



Domestic Parcel Post — Page 46

BNA TOPICS

Official Journal of The British North America Philatelic Society

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BNA TOPICS



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Derek Hayter

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An Introduction to the Study of Canadian Precancelled Postal Stationery - Post Cards

by GEORGE E. L. MANLEY

Precancels were first used in the late 1920's on Post Cards of the Admiral issue. They fall into two categories, i.e. Private precancels and Standard precancels, both on regularly issued Post Cards, with a few exceptions where private post cards were used.

Private Precancels

These were used by Commercial firms or individuals who required a cheap and effective method of advertising.

The user would purchase a supply of regular stamped cards. At first these were the 1c, without a heading, but soon it was general practice to use the ½c, 1c or 1c + ½c Business Reply Cards. These were then sent to a local printer to be precancelled and returned by the user to the Post Office in bulk. The Post Office then undertook to deliver one card to every address on the post-

man's round. This system lasted about 12 years.

Some of these cards were addressed to "The Householder" "Mr. & Mrs. . . . Customer", "Prospective Reader", etc., but a lot were left blank. Most of the 1c+½c cards were addressed individually to firms, e.g. Druggists and Garages and treated as ordinary mail.

There were also (as previously mentioned) a few privately printed cards with private precancels. These include blue cards, picture post cards and double sized cards folded in half.

These private precancels vary enormously and are to be found with various numbers of wide bars, narrow bars, thin lines (which sometimes are in groups of two or three) and sundry miscellaneous cancellations, including one that looks like typewriting. They are usually horizontal but occasionally vertical.



Fig. 1



Fig. 2

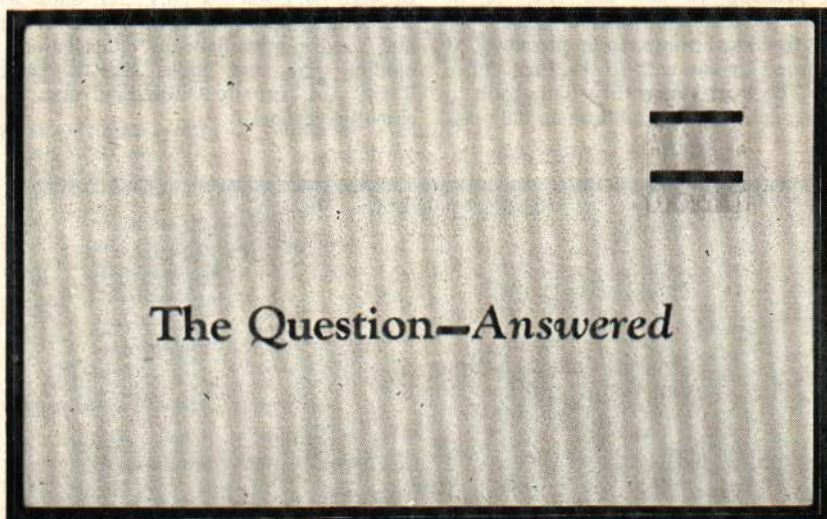


Fig. 3

The cancellations are mostly in black ink. However, different coloured inks were sometimes used depending on the whim of the advertiser: red, green, blue and brown can be found.

The bulk of these cards were used in Toronto but a few are from other towns, e.g. Hamilton and Montreal have been seen.

These private precancels are fascinating

to collect and hard to come by.

Standard Precancels

These consisted of three pairs of horizontal bars and were applied by the Security Printer who was printing the Post Cards at the time as follows:

- a) Canadian Bank Note Co. 1924-29 and 1935-60.
- b) British American Bank Note Co. 1930-

CANADA POST CARD



SIR ADAM BECK'S
LAST MESSAGE.

"TO YOU from failing hands
I throw the torch.
Be yours to hold it high!"

POSTED CONSUMER

TORONTO

Fig. 4

CANADA
BUSINESS REPLY CARD
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SERVICE DEPARTMENT at our
Factory, also a TECHNICAL
DEPARTMENT, which we invite
you to use for your PAINT
PROBLEMS.

THE MANAGER
or
THE PURCHASING AGENT

Don't forget - Prices advance on April 2nd.
Order NOW and have us hold it for you.

Fig. 5

1934 and 1960-1964.

Those printed as a) above always had overall measurements of 30x15mm., whereas the 1930-34 measured only 19x16mm. and the 1960-64 25x15mm. All these cards were plain cards.

The users of these cards fell into three groups:

- 1) Polling cards reminding voters to vote, distributed by the Local Authority.
- 2) Charitable organisations selling Christmas Seals to raise funds for the Tuberculosis Campaigns; also the Empire Club of Canada, etc.

3) Advertising cards from commercial concerns.

It is interesting to note that the majority of cards in 1) and 2) above incorporate a date, so that one can tell when the card was used. These cards could of course be used in years other than those in which they were issued.

Finally cards since 1964 at the precancelled rate have only been issued with the precancel printed as part of the printing of the stamps themselves. This precancel consists of five thin lines. In this section there are several overprints and changes of value which add to their interest.

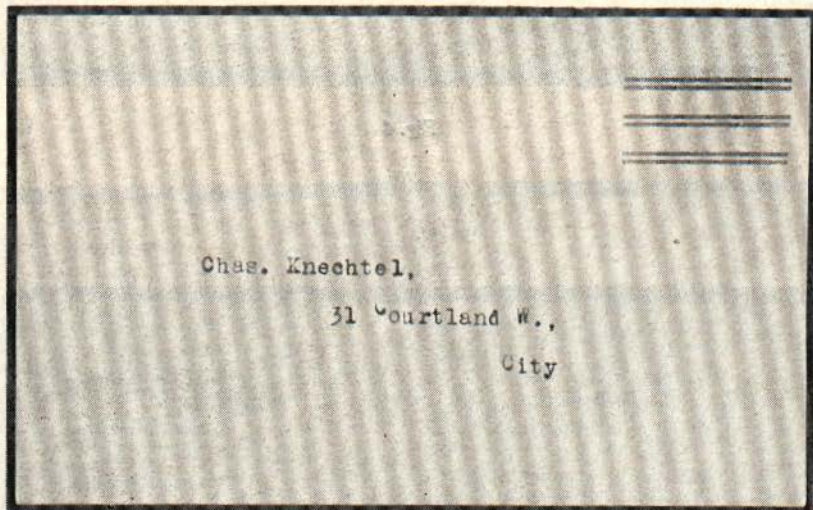


Fig. 6

TOPICS NEEDS ORIGINAL MATERIAL
FOR PUBLICATION

West Coast Ship R.P.O. Markings

by BILL TOPPING

The West Coast ship R.P.O. and other ship markings applied to mail by coastal vessels in British Columbia have confused R.P.O. collectors for many years. The problem of distinguishing between legitimate commercial usage, tourist mail, and the favour cover has never been satisfactorily explained. In 1958 Mr. H. Tyson, superintendent of the British Columbia Coast Service of the C.P.R., contacted a number of active and retired pursers asking them about the carrying and stamping of way mail. A study of these letters and the examination of large numbers of ship covers has made it possible to piece together a fairly complete history of the movement of mail by west coast ships.

The transporting of mail by coastal steamers on the West Coast of British Columbia appears to have begun with the arrival of the Hudson's Bay Company steamer the Beaver in 1836. The vessel served as a mobile trading post and transported furs, mail, and passengers between Fort Simpson on the North Coast to Fort Victoria on Southern Vancouver Island. The mail transported was part of company operations or for the convenience of the few local residents and appears to have been unmarked except for the occasional letter where the sender has indicated the name of the ship.

The practice of carrying mail without marking it with the ship name continued until 1889 when vessels of the Canadian Pacific Navigation Company began to apply the ship stamp to the left hand side of envelopes carried for posting in Victoria. This complied with the post office practice at the time where the dater was used to mark the left hand corner of the envelope and postage was struck with a killer or other obliterator. Markings from both Princess Louise and the Sardonix are known for 1889.

At the same time ships on the Fraser River do not appear to have carried mail, as markings from these are virtually unknown and C. F. Timms, a long time purser with the CPN and CPR states that, "when I joined the fleet on the Fraser River we did not carry mail at all, no doubt because quicker methods were available by land."

The quicker transport never existed on the upper coast until the advent of the air mail in the late 1940's.

During the 1890's the carrying of mail by coastal vessels continued with a wide variety of markings being used since no special devices were supplied for the purpose. The Klondike gold rush of 1898 brought an increased number of ships to the coast as well as increased settlement and it soon became obvious to the Post Office Department that a more formal arrangement for up coast mail was needed. On January 12, 1901, the Canadian Pacific Railway purchased the Canadian Pacific Navigation Company and within a few months the S.S. Tees was designated as an official R.P.O. on the Vancouver-Nass Harbour run. The R.P.O. service differed from the conventional Railway Post Office in that the purser or some other member of the crew was designated mailman and assumed postal duties in addition to his regular work. The one exception to this procedure was between 1903 and 1911 on the night run of the Princess Victoria when a full time mail clerk was assigned to the western trip of the Vancouver and Victoria R.P.O.

The marking devices were supplied by the Canadian Post Office or the Shipping Company and although most devices bearing the R.P.O. or T.P.O. letters came from Ottawa, Purser F. J. Gosling claims he obtained his equipment from the C.P.R. Stationery Department in Winnipeg. Not all daters supplied by the Post Office have the R.P.O. or T.P.O. designation and it is possible that company equipment may on occasion included the R.P.O. designation.

The exact difference between ships designated as R.P.O.'s and those simply accepting mail as a service seems impossible to establish. Purser A. N. Taylor states "Cancelling stamps were authorized by the Post Office Inspector, the late E. M. Haynes and were used on all Northern and West Coast Routes . . ." R.P.O. markings from the Alaska and Northern C.P.R. routes are common but there are none known, except as proofs, from the West Coast of Vancouver Island. Retired purser C. F. Timms makes no distinction between the R.P.O. status of the Queen City and the lack of

similar status for the Princess Beatrice during his period of service. He explains the handling of mail as follows:

"When I joined the Princess Beatrice running to Skagway in the spring of 1907 we would never refuse to carry the odd letter if postage was on it and we would cancel them with the ordinary Purser's Rubber stamp and drop them into the nearest post office when we went to clear from Customs in Canadian ports. If mail were from the south we would bring them through. They sometimes contained shipping documents covering our cargo so we could hardly refuse to handle them. It seems to be more or less official and I don't think we were paid for it except under the usual mail contract if applied to our particular ship on route. The same applied to the Queen City when I was Purser there in 1908 on the Rivers Inlet Route."

In 1904 the C.P.R. was granted the Vancouver-Skagway R.P.O. which was retained until the late 1950's and the Union Steamship Company obtained the Vancouver-Port Neville route in 1906. The following year the Union company started stamping coastal mail "By Union S.S. Co.'s Unpaid mail service" in the hopes of gaining further up coast routes, which it did in 1908 when Cracroft and Prince Rupert were added. The arrival of the Grand Trunk Pacific on the coast in 1911 started the proliferation of companies and the fight for routes. By 1921 there had been 17 routes designated and served by 26 ships.

The rapid decline in the coastal trade during the 1920's brought the expansion to an end and by 1929 the Vancouver-Skagway R.P.O. carried on the Princess Alice was the only route in operation, although the unofficial "way mail" continued to increase as is explained by A. N. Taylor

"On the Alaska route we were allowed to accept both U.S. and Can. postage provided our stamp was on the letter. About 1930 this stopped for some unknown reason to us, but I think the mail collections were getting too large as we used to turn in four five sacks at each end of the run. From that time on we could only accept mail on board steamers with Canadian Stamps, and no cancelling."

The change actually took place in the fall of 1929 with the introduction of a "way mail" cancelling procedure at the Vancouver Post Office. At first a rubber stamp was used but as the quantity of mail

continued to increase, particularly during the summer, a machine cancellation was introduced in 1932. The marking of way mail ended with the start of the war in 1939.

The establishment of a "Way Mail" procedure and the transferring of mail contracts from company to company had little effect on the use of the purser's stamps to cancel passenger mail or for marking mail picked up along the route. The problem is explained by F. J. Gosling.

"After the Company gave up the Mail Contract for B.C. Ports the public still brought letters to the steamers for mailing and in the interest of maintaining good relations with the public the letters were handled, but the postage was not cancelled unless the mail was addressed to a U.S. point. There was no actual authority from either the P.O. or your Office, to use these cancelling stamps, so far as I am aware — or can recall."

The maintaining of good relations with the public appears to have been treated differently by each purser. C. F. Timms claims "It [cancelling] was never done on local runs except as a special favour . . . with one eye closed," and D. Hardy of the Princess Elaine states "I have in the past cancelled interport mail on the northern runs, but in the case of the "cover collector" requesting cancellations on local runs I have returned them uncanceled." C. F. Timms, in reference to the Princess Adelaide, points out that ". . . the P.O. supplied a way mail sack that was placed on the passenger gangway and sent to (the) Post Office at terminals with regular mails and recognized as official but I doubt if this was Ship Stamped."

Each purser appears to have taken a slightly different attitude to requests for favour cancellations and this explains why favour marks from some ships are very common and while others with equally long service, such as the Princess Adelaide, are almost unknown. Most pursers who would cancel favour mail during the 1930's applied the markings well to the left of the postage and treated the markings as corner cards rather than as ship or R.P.O. cancellations. Requests for favour cancellations were forbidden by the Canadian Postal Regulations and postmasters were instructed to send such requests to the Postal Service, Ottawa. Since many pursers turned a "blind eye" the prohibition was not effec-

tively enforced until the start of the war in 1939.

During the war the Vancouver-Skagway R.P.O. continued to operate on the Norah, Alice, and Louise and the Chelohsin and a few other vessels continued to mark mail from up coast points. After the war the airplane replaced the ship as the transporter of mail and passengers and although ship markings continued to appear, very few, except those from the Alaska route, were legitimate. The Post Office tried to discourage the stamping of ship mail and in 1949 the R.P.O. letter was removed from

the Princess Louise dater which together with the Princess Norah continued to mark mail on the Alaska run until 1957. The postwar period was marked by the slow withdrawal of aging ships and the disappearance of shipping companies. At the same time the B.C. Government Ferries gradually took over the abandoned routes with roll on, roll off ferries where mail was transported by truck. No postal service was provided and any markings from these ferries are either restaurant or news stand receipts.

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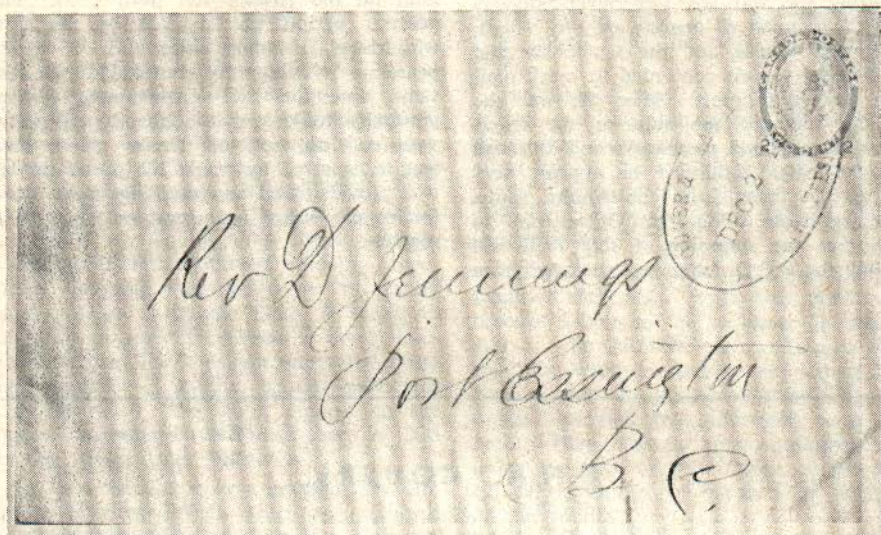
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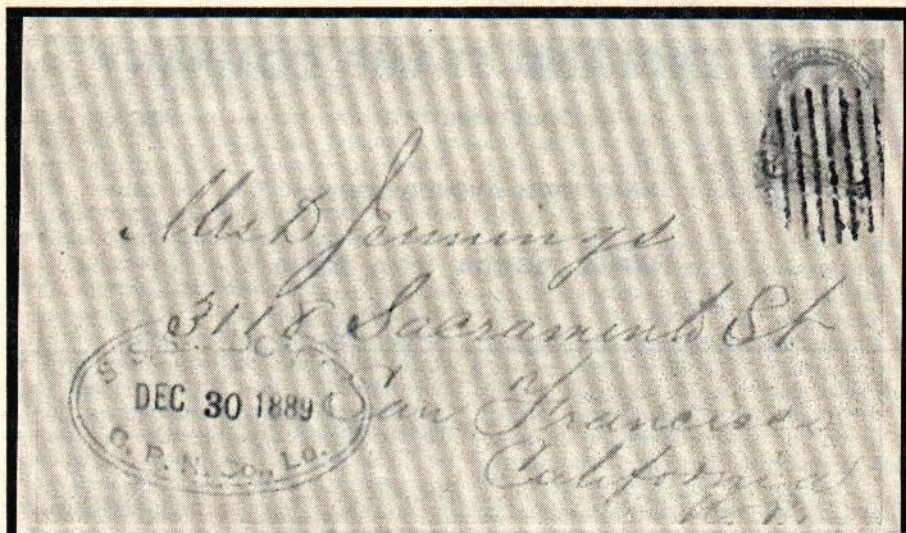
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NAPLES, FLORIDA, U.S.A. 33940



The Sardonyx is one of the two west coast vessels to have marked mail as early as 1889. The letter was sent by Rev. D. Jennings, stationed at Fort Simpson, to his wife in San Francisco. The killer was applied at the Victoria Post Office. The envelope shows the correct use of ship marks prior to 1900.



