

Bobcaygeon, Ont. — page 43

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INDEX

Parcel Post in Canada: Introduction	3
Printings of Small Queen Issue: Montreal and Ottawa	6
Perfin Column No. 5	9
British Columbia Postmarks	10
The Business Side	14
Book Review	15
Letters Exchanged Between British North America and France, 1844-75	16
Classified Advertisements	29
R.P.O. Cowcatcher	30
Letters and Announcements	33
Patriotic Postcards	35
Beaver Byline	38
Precancels: Varieties and Errors	41
Bobcaygeon: Its Postal History	43

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The Introduction of Parcel Post in Canada

by MAX ROSENTHAL

"The Dominion of Canada is now served by a full-fledged parcel-post system. The legislation, which is modeled after that of the United States, but with certain modifications, prompted by considerations of the peculiar situation in the Dominion, became effective in a limited form on February 10, 1914. It was the intention to allow three months for organization under the limited system, and for this reason a maximum of six pounds in weight was fixed for the months of February, March and April. But the Post-Office executive found that the department was in a position to handle the additional business expected under the full parcel post and under date of March 4, instructions were issued from Ottawa that the limit be raised to 11 pounds. Provision had also been made in the original regulations that an additional fee of five cents, to be prepaid in postage stamps, should be charged during February, March, and April as each parcel waited for local delivery in places where the letter carrier system was in operation. This, too, was repealed."

So wrote S. Roy Weaver in the June 1914 issue of the *Journal of Political Economy*. In January, in the *Canadian Magazine*, George W. Austen had written, "The United States parcel post, which has been the model for the Canadian system, was started on New Year's Day, 1913. Its success was instantaneous. In January the number of parcels mailed was 38,000,000. In April it was 60,000,000. In September it was near 80,000,000.

"It may be asked, Why has such a public utility been so long in coming? In Britain, in Germany, in France, in Belgium, even in China, there is cheap carriage for parcels. Why are Canada and United States so behind hand? Answering for the United States, when he was Postmaster General, John Wanamaker told an English visitor that there were four reasons—the American Express Company, the Adams Express Company, the Wells-Fargo Express Company, and the National Express Company. In Canada we have three purely Canadian express companies, the Dominion, the Canadian, and the Canadian Northern, all owned

by the three leading railways."

Following is a synthesis of what these two writers had to say about the new Canadian parcel post service:

A quarter of a century or more ago there was established a domestic fourth-class-matter rate of 1 cent an ounce on merchandise. The limit, however, has been five pounds. Repeated attempts to increase it to 11 pounds, and to reduce the rate have met with little favor. As a result, prior to the recent inauguration of the parcel post, limitations upon parcels for domestic delivery remained at five pounds, and, in size, at 30 inches length by one foot. Such packages have been charged at 1 cent per ounce, and a maximum of 86 cents, exclusive of an optional registration fee of 5 cents. Between Canada and the United Kingdom, New Zealand and Newfoundland there has existed a parcel-post system with a weight limit of 11 pounds and size of not over two feet in length by one foot. The value must not exceed £5. Under this service the postal charge from Canada is 12 cents for each pound or fraction thereof. The effect has been that a parcel sent from Montreal to Toronto as fourth-class matter was subject to a higher charge than a similar parcel by post from London, England to Toronto.

Since adoption of the parcel post in the United States, parcels may be posted in the Republic for delivery in Canada. These are chargeable at the domestic parcel-post rate, but the Canadian Post Office authorities refuse to accept for delivery parcels of United States origin which weigh in excess of 4 pounds, 6 ounces, the limit under existing Postal Union convention.

The provincial boundaries are so well proportioned that a zone can be made of each province, the Maritime provinces, which are much smaller than the westerly provinces, being considered as are. Instead of the local and rural delivery rate under the system in the United States, the Canadian authorities established the local rate, regardless of provincial boundaries, within a 20-mile radius. For example, parcels posted in Hull, in the Province of Quebec,

for delivery in Ottawa, Ontario—the two municipalities face each other across the Ottawa River—are charged under the local zone rate.

There have never been special parcel-post stamps in the Canadian system and the payment of postage as parcel-post packets has been effected by the regular postage stamps. Opinion was divided as to the advisability of requiring a distinctive parcel-post stamp. Other methods will be employed in computing the cost and return on the handling of parcels as a branch of the post-office service.

For a time the retail merchants were doubtful and threatened hostility. They feared that the parcel post would militate against the interest of the merchants in villages and towns by serving chiefly the large departmental stores of Toronto, Montreal and Winnipeg. It was pointed out to them that the local rate was sufficiently low to afford some advantage to the village or town storekeeper. Following a conference with representatives of the Retail Merchants' Association, Hon. L. P. Pelletier, postmaster-general, was able to announce that the association not only had withdrawn its former opposition, but frankly approved and endorsed the bill.

There are in Canada some 14,475 post offices, of which 9,689 are off a line of railway. Since offices of the express companies number only some 5,500, the new system is affording relief to nearly 9,000 points which the express companies do not reach. In the rural districts, the particular gainers from a parcel post will be the farmers on the rural mail delivery routes. There are now about 63,000 boxes in use. About 27,185 miles of route are travelled daily, 2,525 miles tri-weekly, 410 miles semi-weekly, and 200 miles four times a week.

For every post office in the Dominion there are six zones: are local, including the place of mailing and any post-office within 20 miles, are intra-provincial, and four inter-provincial. There are, in all, 66 rates, the minimum being 5 cents and the maximum \$1.32. Provision is made, however, for an additional charge to meet the extra cost of transportation on parcels delivered to, or posted at, offices in certain outlying districts when such parcels have to be conveyed more than 100 miles by a continuous stage service. The optional insurance fee is additional, still to be brought into operation.

In the United States retail merchants are getting rid of a large part of their delivery

outfits. They deliver by parcel post, and, using the collect-on-delivery service now attached to it, they collect by the same system. A C.O.D. system will not, however, be attached to the Canadian service until it is well under way.

Rates for postage on articles accepted for transmission by parcel post are:

(a) 5c for the first pound and 1c for each additional pound or fraction thereof, up to 4 lbs., and 2c for each subsequent pound up to 11 lbs., within a radius of 20 miles.

(b) 10c for the first pound and 4c for each subsequent pound or fraction thereof, for all points in the province outside of the 20 mile radius.

(c) 10c for the first pound and 6c for each additional pound or fraction thereof, for all points outside the province in which a parcel is posted, and beyond the 20-mile radius, with an additional charge of 2c a pound for each province that has to be crossed to the destination, not including the province in which it is to be delivered up to a maximum of 12c a pound.

The charge for any parcel shall not be greater than 1c an ounce. Because of this provision limiting maximum rates, the rates between Ontario and points in British Columbia are no lower than between Quebec or the Maritime Provinces and such British Columbia offices.

The Traffic Department of the Toronto Board of Trade recently made a useful comparison of the parcel post and express services, considering the conditions entering into the value of each.

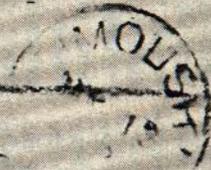
"At 373 of their 5,500 offices, the express companies perform a wagon service, without charge to their patrons. The Post Office Department's letter-carrier service is in operation at 50 points. It should be borne in mind that, while the express companies' service includes collection as well as delivery at these stations, the parcel-post regulations cover only free delivery, the senders being required to post outgoing parcels.

"The government's plan of insurance is not yet in operation, parcels being registered in the interim, but the rates, when the effective date has been fixed upon, have been placed at 5c per package for valuation not exceeding \$25; over \$25 and not over \$50, 10c per package. The postal regulations require that senders affix stamps sufficient to prepay all charges."

M. COURCHESNE
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3063



Monsieur A. Durson
A Rue de Candolle
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CORRECT USAGE

We are indebted to Max Guggenheim of Basel, Switzerland for this illustration, which is certainly not a "philatelic" cover. Mr. Guggenheim explains in a note that Robson Lowe, Volume V BNA states (page 206) "Any such (covers) are 'philatelic' as these were parcel post stamps". It bears the 25c rate: 20c quadruple UP postage and 5c registration. The cover contained coins—the Nova Scotia mail passed the same route—Rimouski/Gaspe-Quebec 13.5.1899 by ocean liner to Liverpool 23.5. to London 24.5. to Geneva/Switzerland 25.5.1899.

Location of the Montreal and Ottawa Printings of the Small Queen Issue

by J. E. NIXON

A discussion of the location of printings should commence with a little background.

It is now generally accepted that the earliest printings of the Small Queen Issue were printed in Ottawa by the British American Bank Note Company.

Then sometime in the first half of the 1870's decade the bank note company moved all its operations to Montreal where they remained until the later years of the 1880's when the company returned again to Ottawa.

The precise dates of the moves from Ottawa to Montreal and back to Ottawa have long been a matter of speculation. I have seen dates ranging from 1871 to 1875 for the first move and from 1887 to 1889 for the second move. Since the locations of the printings are used to identify major catalogue listings, it would seem desirable to pinpoint the dates.

Let's examine the situation of the earliest Small Queen Printings. We know the contract signed with the government in 1866 specified that printing was to be done in Ottawa.

There has always been the tendency to think the move to Montreal took place at the time of the 1873 changes in paper, gum and perforation. It is certain that the 11½x12 perforating was done in Montreal.

We know that printing plates for stamps as well as various types of bank notes were produced after 1871 bearing an imprint with the words "British American Bank Note Co. Montreal and Ottawa." (Boggs Type III and IV).

I have seen bank notes dated June 1873 bearing this "Montreal and Ottawa" imprint (Boggs Type III). I have also seen bank notes dated January 1874 bearing the imprint "British American Bank Note Co. Montreal" (Boggs Type V). This might suggest the bank note company ceased operations in Ottawa between June 1873 and January 1874.

It has been suggested the printing of stamps was done simultaneously in Montreal and Ottawa during the early 1870's. Certainly this could not have been true for

all values of the Small Queens. There was only one plate of the 2 cent and 6 cent at this time. Also, if printing had been done in both locations simultaneously on the same values, I think we would see separate and distinct shades existing at the same time. Actually it doesn't make much sense to print the same value in two locations. Further I see no reason to print some values in one city and others in another city.

All this might suggest the relocation to Montreal took place in mid-1873. However I believe we can now show it took place in 1871.

The first clue is contained in an attractive book produced some 20 odd years ago by the British American Bank Note Co. on its 90th anniversary. It contains the quotation—"In 1871 the plant was transferred from Ottawa to Montreal".

An examination of the Post Office Department's Letter Books revealed that correspondence by the Deputy Postmaster General to the bank note company was addressed to Ottawa until October 1871 when suddenly without explanation letters henceforth were addressed to Montreal. The letters from the D.P.G. for the most part consist of orders for postage stamps.

At this point it would be easy to conclude that the printing operation of postage stamps was transferred to Montreal in fall 1871 and the bank note company simply retained an office in Ottawa thereafter until late in 1873. This would explain the continued recognition of both Ottawa and Montreal in the imprint styles. On the other hand, perhaps Smillie and Burland, the executives of the bank note company, simply moved to Montreal in 1871 and printing continued to be done in Ottawa.

However I think the final word is contained in the minutes of Directors' Meetings of the British American Bank Note Co. The meeting of March 23, 1870 states a motion:

"That it is desirable in view of the necessity to erect new and expensive premises in Ottawa to repair the damage by late

fire, that the offices of the Company be removed to Montreal, and that W. Lowe be authorized to open a negotiation with the Government to obtain their consent to the removal under the contract the Company now has with them."

This is followed by a September 6, 1870 Special Meeting where

"W. Burland reported with reference to the Building in Montreal was the City and District Savings Bank for the use of the Company, that he had made an offer for the period of five or ten years, at a rental of \$2,000 per annum. It was resolved that Burland's offer be approved."

and then by a note at the October 3 meeting authorized by the Vice-President and General Manager to sign the lease for this building. At the February 14, 1871 meeting it was noted the lease had been signed for 5 to 10 years at \$2,000 per annum.

