



In Old Canada — page 8

BNA TOPICS

Official Journal of The British North America Philatelic Society

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EDITOR

Derek Hayter

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EDITORIAL OFFICE:

c/o V. G. Greene, 77 Victoria Street, Toronto M5C 2B2

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NOTES ON THE ONE CENT GREEN WAR TAX STAMP

by PAUL V. ROLING

The one cent green war tax stamp (Scott #MR1) has a most interesting variety that has apparently not been noticed before. In the top maple leaf on the left side below the "C" of CANADA, there is a line of color that cuts through the upper right part of the leaf (Figure 1). This variety occurs on each of the three types as described by Reiche¹ and on every stamp of some 400 that I examined. A check of the other Admiral stamps failed to show this line on any of the other regular or war tax values. The fact that all of the green war tax stamps have this line means that all transfer rolls possessed the line and thus the original die must have had the line. This brings up the question of how this line occurs. Was this line the result of a slip by the engraver, did a tool drop on the die, was there a flaw in the steel used to make the original die, or . . . ?

Types 1, 2 and 3 of the one cent green war tax stamp have been described by

Reiche¹, but here are an additional couple of notes on them. Both Type 1 and 3 are described as having a vertical line in the "A" of Tax. Material from Plate 18, Type 3, shows that the "A" of WAR has a "blister" or projection on the right side of its triangle (Figure 2). No Type 1 stamps that I have found show this "blister" in the "A" of WAR. Instead the right side of the triangle of the "A" of WAR in Type 1 is straight and smooth. Thus with the other differences between Types 1 and 3 as described by Reiche, this "blister" makes differentiation of the two types easier still.

Stamps of Type 2 do not have the vertical line in the "A" of Tax. These stamps usually have a fuzzy appearance rather than the clear, sharp printing of most of the stamps of the other two types.

1—H. Reiche, 'Canada—The Admiral Stamps of 1911 to 1925', pp. 108-9, 1965.

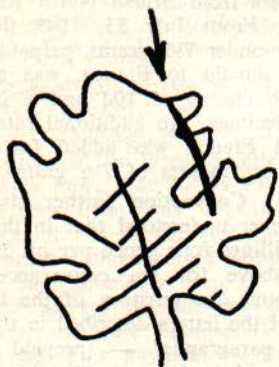


Figure 1 Line in Maple Leaf



Figure 2 Blistered triangle of "A" of WAR

Letters exchanged via England between British North America and France, 1844-75

by MAGGIE TOMS

(In writing this article, I would like to thank and acknowledge the assistance of Dr. Martin F. Stempien, Jr., Mr. Robert G. Stone, Col. Robert H. Pratt, the Canadian National Postal Museum, and all those who helped and kindly provided illustrations.)

In 1843 Great Britain and France entered into a postal agreement designed "to promote the friendly relations existing between the two countries, and to regulate by means of a new convention the communications by Post between their respective dominions upon a more liberal and advantageous basis."

However advantageous this arrangement may have been for Great Britain and France, it posed problems for mail exchanged via England between France and the British North American Colonies which did not surface until several years later. The main reason for this was the single weight unit for a letter: in France it was up to 7½ grams, (slightly over ¼ oz.), while the unit in Great Britain was up to ½ oz. Thus a disparity in the postage rate could occur on single letters, depending on whether they were sent prepaid or unpaid. Unpaid letters to France were taxed according to the 7½ gram scale. When accounting to Great Britain for sea conveyance and transit postage, payment was made for the bulk weight, at so much per oz.; but when rating individual letters for delivery, France divided this amount by four for a letter under 7½ grams, to conform with the ¼ oz. scale, and added to this her internal postage. Letters to France sent prepaid were taxed with British postage according to the ½ oz. scale, each rate increase conforming to the British scale of progression. To the British charge was added the French internal postage at so much per ¼ oz.

By the terms of this convention, France paid Great Britain three shillings four pence (40d) per oz. for sea conveyance and transit through the territory of the United Kingdom on prepaid letters from France and unpaid letters to France, to and from

colonies and countries beyond sea, wherever these were situated. And this amount was to be paid whether the letters were carried "by private ships, by Government vessels, or by vessels freighted or maintained by order of Government", from or into the ports of the United Kingdom. On individual letters of the above description weighing under 7½ grams, this amount was divided by four to arrive at the British charge, which gives a rate of 10d British postage on a single letter. To this was added the French internal rate. Before 1849 the French inland postage was determined by distance plus weight, making a progression that included half rates. This makes the reconstruction of the French postage on these letters very difficult, but covers are noted during this time rated from 14 to 21 decimes. For purposes of this convention, 10 centimes (1 decime) French was equated with one penny British, 1 franc 20 centimes (12 decimes) with one shilling, and 24 francs with one pound stg. In 1849 France eliminated distance as a factor in determining domestic rates, and on July 23, 1849 a uniform rate of 5 decimes per 7½ grams was settled as the French inland postage on prepaid letters from France to British North America, and unpaid letters from British North America to France. From July 23, 1849 then, a single letter under 7½ grams, prepaid from France or unpaid to France, was subject to a British charge of 10d and a French rate of 5 decimes. An additional rate both British and French was added for every 7½ grams or fraction of 7½ grams.

The 1843 Convention further stated — "It is however understood that in the rate of three shillings four pence per oz. British, fixed as above for sea conveyance and transit through the territory of the United Kingdom of the letters described in the two preceding paragraphs" — (prepaid from France, unpaid to France), "the rate with which these letters may be chargeable for internal postage is not included. There shall be added to the above mentioned rate a rate of eight pence for the internal post-

age of such of those letters as are forwarded from or addressed to Canada, New Brunswick, Nova Scotia, Prince Edward's Island and Newfoundland, making in all four shillings per oz. British". However, there is no evidence as far as I know, to support the fact that prior to 1851, this sum for the British Colonial internal postage was chargeable upon France. It seems that only after the Colonies had secured the transfer of the Post Office to provincial control, that this rate was then paid by France.

In order for the letter writer in the British North American Colonies to receive the benefit of the more favorable rate which this convention promoted, it was necessary that the postage be collected in France. Although the Colonies had the option of sending their letters prepaid or unpaid, the rate on prepaid letters to France was very high. According to the Treasury Warrant of May 9, 1843, the British charge on a letter under ½ oz. was two shillings. Because the postage in the Colonies was collected on the ½ oz. scale, 1 sh 8d (½ of the 3sh 4d per oz. convention rate) was the British charge for sea conveyance and transit through the territory of the United Kingdom. Added to this was 4d (½ of the 8d per oz. convention rate for the Colonial internal postage), making a total British charge of two shillings. To the British charge was added the French internal rate, which on prepaid letters was set at 5d per ¼ oz. This gives a prepaid rate from British North America to France of 2/5d stg for a ¼ oz. letter, and 2/10d for a ½ oz. letter. (see *Topics* Vol. 34, No. 4 "Historical Note").

In this situation, that is, when the postage was collected in the British North American Colonies, the cost to the Colonial correspondent on prepaid letters was considerably more than to his French counterpart, who from July 23, 1849, paid 15 decimes or 1/3 stg per 7½ grams on letters sent prepaid and received unpaid. In 1851, after the Colonies started to receive from France 8d stg per oz. for their internal postage, this rate became 17 decimes or 1/5d stg. This payment by France of 8d per oz. equalized the cost on prepaid letters of 15 grams or ½ oz., but the inequality in postage rates on prepaid single letters of 7½ grams or ¼ oz. is brought out in the following correspondence.

Woodgate to Howe — Remarks from the Deputy Postmaster General of Halifax on a letter addressed to His Excellency the Lieutenant Governor of Nova Scotia by the Commandant of St. Pierre and Miquelon.

Public Archives of Nova Scotia
R.G. 24 Vol 6
General Post Office
Halifax, April 9, 1850

Sir,

I beg to return you the letter addressed to His Excellency the Lieutenant Governor by the Commandant of St. Pierre and Miquelon with the following remarks.

The Commandant complains that a single letter taxed at Halifax for France pays very nearly double than a letter taxed in France destined for St. Pierre. The Commandant further observes that this difference arises no doubt in the Halifax Post Office charging the rates after the old tariff, whilst the franking in France is based on the new tariff.

On the arrival of the mail from St. Pierre and Miquelon, the captain of the packet delivers several letters upon which he wants to pay the postage, and he is charged accordingly 2/5d stg provided the letter weighs under ¼ of an oz. — that is:

British	2.0
Foreign5
	2/5d stg

This is in accordance with our instructions from the General Post Office, and Treasury Warrant dated May 9, 1843.

If the Commandant is under the impression that this charge is irregular and *illegal*, the better mode as it appears to me, will be for him (the Commandant) to address the Secretary of the General Post Office, London, who will doubtless investigate the subject and give the proper explanation.

The Government of Nova Scotia I conceive, has nothing to do with the question.

I have Sir, etc etc
(signed) A Woodgate

The following letter was written by Mr. Griffin, Secretary of the Canada Post Office, to Lt. Col. Maberly at the General Post Office, London.

Public Archives of Canada, GPO London Letter Books, Griffin to Maberly, 21 Dec 1853.

Lt. Col. Maberly
Sir,

It is frequently remarked that the postage on letters received in this country via England from France varies considerably from the rate taken here upon letters sent in the English Mails addressed to France, and this Dep't being unable to afford any satisfactory explanation of the apparent discrepancy, I am induced to submit the question to you.

We have been instructed to charge 2sh 5d stg. as the single or lowest rate upon a letter for France, made up as follows:

Per ½ oz. British	1sh 8d
Per ¼ oz. Foreign	5d
Per ½ oz. Transit through the United States	2d
Per ½ oz. Canadian	2d
	—————
	2sh 5d stg

But letters from France are received by almost every packet prepaid by stamps shewing a rate of 1 franc 70 centimes or 1/5d stg. and no further charge is made on delivery in Canada. Two letters thus treated are enclosed herewith for your observation.

It may be that the rate taken here is wrong—though as 2sh 3d stg is placed to the credit of Great Britain upon each prepaid ½ oz. letter for France—without attracting remark or correction in England, we have been confirmed in the impression that 2sh 5d was the correct charge.

I have the honor, etc etc
(signed) W. H. Griffin

The forthcoming letter of explanation from the General Post Office in London did nothing to help the matter, and the Postmaster General of Canada responded by writing to Lt. Colonel Maberly that he hoped "something may be done to remove the inconsistency of charging a different rate on a letter from Canada to France, from that to which a letter from France to Canada is liable". However the situation was not rectified until 1855.

Regarding unpaid letters from France to British North America, I have seen no such letter during the time of this convention. A letter (*figure 1*) from Firenze in 1849 sent via France and England to New Brunswick was charged 2/3d stg. Of this, the French charge appears to have been 10 decimes—5 decimes for postage beyond France and 5 decimes for transit through France. Article XLV of the convention provides that for transit through France of letters from the Sardinian States, Great Britain pay France at the rate of 2 francs per 30 grams. On an individual letter under 7½ grams this would amount to a rate charge of 5 decimes. On unpaid letters from France, the British territorial or transit rate was 5d for a letter not exceeding ½ oz. And on letters destined for British North America, Great Britain presumably forwarded these letters charged with British sea postage of one shilling if the letter weighed under ½ oz. French entry mark Sard/Pont-de-B(eauvoisin)/7 Aout '49 was applied at Paris.



French numerals seen on covers illustrated in this and subsequent parts of M. Toms's article.

Figure 1



To be continued

NEW STUDY GROUP

A new study group has recently been formed for collectors of perfinned stamps of BNA. John Johnson, founding organiser, invites all interested members to join the group. The Perfin Study Group's aims include exchange of information and material, in-depth research on users, and extensive revision and update of the handbook. For more information write to Michael Dicketts, 61 Alwington Avenue, Kingston, Ontario K7L 4R4.



IN OLD CANADA

THE CRIMEAN WAR RATE

by FRED STULBERG

The Crimean War started in October, 1853 and formally ended in February, 1856. Although Canada had no involvement in this operation which was taking place thousands of miles away, it was one of the few countries that had postal arrangements disrupted because of it.

In March, 1854 Great Britain entered the hostilities. At first things went badly for the British troops and, by the end of the year, it became necessary to markedly increase the number of men and supplies being sent to the Baltic. To accomplish this, the British Government conscripted ships of the Cunard Line for military service.

