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Official Journal of The British North America Philatelic Society

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If you collect Squared Circles, you must have my carefully prepared and illustrated catalog. Please let me know to be included.

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BNA TOPICS



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BNA TOPICS

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THE EDITOR'S PAGE

by MIKE STREET

READ ANY GOOD BOOKS LATELY?

Philatelic books, that is? In case you haven't noticed, the number of new books on different aspects of BNA philately has jumped tremendously in the last year. If you are skeptical, just check the ads in this and recent TOPICS, and the literature reviews in this issue.

We should all be grateful to the authors of philatelic books for taking time out of their lives to make these contributions. In most cases their only reward will be satisfaction. At the same time, we must also thank the people who risk their money to have these books printed. Our own society is one such publisher. Others include Unitrade Associates (4 new books this year alone), Jim Hennok (2 in the last year), the Vincent G. Greene Foundation (2 in the last year), the Charlton Press (a new catalogue), and the National Postal Museum.

"The books are too expensive", you say? In some cases, yes, although production costs can be very high. I personally disagree with the idea that a book must be printed on the most expensive paper and bound so that it will survive a herd of elephants walking on its spine. I would much rather see less expensive editions, so that more people can afford to buy them. Either way, however, books are important.

"But I'm not terribly interested in the subjects of some of the current books", you say? Fine, but keep in mind that the best way to ensure publication of a book on a subject which does interest you is to encourage and support the sale of books in general.

ONE YEAR LATER

Your Editor and the TOPICS production team have completed one full year. It seems like only yesterday that we were putting out our first effort, but the one you are holding now is the seventh. Thank you to all who have helped make this a successful, if hectic, year.

Y'ALL COME

There's still time to make arrangements to get to BNAPEX '82 at Virginia Beach in early October. See the center pages of this issue for all the program information which was available at press time. A good time will be had by all.

APOLOGIES

Apologies to Jerome Jarnick for forgetting to thank him for preparing the 1981 Index which members received with the March/April issue. Apologies to the members for the late mailing (June 15 instead of June 1) of the May/June issue -- a sudden, serious, illness caused the production schedule to slip.

HAVE CAMERA, WILL TRAVEL

The subject of illustrations is often a sticking point when a member is considering writing an article for TOPICS. The Editor now has a special lens which he can bring to BNAPEX (or any other event) to photograph items which the owners don't want to put in the mail. We also have photographers in various parts of the USA and Canada who have offered to help out, so if you would like to contribute something, photos should not be a problem. Just give us enough notice so we can arrange things.

VOTE

Ballots for the 1982 BNAPS election are included with this issue of TOPICS. Please be sure to exercise your right to choose the people who run your society. Results will be announced in the November/December issue.

WANTED--ASSISTANT EDITOR

Your Editor would like to share more of the joys and pleasures of TOPICS. Is there anyone out there who would like to simply edit articles, without taking on any other responsibilities? Steady work more or less -- offered. Please contact the Editor for more information.



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THE PRESIDENT'S CORNER

by Jim Lehr



A number of you have expressed interest in a program emphasizing new members. Every year we lose 200-300 members through death or loss of interest, meaning we need this many new members each year just to hold our present membership of about 1500. As each of us goes to various local and national meetings, we need to continually push BNAPS to new BNA collectors. Our Canadian members are doing a much better job in this than our U.S. members, so that the ratio of Canadian to U.S. members continues to increase. There are several geographical areas where we are especially weak in membership, such as the U.S. Midwest and the Maritimes. How about *you* making an effort to sponsor at least one new member in the next 12 months?

The Mid-Atlantic Regional Group had a meeting at SCOPEX in State College, PA in April with 18 members present, plus many wives. The primary subject discussed was the coming convention they are sponsoring in Virginia Beach, VA. Plans are well underway and this is going to be a great convention! I have also had good reports on the first meeting of the new Toronto Regional Group.

This issue of TOPICS contains your ballot

for election of new officers and directors. This election is especially important. For the first time in ten years we must select new officers for both Secretary and Treasurer. In addition, the Board of Governors is becoming more active in setting policy. Thus we need to obtain the best possible choices for experienced, active board members.