I have not found correspondence specifically talking about the actual move of the printing plant so, beyond the above evidence I am surmising the relocation took place in October 1871. Also I think it quite conceivable a sales office was maintained in Ottawa for a few years after 1871.

This means that of all the Small Queens only the 1 cent and 3 cent were printed in Ottawa prior to 1889.

Throughout the period from 1871 to 1888 the B.A.B.N. Co. leased space in Montreal. They acquired land at one point to erect their own building but did not proceed and resold the land a few years later.

Now let's turn to the move from Montreal back to Ottawa in the late 1880's.

The renewal of their Government contract in October 1886 again specified that work should be done in Ottawa. They had purchased a lot in Ottawa in 1880 so the company now prepared to construct their own building.

At the September 6, 1887 Directors' meeting it was reported that a new building in Ottawa was in the stage of erection and would be completed, ready for occupancy for May 1, 1888.

All this agrees with the usual consensus that describes the Second Ottawa Printings as being from 1888 onward. In fact there are definite changes in paper and gum as well as minor perforation and some colour changes at this time.

However the move did not take place in

1888 at all but was delayed until 1889.

At the September 4, 1888 Directors' meeting it was noted that the Ottawa building had collapsed because of imperfect construction. At this time the bank note company apparently had been forced to leave their old premises because the Printing and Stamp Divisions now were to be located on the 4th floor of the Gazette Building, the office at Mechanics Hall Building and the Vault at the Standard Building.

This is interesting for collectors of the carmine and scarlet shades of the 3 cent postage and 2 cent registration stamps. They were printed in the Gazette Building in Montreal and not in Ottawa.

The November 27, 1888 meeting records that the building in Ottawa should be ready by February 1, 1889 and on March 23, 1889 it was reported as completed at a cost to date of \$48,000.

In the Post Office Letterbooks the following letter exists dated April 24, 1889.

To: Jeffrey H. Burland, Secretary, B.A.B.N. Co., Montreal

"Referring to your communication of the 2th insta. I beg to inform you that the P.G. is desirous of knowing the extent of "Reserve Stock" of Postage Stamps which you propose to forward to this Department to be stored previous to the removal of your establishment to Ottawa."

Signed White
Deputy Postmaster General

A letter dated May 4, was also sent to Montreal, then the next letter was an order for stamps dated May 29, 1889 and it was sent to G. B. Burland in Ottawa.

The Postmaster General's report for the year ended June 30, 1889 refers briefly to the move having been completed.

These facts all soundly support the conclusion that the move was made in May 1889. However, this is by far the latest date I have seen suggested for this move.

I think the past confusion results from several other facts.

As mentioned earlier the renewal of contract in 1887 and changes in printing characteristics in 1888 suggest an 1888 move.

Also, it is generally felt that printing plates bearing the imprint "British American Bank Note Co., Ottawa" (Boggs Type VI) first appeared in 1888. In fact, I have an imprint piece from this plate which defin-

itely has all characteristics of 1888 printings.

Probably the explanation here is simply that the transfer of operations was planned in late 1887, thus new plates anticipated this in the imprint style. These new 2 cent and 5 cent plates were used briefly in Montreal before the 1889 move.

The 1888 change in shade, paper and gum had nothing to do with the location of printing. Rather in response to frequent complaints about the quality of printing, in particular the lack of sufficient gum, I think the printers were simply trying to

improve their effort. Judging by two letters sent to them by the Post Office in late 1888 they failed. The printing was so bad the Government threatened to cancel the contract.

In summary, as far as catalogue listings are concerned, the location of printing, namely Ottawa vs. Montreal, is probably a "red-herring" in the whole issue. Really it is the characteristics or quality of printings which distinguish one period from another. We have seen how changes in these do not necessarily coincide with transfers of printing locations.

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PERFIN COLUMN No. 5

by MICHAEL DICKETTS

An interesting letter from Jack Benningham of Calgary raises a number of matters which demand further investigation. Jack reports a copy of N10d on MR4, with all pin holes forming the 'L' cleanly cut and with no trace of a code hole at position 15. Previous records of this Vancouver branch design cover stamps issued between 1937 and 1943; the other Vancouver assigned designs being N10e (1912-1932) and N10k (1950-1954).

On the surface, Jack's find is at variance with the logical use of different machines at different time periods. He postulates a number of reasons for this, so far, unique item. A broken code hole at position 15 could easily explain the matter. Another possibility is that two offices in different parts of Vancouver, each with its own machine, occasionally punched stamps. Any reports of stamps or covers in the period 1916-1937 would be appreciated.

* * *

Another intriguing item in the Benningham collection is a cover dated August 28, 1922 bearing a 3c red Admiral punched J.3 with the return address "Hardware and Metal, Box 368, Toronto". Jack also owns a cover dated November 2, 1917, with a 1c green Admiral punched J..3, from the MacLean Publishing Co., Ltd., at the identical P.O. box, plus a further Maclean cover, dated March, 1924, with the return address reading P.O. Box 100, Postal Station 'A', Toronto. While it would appear strange for the well-known publishing company to own a hardware business, how else do we explain the identical box numbers and use of the J.3 design? If anyone can check old city directories, or do other research, please contact Jack or myself.

* * *

On page six of the third edition of the Handbook, Bob Woolley records two companies known to have ordered perforating machines (from Cummins?). These have not yet been reported as punched examples. One of these is R. V. Winch Company of Vancouver. Jon Johnson writes to advise that the company, which was in the real estate and insurance business, ceased to exist in 1956. He was finally able to track down Mr. C. V. Winch, son of the founder,

and was advised that as far as memory went no stamps were ever perforated at the firm, nor had Mr. Winch ever heard mention of the company owning a machine. Jon is therefore of the opinion that R. V. Winch never received a perforator, or, if they did, never used it.

* * *

In another letter Jon writes that he is researching the history of railway perfins, and relates that after the Grand Trunk merged with the C.N.R. in 1923, the G.11 perforator was moved south of the border, and used there up to 1950. He asks if anyone can advise the year it was moved to the U.S., and its location. Johnson guesses it went to Portland, but Detroit, Chicago or New London are possibilities. Another item concerning railway perfins is the report that the various C.N.R. designs have occasionally turned up on Newfoundland stamps. Back in the early 1950's a number of Newfoundland collectors reported these unusual items to Bob Woolley. It would be of great help to Johnson if collectors would write to him and report their holdings. His address is P.O. Box 6118, Station 'D', Calgary, Alta. T2P 2C7.

* * *

Finally, I'm indebted to Jon for a description of the methods employed by the British firm of Sloper in punching stamps. Unlike other suppliers such as Cummins, Sloper not only prepared the die punch but performed the actual work on sheets of stamps. They retained the die, which could be inserted into a machine, and brought it out of storage whenever the need arose for more perforated stamps. While this would pose no problem for companies requiring British stamps, it must have caused problems when Canadian stamps were urgently required by such users as W. J. Gage. This might explain the popularity of the Cummins machine, which was sold outright to the user among North American companies who were able to punch stamps purchased locally at any time.

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British Columbia Postmarks

by J. A. PIKE

British Columbia became a province of the Dominion of Canada on July 20, 1871 and almost six months passed before Canadian postmarks were used in B.C. Post Offices. Canadian stamps, however, began to be used almost immediately (actually on August 20, 1871), being cancelled by various Colonial handstamps. This article describes the first Canadian postmarks used and lists the times of use of the towns involved. Many collectors contributed to the dates given but it is expected that date changes will continue to be made.

The first Canadian postmarks used in B.C., the Brit. Col. broken circle, consisted of the town name with the letters forming the upper part of the circle, and the abbreviation Brit. Col. (for British Columbia) forming the lower part of the circle, with short arcs occurring on both sides of the Brit. Col. The straight dateline is in the middle of the circle. The first office so far reported to have used the postmark is Victoria. Five to ten years later a few towns received Brit. Col. postmarks in which the town name and abbreviation of the province were enclosed in a full circle. Still later Victoria used a Brit. Col. Canada postmark in a full circle.

The diameters of the postmarks vary appreciably from 20 to 29mm's, but the majority measure 20-22mm's. The Clinton, New Westminster and Yale postmarks, 29mm's in diameter, are the largest recorded.

The earliest date of use of the postmark so far recorded is January 9, 1872 in Victoria. This cover, addressed to England, was franked with a 6c large queen, which

was cancelled and tied to the envelope by the Colonial handstamp 35. The Victoria postmark was placed on the lower left front of the envelope. An impression of this Victoria postmark dated January 8, 1872, is known on a government paper.

The latest date of use of the postmark so far recorded, one within a full circle, is July 27, 1957 on an R.P.O. cover. The C.P.R. mail cars on the Calgary-Vancouver mainline used them from 1886 to the late 1890's, but since then the only place of use was on the C.P.R. Kettle Valley mail cars running between Nelson and Midway. Many covers and hammers from 1908 to 1957 are known from this run and it is believed that at least one third of the covers bear the Brit. Col. strike. All mail cars were taken out of service September 30, 1957.

Only seven of the towns listed used the postmark into the twentieth century, and of these Hall's Prairie June 11, 1917, was much the latest.

There is some doubt that Barkerville should remain on the list. Even though it was reported proofed on January 1, 1894, only one copy of the postmark was recorded and this cannot now be corroborated. Chemainus was recorded for the first time this year. It is quite remarkable that a new town has been found after all these years.

Any reader who has earlier or later dates than those listed, (particularly re Barkerville), or has a new town, is requested to mail the information, with a xerox if possible to J. A. Pike, 5805 Balsam Street, Apt. 801, Vancouver, B.C. V6M 4B8.



"Brit. Col." in Broken Circle

Diam. in Mm's	Town	Earliest Date	Latest Date
	Barkerville	Mr-14-94	
22	Cariboo	My-31-72	Sp-7-72
22	Chemainus	De-10-84	
22	Clinton	Ju-20-74	Ja-14-02
22	Clover Valley	Mr-21-92	
22	Comox	De-25-85	No-17-97
22	Dog Creek	Mr-13-96	Fe-16-01
21	Drynoch	Mr-26-83	
22.5	Emory	Jy-16-83	Sp-24-83
21	Esquimalt	Sp-15-73	Ja-22-90
20	Hall's Prairie	Au-25-95	Ju-11-17
21	Kamloops	No-4-83	My-27-92
21	Langley Prairie	No-16-88	Mr-4-91
21	New Westminster	Ap-13-72	Sp-12-79
23	North Arm	Sp-2-92	
24	Pavilion	De-4-90	Fe-13-04
20	Port Moody	No-16-85	Mr-20-99
21	Quesnelle	Ap-27-73	No-1-91
20	Upper Sumas	Sp-1-97	Ap-25-04
20-22	Victoria	Ja-9-72	Jy-20-79
21-22	Yale	Ap-15-72	Au-14-81

"Brit. Col." in Full Circle

29	Clinton	Mr-27-79	No-11-80
22-23	New Westminster	Jy-20-83	No-22-90
29	New Westminster	Au-29-79	
25	Victoria M.O.O.	Oc-18-77	Oc-18-00
23.5-24	Yale	Mr-31-83	Fe-18-11
29	Yale	Ja-26-79	Au-19-80
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BOOK REVIEW

The Postal History of the Post Card in Canada 1878-1911, by Allan L. Steinhart. Soft cover, 65pp., illustrated. Price \$10.00.

A work of several years research, the author has touched on an area not previously covered. The purpose of the study is to trace the history of the postal stationery card and pictorial view card from their inception up to the end of the Edwardian era. One excerpt is taken from *Howe's*

Canada, but the rest is obtained from various post office publications and documents. All cards illustrated — about 114 — are from the author's collection. It should enjoy a large readership since it will appeal to collectors of postal stationery, postal history, post cards and Small Queens. We understand 1,000 copies have been printed. The author deserves complimenting on a thorough research job.
—D.H.

