. (Fig. 5)

About the Type T.5 perfin design, all of the copies examined have been on the 2c Edward. Other values, especially registration rate use on cover could be expected to turn up. In the earlier 1904 use, the hole design was always found in the horizontal format, quite often the first or last "T" appearing doubled due to the pick up of the next stamp hole impression. (Fig. 1 & 3) There seemed to be some difficulty in placing the width of the perfin design across the stamp, showing each letter, unless extreme care was taken to center the punched holes, see drawing (Fig. 7)

The later 1905-06 examples show all hole impressions in a vertical format, the four characters easily fitting within the length of the stamp. (Fig. 2 & 6) An interesting find is shown in (Fig. 8) which may be the beginning of the vertical usage. The single stamp design shows both directions of the hole punch, a very poor partial end of a horizontal and an upward vertical.

It is to be noted that the writer's collection lacks only one of the possible eight positions, the inverted horizontal TP & T, reading left to right, from the back, see drawing of holes (Fig. 7). If this position exists in a reader's collection, please report to Mike Dicketts who is coordinating information for a possible updated handbook.

This article may encourage others who have an example or cover in their holdings, the cancel or use of which may shed a light on missing handbook data.

What about design C.24, CPMC, listed in the Third Edition of the handbook as "Blank — Winnipeg 1903, RF 90. Here is presented a strong similarity to the T.5 design listing which needs further help from any interested reader.

Most users of perfin machines were located in large centers and generally were well known companies in the period of perfin use. Whenever the city of origin is known and the collector has at least the first letter of a perfin design it is quite possible to obtain missing data needed. This is especially true in uncovering earlier users, say in the 1903-20 period when directory listings would not leave too many choices.

Another interesting sideline to perfin collecting is the tie-in of the picture postcard. Street scenes and well known buildings with signs housing head offices of perfin users are obtainable and make a very attractive addition to the Company album page. Another example which happened was when Don supplied me with a postcard portraying the huge masonry mansion of J. Stewart Tupper K.C., Winnipeg and bearing the Manitoba Coat of Arms, as well as small portrait pictures of each of the partners, copied from historic books, all of which are prized additions to the basic perfin.

At present our search continues for a postcard of the National Trust Building at 325 Main Street, Winnipeg, which, in 1902-04 housed the offices of Tupper, Phippen & Tupper. Hopefully, with the aid of a strong glass an upper window pane may show the firm's name!!!

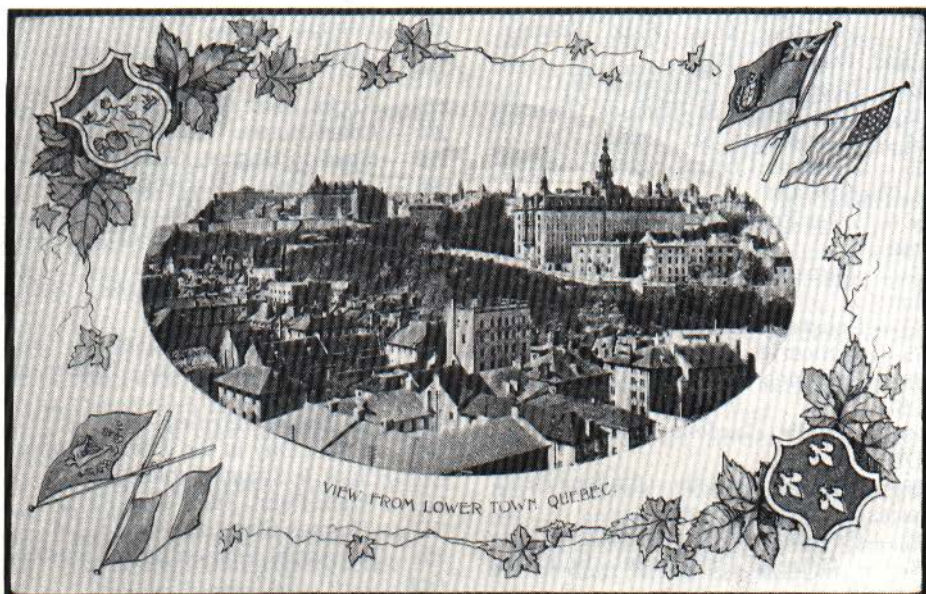
JACK BENNINGEN
Calgary, Alberta,
March 31, 1978.

PATRIOTIC POSTCARD SERIES

By W.L. Gutzman BNAPS 1300
Crossed Flags and
Canada Crest

We illustrate one of the very early, yet most prolific sets of cards produced in
BNA TOPICS SEPT.-OCT., 1978-6

Canada. Almost every view worthy of note, throughout Canada, was illustrated in this set produced by Warwick Bros. and Rutter, Limited, of Toronto. Street scenes, post offices, railway depots,



This illustration was omitted from Mr. Gutzman's "Quebec City" article, Topics July-August issue.

— Philately in Print, Toronto.

monuments, ships, outstanding sights and just plain scenes, all shared in the spotlight, during this period when the sending of post cards was at its peak.

Earliest reported mailing is in April 1904, but by December, 1904, many cards in this set were in use. Usage throughout 1905 was quite general but by the middle of 1906 these cards had almost disappeared. These early cards had undivided backs and were marked "Canadian Souvenir Post Card," coloured red in gold frame, and with gold designs of a

- 104 — Mount Rundle and Vermilion Lake, Banff, Alta., Canada
- 111 — King Edward Hotel, Toronto
- 112 — Osgoode Hall, Law Courts, Toronto
- 114 — Steamer Toronto, Toronto to Montreal
- 115 — Steamer Chippewa, Toronto to Niagara Falls
- 116 — Yonge Street Wharves, Toronto Harbor
- 118 — Lachine Rapids, St. Lawrence River — used April 22, 1904 — earliest date.

beaver and bear (upright) or maple leaf and bear, or coloured blue within a blue frame. A few cards are reported with divided backs. These are "Canadian Souvenir Post Cards" coloured green in a red frame, with designs as above. The later cards show the standard "Canadian Souvenir Post Card" with scrollwork, and printed rate for stamp.

Although a great many scenes have been reported in this set, as listed below, there is no doubt that much data remains to be collected.

- 121 — Whirlpool Rapids, Niagara Falls
- 122 — Kempenfeldt Bay, Barrie, Ontario
- 133 — On the St. Clair River, Sarnia, Ont.
- 135 — Public Library, Windsor, Ontario
- 136 — Provincial University, Toronto
- 137 — Ontario Parliament Buildings, Toronto
- 137 — Post Office, Windsor, Ontario
- 138 — Nirls Race and Bird's Eye View of St. Mary's, Ont.
- 140 — Ontario Institution for the Blind, Brantford, Ontario
- 144 — Public Library, Brantford, Ontario

- 146 — Public School, Cornwall, Ont.
 147 — Bowling Alley Walk, Stanley Island, Cornwall, Ont.
 152 — Farm Scene, Chilliwack, B.C.
 153 — Alma College, St. Thomas, Ontario
 154 — Court House, St. Thomas, Ont.
 155 — Michigan Central Flyer Entering St. Thomas, Ont.
 156 — Lower Fort Garry, near Winnipeg, Man.
 170 — Threshing Scene near Brandon, Man.
 172 — General Hospital, Brandon, Man.
 175 — Armouries, Toronto, Ont.
 178 — Entrance to Navy Yard, Halifax, N.S.
 179 — Public Gardens, Halifax, N.S. (DB)
 180 — Halifax from the Citadel (Hebb Series)
 182 — Government House, Halifax, N.S.
 187 — Ontario Parliament Building, Toronto
 198 — Algonquin Hotel, St. Andrews-by-the-Sea, N.B.
 199 — River Road, Sarnia, Ont.
 202 — Bird's Eye View of Sudbury, Ont.
 204 — Summer Residences, Georgian Bay, Canada (H-DB)
 205 — Main Street, Penetanguishene, Ont.
 208 — Couchiching Park, Orillia, Ont.
 209 — Couchiching Park, Orillia, Ont. (different scene)
 231 — CPR Depot and Harbor, Vancouver, B.C.
 234 — The Sanitarium Village, Banff, B.C.
 240 — Dry Dock, Esquimalt, B.C.
 241 — Beacon Hill Park, Victoria, B.C.
 242 — Provincial Parliament Buildings, Victoria, B.C.
 243 — Wingham, Canada
 246 — Overlooking Harbor, Yarmouth, N.S.
 247 — Yarmouth Light, Yarmouth, N.S.
 253 — Court House, Woodstock, Ont.
 259 Canoeing at Bull's Island near Woodstock, N.B.
 262 — Main Street, Moosomin, Assa
 264 — Grand Hotel, Yarmouth, N.S.
 265 — Bird's Eye View of Yarmouth, N.S.
 266 — Markland, Cape Fourchice, Yarmouth, N.S.
 267 — Bay-View Park, Yarmouth, N.S.
 268 — Reaping Wheat, Western Canada
 270 — Bird's Eye View of Woodstock, N.B.
 273 — Rocks, near Goderich, Ont.
 274 — Court House, Goderich, Ont.
 275 — Road to Harbor, Goderich, Ont.
 296 — Main Street, Macleod, Alta.
 300 — Moira Lake, Madoc, Ont.
 302 — North Bay, Ont. looking from North
 304 — Moon Chute Rapids, Bala, Muskoka
 306 — Kawartha Lakes, Lakefield, Ont.
 306 — Islands on Lake Rosseeau, Muskoka, Canada
 307 — Oil Wells, Petrolea, Ont.
 309 — A quiet Day in the Park, Oshawa, Ont. (Clark & Stuart Publishers)
 346 — Rock Point, Huntsville, Ont.
 347 — Thames Street, Ingersall, Ont.
 351 — Provincial Penitentiary, Kingston, Ont.
 352 — Macdonald Park, Kingston, Ont.
 353 — Queen Street, Fredericton, N.B.
 354 — Parliament Buildings, Fredericton, N.B.
 355 — Old Government House, Fredericton, N.B.
 358 — Poulet Street, Owen Sound, Ont.
 363 — In the Park, Berlin, Ont.
 364 — The Park, Berlin, Ont.
 366 — St. Vincent de Paul Hospital, Brockville, Ont.
 375 — The Moon River near Bala, Muskoka
 376 — Beaumaris, Muskoka, Canada
 379 — Viueuw at Baddeck, C.B.
 381 — Sarcee Indians, Calgary, N.W.T.
 381 — Astokumi and Family, Sarcee Indians, Calgary, N.W.T.
 385 — Purcell's Cove, Halifax, N.S.
 386 — Martello Tower, Halifax, N.S.
 387 — Prince's Lodge, Halifax, N.S.
 388 — Halifax Harbor from Elevator
 396 — Victoria Park, London, Ont.
 397 — The Armouries, London, Ont.
 398 — G.T.R. Depot, London, Ont.
 399 — Springbank, London, Ont.
 407 — Main Street, Amherst, N.S.
 408 — Amherst Academy, Amherst, N.S.
 409 — Highland View Hospital, Amherst, N.S.
 414 — "The Inn" Ganouque, Ont.

- 423 — S.S. Minto ice-bound, Pictou, N.S.
 424 — Pictou N.S. from Norway Point
 425 — The Penetanguishene, Penetang, Ont.
 436 — Below the Locks at Fenelon Falls, Ont.
 437 — Canoeing on Liverpool River
 438 — Main Street, Liverpool, N.S.
 439 — Court House, Liverpool, N.S.
 446 — Street View, Pembroke, Ont.
 448 — Devil's Gap, Rat Portage, Ont.
 449 — At "Devil's Gap" near Rat Portage, Ont.
 450 — Waterpower at Renfrew, Ont.
 452 — The Falls, Smith's Falls, Ont.
 453 — Canoe Club House, Smiths Falls
 457 — Birds Eye View of Three Rivers, Que.
 458 — Canoe Club House, Smiths Falls, Ont. (see 453)
 459 — Wheat Field near Virden, Man.
 465 — Parliament Buildings, Quebec
 466 — Wolfe's Monument, Plains of Abraham, Quebec
 468 — Overlooking Harbor, St. John, N.B.
 469 — Martello Tower, St. John, N.B.
 470 — Queen's Square, St. John, N.B.
 471 — King's Square, St. John, N.B.
 476 — University of Ottawa, Canada
 477 — Ontari Normal School, Ottawa, Canada
 478 — Dominion Parliament Buildings, Ottawa, Canada
 479 — Experimental Farm, Ottawa, Canada
 481 — Chaudiere Falls Ottawa, Canada
 482 — Waterloo, Ont.
 483 — Public School, Wingham, Ont.
 484 — Church of England, Wingham, Ont.
 485 — Street Scene, Wingham, Ont.
 486 — No. 2 Slope, Sydney Mines
 499 — Parliament Hill from the River, Ottawa, Ont.
 503 — Trinity College School, Port Hope, Ont.
 504 — Harbor, Port Hope, Ont.
 508 — Yonge Street Wharves, Toronto, Ont.
 512 — Parliament Buildings, Toronto
 521 — King Street looking East, Hamilton, Ont.
 539 — Harbor, Montreal, Que.
 540 — Niagara Falls in Winter
 541 — Niagara Falls, General View
 546 — Elm Park, Chatham, N.B.
 552 — Niagara Falls, General View
 553 — Niagara Falls in Winter
 554 — I.C.R. Station, Campbellton, N.B.
 556 — Sarcee Indians, Western Canada
 557 — Shooting the Rapids, St. Lawrence River
 558 — Canadian Henley, St. Catharines
 559 — Tunnel Entrance, Sarnia
 569 — Mount Begbie, Canadian Rockies
 571 — Dominion Bank, Wingham, Ont.
 578 — Pictou Academy, Pictou, N.S.
 580 — Entrance to G.T.R. Tunnel, Sarnia, Canada
 582 — Burleigh Falls, Ontario, Canada
 584 — Perth looking West
 587 — Charlotte Street, Brantford, Canada
 588 — Mohawk Lake, Brantford, Canada
 596 — Chatham Street, Brantford, Ont.
 598 — Central School Brantford, Canada
 599 — Main Street, Cobden, Ont.
 600 — Town Hall, Gravenhurst, Ont.
 602 — Barrie, Ontario
 606 — Provincial Agricultural College, Guelph, Ont.
 607 — St. George's Square, Guelph, Ont.
 614 — A Quiet Street, Collingwood, Ont.
 615 — Band of Grenadier Guards, London, England
 625 — Lower Fort Garry near Winnipeg, Man.
 634 — Liftlock, Peterborough, Ont.
 635 — Nickall's Hospital, Peterborough, Ont.
 636 — George Street, Peterborough, Ont.
 637 — Victoria Park, Peterborough, Ont.
 639 — St. John's Anglican Church, Peterborough, Ont.
 645 — Dundas Street London, Ont.
 653 — The "Bore", Moncton, N.B.
 658 — Viaduct on the G.T.R., Port Hope, Ont.
 663 — Post Office and Columbia Avenue, Rossland, B.C.
 665 — Liftlock, Peterborough, Ont.
 668 — Greenock Church, St. Andrews, N.B.
 684 — G.T.R. Station Hamilton, Canada
 686 — James Street South, Hamilton, Canada
 686 — King Street South, Hamilton, Canada