Until then, the Cunard (British) Packets offered a weekly service from the United States to England. Ships left on alternative Wednesdays from New York and Boston. The demands of war service forced Cunard to discontinue its New York runs but it was still able to maintain its Boston sailings on Wednesdays on a fortnightly basis. The last Cunard ship to leave New York on the normal Wednesday schedule was the NIAGARA which sailed on December 20, 1854.

What appears to have been a pre-arranged agreement saw the Collins Line of American Packets switch its usual Saturday sailings from New York to the Wednesday space vacated by the British Packets of Cunard. The first American Packet to sail the new schedule was the PACIFIC which left New York on December 27, 1854. The last ship of the Collins Line to sail under the modified schedule was the BALTIC which left Liverpool for New York on January 12, 1856. (see chart).

This new dimension for trans-Atlantic mail between Canada and Great Britain created a rate inconsistency. As before,

letters conveyed by Cunard Packets could still go for 8 pence sterling or 10 pence currency (per ½ oz.) However, in the absence of an agreement between the Collins Line and the British Government, the same letter by U.S. Packet would require 29 cents postage which was equal to ½ stg. or ¼ cy. A bulletin issued by the British Post Office and distributed on both sides of the Atlantic stated:

"In consequence of the withdrawal of many of the Atlantic Steamers belonging to the Cunard line, to meet the exigencies of the war, the mails between America and England have been carried in alternate weeks by British and United States Government Packets—the former plying once a fortnight to Boston and the latter to New York—the postage rate upon letters between Canada and the United Kingdom when sent in the weeks supplied by the British Packets is 8d. sterling, (10d. currency) per ½ oz.; but when transmitted by the weeks served by the United States Government Steamers the rate is 1s. 2d. stg. (1s. 4d. cy.) per ½ oz."

It must be mentioned that the rate by U.S. Packet was not especially adopted for this situation. This was the usual one for such mailings before and after the Crimean War period. Hence, what has become known as the "Crimean War Rate" was not a special fee to cover the costs of war participation, but was rather the application of the existing United States Packet rate on Canadian trans-Atlantic mail through New York. Examples are not overly common because, by careful planning, people could still send letters by the less expensive Cunard Packets.

By the end of 1855 there were signs of things returning to pre-war status. A letter from Allan & Gillespie of Liverpool to

Edmonstone Allan at Montreal dated December 21, 1955 reads in part:

"... The Provincial Government have sanctioned the scheme of sailings for mail steamers during the year 1856-57... permission is granted to advance or recede one week on these sailings should the company see it necessary provided the stipulated number of trips is not interfered with but we note that the Collins line have not fixed on those days set down in the programme..."

"The CANADIAN arrived at Portsmouth

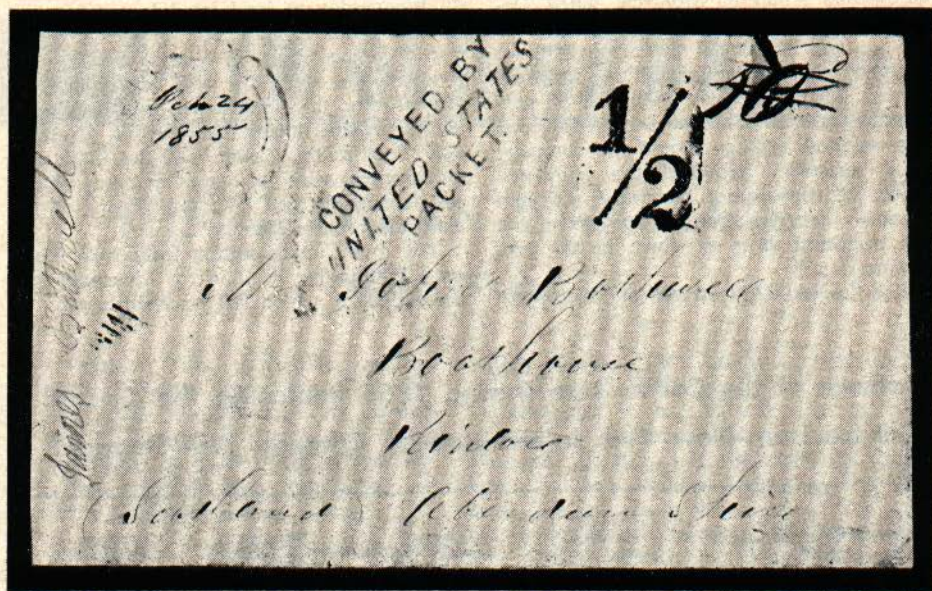
on Wednesday to land invalids and be discharged from Government service. We are also in expectation of hearing of the arrival of the INDIAN and we doubt not she also for the present will be discharged: as we presume during the cessation of active operations in the Crimea and the Baltic the Government wish to quit of as many charters as possible and take the chance of re-chartering in the Spring."

The first Cunard sailing from New York on a Wednesday in 1856 for Liverpool was the AFRICA which left on February 6.

Sailings of the Collins Line During 1855 Replacing the Cunard Service from New York Interrupted by Crimean War Demands

NAME OF SHIP	DEPART NEW YORK	ARRIVE LIVERPOOL	DEPART LIVERPOOL	ARRIVE NEW YORK
Pacific	27 DEC/54	9 JAN/55	13 JAN	25 JAN
Atlantic	10 JAN	22 JAN	27 JAN	9 FEB
Baltic	24 JAN	5 FEB	10 FEB	21 FEB
Pacific	7 FEB	23 FEB	27 FEB	14 MAR
Atlantic	21 FEB	4 MAR	10 MAR	27 MAR
Baltic	7 MAR		24 MAR	6 APR
NO SAILING				
Atlantic*	4 APR		23 APR	4 MAY
Baltic	18 APR	30 APR	5 MAY	18 MAY
Pacific	2 MAY	13 MAY	19 MAY	30 MAY
Atlantic	16 MAY	27 MAY	2 JUN	13 JUN
Baltic	30 MAY	6 JUN	16 JUN	28 JUN
Pacific	13 JUN	24 JUN	30 JUN	11 JUL
Atlantic	27 JUN	8 JUL	14 JUL	25 JUL
Baltic	11 JUL	22 JUL	28 JUL	8 AUG
Pacific	25 JUL	5 AUG	11 AUG	22 AUG
Atlantic	8 AUG	19 AUG	25 AUG	6 SEP
Baltic	22 AUG	1 SEP	8 SEP	19 SEP
Pacific	5 SEP	16 SEP	22 SEP	3 OCT
Atlantic	19 SEP	30 SEP	6 OCT	18 OCT
Baltic	3 OCT	14 OCT	20 OCT	3 NOV
Pacific	17 OCT	28 OCT	3 NOV	15 NOV
Atlantic	31 OCT	11 NOV	17 NOV	30 NOV
Baltic	14 NOV	26 NOV	1 DEC	13 DEC
Pacific	28 NOV	9 DEC	15 DEC	28 DEC
Atlantic	12 DEC			
Baltic	26 DEC/55			

*Detained with machinery defect



KLEINBURG, C.W. (NEAR TORONTO) TO SCOTLAND—OCTOBER 24, 1855
This was first rated 10 pence (currency) which was proper for Cunard (British) Packet conveyance through Boston. It was re-rated (at Toronto) to 1s. 2d. (sterling) to pay the Collins (United States) Packet rate through New York. It travelled on the ATLANTIC which left New York on October 31, 1855.

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Topics is looking for a member in the Toronto area willing to contribute time to proof reading the magazine. Volunteers will not be asked to contribute written material to the magazine—it's simply a proof reading job. Anyone wishing to become involved in this capacity please phone Derek Hayter during the day at 597-7674, or write:

c/o V. G. GREENE

77 Victoria Street - Toronto, Ontario M5C 2B2



The RPO Cowcatcher

Lewis M. Ludlow

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

M-131

TRURO & ST JOHN · R.P.O./.

Eight Hammers, Type 17

Hammer I

Proofed: Unknown

1st Period

2nd Period

Earliest: May 1, 1900

Sept. 27, 1937

Latest: Nov. 3, 1905

To be advised

Indicia: E, W equally

42

Usage: Spotty

One reported strike

R.F.: 110 (10.5%)

Comments: This run — and this hammer, particularly — needs more investigation. Early strikes are light and partial as well as scarce; however, the 2nd Period strike above is quite clean and shows little sign of wear. It would appear that this hammer was withdrawn and later put back into use, unless, of course, it was never more than a substitute hammer in the first place. When found, identification of this hammer becomes distinct by chordal measurement; accordingly, although we have no proof data, the existence of this hammer is well confirmed.

Hammer II

Proofed: Unknown

Earliest: December 9, 1900

Latest: October 26, 1903

Indicia: EAST, WEST — equally

Usage: Limited to three years

R.F.: 110 (10.5%)

Comments: This is one of two hammers where the direction is spelled out, rather than using just a letter abbreviation, e.g.—EAST. Wear indicates that we should look for strikes earlier than that above, and is perhaps the reason for the short life of the hammer. Our strikes are either partial or dirty, or both. Chordal characteristics, however, are definitive.

Hammer III

Proofed: Unknown

Earliest: April 7, 1902

Latest: July 25, 1906

Indicia: EAST only

Usage: Intermittent within four years

R.F.: 110 (13.2%)

Comments: On the latest above, EAST is inverted. This is the second of two hammers where the direction is completely spelled out; a strike with EAST or WEST is probably Hammer II or III. We found no exceptions. Our strikes are quite complete and well-centered. Within the short four year period, there was little wear; however, there may have been little use.

Hammer IV

Proofed: Unknown

Earliest: May 16, 1906

Latest: October 24, 1911

Indicia: E—common, W—uncommon

Usage: Sporadic

R.F.: 110 (10.5%)

Comments: This hammer was probably used to replace Hammer I or II. The chordal characteristics of Hammer IV differ markedly from the first three hammers. Strikes vary from light to heavy, but are mostly partial. No major breaks have been noted.

Hammer V

Proofed: Unknown

Earliest: October 7, 1908

Latest: February 25, 1918

Indicia: E—common, W—uncommon

Usage: Reasonably continuous throughout

R.F.: 110 (39.5%)

Comments: This is the most common hammer of all eight. It too probably was used to replace Hammer I or II. There is a constant break from the beginning at 1:00 o'clock in the "O" of JOHN. Wear was poor; this is particularly emphasized in the later strikes.

Hammer VI

Proofed: Nov. 30, 1909

1st Period

2nd Period

Earliest: Aug. 10, 1910 To be advised

Latest: June 2, 1915 March 2, 1962
Indicia: E—common, Blank
 W—common
Usage: Limited One reported
R.F.: 110 (13.2%) copy

Comments: We have a Destruction Order Strike date ??? 29, 1962, Train—blank, which confirms the 2nd Period above, a back stamp on a cover to Whitehead from our old friend, Clarence Kemp. 1st Period strikes on the Admirals are badly worn, and the 1962 strike above is decipherable and identifiable only with great care. Discussion of breaks is meaningless.

Hammer VII

Proofed: April 6, 1916
Earliest: October 30, 1920
Indicia: E only
Usage: One reported strike
R.F.: 110 (2.6%)

Comments: The single strike above ties a 1c and 2c Admiral to a full cover from Amherst to Kingston, N.S. It is clean and crisp with no apparent wear. We have seen no other strikes of Hammer VII but expect such to be reported.

Hammer VIII

Proofed: April 19, 1923
Earliest: Not yet reported
Indicia: Blank in proof strike
Usage: Unknown
R.F.: 110 (0%)

Comments: This hammer is known only by its proof strike, and we have no evidence that it ever saw use. That it might not have seen use would not be surprising; there seem to have been plenty of other hammers of this run available. This run is not common, and the need for so many hammers is not readily apparent.

SEPARATION OF M-131 HAMMERS

Step 1. A curved, rounded ampersand is Hammer VIII; the balance of the hammers have sharp, angular ampersands. Further, a full capital "T" in ST., followed by a base period is Hammer VIII; Hammers I-VII inclusive have a small elevated "T" with a period below.

Step 2. Measure the chordal distance from the bottom of the left leg of the first "R" to the bottom of the right leg of the second "R", both of TRURO. A distance of 6½mm is Hammer VI, while a distance of 4¾mm, distinctly under 5mm, is Ham-

mer IV; the balance, Hammers I, II, III, V and VII measure a full 5mm to almost 6mm.