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

by MAGGIE TOMS

The accountancy system devised by Great Britain and France provided for the use of letter bills to accompany each dispatch of mail forwarded by one country to the other. These letter bills showed the amount of money due per ounce or per 30 grams to England or to France on each class of mail. In the table of the letter bill for unpaid letters, in the column marked credit of Great Britain, the rate of 3sh 4d per ounce for sea conveyance and transit through the territory of the United Kingdom, was listed under Accounting Article number 12. In 1846, because of additions and revisions, the new letter bill listed this same category under Accounting Article number 13. In 1856 this same category was listed under Accounting Article number 18. Though the Accounting Article numbers were changed, the rate for that classification remained the same—3sh 4d per ounce. The rate of four shillings per ounce applied to unpaid letters to France from Jamaica and the British North American Colonies. This rate was listed in the original letter bill under Accounting Article number 11. In 1846 this rate came under Accounting Article number 12, and in 1856 under Accounting Article number 19. This rate, which included 8d per ounce for the Colonial internal postage, does not appear to have been operative when the postage was collected in France in 1851.

In the Articles for carrying into execution this convention, it states "In order that in the transmission of letters originating in the colonies and countries beyond sea forwarded by the British Post Office to the Post Office of France, there may be no confusion between letters coming from the British possessions which are to be accounted for at the rate of four shillings per ounce, and those coming from other British possessions or countries beyond sea which are to be accounted for at the rate of three shillings four pence per oz., such letters shall be marked on the face by the British Office with a special stamp, indicating as below, the heading of the letter bill of the said Office under which they are to be respectively inscribed, namely: . . ."

- 1 North America, (Canada, New Brunswick, etc.) CANADA, &c
- 2 Colonies and countries beyond sea, COLONIES, &c.
- * Article xxxiii

These handstamps were applied in red, and despite the preceding, all letters noted before 1851 that were sent unpaid from British North America to France, carry accountancy stamps COLONIES, &c. ART. 12 or COLONIES, &c ART. 13. Admittedly, these amount to only six covers, though there must be more—four from Newfoundland, one from Canada and one from Nova Scotia. Five of these covers are illustrated.

UNPAID TO FRANCE — COLONIES, &c ART. 12

A letter (*figure 2*) from Toronto U.C. Fe 15, 1845 to Boulogne, France, was sent unpaid and rated, probably in England, two shillings. Unpaid letters to France were supposed to be forwarded unrated. (See *Topics*, Vol. 34, No. 4 "Historical Note"). Two shillings was the British charge on a prepaid single letter. As closed mail through the United States had not yet started, this cover travelled via Quebec and Halifax. Faint Quebec transit that looks like Mr. 9. London Ap 14 where the accountancy stamp COLONIES &c ART. 12 was applied. Entered France at Boulogne Ap 16. Rerated for a collection of 14 decimes or ½d stg. It took this letter two months to reach France, indicating some of the problems and difficulties facing the post office in transporting the Canada Mails to Halifax.

The following letter, and most of the letters from Newfoundland to France herein discussed, originated on the French Shore—that is, the northeast and west coasts of Newfoundland from Cape St. John to Cape Ray. Here the French had cod fishing rights, and shore privileges to dry and cure their fish. These rights and privileges had existed upon this section of the shore since the Treaty of Paris.

A letter (*figure 3*, collection of Neville

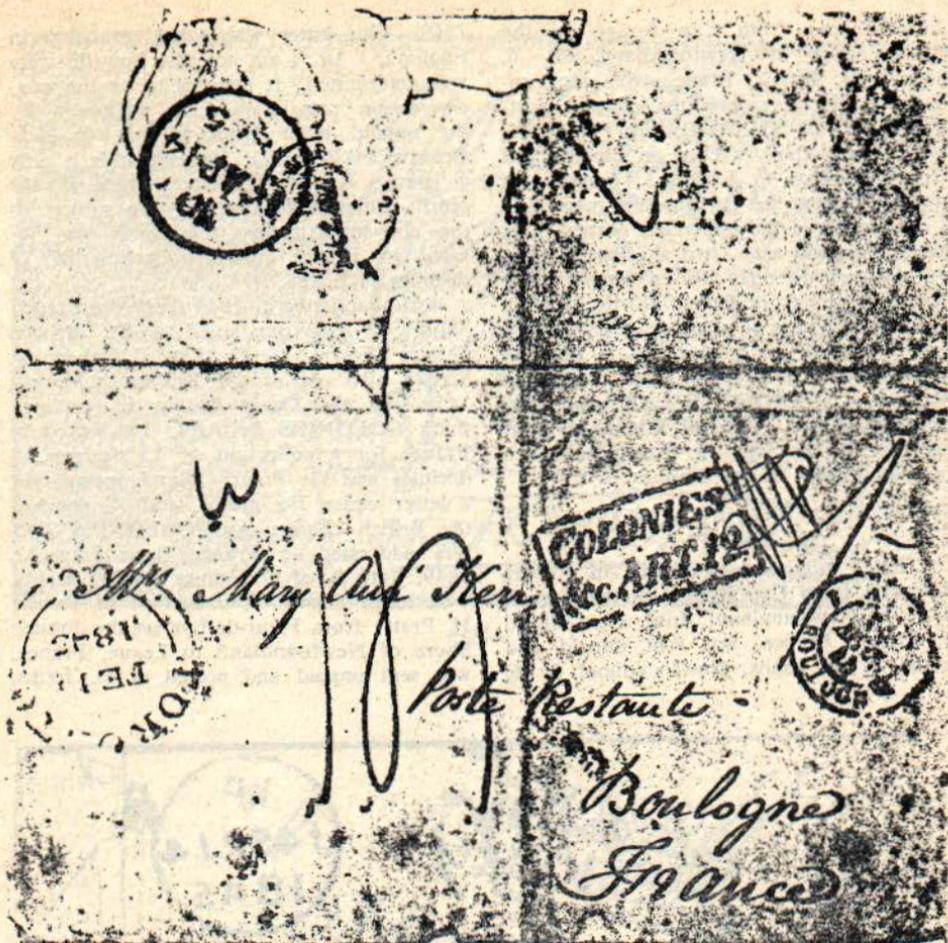


Figure 2



Figure 3

Clifford-Jones) from Cap Rouge on the French Shore of Newfoundland, Au 6, 1845 to St. Brieuc, France, was sent unpaid. On the reverse is the circular postmark NEWFOUNDLAND, type PH Au 16, 1845. This letter travelled in closed mail through Halifax to London. Though sent unpaid it bears the British rate mark 2/5 in red crayon in the upper left corner. This was the prepaid rate (two shillings British, five decimes French) for a single letter (under 1/4 oz.) from British North America to France. There is also on this cover a very interesting handstamp, 1A in an oval in black, which I have been unable to identify. COLONIES & ART. 12 accountancy stamp. Entered France at Boulogne, St. Brieuc Sept. 19. Rated in France for a collection of 18 decimes or 1/6d.

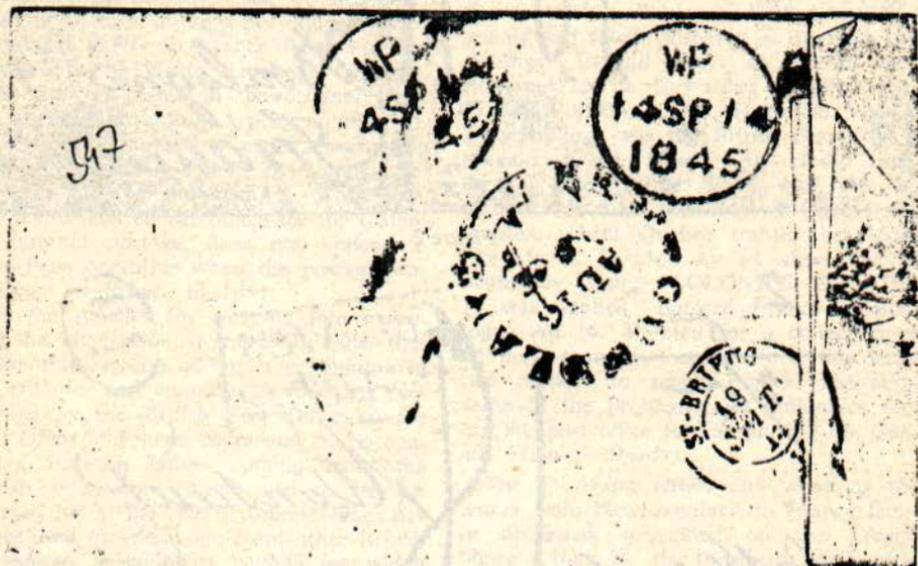
UNPAID TO FRANCE—COLONIES & ART. 13

A letter (*figure 4*, collection of Robert H. Pratt) from Cap Rouge on the French Shore of Newfoundland, June 25, 1848 to St. Brieuc, France, was sent unpaid and posted at St. Johns, Newfoundland Jy 6,

1848. This letter was rated, probably in England, 1/10. I am not sure how this rate was determined. It appears to be the non-convention unpaid rate, as suggested by the unpaid letter from Firenze to New Brunswick (*figure 1*). However this is only a guess. As unpaid letters from British North America to France were subject to the convention rates, this letter was rated in France for a collection of 18 decimes (1/6 stg).

A similar letter in 1849 from the French Shore of Newfoundland to St. Brieuc, France (*figure 5*, collection of Robert G. Stone) also carries the British rate mark 1/10 and the Great Britain accountancy mark COLONIES & ART. 13. Taxed in France for a collection of 15 decimes, 5 decimes was the French inland postage for a letter under 7 1/2 grams, and 10 decimes the British charge. All "COLONIES" letters addressed to France from July 23, 1849, were taxed 15 decimes per 7 1/2 grams.

A letter (*figure 6*, collection of Robert H. Pratt) from Fleur-de-Lys on the French Shore of Newfoundland to Legue, France, was sent unpaid and posted at St. Johns,



Ken He Clifford-Jones



Figure 4

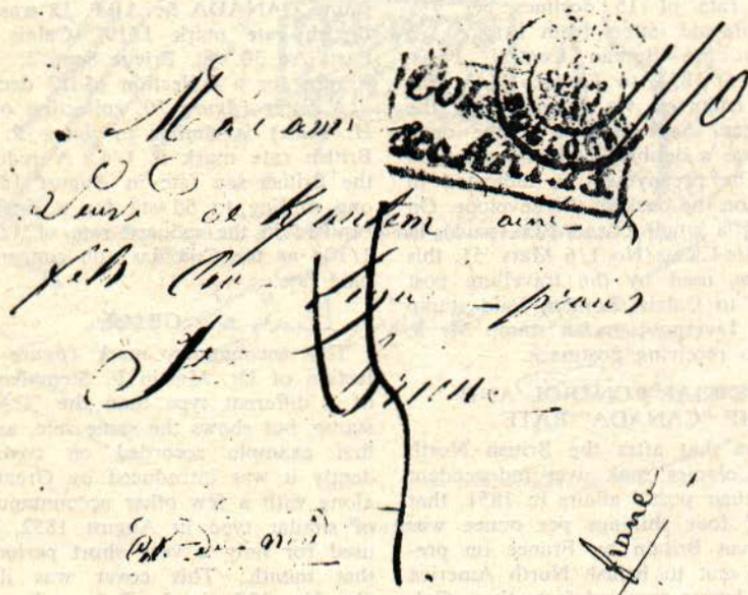


Figure 5

Newfoundland, Jy 16, 1851. At St. Johns this letter seems to have been put by mistake in the mail bag for the United States. It travelled from Halifax to Boston on the R.M.S. AMERICA, arriving at Boston July 24. There it was probably included with the United States mail for England, as indicated by the French entry stamp *Etats Unis/Pac Brit/Paris/21 Aout '51*—from the United States by British packet. The AMERICA left Boston August 6 and arrived at Liverpool August 17. London Au 18 where the accountancy stamp COLONIES & ART. 13 was applied. At this date Newfoundland had assumed independent control of her postal administration, and the accountancy stamp CANADA & ART. 12 would seem to have been indicated. However the COLONIES & ART. 13 stamp was the proper marking for letters from the United States.