For some years now the percentage of members voting in our elections has been very low, as is true for most volunteer organizations of our type. I hope all of you will *make a special effort to vote* this year, so that your new leadership will be truly indicative of your wishes. Only those who exercise their responsibilities to vote and serve, when requested, have a real right to criticize their leadership. Everyone who has served as President of BNAPS, with the responsibility of appointing all non-elected officers, appreciates the difficulty of obtaining competent personnel to fill the many offices. We owe the many volunteers who accept these challenges all our thanks and support. We also owe them competent leadership from the elected officials. It's your responsibility now to choose this new leadership

**Your 1982 BNAPS Election Ballot is enclosed
with this issue of TOPICS.**

Vote for the Officers of your choice, but vote.

LITERATURE!



**"The Evolution of Imperial Penny Postage
— and
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"The Postal History of the Post Card in Canada 1871-1911"

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LETTERS

NEWFOUNDLAND STUDY GROUP?

I have and I fear ultimately failed to organise a Newfoundland Study Group in this country, and even made a rather feeble attempt to recruit in Canada and the USA. Is there anyone on your side of the Atlantic who would be interested in starting one? I would love to join, and would be willing to help in any way I could.

John Gray
44 High Street
Tenterden, Kent
England TN30 6AR

In Ottawa last year I heard a rumor that a Newfoundland Study Group was in the works. Can anyone advise?—Ed.

EMERGENCY CANCELS

In Australia, 'Relief' cancellers are placed in service when normal cancellers are broken. Perhaps this is the answer to George Hanson's question in the March/April issue.

Owen White
Toronto

The following is an excerpt from a letter to Alfred Lichtenstein, dated January 21, 1927, from S. Tanner Green, the District Superintendent of Postal Service in Quebec.

"It is a practice in our service, since a couple of years past, to issue an 'emergency' date-stamp when for some reason, such as destruction of a Post Office by fire, the regular date-stamp has been destroyed. The 'emergency' date-stamp is only in use during the few days required to have a new name date-stamp issued. Another example, as happened recently at Chute aux Outardes, occurs when a new Post Office is opened and the regular date-stamp has not yet been received from the manufacturers. In this case, our 'emergency' date-stamp was loaned to that office for several days."

This should help in answering the Emergency Cancel question.

Harry W. Lussey
Lantana, Florida

The cancellation illustrated above, London District Emergency No. 1, was found on a Fort Erie to Brantford registered cover shown to me,



as it happened, the same day Harry Lussey's letter arrived. This one is listed in the R. P. O. catalog supplement, as are many other Emergency cancels. It appears that more information is required.—Ed.

VOX POPULI

In response to your comment to John Kessel's letter in the Sept./Oct. '81 TOPICS, I would like to suggest that *Perforations on Canadian Stamps* by Harry Lussey (TOPICS, March/April 1976) be reprinted. To me this is one of the most important articles on Victorian era stamps that has been printed, even though only one comment about it appeared in subsequent issues.

F. H. Chaffee
Chevy Chase, MD

When I suggested reprinting 'old' articles, I was thinking more in terms of articles contained in issues which are no longer available from the Circulation Manager. Your suggestion does not fit into that category, but it is being printed to inform others about the article you mention. See elsewhere in this issue for another Harry Lussey article.—Ed.

In response to the request for suggestions on articles members would like to see, may I suggest the following: Newfoundland-Pence Issues, genuine and forgeries, Stampless Era Paper Varieties; Cancellations, pre-1900; Postal History, pre 1900. Also, how about a general article on how to 'plate' stamps?

Peter de Groot
Hilton Beach, Ontario

Thank you for the suggestions. I hope that members with information on these subjects will submit same. See also the first letter in this issue.—Ed.

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NOTES

PRECANCEL UPDATE

Two new unlisted varieties have surfaced recently. One, which by inference had to exist; the other a variety that came as a complete surprise.