- 687 — Dundurn Castle and Park, Hamilton, Canada
- 689 — Steamer "Turbinia."
- 692 — Dundurn Castle and Park, Hamilton, Canada (see 687)
- 694 — Victoria Park, Stratford, Ont.
- 696 — The Bridges and Falls, St. John, N.B. Published for T.H. Hall
- 701 — The Beacon Light, St. John, N.B.
- 706 — Kent Street, Lindsay, Ont.
- 709 — Moira River, Madoc, Ont.
- 722 — Ontario Ladies' College, Whitby, Ont.
- 746 — Steel Bridge Across Fraser River, New Westminster, B.C.
- 752 — Street Scene, Seaforth, Ont.
- 757 — Main Street, Woodstock, N.B.
- 759 — Canoeing at Bull's Islands, near Woodstock, N.B.
- 784 — Wolfe's Monument, Plains of Abraham, Quebec (see 466)
- 789 — Rocking Stone near Halifax, N.S.
- 799 — Up the Saugeen, Walkerton, Ont.
- 817 — Bear River, looking North
- 834 — Stock Yards, North Bay, Ont.
- 842 — Creemore, Ont.
- 850 — Hospital, Walkerton, Ont.
- 859 — Meaford, Georgian Bay, Ont.
- 863 — Frank, Alta.
- 871 — Post Office, Woodstock, Ont.
- 878 — Park View, Berlin, Ont.
- 879 — Provincial Normal School, Truro, N.S.
- 891 — Bridge and Falls, St. John, N.B.
- 893 — Martello Tower, St. John, N.B.
- 894 — Market Slip, Low Tide, St. John, N.B.
- 901 — Royal Military College, Kingston, Ont.
- 934 — Alma College, St. Thomas, Canada
- 956 — St. John, N.B., from Harbor
- 963 — Regatta Day, C.P.R. Wharf, Brockville, Ont.
- 968 — Talbot Street looking East, Leamington, Ont.
- 971 — Thunder Cape, Port Arthur, Ont.
- 972 — Dawson Ave., Port Arthur, Ont.
- 971 — Thunder Cape, Port Arthur, Ont.
- 972 — Dawson Ave. Port Arthur, Ont.
- 990 — Whoa-Back-Haw-Gees- of Nova Scotia
- 991 — Annapolis River from Old Fort (see 993)
- 993 — The Harbour, Annapolis Royal, N.S.
- 3019 — Water Street looking North, Digby, N.S.
- 3026 — Boats passing through the Canal, Sault Ste. Marie, Canada
- 3034 — View from Ferry Hill, Windsor, N.S.
- 3046 — Battery Point, Digby, N.S.
- 3050 — Hudson Bay Co's Old Lock, Sault Ste. Marie, Canada
- 3100 — Pack-Horse Outfit near Frank, Alta.
- 3111 — General Views from Hill, Plaster Rock, N.B.
- 3115 — Post Office, Summerside, Prince Edward Island
- 3124 — Water Street, Chatham, N.B.
- 3132 — Penitentiary, Dorchester, N.B.
- 3133 — School House, Dorchester, N.B.
- 3134 — Looking South from Christian Church, Newmarket, Ont.
- 3135 — Queen's University, Kingston, Ont.
- 3137 — The celebrated Sand Banks, near Picton, Ont.
- 3142 — St. Lawrence St. looking North, Winchester, Ont.
- 3153 — Bird's Eye View of Eganville, Ont.
- 3220 — Street Scene, Grimsby, Ont.
- 3368 — Revelstoke Hotel, Revelstokes, B.C.
- 3399 — Rafting on Little Current
- 3412 — Niagara Golf and Tennis Club, Niagara-on-the-Lake
- 3945 — Market Slip "High Tide" St. John, N.B.



IN OLD CANADA

by FRED STULBERG



Although it may appear that talk of "nude squared circles" qualifies for the center spread of other publications, the subject is actually not exotic in that sense. (The term "nude" as it applies to postal markings generally refers to Post Office daters of any type that has date indicia missing; or the post office designation missing or both.

The third edition of "The Squared Circle Postmarks of Canada" by Alfred Whitehead (a handbook of BNAPS) mentions the existence of four squared circle markings that conform with the mentioned definition.

Examples from Ottawa, Peterborough, and Petictodiac have been noted with the date missing. The latter one has been found as a postage canceller on normal first class mail in conjunction with a circular dater. The first two appear to have been used mainly on other than first class mail

where regulations did not require that the mailing be dated.

The fourth one is without either name or date and is found exclusively on the one-cent Numeral Queen. Most experts feel that it was a precancel.

York Street Circle

The first indication of the expansion of these interesting varieties came from Stanley Cohen when, in "Maple Leaves", vol. 11, No. 6, he reported what appeared to be a York Street, Toronto, squared circle with a clear date and bars but no name. It was assumed to be from York Street because the post card upon which it appeared came from a Toronto firm and the date "6.30 JA 29-00" was a characteristic of that branch office only.

Subsequently, Nels Pelletier turned up another Toronto post card dated "6.30-DE 8-99" which seemed to con-



firm Cohen's find.

Although these two examples appeared to establish the validity of a new nude squared circle variety, they also presented a few incongruities.

Since complete strikes of the York Street squared circle are known beyond the above dates, this could not have been a modification of the existing device. If this was a discarded hammer from another office, one would expect to find more strikes from this, Toronto's busiest branch office. If it had been created especially for printed matter mailings, it would have required the name of the post office and

not the date.

One possible explanation was that these were actually fakes. Faked nude squared circle markings are believed to have been manufactured by John Kitchen. Also, both the above post cards were addressed to E. Berube and items from this correspondence are known with questionable postal markings (small purple Union Jacks). However, several more postcards have come to light indicating these are indeed genuine York Street squared circle cancellations and surprisingly, were made by the original hammer which had not been modified.

Deflected Card

What apparently happened was that the type for the date extended above the normal level of the rest of the hammer (possibly a new set of unworn type) which, when struck, deflected the card so that the date and the outside bars would register but the name would not. It is significant that these nude and incomplete strikes have appeared for the most part on postcards. Here the stiff card would less yielding than the soft paper in an envelope and enclosure.

However, for the nude squared circle buffs (no pun intended) all is not lost. Recently several strikes of the Toronto,

Canada squared circle were found with the date indicia absent. Although this illustration shows them superimposed on complete tracings of the marking, the stamps are actually on piece (brown manilla paper) with the cancellation extending onto the paper. Thus they are not precancels. Their presence on the one cent Numeral Queen does indicate that they were likely used on printed matter mail, possibly after final normal usage.

Their scarcity indicates that, unlike Ottawa and Peterborough, the nude squared circle of Toronto was used for a very short time possibly even one mailing.

Jubilee Jottings

BY ALFRED P. COOK

BOSTON NOTES

By Edmund L. Smiley

The Canadian jubilee set in spite of its beauty and its interesting symbolism, is not in general favor, and though a number of full sets are being bought and single stamps are selling fairly well, people grumble at them even when they buy them.

MeKeel's 19 August 1897

+ + +

NEW YORK NOTES

By Joseph Holmes

The Canada jubilee issue has few friends in this section of the country. The disappearance of the greater part of the ½ and 6 cent values has sickened dealers of the whole business, as they all feel certain that they were taken up by somebody inside the department and, sooner or later, will be unloaded for what they will bring, and the dealers here do not want to be caught with a large stock which has cost them a high figure, when

the break comes. One dealer here does not handle them otherwise than to procure the entire sets for his regular customers, for which he charges a fee of 25 cents over face, or \$16.46 net for the set.

Ibid

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WEEKLY REVIEW

CANADA (X., 59) — The Metropolitan Philatelist has seen the new jubilee card with inscriptions wanting, "bearing the stamp only." The following comment is added: "This is an error caused by the design being in two pieces and in this case the inscription has dropped out. It is quite probable that the card will be found with the inscription and minus the stamp."

Postal Card

1 cent, black, no inscription.

Ibid

MARK MY WORDS

When I advertise anything for sale, it is in stock.

Can. Jubilee sets, ½c to \$1, inc., only \$5.00

Complete sets, ½ to \$5.00 only 18.00

Canada revenues are the rage. My catalogue of same is the latest and best. Only 15c., post free.

W. KELSEY HALL, Peterboro, Ont.

Ibid

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WEEKLY REVIEW

By S.D. Hopkins

The editor of the Boston Stamp Book "goes it strong" in regard to the Canadian jubilee stamps. The paragraph is headed "The Canadian Swindle" and the following language is applied to the stamps in question: "Of all the swindling, outrageously mismanaged, worthless issues of stamps that were ever made available for postage in a civilized country, they are the worst." Then follows a list of the deviations made by this unfortunate issue from the straight and narrow (philatelic) way. There are four of these, thus: "Two values were issued in so small quantities as to make them subjects of speculation. Then it was announced that these values were obtainable only by buying complete sets. Then it was made public that stamps of this issue were not redeemable, though Canada redeems all its own stamps at one per cent discount. Lastly we are told that the issue will be available for postage only until it is sold off." These four truthful charges comprise all that is wicked and depraved from a philatelic point of view and together may well be said to constitute the unpardonable sin. May the "sold off" period never arrive.

Mekeel's 2, September 1897

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CANADIAN NOTES

By REA

On August 10th and 11th the govern-

ment placed on sale in Toronto 1,500 of the small sets up to 50c and \$1. One set only was sold to each applicant and the hardy ones who made a second trip in many cases met with refusal, and in the case of the imperturbable small boy, he was "hustled" by "whiskers," — the stamp vendor — a nick-name applied by said small boy. The dealers were early on the scene Monday, but few sets were sold that day. Tuesday saw Parker, Lowe and Adams each with a crowd of aids hustling these sets in, each paying a premium to those employed, as this was the only way in which they could secure a supply. Collectors in the States and elsewhere would appreciate their sets at most any price would they have had to "rush" such a crowd to get one.

Ibid

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CANADIAN NOTES

By Rea

Dealers in New York and elsewhere are asking forty per cent advance on the Newfoundland Cabot issues, and look at prices asked for Canada jubilee; the latter are cheap, because the Cabot issue, according to report, is a permanent issue, while the Canada issue is almost exhausted — all values — only 1c. and 3c, values on sale in Toronto now.

Ibid

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CANADIAN NOTES

By REA

There is a variety in the top row of each sheet of eight-cent Canada jubilee. Said variety has periods (2) between words "eight" and "cents."

Ibid

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CANADIAN NOTES

By REA

On Saturday (August 14) one of the branches in Toronto got 50 sets up to 50c to sell to the public. The branch in

question had a list of dealers, and everybody applying for a set had to give name and residence, and if they said they were a STAMP COLLECTOR a set was refused them. This is a fact, and is the worst piece of news yet heard. Why a stamp collector, of all mortals, should be refused beats me. Any way the writer got two sets of that fifty lot.

Ibid

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CANADIAN NOTES

By REA

In the rush of putting up the sets in envelopes, some one's blunder cost the young ladies at headquarters post-office over fifty dollars. Some envelopes had no dollar (1) stamps and others had two of

this value in them. So far very few have returned the extra value.

Ibid

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CANADIAN NOTES

By REA

Orders from Great Britain are reaching here now for large quantities, but whether they will get them is another matter. Dealers here can get two dollars a set in England for sets up to 50c, so those who have been waiting the "slump" may never see one. The half-cent stamp alone should be worth a dollar easily. Look over the English market and see how far 150,000 would go, provided there was that many not wanted in Canada.

Ibid



The RPO Cowcatcher

Lewis M. Ludlow

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

M-102B

ST. JOHN DISTRICT EMERGENCY No

Type 15E, Two Hammers

Hammer I

Proofed: August 23, 1924

Earliest: August 21, 1942

Indicia: AM only

Usage: One reported strike

R.F.: 200 (50 percent)

Comments: Care must be taken not to confuse this listing with that of N-87E, which reads the same, except that N-87E has an "S" after JOHN to give ST. JOHN'S DISTRICT.

Hammer II

Proofed: August 23, 1924

Earliest: March 13, 1948

Indicia: AM only

Usage: One reported strike

R.F.: 200 (50 percent)

Comments: If the bottom of the strike is not available, separation of the two hammers is still quite simple. The chordal distance from the bottom of the right corner of the "N" of JOHN to the lower left corner of the "D" of DISTRICT is a full 2 mm for Hammer I and less than 1½ mm for Hammer II. None of the Emergency listings is common, and M-102B is one of the more elusive. Listed above are the only strikes so far reported in the R.P.O. Study Group inventory.

M-102C

FROM ST. JOHN & McADAM JCT.

H.A. HANSON

Type 22E, One Hammer

Proofed: Unknown

Earliest: June 10, 1931

Indicia: 102 only

Usage: Only one strike known

R.F.: 200

Comments: This rare clerk strike is a beautifully centered backstamp right in the middle of a cover, and is only one of the many fine and elusive railway cancellations that have been discovered by Ross Gray.

M-103

ST. JOHN & MONCTON

M.C.