PREPAID FROM FRANCE

Two covers that have been noted prepaid from France to Canada in 1849, were sent in closed mail, but are unavailable for illustration. The following letter (*figure 7*) was sent in the open mail, and shows the convention rate of 15 decimes per 7½ grams on prepaid letters from France.

Posted at the Bureau Central, Paris, France, Mr 6, 1851, to Toronto U.C., this letter was endorsed via London and the United States. Sent prepaid in the open mail, this was a double letter and taxed 30 decimes. The prepayment is indicated in manuscript on the back of the envelope. On the front is a small boxed PD (paid) in red. *Ligne-de-Calais/No 1/6 Mars '51*, this marking was used by the travelling post office Paris to Calais. London Paid stamp in red and Liverpool packet stamp Mr 8. There is no receiving postmark.

PROVINCIAL CONTROL AND THE "CANADA" RATE

It appears that after the British North American Colonies took over independent control of their postal affairs in 1851, that the rate of four shillings per ounce was paid to Great Britain by France on prepaid letters sent to British North America and unpaid letters received from these Colonies. This amount allowed 8d per ounce for the Colonial internal postage. Unpaid letters from British North America to France were now stamped by the British Office with the accountancy stamp CANADA & ART. 12. From 1846-1856 the

four shillings per ounce rate fell under Article number 12 in the Accounting Articles in the Letter Bills. This accountancy mark has been noted on a number of covers, a dozen or so, from British North America to France, and also on a few Nova Scotia ship letters.

CANADA & ART. 12

A letter (*figure 8*) from Montreal L.C. Ju 14, 1851, to Metz, France was sent unpaid and endorsed via Liverpool steamer. It travelled in closed mail through the United States to London. London Ju 29, where the accountancy mark CANADA & ART. 12 was applied. This letter does not carry any British rate mark. Entered France at Calais Jy 1. Rated for a collection of 17 decimes or 1/5d stg. All "CANADA" letters addressed to France were taxed 17 decimes per 7½ grams.

A letter (*figure 9*, collection of Robert H. Pratt) from Fleur-de-Lys on the French Shore of Newfoundland, Jy 1, 1853, to Legue, France, was sent unpaid. Posted at St. Johns, Newfoundland, Au 2, it travelled in closed mail through Halifax to London. London Au 29 where the accountancy stamp CANADA & ART. 12 was applied. British rate mark 1/10. Calais Au 29. Paris Au 30. St. Brieuc Sept. 2. Rated in France for a collection of 17 decimes.

A letter (*figure 10*, collection of Robert H. Pratt) is similar to *figure 9*, but the British rate mark is 1/4. A reduction in the British sea rate in August 1854 from one shilling to 6d stg for a single letter, resulted in the reduced rate of 1/4d from 1/10d as the Colonies non convention unpaid rate.

GB/4sh

This accountancy mark (*figure 11*, collection of Dr. Martin F. Stempien Jr.), is of a different type than the "CANADA" stamp, but shows the same rate, and is the first example recorded on cover. Evidently it was introduced by Great Britain along with a few other accountancy marks of similar type in August 1852, but was used for only a very short period during that month. This cover was illustrated (lot No. 120) in the Robson Lowe Postal History Sale No. 449-50, De 1, 1978, and described as follows:

"1852 EL from Quebec via Montreal with a light, but identifiable strike of the 'GB/4sh' accountancy mark, listed by Salles (Fig. 3017), but no example recorded."

NEWFOUNDLAND
SP 4
1869

CO
2 F SP
18



COLONIES
ART. 13.

*Monsieur le Gouverneur
M. Leguèr, par St Pierre
France*

Figure 6



90

Paid

Via London & the United States

John George Hadley
Education
Morris
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Figure 7

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CANADA
APR 11

MON. APR 11 1851
LONDON

By the Steamer

Kelly
(France)

1851
LONDON

Figure 8

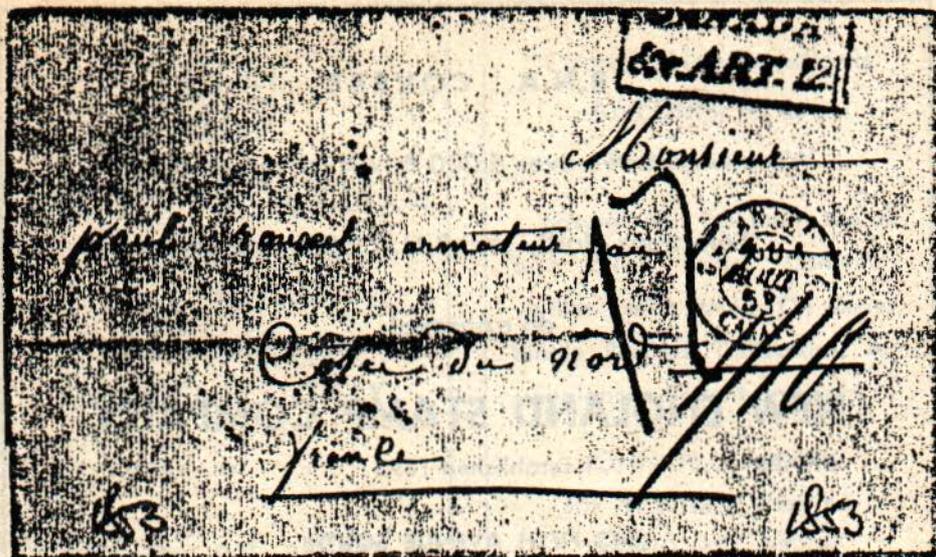


Figure 10

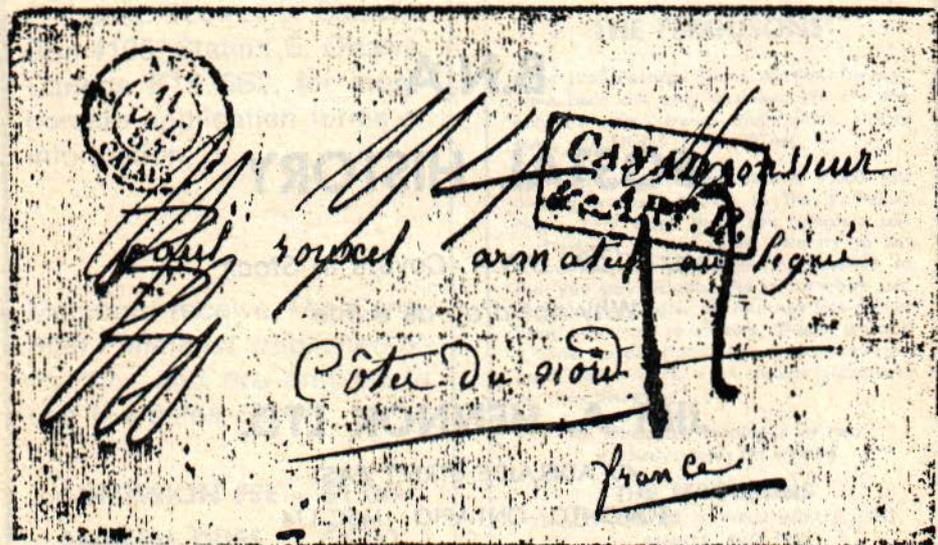


Figure 11

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URUGUAY, PERU, COSTA RICA, BRAZIL — wanted by dealer, especially covers, postcards, proofs, classics. Write today! Member of BNAPS/APA/SPA/ASDA. Gary Hendershott, 1637-B East 15th St., Little Rock, Ark. 72202 U.S.A.

COVERS, POST CARDS, OLD LETTERS — write me today, member of BNAPS/APS/SPA, etc., any quantity needed. Gary Hendershott, 1637-B East 15th St., Little Rock, Ark. 72202, U.S.A.

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

SUNNY ALBERTA — keenly interested in cards, covers and cancels on stamp. Glad to correspond. Keith R. Spencer, 3659-109 St., Edmonton, Alberta, Canada T6J 1C2.

BUY, SELL, EXCHANGE

NEWFOUNDLAND, CANADA — Special offers, list sent free on request. Gary J. Lyon (Philatelist) Ltd., Bathurst, N.B., Canada E2A 3Z4

WHY NOT SEND US AN ARTICLE
OR A LETTER FOR PUBLICATION
IN BNA TOPICS?



The RPO Cowcatcher

Lewis M. Ludlow

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

Before altering the format of this column, there is one last matter to be cleaned up — namely the listing of new reporters and the new runs that have been discovered in the last half year or so. The list of new runs is extensive and includes a major find of E. W. Brownell down in Nova Scotia of some 16 new runs involving a total of 30 new clerks on registered letter bills and postal acknowledgments, most of which occurred during the early Admiral Period. These should send all of our specialists back to their collections of partial unknowns to see if they can confirm any identifications.

NEW Reporters

- | | |
|----------------------|---------------------|
| 175. Gordon Hill | 179. R. A. Lee |
| 176. H. Williams | 180. J. P. Forest |
| 177. R. S. Bromfield | 181. J. S. Karr |
| 178. E. W. Prince | 182. E. W. Brownell |

New Runs

Shaw No.	Route	Type	Train #/ Direction	Period	R.F.	Reporter
N-5A	FROM ARG. & N. SYD. T.P.O./	22F		1952	150	16
N-75B	PORT AUX BASQUES & N. SYDNEY/T.P.O.	17H		1927-29	200	66, 142
N-76A	PORT AUX BASQUES—N. SYDNEY/T.P.O., NFLD 8A			1946	170	101, 116
N-83D	ST. JS. & C. BROOK/R.P.O.	17H	204	1967	200	176
N-85A	From St. J. & Carb. R.P.O./	22F		No date	150	144
M-12A	TRAIN No./Camp. & Levis Express R.P.O.	51		1919	200	156
M-36F	Halifax & Campbellton R.P.O./J. F. Chisholm	7B	E	1913-14	110	182
M-40A	HALIFAX & CAMP. R.P.O./I. V. DEXTER	17J	E	1914	200	182
	/T. KEITH		E	1914	130	182
	/D. O'SULLIVAN		E	1913-14	110	182
M-40B	HALIFAX & CAMP./R.P.O./E. A. Hartling	17Q	34	1914	200	182
	/J. H. KELLY		34	1913-14	100	182
	/A. Macdonald		34	1914	170	182
	/F. SOUTHALL		34	1914	130	182
M-40C	HALIFAX & CAMP./S. D. BURRILL	3C	34	1914	200	182
M-45E	HFX., DIGBY & YAR. R.P.O./U.A. Mader	7B	95, 98	1936	100	182
M-45F	FROM HAL. DIG. & YAR./H. R. DALEY	22E		1936-37	120	182
M-64C	HALIFAX & YARMOUTH R.P.O./J. P. COX	17J	EAST	1914-18	100	182
			WEST			
	/P. L. SMITH		EAST	1916	200	182
	F. H. WITHERS		E, WEST	1914	100	182
M-64D	HALIFAX & YARMOUTH R.P.O./R. H. ROSS	6E	EAST	1911-18	75	182
M-64E	Halifax & Yarmouth R.P.O./A. R. BUCKLER*	3D		1914	130	182
M-64F	HALIFAX & YARMOUTH/E. P. JACKSON	12A	WEST	1919	200	182
M-64G	HALIFAX & YARMOUTH/P. L. SMITH	7B	E, W	1918	170	182
M-64H	HALIFAX & YAR. R.P.O./J. R. COMEAU	17J	E, W	1912-14	100	182
	/I. V. DEXTER		E, W	1912-14	150	182
	/W. H. FAHIE		W	1912	170	182
	/F. W. HOPE		E, W	1911-14	100	182
	/J. R. LEBBETTER		E	1912	200	182
M-64I	HALIFAX & YAR. R.P.O./R. D. DREW	17O	EAST	1914-18	75	182
			WEST			
M-64J	HALIFAX & YAR./R.P.O./A. R. BUCKLER	17Q	AM	1914	200	182
	/J. R. COMEAU		W	1914	200	182
	/GEO. LeBLANC		AM, W	1913-4	150	182
M-64K	HX & YARMOUTH R.P.O./S. D. BURRILL	17J	EAST	1914	170	182
M-64L	Hx & Yarmouth R.P.O./K. E. Corbett		E, ST, W	1918	150	182
M-64M	HX & YAR./R.P.O./C. P. DUNN	17Q	E, W	1913-14	100	182
Q-40C	LEVIS & CAM/R.P.O.	17H	16	1967	200	176
Q-65H	TIMBRE TEMPORAIRE #/DIST. DE MONTREAL	15E	AM	1954-69	150	16, 138, 1
Q-218A	QUEBEC & MONTREAL R.P.O./J.O.B.) ROY	7B	357	1944	200	158
Q-248B	QUEBEC & SHER. R.P.O./H. (S. TRENT)	17J		1931	200	173
Q-309D	TOURVILLE & QUEBEC/R.O.S. PAGE	12A	PM	1934	200	156
O-201C	NORTH BAY AND SOO ONT./Wm. N. Armstrong	12A		1955	200	144