The first ship R.P.O. was established on the west coast in 1901 shortly after the takeover of the Canadian Pacific Navigation Co. by the Canadian Pacific Railway on Jan. 12, 1901. The Tees served on the up coast and Alaska Routes from 1897 to the 1920's.

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SNAIL'S PACE

Both the editor and the proof reader of *Topics* had commitments which delayed publication of the January-February issue. But finally it was the post office that held up delivery. All copies were in the mail by March 25. The earliest delivery recorded by us in the Toronto area was April 10, and the copy mailed to *Topics'* editorial office arrived on April 14. The post office works in strange ways; one copy mailed third class to a member in Japan arrived in the early days of April. We apologise to readers for the general delay.

We must also apologise to readers for several last-minute errors in the make-up of final copy for the last issue. Certain missing type matter was a production error, and no fault of the proof reader.

At this stage, there will be no opportunity to proof read this copy, nor the centre pages announcing BNAPEX '80.

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3952 Rubec, Clay, 2473 Huntley Ave., Ottawa, Ont. K1V 8E7
3953 Warren, Douglas W., R.D. No. 2, Malehoun Rd., Chester Springs, PA 19425
3954 Cerini, Matthew, 37 Wyoming Dr., Hunt Station, NY 11746
3955 Pojer, George, 42 Fowler Ave., Yonkers, NY 10701

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(Objections must be filed with the Secretary within 30 days of publication)

- 3991 BROWN, Keith C. V., Clyde Vincent Stamps Ltd., Box 9148, Station F, Calgary, Alta. T2J 5S7—D. BNA. Proposed by E. A. Harris, 729, seconded by J. Werner, 3452.
3992 ROUSHORN, Wilson N. D., W.D. Stamps, P.O. Box 337, Waverley, N.S. B0N 2S0—D. Canada, Newfoundland. Proposed by L. Woodward, 3718, seconded by T. Higgins, 3854.
3993 HERSCOVICI, Seymour J., 230 Sedgefield Ave., Pointe Claire, Que. H3A 2T3—C. "Cents" issues used, Canada covers and postal history. Proposed by M. M. Cohen, 3885, seconded by J. Giorgi, 3889.
3994 VanOUDENAREN, Hendrikus, 36 North St., Bobcaygeon, Ont. K0M 1A0—C. Canada mint, postal history, '67 Centennial Definitives. Proposed by G. J. Noble, 3227, seconded by W. G. P. Benton, 1457.
3995 MOSKAL, David A., 112 Harrison St., New Britain, CT 06052—C. Federal and Provincial Revenues, Semi-Official Air Mail. Proposed by W. C. Rockett, 249.
3996 GARDNER, Abraham B., 318 Beauregard Heights, Hampton, VA 23669—C. Canada mint singles, varieties, covers, etc. Proposed by L. R. Paige, 2384, seconded by E. J. Whiting, L-61.
3997 MUNROE, Campbell Rae, 134 Park Lane Cr., London, Ont. N6K 2T8—C. Canada mint singles, plate blocks, Small Queens. Proposed by E. J. Whiting, L-61.
3998 STRATTON, John H., 313 St. David St., Stratford, Ont. N5A 1E1—C. Canada Small Queens, Admirals, Revenues, Postal History, R.P.O.s. Proposed by D. Hollingshead, L-2622, seconded by R. G. Brown, 3878.
3999 BOONE, Mel A., P.O. Box 748, C.F.B. Greenwood, N.C. BOP 1N0—C. Newfoundland, Canada, Town/Moon cancels. Proposed by F. D. Seaman, 2641, seconded by R. L. Burton, 1514.
4000 DENOVAN, W. Alexander (Sandy), Providence Bay, Ont. P0P 1T0—C. R.P.O. cancels on cover; R.P.O. philatelic literature; Newfoundland used. Proposed by H. W. Machum, 3886.
4001 EBERHARDT, Donald E., 3101 Jackson, Wichita, KS 67204—C. Canada Perfins, Postal Stationery, and Post Cards. Proposed by E. J. Whiting, L-61.

- 4002 GRAHAM, James D., 36 Regent Dr., Dartmouth, N.S. B2Y 3L1—C. Canada Perfins. Proposed by M. B. Dicketts, L-2115.
- 4003 LYNE, John F., 7840 Lochside Dr., Apt. 202, R.R. 1, Saanichton, B.C. V0S 1M0—C. Canada mint, varieties, precancels, perfins, philatelic literature 1967 centennial definitives. Proposed by E. J. Whiting, L-61.
- 4004 BOUW, J. Daniel, 86 Center Ave., Little Falls, NJ 07424—C. Canada general; postal Stationery; postal history. Proposed by E. J. Whiting, L-61.
- 4005 MOORE, Douglas B., P.O. Box 536, Williamstown, MA 01267—C. Canada general, booklets and panes, covers. Proposed by E. J. Whiting, L-61.
- 4006 NIMMO, Dr. Andrew P., Entomology Dept., Univ. of Alberta, Edmonton, Alta. T6C 2E3—C. Newfoundland, Nova Scotia general. Proposed by S. S. Kenyon, 1676, seconded by K. R. Spencer, 2805.
- 4007 PIVNICKI, John, 3567 Marlowe Ave., N.D.G., Montreal, Que. H4A 3L8—C. Canada mint singles, blocks, first day covers. Proposed by J. M. Sendbuehler, 2707.
- 4008 HANSEN, James F., Sutton Rd., Bradford, NH 03221—C. Canada. Proposed by H. W. Harrison, L-1501.
- 4009 MOFFAT, G. Palmer, 4542 E. Camino de Oro, Tucson, AZ 85718—C. Squared Circle Cancels, R.P.O. Cancels, Newfoundland Cancels. Proposed by J. H. Boker, 2168, seconded by R. W. Lyman, 959.
- 4010 GORDON, Dr. Zane M., 58 Duncannon Dr., Toronto, Ont. M5P 2M2—C. Large Queens in general, used singles, blocks. Proposed by E. J. Whiting, L-61.
- 3884 SOPER, Robert B., 5251 South St., Apt. 41, Halifax, N.S. B3J 1A3
- 3685 MacRAE, I. C. (correspond through the Secretary of BNAPS).

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| 3963 Sismondo, Mrs. Liane G. C. | L-3977 Palmer, Earl E. | |

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- 2084 Galway, Paul G., **c/o Blackett-Galway Insurance Ltd., 100 Windsor Ct., Grande Prairie, Alta. T8V 0X6**
- 2157 Mac Nair, Dr. A. Stanley, **18-3 San Gabriel Dr., Chico, CA 95926**
- 1777 Margeson, Paul B., **4431 Okell Rd., Columbus, OH 43224**
- 857 McGrath, Edward, **88 Carlton St., St. Catharines, Ont. L2R 1P8**
- 3779 Plaskiewicz, Richard J., **USS Preble, DDG-46, CPO Mess, c/o FPO San Francisco, CA 96601**
- 3399 Sheklian, N. N., **P.O. Box 772, Visalia, CA 93279**
- 3372 Unwin, Alexander M., **P.O. Box 1686, Bellevue, WA 98009**
- 3904 Voss, Harry J., **320 Witney Ave. S., Saskatoon, Sask. S7M 3K5**
- 3354 Wilson, Dr. J. Don Wilson, **Avalon Constr. & Engr. Ltd., P.O. Box 8250, St. John's, Nfld. A1B 3N4**
- 3527 Haugh, JoJhn J., **1200 S.W. Main St., Portland, OR 97205**
- 1182 Nystrom, David, **951 Homewood Dr., Apt. 7, Campbell River, B.C. V9W 3N7**
- 1202 Peters, Reimers A., **1043 E. Maryland St., Apt. 4, Phoenix, AZ 85014**
- 3284 Merrell, A. Dean Merrell, **16320 Old Branch Rd., Los Gatos, CA 95030**
- 627 Pell, Samuel F. Jr., **Box 4431, North Las Vegas, NV 89030**
- 3820 Adams, Mrs. Jeanette, **Box 40792, Indianapolis, IN 46240**
- 3782 Rome, Jeffrey O., **250 Hammond Pond Pkwy., Apt. 113 North, Chestnut Hill, WA 02167**
- 3414 Beaupre, Marc, **973 Avenue des Erables, App. 3, Quebec, Que. G1R 2M8**
- 3404 Hogg, C. Leigh, **Box 111, Lambeth, Ont. N0L 1S0**
- 3335 Adey, K. J., **1950 Pacific Ct., Ste. 209, Kelowna, B.C. V1Y 8B3**
- 2901 Moir, Brian N., **R.R. 4, 491 Stanley Cr., Kelowna, B.C. V1Y 7R3**
- 3721 Gilmour, William R., **8011 Westside Rd., Vernon, B.C. V1B 1Y4**
- 3300 MacDonald, Kenneth C., **Box 9061, Station A, Halifax, N.S. B3K 5N7**

- 3810 Money, John D., 25 Orangewood Cr., Agincourt, Ont. M1W 1C5
 1118 April, Georges, 2272 Ste-Foy Rd., App. 601, Quebec, Que. G1V 1S6
 3259 Bucklin, Hollie A. Jr., 30 East St., Ipswich, MA 01938
 1862 Grenier, Maj. Guy, 48 Les Chenaux, Vaudreuil, Que. J7V 1G3
 2146 Jackson, Col. R. F., 2216 Louisiana Ave., Ottawa, Ont. K1H 6T6
 3755 Curtis, Derrick C., 40 Petrel St., Apt. 3, Kitimat, B.C. V8C 1M2
 3687 Hillmer, John M., P.O. Box 3277, Station D, Willowdale, Ont. M2R 3G6
 3465 Jansen, Guenter, c/o Burland, Conyers and Mariera, P.O. Box 292, Hamilton 5, Bermuda
 2507 Kahlmeier, Horst, P.O. Box 2394, Kitchener, Ont. N2H 6N3
 2335 Malott, Maj. Richard K. (Ret'd.), 16 Harwich Cr., Nepean, Ont. K2H 6R1
 3230 Schumann, Klaus, 19 Plum Tree Way, Willowdale, Ont. M2R 3J1
 3200 Shapiro, B. L., Box 9865, College Station, TX 77840
 2884 Talman, John H., 35 Victoria St., Toronto, Ont. M5C 2A1
 S University of British Columbia, Library Processing Centre — Serials, 2206 East Mall, University Campus, Vancouver, B.C. V6T 1Z8
 2405 Williams, C. L., P.O. Box 1005, Brighton, Ont. K0K 1H0
 L-3685 MacRae, Ian C., correspond through the Secretary of the Society
 3671 Arndt, F. Jeffrey Scott, P.O. Box 6485, El Paso, TX 79906
 3787 Bassett, Steven, P.O. Box 5355, Madison, WI 53705
 3259 Bucklin, Hollie A. Jr., P.O. Box 167, Ipswich, MA 09138
 2409 Clatterbuck, Winfield C., 8136 Stadler Dr., Apt. 4, Youngstown, OH 44512
 3666 Cochran, William, 13 Edgebrook Rd., Nepean, Ont. K2H 6C2
 3917 Day, William E., P.O. Box 1081, Station B., Burlington, Ont. L7P 3S9
 2584 Foley, Joseph E., Box 2352, Denver, CO 80201
 3234 Goldstein, Prof. E. M., Edn. Faculty, Univ. of Ottawa, 651 Cumberland St., Ottawa, Ont. K1N 6N5
 3789 Hondyk, Leonard H., P.O. Box 86, Westhill, Ont. M1E 4R4
 3610 Riesenfeld, Sanford, c/o Coastal Corp., 9 Greenway Plaza, Room 554, Houston, TX 77046
 3278 Jacobson, Charlie, 25842 Chula Vista, Redlands, CA 92373
 3235 Holtz, Andrew G., P.O. Box 5430, Station A, Toronto, Ont. M5V 1N6
 (delete: Timbres Montroy Stamps Enrg.)
 3875 McElfresh, Sonja Z., 3871 N. Granada Way, Oakdale, MN 55109
 3371 Thomson, V. R., H.M.S. Ganges Apts., R.R. 3, Crofton Road, Ganges, B.C. Y0S 1E0
 3938 Gourdire, Ms. Joan T., 931 Mayfair Cr, Kingston, Ont. K7M 5S5
 3473 Aitken, Hugh D., 75 Nisbet Dr., Aurora, Ont. L4E 2K6

DECEASED

- 3559 Collier, George W., Collier's Philatelic Enterprises, P.O. Box 486, Donna, TX 78537
 L-935 Wilkinson, Dr. Allan A., 41 Broadway, Box 1310, Wawa, Ont. P0S 1K0
 1539 Langstroth, Dr. R. S., 652 Loyalist Ct., Fredericton, N.B. E3B 3K9
 3298 Gilmore, Jack A., 70 S. Parkwood Ave., Pasadena, CA 91107
 2414 Mitchell, Capt. R. B., 2025 Poplar St., Halifax, N.S. B3L 2Y6
 L-17 Sissons, James N. (O.T.B.), 37 King St. East, Ste. 27, Toronto, Ont. M5C 1E4

RESIGNATIONS

- 3543 Hulin, Gilbert M., 4891 Donald St., Eugene, OR 97405
 1492 Stanway, G. Edward, 494 Oak St., Wadsworth, OH 44281
 2349 Connell, Dr. W. Ford, 11 Arch St., Kingston, Ont. K7L 3L4
 2224 Rose, Kenneth G., Box 7086, Calgary, Alta. T3C 3L8
 3713 Collier, Vera, 203 S. 22nd St., Donna, TX 78537
 2304 Harris, James P., P.O. Box 3646, Wilmington, N.C. 28406
 3767 Iwaszkiewicz, Jorge J. M., 3600 Park Ave., Apt. 422, Montreal, Que. H2W 3H2
 2745 Marley, Kenneth W., 2235 Homestead Road, Santa Clara, CA 95050
 3773 Reiling, Charles J., 1 Barbuda Rd., Englewood, FL 33533
 2171 Woods, Lawrence C. Jr., West Wind Farm, R.D. 2, Ligonier, PA 15658
 2951 van der Ben, H. C., Kramsvogellaan 86, 3722 ZC Bilthoven, The Netherlands
 3357 Davis, J. William, 23 Augusta Ct., Greenville, SC 29605
 3698 Kenyon, Bruce W., 580 Boca Ciega Point Blvd. S., St. Petersburg, FL 33708
 3632 Kiss, Dr. Andrew, 223 St. Clair Ave. W., Toronto, Ont. M4V 1R3
 3139 Duthoit, R. G., 7 Pawnee Bay, Winnipeg, Man. B2J 2C8
 3631 Galbraith, Miss Bev. (Mrs. Bev. G. Fleming), 111 Hillcrest Ave., Willowdale, Ont. M2N 3N8
 223 Billig, Fritz, 168-39 Highland Ave., Jamaica, NY 11432
 3172 de Kleer, Dr. Vicki S., 24 Princess Anne Dr., Georgetown, Ont. L7G 2B9
 2052 Millard, James William, 2277 W. 2nd Ave., No. 901, Vancouver, B.C. V6K 1H8
 1649 Mortonson, W. H., 2-6 Wade Hampton Dr., Star Rt. 5, Beaufort, SC 29902
 3542 O'Donnell, Michael C., 9904 Greenview La., Manassas, VA 22110
 1943 Wenzelberger, Charles F., 255 Waltham St., Lexington, MA 02173

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

PART III — CONCLUDED

by GRAHAM J. NOBLE

Around the same time Harry Van Oudenaren began researching the postal history of Bobcaygeon. Over the next couple of years he interviewed both Mr. Beatty and Mrs. Davis and made a number of significant discoveries. A new squared circle roster in 1975 revealed the existence and whereabouts of several previously unknown strikes of the cut-down hammer and filled in many gaps in the usage of the first state.³⁴ Unfortunately McKnight, now a Post Office Marketing Representative could shed little light on the hammer's disposition as his files had long since disappeared.³⁵ Some months after his death early in 1977, the original correspondence in the hands of J. W. Travers along with the three covers from his initial find surfaced. From all this we can make some fairly accurate assumptions about the hammer and its use.