The first copy of Vancouver 1-92a inverted (10¢ plum Admiral) was found by the writer in a collection formed by the late Charles A. Porter, one of the old-time Vancouver collectors. At that time the normal variety was unknown, but it is most unlikely that only an inverted version would be issued. In a collection recently purchased at a Toronto auction, the first normal copy of 1 92 turned up. No doubt there are others somewhere, unrecognized as the rarity that they are.

The other new variety, from Calgary, came to me by purchase from Mr. M. Hampson, an ex-resident of Calgary, now living in Edmonton. The Catalog number will be Calgary 2-86H; a double, one normal and one inverted (Calgary Type 1 reads 'Calgary, Alberta'; Type 2, 'Calgary, Alta.'). The stamp is the 2¢ carmine Admiral.

In the years to come this variety will probably prove to be scarcer than Vancouver 1-92. There would no doubt be a number of sheets printed of the latter, but only one sheet or part sheet of the Calgary double. During this period Precancels were printed on a hand operated 'Clam Shell' press. Errors occurred when a sheet got out of line and only part of the sheet received the cancel. It would then be run through the press a second time.

According to my information there was no such thing as Printer's Waste in connection with Precancels in the early years. If 100 sheets were handed over by the Post Office to the King's Printer for precancelling, then 100 sheets had to be returned, errors and all. There would be no inspection, and the 100 sheets would be delivered to the Post Office requiring them.

H. G. Walburn

GOING STRONG



Frank W. Campbell, pre eminent BNA postal historian and BNAPS Emeritus member, is still going strong at 96. On the day TOPICS visited, Frank had just returned from the first trip outside his home in Royal Oak, MI since being injured in a fall two years earlier.

Frank, shown here with his 'Unpublished Book', has a phenomenal memory. With all the information and anecdotes, the visit ended too quickly.

Mike Street

LARRY PAIGE TAKES GRAND AT SCOPEX

Sixteen B.N.A.P.S. members (12 with spouses) converged on State College, PA for SCOPEX, the annual philatelic exhibition sponsored by the Mt. Nittany Philatelic Society, April 24-25, 1982.


SCOPEX is rapidly turning into an annual meeting of the Mid-Atlantic Regional Group of B.N.A.P.S. A great time was had by all, perhaps more so by Larry Paige who won the Grand Award, as well as the A.P.S. Medal with his Canadian Flag Cancel exhibit. Larry's wife, Marva, promptly took possession of the Grand Award, the prestigious Nittany Lion statue. Sorry, Larry!

Dick Colberg

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CANADA '82

May 20-24, 1982 marked an important milestone in the history of philately in Canada. CANADA '82, the 7th International Philatelic Youth Exhibition under the patronage of the Federation Internationale de Philatelie, co-sponsored by the Royal Philatelic Society of Canada and the Canada Post Corporation, was held in the Queen Elizabeth Building on the grounds of the Canadian National Exhibition at Toronto. More than 1,000 sixteen page frames of competitive exhibits presented a showcase of international youth philately. There were 290 exhibitors from 43 countries.

The physical layout of the exhibition was excellent. The extremely attractive Canada Post display covered a large area at one end of the building. Among the many attractions were live demonstrations of Intelpost, an excellent display by the National Postal Museum of Canada, and a craftsman demonstrating the art of stamp engraving. The Canada Post sales area afforded collectors ample opportunity to purchase current philatelic items. Special show cancellations (a different one for each day of the show) were available on a handback basis.

Continuing around the perimeter of the room, one came upon sales booths of foreign Postal Administrations, and the philatelic society lounges. In the center of this area an audio visual theater had been set up.

Next, in the Court of Honor, were the exhibits of Official Postal Administrations. Three gems of Canadian philately were on display - a mint pair of the 12 penny black, a block of the Inverted Seaway, and the 1969 Christmas stamp with missing inscriptions. Behind the Court of Honor was a hall where lectures, ranging from Thematic Collecting and What is Postal History? to Judging Traditional Philately, and films were presented throughout the five day show.