Shaw No.	Route	Type	Train #/ Direction	Period	R.F.	Reporter
O-294C	FROM POR. JCT. & HEARST R.P.O.	22F		1945	150	142
O-314F	SAULT SHIP CANAL/ONT.	1E		1970	100	144
O-336C	A. M. CORBLIAN/TEES, TOR	22D		1930	170	142
O-394C	TOR. PALM. & OWEN SOUND/T. A. WELLER	12A	174	1944	200	142
W-8A	BRAN & ESTEVAN R.P.O./A. WILCOCK	17J	138	1953	150	173
W-35B	EASTPORT & SPOKANE/R.P.O. (U.S.R.P.O.)	17H	2	1939	200	179
W-72G	McL & Hines Creek R.P.O./A. CYLURIK	5H	5	1949	150	173
W-75A	Med. Hat & Nel. R.P.O./T. D. BULGER	17J	513	1912	200	142
W-75B	Med. Hat & Nelson R.P.O./J. S. Pope	17J	14	1912	200	90
W-87Y	M.J. & C./A. C. ANDERSON	22G	5	1956	150	16
W-109F	P.A.N.B. R.P.O./	22B		No date	150	173
W-160AS	Vancouver District/Emergency No. 3	5B		1978	150	151
W-161N	VIC. & COURT. R.P.O./A. L. S. EMSLEY	17O		1921	200	158
R-19L	C.N.S.S. Co./LTD./S.S.PRINCE GEORGE	1E		1964	170	173
R-29AC	CAN. PACIFIC R'Y CO./ST. CUTHBERT	5B	ticket st'p	1897	200	142
R-75C	INTERCOLONIAL RAILWAY/N.S.	4E	WEST	1872	200	142
R-101C	O.L. & S. R.P.O./	5	PM	1922	200	142
R-152C	St. L. & O. RY./?	13?	SOUTH	1888	200	146
R-177C	WINDSOR & ANNAPOLIS RAILWAY/*	6		1885	200	142

Catalogue Additions

No.	Addition	Period	R.F.	Reporter
N-55A	Add ARNOLD'S COVE	1938	170	173
N-55A	Add CARBONEAR	1935	170	160
N-55C	Add SPRUCE BROOK	1936	170	66, 173
N-55C	Add S. S. CLYDE	1935	170	16
N-55D	Add PRINCETON	1946	170	137, 16
M-107D	Add J. A. McNULTY	No date	150	173
M-36E	Add F. B. MacKENZIE	34 1913-14	120	182
O-306A	Add COYNE in indicia before date	1906	200	142
R-10D	Add . ALEXANDRIA . (ticket stamp)	1893	200	142

Catalogue Corrections

No.	Correction	Reporter
N-66	Change to Type 7D, change Nfld to NFLD	173
N-101	Change COAST to Coast	16
Q-64A	Change to Type 17J	23, 16
Q-64B	Change to Type 6E	23, 16
Q-187A	Delisted—Reported in error for Q-196	32, 16
Q-202B	Change to lower case letters	23
Q-264D	Change M.C. to R.P.O., change to Type 17H	123
O-40	After PLACE, add M.C.	137, 16
O-152C	Change LONDON and SOUND to London and Sound	32, 16
O-242	Change OTTAWA to OTT.	171
W-122A	Delisted — not an R.P.O.	101
W-122B	Delisted — not an R.P.O.	101
W-161J	Delisted — printed facing slip	16, 32
R-123B	Delisted — reported in error for R-123	95

There!!! That brings everybody up-to-date with new runs and reporters, additions and corrections as of this time of writing the column; however, by the time this gets to print in *Topics*, there will be many others. These will not be published in the *Cowcatcher*. Reason — within the next six months, there will be a new R.P.O. catalogue, and anything new that we get will be included in this new book.

The new catalogue will be a significant step forward from the present one that was issued in 1975. Although it will follow in the same soft cover, spiral ring, horizontal format of the previous catalogue, it will include the following changes:

1. There will be at least five new sections — Steamers, Ornaments, Emergency, Registration and Ticket Stamps.
2. There will be a total change and updating of the Railway Factors.

3. Each Period of Use will be listed by earliest and latest year dates.
4. There will be a considerably expanded introduction which will cover all of the basic background on Canadian R.P.O.s and how to use the catalogue properly, specifically keyed to those collectors just beginning in this field.

This new edition of the catalogue will integrate all of the new runs that have been reported in the last four years, and further will delist a number of runs that we are now reasonably assured were reported in error. With the introduction of new sections, which will be created by transferring runs from the existing sections, there will be a significant amount of renumbering; however, for the most part, the existing system will remain intact.

We expect to begin the final manuscript

work immediately following the BNAPEX Convention in Quebec, which will take place before this Column comes to print. As the manuscript takes shape and we see more clearly the date when the new catalogue will be available, specific details on its cost and availability will be given both in the Cowcatcher and the R.P.O. Study Group *Newsletter*.

We wish to recommend that all BNAPSers interested in Canadian R.P.O.s or any of the ancillary areas that we cover join the R.P.O. Study Group. The Secretary is Jim Lehr, 2918 Cheshire Road, Devon, Wilmington, Delaware 19810, U.S.A. Jim is now putting out four-six *Newsletters* a year, and this activity will be expanded further from its present level. The hammer analysis work which we have been putting in the Cowcatcher Column for the last several years on the Maritimes will be continued

now on the other sections; however, everyone has agreed that this is much better presented in the *Newsletter* than in the Cowcatcher. By moving this work over to the *Newsletter*, it will be able to proceed at a much faster pace; all copy can be presented single-spaced instead of double, and the *Newsletter* is less subject to space constraints than *Topics*, understandably so. So, if you have enjoyed the hammer analysis work previously presented, be sure and stay with the R.P.O. Study Group *Newsletter*.

All of the above notwithstanding, we have some pretty interesting things waiting to be introduced in this column. These will include photographs of special strikes or covers, unidentified partials seeking recognition, the background for delisting of certain runs, and other significant developments. So, if you are looking for things new and novel in Canadian R.P.O.s, follow the Cowcatcher!

OFFICIAL NOTICE

Article IV — Officers, Section 3. Elections (Extract)

A President, both Vice-Presidents, Treasurer and Secretary shall be so elected by ballot biennially in the even numbered years. Five (5) members of the Board of Governors shall be elected in the even-numbered years, for a term of four (4) years. Two (2) such members shall be from Canada, two (2) from the United States, and the fifth at large. Nominations for the offices to be elected may be filed with the Secretary by any Regional Group of the Society or by any five (5) members in good standing in time, at least, for publication in BNA TOPICS scheduled for release before the opening of the Convention and Annual Meeting of such election year.

CALL FOR NOMINATIONS

Nominations may be sent to the Chairman of the Nominations Committee, Mr. Leo LaFrance, 27 Underhill Road, Ossining, NY 10562 or to the Secretary, Mr. Edward J. Whiting, 25 Kings Circle, Malvern, PA 19355. No member shall be nominated unless he shall have first assented to his nomination to his proponent. All nominations **must** be received in time to appear on the ballots to be mailed with the issue of TOPICS to be mailed no later than August 15th, 1979. If possible thumb-nail sketches of Nominees' background and qualifications would be appreciated for publication to inform the membership for whom they are voting.

Letters & Announcements

Beware

Art Leggett at BNAPS in Quebec gave me three copies on Large Queens of the B.X.R. cancel type 2 as illustrated on page 647 of Boggs. All three were bogus, well known as such to Art.

When I returned home I compared the three with my copy of this cancel on a three cent Small Queen for which I had expended a considerable amount some years ago. Alas, it too was phony. The

fake cancels are illustrated here. Note the large B, the extended X beyond the top of the R and many other differences. Check it with the one illustrated in Boggs or No. 430 of Day and Smythies which I believe to be true cancels of this illusive item. Note particularly the small and thinner X.

—Norman Brassler

(We hope the rather poor photostats will reproduce clearly enough to show the details.—Ed.)



CANADA'S 1980 STAMP PROGRAM

Wednesday, Jan. 23	Arctic Islands	1 x 17c
	Olympic Winter Games	1 x 35c
Thursday, March 6	Canadian Art	2 x 17c, 2 x 35c
Tuesday, May 6	Endangered Wildlife — Atlantic whitefish	1 x 17c
	— Greater prairie chicken	1 x 35c
Thursday, May 29	Rehabilitation	1 x 17c
	Gardening	1 x 17c
	Uranium resources	1 x 35c
Wednesday, June 18	"O Canada" (Miniature sheet of 16 stamps)	2 x 17c
Friday, June 20	John George Diefenbaker	1 x 17c
Friday, July 4	Music — Healey Willan/Emma Albani	2 x 17c
	— Ned Hanlan	1 x 17c
	— XXII Olympic Games	1 x 35c
Wednesday, Aug. 27	Saskatchewan and Alberta	2 x 17c
Thursday, Sept. 25	Inuit — Spirits	2 x 17c, 2 x 17c
Wednesday, Oct. 22	Christmas	1 x 15c, 1 x 17c, 1 x 35c
Wednesday, Nov. 19	Aircraft — Military Aircraft	2 x 17c, 2 x 35c

The above list was announced on October 31

The Moon

On March 1, 1973, the Canadian Post Office began to use the six digit Pocon Cancels. These replaced the "Money Order Office Number" (MOON) devices that had about 40 years of use. There were three types of MOON devices: (1) number only (Figure 1), (2) town office name only (moto) (Figure 2) and (3) both combined one cancel (MOON) (Figure 3). The MOON cancels began to replace the first two shortly after World War II.

The discipline of the changeover was

very good. So far I have only found one late use of Figure 1 and one of Figure 2.

However, in a few cases, I have noticed late uses with the MOON number deleted (Figure 4). I have examples from Belleville, Rexdale and Stratford, Ontario and Kamloops, B.C. Traces of the MOON number may be detected in the Stratford and Kamloops cancels. Note Figure 4.

I would be interested in hearing about other Post Offices which altered their MOON device and in other examples of late MOON usage.

—J. L. Purcell



1

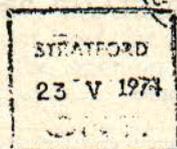


2



3

STRATFORD, ONTARIO



RECEIVED
MAY 27 1974
OFFICE OF ADMISSIONS
5 BLOOR STREET WEST
UNIVERSITY OF TORONTO
T.O. ONTARIO M5S 1A3

4

B.C. Duplex Hammers

Topics apologizes to Mr. Jacques Houser for a number of typographical errors contained in the table with his article Duplex Hammers in British Columbia, July-August issue. Following are amendments:

Anox—11-bar 5/3/28, nothing under 12-bar.

City Heights—place “?” under 11-bar (author's error)

Courtenay—proof date 8/2/12 (the 5/27/15 proof date applies to Cranbrook).