Mr. Davis very likely retired the hammer when the corners broke thus it seems unlikely new reports will push its late use beyond the date already established. Mrs. Davis suggested that the hammer had been filed down by the Department a few years later. This is possible although the Post Office would likely have issued a replacement rather than taking the trouble of a repair. Probably the job was done locally and the hammer kept in reserve. An investigation into the cut-down hammers at Schreiber and Nanaimo might provide some more definitive information on how this was done.

Some time in the 1940's when the modern style hammer handles came into use Davis requisitioned one and fashioned the head of the cut-down squared circle onto the new handle.³⁶

As we have seen, a new Hammer (VIII) came into use around 1952. Beatty stated that the squared circle hammer was used for a few days between the breakage of one hammer (VII) and the arrival of its replacement (VIII) from Ottawa. His suggestion in 1961 that this had occurred "five or

six years ago" is accordingly off by about three years.³⁷ The first period of use of the cut-down hammer (State 2) can be estimated as follows:

PERIOD I — ca. 1952
(No examples reported)
(In use "a few days")

A surprise discovery made by Harry Van Oudenaren provided us with the date for the second period of use. Beatty had prepared a first day cover for the Seaway stamp (No. 387) for himself using the old hammer. (Figure 13)

PERIOD II — 26 JUN 1959
(First Day Cover)

The third period was a one day use while the regular hammer (VIII) was being welded locally after breaking.³⁸

PERIOD III — Spring 1960 (one day)

During the Christmas rush in December 1960 this hammer (VIII) broke again and the cut-down squared circle was pressed into service again. The following dates of use have been confirmed.

PERIOD IV — Dec. 8, 9, 10, 12, 13, 14, 1960
(PM — DE 8-13, AM — DE 14)

As December 11 was a Sunday it is likely that the above dates represent the entire period of use. There were problems with using the old hammer. The threading of the head did not match that of the modern handle, and old metal type had to be filed to fit.³⁹ After a few days use the hammer broke.⁴⁰ Another important discovery by Harry Van Oudenaren confirmed the last day of regular use. A cover which at one time contained a Christmas card from Beatty to Mr. and Mrs. Davis was found dated DE 14 1960. Inside the back flap was the notation in Beatty's handwriting "Last envelope with old canceller". (Figure 14)

After the squared circle broke, the much repaired hammer VIII was returned once again for a short period of time although

no strikes have been recorded from this period.⁴¹ At the same time a new hammer must have been requisitioned and put into use early in January.

The final use of the cut-down squared circle was done by some improvisation. One strike was made to date the original memo from Beatty to McKnight (which was later passed on to Travers). A second strike, an example on stamp (No. 389) not seen by the author but reported in the 1975 roster is also listed as used on the same date.⁴² This seems rather odd used on a commemorative then a year and a half old and some

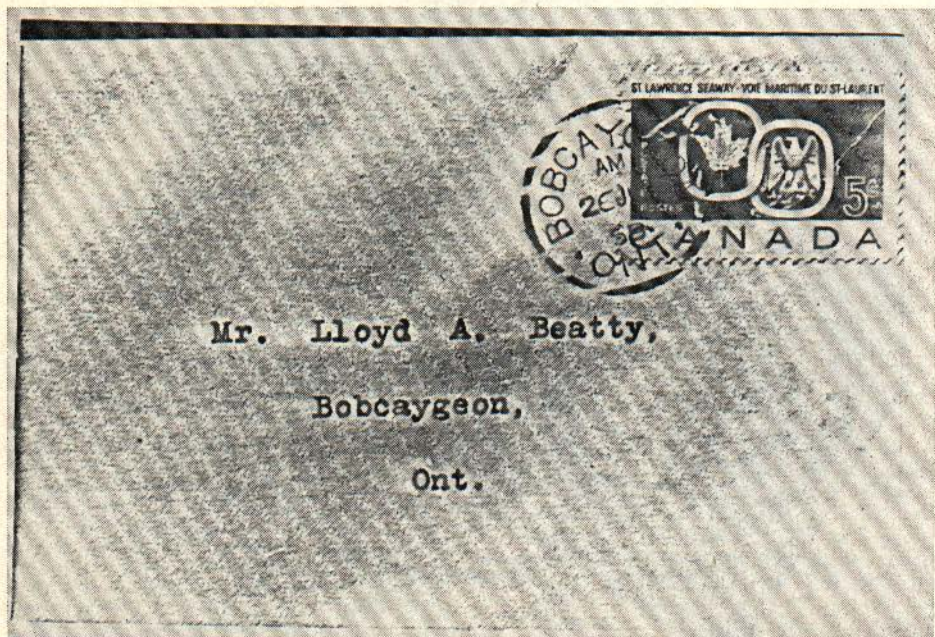
reservations must be expressed about the accuracy of this report. The two favour covers cancelled for Douglas Crawford were also done on this date. It should be noted that unlike the previous periods of use Roman style type was used on all cancels:

PERIOD V — AM 13 II 61
(Figure 15)

Altogether, 18 examples of the second state squared have been reported and can be grouped as follows, the brackets indicating strikes seen by the author:

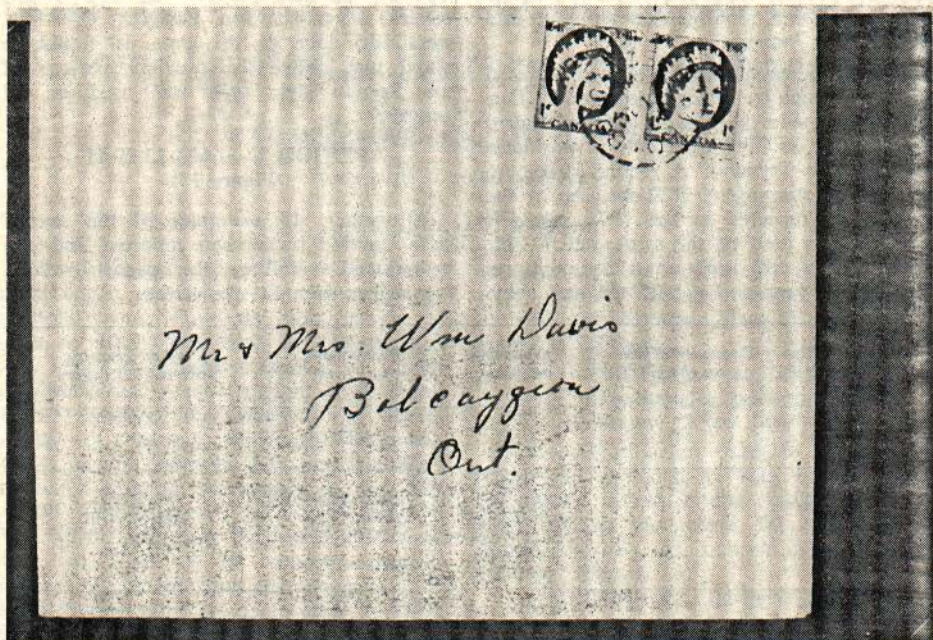
Commercial Use on stamp or piece	Commercial use on cover	Favour use on piece	Favour use on cover	Used as dater on internal PO memo
4 (1)	7 (4)	4 (1)	2 (2)	1 (1)
1 DOUBTFUL		ALL ON 3c JUBILEE CULLED FROM 1 COVER	ONE SENT THROUGH THE MAILS	BEATTY- McKNIGHT AM 13 II 61

(Figure 13)



Cut down squared circle used on First Day Cover. (Harry Van Oudenaren collection)

Figure 14)



*Last commercial cover with cut-down squared circle DE 14 1960.
(Harry Van Oudenaren collection)*

Etched in the folklore of every Canadian community are the exploits of its builders. Often lost in the passage of time are the lives of many lesser lights. The Postal History of a town forms an integral part of its development and behind our covers and cancels lies a myriad of colourful characters who performed faithful service to their community. Among the seven postmasters who have served Bobcaygeon over the past

125 years we find a lumber baron, one of Canada's first female postmasters and one of Ontario's longest serving postmasters.

The revival and disappearance of Bobcaygeon's squared circle is one of the most interesting twentieth century postal sagas. If this study spurs others on to similar postal detective work the author's labours will have been amply rewarded.

(Figure 15)



*Final use of cut-down squared circle on favour cover 13 II 1961.
(Graham Noble collection — ex-Crawford)*

ACKNOWLEDGMENTS

This study would have been impossible without the kind and generous assistance of the following: DOUGLAS A. CRAWFORD, whose pioneering efforts kindled the author's interest in the Bobcaygeon squared circle and who later made available all his material on the hammer.

HARRY VAN OUDENAREN, who for years has patiently weathered dozens of questions on Bobcaygeon's postal history, who interviewed Lloyd Beatty and Mrs. Davis and provided photographs of covers in his collection.

AN ANONYMOUS RETIRED POSTAL OFFICIAL, the author's 'inside' source, for the past seven years an unfailing fountain of post office lore without whom the author's research efforts would never have got off the ground.

DR. BILL MOFFATT, for his extensive notes on the usage of the Bobcaygeon squared circle.

THE NATIONAL POSTAL MUSEUM, for copies of relevant correspondence from their files, and useful advice.

THE LATE JACK W. TRAVERS, who rediscovered the Bobcaygeon squared circle and recounted the events for the author.

AND THE MANY COLLECTORS AND DEALERS who have made strikes of Bobcaygeon cancels available to the author to assist in this study.

NOTES

1. Edwin C. Guillet, *The Valley of the Trent*, Toronto, Champlain Society, 1957, 385-92.
2. *Ibid*, 388.
3. *Ibid*, xxxvi. See also Watson Kirkconnell, *County of Victoria Centennial History*, Lindsay, Victoria County Council, 1921 (2nd ed. 1967), 51.
4. Guillet, 148.
5. Richard Tatley, *Steamboating on the Trent-Severn*, Belleville, Mika, 1978, 20.
6. Smith's *Canadian Gazetteer*, Toronto, 1846 (1970), 37, 200.
7. Kirkconnell, 53.

8. For a short biography of Boyd see D. J. Wurtle, "Mossom Boyd Lumber King of the Trent Valley", *Ontario History*, L: 1958, 177-189.
9. Guillet, 1.
10. Harry Van Oudenaren, "The Postal History of Bobcaygeon", Bobcaygeon, ms, 1975.
11. *Ibid.*
12. C. Grant Head, "An Introduction to Forest Exploitation in Nineteenth Century Ontario", in J. D. Wood ed. *Perspectives on Landscape and Settlement in Nineteenth Century Ontario*, Toronto, McClelland & Stewart, 1975, 78-112.
13. Kirkconnell, 55.
14. Tatley, 73.
15. Kirkconnell, 188.
16. Tatley, 163.
17. Canada Post Office, **Change of Postmaster Record** (Bobcaygeon, Ont.)
18. Van Oudenaren, ms.
19. Tatley makes brief mention of this service, his information gleaned mainly from steamer schedules. Somewhere in the vast amount of C.P.O. material in the Public Archives should be some steamboat contracts. A fertile field for further research.
20. Harry M. Konwiser & Frank W. Campbell, **The Canada and Newfoundland Stampless Cover Catalog**, Verona, N.J., Rich, 1946, 35. Serial No. 721-2. Hammer II is listed as Serial No. 723.
21. Alfred Whitehead, **The Squared Circle Postmarks of Canada**, (3rd ed.), Toronto, BNAPS, 1964, 42.
22. As was the rest of the Public Service, postal headquarters was a male bastion until the 1890's. The first reference to females in the postal service is an application by two sisters for clerkships in the Barrie, Ont. post office. (See Ontario Archives, **Alexander Campbell Papers**, Miss Libbie Bogart to Campbell 24 Feb. 1886). The entry of females into the 'outside' service was very much responsible for the later liberalisation of regulations at headquarters.
23. Van Oudenaren, ms.
24. For the purposes of this study rubber hand-stamps and ancillary markings have been excluded. They do not figure very prominently in the hammer chronology the only examples seen by the author have been properly reserved for internal postal use.
25. Canada Post Office, **Change of Postmaster Record**, (Bobcaygeon, Ont.)
26. See J. W. Travers, "Another Squared Circle Discovery", *Canadian Philatelist*, 12:3, March 1961, 149. Also "Rounding Up Squared Circles", *BNA Topics*, 19:3 March 1962, 70. Details of the discovery were confirmed by Travers in a telephone interview with the author in December 1974.
27. L. A. Beatty-H. R. McKnight, 13 Feb 1961.
28. L. A. Beatty-D. A. Crawford, 13 Feb 1961.
29. H. R. McKnight-D. A. Crawford, 13 Mar 1961
30. H. R. McKnight-L. A. Beatty, 8 Mar 1961.
31. L. A. Beatty-H. R. McKnight, 13 Mar. 1961.
32. H. R. McKnight-D. A. Crawford, 16 Mar. 1961.
33. L. A. Beatty-J. E. Kraemer, 11 Sept 1973 (with encls.)
34. Dr. Wm. Moffatt — author, 1 May 1975.
35. H. R. McKnight — author, 15 April 1975.
36. L. A. Beatty-D. A. Crawford, 13 Feb 1961.
37. L. A. Beatty-H. R. McKnight, 13 Feb 1961.
38. *Ibid.*
39. *Ibid.*
40. L. A. Beatty-D. A. Crawford, 13 Feb 1961.
41. L. A. Beatty-H. R. McKnight, 13 Mar 1961.
42. Dr. Wm. Moffatt — author, 7 Aug 1975.

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ABBREVIATIONS AND REFERENCES

Descr.—Description
T.P.—Thirkell Position
P.P.—Plate Position St.—State
Perf.—Perforated 1—1134; 2—1134; 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-7029—A—B

Descr.: H-7029—Faint dot in upper curved part of BR5; H-7029A—dot 2 flg outside R fr opposite fat curved part of TR5 (G. Whitworth believes this could be PF89a from PP 22); H-7029B—Curved dash in inside section below TA of Postage.

Other: Imprint at L, some copies have short entry in TR spandrel

T.P.: H-7029—on line F8—F7; H-7029A—A9; H-7029B—C7

P.P.: 21 St. 6

Perf.: 2—1 copy; 3—many copies

C-dot: Tiny, touching at R, Height 2

Ident No. H-7030—A—B

Descr.: H-7030—Tiny dot in upper fat part of BR5; H-7030A—Tiny dot in lower fat part of TR5; H-7030B—Dot over middle of N of Cents

Other: PF25 (faint); H-8007

T.P.: H-7030—F8; H-7030A—A8; H-7030B—corner of E5—6 and F5—6

P.P.: 19 St. 3

Perf.: 2 3cc

C-dot: Medium size, 1/2 diam from R, Height 3-4

Ident No. H-7031

Descr.: Dash in top of ball of BR5

Other: PF 101 ba

T.P.: On line F7—8

P.P.: ? St. ?