Type 9E, One Hammer

Proofed: January 9, 1895

Earliest: January 19, 1895

Latest: April 11, 1903

Indicia: E-common; W-uncommon

Usage: Fully represented each year of period

R.F.: 50

Comments: Indicia varieties — "9" for "99" on February 13 and April 1; no month entered on ? 5 and ? 12, 1895. Although this hammer only had a brief life, it saw full usage on a well travelled run; wear, however, was minimal.

M-104

ST. JOHN & MONCTON. RY.

NIGHT

Type 12A, One Hammer

Proofed: Unknown

Earliest: April 17, 1889

Latest: December 12, 1894

Indicia: EAST-common; WEST-scarce

Usage: Intermittent until 1893; 1894 full R.F.: 140

Comments: This run overlapped and followed M-104C and preceded M-103. Strikes are usually faint and occasionally indistinct. Although not rare, M-104 is not easy to find.

We have never seen M-104B and doubt its existence. One strike was reported in the Study Group inventory, but could not be confirmed. We would appreciate seeing any strike believed to be M-104B

M-104C

ST. JOHN & MONCTON Ry.

NIGHT

Type 41, One Hammer

Proofed: November 6, 1882

Earliest: March 2, 1883

Latest: October 1, 1890

Indicia: EAST-common; WEST-very scarce

Usage: Spotty until 1889

R.F.: 200

Comments: This is the first of the St. John and Moncton railway cancellations; to date, only eight strikes have been reported in the R.P.O. Study Group inventory. While the above rarity fact or is excessive, this run is missing from most collections and must be considered rare.

M-105 can not now be confirmed and must be set aside for the time being. M-105A and M-105B were originally reported by A.V. Richardson, and probably are facing slips. Anyone having information on any of these three R.P.O.s is requested to give us a report.

We now come to another of the prolific Maritime runs; although M-106 is not as commonly reported as M-12, it is tied with M-38 for the most number of hammers — namely, 24! Fortunately, the M-106 hammers are somewhat more easily identified than the 24 hammers of M-38.

M-106

ST. JOHN & MONTREAL. R.P.O.

Type 17, Twenty Four Hammers
Hammer I

Proofed: Unknown

Earliest: September 29, 1900

Latest: June 30, 1917

Indicia: E, W equally

Usage: Intermittent; very sparse-1903-08 R.F.: 5 (4.5 percent)

Comments: The "T" of S.T. is an elevated, small capital letter, with a period below on the base line, the same as 13 other hammers of this run. (This detail is amplified on a complete chordal chart that is available for all 24 hammers.) However, Hammer I is unique in that there is also a small mid-vertical dash to the right and following this "T" of S.T.; this dash wore poorly, is only faint on 1912 strikes and missing on 1914 and later strikes. The presence of this dash confirms Hammer I. Strikes are frequently dirty and scruffy.

Hammer II

Proofed: Unknown

Earliest: June 19, 1907

Latest: April 22, 1917

Indicia: W-common; E-scarce

Usage: Sporadic

R.F.: 5 (2.0 percent)

Comments: We have placed this hammer as Hammer II, even though earlier dates are known on subsequent hammers; however, this hammer is more closely akin to Hammer I than Hammer VI, while Hammers III, IV and V obviously were issued as a group and thus should remain together. If our thesis is correct, earlier strikes of Hammer II are to be expected. Indicia varieties are common; no year on February 24, "7" for "07" on June 19, "9" for "09" on October 5, and "8" on "08" plus E on August 11, the latter a lovely full strike backstamp on a 7c Edward registered cover. The small, closely spaced lettering of Hammer II quickly became blurred and partial strikes are difficult to identify.

Hammer III

Proofed: Unknown

Earliest: April 2, 1903

Latest: June 20, 1917

Indicia: W -common; E-uncommon

Usage: Sporadic; not known 1905-11

R.F.: 5 (1.6 percent)

Comments: This hammer is quite scarce; 1916-17 strikes are worn and smudgy, and the rim is weak on the left side. Indicia variety — day missing — June, 1913. This is the first of the three hammers which have no punctuation between the "L" of MONTREAL and the "R" of R.P.O.

Hammer IV

Proofed: Unknown

Earliest: August 30, 1904

Latest: June 5, 1906

Indicia: W only

Usage: Rare

R.F.: 5 (0.5 percent)

Comments: Two beautifully complete and clear strikes on 2c Edwards have made it possible to identify this rare hammer. Both are clean and sharp with no indication of wear; perhaps the hammer was lost. This is the second hammer without punctuation between MONTREAL and R.P.O.

Hammer V

Proofed: October 5, 1907

Earliest: August 22, 1908

Latest: January 15, 1940

Indicia: W-common; E-very scarce;

both to 1918

15-uncommon-1921-33

39, 41-common-1925-39

40, 42-scarce-1934; 1940

Usage: Relatively complete throughout period

R.F.: 5 (8.1 percent)

Comments: This is the last of the three hammers with no punctuation between MONTREAL and R.P.O., and it was in use for over 30 years. On this hammer, the right leg of the "N" of MONTREAL is materially shorter than the left and is indicative of Hammer V.

Hammer VI

Proofed: Unknown

1st Period

2nd Period

Earliest: August 20, 1908 February 2, 1941

Latest: May 5, 1924 March 6, 1942

Indicia: W-common; E-very scarce

Blank-1910, 16-1923 39-common; 41-very scarce

39-1924; all, very scarce

Usage: Sporadic Limited to one year

R.F.: 5 (4.1 percent)

Comments: The dot under the "T" of ST is missing on all strikes, and there is no base period to the right of this group of letters: chordal measurements involving this "T" must therefore be made on an imaginary extension of the portion. Indicia varieties — no year on July 27 on a 2c Edward, "1" for "11" on July 3. The 2nd Period use of this hammer was confirmed by a Survey Strike, indicia set April 26, 1941, Train 41, which was provided by Belanger; the assigned clerk for this Survey Strike was not identified.

Hammer VII

Proofed: September 12, 1910

Earliest: December 10, 1910

Latest: February 15, 1955

Indicia: W only to 1919; 15 only to 1934; 39, 41 to end 42 in 1939, rare; 40 in 1939 and 1946-47 scarce

Usage: Reasonably continuous for 45 years.

R.F.: 5 (13.1 percent)

Comments: This is the second most common of the M-106 hammers; it wore well and clear strikes prevail through at least 1940. This was the first hammer to use a dash between MONTREAL and

R.P.O., although from 1937 this was more practically speaking, a square, even so, 1955 strikes are easily recognized. A Survey Strike with an indicia set of April 22, 1941, Train 39, confirms the use of this hammer at that time; the assigned clerk for the hammer in 1941 was Cameron. Indicia varieties — IV for W until 1915, 33 on June 13, on July 22, 1937.

Hammer VIII

Proofed: November 26, 1910

Earliest: February 5, 1911

Latest: January 27, 1948

Indicia: To 1916, W-common, E-scarce; to 1934, 15-common, 16-very scarce; 39, 40, 41, 42-common to end of period.

Usage: Spotty through 1930; full and continuous for the balance

R.F.: 5 (11.7 percent)

Comments: From 1932-33 the bottom of the "T" of MONTREAL is broken and-or missing. The base period after the "T" of ST. in later strikes can be present, absent or doubled. Also, on later strikes the base period after the "O" of R.P.O. often looks like a !". Survey Strike April 29, 1941, Tr. 39, confirms right side deterioration.

Hammer IX

Proofed: September 2, 1911

Earliest: No known strikes

Indicia: W in proof strike

Usage: Unreported

R.F.: 5 (0.0 percent)

Comments: Although we have a copy of this proof strike, as yet no copies have surfaced. This hammer, at first glance, appears similar to its contemporaries, Hammers VIII and X, but measurement quickly demonstrates gross differences.

Hammer X

Proofed: March 2, 1912

Earliest: April 21, 1915

Latest: December 10, 1953

Indicia: Early-W only; 15, 16 to 1926, all uncommon from 1931-39, 41 common; 40, 42 scarce

Usage: Inconsistent and without pattern

R.F.: 5 (8.3 percent)

Comments: As confirmed from proof strike, the right leg of the "M" of MONTREAL is noticeably shorter than the left. From the earliest above, there is a break in the lower vertical of the "T" of ST., which is confusing in that it gives the

appearance of a base period underneath this "T"; however, when such occurs, a base period just to the right of this "T" confirms Hammer X. From 1930, this hammer wore poorly, and this is confirmed by a Survey Strike of April 20, 1941, Train 42; however, late strikes are usually sufficient for identification.

Hammer XI

Proofed: March 3, 1913

Earliest: July 3, 1913

Latest: September 8, 1955

Indicia: Early-E, W, equally scarce; 1920s-15, 16, very scarce from 1930s-39, 41, common; 40, 42, uncommon

Usage: Indiscriminate until 1933, then quite complete to the end.

R.F.: 5 (14.2)

Comments: This is the most common of the M-106 hammers. For the proof strike, there are four identical cancellations, all dated March 3, 1913; all are the same hammer, Hammer XI. For some time, we have postulated the theory that when delivering multiple hammers of the same run, all reading the same, only one hammer would be struck in the proof book, one time for each hammer delivered; certainly, this would be easier for the employee of the maker, than to pick up, strike and put down each of the hammers. If this theory has merit, then we can predict that three additional hammers should occur in this period; in this instance, the theory holds up, and consequently we can speculate that the proof date of March 3, 1913 applies equally to Hammers XII, XIII and XIV. One significant indicia variety — "O" for "40" on August 9, quite late for such an error. The Survey Strike, dated April 24, 1941, Train 39, confirms that this hammer was assigned to W.E. Whellan.

Hammer XII

Proofed: Unknown (probably March 3, 1913)

Earliest: September 21, 1916

Latest: March 22, 1928

Indicia: W-common, E-scarce; 15, 16 in 1928-very scarce.

Usage: Limited and spotty

R.F.: 5 (2.5 percent)

Comments: Indicia and date completely invert on earliest above and October 26,

1916. Strikes of 1928 are quite clear and unbroken.

Hammer XIII

Proofed: Unknown (probably March 3, 1913)

1st Period 2nd Period

Earliest: January 27, 1917

December 2, 1930

Latest: October 13, 1919 January 18, 1946

Indicia: W only 39, 41-common, 40, 42 scarce 15 in 1933-rare

Usage: Limited-less than 3 years Full and continuous in 2nd Period

R.F.: 5 (7.7 percent)

Comments: Later strikes in the 2nd Period can be expected; we have a copy of the Destruction Order strike, very badly worn, with a set of December 23, 1957. The Survey Strike, dated April 23, 1941, Train 40, was assigned to G.E. Nugent, who also illustrated his private clerk stamp, Type 17, that we should be on the lookout for in our searching.

Hammer XIV

Proofed: Unknown (probably March 3, 1913)

Earliest: No known strike

R.F.: 5 (0.0 percent)

Comments: Based on the strikes that we have in our collection, this hammer would not have been detected, although it could have been predicted (see Hammer XI, Comments); however, through the courtesy of Jim Kraemer and the Postal Museum, we have a copy of the Destruction Order strike that was registered on October 10, 1970. The set for this D.O. strike was December 23, 1957, Train 42. In addition to its predictability, the chordal measurements of this strike are similar to Hammers XI, XII and XIII; therefore we have designated this a Hammer XIV. Confirmation with an actual strike will clarify the period of use. The D.O. Strike shows reasonable to heavy wear, but measurement confirms a new and different hammer.

Hammer XV

Proofed: June 26, 1919

Earliest: January 29, 1925

Latest: November 1, 1933

Indicia: 40-1925, rare; 15-1925-32; 39, 40-1932-33

Usage: Intermittent, without pattern

R.F.: 5 (2.3 percent)

Comments: Earlier strikes may be found, but this hammer is quite scarce. Three strikes in the proof book of the above date are all Hammer XV; if our theory is correct (see Hammer XI, Comments), there should be two more hammers. So far, we have only located one, Hammer XVI; thus, there may be another yet to be found.

Hammer XVI

Proofed: Unknown

Earliest: July 6, 1919

Latest: October 19, 1923

Indicia: W-1919-20; 15-1923

Usage: Rare

R.F.: 5 (0.7 percent)

Comments: If our thesis is correct, this hammer may have been proofed on June 26, 1919, the same as Hammer XV. Obviously, this would be disproved if any earlier strike can be found.

Hammer XVII

Proofed: January 6, 1920

Earliest: February 10, 1932

Latest: July 31, 1938

Indicia: Blank-1933; 15-1932; 39-1938

Usage: Rare

R.F.: 5 (0.7 percent)

Comments: The lack of earlier strikes undoubtedly is accounted for by the rarity of this hammer. Perhaps it was held by a substitute clerk who was not used on a regular basis. The three known strikes above are faint but clear, and do not show signs of wear.

Hammer XVIII

Proofed: January 6, 1920

Earliest: September 28, 1921

Indicia: 15 only

Usage: One known strike

R.F.: 5 (0.2 percent)

Comments: This hammer is even less well known than its companion, Hammer XVII, both having been struck on the same date. Equally surprising is this very early use of Train 15, on a 3c Brown Admiral, in 1921; most of the other strikes of M-106 during this period were still using E or W for direction marks. All of these first eighteen hammers have sharp, angular ampersands; the balance of the M-106 hammers have round,

curved ampersands.

Hammer XIX

Proofed: March 26, 1920

Earliest: November 9, 1944

Latest: May 10, 1949

Indicia: 39 and 41 only and equally

Usage: Very scarce

R.F.: 5 (1.1 percent)

Comments: We do not understand why there was almost 25 years between the delivering of this hammer and its current reported earliest use. On this run, there was certainly a plethora of hammers, not all of which were used. This is the first of the hammers with the round, curved ampersands.

Hammer XX

Proofed: March 26, 1920

Earliest: No strikes known

Indicia: 39 in proof strike

R.F.: 5 (0.0 percent)

Comments: Hammer XX was delivered at the same time as Hammer XIX. While the latter is very scarce, it has been definitely confirmed: Hammer XX, on the other hand, has not yet been discovered. Its hammer characteristics are readily identifiable, so there is little problem in recognition. Why so rare?