Duncan's Station—proof date 7/13/15.

Grand Forks—10-bar '30-'34.

Hollyburn—10-bar 2/1/29.

Kaslo—11-bar this listing belongs to Kelowna.

Kimberley—wavy barred oval, 11/7/58 belongs to Kinnaird “With Canada Normal” column.

Kinnaird—proof date, delete 5-3-11.

Ladner—proof date 3/19/12 belongs to Ladysmith.

Marpole—11-bar 1/8/17 should be raised one line.

Patriotic Postcard Series

by W. L. GUTZMAN

The Empire upon which the Sun never sets

The year 1905 was a very popular one for Canadian view cards embellished with all sorts of patriotic symbols, of which the maple leaf and flags were very much in vogue.

The set which we illustrate here was actually copyrighted by Atkinson Bros. in 1904, and most cards are so marked. The early types (hereafter designated A) all have undivided backs, and a plain black inscription “Private Post Card”, with an addition in very small letters “The Address only on this Side”.

The view on all cards is in black and white, while the crest shows a green maple leaf over draped flags in normal colours, and a golden sun in the background. The maple leaves in the design around the view are in alternate dark green and red colours.

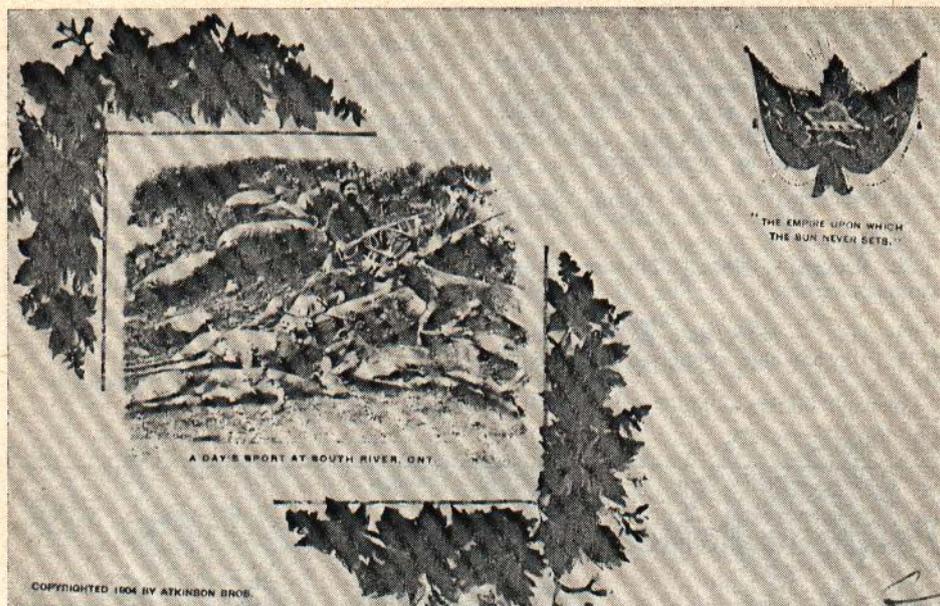
The Type B cards also have undivided backs but show the bilingual printing of the Universal Postal Union in blue. Our used copies bear postmarks of December 1905 and of 1906.

Not many cards have been reported with the very large crest, here called Type C. These seem to have appeared in 1906 and 1907. The backs are either undivided, with the same printing as Type A, or divided,

with “Post Card” in black, and an added section “This Space may be used for Correspondence”. The latter simply indicates “Stamp Here” in the framed space shown.

A1: View in Leaves: Small Crest

A Day's Sport at South River, Ont.
Academy, Cowansville, Que.
Blue Church and Barbara Hoch's Grave,
Prescott, Ont.
Burk's Falls, Ont.
Chateau Frontenac, Que.
Church Street, Bowmanville, Ont.
Court House, Bathurst, N.B.
Dominion Cotton Mills, Magog, Que.
English Church, Merritton, Ont.
Front Street, Elmvalle, Ont.
Harbor Port, Bowmanville, Ont.
High School, Orangeville
King Street, Foust, Ont.
Lighthouse on Chantry Island,
Southampton, Ont.
Main Street, Arthur, Ont.
Main Street, Looking West, Kentville, N.S.
Main Street, Magog, Que.
Main Street, Teeswater, Ont.
Main Street, Uptown Lanark, Ont.
Millbrook Bridge, Kentville, N.S.
Mills, Tobique, N.B.
New Bridge, Cowansville, Que.
Notre Dame Church, Montreal
Post Office and Customs House, Bathurst



Type A: View in Leaves

Port Colborne Harbour
 Presbyterian Church, Bradford
 Provincial Parliament Building and
 Departmental Bldg., Fredericton, N.B.
 Rue Brick, Drummondville, Que.
 South River Lumber and Mercantile Co.
 Souvenir of Grand Falls, New Brunswick
 Street Scene, Aylmer, Ont.
 Street Scene in Bolton, Ont.
 Street Scene, Palmerston, Ont.
 St. John's R.C. Church, Arthur, Ont.
 St. Mary's Church, Viriden, Man.
 Stark's Mill on Teeswater
 Souvenir of Mitchell
 Souvenir of Carleton Place
 Sur Le Yamaska, St. Hyacinthe, Que.
 Taking on Cargo, Pugwash, N.S.
 The Lighthouse, Pugwash, N.S.
 West End, Zurich, Ont.
 William Street, Hantsport, N.S.
 Winter Scene, Coldwater, Ont.
 Blank

A2: View in Leaves: Medium Crest

Beachburg, Ontario, looking North
 Church of England, Newburgh, Ont.
 C.P.R. Station, Havelock
 Dale Estate, Carnation House,
 Brampton, Ont.
 Grand Trunk Station, Warton, Ont.

High and Public School, Port Perry, Ont.
 Lighthouse on Chantry Island,
 Southampton, Ont.
 Main Street, Drayton, Ont.
 Newburgh, Ont
 Ottawa Street
 Queen Street looking East,
 Port Perry, Ont.
 Souvenir of Moose Creek, Ont.
 View from B.C.M. Docks, Bruce Mines
 Wesleyan College, Stanstead, P.Q.

B1: Plain View: Medium Crest — no words

Broadway, Orangeville, Ont.
 Christ Church, Meaford, Ont.
 (used De 25, 05)
 Elevators, Arcola, Sask.
 Elk River Canyon, Fernie, B.C.
 G.T.R. Station, Palmerston, Ont.
 Hudson Bay Str. "Saskatchewan",
 Prince Albert, Sask.
 Main Street, Warkworth, Ont.
 New Smelter, Copper Cliff
 Presbyterian Church, Arcola, Sask.
 Prince Albert Public School
 Sioux Indian, Prince Albert, Sask.
 Stratford from Collegiate Institute
 Sturgeon Point, Ont.
 View from Stock Yards, Arcola, Sask.
 Weyburn, Assa.

**B2: Plain View: Medium Crest
with words "The Empire upon which
the Sun Never Sets"**

High School, Waterdown
(used April 1, 1907)
Public School, Jarvis, Ont.

**C: Small View: Large Crest and words
"The Empire Upon Which
the Sun Never Sets"**

Greenhouses, Brampton, Ont.
The Island, Pakenham, Ont.

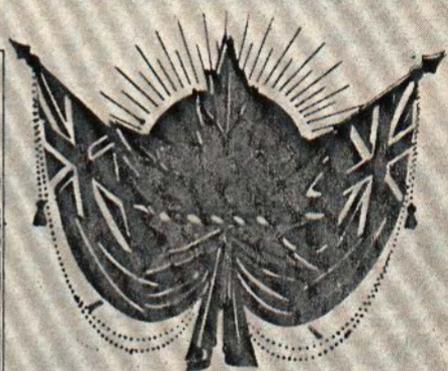


BROADWAY, ORANGEVILLE, ONT., 1885



*Wishing Emily a very happy
New Year.
30/12/08. E. Marshall.*

Type B: Plain View



"THE EMPIRE UPON WHICH THE SUN NEVER SETS."

Type C: Small View, large crest

THE BEAVER BYLINE

by CLAYTON HUFF & ARTHUR GROTEN

This is the first edition of a new Series (III) of new, confirmed flaws on the 5c Beaver. This will embrace over 100 new flaws to add to the several hundred already found and published.

We think that Geoffrey Whitworth, whose popular book on the 1859 Issue is the bible for all of us, will combine this series with its two predecessor series and those in his book to produce a complete (as complete as such a project can be) organized grouping of all the flaws to make identification easier for those who collect these interesting flaws. He probably will also expand the Re-entries shown in his book giving more information on plate positions, earliest dates, etc.

If any collectors have information on these new flaws, such as Plate Position, states of the plate, dates of usage, please write the Editor, Derek Hayter, who can send the data on to the authors and to Geoffrey.

The abbreviations used in the articles are repeated for your convenience.

ABBREVIATIONS AND REFERENCES

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

Ident No. H-1028—A-B-C

Descr.: Series of dots and dashes above T fr plus dot (in H-1028-A) above L outermost pearl of crown and dot in outer curved fr. at L of L ornament (H-1028-C).

Other: Small doubling of R fr at T; T fr doubled at R on most cc.

T.P.: H1028—above A1, A2, A3—2 and 3 flg above T fr.

H1028-A—above A4, one dot in 2 flg, other 4 flg above T fr.

H1028-B—strong dash 2 flg over A6.

H1028-C—dot in E1.

P.P.: 7, St. 4. State is probably 4 before Perf. 2.

Proofs of St. 1 and 2 do not show. Yellow proof (st. 4) shows all marks. None show on PF100a (dated copies of 3/30/65 and 10/25/65).

Perf.: 1—several cc.; 2—one copy. No imprint from PP 8 is visible (I have from 5 to 11 cc.

of flaws).

C-dot: Small, touching at R, Height 4.

Ident No. H-1029—A-B

Descr.: A dash and three dots above T fr (H1029 and H1029A) dot in outer curved fr. above D of Canada (H1029) and dot just outside L fr. 6½mm above inner B fr. (H-1029-B).

Other: Short entry middle of R side.

T.P.: H1029—above A1, A2, A3—1 to 2 flg above T fr. Dot over D of Canada—A1.

H1029-A—dot less than 1 flg outside TR corner—A8.

H1029-B—outside D1, almost down to E1.

P.P.: 69, St. 4—1 copy containing PF3 is dated 12/19/63 but another copy of a weak PF3 dated 11/14/64 shows no H1029—A-B.

Perf.: 2 (8cc) All marks show on yellow proof. St. 4.

C-dot: 2 C-dots—L is small, R is tiny. 1 diam from R, Height—2.

Ident No. H-1030

Descr.: Dot 1½ flg over T fr above last A of Canada and blurry dot resting on T fr almost under other dot.

Other: Traces of R27a. Four other PFs—69, 83c, 92c, 115c—no PF81b.

T.P.: 1½ flg over A3.

P.P.: 97, St. 9. Dated cc showing both dots—4/11/67 and 5/1/68. Top dot only on cover of 12/18/65.

Perf.: 3-5 cc show both flaws; 3 show only top dot.

C-dot: None.

Ident No. H-1033A (B will be shown later)

Descr.: Broken line at L of cross of crown (H-1033) and 2 dots in E of Cents (making a line on one copy) (H-1033-A).

Other: Dash above R wing of V in Five—will show later as H-1033-B. Also R38.