Perf.: 2 2cc

C-dot: Medium size, touching at R, Height 3

Ident No. H-7033

Descr.: Dash in inside curved fr above R side of T of Cents. This has been found on 6 stamps with 4 different C-dots—may have been a constant flaw at one time

Other: None

T.P.: E6

P.P.: 9 St. 4

Perf.: 2 5 cc

C-dot: Medium size, 1 diam from R, Height—Low 4

Ident No. H-7032—A

Descr.: H-7032—Vertical dash above R end of T of Cents—similar to C-7033; H-7032A—faint horizontal dash across ball of BL5

Other: H-9009 and PF 115a shows on red proof of St. 4, not on yellow proof

T.P.: H-7032—E6; H-7032A—F1

P.P.: 41 St. 4

Perf.: 2 4 cc

C-dot: Double—upper—Large size, touching at R, Height 3; lower—Small, almost touching at R, Height 4

Ident No. H-7034—A—B

Descr.: H-7034—Dot in S of Cents; H-7034A—Dot in L foot of N of Cents and dot in outer curved fr below E of Cents; H-7034B—Dot in inner curved fr above C of Canada

Other: None

T.P.: H-7034—E7; H-7034A—F5; H-7034B—D1

P.P.: 13 St. 2-3-4-5

Perf.: 1 4 cc

C-dot: Medium size, 1/2 diam from R, Height—low 4

Ident No. H-7035

Descr.: Tiny dots in outer curved fr under S and under T of Cents

Other: None

T.P.: F6 and F7

P.P.: ? St. 1-2

Perf.: 3 2 cc

C-dot: Small, 1 diam from R, Height 4

Ident No. H-7036

Descr.: Tiny dot in inner curved fr below E of Cents

Other: PF 86b and 114c

T.P.: F5

P.P.: 63 St. 1 and 2 per G. Whitworth's 4 cc

Perf.: 1 2 cc, one dated 3/29/60

C-dot: Large, touching at R, Height 2

Ident No. H-8023 (H-8023A will be shown later)

Descr.: Curved line in fat part of BL5

Other: Dot between T frames over TL5 (will be H-8023A)

T.P.: H-8023—F1; H-8023A—A1

P.P.: 5 St. 5 --- 10

Perf.: 1, 2 2 cc

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

Ident No. H-8024

Descr.: Dot between L frames opposite F of Five, 4mm above B outside fr

Other: PF126, PF46a (weak), H-1022

T.P.: E1

P.P.: 8 St. 4

Perf.: 2 4 cc

C-dot: Double—upper is small, touching at R, Height 3; lower is smaller, 1 diam from R, Height 4

Ident No. H-8026—A—B

Descr.: H-8026—short dash in TR wing of L rosette; H-8026A—dot in middle of upright part of E of Five; H-8026B—short horizontal dash in top of upright part of E of Cents—all of these could be part of dying re-entry.

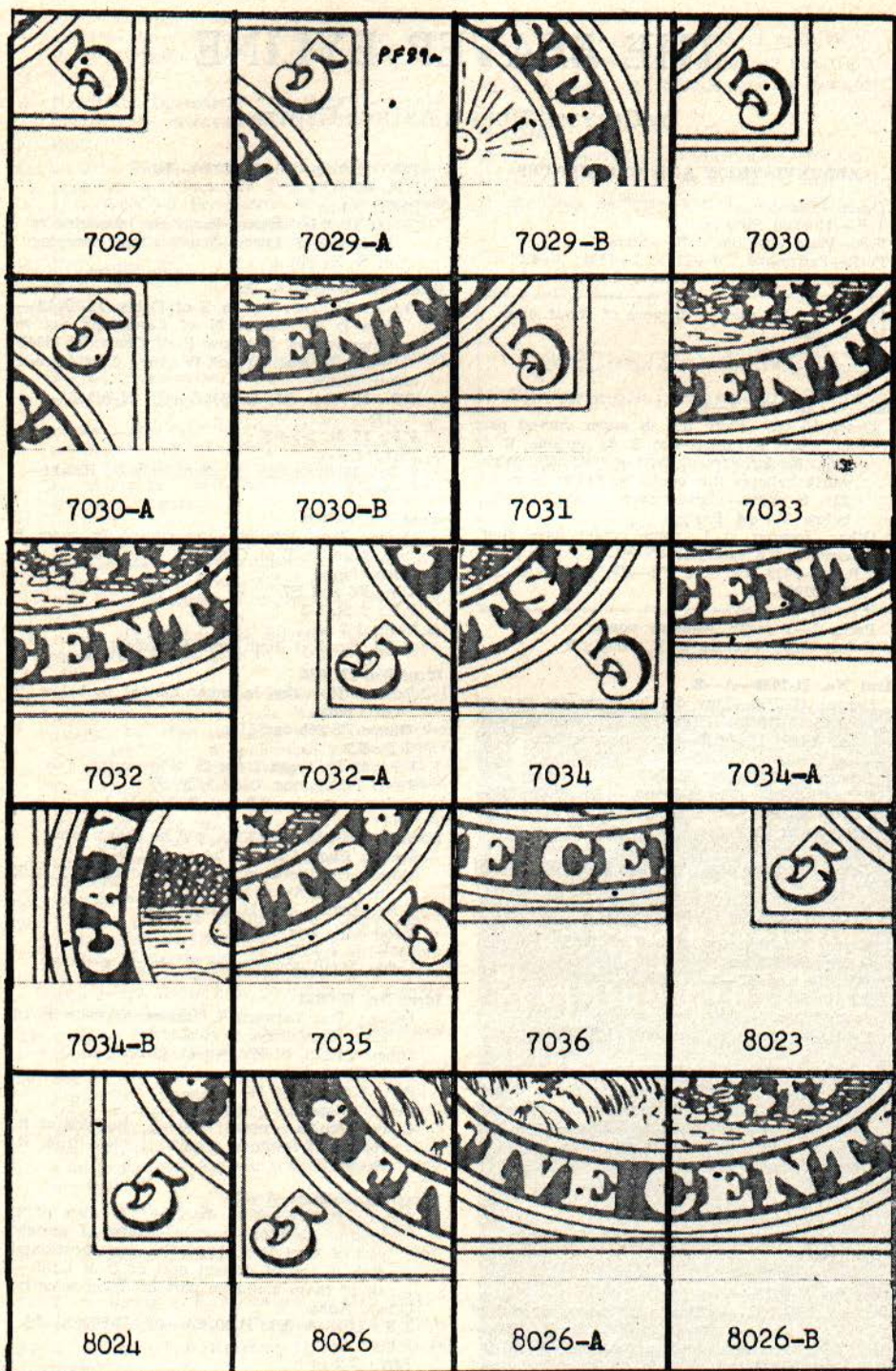
Other: None

T.P.: H-8026—E2; H-8026A—F3; H-8026B—F5

P.P.: ? St. ?

Perf.: 3 2 cc

C-dot: Medium size, 1 diam from R, Height 2



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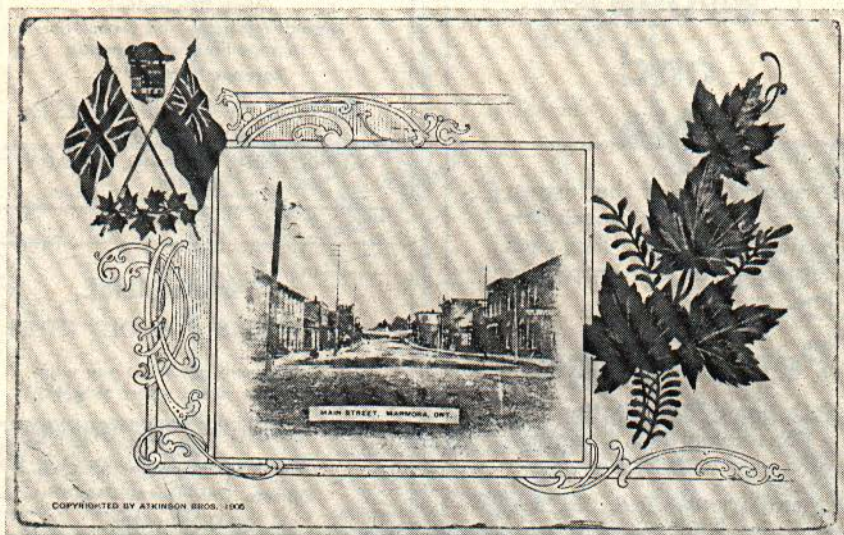
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Crossed Flags and Maple Leaves

A set of patriotic cards which I have always found somewhat dull is this one copyrighted by Atkinson Bros. in 1905. Perhaps it is because of the gray design surrounding the black and white photograph. The red maple leaves and the red, white and blue flags, however, do add some colour to an otherwise drab design.

The address sides are undivided, so messages are often found on the face of the cards. The words "Private Post Card, the address only on this side" are printed, in black only, near the centre of the address side.

The main period of usage of this set appears to have been from mid-1905 to early 1908.

Academy, Danville, Que.
Algonquin Hotel, St. Andrews, N.B.
Annapolis River, Lawrencetown, N.S.
An Old Timer, Killarney, Ont.
Ayers Cliff Lake
Birds Eye View of Town of Fort William
Caledonia's Great Fair, Caledonia, Ont.
(picture in reddish-brown)
Collegiate Institute, Windsor, Canada
Dary Bridge Across the Sissiboo River
at Weymouth Bridge
French Cross Morden, Aylesford, N.S.

Home of Sir Frederick Borden, Canning, N.S.
Home on Forester's Island, Deseronto, Ont.
Lake Shore at Rambo Creek, Burlington, Ontario
Main Street, Brampton, Ontario
Main Street Looking South, Enterprise, Ont.
Main Street, Looking West, Kentville, N.S.
Main Street, Marmora, Ont.
Maple Avenue, Lake Megantic, Que.
Methodist Church, Berwick, N.S.
Mississippi River, Pakenham, Ont.
Old Archway or Sallyport, Fort Anne, Annapolis Royal, N.S., showing Officers' Quarters
Old R.C. Church and Manse, Cookshire, Quebec
Port Perry, Ont., looking East
Post Office, Deseronto, Ont.
Post Office, Montague, P.E.I.
Public School, Jarvis, Ont.
Queen's College, Kingston, Ont.
Queen Street Looking West, Port Perry, Ont.
Ranching Scene near Macleod, Alta.
Remains of Old English Church, near Cardinal, Ont.
Richelieu Market, Sorel, Que.
Roman Catholic Church, Chapleau, Ont.
Salmon River, Port Maitland, N.S.
School, Morewood, Ont.
Sharon Church, Stellarton, N.S.

Souvenir of Burk's Falls
 Souvenir of Inverness, Que.
 St. George St., Annapolis Royal, N.S.
 Street View, Springhill, N.S.
 The Falls, South River, Canada
 The General Store of R. G. Hickson,
 Hickson, Ont.
 The Old Post Road, Aylesford, N.S.
 Town of Macleod and R.N.W.
 Police Barracks
 Victoria Bay, Lake Megantic, Que.
 Victoria Park, Belleville, Ont.
 View of Windsor Mills, Que.
 West Section of the Business Part of
 Main Street, Canning, N.S.
 Windmill Point, Prescott, Canada
 Woollen Mills on Sauble River, Tara, Ont.

* * *

Canada's Golden West

In the May-June, 1977 issue we illustrated the "Canadian Homestead Life" series, which was popular in 1908-1909, and is still fairly easily available.

Another series with identical decoration designs was the one which was labeled "Canada's Golden West". This seems to have appeared somewhat later and any dated copies I have seen were used in 1911 or later.

Several cards in the series have two captions for the same design. Also, the same caption may appear on two cards of different designs, such as "Canada's Golden West, Threshing Scene", one of which illustrates threshing with horses present, the other one without.

Published by Valentine and Sons, Montreal and Toronto, all cards had divided backs. All backs illustrate the 2-hemisphere symbol of V. & Sons and show the words, "Post Card" and "Famous throughout the World". The word "Correspondence" appears at an angle in upper left while the right side is marked "Address only".

This series is a rather scarce one and information is requested from readers because so few cards of the series have been reported. Also the numbers are often blurred, and many require corrections.

- 105,276 Cutting the Wheat in Saskatchewan
- 277 Cutting the Grain in Manitoba
Canada's Golden West — Cutting the Grain
- 280 Threshing in Manitoba
Canada's Golden West: Threshing
- 281 Threshing in Alberta
- 283 Canada's Golden West, Cutting the Grain (one team)
- 284 Canada's Golden West, Clearing the Fields
- 295 Canada's Golden West, Threshing Scene (with horses)
- 296 Canada's Golden West, Threshing Scene (no horses)
- 434 A Wheat Field in Alberta
- 446 In the Wheat Fields of Saskatchewan
- 450 Harvesting in Alberta
- 451 Miles of Wheat in Saskatchewan
- 452 Harvesting in Manitoba—Harvesting near Portage La Prairie
- 453 Harvesting in Saskatchewan



The Maple Leaf

Another one of the early series of patriotic postcards was this one which illustrates a large maple leaf in vivid shades of orange at the base, becoming bright yellow upward and greenish at the crest. The words "From the Land of the Maple" are in light blue.

A rectangular photo, in black and white, or shaded with mauve, is framed in gold, blue and jet black.

The address side of this series is undivided, some examples having a complete blank for the address, while others have three thin blue horizontal lines. The caption shows a small Canada crest in blue, surrounded by the completely bilingual wording of "Post Card, Universal Post Card, Canada, the Address only to be written on this Side", in five lines in blue.

Postmarked copies have been found as early as June 1905, but most common usage appears to be in late 1905 and in 1906.

Aberdeen Bridge, Oakville
Beckwith Street, Smiths Falls, Ont.

Black River Scene, near Williamstown, Ont.
Bridge over Nation River at Chesterville,

Looking West
Burk's Falls in Winter
Centre Street, Beeton
Elmira Felt Works
First House in Guelph now C.P.R. Station
Huron-Ontario Street, Collingwood
John Street, Arnprior
Kettle Point, near Forest, Ontario
Main Street Looking East, Palmerston
Main Street, Boissevain
Mill Street Looking North, Creemore, Ont.
Plowing Contest, July 1, 1904, Boissevain
Port Elgin
Poulett Street, Owen Sound
Presbyterian Bridge, Oxbow
Presque Isle Point, Brighton, Ont.
River Street, Grand Valley
Russell Road, near Chatham, N.B.
The West End, North Bay
Train Wreck, near Killarney, Man.
Victoria Square, Waterford, Ont.
View in Queen Square Gardens,
Charlottetown, P.E.I.



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

by MAGGIE TOMS

UNPAID FROM ST. PIERRE MIQUELON TO FRANCE

A letter (figure 16) from St. Pierre Miquelon My 17, 1849, to Granville, France was sent unpaid and entered as a ship letter at Sydney, C.B. My 25. Halifax Ju 1. London Ju 12 where the accountancy stamp COLONIES & ART. 13 was applied. French entry mark Boulogne-s-Mer Ju 13. Granville Ju 14. Rated for a collection of 21 decimes.

A similar letter (figure 17, collection of Robert G. Stone—photography by Adrien Boutrelle) from St. Pierre Miquelon to Fecamp, France, was sent unpaid and entered as a ship letter at Halifax N.S. Ap 25, 1850. Accountancy stamp COLONIES & ART. 13. There is no French entry stamp visible in this photograph. The tax of 15 decimes is the "COLONIES" rate per $7\frac{1}{2}$ grams as of July 23, 1849.