Hammer XXI

Proofed: March 26, 1920

1st Period 2nd Period

Earliest: November 18, 1923 October 6, 1937

Latest: December 14, 1926 January 30, 1950

Indicia: 15 and 16 equally 39, 41, 42-all relatively common 14-rare (error for 41); 40 not yet known

Usage: Rare Common and well known
R.F.: 5 (5.4 percent)

Comments: This is the third of four hammers delivered on March 26, 1920, and on a relative basis it saw considerable use, particularly during the war years; perhaps it was brought back into service at this time to serve the increased traffic. Completely inverted date and indicia are known on June 28, & July 2, 1939, December 18, 1940 and March 28, 1943. The "14" for "41" error was discovered by Jim Lehr. Use of this hammer was confirmed by a Survey Strike dated April 23, 1941, Tr. 39,

assigned clerk unknown.

Hammer XXII

Proofed: March 26, 1920

Earliest: June 13, 1943

Latest: May 20, 1954

Indicia: 39-comparatively common; 40, 41, 42 -very scarce

Usage: Limited and scarce

R.F.: 5 (2.9 percent)

Comments: This is the last of the four hammers delivered on March 26, 1920 but unlike

Hammer XXI, this hammer does not appear to have seen immediate use. It, too, like Hammer XXI, saw its main use in the 1940s. Indicia variety-08 on July 4, 1947.

Hammer XXIII

Proofed: April 19, 1923

Earliest: December 1, 1923

Latest: March 8, 1944

Indicia: 39, 40-1923-25-very scarce; 15, 16-1926-33-very scarce 39, 41-1931-44-comparatively common; 42-1935-rare

Usage: Intermittent until 1933, then continuous to end

R.F.: 5 (6.3 percent)

Comments: This hammer is known sporadically in the 1920s; yet it was struck and delivered after several hammers which are unknown during this period. Indicia and date inverted on earliest above and on December 11, 1931. Use of this hammer was confirmed by a Survey strike on April 28, 1941, Train 39; the assigned clerk for this hammer, C.A.L. MacLeod also registered his private clerk stamp, a Type 1E, which gives us all something more for which to search.

Hammer XXIV

Proofed: June 7, 1943

Earliest: May 30, 1944

Latest: May 1, 1949

Indicia: 39, 41 only and equally

Usage: Currently limited to five years
R.F.: 5 (1.8 percent)

Comments: When found, the clean, clear strikes reflect the late issue of this hammer. Train Nos. 40 and 42 have not been reported to date. This is the last of the currently known 24 hammers of M-106; we wonder if there are later hammers that have not yet surfaced with

actual strikes.

SEPARATION OF M-106 HAMMERS

Tackling the job of identifying a strike as one of 24 hammers requires care, patience and a reasonably high level of precision; it also helps if you have a fully complete, if not necessarily clear, strike. So, here we go!

Step 1. Check the ampersand of the strike. If the ampersand is sharp and angular, the strike is one of the first eighteen hammers Hammers I-XVIII, inclusive (Group A); if the ampersand is round and curved, the strike is one of the last six hammers, Hammers XIX-XXIV, inclusive (Group B).

We will deal first with the Group A hammers.

Step 2. Check the space between MONTREAL and R.P.O. for punctuation; the presence of a mid-vertical dot or dash in this space proves all Group A hammers EXCEPT Hammers III, IV and V. (The absence of this dot indicates, but does not prove, these three hammers.

Step 3. Check the "T" of ST; if this "T" is a full capital letter, with a base period to the right, the strike is Hammer VIII, IX or X. All other Group A hammers have a smaller capital letter "T" situated above the base line with a dot immediately below the vertical. For the latter, if there is also a mid-vertical dash immediately to the right of the small "T", this proves Hammer I. There are exceptions within this step. On Hammer VI, the base dot below the small "T" is missing, but the blank space is there. On Hammer X, after some wear the full capital letter "T" is broken in the vertical, leaving a dot at the base; however, the presence of another base period immediately to the right quickly identifies Hammer X.

Step 4. Assuming that you have a full "T", from Step 3, measure the chordal distance from the bottom of the "T" of ST. to the bottom of the left leg of the "H" of JOHN. Hammer VIII is almost 6½mm, Hammer X is only 5½mm, Hammer IX is just under 5mm, and this step proves these three hammers.

Step 5. Assuming that you have a small "T" above the base line, repeat Step 4,

measuring from the dot below the "T". A chord of 4½mm is Hammer II; the 14 remaining hammers all measure a full 5mm or over.

Step 6. With four hammers eliminated, very carefully measure the space across the bottom of the two outside legs of the "M" of MONTREAL, one leg to the other; if this distance is 2¼mm, distinctly over an exact 2mm, the strike is Hammer VII, since all remaining hammers are only 2mm or less.

Step 7. Measure the chordal distance from the bottom of the "T" of MONTREAL to the bottom of the left leg of the "R" of R.P.O.; Hammer XI measures only a shade over 7½mm, while the remaining hammers are all 8mm or over.

Step 8. Measure the chordal distance from the bottom of the left leg of the "H" of JOHN to the bottom of the right leg of the "M" of MONTREAL. A distance of 9mm, or a little over is Hammer VI; the remaining hammers are all less than 9mm.

Step 9. Measure the chordal distance from the bottom of the right leg of the "N" of JOHN across the ampersand to the bottom of the left leg of the "M" of Montreal. Hammer III measures 4½mm. The remaining ten hammers break neatly into two sub-groups. Sub-group 1-Hammers I, IV, V, XII, XIII and XIV measure 3½ to 3¾mm, while Sub-group 2-Hammers XV, XVI, XVII and XVIII-measure only 3 mm or a slight touch over, but fully under the 3½ mm of Sub-group 1.

Step 10. For Sub-group 1, repeat Step 5. Hammers IV and V measure only 5mm, while Hammers I, XII, XIII and XIV are 5½ to 5¾mm. For the latter four hammers, repeat Step 8 above; Hammer I will be only 8mm while Hammers XII, XIII and XIV will be 8½ to 8¾mm. (This identifying step is necessary for Hammer I since the mid-vertical dash after the "T" of ST; disappears sometime after 1914.)

Step 11. For Hammers IV and V, as well as for Hammers XII, XIII and XIV, measure the chordal distance from the bottom of the right leg of the "N" of

JOHN to the bottom of the right leg of the "N" of MONTREAL. Hammer IV is only 8mm, while Hammer V is almost 9mm, thus isolating both of these hammers. For the remaining trio, this distance for Hammer XIII is only 8½mm, for Hammer XIV is almost — but not quite — 9mm and for Hammer XII is clearly over 9mm.

Step 12. We have provided a method by which each of the first 14 hammers may be isolated and identified and now turn to the remaining four, Sub-group 2, which in themselves have extraordinary similarities. Although where possible we avoid the measurement of diameter, in this instance it is almost mandatory. Measure the diameter vertically through the base dot of this Type 17; Hammers XV and XVI have a 24mm diameter, while that of Hammers XVII and XVIII is only 22½mm, a significant difference.

Step 13. Measure the chordal distance from the left leg of the "N" to the bottom of the right leg of the "A", both of MONTREAL. Hammer XV is almost 8½mm, while Hammer XVI is just over 7½mm; for this same distance, Hammer XVII is a full 8mm, while Hammer XVIII is less than 7½mm. (If Step 11 fails to give a clear separation of Hammers XIII and XIV, this one will; Hammer XIII is over 8mm, while XIV is under 8mm.)

Step 14. Having segregated all of the group A hammers, we turn to those of Group B, which, compared to the former, are relatively simple. Check the space between MONTREAL and R.P.O. for punctuation; Hammers XIX, XX, XXI and XXII each have a base-line period in this area, while Hammers XXIII and XXIV fill this space with a mid-vertical dot. For the latter two, the ampersand of Hammer XXIV is large and fat, while that of Hammer XXIII is more moderate and slim.

Step 15. Repeat Step 6. Hammers XIX and XXII are each a full 2mm, while Hammers XX and XXI are noticeably smaller at 1¾ at best.

Step 16. Measure the chordal distance from the bottom of the left leg of the "R" to the bottom of the "P", both of R.P.O.: Hammer XIX is only 2½mm, while Hammer XXII is a full 3 mm.

Step 17. Measure the chordal distance from the bottom of the "T" of ST. to the bottom of the right leg of the "N" of JOHN. Hammer XX is only 7½mm, while Hammer XXI is over 8mm. Further, this chordal distance also separates our last two hammers. Hammer XXIII measures just under 8½mm, while Hammer XXIV is 9½mm, a full millimeter longer.

M-106 is a relatively common R.P.O. with over 1,100 strikes reported in the R.P.O. Study Group inventory. This specific run was in use for over 55 years, employing at least 24 different hammers. Identification of a given strike as being a specific hammer materially increases the knowledge of the collectors of this railway cancellation. We have prepared a chart of eighteen characteristics and chordal distances for each of the twenty four hammers and will gladly make this available to anyone wishing to make a deeper study of this subject.

M-106A

ST. JOHN & MONTREAL

B:M:CALDWELL

ST. JOHN, N.B.

Type 21E, One Hammer
Proofed: Unknown
Earliest: November 10, 1911
Indicia: WEST Tr. 10
Usage: One known strike
R.F.; 200

Comments: This rare cancellation, the only Type 21E in all the Maritime runs, was discovered by Jim Miller, who has found a number of new interesting items in recent years. This clear strike, a backstamp on cover accompanied by three other less readable R.P.O.s, combines both direction and train number in the indicia. Good hunting, Jim.

PROVINCE OF SASKATCHEWAN

A history of Perforated Initials in the Provincial Treasury



Fig. 1



Fig. 2



Fig. 3

By Jonathan Johnson

On September 10, 1924 the Provincial Treasury of the Province of Saskatchewan received approval from the Post Office to perforate stamps used by the department with the initials 'PS.' All departments of the Provincial government were required to use these perforated stamps on their mail, which were obtained by written requisition from the Treasury department. The procedure was used as an internal security and control system over the use of postage stamps by various government departments.

As listed in the latest edition of the Handbook, two major types of PS design are recorded. P10 was used between 1924 and 1931 and P10a, with its more rounded 'p', between approximately 1927 and 1972; see fig. 1. Close examination of the perfin design reveals, however, that a third type or variety, used between 1924 and 1931, can be collected by the specialist. As seen in fig. 2 this shifted pin variety, which I choose to call P10b, shows a misalignment of the third pin hole at the top of the letter 'p' giving it a flattened appearance. The variety is constant and can be found on settings 2, 3 and 5 in a row of ten impressions of the PS perforator. I have been able to prove this constant variety through a recreated plated sheet of Saskatchewan Power

Commission revenue stamps, issued in 1929, which clearly show the P10b variety setting. Fig. 3 illustrates one of these revenue stamps with P10 punched on the left and P10b punched on the right side of the stamp.

Although P10b is a minor variety it is the only constant shift in pin settings in a perfin design found to date. P10b has been found in a good cross section of stamps usually associated with P10 designs and one may consider that the shift was incurred in the manufacture of the perforator and not caused by wear during usage. Unfortunately no records have been found to identify the make and model of perforator, but severe damage in the form of broken pins caused it to be replaced sometime between September, 1929 and July, 1930 with a new perforator which we know as design P10a. Out of a total of twenty-eight pins forming the design PS, P10 is known with fifteen broken pins and P10b with twelve broken pins.

P10a design comes from a Cummins Model 53 perforator, which has the capacity of perforating four sheets at a time, ten stamps wide. It is not known if P10a is a repaired version of the machine which gives us P10 and P10b designs, or was a brand new machine. It will be of interest that during the change-over period, P10 can be found on such un-

common stamps as No. 190 and 197, while P10a is known on No. 105, 109 114 and 119.

Plagued by bad luck P10a soon began to show damage and broken pins can be found shortly after the machine's introduction. By the early 1960's damage was so severe that stamps have been found with only five pins remaining. In 1962 the Cummins perforator was sent to OK Rubber Stamp Company in Regina for repairs as the original manufacturer had gone out of business. OK Rubber, lacking spare parts, used gramophone needles to replace missing pins!

Brought back into use again, P10a only occasionally showed a missing hole, but in November, 1972 the perforator jammed for the last time. Unable to locate anyone to effect repairs the government department intends to retire the machine

to the Provincial Archives shortly. P10a has been reported on 280 different stamps between 1927? and 1972 and quite an impressive collection can be developed, as this number represents about 66 percent of all stamps released by the Post Office during the period.

In theory it should be possible to collect identical collections of P10 and P10b designs on 32 different stamps between 1924 and 1931?. It is also possible to find two of the Wrigley positions on most stamps punched PS. Three positions are quite difficult, although collections exist with five positions on No. 488, 521, 524 and 533, and six positions on No. E11.

The writer welcomes correspondence, which should be addressed to 5315 Upland Drive, Delta, B.C. V4M 2G3.



Revenue Study Group

EDITOR— W. Rockett

I have added the following two items to my collection. So therefore, I know they exist. QUEBEC R157, 15c Registration Perf. 11. This completes my set Perf. 11. Perf. 12. I have from the 5c to the \$5 value complete.

PLAYING CARD STAMP, I have had this with inverted cancel and inverted cancel doubled. But, now I have come up with the cancel (not inverted). Precancelled A.P.C. between verticle bars.

+ + +

A lucky find was made by our member Sandy Riesenfeld. He found a counterfeit copy of the 10c Quebec 1934 Unemployment Tax Stamp, R 187. It is a lithographed copy instead of being engraved, it is perf. 12.

The Saskatchewan Law Stamps (current issue). The \$50 value comes perforated and also roulette.

This issue is issued with bright gum and dull gum. More on this later as to which values are available which way.

We reported Sandy Riesenfeld found a lithographed copy of the 10c Quebec R 187. This month we can report Paul Markison No. 81, found a 15c Quebec R 188 lithographed. It might be rewarding if you looked over your copies of these stamps. Who knows?

There are a few revisions to be made in Ed Zaluski's "In Prize" article. We have concluded the article in this month's Issue of the Newsletter.

SUPPORT TOPICS WITH ARTICLES

Rambling through the Records

By A. L. STEINHART



New Postage Due Handstamps

From the Post Office Weekly Bulletin of Apr. 26, 1954:

4. "It has been decided to issue a new type of rubber stamp to be used to indicate the amount of postage due on unpaid or insufficiently prepaid mail matter similar to the facsimile shown

below —

"It is to be understood, of course, that Postmasters are to continue using stamps presently on hand and that the new type will not be issued until present stocks are exhausted.