T.P.: H-1033 in A1 and above

H-1033-A in F5

H-1033-B in E5

P.P.: 80, St. 3 cc (with PF48a)

Perf.: 1—cover of 1/8/64 shows all 3 new flaws

C-dot: Medium size, ½ diam from R, Height 2

Ident No. H-1034

Descr.: Dot 2½ flg above T fr over R of crown
Other: R fr doubled at B. Of 9 cc of PF 104 three show H-1034

T.P.: 2½ flg above A5

P.P.: 63 St. 9; Cover of 9/17/67 has H-1034 and PF104 (in paid showing PF60 on PP53)

Perf.: 3 4 cc

C-dot: None

Ident No. H-1035

Descr.: Dash and dot above T fr. Dash starts at fr and slants up to R

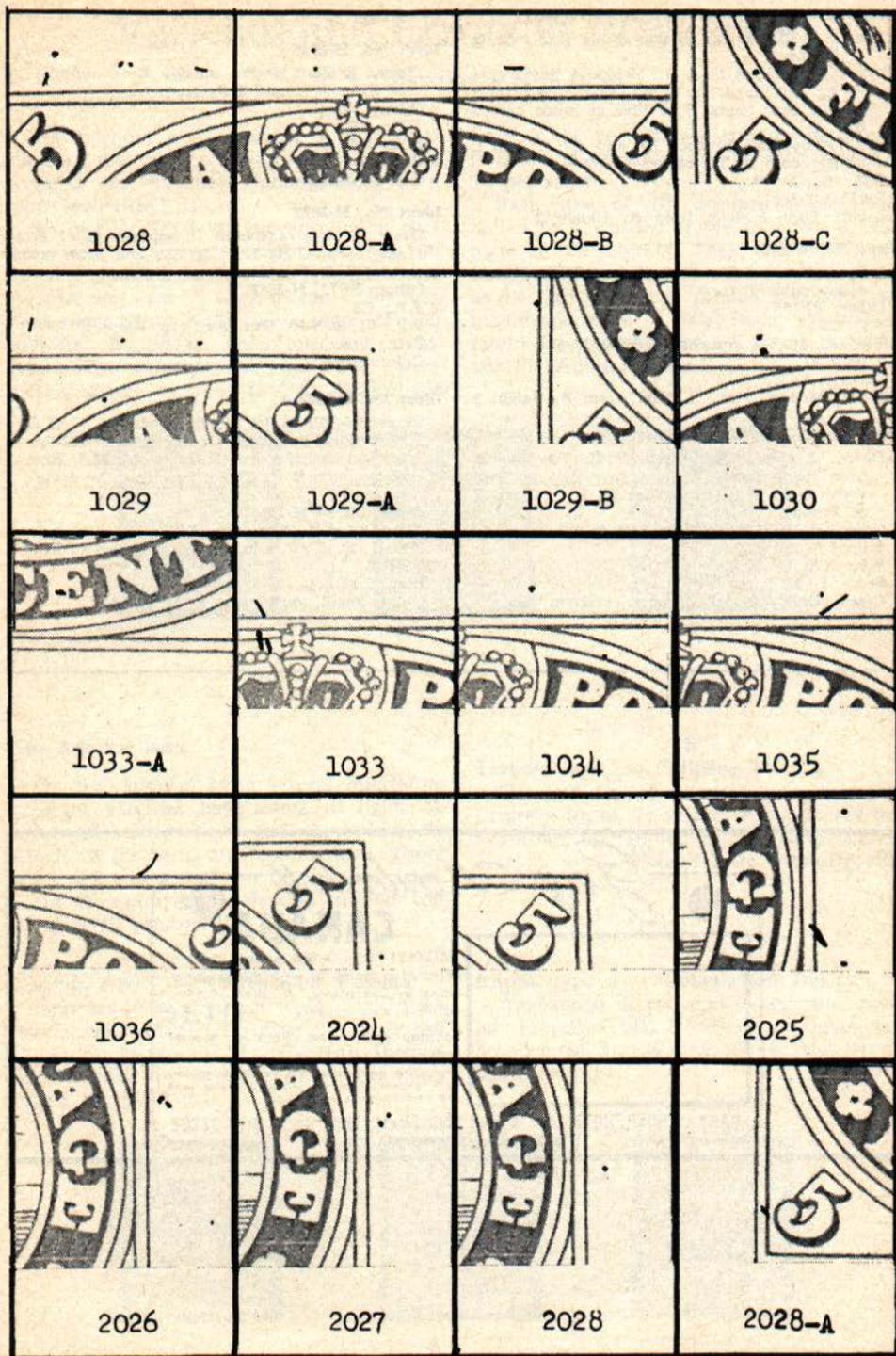
Other: None

T.P.: Above A6

P.P.: ? St. ?

Perf.: 1, 2 cc

C-dot: Small, touches at R, Height 3



Ident No. H-1036 (H-1036A will be shown later)

Descr.: H-1036 is curved line above T fr over O of Postage

Other: Doubled R fr at B. H-1036-A has 2 dots ½ flg outside L fr, 2 flg apart, also short vertical dash below F of Five in inside curved fr

T.P.: Above line between A6 and A7; 2 dots L of E1; dash in TL corner of F2

P.P.: 62, St. 9

Perf.: 2, 3 8cc

C-dot: Tiny—1 diam from R, Height 2

Ident No. H-2024

Descr.: Dot outside R fr below TR5, 3½mm below outer T fr

Other: PF105

T.P.: B8

P.P.: 12, St. 3-4; one copy dated 4/27/63

(Perf 2)

Perf.: 1, 2 (3cc)

C-dot: Medium size; ½ diam. from R, Height 3

Ident No. H-2025

Descr.: 2 dots 2 flg outside R fr. Top one is 6mm below inner T fr. Lower one is 7mm above outer B fr. Slant line on R fr above E of Postage

Other: H-2002, doubled B of R fr

T.P.: C8 and D8

P.P.: ? St. ?

Perf.: 1, 2, 3 cc

C-dot: Only ½ dot appears, medium size,

Height 3

Ident No. H-2026

Descr.: 2 short dashes outside R fr opposite A of Postage, 1 and 2 flg from fr

Other: None

T.P.: C8

P.P.: 100, St. 4

Perf.: 2 (Have 4 cc)

C-dot: None

Ident No. H-2027

Descr.: 2 dots outside R fr opposite G of Postage, 1 and 2 flg from fr, 7½ and 8mm below outer T fr

Other: PF73, H-8018

T.P.: C8

P.P.: 81, St. 9-10. One dated copy shows 11/28/67

Perf.: 3 (8cc)

C-dot: None

Ident No. H-2028-A

Descr.: H-2028 is dot 1½ flg outside R fr off G of Postage, 9mm above outer B fr. H-2028-A is short dash between L frames by BL5, 2mm above outer B fr. Could these flaws be dying Re-entry?

Other: Shows H-2004

T.P.: Dot at R—D8; dash—F1

P.P.: ?, St. ? PP is in R column—guess PP20 or PP50

Perf.: 2 (6 cc)

C-dot: Small, touching at R, Height 4



Gary Hendershott

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Varieties and Errors in Precancels

by R. S. CHESHIRE & H. REICHE

The purpose of this article is to discuss some of the varieties which are outside the scope of the Precancel Catalog, being of a more specialized nature.

Starting in 1903 all precancellation was done with electrotypes which cancelled 100 subjects simultaneously. The type for these electros was cast in rows of ten. This was then repeated to make up a plate of 100 subjects. It follows, therefore, that many errors are constant as rows 2-10 were merely copies of row 1. The Bridgeburg

error is the best known example of this as it is found on stamp 10 of each row, i.e. 10 per sheet.

Each row of 10, outlined above, was nailed to a wooded frame to make up the plate of 100 subjects. These tended to work loose and when they reached the same level as the type they were 'printed' and form the interesting range of 'Nail-Head' varieties, a relatively common variety found throughout the Admiral period.



A

B

C

The Admiral Issue

On the Admiral Issue several interesting constant varieties have come to light. A few, with observations and the values on which so far seen, are listed below. There are many others that will be discussed later.

(In all examples 'n' denotes normal and 'a' inverted precancel).

D

Toronto type 7 — "Chopped-off Toronto"

Appears to be constant to top row. Seen on: 1c green (n, a), 1c yellow (n, a), 2c red (n, a), 3c brown (n), 4c olive (n), 5c blue (n), 5c violet (n), 7c bistre (n, a), 10c plum (n, a), 50c black (n).

E

Toronto type 7 — "Missing T"

Constant to 1st stamp in row seen on: 1c green (n, a), 1c yellow (n, a), 2c red (n), 3c brown (a), 3c red (n), 4c olive (n), 5c blue (n, a), 5c violet (a), 7c bistre (n), 10c plum (n), 10c blue (n).

F

Regina type 2 — "Chopped-off Regina"

Appears to be constant to top row. Seen on: 1c yellow (n), 2c red (n), 2c green (n), 4c olive (n), 5c violet (n, a), 10c blue (n, a), 10c brown (n).



G

Toronto type 7 — "Break in Bars"

Position: not yet established. Seen on: 1c green (n, a), 1c yellow (n), 5c violet (n), 7c bistre (n, a), 10c plum (n), 10c blue (n, a)

H

Toronto type 5 — "Small A in Ontario"

Position: not yet established. Seen on: 5c blue (n), 7c bistre (n), 10c plum (n).

I

Quebec type 3 — "Small E in Quebec"

Position: not yet established. Seen on: 1c yellow (n), 1c green (n).

J

Regina type 1 — "Missing E in Regina"

Position: not yet established. Seen on: 1c green (n), 1c yellow (n), 5c violet (n).

**The 1967 Centennial Issue**

Variations of gum and paper exist in the precancels of this issue that are outside the scope, although mentioned, in the Precancel Catalog. The variations are:

- 1c brown — (CS 454, Walburn X261)
 - (a) plain paper, dextrine gum
 - (b) fluorescent paper, pva gum
- 3c purple — (CS 456, Walburn X-263)
 - (a) plain paper, dextrine gum
 - (b) pva gum, general tagging
- 5c blue — (CS 458, Walburn X-265)
 - (a) plain paper, dextrine gum
 - (b) Hibrite paper, dextrine gum
 - (c) fluorescent paper, pva gum
- 6c black — (CS 460, Walburn X-266)
 - (a) plain paper, dextrine gum
 - (b) fluorescent paper, pva gum
 - (c) fluorescent paper, pva gum, general tagging

Normal Varieties in Precancel Form

Many of the recognized Canadian Varieties must exist in precancel form and many could be far fewer in number than their normal counterparts. The authors intend recording these varieties and the town and type of precancel on which found. We invite your assistance and perhaps in a subsequent article we can report progress.

Hairlines, major re-entries and constant plate varieties are of interest. Who has Rock Island 1-185 with the Weeping Princess variety? It must exist. Your assistance would be greatly appreciated.

1c Macdonald — known with badly misplaced phosphor, known on ribbed paper, known without tagging in pairs.

3c Borden — known with tagging in centre.

5c Bennett — known with tagging in centre.

6c Pearson — known with misplaced perforations, known with double precancel including inscription — not a major one but it is first Elizabethan double, known with tagging in centre.

8c Q.E. II — known with badly misplaced tagging, this value provides one of the most interesting varieties, with top row 2mm taller than the other rows due to a fault in the perforation machine. This variety is only known in precancelled form and has not been found in regular sheets.

BOBCAYGEON: The rise of a small Ontario Town, Its Postal History and the Saga of a Venerable Squared Circle

PART I

by GRAHAM J. NOBLE

Nestled in the heart of the Kawarthas, east central Ontario's summer playground, Bobcaygeon is the quintessential resort town. Straddling Pigeon and Sturgeon Lakes it emerges from its cocoon in late spring to play host to thousands of vacationers, many arriving at the hub of the Trent Waterway by boat. The water has been the otherwise isolated community's lifeline since Thomas Need struggled north from Peterborough "in a crazy old waterlogged boat"¹ to his new home in 1833.

Need resembled a number of early settlers in the Newcastle District of Upper Canada. He was an adventurous young progeny of English gentry whose wanderlust could not be contained in Oxford's Theological College. Sight unseen, he purchased 3,000 acres of land in Verulam Township for £750.² Need fell in love with the stark natural beauty of his new backwoods home and within six months of his arrival was laying plans for a settlement at the rapids connecting the two lakes, a place the Mississauga Indians called Bobcawewan-unk or "shallow rapids".³ Need was joined in his wilderness community by a party of half-pay British officers and assorted Irishmen drifting north from Peterborough.