Step 3. Measure the chordal distance from the bottom of the left leg of the "N" of JOHN to the bottom of the "P" of R.P.O.; Hammer I is almost 6mm, while the balance are 5½mm or less.

Step 4. Carefully measure the chordal distance from the bottom of the left leg of the first "R" of TRURO to the bottom centre point of the body of the ampersand. Hammer III measures 8mm or a shade over; Hammer II, a full 8½mm; Hammer V, 9mm; and Hammer VII, 9½mm.

A chart of chordal measurements of M-131 and M-129B is available upon request.

M-132

TRURO & ST JOHN / R.P.O.

One Hammer, Type 17H

Proofed: March 6, 1911
Earliest: June 5, 1913
Latest: March 29, 1919
Indicia: E, W equally
Usage: Very scarce
R.F.: 120

Comments: The above rarity factor is underrated; only seven strikes were reported in the R.P.O. Study Group Inventory sample of some 30 collections. Gillam advises that this run continued to as late as 1924, so dates later than that above can be expected.

We have never seen M-133, TRURO & SYDNEY R.P.O./, Type 17. Three copies have been reported in the Study Group Inventory, but these have not yet been confirmed. On the surface, this run seems probable; however, the reported period of M-133 is fully covered by at least three hammers of M-119 and we have no other experience of official hammers showing the reverse reading of the two towns. We will try to confirm the three reports and will look forward to hearing from any others who feel they have a copy of M-133.

We feel reasonably certain that M-133A has been reported in error, probably as a dry hit of the rubber hammer of M-133C, or even perhaps such of M-133B. We are herewith delisting M-133A.

M-133B
TRURO and SYDNEY R.P.O./
Edwin Crowe

One Hammer, Type 17J

Proofed: Unknown
Earliest: August 28, 1943
Latest: March 20, 1948
Indicia: 6 only
Usage: Limited
R.F.: 150

Comments: This run was apparently limited to use as a backstamp on registered covers by Mr. Crowe; all strikes reported so far have been such cover strikes. Originally very rare, in recent years a small batch of M-133B covers turned up in British Columbia; this has helped to satisfy the want lists of a number of R.P.O. specialists. It is this type of discovery that keeps us all searching.

M-133C
TRURO and SYDNEY R.P.O./
EDWIN CROWE

One Hammer, Type 6E

Proofed: Unknown
Earliest: November 8, 1935
Latest: April 13, 1937
Indicia: 8 only
Usage: Rare
R.F.: 200

Comments: Mr. Crowe apparently had two rubber hammers for his personal use, of which this apparently was the first, followed then by M-133B. This one is by far the most rare; two covers strikes only have thus far been reported. When discovered, M-133C is instantly recognized with its lettering enclosed within the double ring, Type 6E, in contrast to the single ring frame of M-133B, Type 17J. We have seen no concurrent usage of these two runs.

M-134
VANCEBORO & ANDOVER/P.C.

Two Hammers, Type 14A

Hammer I

Proofed: Unknown
Earliest: May 26, 1890
Latest: April 24, 1903
Indicia: S—common, N—scarce
Usage: Full and complete within period
R.F.: 110 (65%)

Comments: From May, 1901, there is a

constant rim break over the "R" of ANDOVER that identifies Hammer I when present and not inked over. The chordal measurement from the bottom of the left leg of the "R" of VANCEBORO to the bottom of the right leg of the "A" of ANDOVER is more than 8mm for Hammer I; Hammer II is less than 8mm.

Hammer II

Proofed: Unknown
Earliest: May 14, 1892
Latest: April 4, 1903
Indicia: S—common, N—scarce
Usage: Less well-known than Hammer I, but uniformly representative
R.F.: 110 (35%)

Comments: On June 18, "10" is known, which should be "01". Neither hammer wore well, and neither appears to have been regularly cleaned and cared for. The chordal measurement from the bottom of the left leg of the "N" to the bottom of the right leg of the "R", both of ANDOVER, is a full 11mm for Hammer II; Hammer I is only 9½mm.

R-177B
WINDSOR & ANNAPOLIS Ry /
AVONPORT

One Hammer, Type 8A (formerly M-135)

Proofed: Unknown
Earliest: July 7, 1885
Indicia: Blank
Usage: One reported strike
R.F.: 200

Comments: This rare strike is a ticket stamp in purple on a 3c Small Queen. We have relisted same to its proper place in the Railroad Section. The above strike was the only one known at the time of publication of Shaw's catalogue; we wonder if there are others.

R-177A
WINDSOR & ANNAPOLIS RAILWAY/

One Hammer, Type 3 (formerly M-135A)

Proofed: Unknown
Earliest: February 4, 1891
Indicia: None
Usage: One reported strike
R.F.: 200

Comments: The above is apparently another ticket stamp; we have same, four strikes, on a vertical strip of three 3c Small Queens. Unfortunately, on none of the four

strikes can we see the bottom of the cancellation; therefore, we cannot be sure that there is not some further inscription at the base, although space for such is small. We believe a short town name therein is possible. This run has also been reclassified to its proper place in the Railroad Section.

M-136

WOODSTOCK & ANDOVER Ry / N.B.

One Hammer, Type 13B

Proofed: Unknown

Earliest: April 23, 1885

Latest: July 3, 1885

Indicia: SOUTH only

Usage: Rare; limited to less than three months

R.F.: 200

Comments: This run was previously listed into the late 1890s; we believe that such report would be in error from the misreading of a M-134 strike. We believe

that M-136 was the first run on the New Brunswick Railway, followed by M-71, then M-134 and subsequent R.P.O.'s.

We have never seen M-136A, WOODSTOCK RAILWAY/PASSENGER TRAIN, Type 3, but are confident that such exists. The existing description is too definitive for it to be in error; undoubtedly, this is a ticket stamp strike.

Well!!! After more than five years we have completed in this Cowcatcher Column the hammer analysis of the Maritime R.P.O.s; this has been a labor of love that could not have been successful without the cooperation of many fellow specialists. To all of you who have helped on this project, thank you. Starting with our next column, we are going to change our format, and among other things will be exploring a number of the questions that have been submitted by our readers in recent months. We think these will be found interesting.

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From the Secretary

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NEW LIFE MEMBERS

July 15, 1979

- L-3193 MacDonald, Miss E. M., Box 364, Minnedosa, Man. R0J 1E0
L-2386 McCleave, John Graham, 186 Willingdon St., Fredericton, N.B. E3B 3A5

NEW MEMBERS

- 3912 Bacon, James L., 50 Mersey Rd., Sale, Cheshire, England M33 1LF
3902 Baird, James G., 7 Hendrie La., Riverside, CT 06878
3906 Brahm, Betty C., P.O. Box 17369, Memphis, TN 38117
3907 Canham, Nancy L., 1065 King St., Regina, Sask. S4T 4E6
3901 Hannah, John, 4 Hammersmith Rd., Aberdeen, Scotland AB1 6NB
3909 Hetherington, Albert E., 77 Markland St., Hamilton, Ont. L8P 2J8
3900 Hughes, James J., 8903-25th Ave., Montreal, Que. H1Z 4B8
3911 Morris, Mrs. Barbara T., 44 Cambridge Dr., Short Hills, NJ 07078
3905 Shyba, Walter, 36 Westover Dr., Calgary, Alta. T3C 2S4
3904 Voss, Harry J., 320 Witney Ave. S., Saskatoon, Sask. S7M 3K7
3908 Wendt, Richard J., 215 West Elmwood, Clawson, MI 48017

APPLICATIONS FOR MEMBERSHIP

(Objects **MUST** be filed with the Secretary **IMMEDIATELY** upon publication)

(After the address, C—Collector, D—Dealer, D-C—Collector-Dealer)

- 3930 RIBLER, Ronald I., 11727 Ledura Ct., Apt. 102, Reston, VA 22091, C, Canada 3c Small Queens varieties, covers, cancellations. Proposed by W. C. Rockett 249, seconded by C. A. Stillions, 2495.
3931 CHESHIRE, Robert S., Bracken Edge, 8 St. Margaret's Lane, Blackwell, Bristol, England BS19 3JR, C, Canada Admiral issues, Canada Precancels, Perfins on Admirals. Proposed by G. J. Noble, 3227, seconded by C. R. McGuire, L-2859.
3932 LAFLEUR, Jean-Guy, 6273 Vorlage Dr., Orleans, Ont. K1C 2E4, C, Canada general, perfins, philatelic literature. Proposed by E. J. Whiting, L-61.
3933 HURLBERT, Harry F., 2914 Treeview La., Placerville, CA 95667, C, Canada, Newfoundland, Nova Scotia. Former BNAPS No. 750. Proposed by E. J. Whiting, L-61.
3934 DU MESNIL, Hubert, 525 St. Charles, Ouest, Ste. 107, Longueuil, Que. J4H 3Y5, D, Canada. Proposed by G. des Rivières 1077, seconded by G. April 1118.
3935 d'ANJOU, Rita, 261 Cooper St., Apt. 207, Ottawa, Ont. K2P 0G3, C, Canada. Proposed by D. W. Lingard, 3377, seconded by K. G. Scrimgeour, 2840.
3936 HARPER, J. Stuart, Box 3747, Vancouver, B.C. V6B 3Z1, D, Philatelic Literature Canada, Pence and Cents issues. Proposed by J. Benningen, 1881, seconded by J. W. Millard, 2052.
3937 MAYO, Bryan L., 20 Seymore Cr., St. Albert, Alta. T8N 0K9, C, Canada 1937 definitives; precancels; R.P.O.s. Proposed by R. Parama, 3198, seconded by W. S. Pawluk, 2578.

- 3938 GOURDIER, Ms. Joan T., 22 Littlefield Rd., Amherstview, Ont. K7N 1S2, C, Canada Large and Small Queens, Admirals, Coils, stationery, precancels, postal history. Proposed by R. Lingen, 3763.
 3939 MALY, Paul L., Gallery Stamps and Antiques, Box 25, R.R. 3, Belleville, Ont. K8N 4Z3, D, Canada general, mint singles, regular air mail. Proposed by R. H. Jamieson, 2118.
 3940 HOFFMAN, Herbert D., 204-16 Foothill Ave., Hollis, NY 11423, C, Canada Cancellations, perfins, inscription blocks. Proposed by E. J. Whiting, L-61.
 3941 PELEHOS, Anthony J., Box 174, Prescott, Ont. K0E 1T0, C, Canada. Proposed by W. L. Wright, 3247.

REPLACED ON THE ROLLS

- 3536 Bastedo, David B., P.O. Box 980, Station K, Toronto, Ont. M4P 2V3
 1580 Bowmer, Dr. Ernest John, 1919 Linden Rd., Vancouver, B.C. V6M 1E6
 3612 Fawcett, W. M., 465 Victoria Ave., Chatham, Ont. N7L 3B4

RESIGNATION RECEIVED AND ACCEPTED

- 1276 Muller, Elizabeth H., 34 Elmer St., East Hartford, CT 06108

LIFE MEMBERSHIP APPLICATIONS PENDING

- L-1501 Harrison, Horace W.
 L-2033 Quattrocchi, A. J.
 L-3494 Albert, Anré Jean Jr.
 L-3921 Prokopishyn, Mrs. E. Loreen
 L-3926 Lévesque, Rodrigue

APPLICATIONS PENDING

- | | | |
|----------------------------|---------------------------|--------------------------|
| 3887 Wilson, John E. | 3916 Whitehouse, Ivor F. | 3924 Clare, Dave |
| 3894 Carrillo, Juanita J. | 3917 Day, William Eric | 3925 Bentham, Lorne W. |
| 3903 Sirett, Cynthia M. | 3918 Chamberlain, Tom | 3927 Marasco, David A. |
| 3913 Dale, John Barry | 3920 McLellan, William B. | 3928 Gladwin, Michael A. |
| 3914 Johnston, Dr. John L. | 3922 Williams, Jack P. | 3929 McCallum, John G. |
| 3915 Martin, Joseph R. | 3923 Ewens, David P. | 3930 Ribler, Ronald I. |

DECEASED

- 1161 Millman, W. Logan, 1476 Coronation La., R.R. 5, Sarnia, Ont. N7T 7H6
 19 Bain, Rev. John S., 544 Mendocino Ave., Santa Rosa, CA 95401