From the Post Office Weekly Bulletin of June 26, 1954: —

"Attention has been drawn to the fact

**DUE TO YET
ANOTHER POSTAL
STRIKE IN
CANADA THIS
ISSUE HAS
BEEN DELAYED**

the Notice No. 4 of Post Office Weekly Bulletin No. 1726 dated April 26th, 1954, has been misinterpreted by some as meaning that the use of postage due stamps has been discontinued.

"To correct this misunderstanding, it is desired to make clear that the purpose of the notice in question simply was to inform the postal service of the introduction of a new design of rubber stamp to be used to mark the amount of the postage due on unpaid or insufficiently prepaid mail.

"The amount of the postage due is, in all cases, to be entered in the blank space in the centre of the rubber stamp impression.

"The rubber stamps presently on hand are to continue to be used at all offices until worn out when they will be replaced, upon requisition in the usual manner, by rubber stamps of the new design."

+

The following letters found in the Post Office records with the help of the National Postal Museum, give some interesting information on the development of the Jubilee Issue.

A letter from Lyndwoode Pereira of the Department of the Interior to Wm. Mulock of the Post Office dated March 29, 1897.

"I handed to Col. Burland this afternoon my 2 final sketches for the Jubilee stamp, as he was desirous of seeing you on the matter. In the restricted space I do not think I can arrange the necessary details to more advantage. I still hold to my impression that the designs compiled by the contractor are too commercial looking, and I find a fixed determination on his part to rule out the maple leaf. I enclose one or two lines from among persons I have consulted on the subject, and I may say that all have urged that the stamp, if issued at all, should be more decorative than commercial in design.

"Mr. Watts, R.C.A., and Mr. Berkeley Powell have both seen the sketches, and you may possibly think it well to consult with Mr. Powell before finally deciding the matter."

A letter from Mr. Burland, V-P of the British American Bank Note Co. to the Postmaster General dated March 30, 1897:

"In accordance with your request, I have the honour to submit herewith the designs made for the Jubilee stamps together with the following observations,

"I may say the designs Nos. 1 & 2 were submitted, with others by us, to Hon. Mr. Dobell at your request and he initialed them as being pleasing and satisfactory in his judgement. Mr. H. Allan Bate has also examined them and initialed No. 1 as in his opinion satisfactory.

"Nos. 4 & 5 were submitted by Mr. Pereira who made them at the suggestion of Mr. Bate as I understand.

"I may say however they are not suitable for steel engraving, nor could they be expected, if engraved, to give results satisfactory to you or to us.

"Designs Nos. 1 & 2 which, as stated, have already been submitted for approval, were prepared by an artist of long experience in the business and we can recommend either of them for engraving.

"I would respectfully draw your attention to the fact that the time from the present to the date upon which these stamps must be delivered in different parts of the Dominion, from Cape Breton to Vancouver, is very limited when you consider that the engraving has to be made and the stamps printed, gummed, perforated, finished and delivered to those distant points," etc.

Special Delivery

From the April, 1920, Monthly Postal Guide Supplement

"2. Particular attention is drawn to the fact that arrangements made for the delivery by special messenger in certain Canadian cities of letters bearing either a Canadian "Special Delivery" stamp or Canadian postage stamps to the value of ten cents, in addition to the ordinary postae, do not apply to any class of mail matter except letters or packets prepaid at the letter rate of postage, which may therefore be regarded as letters.

"7. When a letter posted in Canada

addressed to the United States bars, in addition to the necessary Canadian postage stamps, a United States Special Delivery Stamp or United States postage stamps of equal value, which the sender has affixed in order to secure special delivery of the letter at the United States office of destination, the Canadian office should be very careful when cancelling the Canadian postage not to cancel or deface in any manner the United States Special Delivery stamp or postage stamps.

+ + +

The 1928 Scroll Issue—Home notes

On Aug. 24, 1928, a letter from the Canadian Bank Note Co. noted the receipt from the post office of the "approved model of the 2c denomination." It went on to note that "it is understood that the same general design is to be used for the 1c, 3c, 5c and 8c denominations. Proofs of the above will be submitted to the Department in the following colours: — 1c-Orange, 2c-Green, 3c-Red, 5c-Purple, 8c-Blue.

"We also beg to acknowledge receipt of approved models of the following: —

10c stamp, Mountain British Columbia, proof in Green

12c-stamp, Quebec Bridge, proof in brown

20c-stamp All aboard for the West; proof in Red

50c-stamp, 'The Bluenose' . . . proof in Blue

\$1.00-stamp Parliament Buildings, Ottawa, proof in Olive"

The letter went on to say the following:

"Under our present contract for furnishing supplies to the Government dated December 16th, 1924, in section 4A it is provided that "With the consent in writing of the Minister of the department concerned and subject to such safeguards as he may prescribe, the engraving of the original dies of the portraits and vignettes used in connection with any work under this contract, may be done outside of Ottawa."

"In view of the particularly fine character of the engraving on the 2c, 10c,

and 50c denominations, it will be necessary for us to draw on the expert staff of our parent company in New York, and we would be glad if you will forward us a letter at your convenience authorizing us to have the vignettes of the denominations engraved outside of Canada. You will recall that a similar permission was granted in your letter dated April 9th, 1927 in connection with the Jubilee of Confederation issue."

An undated memorandum of the post office gives us some further information about the issue: —

"This issue was brought out for the reason that is necessary in cases in which stamps have been issued commemorative of national occasions such as occurred in the Confederation Jubilee year celebrated in 1927, to replace the commemorative issue as soon as practicable by a regular issue which does not bear commemorative features.

"The present issue was prepared for this purpose and will be used so long as it serves the public interest and no long as it need not be changed for reasons pertaining to the operation of the Canadian Postal Service in conjunction with postal services of other countries.

"The stamps in the 1c, 2c, 3c, 5c, and 8c denominations bear the imprint of the Kings Head. This is somewhat different from the King's portrait which appears on the issue prior to 1927 and is the same portrait in a reduced form as appears on the Dominion of Canada \$1.00 notes.

"The 10c stamp is characteristic of British Columbia scenery. The picture was engraved from a reproduction in colour in Messrs. Rous and Mann's portfolio of Canadian art of the fine painting of F.M. Bell-Smith, R.C.A., entitled, "The Ice-crowned Monarch of the Rockies. Flanking the picture, are reproductions of British Columbia totem-poles from official Canadian Government photographs.

"The 12c stamp shows an engraving of the famous Quebec bridge, taken from a Government photograph.

"The 20c stamp typifies the agriculture industry of Western Canada. The original

line drawing is by one of the artists of the Government contractor . . .

Permission to engrave the plates outside Canada was given in a letter of Aug. 31, 1928.

A letter of Sept. 4, 1928 asked the Bank Note Co. to deliver "six die-proofs of the new King George Issue of 1928 and the Pictorial Issue of 1928."

"A letter of Sept. 7, 1928 noted acknowledgement "of approved proof of the new \$1.00 Postage Stamp, Pictorial Issue 1928, one copy of which was left with you for the records of the Department." The same was noted on Sept. 15, 1928 in regard to the 20c stamp.

On Sept. 19, 1928, the D.P.M.G. placed an order for 200,000,000 of the new 2c stamps and asked that "the matter be treated as strictly confidential. "This was acknowledged by the Bank Note Co. on Sept. 20, 1928 as "200,000,000-2c Postage Stamps (New Kings Head Issue), Colour-No. 1 Green, as per proof approved.

On Oct. 3, 1928, Mr. Atwater, the Financial Superintendent of the Post Office, sent a note to Mr. Taylor of the Postage Stamp Division to send the Bank Note Co. a printing order for the new 1c and \$1.00 stamps. This was amended on Oct. 4, 1928 to include the 20c and 50c stamps, "and also for books and rolls of 1c and 2c stamps."

On Oct. 5, 1928, the Bank Note Co. acknowledged receipt of approved die proofs of the 3c and 10c stamps and in a separate letter approved proofs of the 1c and 50c stamps and also the 2c approved die proof which had been received Sept. 4, 1928.

A memorandum of Oct. 10, 1928 noted the costs for the new stamps. 1c and 2c-12c per 1,000 stamps on orders of 100,000,000

—1c booklets-\$15. per 1000

— 2c booklets-\$10. per 1000

—1c and 2c rolls —\$100.00 per 1000

—1c precancelled rolls-\$115.00 per 1000
20c stamp — first 10,000 000 stamps 28c per 1000

— engraving charge — 11c per 1000 on first 10,000,000

— subsequent orders of 5,000,000 stamps-

28c per 1000

50c stamp — first 1,000,000 — 35c per 1000 stamps

— engraving charge on above —\$1.10 per 1000 stamps

— subsequent orders of 500,000 stamps-35c per 1000

\$1.00 stamps — first 500,000 stamps-35c per 1000 stamps.

— engraving charge on above-\$2.20 per 1000 stamps

— subsequent orders of 500,000 stamps-35c per 1000 stamps

A memorandum of the Bank Note Co. of Nov. 2, 1928 outlined further prices:

3c and 5c — first 5,000,000 stamps-.13c per 1000

— engraving charge for above — .04c per 1000

— subsequent 5,000,000 orders-.13c per 1000

8c same as 3c & 5c but engraving charge for first 5,000,000-10c per 1000

10c stamp — same as 20c stamp

12c stamp — same as 20c stamp except engraving charge of 55c per 1000 for the first 2,000,000.

All the above were subject to a 5 percent discount. The actual charge for engraving for the double wide stamps was \$1,100. each.

+ + +

It appears there was a difference in size in the new coil stamps as opposed to the old ones. A strip of 20 coil stamps of the Admiral issue measured 16 17-16 inches and 16¾ inches on the new issue.

A memo from the Bank Note Co., dated April 11, 1929, noted the cost of dies for the 3c, 5c and 8c stamps was \$190.00 each and the dies for the 1c and 2c were no charge due to the large quantity of stamps ordered.

A memorandum from Mr. Atwater of the P.O.P. to Mr. Legault, dated July 20, 1929, mentioned "that the Postmaster General has authorized the continuance of the 4c denomination, and steps should immediately be taken to have the Canadian Bank Note Co. prepare the necessary equipment for printing these stamps, which should be issued as soon

as practicable. A letter from the Bank Note Co. of July 23, 1929 noted "we enclose herewith for approval model of the proposed 4c Postage Stamp, George Issue, 1928." A letter from Mr. Atwater, dated July 25, 1929, approved the submitted die proof and noted "that steps be taken to start manufacture of this stamp as soon as possible."

A letter from Mr. Atwater to the P.M. at Regina dated July 26, 1929 noted "the Department has approved of the re-issue of the 4c stamp, not because it considers that it is necessary, but because there seems to be considerable demand for it which has not yet been eliminated by proper use of the existing denominations."

On July 26, 1929 the Bank Note Co. noted the acknowledgement of the "approved model of the proposed 4c Postage Stamp . . ." and "We will prepare the die immediately and expect to submit proof for approval about the end of next week." A further letter of July 29, 1929 noted that the cost of this new die was agreed to be \$200.00. The die proof was submitted to the post office July 31, 1929 and approved and returned to the Bank Note Co. on Aug 1, 1929.

A letter of Mr. Legault dated May 28, 1930 reported on "the destruction of rejected or damaged postage stamp supplies which the Canadian Bank Note Company had on hand at the termination of their contract." All postage stamps were destroyed at the macerating plant of the Department of Finance. Below are the quantities destroyed.

707,600 1c stamps
2,714,100 2c stamps
64,800 3c stamps
1,000 4c stamps
8,400 8c stamps
650 10c stamps
77,600 20c stamps
2,000 1c coil stamps
83,800 1c precancelled coil stamps
1,600 2c coil stamps
9,530 2c booklets
1,126 2c booklet sheets of 360 stamps
44 1c booklet sheets of 360 stamps
317 5c booklet sheets of 360 stamps

1c Book covers-59 sheets of 60 impressions
2c Book covers-364 sheets of 60 impressions
2c Flyleaves-165 sheets of 60 impressions.

+ + +

From a circular of the P.O. dated June 24, 1897

"With reference to the numerous demands upon this office for the ½c and 6c Jubilee Stamps, I am directed to explain that the respective quantities of Jubilee Stamps ordered bear, relatively, the name proportions to the actual requirements of the Postal halves, but the tendency to exhaust the HALVES and SIXES has increased to such a degree, that it has become necessary to restrict their sale to the purchasers of full sets. Hence, I am to express the Postmaster General's regret that he is unable, having regard to the limited character of the Jubilee issue, to comply with any requests for the half-cent or six cent denomination, apart from those for full sets. These sets may be obtained as long as the series of Jubilee Stamps lasts, but as the demands upon it are unusually heavy, it would be advisable to apply for full sets at the earliest possible moment.

"When Postmasters obtain such sets to fill orders actual or prospective at their respective offices, they must not, in any case, heak the sets."

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Losses of Mail in the War

From the June 1944, Monthly Postal Guide Supplement

"The Postmaster General regrets to announce the most recent loss through enemy action, of a consignment of parcels, tobacco and news intended for members of the Armed Forces in the Mediterranean area, which was despatched from the Base Post Office, Canada, on March 21 and 23, 1944. These items would have been mailed between March 7 and March 22nd.

"Hon. Mr. Mulock points out that this is the latest of a series of difficulties en-

countered in getting the mail to the Armed Forces, since the beginning of the year other losses have included: —

“Damage by fire early in the year to 34 bags of Armed Forces’ mail bound for the Mediterranean area — most of the mail was salvaged.”

“Loss at sea through enemy action of 861 bags of ordinary and tobacco parcels and news en route from the United Kingdom to the Mediterranean. A portion of this mail was posted in Canada.

“Mail plane en route to Mediterranean compelled to jettison 5,059 lb. of air and surface letters.

“Enemy action at sea resulted in loss of 301 bags of ordinary and tobacco parcels and news despatched from Base Post Office, Canada.

“Engine trouble on mail plane bound from Mediterranean to Britain resulted in the jettisoning of 1 bag of Air Mail and 176 bags of ordinary letters from the Forces to Canadian addresses.

“Loss of 4,851 lb. of letter mail — air and surface — aboard a plane from the United Kingdom which crashed and burned en route to Mediterranean.