Nearly every nineteenth century merchant and entrepreneur in the Trent Valley held dear to his heart the vision of an inland commercial empire founded upon the waterway. It was a dream of independence from the hegemony of the burgeoning towns on the "front" that was dashed upon the rocky rapids and waterfalls that clogged the great artery.

In fits and starts the Legislative Assembly of Upper Canada eased the isolation of the back townships such as Verulam by allowing work to begin on a series of locks. In March 1833 tenders were called for a lock at Bobcaygeon⁴ and a crude wooden works

was in operation by 1837.⁵

The early settlers found their land marginally suited for cultivation. Situated on the Dummer Moraine, a transitional geological feature separating the Canadian Shield from the Great Lakes Plains, Bobcaygeon was never to become an agricultural settlement, rather, the bountiful harvest on which the community flourished lay in the vast stands of white pine to the north.

By the early 1840's Need was running a small saw and gristmill as well as the village store.⁶ One source even lists him as the postmaster⁷ though this was unofficial. When securing supplies in Peterborough, Need would also pick up the mail for the community and take it back on one of the many ill-fated steamers that plied the unpredictable waters between Bridgenorth on Chemong Lake and Bobcaygeon.

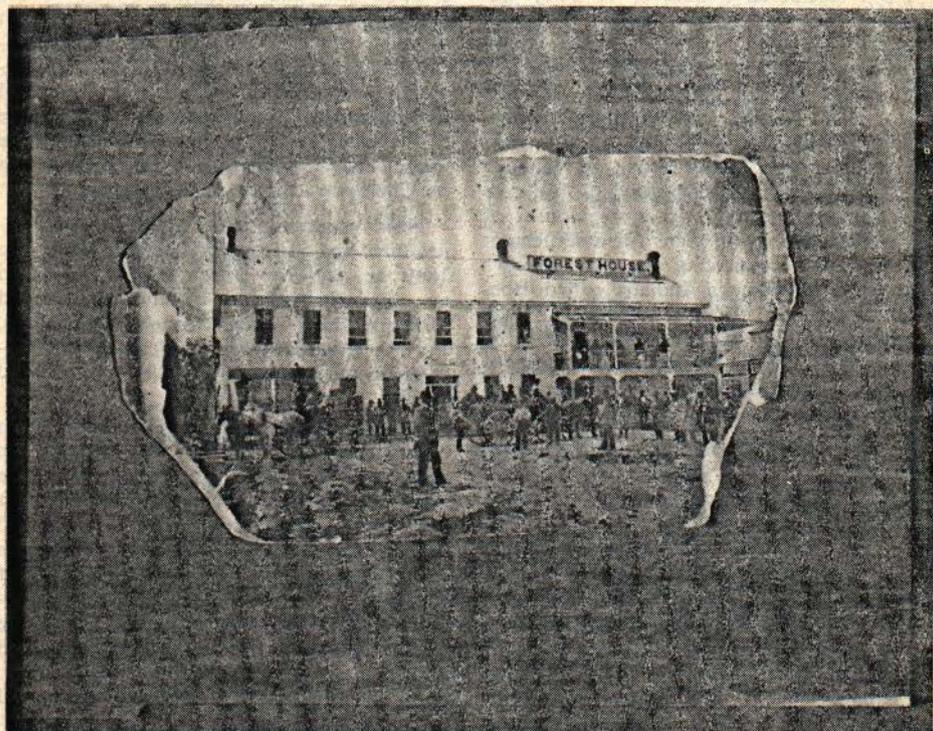
Need was not a great success as a businessman and ran up considerable debts. In 1849 he sold his Bobcaygeon interests to an aggressive young entrepreneur named Mossom Boyd, and returned to England. For the next 60 years the fortunes of Bobcaygeon were invariably linked to the Boyd empire.

The mercurial rise of this lumber baron deserves a book and is well beyond the scope of this article but suffice to say he was the proverbial right man in the right place at the right time. As the traditional market for Canadian squared timber was waning with the sunset of the Age of Wooden Ships, to the south a whole new market was just opening up. The rising urban industrial centres of Northeastern United States desperately needed lumber. Until the great pine stands were exhausted in the early years of this century, the backwoods of Canada was plundered to satisfy this demand. For shrewd operators such as Boyd it proved a bountiful harvest indeed.⁸



(Graham Noble Collection)

Figure 1 — Bobcaygeon c. 1905



(Public Archives of Canada)

Figure 2 — Loggers at Forest House, Bobcaygeon en route to shanties c. 1875

In the 1840's Barnabee Belcher, an inn-keeper at Dale, just north of Port Hope, ran a regular stage line to Peterborough. Toward the end of the decade his son-in-law Thomas Eastman pushed the line north to Bobcaygeon. For a few years he also carried the mail.⁹ This cumbersome arrangement did not satisfy the ambitious Boyd. He petitioned the Post Office Department in Quebec for the establishment of an office at Bobcaygeon and in 1853 he secured the appointment as the village's first postmaster. The office, which was opened on April 1st was served by a weekly mail from Downeyville in Victoria County. Four years later the service was extended to twice weekly.¹⁰ The day to day business of the office was left in the hands of John Hunter, a general merchant.¹¹

Despite its growing importance as a lumber town, Bobcaygeon remained largely isolated from the commercial centres to the south. The Midland Railway went no further north than Lindsay, the later Victoria Railway by-passed the town in favour of Fenelon Falls, and the movement of freight and people was frustrated by the poor roads and indifferent steamer service.

Though a general economic depression enshrouded Canada through much of the 1870's, Bobcaygeon took on the appearance of a boom-town. The Boyd operations were expanding rapidly with sawlog production increased tenfold over the previous decade,¹² and supporting industries flourished. The opening of the Colonization Road in 1862 resulted in a steady influx of settlers to the north and the village became a staging post for the many lumber camps. (Figure 2). In 1877 with a population of 1,000, Bobcaygeon became an incorporated village.¹³

The golden age of steamboating spanned some 40 years beginning in the 1870's when a new generation of steamers began cruising the waters of the Trent system pushing log barges and freighting supplies. Though they had a propensity to break down, run aground on submerged debris and burst into flames, steamboats had a certain romantic appeal which enterprising operators took advantage of. As early as 1870, parties of picnickers chartered steamers for summer excursions on the Kawarthas.

Within a decade the area was being discovered by wealthy American tourists. In 1883 partly to capitalize on this new market

and to integrate and diversify their interests the Boyd family (now headed by M. M. Boyd, the son of Mossom Boyd) formed the Trent Valley Navigation Company.¹⁴ In time the TVNC ran a fleet of freight and passenger steamers on the Kawarthas connecting all the established centres and the new summer resorts. The same steamers that took the lumber out of the area brought back tourists to the same hotels used by the lumber camp workers.

The rising expectations however could not be sustained. The steamer business was overextended, competition among operators was fierce and the anticipated large volume of users never materialized. For all its beauty, the Kawarthas never achieved the popularity of the Muskoka Lakes. There was no direct rail access and the few resorts were dispersed over a large area and generally offered second class accommodation.

The revenue generated by the steamers was invariably swallowed up as a result of losses from fires and other mishaps.

Also, the Trent system was still only partially navigable. The few existing locks were outdated and in poor working order and the waterway was a deceptive veneer masking submerged hulks, rocks and dead-heads. Pleas from the business community to the Federal Government for improvements in the system fell upon deaf ears.

Lumbering was also entering a new phase, one of inevitable decline. The northern townships had become virtually logged over and the costs of penetrating into new areas in Haliburton were escalating. Bobcaygeon was increasingly being bypassed as a staging point and new technology made the industry less labour intensive. The decline however was gradual and commercial activity continued until the First World War.

Frustrated with federal inaction on canal improvements a consortium of business interests secured a charter in 1890 for the Bobcaygeon, Lindsay and Pontypool Railway.¹⁵ The line died on the drawing board for want of sufficient operating capital but was revived a decade later when the C.P.R. took over the charter. In 1904 a feeder line was opened north from Burketon Station to Bobcaygeon via Lindsay.¹⁶

It was rather ironic that just as the cherished dreams of Bobcaygeon's builders were being fulfilled, the nature of the community was undergoing a radical alteration. The

railway arrived too late to haul out much of the lumber for which it was originally intended and the Liberal government pushed ahead with major canal improvements between 1899 and 1920 too late for the route to be established as a commercial highway. The zenith of the steamer industry was reached in 1903, but barely six years later the Trent Valley Navigation Company ceased to operate, the victim of a dramatic drop in commercial traffic; the Railway and new modes of personal transport, the private automobile and boat hastened its demise.

The recession which followed the decline in Bobcaygeon's industrial and service economy was relatively short lived. Though the population reached a low of 844 in 1920, the canal and railway pumped new life into the community.

The canal attracted a legion of pleasure boaters particularly after 1945 for whom Bobcaygeon became a major service centre. The railway brought in tourists, especially day excursions, and the community was actively promoted by the C.P.R. and the Chamber of Commerce. By the early 1960's the population once again surpassed 1,000.

While the nineteenth century vision of a thriving commercial town was virtually doomed by prolonged isolation and the limits of the resource upon which it flourished, Bobcaygeon successfully made the transition from a lumbering to resort centre.

Mossom Boyd retained control of the post office at Bobcaygeon until his resignation on July 15, 1868. Four months later the office was taken over by R. Latouche

Tupper, a partner in a patent medicine business. Tupper managed the office for nearly seven years before being removed as a "defaulter", having failed to settle his debts.¹⁷

On April 1, 1875 Irvine Junkin, a store-keeper who operated from his eight room house, was appointed to succeed Tupper.¹⁸ He remained in this position until his death in February 1897. Two years before this his daughter Edith began assisting him and she succeeded to the office in June 1897. When a fire destroyed the store in 1899, the Post Office was moved to the back of the Hamilton Book Store.

As the community grew into a sizeable regional centre in the heyday of the lumber era, the post office became the distributing point for the new rural offices of Silver Lake, Kings Wharf, Red Rock and later Nogies Creek as well as the communities to the north on the Bobcaygeon Road to Kinmount where the Victoria Railway intersected.

Steamers were also contracted to carry mail from Bobcaygeon to a number of resort communities and hotels in the Kawartha Lakes. Very little is known about this arrangement except that it appeared to be the standard method of carrying the mail between 1880 and 1925. Service was three times weekly and mail contracts changed hands frequently due to the volatile nature of the Steamer business.¹⁹

Bobcaygeon's first cancelling hammer was a double split circle circular date stamp with U.C. at the bottom (Figure 3). It was in use from 1853 until 1875 with a manuscript date noted until at least 1860.²⁰



(Campbell — Canada Post Offices, p. 18)

Figure 3
Hammer 1



(Graham Noble Collection)

Figure 5
Hammer II



(Graham Noble Collection)

Figure 5
Hammer III

The second hammer was a split circle type with Ont. at the base. It has been noted in use from October 1873 until March 1878 though it undoubtedly saw service in the early 1880's (Figure 4).

Hammer III (Figure 5) was a full circle type and has been seen used from 1885 until December 24, 1902. It appears to have been heavily used (perhaps exclusively) between 1885 and 1893 and only sporadically thereafter.

The fourth hammer, the squared circle will be our major concern later. It was proofed on November 28, 1893 and was

used, in its first state, (Figure 6) fairly consistently until early 1909.²¹

Hammer V was a split circle type with the letters M.O. after Bobcaygeon (Figure 7). Several P.O.'s were issued similar hammers with the M.O. purportedly signifying Money Order or Money Office but this has never been satisfactorily explained and its diverse usage provides few clues.

This hammer saw limited use between May 1895 and November 28, 1899 and is a relatively scarce marking, generally found poorly struck.



(Graham Noble Collection)

Figure 6
Hammer IV



(Graham Noble Collection)

Figure 7
Hammer V

(Footnotes will be included at the conclusion of this series)

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