CHANGES OF ADDRESS

- 3242 Currie, Robert, 25 Elm Dr. E., Apt. 1407, Mississauga, Ont. L5A 3X3
 2615 Walker, Dale C., General Delivery, South Weymouth, MA 02190
 2976 Makinen, Donald E., Rt. 2, Box 109-L, Freeport, TX 77541
 3318 Miller, W. Barry, 300 Maple St., Fredericton, N.B. E3A 3R2
 3410 Hendricks, John Robert, 26 Fletcher Cr., Winnipeg, Man. R3T 0L1
 3173 Fournier, Cyrille, 685 Bousquet, App. 107, Drummondville, Que. J2C 5P4
 2834 Merk, Kenneth Y., 100 Ellerbeck Pl., Kingston, Ont. K7L 4H7
 L-1768 Goodall, Jack D., 87 Akins Dr., St. Albert, Alta. T8N 3A5
 3242 Currie, Robert, 3590 Kanef Cr., Apt. 1407, Mississauga, Ont. L5A 3X3
 2584 Foley, Joseph E., 3900 S. Wadsworth Blvd., Room 601, Lakewood, CO 80235
 3198 Parama, Rick, 20 Seymore Cr., St. Albert, Alta. T8N 0K9
 359 Woolley, Robert J., 77 St. Clair East, Apt. 507, Toronto, Ont. M4T 1M5
 2661 Wonnacott, Dr. J. Brian, P.O. Box 668, Floydada, TX 79235
 3421 Andrews, Thomas Carl, 2620 East Side Rd., Ukiah, CA 95482
 2838 Roan, John R., P.O. Box 277, Abbotsford, B.C. V2S 4N9
 3282 MacManus, Maj. George E., 12 Aurora Cr., Ottawa, Ont. K2G 0Z7
 3182 Smith, Derek M., 2103-One Evergreen Pl., Winnipeg, Man. R3L 0E9
 3871 Chafetz, Melvin M., 175 Benson St., Albany, NY 12206
 3884 Soper, Robert B., 5251 South St., Apt. 41, Halifax, N.S. V3J 1A3

MEMBERSHIP RECAP

Members as of 25 May 1979	1519
New Members	11
Replaced on the rolls	3 14
	1533
Resignation received and accepted	1
Deceased	2 3
	1530
Members as of 15 July 1979	1530
New Applications for membership	12
Applications pending	20 32
	1562

Chronological Listing of the Post Offices of Elgin and Norfolk Counties

by ROBERT C. SMITH

(concluded)

Name of Office	County	Opening Date	Closing Date	Other Names for this Office
West Clayton (II)	Elgin	1873 01 01	NC 1873 02 01	Cutton, West Lorne
Largie	Elgin	RO 1873 02 01	1184 05 03	
Dutton (II)	Elgin	NC 1873 02 01	NC 1873 07 01	West Clayton, West Lorne
Stisted	Norfolk	RO 1873 03 01	1874 07 01	Rowan Mills
West Lorne (II)	Elgin	NC 1873 07 01		Dutton, West Clayton
Glen Stuart	Norfolk	1874 04 01	NC 1874 06 01	Glen Shee
Glen Shee	Norfolk	NC 1874 06 01	1919 02 28	Glen Stuart
Kingsmill	Elgin	1874 06 01	1970 08 04	
Dutton Sta. (II)	Elgin	1874 01 01	NC 1887 01 01	Dutton
Nicksville	Norfolk	1874 11 01	NC 1876 09 01	Nixon
Glen Colin	Elgin	1875 02 01	1911 07 22	
Corseley	Elgin	1875 04 01	NC 1883 09 01	Shedden
Iona Station	Elgin	1875 04 01		
Lawrence Sta.	Elgin	1875 04 01	1963 08 31	
Campbellton	Elgin	1875 08 01	1930 04 30	
Port Talbot	Elgin	RO 1875 11 01	1914 09 30	
Hatherley	Elgin	1875 12 01	NC 1876 03 01	Middlemarch
Wilson	Norfolk	1875 12 01	TC 1882 06 01	
Jaffa	Elgin	1876 01 01	TC 1890 05 31	
Middlemarch	Elgin	NC 1876 03 01	1948 03 31	Hatherley
Killerby	Elgin	RO 1876 07 01	1880 07 01	
Lynn Valley	Norfolk	1876 07 01	1914 05 01	
Walsingham Ctr.	Norfolk	NC 1876 07 01	NC 1914 05 01	Pleasant Hill, Walsingham
Nixon	Norfolk	NC 1876 09 01	1970 04 07	Nicksville
Vanessa	Norfolk	1877 01 01		
Ellaton	Norfolk	1877 04 01	1928 05 09	
La Salette	Norfolk	1877 07 01		
Nober	Norfolk	1877 12 01	TC 1881 07 01	
Hemlock	Norfolk	1877 12 01	TC 1879 07 01	
Rowan Mills	Norfolk	NC 1878 02 01	1912 11 01	Stisted
South Middleton	Norfolk	RO 1878 07 01	TC 1882 06 01	
Hamlack (12)	Norfolk	1879 00 00	1879 00 00	
Kinglake (9)	Norfolk	RO 1879 04 01	1943 07 31	
Cultus	Norfolk	1879 06 01	1915 10 01	
Griffin's Corners	Elgin	1880 04 01	1914 12 31	
Southwold Station	Elgin	1880 05 01	NC 1948 04 01	Southwold
Varency	Norfolk	1880 06 01	1914 06 23	
Seville	Elgin	1880 08 01	TC 1892 09 01	
Hemlock	Norfolk	RO 1881 06 01	1915 05 01	
Dunboyne	Elgin	1881 08 01	1927 10 14	
Carholme	Norfolk	1882 05 01	1919 02 28	
Wilsonville	Norfolk	1882 05 01		
South Middleton	Norfolk	RO 1882 07 01	1914 12 31	
Beech Lane	Norfolk	1882 08 01	1924 07 31	

Name of Office	County	Opening Date	Closing Date	Other Names for this Office
Shedden	Elgin	NC1883 02 01		Corseley
Wycombe	Norfolk	1884 04 01	1931 03 14	
Lakeview	Elgin	1884 07 01	1914 08 14	
Nober	Norfolk	RO 1885 04 01	1914 07 01	
Victor	Norfolk	1886 01 01	TC 1890 12 31	Marburg
Bealton	Norfolk	RO 1886 05 01	1916 02 01	
Frogmore	Norfolk	1886 05 01	1924 07 31	
Dutton (II)	Elgin	NC 1887 01 01		Dutton Station
Mabee	Norfolk	1887 04 01	1915 08 01	
Fair Ground	Norfolk	1889 06 01	1943 01 15	
Jaffa	Elgin	RO 1890 11 01	1918 09 30	
Acacia	Norfolk	RO 1890 12 01	1914 11 00	
Tain	Norfolk	1890 12 01	TC 1899 06 01	
Victor	Norfolk	RO 1891 03 01	TC 1892 07 21	Marburg
Victor	Norfolk	RO 1892 12 01	NC 1893 01 01	Marburg
Boxall	Elgin	1892 12 01	1910 05 23	
Marburg	Norfolk	NC 1893 01 01	1914 04 30	Victor
Erie View	Norfolk	1894 07 01	1914 09 01	
Kintyre	Elgin	1894 09 01	1913 10 01	
Rhineland	Norfolk	1895 02 01	1915 12 01	
Shawmut (7)	Norfolk	NC 1895 05 01	NC 1896 09 01	Boston
Wilson	Norfolk	RO 1895 06 01	1903 03 31	
Boston (7)	Norfolk	NC 1896 09 01	1916 02 01	Shawmut
Leetonia	Norfolk	1897 05 01	1898 07 23	
Blayne (Elaney)	Norfolk	1900 02 01	1919 02 28	
Spiece Mills	Elgin	1900 04 01	1902 08 31	
Tain	Norfolk	RO 1902 09 01	1919 02 28	
Brandy Creek	Norfolk	RO 1905 02 01	1913 04 01	
Adrian	Elgin	1908 03 16	1913 09 01	
Malahide	Elgin	1908 03 23	1914 08 31	
Paynes Mills	Elgin	1908 07 01	1914 09 30	
Ambrose	Norfolk	1908 08 14	1919 02 28	
Seville	Elgin	RO 1909 05 01	1914 08 31	
Walsingham (2)	Norfolk	NC 1914 05 01		Pleasant Hill, Walsingham Ctr.
The Cottages	Norfolk	1914 08 01	1927 11 15	
Forestville	Norfolk	RO 1917 03 01	1917 06 15	
Turkey Point	Norfolk	1925 07 01		
Teeterville	Norfolk	RO 1936 03 02		Blakeston
St. Thos. MPO 101	Elgin	1940 06 15	1945 08 17	
Fingal MPO 103	Elgin	1942 08 10	1945 02 16	
Aylmer MPO 104	Elgin	1942 11 09	1946 02 28	RACF Sta., Aylmer West
Long Pt. Beach	Norfolk	1946 06 17		
Port Bruce	Elgin	RO 1946 07 31	1969 09 16	
St. Thomas Sub #4	Elgin	1947 06 17	TC 1974 04 30	
St. Thomas Sub #1	Elgin	1947 06 17	1976 04 05	
St. Thomas Sub #3	Elgin	1947 06 17	TC 1952 05 11	
St. Thomas Sub #2	Elgin	1947 06 17	TC 1966 11 22	
Southwold	Elgin	NC 1948 04 01		Southwold Station
Simcoe Sub #2	Norfolk	1948 08 12	TC 1949 02 16	
St. Thomas Sub #3	Elgin	RO 1952 05 13	TC 1960 01 29	

Name of Office	County	Opening Date	Closing Date	Other Names for this Office
RCAF Sta., Aylmer West	Elgin	1953 01 09	1961 09 30	Aylmer M.P.O. 104
St. Thomas Sub #5	Elgin	1957 05 01	1957 09 17	
St. Thomas Sub #6	Elgin	1957 10 30		
St. Thomas Sub #3	Elgin	RO 1961 03 20	TC 1961 05 11	
St. Thomas Sub #3	Elgin	RO 1961 05 30	1968 06 14	
St. Thomas Sub #7	Elgin	1961 07 26		
Simcoe Sub #1	Norfolk	RO 1964 04 01	1965 05 14	
St. Thomas Sub #8	Elgin	1965 01 11	1969 05 31	
St. Thomas Sub #2	Elgin	RO 1967 08 11		
Normandale	Norfolk	RO 1968 06 15	1969 09 15	
Simcoe Sub #2	Norfolk	1969 02 21		
St. Thomas Sub #4	Elgin	RO 1978 03 09		
Simcoe Sub #3	Norfolk	1978 11 14		

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TOPICS NEEDS ORIGINAL MATERIAL

FOR PUBLICATION

BROKEN CIRCLE POSTMARKS OF THE YUKON TERRITORY

by GRAY SCRIMGEOUR

As settlement reached the far northwest of Canada in the 1880's, in the form of gold-seekers, organization soon followed. When new boundaries were proclaimed in the North-West Territories in 1895, the districts named Ungava, Franklin, Mackenzie, and Yukon were declared in the north. One of the reasons given for these new districts was "for postal purposes," but only one of these districts — Yukon — was to have a post office in the 19th century. The office at Fort Cudahy (1894) was established before the Provisional District of Yukon was formed in the NWT. The vague geographic knowledge of some postal official is exemplified by the appearance in the proof book of the first, probably unused, Fort Cudahy hammer: FORT-CUDAHY, B.C.! Forty Mile Creek (1896), Dawson (1897), and Tagish Lake (1897) were opened in the short life of the District of Yukon. No postmarks from Forty Mile Creek have been reported but each of the other towns used a Type A2 broken circle with NWT at the base. If Forty Mile Creek had a dater, it probably was of this type, also).

port of a postmark from Ruby Creek, but no details are available. The broken circles from Kirkman Creek and Robinson Station are known only from the proof books. At least some of Bullion Creek, Caribou Crossing, Forty Mile Creek, Glacier, and Lower Dominion must have possessed broken circle daters, but there is no evidence yet of any postmarks from these five towns. Most of the broken circles used in the Yukon Territory were Type A3, with YUKON in full at the base. Aside from the three early A2 NWT hammers, there have been two variants: DAWSON/NWT CANADA (Type A4, showing the town's origin) and HERSCHEL ISLAND, NWT (A2).