THE NOVA SCOTIA HANDSTRUCK '3'

Beginning in 1852, or perhaps the latter part of 1851, the Nova Scotia handstruck rate mark "3" is seen on ship letters from St. Pierre Miquelon to France that were sent via Halifax and Liverpool. It is also noted on covers originating on the French Shore of Newfoundland that were entered as ship letters at Sydney or Halifax. As prior to this, Nova Scotia had received no recompense for handling the mail exchanged via England between St. Pierre Miquelon and France, upon provincial con-

trol of her posts an internal charge was evidently levied on these letters in the same manner as letters posted within the province. Presumably, once entered as ship letters, they were subject to Nova Scotia internal postage, which was indicated by the use of the rate mark "3". I think this rate mark was struck in black, was probably applied at Halifax. The type appears to be uniform on all the covers I have seen, and equally well struck. I have been unable to find any documentation as to how this charge was paid. Ship letters are noted with this rate mark carrying both the COLONIES & ART. 13 accountancy stamp and the CANADA & ART. 12 accountancy stamp. Only the "CANADA" rate provided for British Colonial internal postage. The following three letters, all from St. Pierre Miquelon to France in 1852 or 1853, carry the COLONIES & ART. 13 accountancy stamp.

COLONIES & ART. 13

Figure 18 (collection of Robert H. Pratt) from St. Pierre Miquelon July 9, 1852, to Morlaix, France, was sent unpaid and endorsed via Liverpool. Entered as a ship letter at Sydney C.B. Jy 10. Halifax Jy 13. Hand struck "3". Accountancy stamp COLONIES & ART. 13. Calais Au 3. Taxed in France 15 decimes.

Figure 19 (collection of Robert G. Stone—photography by Adrien Boutrelle) from St. Pierre Miquelon in 1852 to Morlaix,



Figure 16

France, was sent unpaid and endorsed via Liverpool. Entered as a ship letter at Sydney C.B. Handstruck "3". Accountancy stamp COLONIES & ART. 13 is smudged. Calais 27 Sept. '52. Taxed in France 15 decimes.

A letter from St. Pierre Miquelon (illustration unavailable) Ju 29, 1853, to St. Servan, France, was sent unpaid and endorsed "first packet". Entered as a ship letter at Sydney C.B. Jy 11. Handstruck "3". Accountancy stamp COLONIES & ART. 13. Calais Au 2. St. Servan Au 3. Taxed in France 15 decimes.

CANADA & ART. 12

Three ship letters to France have been noted with this marking in the period between 1852 and the opening of the St. Pierre and Miquelon Post Office in 1854. One other ship letter is noted in 1855.

In a Robson Lowe auction catalogue, Postal History Sale #255, Jan. 4, 1961—Mail from the French Newfoundland Fishing Fleet—lot #125, a cover is described

as follows: "1852 (June) E to France showing "SYDNEY C.B./SHIP LETTER"—a red boxed "CANADA & ART. 12, and a handstruck "3".

Lot #126 in the same sale is described as follows: "1853 (Sept.) to France with superb strikes both of the "SYDNEY C.B./SHIP LETTER" and of the red boxed "CANADA & ART. 12". Though the handstruck "3" is not mentioned in this description, I think it can safely be assumed that it is present on the cover.

A cover illustrated in the Robson Lowe Encyclopedia of British Empire Postage Stamps, Vol. V, page 743, (figure 20), is addressed to St. Servan, France. Endorsed via Halifax and Liverpool, it was sent unpaid in 1853. Entered as a ship letter at Sydney C.B. Handstruck "3". Accountancy stamp CANADA & ART. 12. Calais entry in July 1853. This was a double letter and taxed in France 34 decimes.

Figure 21 is from the collection of Leon Dubus, who provided the following in-

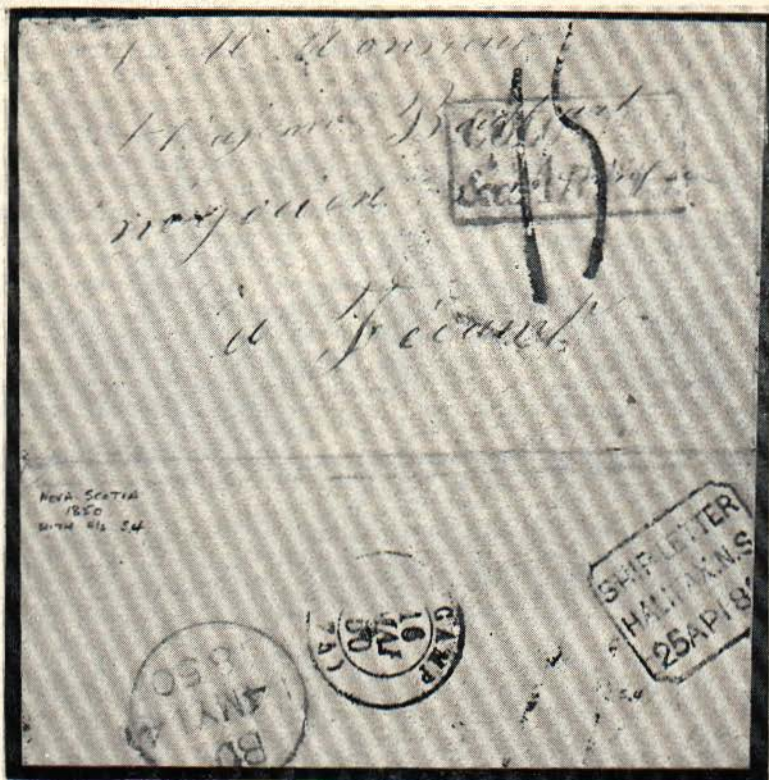


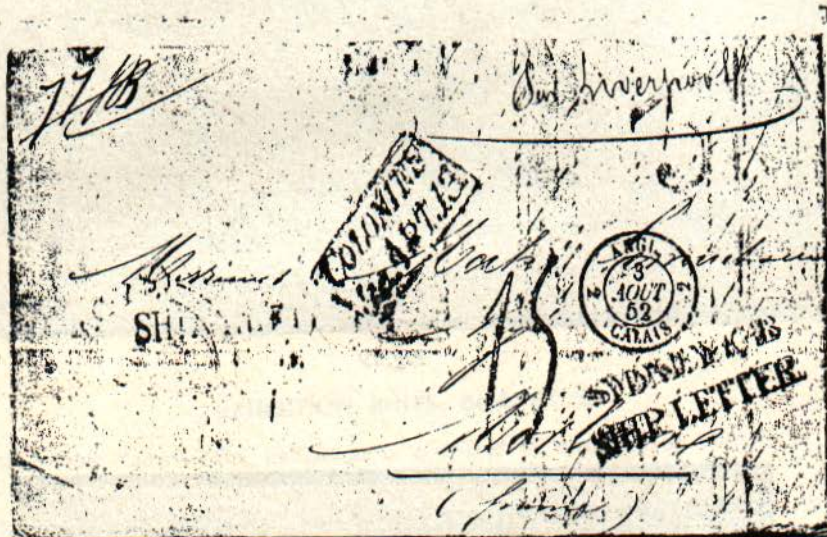
Figure 17

ST. PIERRE

1852 STAMPLESS COVER

ST. PIERRE TO FRANCE VIA ENGLAND

RATED 15^D COLLECT "COLONIES & ART. 13"



ST PIERRE TO FRANCE 9 JULY 1852
SUMMER ROUTE VIA SYDNEY SYDNEY SHIP LETTER
HALIFAX, LONDON COLONIES & ART 13, CALAIS & PARIS
RATED 3^D SYDNEY TO HALIFAX COLLECT AND 15
DECIMES DUE IN FRANCE

COLONIES
& ART. 13

SYDNEY-CB
SHIP LETTER



Fig. 18



Fig. 19



Fig. 20



Fig. 21

formation. Written at St. Pierre Miquelon April 17, 1855. On the reverse is an Arichat postmark dated Jan. 22, Jan. in error for April, and a Halifax packet stamp My 2, 1855. On the front of the cover is the handstruck "3" and the Arichat ship letter stamp. This stamp is under inked, and hardly shows up in the photocopy, but I understand that this cover is the only one thus far known with this marking. CANADA & ART. 12. Calais 22 Mai '55.

Taxed in France 17 decimes.

THE ST. PIERRE AND MIQUELON
POST OFFICE

In March 1854, a Post Office was opened in St. Pierre Miquelon. (Collectors Club Philatelist—Vol. 54 #3—"Ship Letters from St. Pierre"). After this, although some letters from St. Pierre Miquelon to France were sent in the open mail, most of the mail exchanged between France and

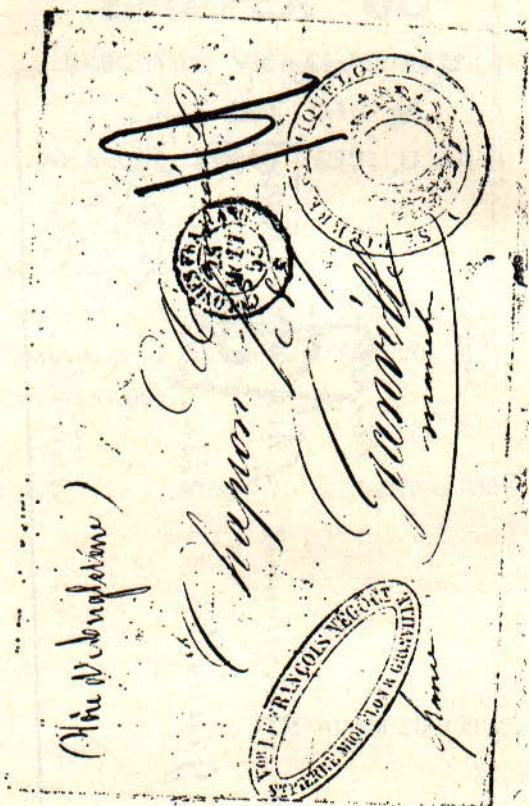


Fig. 22

St. Pierre Miquelon, paid and unpaid, was sent closed through Nova Scotia and England. This permitted a cheaper rate of postage. France still paid Great Britain 3sh 4d per oz for sea conveyance and transit through the territory of the United Kingdom, but the French rate on these letters to France from one of her own Colonies was only 20 centimes per 7½ grams.

**ST. PIERRE MIQUELON TO FRANCE
IN CLOSED MAIL**

A letter (figure 22, collection of Robert G. Stone) from St. Pierre Miquelon in August, 1855, to Granville, France, was sent

unpaid and endorsed via England. The postmark of St. Pierre Miquelon, type IIa, is without a date. Sent in closed mail, there are no Nova Scotia or British transit marks. French entry stamp in red Colonies Fra Angl Aout 25 '55—from French Colonies via England. Collected in France 12 decimes. This letter is the earliest closed mail from St. Pierre Miquelon to France that Mr. Stone has seen, or of which he has knowledge.

**THE ANGLO-FRENCH CONVENTION
OF 1856**

In September 1856, a new Anglo-French postal convention was signed that went into

effect on Jan 1, 1857. New rates were set on prepaid letters to France that finally accomplished the long-looked-for reduction for the British North American Colonies. The British charge according to Treasury Warrant of De 20, 1856, was 4d stg per ¼ oz., and Great Britain paid France for her postage on these letters at the rate of one franc per oz. Great Britain set a rate of 8d stg per ¼ oz on letters to France via Halifax or Quebec (Portland in winter), and an additional 2d stg per ½ oz when sent via the United States.

PREPAID TO FRANCE

The following illustration (figure 23) is taken from the auction catalogue of the De 1970 H. R. Harmer sale of the Louise Boyd Dale and Alfred F. Lichtenstein collection.

Montreal L.C. Fe 7, 1859, to Chalon-sur-Saone, France. Sent prepaid via the United States, the postage of 10d stg or 12d ½ penny cy, was paid with two 6d stamps of the 1852-1857 issue in the slate grey shade, and a ½d rose perforated.

London Paid stamp in red Fe 21. PD in a circle in red (paid to destination) probably applied by the travelling post office Calais to Paris. Paris Fe 22. Chalon-sur Saone Fe 23.

Figure 24 (collection of Guy Des Rivieres), was posted at Toronto C.W. Mar 27, 1857. The date is blurred, and though it looks to be March 28, I think it actually is March 23. This date would agree with the sailing of the NORTH AMERICAN from Portland, Me on Saturday the 28th of March. Whereas if the date in the postmark is taken as the 28th, the next sailing would be Wednesday, April 1, of the AFRICA from New York. The AFRICA didn't arrive at Liverpool until April 14, and this cover carries a London receiving date of April 13, and a French entry mark of the same date. The NORTH AMERICAN arrived at Liverpool April 11. Both the postage and registration fees on this letter were fully prepaid to destination. Article XVII of the convention provided for the exchange of registered letters between



Figure 23



Figure 24

Great Britain and France, and the postage was to be double that of ordinary letters. The rate on a single letter (under $\frac{1}{4}$ oz.) from Great Britain to France was 4d. Double this for a registered letter would be 8d. This was paid with the Canada pence stamp of 10d cy. The convention sea rate on letters to France or countries via France, was 3d stg per $\frac{1}{4}$ oz. The Colonial internal postage was 1d stg for a single letter, and the Canada registration fee was 1d. These rates were paid with the Canada 6d cy stamp. Straight line registered and crown registered markings. PD in a circle — paid to destination. French chargé stamp applied in red continued the registration in France. The "6" rate marking was probably the British registration fee, which did not apply on this letter, and so was crossed out.

In conjunction with the 1856 Convention, a different type of accountancy stamp was introduced for use by both Great Britain and France on unpaid or insufficiently prepaid letters. These handstamps were of the same type as the Great Britain 4sh accountancy stamp introduced in 1852 and used only for a trial period. They showed the exact amount of money in francs and centimes for which the dispatching country delivered the letters to the receiving country. They were designed in distinctive shapes to show different rates, and were struck in black on the face of the cover.

On prepaid letters from France, and un-

paid letters to France, to and from Colonies and countries beyond sea, France paid Great Britain 1 franc 20 centimes per 30 grams for sea conveyance, and 40 centimes per 30 grams for transit through England. Added to this combined rate of 1 franc 60 centimes per 30 grams, was the Colonial internal postage on letters of this description that were exchanged between British North America and France. At the time this convention was put into effect in January 1857, France was paying the British North American Colonies 8d per oz for their internal postage. This amount added to the rate of 1 franc 60 centimes, gives a rate of 2 francs 40 centimes per 30 grams. On letters transmitted through the United States, the transit charge of $12\frac{1}{2}$ cents ($6\frac{1}{4}$ d) per oz was added to the 2 francs 40 centimes rate, making a rate of 3 francs 02 centimes per 30 grams. These two Great Britain accountancy marks then, GB 2F 40c and GB 3F 02c are seen on unpaid letters from British North America to France during 1857.

Regarding the Allan Line, which was under contract to both the Canadian and United States Governments, there is reason to believe that when the terminal of Portland was used, unpaid letters exchanged between Canada and France, or countries via France, were treated as American letters. At least, this is reflected in the rates and markings on the covers I have seen or noted.



Figure 25

PREPAID FROM FRANCE

Figure 25 (collection of Guy Des Rivières), from Paris, France, July 29, 1858, to Quebec was prepaid with an 80 centimes stamp of the 1853-1860 Empire issue. The French boxed PD stamp is badly blurred. Endorsed par steamer via Liverpool. London Paid stamp Jy 30. This rate, which was the same as the Canadian prepaid rate from Quebec or Portland, and the British North American prepaid rate from Halifax or via Halifax, was in effect until July 1870.

NOTE: Mr. Robert G. Stone, editor of "France and Colonies Philatelist", has written to M. Toms concerning the handstamp that she was unable to identify. This is in relation to the illustration figure 3 in the article in Nov.-Dec. issue of *Topics*.

Mr. Stone has identified this handstamp as a French marking used in France from 1830-1847. It is not 1A in an oval but 1D, that is 1 décime, and is a tax for rural delivery.

— Maggie Toms

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CANADA SINGLES, PLATES — Free current list available: Please write Atlantic Stamps, 79 Hazelholme Drive, Halifax, Nova Scotia B3M 1N7.

WANTED

LITERATURE — published by Bob of the Northland, Edmonton, Canada, in the 1930's. D. Amos, 98 Greendell Ave., Winnipeg, Man., Canada R2M 2P8.