Air Mail

From the January, 1930, Monthly Postal Guide Supplement: —

“A daily, each way, except Sunday, experimental air mail service is in operation between Montreal, P.Q. and Saint John, N.B., via Quebec, P.Q. and Moncton, N.B.

“All classes of mail matter may be conveyed over this route at the air mail rate of 5 cents for the first ounce and 10 cents for each succeeding ounce for fraction. This rate includes both postage and air mail fee. Mail matter prepaid for conveyance over this or any other Canadian air mail route is fully prepaid for conveyance by air, insofar as air mail services are available, to any destination in Canada or the United States.

“Air mail letters should be plainly marked “Via Air Mail” and enclosed, if possible, in special air mail envelopes,

which can be obtained at most stationery stores. Wherever possible, air mail stamps should be used to prepay the postage but if such stamps are not available ordinary Canadian postage stamps may be used.”

Precancells

From a notice by the Postmaster at Vancouver, B.C. dated Oct. 30, 1928:

“General Order No. 161

“Under date of the 24th inst. the Department advises that it has been decided to limit precancellation of stamps to the 1c and 2c denominations. The use of the higher denominations of precancelled stamps is therefore to be discontinued forthwith.

“Postal Stations having any on hand will return them to the Postage Stamp Depot upon receipt of this order or advise if none are on hand.

War Tax on Postal rates

From the July, 1925, Monthly Postal Guide Supplement:

“Postmasters are informed that the war tax on Postal Notes of the denominations ranging from 20c to \$5.00 (inclusive) has been discontinued. On and after the 1st July, 1925, Postal Notes of the above mentioned denominations must be sold for their face value and the commission, as follows:

20c, 25c, 30c, 40c — one cent commission per note.

50c, 60c, 70c, 75c, 80c, 90c, \$1.00, \$1.50 — two cents commission per note.

\$2.00, \$2.50, \$3.00, \$4.00, \$5.00 — three cents commission per note.

“On the Postal Notes of the \$10.00 denomination the war tax of one cent per note will be continued and in selling a Postal Note of that denomination \$10.06 must be collected as heretofore.

Newfoundland Customs Duty Stamps

From the July, 1925, Monthly Postal Guide Supplement.

“Advice has been received from the Newfoundland Administration that all advertising matter, price lists and catalogues entering Newfoundland by mail are subject to duty which may be prepaid by Customs Duty Stamps.

From the August, 1928, Monthly Postal Guide Supplement

Post Offices closed

Post Office	District	Date	New Post Office Address
Abbeville	Portage la Prairie, Man.	June 30	
Beatrice	Muskoka, Ontario	June 30	Falkenburg Station, R.R. No. 1
Brookvale	Halifax, N.S.	—	Middle Musquodoboit R.R. No. 2
Brotherston	Perth North, Ont.	June 18	Gowanstown, R.R. No. 1
Calgary Sub Office, No. 5	Calgary West, Alta.	May 30	
Calgary Sub. Office, No. 22	Calgary West, Alta.	May 9	
Calm Lake	Fort William, Ont.	July 7	
East Mew Annan	Colchester, N.S.	June 30	Tatamagouche, R.R. No. 4
Etruria	Portage la Prairie, Man.	June 30	
French Hill	Russell, Ont.	July 16	Larsfield, R.R. No. 1
Heart Lake	Acadia, Alta.	—	
Kantenville	Willow Branch, Sask.	June 30	
Lodore	Lanark, Ont.	—	
Long's Cove	Royal, N.B.	June 28	
Mercier	Pontiac, P.Q.	May 31	
Montreal Sub Office No. 19	Ste. Ann, P.Q.	June 20	
Montreal Sub Office No. 52	Maisonneuve, P.Q.	June 26	
Moose River Gold Mines	Halifax, N.S.	—	
Newcomb Corner	Halifax, N.S.	—	Middle Musquodoboit R.R. No. 2
Newfield	Renfrew South, Ont.	—	Burnstown, R.R.No. 2
Pearceley	Parry Sound, Ont.	June 30	Sundridge, R.R. No. 2
Rideau Lake	Leeds, Ont.	—	Westport, R.R. No. 2
Tatamagouche Mountains	Colchester, N.S.	—	Tatamagouche, R.R. No. 4

A memo of the Post Office Department dated May 1899

"The Four Maple-Leaf Series" "First issue 6 Nov, 1897."

Denomination	Quantity	Date of first issue
½c stamps	2,000,000	Nov. 6, 1897
1c stamps	34,000,000	Dec. 21, 1897
2c stamps	16,000,000	Dec. 4, 1897
3c stamps	44,000,000	Jan. 3, 1898
5c stamps	5,000,000	Dec. 10, 1897
6c stamps	500,000	Nov. 22, 1897
8c stamps	1,400,000	Dec. 17, 1897
10c stamps	300,000	Dec. 27, 1897

4. Post Offices closed and changed

From the September 1948 Postal Guide Supplement.

Permanently Closed

Whycocomagh Reserve, N.S. Temporarily closed April 5, 1948

Post Office name changes

Office Number	Post Office	Electoral District	New Name
80296	Lake Couchiching (Summoner Office)	Muskoka-Ontario, Ont.	79497 Geneva Park (2nd July, Summer Office)
73100	Linton Junction	Portneuf, P.Q.	73100 Linton (July 16)
4342	Sheguindah	Algoma East, Ont.	4342 Shequindah (July 2)
98969	Sydney Inlet	Comox-Alberni, B.C.	97467 Hot Springs Cove (June 23)

Offices Closed

Post Office	Electoral District	Date of closing
(b) Derryville	Muskoka-Ontario, Ont.	June 19
(b) Millcove	Royal, N.B.	June 30
Nouveau Salaberry	Beauharnois-Laprairie, P.Q.	July 8
(b) Raudot	Temiscouta, P.Q.	June 30
(b) Ruisseau Noir	Temiscouta, P.Q.	June 30
(b) Torbrook	Digby-Annapolis-Kings, N.S.	July 31
(b) Torbrook Mines	Digby-Annapolis-Kings, N.S.	July 31
(b) Torbrook West	Digby-Annapolis-Kings, N.S.	July 31
West Bay Centre	Inverness-Richmond, N.S.	July 10
(b) Wyvern	Cumberland, N.S.	July 31

(b) closed on account of Rural Mail Delivery

New Post Office Address given below

Derryville — Cannington R.R. No. 1 or Sunderland R.R. No. 2

Millcove — Cambridge R.R. No. 1

Raudot — Ste. Rita R.R. No. 1

Ruisseau Noir — Ste. Rita R.R. No. 1

Torbrook — Wilmot Station R.R. No. 2

Torbrook Mines — Wilmot Station R.R. No. 2

Torbrook West — Wilmot Station R.R. No. 2

Wyvern — Collingwood Corner R.R. No. 2

The following is the information taken from a document found in the Post Office files at Ottawa. It is a copy of an order placed with the manufacturer of Canadian postage stamps, dated Dec. 26, 1888.

150,000-½c stamps at 20c per M.	30.00
8,000,000-1c stamps at 20c per M.	1,600.00
600,000-2c stamps at 20c per M.	120.00
12,000,000-3c stamps at 20c per M.	2,400.00
800,000-5c stamps at 20c per M.	160.00
200,000-6c stamps at 20c per M.	40.00
200,000-2c Registered stamps at 40c per M.	80.00
75,000-5c Registered stamps at 40c per M.	30.00
250,000-1c newspaper wrappers at 2.00 per M.	500.00
5,000,000-1c Post cards at 1.25 per M.	6,250.00
50,000-1c stamped envelopes at 3.00 per M.	150.00
30,000-3c No. 1 envelopes at 3.00 per M.	90.00
20,000-3c No. 2 envelopes at 3.50 per M.	70.00
	\$11,520.00

The following is a further order for postal supplies, placed with the British American Bank Note Co. on Feb. 28, 1889.

½c stamps-150,000
1c stamps-10,000,000
2c stamps-600,000
3c stamps-15,000,000
5c stamps-500,000
6c stamps-100,000
2c registration stamps-600,000
5c registration stamps-100,000
1c newspaper wrappers-100,000
1c post cards-5,000,000
2c Postal Union cards-20,000
2c reply cards-30,000
1c stamped envelopes -50,000
3c No. 1 envelopes-30,000
3c No. 2 envelopes-20,000

A statement showing stamps ordered and cost of manufacture prepared by the Postage Stamp Branch on Nov. 25, 1896 gives some more information on the small Queen stamps, postal stationary and fifteen cent large queen stamps. This list covers the period July 1, 1895 to June 30, 1896.

Item	Quantity	Cost of Manufacture
3c stamp	81,674,800	\$10,617.72
1c stamp	45,234,900	5,880.63
1c post card	24,322,500	25,538.62
2c stamp	12,925,100	1,680.26
5c stamp	3,072,450	399.41
8c stamp	1,522,450	197.91

½c stamp	846,500	110.00
1c post bands	437,300	655.95
6c stamp	372,950	48.47
10c stamp	225,650	29.33
3c letter cards	208,550	417.00
2c reply cards	182,000	500.50
1c letter cards	149,500	299.00
2c letter cards	135,700	271.40
3c No. 2 stamped envelopes	85,500	256.50
15c stamp	55,150	7.16
3c No. 1 stamped envelopes	54,000	135.00
20c stamps	49,500	6.43
2c U.P.U. card	46,000	126.50
2c No. 2 stamped envelopes	33,870	101.40
1c No. 2 stamped envelope	25,500	63.75
50c stamp	13,150	1.70

The same document showed the quantities of stamps printed and delivered in the previous 12 months as follows:

3c stamps	78,246,700
1c stamp	42,325,700
2c stamp	12,388,900
6c stamp	372,500
10c stamp	206,800
15c stamp	49,650

The same document revealed that the 2c No. 2 stamped envelope was first issued in June of 1895, 1c letter card was first issued in Oct. 1895, and the 2c letter card was first issued in Sept. 1895.

The following are the orders placed by the Post Office with the British American Bank Note Co. for the production of booklets of the Arch Issue design of 1930.

Requisition No. 2 — April 4, 1930 — 480,000 2c books English

— 48,000 2c Books French

Requisition No. 12 — June 28, 1930 — 25,000 Rural Route Stamp Books (6-1c and 12-2c stamps, covers plain and the books contained no advertising matter.)

Requisition No. 17 — Aug. 19, 1930 — 480,000 2c Books English (300,000 old colour)

— 32,000 2c French books (15,000 old colour)

Requisition No. 24 — Nov. 19, 1930 — 400,000 2c English books new colour

Requisition No. 25 — Nov. 29, 1930 — 23,000 2c French books (old colour-overrun)

Requisition No. 29 — Jan. 22, 1931 — 40,000 2c French books

— 40,000 2c English books

Requisition No. 31 — Feb. 27, 1931 — 25,000 2c French books

— 500,000 2c English books

Requisition No. 41 — June 15, 1931 — 500,000 3c English books

— 40,000 3c French books

Requisition No. 42 — July 9, 1931 — 5,000 1c green French booklets

— 50,000 1c green English booklets

— 5,000 2c brown French booklets

— 50,000 2c brown English booklets

Requisition No. 45 — Aug. 4, 1931 — 25,000 3c French booklets

— 500,000 3c English booklets

Requisition No. 48 — Sept. 15, 1931 — 40,000 1c English booklets

— 10,000 2c French booklets

25,000 2c English booklets

- Requisition No. 47 — Sept. 12, 1931 — 200,000 Combination books, English each containing 4-one cent, 4-two cent & 4-three cent stamps
 — 10,000 French combination books.
- Requisition No. 53 — Nov. 13, 1931 — 5,000 2c French books
 — 25,000 2c English books
 — 10,000 3c French books
 — 200,000 3c English books
- Requisition No. 54 — Dec. 8, 1931 — 20,000 3c French books
 — 200,000 3c English books
- Requisition No. 56 — Jan. 7, 1932 — 50,000 3c French books
 — 10,000 Combination French books
 — 100,000 Combination English books
- Requisition No. 59 — Jan. 28, 1932 — 25,000 2c English books
- Requisition No. 61 — Feb. 8, 1932 — 300,000 3c English books
- Requisition No. 64 — Mar. 11, 1932 — 5,000 1c French books
 — 20,000 1c English books
 — 10,000 2c French books
 — 10,000 2c English books
 — 25,000 3c French books
 — 100,000 3c English books
- Requisition No. 71 — May 12, 1932 — 200,000 3c English books
- Requisition No. 78 — Aug. 6, 1932 — 200,000 3c English books
 — 20,000 3c French books
- Requisition No. 80 — Sept. 22, 1932 — 200,000 3c English books
- Requisition No. 90 — Nov. 8, 1932 — 200,000 3c English books
 — 10,000 3c French books
- Requisition No. 92 — Dec. 13, 1932 — 200,000 3c English books
- Requisition No. 95 — Jan. 19, 1933 — 200,000 3c English books
 — 25,000 3c French books
- Requisition No. 96 — Feb. 11, 1933 — 25,000 3c French books
 — 400,000 3c English books
- Requisition No. 102 — June 6, 1933 — 5,000 1c English books
 — 2,000 2c English books
 44,000 3c English books
 2,000 combination English books
- Requisition No. 102 was for overruns of this issue in stock at the Bank Note Co. due to the introduction of the new Medallion issue. From the dates of requisitions No. 92, 95 and 96, we see these booklets ran considerably into the period of the Medallion issue which came into use on Dec. 1, 1932.

New Post Offices and Name changes

Post Office Bulletin of Jan. 15, 1863

New Post Offices

Name of P.O.	Township	County	Name of Postmaster Date
Beresford, L.C.	Beresford	Terrebonne	V. Charbonneau Jan. 1-63
Bethune, L.C.	Grenville	Argenteuil	D. McArthur Jan. 1-63
East Dunham, L.C.	Dunham	Missisquoi	Orlin Wales Jan. 1-63
Holt, U.C.	East Gwillimbury	York, N.R.	John Quibell Jan. 1-63
Macton, U.C.	Peel	Wellington	J.M. McCormick Jan. 1-63
Maple Leaf, L.C.	Newport	Compton	W.G. Planch Jan. 1-63
Mountsberg, U.C.	East Flamboro	Wentworth, N.R.	M.M. Crooker Jan. 1-63
Osceola, U.C.	Bromley	Renfrew	A. McLaren Jan. 1-63
Paris Station, U.C.	South Dumfries	Brant, E.R.	
Strangford, U.C.	York	York, E.R.	Isaac Blain Jan. 1-63
St. Antonin, L.C.	St. Antonin	Temiscouata	Rev. G. Talbot Jan. 13-63

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.