Typical Type A3



Type A4

To maintain order in the Yukon after the Klondike gold strike in 1896, the District of Yukon was converted to a separate Territory on June 13, 1898. A rapid and often temporary growth of local populations followed in the Yukon. The short but interesting life of some Yukon settlements makes covers and cancelled stamps highly desirable. It is known that 36 post offices in the Yukon Territory had broken circle postmarks. [Five towns were issued more than one broken circle; Dominion had three hammers prepared within three years. In addition, there has been a re-

When a trading post on Lake Teslin was awarded the Teslin, Yukon post office in 1913, another error was made, as both TESLIN, YUKON and TESLIN, B.C. hammers were prepared (BNA Topics, Vol. 34, p. 11).

Herschel Island presents a unique situation. Herschel Island, Yukon is located in the Beaufort Sea about 70 miles west of the western boundary of the Northwest Territories. Until 1931, however, the post office at Herschel Island was administered by the Edmonton Postal District and considered to be part of the Northwest Territories for postal services, as all mail was forwarded through Aklavik. For this reason, the broken circle hammer issued in 1925 when the RCMP-operated office was opened read HERSCHEL ISLAND, NWT. In 1931, the post office at Herschel Island was transferred to the Yukon Territorial

Government and the B.C. Postal District, where it by geographical rights belonged. The broken circle was replaced by a full circular date stamp, proofed on August 29,

1930 with YUKON at the base. The postal history of this office is fully described by W. G. Robinson in Vol. 3, No. 3 of "Post West".

BROKEN CIRCLE POSTMARKS OF THE YUKON TERRITORY

	Proof Date	Type	Size	Office Opened	Office Closed
BLACK HILLS	MY 10, 1910	A3	20	AU 1, 1910	OC 25, 1924
BONANZA	*	A3	21	OC 1, 1899	JUN 10, 1921
BONANZA	JUL 3, 1908	A3	19		
BULLION CREEK				OC 1, 1904	MR 1, 1905
	(became KLUANE)				
CARCROSS	*	A3	20	OC 1, 1904	6 & 5mm arcs
CARCROSS	SP 20, 1910	A3	19		4mm arcs
CARIBOU CROSSING				JUN 12, 1902	OC 1, 1904
	(became CARCROSS)				
CARMACKS	MY 26, 1908	A3	19	AU 1, 1908	
CARMACKS	NO 23, 1928	A3	21		
CHAMPAGNE	AP 19, 1911	A3	19	JUN 1, 1911	AU 10, 1949
CONRAD	*	A3	20	JUL 1, 1906	DE 12, 1910
DAWSON, NWT	*	A2	20½	SP 1, 1897	(Used 1898)
DAWSON/NWT CANADA	*	A4	20		(Used 1898 to 1901)
	(Woodall reports DAWSON, Y.T./CANADA Type A3 hammer, but there is no evidence for such a broken circle hammer)				
DOMINION	*	A3	20½	NO 1, 1899	
DOMINION	OC 29, 1907	A3	19	(5 & 6mm arcs; narrow K)	
DOMINION	JUN 6, 1908	A3	19	(3 & 4mm arcs; wide K)	
FORT-CUDAHY, NWT	AP 26, 1895	A2	21	OC 1, 1894	DE 1, 1903
	(became FORTY MILE)				
FORTY MILE	*	A3		DE 1, 1903	JUL 31, 1950
FORTY MILE CREEK				JUN 1, 1896	MR 1, 1897
GLACIER				AU 1, 1910	DE 1, 1910
	(became GLACIER CREEK; probably no hammer made)				
GLACIER CREEK	OC 26, 1910	A3	19	DE 1, 1910	AU 28, 1963
GLENBOYLE	MR 3, 1913	A3	19	MY 1, 1913	AP 30, 1918
GOLD RUN	*	A3	19½	OC 28, 1903	OC 1, 1907
GRANVILLE	*	A3	21	OC 28, 1903	NO 20, 1966
HERSCHEL ISLAND, NWT	AU 30, 1924	A2	21	AP 17, 1925	SP 14, 1938
HUNKER	*	A3	21	NO 1, 1899	AU 23, 1946
KENO HILL	AU 29, 1921	A3	20	JUL 1, 1921	JUN 25, 1968
KIRKMAN CREEK	MY 26, 1916	A3	19	JUL 1, 1916	SP 30, 1932
KLUANE				MR 1, 1905	JAN 1, 1910
KLUANE	MY 2, 1913	A3	19	JUN 1, 1913	DE 31, 1920
	(reopened)				
LAST CHANCE	*	A3	19½	JUN 20, 1902	MY 21, 1921
LIVINGSTONE CREEK	*	A3		FE 8, 1908	SP 30, 1915
LOWER DOMINION				OC 1, 1904	JUL 31, 1918
MAYO LANDING	MY 16, 1914	A3	19	JUN 19, 1914	AU 2, 1958
MINTO BRIDGE	MY 19, 1910	A3	19	NO 1, 1910	JUN 30, 1921
PARIS	AU 12, 1904	A3	20	OC 1, 1904	FE 5, 1943
PELLY	*	A3	21	SP 9, 1899	SP 21, 1939
	(became FORT SELKIRK)				
RADFORD	*	A3	20½	AU 19, 1905	MR 16, 1939
	(became READFORD)				

ROBINSON STATION	FE 6, 1909	A3	19½	FE 1, 1909	MY 31, 1915
RUBY CREEK				OC 1, 1904	1905
SCROGGIE CREEK	MR 12, 1913	A3	19	MY 1, 1913	JUL 30, 1925
SCROGGIE FORKS	MY 2, 1913	A3	19	(probably did not open)	
STEWART RIVER	*	A3	21	JUN 20, 1902	SP 14, 1967
SULPHUR	*	A3	21	OC 28, 1903	JUL 7, 1922
TAGISH LAKE, NWT	*	A2	21	SP 1, 1897	SP 30, 1901
TESLIN	MR 3, 1913	A3	19	MY 1, 1913	OC 1, 1920
	(reopened in 1930 with a full circle postmark)				
THISTLE CREEK	FE 27, 1911	A3	19	JUL 1, 1911	MY 31, 1923
WERNECKE	SP 9, 1926	A3	21½	NO 1, 1926	AU 22, 1933
WHITE-HORSE	*	A3	21	JUN 1, 1900	

* signifies that the proof date is not known, but that these postmarks have been seen in postal usage.

I would like to acknowledge the assistance with this list of Andy Palochik, who also helped with the NWT listing, and Bill Robinson.

Several additions and corrections now can be made to the NWT data presented previously in Topics (Vol. 36, pp. 29-31). In the illustrations, the second FORT SIMPSON hammer was incorrectly labelled first hammer. I have received reports of usage of both the Hay River and Rae broken circle hammers. Also, it should be noted that Fort Simpson was the first office in the modern NWT to have a typical Type A1 hammer issued. (FORT SMITH, ATHA was the first hammer issued to the territory).

While Fort Smith was not actually in Athabaska Territory, the town of Lesser

Slave Lake was. Lesser Slave Lake, Atha. was opened on June 1, 1903, and transferred to the province of Alberta on September 1, 1905, when that province was formed. The first broken circle appearing in the proof books for Lesser Slave Lake is a typical Type A1 LESSER SLAVE LAKE, ALTA hammer proofed on March 6, 1909. Very recently, two strikes of LESSER SLAVE LAKE, ATHA. have been seen, dated November, 1905 and July, 1907. Therefore, this must have been a territorial broken circle hammer being used just after the change to Alberta Province—a common occurrence with many western post offices. This LESSER SLAVE LAKE, ATHA. hammer seems to have been the only broken circle postmark used in the Territory of Athabaska.

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Letters & Announcements

Specimen Overprint

It is regretted that the illustrations for Henry Gates' article on specimen overprints on Canada's first decimal issue—*Topics* May-June—were, to say the least, muddled up. It happened in the late production stage and we offer our apologies to the author.

Early Admiral Dates

by ALLAN L. STEINHART

We have received a significant report from Rick Parama of Edmonton who has found a Private Post Card franked with a Scott's #125, 1c green perf 8 vertically

coil cancelled by a Winnipeg machine cancel, September 27, 1912 with a receiving handstamp on the reverse from Olds, Alberta dated Sept. 29, 1912.

This is a most important discovery. It is the first confirmed cover with a coil stamp used prior to October 1912 and confirms the opinion that the first Admiral coils were issued some time in September, 1912.

I have found a post card franked with a 2c Admiral, Scotts No. 106 prepaying the 2c post card rate to Great Britain dated January 3, 1912 which is an early date on cover.

That, unfortunately, is all the reports we have for now.

Missing Colour Aerogramme Rates Catalogue Listing

— reported by *The Yellow Peril*

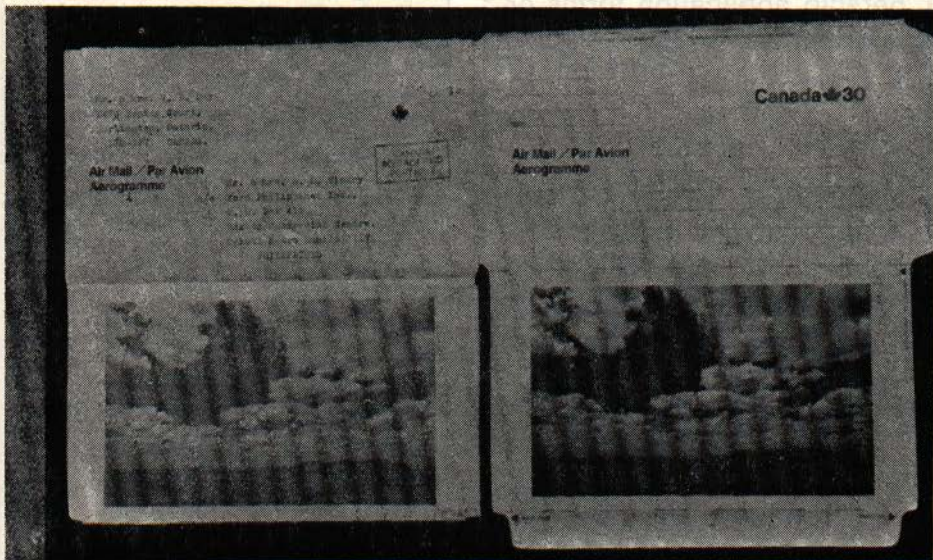
Illustrated in the left photograph is one of the aerogrammes that was printed without the "Canada 30" consequently 30c postage due was collected to pay for its passage to the Philippines.

Applicant BNAPSer Emmerson Barnette is the lucky finder of a small quantity of these 30c Aerogrammes that were printed only in the red colour. The blue portion is

completely missing—no fold line instructions, addressee lines, blue portion of scenery, and "Canada 30".

The quantity existing is sufficient to establish that this spectacular variety is constant. According to Barnette, it will be listed in the next edition of the stationery catalogue at \$75 unused, and \$85 used.

Emmerson Barnette, President of Emmerson J. Barnette Limited of Oakville, owns and operates Bronte Stamps and the Oakville Stamp Company.



— Photo by Bill Edwards

Canadian YMCA in Anglo Boer War

by KENNETH ROWE

Thanks to R. Thurlow Fraser I am able to add two additional listings of Canadian YMCA envelopes to my article which appeared in BNA Topics, Nov-Dec. 1978.

One is a previously unrecorded corner card from Halifax, N.S., and the other a new "Flag" type cover for use in South Africa. Both examples were used by a member of the 2nd Canadian Mounted Rifles of the Third Contingent and mailed

from Newcastle, Natal, in March 1902.

Neil Snowden of Great Britain has identified both Soldiers' Christian Association (SCA) items as of British origin. These items were classified as Types 7 and 8 in the earlier article. They should be removed from the listing and replaced with the two newly reported types.

This identification confirms my original theory that Types 3 and 4 were printed in South Africa.

Members should now replace the original listing of Types 7 and 8 with the enclosed revision.