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.

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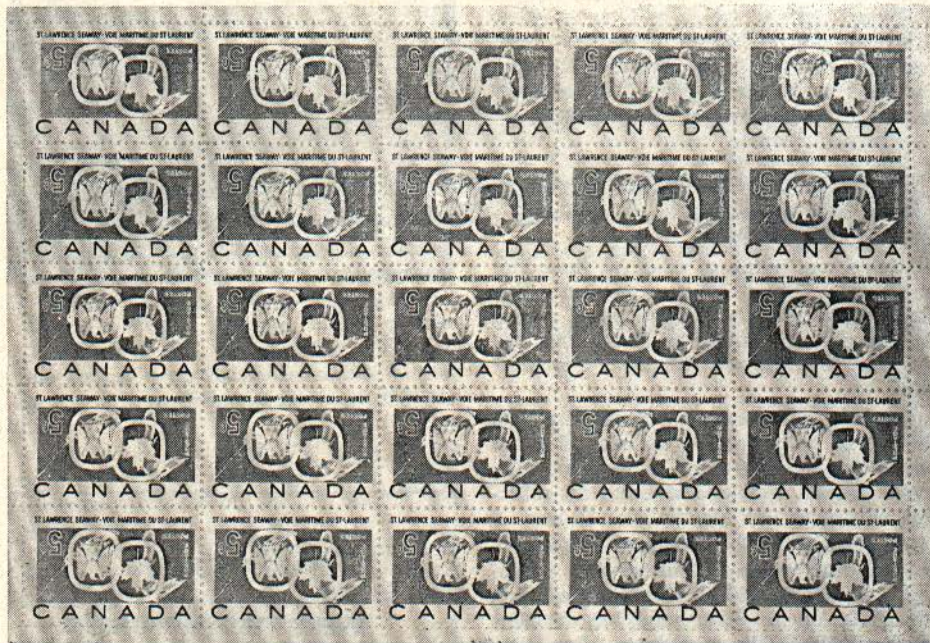
Robbery

For the record we're showing a half pane of inverted Seaway stamps, lost by Canada Post Office in an armed hold-up at a

philatelic exhibition in Montreal, Saturday morning, January 26.

This half pane of stamps, dry mounted on card, is significantly off centre.

—M. Lysack



On the Lighter Side

Some years ago Fred Jarrett came to Jim Sissons's office with a full page of 'inverted' seaways. Fred said that he had just acquired it. A rather startled Jim examined the sheet and found the centres had been neatly cut out and inverted.

Later Jim brought the page of 25 stamps to a Toronto Stamp Collectors' Club meeting. There was much interest. Jim then explained that with such a page the value of the stamps could come down. He decided to burn the sheet. We soon found the page was a fraud. It made a good fire with the odd one retrieved as souvenirs. It was an interesting evening.

—J. N. Pelletier

New Librarian

We are pleased to welcome Harry

Machum as Librarian for BNAPS. At the same time we have to thank Michael Squirell for his many years of service as Librarian. Following this paragraph is Harry Machum's first report.

Library Report

As the new Librarian I would like to thank both Mike Squirell and Ed Whiting for their help in the transfer of the library.

To Mike I especially want to thank for the time put in helping me to set up the library. Also as members of the society we should all take our hats off to Mike for what he has done for the library since he took over.

Only two requests have come in recently. This has given me time to become more familiar with the library. In the way of donations, Hans Reiche has sent a copy of his Admiral Lathe Work booklet, and Andy

Anderson continues to send various articles.

The library is looking for the following to complete what is already here. Any of the monthly Postal Guide supplements and the following Postal Regulations, part 1 and 2-1900-15, 17-28, 32-39, 40-47, 55 and up. If anybody has any of this material to donate, the library would be happy to receive it.

In the most recent issue of the *Philatelic Bulletin* from Ottawa, there is an excellent article on the production of the new booklets. This was also in the last issue of *Stamp News*. For those who missed it and want a copy I can supply one for an S.A.E.

— *Harry Machum*

Librarian

New Proof Reader

With some feeling of relief (to the editor at any rate) *Topics'* last issue welcomed Ray Falla to the editorial staff as proof reader. As stated at the time, he did a fast and thorough job with the November-December issue.

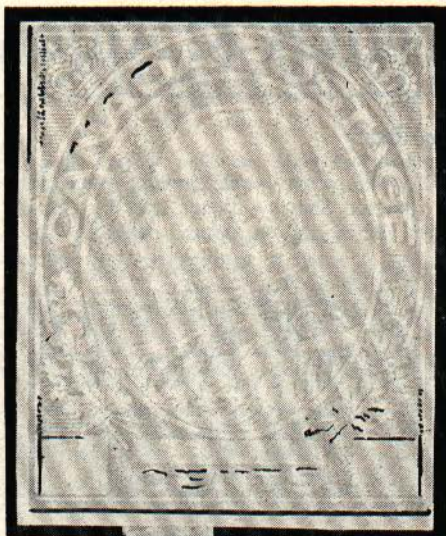
Readers will therefore be surprised that the job of proof reading the magazine has now been given to Mr. T. Kerzner. The explanation is simple, and bears no reflection whatsoever on Mr. Falla's abilities.

Mr. Kerzner works downtown in Toronto, as does your editor. Passing the manuscript to him therefore involves no cab fee. Mr. Falla, on the other hand, has an office in Don Mills. We discovered, first time round, that cab fees (return) came to \$21. With much regret at having to discontinue Mr. Falla's voluntary work, the editorial board felt it had to trim this six-times-a-year cost.

2c Green Admiral Reentry

Another nice, unlisted reentry has been found. Here, the upper left frame line is thick, the horizontal shading lines next to this frame are extended to the left, the letters NAD at top are squeezed, the left box line is doubled and the shading lines above slightly extended. The bottom frame line is thick, letters CENTS are doubled, the right box is doubled and the numeral. The right bottom leaf shows doubling, the right box line is thick and the shading lines above are extended. The stamp comes from the wet printing retouched die.

— *Hans Reiche*



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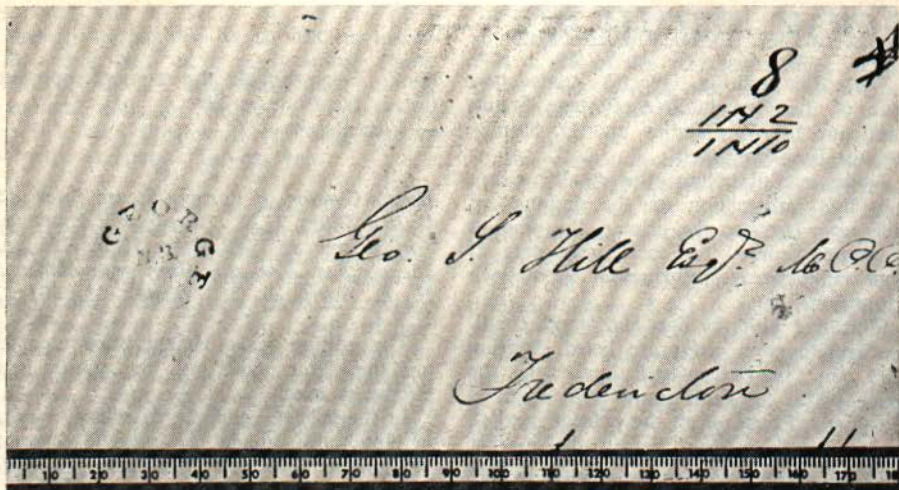
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St. George Star PM

Neither Robson Lowe nor Jephcott, Greene & Young recorded a star circular postmark for St. George, but this 1839 letter holds a certificate from the Vincent Graves Greene Philatelic Research Foundation.

The letter was originally rated at the single rates in the upper right hand corner. These were crossed off and the double rates were assessed; 8d from St. George to Saint John, and 1N2 from Saint John to Fredericton for a total 1N10. The levying of double rates indicates the letter may have originally contained a document.

Several other examples of this handstamp exist. The author does not have sufficient information on how scarce or common it is, nor the known dates of use. He would be pleased to receive any information on the matter.

— Ian C. MacRae

Parcel Post Date

Re Max Rosenthal's article "The introduction of parcel post in Canada," Nov-Dec *Topics*. Mr. Rosenthal is definitely wrong.

A parcel post system was inaugurated in Canada in January of 1859. The rate established was one shilling three pence per pound, with a weight limit of two pounds.

Department circular No. 43 of March 1, 1859, section 11 reads:

An extension is authorized of the weight

limit of a parcel sent by parcel post, from two lb to three lb; the scale of charge will therefore be:

If weighing less than 1 lb	1s 3d
More than 1 lb and not exceeding 2 lb	2s 6d
More than 2 lb and not exceeding 3 lb	3s 9d

In all cases to be prepaid by Stamps.

When the Canadian post office changed to the decimal system July 1st, 1859, the rate was changed to 25 cents per pound.

The report of the Post Master General for the year ending September 30th, 1860 had this to say:

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— Charles P. de Volpi

For more on this subject, please refer to Mr. de Volpi's article on page 46.

BOOK REVIEWS

The 10th edition, special anniversary issue of the Canada/BNA Postage Stamp Catalogue by W. Gandley and D. Stanley has just been published.

Again in full colour, the catalogue not only lists information on the designer of each issue but also the printer, the amount of stamps ordered for each issue, date of issue and extensive information about each stamp issue.

Mint and used in fine and good condition including on cover are listed. Starting from the 1927 Confederation issue the major plates for each stamp are identified and priced. Prices reflect the present market, but as has been said before the market fluctuates so fast that it is almost impossible for any catalogue to keep updated. A good example is the last flag souvenir sheet listed at \$4.50. The price quoted by the majority of dealers is around \$3.25. Interesting is the note about the OHMS perforated stamps, with no price changes until the question of the many forged stamps has been clarified. It is well known that one of the largest official perfin collections contained extensive numbers of forged stamps. For this reason one retail catalogue has eliminated them from its list.

The catalogue is well bound, attractively printed and with almost no editorial errors. One can recommend this catalogue to all dealers and collectors as a good reference

book, even though the colour reproduction is far from perfect.

— Hans Reiche

★ ★ ★

Harris Catalog of Postage Stamp Prices for United States, U.N., Canada and Provinces, Spring-Summer 1980. Price \$U.S. 2.25 plus 75c postage. Available from your dealer or H. E. Harris & Co., Boston MA 02117, U.S.A.

The edition gives 10,000 price changes, and the editor points out "the market is as strong as ever."

In the B.N.A. section two prices "worthy of Note" are Canada 158, now \$325 (previous edition \$295) and Canada E4, now \$65 (previous \$45).

The catalog runs to nearly 500 pages.

★ ★ ★

Lyman's Standard Catalogue of Canada-BNA Postage Stamps, 31st Edition, Summer 1980, pp. 128 all in colour. Price \$3.50 from your dealer.

All issues are priced by grade. First day covers from 1931 to date are listed. To give a sampling of price changes from Lyman's last catalogue the following are for Very Fine mint, with old prices in brackets: No. 34 \$9.00 (\$8.00); No. 55 \$200 (\$180); No. 209 \$25 (\$24); Newfoundland No. 3 \$240 (\$200).

PERFIN COLUMN No. 6

by MICHAEL DICKETTS

While attending the Quebec convention I had the welcome opportunity to meet several perfin collectors and took the occasion to have an informal meeting to discuss matters of mutual interest. Jean-Guy Dalpe of Boucherville told me something about his research into the background of Lamontagne Ltd., which explains why the design of B.6 employs the letters B/LL/B. In a search through telephone and city directories Dalpe discovered that the company had its offices on St. Paul Street, Montreal, in a building known as the Balmoral Block. Jean-Guy has come up with a simple explanation for an otherwise puzzling choice of letters.

* * *

The matter of seemingly unexplainable lettering employed by a few users can sometimes backfire on one. I was always puzzled by the tentative Handbook assignment of Mary T. Goldman Co., of St. Paul to design M.22. Why should this company use the letters MTM? A check of the recently published U.S. perfin catalogue produced an explanation, but not in the way I had hoped.

This catalogue lists MTM as user unknown. Immediately above it is design M.264 MTG assigned to Mary T. Goldman Company. I believe that in compiling our Handbook someone inadvertently looked at the wrong line and assigned the

incorrect user to M.22. So we are back where we started with M.22, still not identified, and in view of its rarity among Canadian perfins, the best hope lies with an American collector finding a cover from the U.S. user. Meanwhile you may wish to alter the handbook information.

* * *

As already reported in the 1979 Convention reports, two major steps were recently taken to assist perfin collectors. The formation of the Society's latest study group by Jon Johnson will be the catalyst to correlating efforts to produce a new handbook and, through its newsletter, assist members in the study of various aspects of perfin philately. As I am serving as membership secretary, please write to me, enclosing \$2.00 for fees, and join the growing numbers of keen collectors.

The other notable event is the decision of the Society to publish a reprint of the 3rd edition handbook, plus the 1973 supplement. This is intended to satisfy the demand for this long out-of-print book until such time as a new edition can be produced. It's available from BNAPS Book Manager, Mrs. Doris Hollingshead, for \$4.50.

* * *

Joe Purcell writes to advise that he recently acquired two items which extend the usage dates of perforators as listed in the handbook. W.4 is now known as Scott No. 555, and L.1 has appeared on a copy of Scott No. 684, thus extending the years to 1971 and 1976 respectively. Suitable changes to the handbook should be made by those who like to keep it up-to-date.

Jean-Guy Dalpe reports that he's acquired an example of G.1 on Scott MR 5. This is one of the very few perfins I know of on this scarce stamp, and the first reported use by Goodwins.

* * *

Long-time collector Maurice Decarie continues to make discoveries. He writes of finding not one but three previously unreported designs, all on revenues and illustrated here.

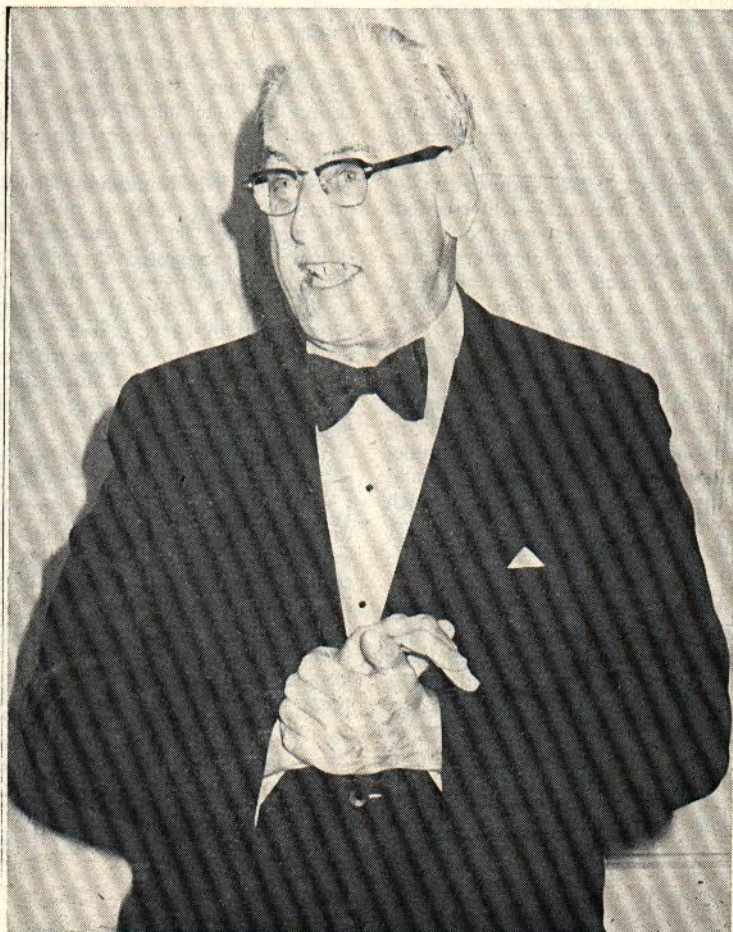
RD on Newfoundland fiscally overprinted (Sissons R44) is quite a surprise. The perforated letters measure H10½, and it has been suggested that they stand for Revenue Department. If this is true then it may be a form of cancelling device. First issued in 1914, there's been plenty of time for others to surface, so I'm holding this in abeyance in the hope that some of the Newfoundland revenue collectors can offer comment.