APPLICATIONS FOR MEMBERSHIP

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

(Following the address a C-collector, D-Dealer, CD-collector-dealer, c: wishes to correspond; X; wishes to exchange.)

3797 Burden, W.G., 20 Aspen Ct., Truro, N.S. B2N 5S1 Cxc, Can., Nfld., Provinces, mint & used, 19 & 20 century; plate blocks; coils; OHMS-G; mint booklet panes; precancels; mint & used airmails; RPO cancels; 2-ring cancels; squared circle & fancy cancels. Specialty — Small cents. Proposed by A.F. Smith 1512; Seconded by M.T. MacInnes 1688.

3798 Atkinson, Hugu J., P.O. Box 654, Bay Roberts, Nfld. AOA 1GO D Nfld., Revenues, Provinces. Proposed by E.J. Whiting L-61.

3799 Cuthbert, Ronald W., Box 2381, Station A, London, Ont. N6A 4G3 D Precancels & proofs. Proposed by W.C. Rockett 249.

3800 Isbrucker, Mike P., 123 Chartwell Cr. Beaconsfield, Que. H9W 1C2 Cxc Mint singles Canada, pictorials, George V. Proposed by N.N. Sheklian 3399.

3801 McDonald, Alex A., Box 303, Marathon, Ont. POT 2EO CD Cancels, fancy, ring and dated. Proposed by N.N. Sheklian 3399, Seconded by W.H.P. Maresch 1808.

3802 Macneall, P. Norman, 39 Heatherside Dr., Scarborough, Ont. MIW 1T6 C Squared circle & dated cancels, small queens. Proposed by F.H. Johnson 2853, Seconded by O. Kowal 3376.

3803 Prince, Robert W., 52 Rose St., Barrie, Ont. L4M 2T2, C, 1967 Centennial definitives varieties, blocks & singles. Proposed by W.C. Rockett 249, Seconded by Dr. P.A. Scott 2129.

3804 Singer, Irving, 2027 Bel Air Dr., Ottawa, Ont. K2C OX2 C, Coils, small queens, 1967 centennial definitives, Proposed by G.S. Wegg 308, Seconded by G. des Rivieres 1077.

3805 Crocker David G., P.O. Box 482, Florida, Transvaal, South Africa D, Proposed by E.A. Richardson 168, Seconded by D.M. Verity 2312.

3806 Mirabelli, Robert, 9 Dobie Ave., Town of Mount Royal, Que. H3T 1R9 C Proposed by D.M. Verity 2312.

- 3807 Taylor, Mrs. Elizabeth Jane, 455 Roslyn Ave., Westmount, Que. H3Y 2T6 C Canada general, mint & used singles & blocks, plate blocks, varieties, postal history, fakes & forgeries. Proposed by D.M. Verity 2312.
- 3808 MacDonald, Willis A., Box 13, Newington, Ont. KOC 1Y0 C Canada cancellations (fancy, slogan, duplex, dated), covers, large & small queens varieties. Proposed by W.C. Rockett 249; formerly member No. 971.
- 3809 Morgan, Timothy R., c-o Box 222, G.,P.O., Melbourne, Victoria, Australia. 3001 C Proposed by W.C. Rockett 249.
- 3810 Money, John D., 25 Orangewood Cr., Agincourt, Ont. M1W 1C5 C N.B., Nfld., N.S., P.E.I. general, mint singles, proofs & essays, philatelic literature, fakes & forgeries; Nfld. covers, first flights, postal stationery, cancellations. Proposed by N.N. Sheklian 3399.
- 3811 Playter, Glenn D., 157 Main St., Newmarket, Ont. L3Y 3Y9 C Ring cancels, numeral 1822-1920 cancellations. Proposed by N.N. Sheklian 3399, Seconded by S. Lum 1256.
- 3812 Hacker, John W., 132 Holly Dr., P.O. Box 104, Horsham, PA 19044 C Proposed by W.C. Rockett 249, Seconded by E.J. Whiting L-61.
- 3813 Menich, Stephen J., 28 Idlewood Dr., Kitchener, Ont. N2A 1J1 C Pence, Cents, Large Queens, Small Queens issues general. Proposed by W.C. Rockett 249, Seconded by W.H.P. Maresch 1808.
- 3814 Chung, Andrew, McMaster University, P.O. Box 299, Hamilton, Ont. L8S 1C0 Cc, Papers or ultraviolet philately of the 1973-76 low values and the 1977-78 definitives. Proposed by M.J. Squirell L-2372, Seconded by D. Hollingshead L-2622.
- 3815 Woodard, Lane B., 315 N. 27th Ave., Yakima, WA 98902 C Proposed by N.N. Sheklian 3399.
- 3816 Halverson, Mrs. Marilyn, 1400 Chamberlain Dr., Dawson Creek, B.C. V1G 2S3 C Booklets & panes, Admirals, George V general and varieties. Proposed by N.N. Sheklian 3399.
- 3817 Engstrom, Victor E., 195C Newport Rd., Cranbury, NJ 08512 C Proposed by N.N. Sheklian 3399, Seconded by J.S. Siverts 59.
- 3818 Mills, Dr. George R., 530 Meadow Lane Rd., Dearborn, MI 48124 C 1967 Centennial definitives, Elizabeth II, Commemoratives, tagged-luminescent, booklets & panes, coils, postal cards, airgraphs. Proposed by R.M. Lamb 1488, Seconded by J.S. Siverts 59.
- 3819 Osterhoff, Robert J., 6 So. 441 Bridlespur Dr., Naperville, IL 60540 C, Nova Scotia. Proposed by G.J. Noble 3227, Secnded by C.R. McGuire L-2859.
- 3820 Adams, Ms. Jeanette, 7910 N. College Ave., Indianapolis, IN 46240 Cc, Canada pre-stamp, stampless, Victorian specialty, postal stationery & covers. Proposed by K.G. Scrimgeour 2840, Seconded by D.M. Verity 2312.
- 3821 Maltais, Norman E., 3050 Portland Blvd., Sherbrooke, Que. J1L 1K1 D, Proposed by C.R. McNeil L-1649.
- 3822 Frith, John E., P.O. Box 286, Copper Cliff, Ont. POM 1N0 Cxc Squared circle cancels, roller & duplex cancels, Small queens. Proposed by K.G. Scrimgeour 2840, Seconded by B.L. Shapire 3200.
- 3823 Crossman, Craig, 483 Carlton Dr., Oakville, Ont. L6J 5X2 C, Canada General; leaves & numerals; federal revenues; coils; RPOII cancels covers; postal cards. Proposed by N.N. Sheklian 3399.
- 3824 Cooke, Dewar B., 3637 Alexandra St., Vancouver, B.C. V6J 4C1 C, Large Queens. Proposed by W.C. Rockett 249, Seconded by D.M. Verity 2312.
- 3825 Watt, James H., 1223 Richmond St. N., Apt. 412, London, Ont. N6A 3L8 C, Proposed by E.J. Whiting L-61.
- 3826 Burgoyne, Terrance E., P.O. Box 1498, Summerside, P.E.I. CIN 4K4 D, PEI, Canada, 1967 Centennial Definitives, tagged-luminescent. Proposed by C.R. McNeil L-649.
- 3827 Johnston, Alan, R.R. 2, Sebright, Ont. LOK1W0 C, Proposed by C.R. McNeil L-649.

- 3828 Thompson, Christopher C., 7 Crescent Pl., Apt. 2103, Toronto, Ont. M4C 5L7 C, Canada used singles, perfin, philatelic literature, 1967 centennial definitives, tagged-luminescent. Proposed by W.C. Rockett 249.
- 3829 Marcovitz, Melvin A., 31 Surrey Ave., Scarborough, Ont. MIR 1G3, C Canada general, mint singles, plate blocks, philatelic literature Proposed by N.N. Sheklian 3399.
- 3830 Stone, Percival K., 811 Brice Rd., Rockville, MD 20852, C Canada mint singles, precancels, postal stationery, Proposed by W.C. Rockett 249, Seconded by G.T. Turner 96.
- 3831 Bradbury, Ramon E., 310-18 Knightsbridge Rd., Bramalea, Ont L6T 3X5 C, Canada mint & used singles, first day covers, precancels & perfin. Proposed by N.N. Sheklian 3399.
- 3832 Asselstine, Robert R., 1313 Maitland Ave., Ottawa, Ont. K2C 2C4 C, Canada mint singles, coil pairs, squared circle cancels, Rwy post cards, postal cards. Proposed by N.N. Sheklian 3399, Seconded by E.R. Toop 3400.
- 3833 Kertcher, Melville C., 155 Navy St., Apt. 604, Oakville, Ont. L6J 2Z7 C, RPO's of Ontario, Canada general mint & used. Proposed by D.C. Dixon 3297, Seconded by A.L. Steinhart 2010.
- 3834 Mida, Hymie, 178 York Mills Rd., Willowdale, Ont. M2L 1K7 C, Town cancels on small queens. Proposed by E.J. Whiting L-61; former No. 2474
- 3835 Little, R. Marcus H., 2103-50 Hillsboro Ave., Toronto, Ont. M5R 1S8 C, Canada mint singles, cancels on the Jubilees, Nova Scotia used singles. Proposed by W.C. Rockett 249, Seconded by R.J.E. Higgs 3368.
- 3836 Skwarczynski, Peter W., 43 Rose Ave. Apt. 3, Toronto, Ont. M4X 1N8 C, Elizabeth II general & varieties, 1967 Centennial definitives. Proposed by E.J. Whiting L-61.
- 3837 Atwell, Steve, 3315 East 27th Ave., Vancouver, B.C. V5R 1P8 C, Early Canadian high values & Provinces. Proposed by E.J. Whiting L-61.
- 3838 Renfrow, John A., 6100 Green Manor Dr., Louisville, KY 40219 C, Canada plate blocks, general, Newfoundland general. Proposed by E.J. Whiting L-61.
- 3839 Oigny, Michel, 724 McEachran, Outremont, Que. H2V 3C7 C, Canada, Newfoundland, Nova Scotia. Proposed by E.J. Whiting L-61.
- 3840 Crane, Mrs. Anne C., 15 Moorland Dr., Grosse Pointe Shores, MI 48236 C, Federal revenues, provincial revenues, Registration. Proposed by W.C. Rockett 249, Seconded by L.S. Anderson 2869.
- 3841 Bennett, Robert I., 2775 Don Mills Rd., Apt. 102, Willowdale, Ont. M2J 3B5 C, Canada general, varieties, bulk bundles. Proposed by D.M. Verity 2312.
- 3842 Decarie, Maurice A., 6667-19th Ave., Montreal, Que. H1X 2L8 C, Canada 1967 Centennial definitives varieties, perfin, booklets & panes, coils. Proposed by G. des Rivieres 1077, Seconded by G. April 1118.
- 3843 Rourke, Robert F., P.O. Box 891, Toms River, NJ 08753 DC, Canada 19th century postal history. Proposed by G.B. Llewellyn 384, Seconded by W.C. Rockett 249.
- 3844 Robinson, William J., P.O. Box 83, Uxbridge, Ont. LOC 1K0 C, Canada Large Queens, varieties, used singles, jubilees used singles. Proposed by W.C. Rockett 249, Seconded by J.H. Talman 2884.
- 3845 Stephens, Walter T., 87 Valley Crest Rd., Rochester, NY 14616 C, Canada precancels, general. Proposed by C.R. McNeil L-649.
- 3846 Weill, Raymond H., 407 Royal St., New Orleans, LA 70130 D, Proposed by N.N. Sheklian 3399, Seconded by R.H. Pratt 1982
- 3847 Ross, Edward J., P.O. Box 65, Granite Springs, NY 10527 Cc, Canada mint singles, plate blocks, RPO Cancels, First day covers, Postal Stationery. Proposed by E.J. Whiting L-61.

CHANGES OF ADDRESS

2581 Butters, John C., 40 Namao Dr., M.P., Trenton, Ont. K8V 1C6

1431 Chappell, Charles D., 1318 East 32nd St., Vancouver, WA 98663
 2830 Gronbeck-Jones, David, Box 147, Petawawa, Ont. K8H 2X2
 3457 Jenkins, James R., Rt. 1, Billings, MO 65610
 3539 Logan, Robert D., 126 S. Bellevue Ave., Wayne, PA 19087
 3055 Love, Andrew G., 34 Acacia Rd., Toronto, Ont. M4S 2K5
 2934 McGrath, John C., 655 Champlain Dr., Cornwall, Ont. K6H 6H9
 3163 Middleton, Erick R., 3607 Greystone Dr., No. 113, Austin, TX 78731
 3491 Milavsky, B., Apartado 10.585, Caracas 101, Venezuela
 2578 Pawluk, William S., P.O. Box 2545, Postal Station A, Edmonton, Alta. T5J 2G3
 2936 Rifkin, Matthew D.MD, 1919 Greenberry Rd., Baltimore, MD 21209
 2503 Siddaway, Charles W., 1108 Gunter Circle, West Columbia, SC 29169
 3446 Thatcher, John V.H., P.O. Box 4064, Lusaka, Zambia
 3245 Witt, E.H. Jr., 10409 Towlston Rd., Fairfax, VA 22030
 3355 Zaluski, Edward, 8 Toronto Dr., Curtis Park, N.B. E1N 2A3

DECEASED

2505 Callahan, Neil MD, 500 Rodman Ave., Portsmouth, VA 23707

RESIGNATIONS RECEIVED & ACCEPTED (Change from "Dropped for non-pay of dues")

2669 Kaye, G.A., 120 St. Andrew's Rd., Scarborough, Ont. MIP 4C7
 3091 Mallek, Edward, No. 402-4999 Kahala Ave., Honolulu, HI 96819
 1664 Dobbie, George H., 45 Blair Rd., Galt, Ont. NIS 2H8

REPLACED ON THE ROLLS

2538 Brown, James, 1027 Sydenham, Rd., Calgary, Alta T2T OT3
 2741 Burrows, Alan G., Box 519, Station K, Toronto, Ont. K4P 2G9
 2812 Flatters, Frank G., Director Postage & Retail Products Branch, Post Office Department, Sir Alexander Campbell Building, Ottawa, Ont. KIA OB1
 3527 Haugh, John J., 555 Benjamin Franklin Plaza, Portland, OR 97258
 3427 Jarville, Gordon H., 669 Roslyn Blvd., North Vancouver, B.C. V7G 1P4
 2437 Matthews, Lawrence, Box 354, Bracebridge, Ont. POB 1C0
 2264 Morris, Edwin W.J., 2493 Lakeshore Blvd. W., Apt. 719, Toronto, Ont. M8V 1C7
 2529 Oberman, Milton, 99 Aspenwood Dr., Willowdale, Ont. M2H 2E8
 3443 Pillar, William, B., Jr., 421 Nebo Dr., Toronto, OH 43964
 3423 Simonetti, Frank, P.O. Box 706, Brooklyn, NY 11237
 2287 Southey, Thomas W., 34456 Ascott Ave., Abbotsford, B.C. V2S 4V5
 2754 Symmes, William D., 60 Austin Dr., Burlington, VT 05401
 2431 Walton, Wayne J.A. Jr., 719 Seafoam Rd., Houston, TX 77058.