Type	Legend	Location of Legend	Flags Type	Location of Flags	Usage
7	(Flag) Army Young Men's Christian Association Exhibition Buildings, Halifax, N.S.	Top Left	Sm. Single Flag	Top Left	Mar. 1902
8	Headquarters Young Men's Christian Association Canadian Contingent On Active Service with British Forces South Africa (Flag) Home Office: 15 Toronto St., Toronto Thos. J. Wilkie, Secretary	Left	Lge. Single Flag	Left	Mar. 1902

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Deaths

Pioneer Canadian Aviator Dies

Collectors of air mail stamps as well as early flying enthusiasts will be sorry to hear of the death on July 4 of Frank H. Ellis at the age of 86. Frank was a quiet, unassuming gentleman, always willing to help when approached about matters relating to aviation history in Canada.

He was the author of that bible "Canada's Flying Heritage" first published by the University of Toronto Press in 1954. He also wrote several excellent articles about early flying in Canada for the Hudson's Bay Company journal "The Beaver". Other articles of his appeared in magazines and newspapers.

If he had lived another day he would have reached the 60th anniversary of the first parachute jump in Canada, which he made at Crystal Beach, Ontario in 1919.

He was a member of the Royal Flying Corps in World War I and was the last of the six member group of Canadian pilots called the Early Birds.

Frank gave a great deal of credit to his wife Elsie for her help and inspiration when he was writing "Canada's Flying Heritage". They were married for 43 years, she predeceased him in 1977. They had no children.

For his pioneering achievements in aviation he was awarded the Order of Canada. The Manitoba government in 1974 named Ellis Bay in his honour.

Born in England he came to Canada in 1914, and became the first person in Canada to build his own aircraft.

— *H. L. Banner*

John S. Bain

John S. Bain, 64, of Santa Rosa, California died on June 26. He was a member of the APS and an Accredited National Judge. He was well known in west coast philatelic circles, and gave freely of his time to judging exhibits, especially in the San Francisco Bay area.

Rev. Bain was a Life member of the BNA, the Sonoma County Philatelic Society, and the Pitcairn Islands Study Group. His principal areas of philatelic interest were Great Britain, Canada, Pitcairn, BNA phantoms and locals, Laos, United States, and Postal History.

He is survived by his widow, Kay, four children, and two grandchildren.

— *Kathleen M. Berry*

BOOK REVIEW

A History of Canadian RPO's 1853--1967, by L. F. Gillam, 196 pp.; published by the American Philatelic Society, Box 800, State College, Pa 16801, USA. Price \$11 (less 20 percent for APS members).

This is a reprint of the original 1967 edition published in the U.K. The publisher states that every Canadian railway upon which a Canadian Railway Post Office operated is discussed. Maps, 100 illustrations and an index make the book an easy reference work. It is helpful when used

with the companion volume by T. P. G. Shaw: *The Handbook and Catalogue of Canadian Transportation Postmarks*.

— D.H.

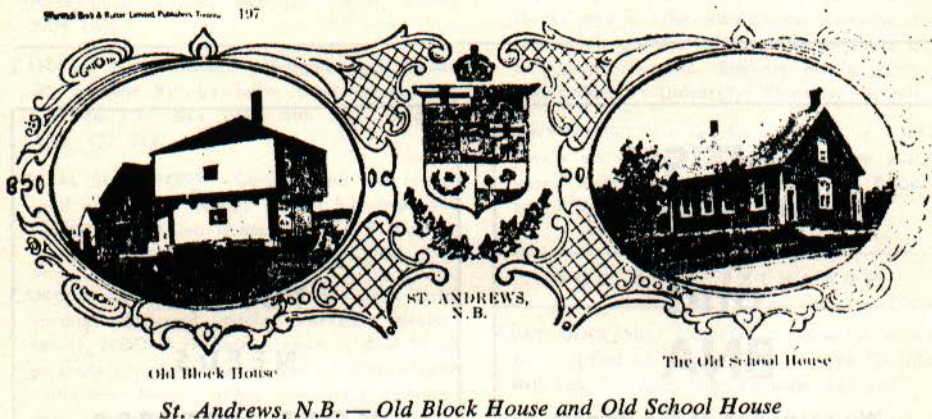
* * *

When You Have Stamps to Sell, 30 pages, published by H. E. Harris & Co., 645 Summer Street, Boston, Mass. 02210, USA. Price \$1.

A pretty basic work obviously aimed at the general collector.

Patriotic Postcard Series

by W. L. GUTZMAN



Two Oval Views with Canada Crest

We illustrate a very early design by Warwick Bros. and Rutter, which was used in late 1903 and during 1904 and 1905.

Two black and white views are framed by an intricate gold design, which was occasionally printed with some green colour mixed in. A multi-coloured Canada crest between the two ovals completes the design.

There appear to be at least three sub-types. One has the name of the town below the crest, while each view is titled as well. Another type is identical except that there

is no town name below the crest. In a third type, the name of the printer runs vertically up the left end of the card rather than horizontally along the top left. In the latter type, the cards do not appear to be numbered. There is no break-down to sub-types in the listing below.

The address sides of the cards show only minor variations. The wording is mostly "Canadian Souvenir Post Card" in red, framed by a gold border containing a design of either a gold beaver or maple leaf at the left and a standing bear at the right.

The Kingston card, an example of the

third sub-type shows "Souvenir Private Post Card" in black, framed by red lines.

- 124 Barrie, Ont.: GTR Station; Overlooking Barrie and Kempenfeldt Bay.
- 151 Cranbrook, B.C. Public School; St. Eugene Hospital.
- 195 Aylmer from Stand Pipe: Talbot Street, Aylmer, Ont.
- 197 St. Andrew's, N.B.: Old Block House; The Old School House.
- 293 Fernie, B.C.: Coke ovens; Source of Old Man River.
- 382 Indian Family; Astokumi and Squaw.
- 443 Queen's Hotel, Macleod, Alta.; Court House, Macleod, Alta.
- 490 Lost Chenaille, Ottawa River, Pembroke, Ont.; Timber Slide, Des Joachim's, Ottawa River, Pembroke, Ont.
- 491 Carman, Man.; Harvest Field bear, Carman; The Boyne River.
- 522 The Park Road, Dauphin, Man.; On the Beach, Lake Dauphin, Man.

543 Port Arthur, Ont.: Pie Island, near Port Arthur.

- 677 Lindsay, Ont.: Ross Memorial Hospital; Public Library.
Guelph, Canada: Agricultural College; St. George's Square.
- Kingston, Ont.: Court House; Queen's University.
Montreal, Canada: Royal Victoria Hospital; Windsor Hotel.
- Ottawa, Canada: Houses of Parliament and Library; Chaudiere Falls.
- Peterborough: St. John's Church; Lift Lock, Trent Canal.
- Rat Portage, Canada: On the Lake of the Woods; Rat Portage looking South.
- Sydney, C.B.: Coronation Bay; Blast Furnaces, Dominion Iron and Steel Co.
- Toronto: City Hall; King Edward Hotel.
- Toronto: Queen's Hall; Temple Building.

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REVENUE RAMBLINGS

by CHUCK EMERY

Here on the west coast, we had a revenue seminar in conjunction with Pipex '79, the annual show of the Northwest Federation of Stamp Clubs. One of the highlights was a visit by Erling van Dam, and a chance to pick through his goodies at his bourse table. We decided to try and make the seminar an annual event.

A number of things were learned at the show about B.C. Law Stamps—points which should be added to your manual or check list.

First, it appears that R13, the third issue \$1 is much scarcer than anyone thought, probably even more scarce than R13a—the rough pin perf variety.

Second, the reason that the 30c values are reasonably scarce, especially in the early issues, is that their primary usage was for a declaration of bankruptcy, something which was very much avoided in earlier years.

Next, as advised by an administrator of the B.C. courts, the 25c Centennial, R46, was originally intended for use in the New Westminster court only, thus was not widely circulated, and therefore tough to find used. In fact, many judges refused to accept documents with a Centennial issue law stamp on them, because they did not carry the figure of justice.

Fourth, the current law stamps definitely consist of the \$1, \$2, and \$30 rouletted. The previous issue is still used for the \$5, \$10, and \$20 perforated, although we feel it is most likely a second printing. Just to mention in passing, these can all be purchased from van Dam at a reasonable mark up over face for mint, or else he also has a few used.

We also saw a piece of a court document from Penticton carrying the 50c brown with a missing orange background, R47a, and the Penticton court cancel tying the stamp to the piece. Several of us examined this very carefully, and all agreed it appeared to be genuine in every respect. Incidentally, the collector who owns it, got it out of a junk box accumulation! When's my turn to be so lucky?

Also had a chance to examine a very

comprehensive collection of Alberta laws, which turned up a few surprises.

As any student of Bileski's plating study of the first issue knows, the 10c yellow came in a sheet which was imperforate at the top and on the right edge, leaving the bottom and left vertical edge with selvedge. The collection I saw contained copies (in a reconstructed sheet) with a left vertical edge, cut razor straight, and with both a reasonably large margin and correct overall width, indicating they were possibly cut that way at the printers.

Also included were examples with a right hand vertical straight edge, and the left edge scissor cut, with no visible sign of perforations, thus creating what at first glance appeared to be a coil, but obviously wasn't. However, it does give rise to the question of a sheet(s) occurring vertically imperf between the second and third vertical rows, the third row being the right hand edge of the sheet. Is anyone aware of such an occurrence?

Just so you know they do exist, I also saw a vertical strip of three of the \$5, R26a, horizontally imperf between, plus two singles, torn horizontally across where the perforations should have been. Unfortunately, these two did not match up. If anyone out there has a mismatched single, it might be possible for me to arrange a trade so that both parties got a match up.

Something else of interest, was a number of copies from the first issue cancelled by a court in the North West Territories. To my knowledge, there were no NWT law stamps. It would be interesting to know if these were simply used on documents which originated in Alberta, or if there was some other arrangement involved.

I was also able to confirm a few things in the second Alberta issue for the 5c value. There were two printings, as everyone has believed all along. The first printing was the light grey colour, and the sheet was imperforate at the top, right, and bottom; that is, straight edged stamps, except for darker drab colour, and it was perforated all around.

the left edge, which was perforated and had selvedge. The second printing was the darker drab colour, and it was perforated all around.

Both printings were lithographed on white unwatermarked wove paper, perf 12, in sheets of 25, 5 x 5. A couple of varieties occurred as follows: a white dot on top of the right pillar below the P of STAMP, and a grey dot above W of LAW (found in the light grey or first printing only).

The first section of our Canadian Revenue Manual is now printed and available

from myself or Erling van Dam for the sum of \$16 postage paid. It is a loose leaf format—we supply the pages, you supply the binder. It covers the bill and excise issues, supreme court laws, various of the provincial laws, etc., etc.

This was a very limited printing, and we plan the second and final section within a year or so. After a further year, we will combine the two sections into one properly printed and final book. This gives you lots of time to write and tell us where we're wrong, and what we left out, which is what we hope you'll do.

THE PRECANCEL SPECIALIST

by R. S. CHESHIRE and H. REICHE

Our second instalment deals with some of the information which we have obtained from scanning the various Post Office files. The Philatelic Museum in Ottawa kindly made these files available to us. It became apparent that files dealing with earlier material than reported here do not exist any more and have been destroyed.

Post Office File 60-13-9-1 Vol. 1 contains an interesting list of plates which have been used for precancelling. You will note that the larger cities used more than one plate, with Toronto leading. Under the "name" plates three cities appear which have not been seen or recorded in a precanceled stamp.

These are Port Arthur, Charlottetown and Trois Rivieres, and for the "number" plates Gardenvale is listed. The number plates show Beamsville as being No. 2189 when actually it is No. 2186. It must be assumed that a change was made or a typographical error exists in the file.

This information is dated 1928. A few years later a new list appeared showing 43 name plates, 10 number plates, 16 plates not used since 1 Jan. 32 and another 16 plates which have been superseded by number plates. Here again a number of interesting observations can be made. Beamsville is still listed as No. 2189 and Gardenvale remains on the list. No names for the replaced plates are given for two but the six plates appear to be Toronto.

If one looks at the precancel catalogue one would assume that the cities mentioned are the only ones which were using or allowed to use precancel stamps. This is not the case. The Post Office prepared a number of lists which indicated what cities were allowed to use these stamps.

Normally a major depot was assigned as the distributing centre. For example Saint John in New Brunswick distributed to such cities as Fredericton, Fairville, and Moncton. Fifteen such depots were identified. This list is too long to be published here, but we list the depots: Winnipeg, Regina, Saskatoon, Calgary, Edmonton, Vancouver, Victoria, Halifax, Saint John, Quebec, Montreal, Ottawa, North Bay, London, Toronto.