The other two stamps are more straightforward, albeit unique as Canadian perfins. L Co is on a 5c brown Custom Duty stamp (Sissons R216) and listed in the U.S. catalogue as used by Lukenheimer Co., Cincinnati. MG is on the 10c blue Custom Duty stamp (Sissons R217) and is identified in the same catalogue as the design of Max Grab Fashion Co., of New York. Congratulations Maurice for these interesting reports which I am listing as follows:

- L6 L/Co—2H5½/4½-2½—Lukenheimer Co., Cincinnati, Ohio—CD—100.
M25 MG—H9—Max Grab Fashion Co., New York, N.Y.—CD—100.



OBITUARIES



JAMES N. SISSONS

The Society suffered a great loss in the death of Jim Sissons on the 18th February. One of the earliest Canadians to join BNAPS (No. 17), he supported the Society by advertising his stamp auctions on the back cover of *Topics* from 1944 to the present day and attended many of our Conventions.

Jim started to deal in stamps when he was studying law and, in fact, had only two more years to go to become a lawyer, when he decided to go into stamps full time—a decision he never regretted. I believe Jim Sissons did more to promote

BNA stamps than any other man. In the early 40's he confounded the New York professionals by continually out-bidding them on choice Canadian material and his opinion of a BNA stamp was, in my estimation, the best available.

In addition to stamps, he was an enthusiastic golfer, and a bridge player of note.

To his wife Emily and three children, the Society sends its condolences on their great loss.

—V. G. Greene

FRED BILLINGS

Fred Billings, BNAPS 645, died on February 25, age 94.

A person who was an active stamp collector for over 50 years, Mr. Billings's work frequently required him to travel from coast to coast in Canada and to parts of the United States. Wherever he went, he made it a habit to visit as many stamp dealers

and exhibitions as possible in order to expand both his knowledge and his collection.

His extensive knowledge in a multitude of fields, wry sense of humor, and warm personality will be greatly missed by his widow, three children, and the numerous philatelists around the world who had the privilege of knowing him.

— A. Ainslie Clark

THE TWO CENT WAR TAX

by HANS REICHE

The author's handbook of the Admiral stamps lists three types for the 2c red War Tax stamp. The first two types are stated to come from the original die and the third type from a retouched die. The retouched type is described as follows: the upper left spandrel line meets the left junction line, there are no weaknesses in the left box and the line is strong and even. All spandrel lines are strong to medium and the numerals seem to have been retouched. These stamps come from Plates 9 and 10.

The handbook further explains that the retouched die is not a new die. Another study completed recently reveals some features which may alter this original opinion. It appears that certain other changes have been made to the die which may come from a new die, rather than only from a retouched die. Because the Admirals were designed by a composite method, certain features may be common to more than one die but others may be different if changes to a die were made, or parts of it.

In this case the following differences may be noted between the so called original and retouched dies. The bottom left tip of the letter T in TAX is located in the early plates closer to the oval than in the last two plates. The bottom tip of the letter A in TAX is located some distance away from the oval in the early plates and almost touching the oval in the last plates. The tip of the top right maple leaf does not extend into the oval on the early plates, but in the last plates it just cuts the oval line. The tip of the letter R in WAR almost cuts through the outside oval line in the early plates but not in the later plates. The letter O

in TWO appears to be more squeezed at bottom right in the last plates than it is in the early plates. Many other minor variations can be found.

The question one has to raise are the two last plates from a retouched die or a new die. If these are from a new die this discovery would be a major one.

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DOMESTIC PARCEL POST

by CHARLES P. DE VOLPI

A parcel post system was inaugurated in Canada in January of 1859. The rate established was one shilling three pence per pound, with a weight limit of two pounds.

Department circular No. 43 of March 1st, 1859 section 11 reads:

An extension is authorized of the weight limit of a parcel sent by parcel post, from two lb to three lb; the scale of charge will therefore be:

If weighing less than 1 lb	1s 3d
More than 1 lb and not exceeding	
2 lb	2s 6d
More than 2 lb and not exceeding	
3 lb	3s 9d

IN ALL CASES TO BE PREPAID BY STAMPS.

When the Canadian post office changed over to the decimal system July 1st, 1859 the rate was changed to 25 cents per pound.

The Report of the Post Master General for the year ending September 30th, 1860 had this to say:

PARCEL POST

The parcel post, instituted in January

1859, has worked satisfactorily, and the further convenience of the system has been promoted by the subsequent extension of the weight limit of a parcel from 2 lb to 3 lb.

There has been no complaints of mis-carriage of any kind in connection with the parcel post.

Consequent, no doubt, upon the general stagnation of business, the number of parcels sent by post has been less than was anticipated, and the revenue obtained from this source does not exceed above \$1,600. per annum. The transmission of parcels by post is necessarily limited to places within the province.

It is easy to realize that early parcel post wrappers or covers would be rare as first of all if the average parcel weighed two pounds only 3,200 were sent in a one year period and secondly the number kept for posterity would be a very small percentage as it is doubtful that the wrapper from a parcel would be as carefully put aside as a letter might be.



Fig. 1—From Bentinck C. W., March 9, 1863. 25 cents paid by adhesives. This is an envelope that was attached to a parcel and contained an invoice for the merchandise mailed.

Instructions to postmasters issued May 1863 re: parcel post were as follows:

Parcel post: Parcels closed at the ends and sides, and not exceeding 3 lb in weight, may be posted at any post-office in Canada at the following rates:

For each parcel weighing not more than 1 lb	25 cents
Exceeding 1 lb and not exceeding 2 lb	50 cents
Exceeding 2 lb and not exceeding 3 lb	75 cents

The following conditions must be carefully observed:

1. No letter or letters shall be enclosed.
2. The parcel shall not contain any explosive substance, glass, liquids, or other matter likely to injure the ordinary contents of the mail.
3. The weight of the parcel shall not exceed 3 lb, nor the size exceed one foot in length or breadth, or six inches in thickness.
4. The postage must be prepaid by stamps.
5. The parcel should have the words "By Parcel Post," plainly written on the address. It should be well and strongly put up, and be legibly addressed to the post-office address of the intended receiver, the name of the County in which the said office is situated being added.

If the name and address of the sender be written on the parcel, it will if delivery should fail from any cause, be returned from the Dead Letter Office unopened to the sender, on payment of an additional rate for the return conveyance.

XXIX — DOMESTIC PARCEL POST

If the number of stamps affixed to a parcel be insufficient to prepay the proper rate, the amount deficient will be rated unpaid, with a fine of 10 cents in addition.

Parcels may be registered on prepayment, by stamp, of five cents in addition to the postage. When registered the Postmaster should give a receipt to the party posting the parcel.

Parcels sent by post may contain books, daguerreotypes, photographs, printers' proof and copy, military returns, states and rolls, containing written figures and signatures; returns, deeds, legal papers, and all transmissions of a like character not being strictly letters.

To enclose a letter or letters or any writing intended to serve the purpose of a letter, in a parcel intended for the Parcel Post, is a misdemeanour.

Should it be ascertained that a packet posted for the Parcel Post contains a letter or letters, the stamps it may bear will be cancelled, and the parcel rated as a letter with full unpaid rates.

Parcels cannot be transmitted by post at the above rates to any place beyond the limits of the Province of Canada.

The following is an example of the address recommended:

By Parcel Post.

Mr. Thomas Jones,

Paisley,

County of Bruce.

Sent by William Smith, Toronto.

The Post Office Act of 1867 effective April 1st, 1868 changed parcel post rates as follows:

The rates on parcels, by parcel post will be twelve and a half cents per 8 oz, that is to say:

On a parcel weighing not exceeding 8 oz	12½ cents
Over 8 oz, and not exceeding 1 lb	25 cents
Over 1 lb, and not exceeding 24 oz	37½ cents

And so on, to the limit of 3 lbs

In 1869 the weight limit was increased to 4 lbs on the basis of 12½ cents per 8 oz.

In 1878 the weight limit was increased to 5 lbs on the basis of 12½ cents per 8 oz.

In 1879 the rate was changed to 6 cents per 4 oz and the weight limit left at 5 lbs with the exception of parcels to Manitoba and British Columbia on which the weight was limited to 2 lbs 3 oz.

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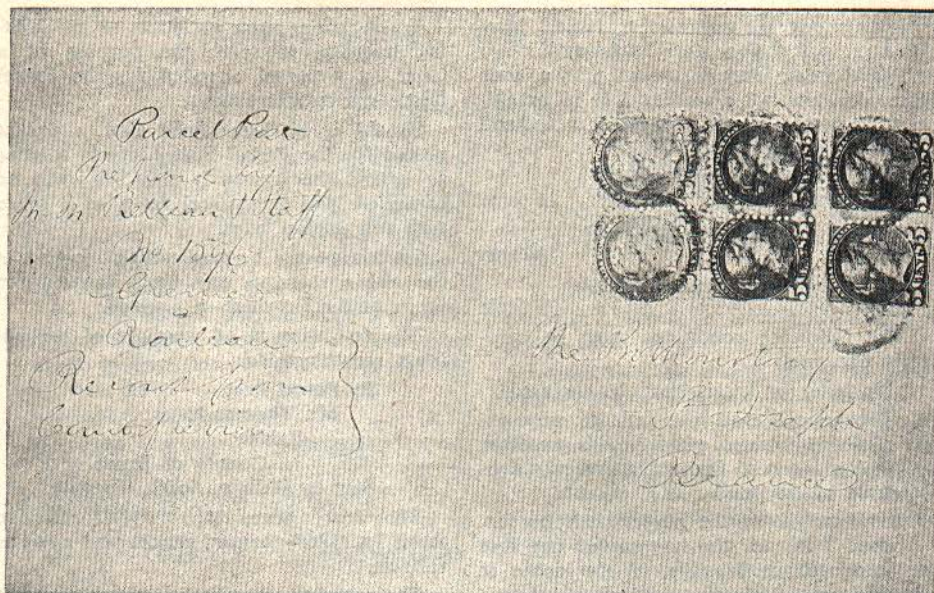


Fig. 2 — From Quebec, February 22, 1881. 24 cents — Rated 16 oz. parcel.



Fig. 3 — From Quebec, June 17, 1881. 42 cents — Rated as 28 oz.

THE ADMIRALS

THE EXPERIMENTS WITH MULTIPLE RELIEFS

by GEORGE C. MARLER, P.C.

As collectors of the Admirals will recall, the process followed in the production of the plates for the issue began with the engraving in recess of a soft steel die which, after it had been approved and hardened, served for the making of a transfer roll. This roll, likewise of soft steel, when rocked back and forth over the die under great pressure, took up an exact impression or relief of the dots and lines of the die, and, after it had been hardened, it was rocked back and forth under great pressure over the soft steel plate and so transferred to it in recess an exact impression of the dots and lines of the die. This steel plate, after it had been approved, was in turn hardened and bent, and was then ready for use in the printing operation.

The usual transfer roll could accommodate five or six reliefs, but what was significant was that these reliefs were so spaced on the roll that it was possible in a single operation to transfer to the plate only one subject at a time.

As most of the plates for the Admirals had 400 subjects and, therefore, required a corresponding number of transfer operations, it is not surprising that the manufacturers, the Canadian Bank Note Company, decided in 1915 to experiment with "multiple reliefs", to determine whether they could be used to lay down several subjects by a single transfer.

One of the difficulties that had to be overcome arose from the fact that a transfer roll cannot take up from the die (with its solitary subject) adjoining reliefs separated only by the same narrow space as that between adjoining subjects of a regular plate for post-office sheets. To produce these adjoining reliefs on a roll it is necessary to utilize a secondary die, and, accordingly, the manufacturers, using one of the existing transfer rolls for the TWO CENTS, laid down a new die on which there were 20 subjects arranged in four vertical rows of five subjects, the spaces between the rows corresponding to those on a regular plate (Fig. 1).

This transfer operation having been completed, the new die was extensively re-

worked: the vertical line in one or more spandrels was strengthened, one or two of the bottom lines of the portrait extended, the frame junction lines at right centre and the vertical line of the right numeral box retouched, and the frame of some subjects worked over. Indeed, enough reworking was done to give each subject its own individuality. The author does not know when the die was laid down nor when it was reworked, but it is a fact that it was approved on August 11th, 1915, by S. H. Lane, an official of the Bank Note Company, then given the number O-G-84, and hardened on August 12th, the day following its approval.

The hardening of this die gave the manufacturers a wide choice of rolls with multiple reliefs, or with a single relief and a group of reliefs. In fact, six transfer rolls were made from the die:

1. OG484 on August 12th with 20 on, that is to say, a roll having in relief upon its surface the impression of the 20 subjects of Die O-G-84;
2. OG485 on August 13th with 10 on, these corresponding to the 10 subjects comprised in the left half of Die O-G-84;
3. OG495 on September 22nd with 5 on and 1 on;
4. OG502 on October 8th with 1 on;
5. OG507 on October 13th with 1 on; and
6. OG529 in December (the day not recorded) with 5 on and 1 on.

The author is convinced that Roll OG484 with 20 on was never used.

Roll OG485 with 10 on was used to engrave Plates 87 and 88, for, as will be seen from the proofs of these plates, their subjects were arranged in groups of 10, and the subjects of each group were identical with the corresponding subjects of each other group, except when the retouching of the plate created differences.

The subjects of each group were all different, so that the stamps coming from these plates could be divided into 10 distinguishable types. For example, the top stamp in each of the odd-numbered rows

showed a short dash in the top margin above the right side of the last A of CAN-ADA, while the top stamp in each of the even numbered rows showed no vertical line in the lower left spandrel; and these same types re-appeared in the 6th, 11th and 16th horizontal rows of both plates. A block of four (Fig. 3) shows four different types.

Some idea of the efficacy of this multiple relief roll may be gained from an examination of the proofs of the two plates. This showed that of the 800 subjects, 12 had been defectively transferred and 47 had been retouched or re-entered. Many of the re-entries were in the subjects of horizontal pairs of the same group of 10, and for the most part the re-entered subjects were at the top or the bottom of the group, the point in the rocking-in process where a failure to mesh the roll exactly is most likely to occur with a roll having so many reliefs in sequence.

Roll OG495 with 5 on seems to have been used to lay down Plate 90 which was engraved on October 18th, 1915 (i.e. before Roll OG529 also with 5 on was made). Its subjects were laid down in vertical strips of 5 different types, corresponding to the 5 reliefs on the roll and to the 5 subjects of Die O-G-84 from which it was made; so that all of the subjects of the 1st, 6th, 11th and 16th horizontal rows were identical, those of the 2nd, 7th, 12th and 17th rows were also identical; and so on.

The author noticed on the proof of Plate 90 no less than 27 subjects which showed doubling of some part of the design, all of them being the top subject of the groups of 5.

* * *

The engraving of these three plates must be regarded as the first experiment with multiple reliefs—certainly, the first for the Admirals—and, having regard to the number of re-entries and defective transfers produced by the two transfer rolls that were used, the author thinks that the experiment must have been considered not to have been a success.

In the circumstances, the observation of James H. Baxter in his book *"Printing Postage Stamps by Line-Engraving,"* published in 1939 by The American Philatelic Society, is particularly interesting. He said:

"From time to time, experiments have been made in various engraving establishments in producing from two to as many as

26 reliefs on a single roll and entering that many subjects in a single operation. Because of the enormous pressure required (which has a tendency to distend the plate) multiple reliefs, in most cases, have been found impractical, and the practice of entering subjects one at a time prevails in most engraving plants."

* * *

So far as the author knows, no further experiments with multiple reliefs were undertaken by the manufacturers until 1925. Then, in March of that year, the manufacturers using a transfer roll for the THREE CENTS (Die II) engraved Die X-G⁺97 with 16 subjects arranged in two vertical rows of 7, with an additional subject to the left of the middle (or 4th) subject of the first vertical row, and another subject to the right of the middle subject of the second vertical row (Fig. 2). A proof of this die, marked "Experimental die Mar 11 1925 E.H.C." (E. H. Clayton), is now in the National Postal Museum.