EXPELLED FOR CONDUCT UNBECOMING A MEMBER status changed from dropped from the rolls

3378 McAlpin, Thomas W., R.R. 1, Brantford, Ont. N3T 5L4

MEMBERSHIP RECAP

Members as of 15 May 1978		1,457
Replaced on the rolls		13
		1,470
Deceased	1	
Resignations	3	
		4
Members as of 15 July 1978		1,466
Applications Pending		19
New applications for membership		51
		1,536

Letters, Announcements, Reviews and Other Things

SEPAD

The Associated Stamp Clubs of Southeastern Pennsylvania and Delaware (SEPAD) have written me following letter to BNAPS Secretary Edward J. Whiting:

Please express to the officers and members of BNAPS our sincere appreciation for the hospitality your group extended to SEPAD delegates during the recent CAPEX 78 in Toronto. Somehow many of our delegates drifted into the BNAPS lounge to renew old friendships and create new ones. The courtesy extended by your members at that time is very much appreciated.

Please know that there is a standing invitation for BNAPS to hold a convention in conjunction with SEPAD here in Philadelphia at any time.

Alan Warren,
Secretary

VIEWS ON CAPEX

Re: Page 30 — BNA TOPICS, May-June 1978 issue, which reads as follows:

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

I can imagine the above quote has been made with "tongue in cheek?"

However, I am taking it literally and would refer readers to "Canadian Philatelist", July-Aug. ? 78 issue, Page 223

"Thoughts and Things" by Peter M. Mann, who has summed up happenings neatly and diplomatically, without bias.

On the other hand, if one wishes to know the truth, should read article on Page 12 of "Canadian Stamp News", Aug. 7-78 —

"View from the States" International Philatelic Press Club by — Mark Kellner.

Also, in the same issue, on page 13 — View Point of Stanley Cohen — "Capex was a complete Fiasco", Briton says.

Fiasco is the correct word re tran-

sportation. I can speak from personal experience having had to use taxis to & from C.N.E. Bldg., for 10 days. No trouble finding a taxi at the Hotel but returning was another headache. One taxi available for 50 people. One day I waited 30 minutes (in the rain). Some even walking as far as the Princess Gate to flag them down before getting anywhere near the Automotive Bldg. One taxi man told me none of them had been aware of CAPEX until the 3rd day. He said, and I concur with him, it was **LACK OF PUBLICITY**.

The line-up outside for tickets was a disgrace 6 a.m.-10:00 a.m. Fights ensued, which the constabulary had to quell. Then once inside a long line-up for Souvenirs (\$10.00 ea.) were being collated while disgusted purchasers stood in line. These should have been made ready ahead of time. Some of the comments from American buyers were "choice".

Line-ups for other stamps were so ridiculous that one was not surprised to hear over the loud speaker, "Is there a Doctor in the house" — fainting, while waiting in line was the order of the day. I should think only so many should be allowed in line and at certain times. A big rush at the beginning and nothing left for the last Friday and Saturday, visitors. One could go on and on, but as I have mentioned on Page 1, Stanley Cohen's article is truthful to say the least.

"NOW, ARE YOU NOT SORRY YOU ASKED FOR COMMENTS"???

REPLY FROM BNAPS CHAIRMAN

There has been a great deal written about CAPEX and most of it either derogatory or in self praise. An objective analysis has yet to be written. That the exhibition was a great success was evident. But for whom?

The mechanical aspects of the show were the best I have ever seen and I have been at at least ten international shows. The arrangement for the dealers and auctioneers was excellent as it removed them from the exhibit area and lessened the possibility of pilferage. The lack of viewers of the exhibits was not unusual and could be expected. Most people of local derivation come for the circus and the cotton candy and care little about anything except those items of terrific value ballyhooed in the press. If they wish to waste their failing dollars on postal devices of questionable integrity and this enriches the coffers of participating governments — so be it.

Frankly as an exhibitor I enjoyed the lack of sweating people in the exhibit area as this allowed me time and pleasure in my enjoyment of the wonderful collections shown. What more could an avid collector ask? The show at Madrid was the same — thousands buying junk and few looking. They were the losers — not the ones who cared.

Security was the best ever — and the arrangements for mounting and dismounting (highho the horse) were great.

One can infer therefore that the show was a great success for (1) the organizing committee (2) the dealers who more than paid for their booths (3) the societies, who signed up new members after buying their stalls (4) the postal administrations who sold their goodies to countless hopefuls.

This brings me to the crux of this matter. For whom did the exhibition exist? Why was it formed? Who made it possible? And the answer is the COLLECTOR! Was it a great success for him? The reward for all of his expensive efforts, the joy of recognition and the culmination of prideful association is to be recognized and applauded at an awards banquet. Only three persons were so selected. The climax came as a dull thud. The ending was unfortunately abrasive although subsequent efforts have somewhat dispelled the indignity of the awards vacuum. In the end the person for whom it was all about was forgotten at the point of his maximum

anticipation, before his peers. The amends are accepted and the oversight forgiven. Better next time!

Robert H. Pratt

Admiral 2c Red With Large Dot

A large dot appears on some stamps of the 2c red Admiral. This dot can be seen without the help of magnification as it is about ½mm in diameter. It is located to the left of the letter N in CANADA in the upper left spandrel. This dot seems to be located on a number of plates and in varying sizes as Mr. R. Matte recently pointed out to the writer. A brief investigation revealed the following.

The size of the dots vary from about 0.4mm to almost 0.75mm. The large dots protrude into the white space between the spandrel and the frame line. Two types of the 2c can be found with this dot. The first one from the retouched die shows the left box line fine and the right box line very fine with a weakness at the top. The other type shows the left box line medium fine and the right box line with weaknesses at the top and at the bottom. Some multiples show the dot on all stamps, others which have been seen have one dot missing in a pair. The earliest dated copies noted are around June 1913. Although the plates from which these stamps come have not been identified, it is suggested that the stamps with the dots were produced by the same transfer roll subject but at different times. The stamps with the smaller dots and the right box showing weakness at the top were laid down first. The stamps with the larger dots and the box weak at top and bottom were laid down later. Stamps showing no dots on pairs may have been laid down by a different roller subject. More material is needed to determine from which plates these stamps come and if in fact two different roller subjects were used for a plate.

Hans Reiche

PRECANCELS

A situation arose in the post office where it became undesirable to use precancelled stamps with the bars only or with the post office name. A memorandum of March 17, 1931 from Mr. Atwater, the Financial Superintendent of the Post Office to the Deputy Postmaster General noted the following:

"In view of the large use for advertising purposes at Toronto and apparently that this holds good to a lesser extent also at Winnipeg, the undersigned has a suggestion which may overcome the difficulty. It is suggested that a precancelled stamp be printed with the money order number of the office arranged on the stamp in such a way as to give no intimation of the identify of the office except to a post office official. This could be done either by printing the office number between the cancellation bars or if the manufacturers can do so have it printed on the margin. "A notation on this memorandum in manuscript reads "approved, D.P.M., see about of new decision first phase." Mr. Atwater, on Mar. 30, 1931, asked Mr. Legault of the Postage Stamp Division to "ascertain from the manufacturers as soon as possible whether there is anything to prevent this being done from a printing standpoint, without extra cost." These questions at this point only considered the use of the numbers on coil stamps.

The British American Bank Note Co., on April 28, 1931, replied that they "will be able to supply special rolls for Toronto and Montreal bearing the respective numbers 4530 and 700 with double lines above and below. The enclosed 2c stamp will give a general idea as to the appearance of stamps precancelled for Montreal; it being understood, of course, that only the 1c denomination will actually be required." The letter went on to state that the cost of the preliminary

work would be \$40.00. On a basis of 5000 rolls for Toronto and 1000 rolls for Montreal per year the cost would be \$120.00 per thousand rolls complete.

On Apr. 2, 1931, the King's Printer reported that "the proposed change will not present any difficulty from a printing point of view." On Apr. 30, 1931, the Bank Note Co. noted "I have your letter of the 29th instant enclosing 1c stamp duty approved for style of printing in connection with the proposed precancelling of stamps in rolls for Montreal and Toronto offices." A letter of May 27, 1931, of the P.O.D. noted "the new style of precancellation is to eliminate the use of no name precancels in larger cities."

A note of May 29, 1931, from Mr. Atwater said "the whole question has been settled generally by new procedures, which provides for the Money Order number to be placed on the Postage Stamps."

It appears the idea of the use of the Money Order number or coils use abandoned but their use on regular stamps was adopted. A memo of Mr. Legault, dated June 25, 1932, noted "in June, 1931, the style of precancellation was changed whereby the money order number of the office at point of mailing appeared on the stamp instead of simply bars, as previously." In some places the name plates continued to be used. A memo of May 15, 1931, also noted that "after this all precancelled stamps supplied any post office, no matter where they are to be used, will be precancelled with the money order number of the office to which they are issued. No stamps will be issued without such identification marks when they are precancelled." This was not quite correct because bar type precancels continued to be used. A note of May 19, 1931 from the P.O. noted "when a postal station is in

need of pre-cancelled stamps they send to the Head Office an equal quantity of ordinary stamps to be exchanged for the pre-cancellations." This showed that although stations had different money order numbers, the main number of the head office only was used in a city or town.

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A letter of April 16, 1931 from Mr. Atwater noted "it has been decided that the permission to use one cent and two cent precancelled stamps will be extended to the three cent, but that in giving this permission no consideration will be given to any suggestion of precancellation of higher denominations."

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A letter of Apr. 21, 1933, made some note of precancellation plates. "Very few with 'number' are available due to the fact that so far such have been obtained only in cases where request for 'no name' precancels were received. owing to the cost of manufacture of such plates, which averages between \$5.00 and \$6.00, it was not thought advisable to obtain number plates for all offices at one time. Moreover, a good many of the offices involved have used very few precancelled stamps, others have not requisitioned for any for years and no objections have been raised to the name cancellation from anyone excepting the offices already supplied with 'number' precancels."

Appendix was a list of precancel plates which were available hereunder given:

Name Plates

Owen Sound, Ont. — 1 plate
Paris Ont. — 1 plate
Kitchener — 1 plate
Woodstock — 1 plate
St. Thomas — 1 plate
Peterborough — 1 plate
Galt — 1 plate
Lindsay — 1 plate
London — 2 plates
Oshawa — 1 plate
Brantford — 2 plates
Kingston — 1 plate
Ottawa — 1 plate
Regina Sask. — 3 plates
Saskatoon — 1 plate

Niagara Falls — 1 plate
Brockville — 1 plate
Guelph — 1 plate
Weston — 1 plate
Cobourg — 1 plate
Chatham — 1 plate
Windsor — 1 plate
Perth — 1 plate
Port Arthur — 1 plate
Carleton Place — 1 plate
Bridgebury — 1 plate
Welland — 1 plate
Toronto — 6 plates
Hamilton — 1 plate
Walkerville — 1 plate
Quebec PQ — 1 plate
St. Hyacinthe — 1 plate
Trois Rivieres — 1 plate
Sherbrooke — 1 plate
Montreal — 4 plates
Brandon Man. — 1 plate
Winnipeg — 4 plates
Moose Jaw — 1 plate
North Battleford — 1 plate
Estevan — 1 plate
Edmonton, Alta. — 2 plates
Calgary — 1 plate
Red Deer — 1 plate
Lethbridge — 1 plate
Vancouver, B.C. — 3 plates
Victoria — 1 plate
New Westminster — 1 plate
Fredrickton N.B. — 1 plate
Saint John — 1 plate
Moncton — 3 plates
Halifax, N.S. — 1 plate
Sydney — 1 plate
Truro — 1 plate
Amherst — 1 plate
Charlottetown PEI — 1 plate

Number Plates

Hamilton, Ont. — 3100 — 1 plate
Beamsville, Ont. — 2189 — 1 plate
Woodstock, Ont. — 4970 — 1 plate
Toronto, Ont. — 4530 — 2 plates
Gardenvale, P.Q. — 0348 — 1 plate
Montreal P.Q. — 0700 — 2 plates
Winnipeg, Man. — 5850 — 1 plate
Yorkton Sask. — 7977 — 1 plate

It appears at the time of this article in 1976, the precancel from Gardenvale, P.Q., No. 0348 is unrecorded and remains a new precancel town yet to be found by collectors.

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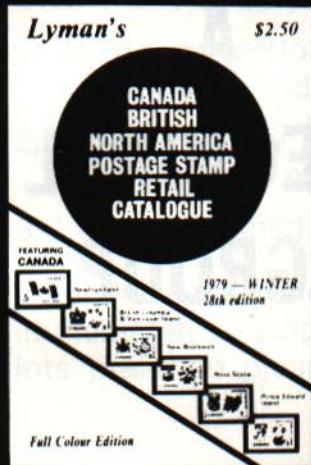
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