The question of precancels with bars has been raised in numerous meetings and correspondence. One will note that after Type U ending with the Edwards, only 11 years later Type V was issued. As a matter of fact the 11 years is based on the issue of the 7c and 20c Admiral, as the 3c brown was only issued in 1918. The typing of the 8c and 20c also indicates that the actual issue date of these three Admirals in the V type occurred only around 1919, namely 16 years after the Type U.

In 1950 the Post Office argued that stamps precancelled with numbers could only be sold by that Post Office. The reason for this was to identify the stamps

if they were affixed to mail mailed at any other office. Then in 1951 suggestions were made to have some of the higher values precancelled with bars, such as the 4c; this was not accepted at that time. In February 1952 the Post Office considered doing away with all numbers. They were too expensive to produce. On 5 Jan. 1953 all offices, including those which sold precancels with numbers, were authorized to sell stamps with bars in the 1c, 2c and 3c denominations. Requests for numbered stamps continued up to 1953 when all stamps were precancelled with bars. But even then high values were not issued. The last high value which had no normal rate application was the 10c light brown Admiral in 1924 with bars Type V. Afterwards only regular rate values were issued.

Our next column will deal with varieties and errors.

"Name" Plates

Owen Sound, Ont.	1 Plate
Paris	1
Kitchener	1
Woodstock	1
St. Thomas	1
Peterborough	1
Galt	1
Lindsay	1
London	2
Oshawa	1
Brantford	2
Kingston	1
Ottawa	1
Niagara Falls	1
Brockville	1
Guelph	1
Weston	1
Cobourg	1
Chatham	1
Windsor	1
Perth	1
Port Arthur	1
Carleton Place	1
Bridgeburg	1
Welland	1
Toronto	6
Hamilton	1
Walkerville	1
Quebec, P.Q.	1
St. Hyacinthe	1
Trois Rivieres	1
Sherbrooke	1
Montreal	4
Brandon, Man.	1
Winnipeg	4

Regina, Sask.	3
Saskatoon	1
Moose Jaw	1
North Battleford	1
Estevan	1
Edmonton, Alta.	2
Calgary	1
Red Deer	1
Lethbridge	1
Vancouver, B.C.	3
New Westminster	1
Victoria	1
Fredericton, N.B.	1
Saint John	1
Moncton	3
Halifax, N.S.	1
Sydney	1
Truro	1
Amherst	1
Charlottetown, P.E.I.	1

Number Plates

Hamilton, Ont., No. 3100	1 Plate
Beamsville, Ont., No. 2189	1
Woodstock, Ont., No. 4970	1
Toronto, Ont., No. 4530	2
Gardenvale, P.Q., No. 0348	1
Montreal, P.Q., No. 0700	2
Winnipeg, Man., No. 5850	1
Yorkton, Sask., No. 7977	1

"Name" Plates

Brantford, Ont.	2 Plates
Brockville	1
Carleton Place	1
Cobourg	1
Galt	1
Guelph	1
Kingston	1
Kitchener	1
Lindsay	1
London	2
Niagara Falls	1
Oshawa	1
Ottawa	1
Owen Sound	1
Paris	1
Peterborough	1
St. Thomas	1
Weston, Ont.	1
Windsor	1
Quebec, P.Q.	1
St. Hyacinthe	1
Fredericton, N.B.	1
Moncton	3
Halifax, N.S.	1

Brandon, Man.	1
Regina, Sask.	3
Moose Jaw	1
North Battleford	1
Saskatoon	1
Calgary, Alta.	1
Edmonton	2
Red Deer	1
New Westminster, B.C.	1
Vancouver	3
Total number of "Name" plates: 43.	

Plates available, which were not used since January 1, 1932

Chatham, Ont.	1 Plate
Perth	1
Port Arthur	1
Bridgeburg	1
Walkerville	1
Welland	1

Sherbrooke, P.Q.	1
Trois Rivieres	1
Saint John, N.B.	1
Charlottetown, P.E.I.	1
Amherst, N.S.	1
Sydney	1
Truro	1
Estevan, Sask.	1
Lethbridge, Alta.	1
Victoria, B.C.	1
Total number: 16.	

Plates available, which have been replaced by number plates and are no longer used

Woodstock, Ont.	1 plate
Woodstock, Ont.	1
Woodstock, Ont.	6
Montreal, P.Q.	4
Winnipeg, Man.	4
Total number: 16.	

RAILWAY PERFINS

by JONATHAN JOHNSON

Mike Dicketts asked if I would write a review of the Canadian National Railway (CNR) and Canadian Pacific Railway (CPR) perfins. As I am currently preparing a history of all Canadian Railway perfins this is a good opportunity for the reader to update BNAPS's Perfin Handbook information and, for myself, to obtain feedback from collectors on dates, cancels and new die types. To avoid confusion any date followed by an * is confirmed as accurate; any date mentioned without this notation is obtained from stamp issuance dating.

For the record, both the CNR and CPR requested and received approval of their perfins from the Post Office as required by Post Office regulations after April 1910*. The CPR perfins were approved December 1, 1910* and the CNR perfins on March 13, 1928*. (The Canadian Northern Railway perfins used by the CNR after 1917 had been approved November 9, 1910*.)

No. C17 was obtained from the Canadian Northern Railway in Winnipeg with the formation of the CNR. It seems to have gone out of use about 1927, probably immediately succeeded by C21a. That this is

about the same time the Post Office approved the CNR perfins may or may not be a coincidence.

No. C19 did not come into existence until the mid-1940's in Toronto, and appears to have replaced C20. It was replaced by a postage meter in 1956*. Sometime in 1957* the perforator was forwarded to Winnipeg. Then in a regional reorganization the perforator was moved to Edmonton with the Treasury Department in August, 1961*. The perforator is still in use to date. It is of minor interest that this is the only confirmed non-Cummins Perforating Company machine used in Canada. It is a Perforating Company machine, model 6K, serial number 6K19.

No. C20 was obtained from the Canadian Northern Railway in Toronto. It was in use up to the mid 1940's. It would appear that C19 replaced C20 during the 'War' issue, but I have no theories as to why C20 was taken out of use.

No. C20a is not listed in the BNAPS Perfin Handbook. The perforator is located

in Vancouver where it remains in use to date. I have examined the machine and its perforation; all 10 dies are identical with the 'high' hole at the end of the 'N' (compared to the 'low' hole at the end of the 'N' in C20—see arrows). The earliest copies are 1922 issue Admirals although my first clear Vancouver cancel is June 15, 1928*. As C20 and C20a were in use simultaneously for about 20 years on opposite sides of the country I assume that there were two machines even though the die differences are minor. The perforator is a Cummins model 53.

No. C21 probably saw limited use between 1922 and 1928 in Montreal. In this case both my listed location and dates differ from the BNAPS Handbook. My contacts have several Montreal cancels and no Prairie cancels. I think that this perfin should be looked at closely by interested collectors to confirm the probable location of the perforator.

No. C21a came into use about 1928 and is still in use in Winnipeg to date. In June, 1978* the machine was disabled and I understand that the CNR shops had the perforator back in operation by September 1, 1978* with the machine in improved working condition. This perforator is a Cummins model 53, s/n (cast on the machine). One would suspect that this perforator probably replaced C17 about 1928.

No. C22 was used in Montreal and is a toughie to give an initial date of use. It probably came into use after 1917 (first use in U.S. stamps is 1917 issue) and my research indicates first usage about 1928 (considerably later than listed in the Handbook). If C22 came into use in 1928 then it does not overlap with C21 in Montreal, it is unlikely that two perforators would be in the same offices at the same time. If we don't worry about that for the time being, the perforator was used up to 1964*. Presently C22 is thought to possibly be the only Canadian perfin to be used in Newfoundland stamps prior to its union with Canada.

Perfin collectors will be pleased to know that the CNR has no intention to stop using the three perforators they still have in use; C19, C20a and C21a. Although the quantities are not as large as in the past new perforated stamps will continue to appear with these dies.

No. C25 perforator was located in Ottawa and is believed to have seen only limited use between 1903 and 1912. Due to the age of the perforator and the lack of stamps we will probably never add much to this limited knowledge.

No. C26 came into use in Montreal during the Edward issue—I would suspect about 1910. The perforator started showing blind perfs and missing pins by the early 1930's. Sometime between 1932 and 1935 the perfin shows a dramatic improvement in perforating, and a downward shifting of the last pin in the tail of the 'R'. I can only assume this improvement was due to a major repair to the C26 perforator, but for collecting purposes I have separated it by calling this variety C26b. This new listing is required to prevent extreme confusion with C26a which will be described below.

No. C26b is not listed in the Handbook and is probably the result of the C26 perforator being repaired. This perforator was located in Montreal and was used up to 1970* when it was retired to the CPR archives. Checking the dies in the perforator, all 10 show the identical shifted pin mentioned regarding C26. My simple method of separating the two perfins: pre-1932 stamps are C26; post 1935 stamps are C26b and those in between have to be checked for the pin shift. In C26 the holes in the tail of the 'R' are in a straight line and evenly spaced; neither is true with C26b. In closing with these potentially confusing perfins, C26b is known on Newfoundland stamps and the perforator is a Cummins model 53.

No. C26a started use sometime shortly after 1912 in Winnipeg. The perforator was retired in 1964* and later is believed lost in a move of the CPR warehouse in Winnipeg. I have heard an unconfirmed report that it was sent to Windsor Station in Montreal in November 1964 and may still exist there. It should be noted that one or more (not likely more than two) of the code pins (see arrow) were broken during use; the earliest known stamp confirmed with the missing code pin is Scott #105. Without the code pin C26a is identical to C26. Fortunately C26 did not exist after 1935 so that is one way of separating the C26a's with broken code pins and ex-



C17



C19



C20



C20a



C21



C21a



C22



C25



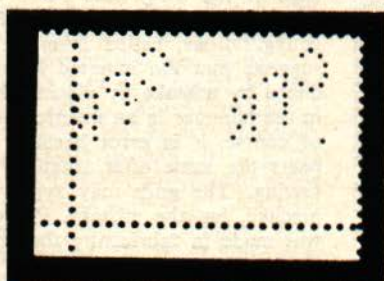
C26



C26b



C26a



damaged C26a
(C26c)



C27

plains why C26's seem to appear after the date I said that they no longer existed, 1935. The only way to tell a pre-1935 C26a with a broken code pin is by having a Prairie cancel or two die perforations on

the same stamp, one without the code pin. For cataloguing purposes this damaged C26a is listed as C26c by several collectors. As this is only a broken pin and not a die change a separate listing is not warranted

but does avoid confusion within one's collection.

No. C27 also started use sometime shortly after 1912 in Vancouver. The perforator was retired in October, 1964*, and sent to the regional warehouse in Winnipeg. Presumably it disappeared at the same time as C26a.

In closing I would like to remind all perfin collectors that every little bit of information helps to set a trend, and the best sources are the people that used the perfins. Dating by stamp issuance and postal cancels is helpful but can be misleading at times. In some cases it is possible that when a perforator came into use all stocks of stamps on hand might be perforated to possibly result in earlier issues being perforated (this was the case in reverse when the 5 hole OHMS perforator

was used while the Post Office awaited delivery of the 4-hole OHMS perforator in 1939). Also when a perforator goes out of service, the supply of perforated stamps may continue to be used for years (Cominco's C16 perfin in Kimberly is a prime example where the perfins were available for use five years after the machine moved out of town and had been put in a museum). It is this challenge of confirming information about perfins, in addition to the perfins themselves, that makes the perfins field interesting to me.

I would like to acknowledge that perfins dies C20a and C26b were first brought to my attention by Jack Brandt. Should you have any questions, or comments, about the above perfins or any other perfins contact Mike Dicketts or myself at #605 921 5th Avenue, S.W., Calgary, Alta. T2P 0N9, and we will try to supply an answer.

Duplex Hammers in British Columbia

by JACQUE HOUSER

IV. Wavy Barred Ovals

The wavy barred oval duplex, Figs. 3a, b, c, d is the latest of the three duplex cancellation device types used in British Columbia. Using Smythies' system they would be identified as type 11C-7. The attached record of periods of use would indicate that they were introduced in the mid-1930's and that a few may still be in use. There are four main variations of the design, each with possible sub-varieties based on the style and size of the letters and numerals used. These differences in the lettering may be of some significance in establishing the number of different hammers issued to a given office, but this has not been emphasized in this study. There were not enough samples available to establish firm conclusions. However, the data would indicate that the chronological order of issue of the four varieties is 3a, 3b, 3c, 3d. Also, it appears that the smaller, compact lettering is associated with the later hammers.