After this die had been hardened on September 1st, 1925, a transfer roll—XG339—with "5 on and 2 cuttings" was made on September 3rd, and, later, on October 6th, another roll—XG378—with "2 on and 2 cuttings" was made. The "5 on" meant five consecutive reliefs arranged in a vertical row, taken from one of the two vertical rows of the die, and the cuttings were merely a small horizontal section of the central part of a subject.

The first of these two rolls was used to lay down Plates 171, 172 and 173 of the THREE CENTS Carmine which were approved by Clayton on November 4th, 1925, the proof of each plate bearing the notation "Transfer 5 on subject".

A careful examination of these proofs showed that each vertical row had been laid down with a roll which with one pass engraved 5 consecutive subjects, and that four passes produced a row of 20 subjects. It followed, of course, that the subjects of each horizontal row were identical, and that, as there were minor differences in the five subjects, these differences persisted throughout each horizontal row.

* * *

Plates 171, 172 and 173 of the THREE CENTS Carmine were indeed interesting; unhappily for collectors they were never used.

Plates 87, 88 and 90 of the TWO CENTS Carmine were more interesting, not only

because they were laid down with multiple reliefs but more particularly because they were used, and are included among the "Retouched Plates" first described by the author many years ago in his "Notes on the 1911-1925 Issue".

When this work was published and attention was drawn to the fact that "virtually every subject on them had been retouched by the addition of the vertical line in two or more of the spandrels and by the re-engraving of the right frame junction lines

and the vertical line of the right numeral box" the author was unaware of the existence either of Die O-G-84 with its 20 subjects or of the transfer rolls with their multiple reliefs made from it. It is naturally gratifying now, some 30 years later, to provide a more authoritative explanation of these plates.

Stamps from Plates 87 and 88 are quite easy to distinguish, for not only is the retouching somewhat obvious but their shade is a very bright scarlet.



Fig. 1



Fig. 2

FOR SALE

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Comprising 6000 stamps and covers, lacking only 22 for completion, with such rarities as Maitland, Montreal-St. Gabriel, Clifton, Blyth, Simcoe and Noel (2). Among the 290 covers and cards are Butternut Ridge, Clifton, Newcastle Creek, Stanstead and St. Ann's.

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Many items are ex-Whitehead, ex-Kemp or ex-Cohen. Asking U.S. \$16,000.

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Fig. 3

NEW STUDY GROUP

A new study group has recently been formed for collectors of perforated stamps of BNA. Jon 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.



The RPO Cowcatcher

Lewis M. Ludlow

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

Our recent mention of the R.P.O. Study Group has developed great interest! Our Secretary, Jim Lehr, advises that as a result we have ten new Study Group members, including a long-time R.P.O. collector, Ed McGrath, R.P.O. Reporter No. 22, and an old friend, Norm Brassler, with whom we worked on a Small Queens project back in the middle 1950s. To all, welcome aboard! For those interested who have not yet taken pen and \$5.00 in hand, Jim is waiting to hear from you at 2918 Chesire Road, Devon, Wilmington, Delaware 19810. For those in-

terested in the hammer analysis, particularly those of Newfoundland, the first Study Group Newsletters of 1980 offer all of the information currently known on the hammers of the Newfoundland listings N-1 to N-27 inclusive; it is hoped to complete this Newfoundland analysis by the end of 1980 or early in 1981 since presentation in the Newsletter permits a much faster pace with much more available space. For new members, Jim will make all analysis available with back issues of the Newsletters for 1980.



Fig. 1



Fig. 2



Fig. 3

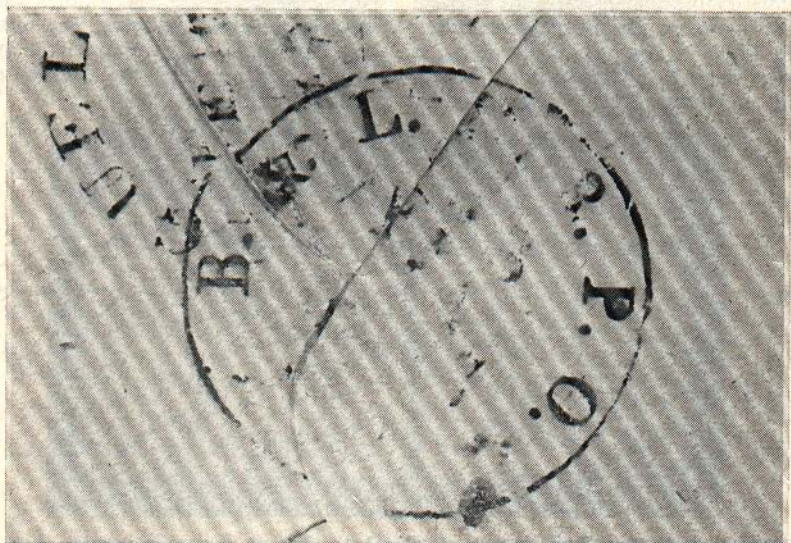


Fig. 4

Train Robbery

In R.P.O.'s, as in all of the other areas of cancellation specialties, periodically we find examples of common cancellations out of which someone has tried to make a purse from a sow's ear. For these, collectors should always be alert, and here are a couple of examples to illustrate the point. Fig. No. 1 shows what were represented to me to be examples of Q-196, "20" added to the rim, and Q-194, "LOCAL" added to the rim. Both of these cancellations were acquired over ten years ago, and at the time their character was—to say the least—questionable. For the record, it is to be

noted that Q-196, "20" has been fully confirmed with an earliest date of August 19, 1893 and a latest date of March 30, 1894. Q-194, on the other hand, has never been confirmed and to date our only basis for listing this cancellation is the illustration by Jarrett, J-1658. From a technical point of view, we can advise that these external additions to the rim of the R.P.O. hammer came about in one of only two ways:

1. The number, initials or name were soldered in a fixed position to the rim. Examples — Q-197A, Q-195B, Q-195C, Q-195D, Q-196, R-113B.
2. The number, initials or name are at-

tached to the hammer as part of a removable external ring, and thus the number, initials or name may appear in any position, not fixed. Examples—M-8A, Q-45, Q-49, Q-196A, M-107A.

In either case, however, the addition is part of the hammer at the time the cancellation was made, and therefore the same ink must apply to both the main cancellation and any external additions. Unfortunately, such was not true of our illustrated examples. After photographing the originals, we gave each a simultaneous bath in lukewarm water, and "their tears (ink) flowed like wine". Immediately on immersion, the purplish-black ink of LOCAL started wafting to the surface; the "20", made of sterner stuff, did not give up easily, but it ceded enough to establish its lack of credentials. Fig. No. 2 illustrates the same two cancellations after about ten minutes in water, without agitation; as can be seen, the LOCAL has all but disappeared, and the "20" has definitely faded. These two examples are now mounted in

our collection with the notation "spurious". For reference, in Fig. No. 3, we illustrate the faked copy on the left compared with a genuine copy on the right, and the differences are visually apparent.

It's a Puzzlement

As the King of Siam said to Anna, and that is what we have in Fig. Nos. 4 and 5. Back around 1972-73, this columnist discovered a new R.P.O., Fig. No. 4, which was subsequently listed by Shaw as R-7A, B. & L.H. R.P.O./, Type 5G. Although the third letter in this cancellation is indistinct, the detailed background presented in Gilham's excellent History of Canadian R.P.O.s, pages 14-15, left no question in our minds that this letter had to be an "H". For the record, the date of this R.P.O. is February 14, 1857, and the cover was entirely contained in Canada, moving from Humberstone, C.W., through the R.P.O., Paris and Guelph to Bentink (now Durham) in Grey County. All facts seemed to fit and everyone was comfortable with the discovery of



Fig. 5



Fig. 6

this rare old strike. However, late last fall from M. C. Chase, an American R.P.O. collector, came the cover illustrated in Fig. No. 5, wherein this third letter was not an "H", but rather was an "E". A quick exchange of correspondence with Gillam says that "L.E." (Lake Erie?) from historical records, cannot exist. Technical examination of the Chase cover developed the following:

1. Chordal measurement of the R.P.O. strikes on these two different covers proves that they are the same R.P.O.
2. The Chase cover under black light shows no difference in pigment reflection of the "E" from the other letters in the strike.
3. Under ten power magnification there appears to be a difference in density of the black pigmentation of the "E" from the other letters, and also a linear striation in the "E" not present elsewhere in the strike.

After considerable study, we can visualize only three possibilities existant for this puzzlement:

1. The Chase cover has had a fragmentary "H", such as Fig. No. 4, strengthened in error into an "E", unknowingly to the fact that B. & L.E. does not exist.
2. The Chase cover is the correct reading for this R.P.O., B. & L.E. R.P.O./, and the hammer was made by the maker in error for B. & L.H. R.P.O./; such errors were not common during this period, but could have happened and upon discovery the hammer was quickly withdrawn. Currently, this R.P.O. is only known over a period of three days, February 14-17, 1857.
3. There was a short-lived Buffalo & Lake Erie in 1857 about which we know nothing; this is theoretically possible, but not probable. Gillam's historical data is exhaustive and extensive and we feel such could not have escaped his investigation.

Can our readers shed any light on this question? The existence of a third strike, clean and clear, would shed considerable light and probably be definitive. In the absence thereof, anyone having additional historical details of this period and area might be able to add clarification. For the record, the Chase cover originated in Gowanda, N.Y., crossed the border all the way to Paris for sorting, came back on the R.P.O.

to St. Catharines for ultimate delivery to Fonthill; this 1857 cover was addressed to Pelham, but Pelham was changed to Fonthill in 1856, which a Fonthill receiving mark confirms.

Our Sister Society

Speaking of Lionel Gillam, we note that in the January, 1980 issue of *Maple Leaves*, the publication of The Canadian Philatelic Society of Great Britain, for which he has been the Editor for over 17 years, Gillam is starting a new series on the Types of Canadian R.P.O.s, which can be expected to continue for some length of time. This can be very educational, particularly for those who have not previously had an in-depth exposure, and we recommend it highly for all collectors of Canadian R.P.O.s. We were also delighted to see Gillam's acknowledgment of the considerable contribution of Phil Grey to our speciality over the last 25 years; Phil Grey was one of our early chroniclers, Reporter No. 4, and his collection and data bank is legend.

What Is It?

In the September/October 1979 issue of *Topics*, we reported on R-177A (formerly M-135A.) WINDSOR & ANNAPOLIS RAILWAY/???????, Type 3, illustrated here in Fig. No. 6, and noted that the bottom of this strike was missing. This would appear to be a ticket stamp, similar to R-76C, and there should be a town name in the missing bottom area. Has anyone ever seen this strike before? Anybody have a partial strike? What can we do to nail down the full identification of this listing?

Two or One?

At BNAPEX-79 in Quebec City, it was great to see Frank Waite, an old friend of



Fig. 7

some 30 years ago in my Michigan days. Frank is my favorite cynic, a natural-born disturber of the condition normal; just when you think you have things in a neat and orderly condition, Frank can show you why they are not. Fig. No. 7 shows a relatively clean strike of N-47, dated October 20, 1928; neat and orderly, with no particular thing to render it singular. At Quebec, Frank asked me how many hammers we had identified on N-47, and with our usual emphasis we advised that only one hammer was known to date. "Not true," said Frank, and after refusing his offer to make a bet (I know better with him!) Frank came up with a cover having the N-47 strike in the bottom half of Fig. No. 8, dated November 28, 1928. On the top half of the same Fig. No. 8, we illustrate for comparison a later strike of N-47, dated May 13, 1930. In all three strikes, note the "E" of NEWFD; on Frank's strike this is an "L", not an "E", yet the other two strikes fore and aft both have a clear "E" in this position. On the surface, this would appear to conclusively prove two different hammers. However, I am just as much a skeptic

as Frank, (and hate to admit that he's right); accordingly, I did a whole series of chordal measurements on all three strikes, and excepting the "E/L" problem, all were identical. Further, note the constant break in the lower right leg of the first "A" of RAILWAY and the flat top and broken right side of the "O" of P.O., which are common to all three strikes.

After a full discussion, spirited on both sides, I agreed to put Frank's two hammer position to the wider scope of our readers of the Cowcatcher for comparison with their own strikes and an expression of their opinion. If these three are all one hammer, how could we get such a perfect "L" instead of an "E" in the middle of the period of use of the hammer? Can others confirm any of the constant breaks that are very apparent in Frank's strike? Does anyone else have a strike with this "L" error? Both Frank and I would welcome any comments pro or con in either direction. We need to clean this one up so I can present another of Frank's "I'm agin it" propositions that I have waiting in the wings.

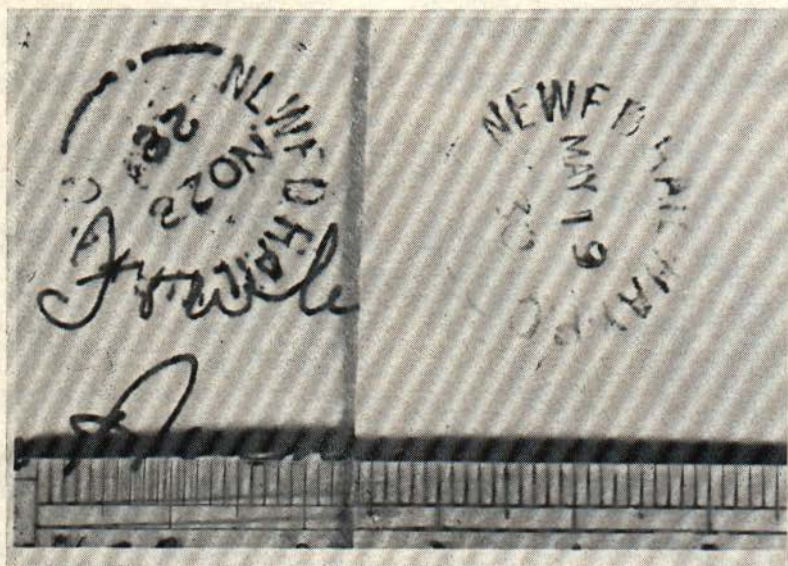


Fig. 8

12½c LARGE QUEEN VARIETY

by FREDERICK W. BLY

There has been some question among students of the Large Queen issue regarding the origin of the "value tablet frame line missing" variety of the 12½c denomination. It is a well established variety, noted by Jarrett, Boggs, and Reiche.

Mr. Jarrett examined 500 copies of the 12½c stamp and found five which had the plate flaw all printed in the pale blue shade (late printing).

Mr. Reiche attributes the stamp to position No. 67 in plate of 100. It is one stamp



Figure 1. Block of four proofs on card in deep blue. Upper left stamp (No. 67 in sheet) shows "missing frame line" variety. Lower right stamp ("78 in sheet) has possible recutting lower left value tablet.



Figure 2. Upper left stamp in block of four. Stamp No. 67 in sheet. This is the "left value tablet frame line missing" variety.

in each 100 and therefore quite scarce, and has been controversial as to whether or not it was caused by a worn plate or a short entry on the original plate.

Blocks of plate proofs on card in the issued color are exceedingly rare, and to my knowledge no proof example showing the missing left frame line variety has been studied prior to this time. The accompanying photograph of a block of proofs on card (Figure 1) in the original issued dark blue color (early shade) shows the missing frame line variety, previously identified as No. 67, as the upper left stamp. It will also be noted that the outer frame lines and scrollwork above the left value tablet are missing. Other stamps in the block have complete frame lines on the value tablet, however the stamp in the lower right corner (No. 78) has weak definitely broken outer frame line at the left of T in TWELVE with possibility of recutting on the lower part of the outer frame line of the left value tablet. Further verification would be required to substantiate the recutting possibilities of stamp No. 78.

As is usual in photographs all lines are not distinct, however on the actual proofs all lines are clear and it is quite certain that the "left value tablet frame line missing" variety is not from a worn plate, but was caused by a short entry when the plate was made, Figure 2.

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Alfred Stanley Deaville



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