The difference between 3a, 3b and 3c, 3d is the obvious presence of the country

5. op. cit.

name between the postmark and the killer for configurations 3c, 3d. The difference between 3a and 3b, and 3c and 3d is more subtle. So subtle that it went unreported until Lester Small brought it to the attention of collectors in 1978⁵. For configurations 3a and 3c, called normal, the left ends of the wavy bars curve up. The left ends of the bars curve down for the other configurations, called inverted. Mr. Small suggests that the inverted killers were produced by mistake by placing the killer grid in the hammer in an inverted position. This, of course, is in error because the grid appears the same after rotating 180°, or inverting. The grids may appear inverted by mistake, but the mistake, if there was one, was made in fabricating the grids — not in placing them in the hammers.

V. The Tables

The tables are designed to provide a handy-to-use summary of the duplex hammer study. Three main headings to the right of the town column represent the three types of duplex dating-cancelling de-

vices used in British Columbia. In the columns headed by the known variations of the three types, dates of use have been entered opposite the names of the cities of use. A single entry, given in the American style—month, day, year, represents a single observation. Year dates separated by a dash represent inclusive dates of two or more examples. We reiterate that the study does not isolate use dates of individual hammers. It should also be noted that two or more different hammers may have been in use at the same time, especially in the larger offices. Figure 4 shows an interesting example of two similar, but different, barred circle hammers being used on the same day at the Vancouver Post Office.

The final column, headed by "Proof Dates", summarizes data presented by George Melvin in the 1970-1975 supplement to his volume cited earlier⁶. Mr. Melvin, unfortunately, lists these only as proof dates of duplex hammers without differentiating the types. The dates given would certainly eliminate the possibility of their being for the wavy barred oval types, but they could be for either the barred circle or the barred oval types. The most logical choice seems to be the barred oval.

VI. Commentary

The attached tables account for the use of duplex hammers in only 145 Post Offices in British Columbia. This is a rather small portion of the more than 1,000 offices that have been in existence since British Columbia assumed provincial status. However, upon further consideration one must conclude that duplex hammers would be sent to relatively few offices. Being essentially a labor saving device, the duplex hammer's added expense would be difficult to justify in the many small offices where only a few letters were processed each day. The largest offices would receive machines, after these became available, to speed letter processing. Consequently, one should expect the duplex hammer to be issued primarily to those offices too small to justify the more expensive machine canceller but large enough to benefit from the time saving capabilities of the dual hammer.

6. George H. Melvin, *Supplement to The Post Offices of British Columbia 1858-1970*, Dec. 1976

7. *op. cit.*

8. *op. cit.*, p. 162

The list contains all those offices reported as having used barred circle duplex hammers by Smythies with the addition of nine more from the early Twentieth Century⁷. There is quite a bit of evidence to indicate that the barred circle duplex hammers were not used in Vancouver and Victoria between 1890 and 1900. We have no documentation to support this hypothesis, only a lack of covers bearing strikes of this type from the 1890-1900 period.

If we can assume that all of the duplex hammer strikes noted in the proof books by Melvin are from 11-bar oval killer hammers then perhaps these 76 towns received hammers of this type. In addition, there are 17 towns listed which have used the 11-bar oval duplex but were not found in the proof books by Melvin. This would give us a total of 93 11-barred oval towns in all.

The list shows the wavy barred oval duplex hammer being used in 61 towns. Several of the offices are noted as having received more than one type of hammer. Two post offices, Mission City and Burns Lake, received three different types. Strikes from the hammers with the inverted bars of type Fig. 3b appear to be the least numerous but they are not rare. The types shown in Figs. 3a, 3c, and 3d have been noted from 25, 34, and 20 towns respectively.

The format of the postmarking section of the duplex hammers follows that used in the plain hand struck hammers of British Columbia. With the exception of those originating in Victoria, all strikes noted have shown the type VI postmark as defined by Houser in Melvin's book⁸. Victoria, on the other hand, seems to have been issued only hammers incorporating a type V postmark into the hammer.

VII. Summary

A study has been initiated to catalogue the duplex hammers used in British Columbia. An interim report, presented here, indicates that at least 11 distinct configurations have been issued and 145 different offices used one or more of the different hammers. The study is obviously, and ad-

Town	BARRED CIRCLE			BARRED OVAL			WAVY BARRED OVAL				Proof Date	
	9-Bar	11-Bar	13-Bar	9-Bar	10-Bar	11-Bar	12-Bar	With Canada Norm	Invert	W/O Canada Norm		Invert
Nanaimo	00-04											
Naramata						31-34						8 23 11,
Nelson		98-99										5/15/23
New Denver						7/16/19						12/30/10
New Michel												11/23/10
New Westminster	00-05	98-99	10/31/99									10/29/22
North Vancouver						10-23				39-40		9/12/08
Notch Hill								52-61				11/3/10,
Oasis							2/	/65				11/5/10
Ocean Falls					7/20/25							1/19/17
Oliver					9/15/27							6/2/23
Parksville					22-29					10/2/45		11/25/21
Penticton					12-27							11/23/10
Phoenix	12-16											
Pioneer Mine										41-64		
Port Alberni												4/27/12
Port Coquitlam					5/30/42				11/4/56	44-58		1/19/17
Port Essington	8/	4/08						58-59				
Port Haney												
Port Mellon								55-58				
Port Moody								50-58	10/29/64			4/25/15
Prince George												11/9/14
Prince Rupert	08-14											
Pr. Rupert, Sta. 'B'								50-52				
Princeton									9/3/64	10/24/50		
Qualicum Beach					3/22/27							7/26/20
Queen Charlotte					5/22/56							
Quesnel											40-41	
Revelstoke	01/4	/11				35/42						2/19/10, 5/19/21
												10/ 6/23 10/26/ 2

Town	BARRED CIRCLE			BARRED OVAL				WAVY BARRED OVAL				Proof Date
	9-Bar	11-Bar	13-Bar	9-Bar	10-Bar	11-Bar	12-Bar	With Canada Norm	Invert	W/O Canada Norm	Invert	
Rosland	98-09					09-24						5/15/09
Ruskin								56-67				
Salmon Arm						15-22						6/16/11
Shalalth							10/29/58				3/22/43	
Sheep Creek										12/18/43		
Sicamous						4/12/22			60-68			
Sidney						18-57				48-51		7/26/13
Silverton						3/21/07			1960			6/3/12
Skookumchuck								55-69				
Smithers												2/12/15
South Hill												5/29/12
Spillimacheen								58-69				
Squamish						50-60						1/16/22
Stewart						6/18/20						
Summerland						1/11/28						1/6/11
Swanson Bay												7/19/22
Terrace												4/28/47
Thetis Island								64-76				
Trail						16/17						6/16/10, 1/25/21
Tulsequah								51-57				
Velvuet									9/22/64			
Union Bay						7/12/23						2/26/20
Vancouver	88-09	98-99										11/26/03
Vancouver, W. End		12/98										
Vanderhoof								52-61		5/20/50		
Vernon	3/15/09					12-20						1/30/09, 5/2/13 5/2/15
Victoria	86-07											7/26/17
Wardner												11/23/10
Wells										58-60		

Town	BARRED CIRCLE			BARRED OVAL			WAVY BARRED OVAL			Proof Date	
	9-Bar	11-Bar	13-Bar	9-Bar	10-Bar	11-Bar	12-Bar	With Canada Norm	W/O Canada Norm		Invert
West Summerland						11-24					11/20/11
White Rock						21-42					7/20/20
Woodfibre						35-58					
Wycliffe											
Yale						9/ /12					
Youbou								57-63	7/18/42		8/26/12

mitedly, incomplete. However, it is believed that no new types remain to be found and that the omissions discovered will only extend our knowledge of dates and distribution of use. Readers are urged to submit tracings, or photocopies, of strikes from hammers not mentioned in this study. Information extending the known dates of use of hammers from the listed towns would also be appreciated.

VIII. Acknowledgments

Thanks are extended to the collectors who have generously let me examine their collections or have contributed data on the hammers noted. Also, may I recognize the assistance given by Susan McDonald and Jim Pike. Their numerous suggestions did much to improve the quality of text.

Notes

1. The date on which the post office was moved from Long Point to Vittoria by Daniel Ross was either in 1819 or 1820.
2. There were post offices at three distinct locations which were called Walsingham at one time or another. The first (1831-1842) had its name changed to Port Rowan. The second (1842-1869) had its name changed to St. Williams. The third and current one started out as Pleasant Hill, then became Walsingham Centre, and finally Walsingham in 1914.
3. There is some disagreement on whether Middleton became Delhi (as stated on the Change of Postmaster cards) or Courtland (as stated in Campbell's book).
4. The village was originally called Devonport; it was located at the top of the hill overlooking Port Bruce.
5. Killanora is listed by Campbell, but the present author has been unable to find any other reference to it. Could it be a misreading of Villanova?
6. The entry for Rolph in Campbell's book indicates that it was in Lanark County.
7. The name of Boston was changed to Shawmut on May 1, 1895, and then

back to Boston again on September 1, 1896. Was Shawmut's short life due only to the lack of elegance of its name?

8. Clunas is seen as Clunes on early double split circle postmarks. The post office was moved a mile south when its name was changed to Springfield.
9. Kinglake was also known as King Lake.
10. Campbell lists Killerby as being in Wellington County; it was in fact located in the north part of Yarmouth Township, on the road between the 12th and 13th Concessions.
11. West Clayton opened on January 1, 1873, had its name changed to Dutton

on February 1, 1873, and finally to West Lorne on July 1, 1873 — three names in one year! The post office now called Dutton began operation as Dutton Station in 1874, the name being shortened to Dutton in 1887. Thus a postmark of Dutton in 1873 is quite a different matter from one of 1887 or later. It is unlikely that a hammer existed for the earlier location.

12. Hamlack is listed in Campbell's book, but no other reference to it has been found. Could it be a misreading of Hemlock?

The author wishes to express his thanks to Dr. Ken McKenzie and to Mr. Cimon Morin of the National Postal Museum for their help in locating some of the information contained in this article.

CARD



Fig. 3a, 3b, 3c, 3d

Wavy Barred Oval Duplex

CANADA POST CARD

THE ADDRESS TO BE WRITTEN ON THIS SIDE



NOT CALLED



W. J. Fisherton Coy
Hastings St.
Vancouver

Fig. 4

9-Barred Circle Duplex
Hammers in Vancouver

BOOK REVIEW

LYMAN'S STANDARD CATALOGUE OF CANADA BNA POSTAGE STAMPS — 30th EDITION

The 30th edition (Winter 1980) is a much improved trading catalogue that is second to none. This catalogue is a particularly important one as it is published at a time when a major dealer has discontinued his authoritative bi-monthly "buy and sell" quotations in a stamp newspaper. The catalogue reveals a 21% overall increase in the popular stamps and an increase in some never-hinged premiums. A check list for "M" "U" "C" can be useful if the average collector can devise some means of transcribing his list from edition to edition.

Another innovation is the partial listing of first day covers which may popularize this phase of collecting. FDC collectors will do well to scrutinize this section for bargain pricing. Despite controversy, the listing of perforated OHMS stamps is maintained.

The pricing of a mint and two used Large Queen stamps on laid paper suggests that a mint copy has been found. It is possible that more two-cent "laid" will come to light. Good hunting!

—The Yellow Peril

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- Thank you very much for your letter and cheque. May I take this opportunity to thank you for the excellent manner in which our business transaction was completed. It is thanks to your sound advice over the last 15 years that has kept me away from significant trouble. — *D.A.S., M.D., Toronto, Ont.*
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- Je tiens à vous remercier sincèrement suite au cheque reçu. Un tel empressement à satisfaire les clients est rare de nos jours, c'est pour-quoi je tiens à souligner votre délicatesse et votre dévouement. — *R.A., Montreal*
- Nochmals vielen Dank für ihre hervorragene Leistung meinerseits in Ihrer letzten Versteigerung, und prompte Verrechnung. Ich habe weniger als die Hälfte erhofft. — *Dr. K.M.G., Germany*

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