Next came the snack bar and rest area, followed by the dealers' bourse. After browsing through the dealers' bourse, one found oneself at the entrance. Over 1,000 frames of exhibits were placed in the center of the room, grouped according to ages, as follows: A - 12 and 13 years, B - 14 and 15 years, C - 16 to 18 years, D - 19 to 21 years, and E - 22 to 25 years. The exhibits, as in an adult show, ran the collecting gamut from country collections and postal history to aerophilately and the-

ematics. Many of the delightful exhibits were equal to or better than similar adult exhibits, making the Jury's task of deciding awards difficult.

May 20 was also the first day of issue of three Canadian stamps honoring CANADA '82. The opening ceremonies, held in the adjacent Queen Elizabeth Theater, were well attended. The guests of honor, accompanied by two Mounties in full dress uniform, were piped on to the stage. Brief speeches were made by Mrs. Beverlie Clark, President of the Royal Philatelic Society of Canada; Michael Warren, President, Canada Post Corporation; Judge René Marin, Chairman of the Board, Canada Post Corporation and the Honorable André Ouellet, Minister responsible for the Canada Post Corporation. Mr. Ouellet then unveiled the new stamps and souvenir sheet. Presentation albums were given to the various dignitaries present. In the theater lobby, Mr. Ouellet cut a ribbon of coil stamps and officially declared CANADA '82 open.

A distinguished International Jury was headed by Heinrich Manhart, President of the Youth Commission of the Federation Internationale de Philatelie, and included Ladislav Dvoracek, President of the F. I. P. and Col. James T. DeVoss, Vice President of the F. I. P. By Saturday afternoon, all jury decisions had been made.

The main event on Sunday was the Palmares Reception at which the awards were announced. The major awards were: Grand Prix (Best in Show), Karl-Albert Louis, Federal Republic of Germany, Great Britain Victoria Issues; Grand Prix (Traditional), Wolfgang Elsto, Federal Republic of Germany, Bavaria; Grand Prix (Thematics), Jean Paul Nothum, Luxembourg, A Dream of Flight; Hartwig Danesch Trophy, Christoph Bucher, Switzerland, Czechoslovakia Since 1948. In the Literature Section the best entry was judged to be Carey's Corner, by Ms. Carey L. Brown of the United States.

The 2nd National Philatelic Youth Exhibition, held in conjunction with CANADA '82, consisted of some 60 frames of exhibits. The National Jury was headed by Dr. Miet Kamienski.

During the five days of the show more than 20,000 people passed through the entrance to view the exhibits, visit the post office booths and dealers, and meet friends.

Dave Dixon

CALENDAR

This feature of TOPICS will list Exhibitions and Bourses, including FIP sponsored (International) exhibitions, which will have a significant BNA content, as well as BNAPS Regional Group Functions. Information/prospectus should be sent to the Editor as soon as available and at least 3 months before the event.

1982

SEPTEMBER 19: BNAPS Golden Horseshoe Regional Group meeting, Manulife Center, Toronto. Program: Dave Dixon, War Tax Issues. Information: See Regional Groups list on The Business Side page.

BNAPEX '82: OCTOBER 7 - 9: BNAPS own annual convention, exhibition and bourse. Cavalier Resort, Virginia Beach, Virginia. Information: Marva Paige, 1145 Shillelagh Road, Chesapeake, VA. 23323.

OCTOBER 16: The Guelph Stamp Club's annual exhibition and bourse, St. James Junior High School, 57 Victoria Rd., Guelph, Ontario. For Information: Frank Rolfe, RR3, Guelph, Ont. N1H 6S8.

OCTOBER 30: BNAPS NORCAL Regional Group meeting at SACAPEX, Sacramento, California. Information: See Regional Groups list on The Business Side page.

NOVEMBER 12 - 14: VAPEX '82. BNAPS Mid-Atlantic Regional Group will hold their annual fall meeting in conjunction with the Virginia Philatelic Federation exhibition and bourse. Location: Same as for BNAPEX '82. Information: See Regional Groups list on The Business Side page.

NOVEMBER 12 - 14: HAMPEX '82, annual exhibition and bourse of the Hamilton Philatelic Society. Kenneth Taylor Hall, McMaster University, Hamilton, Ontario. Information: Frank Haller, 430 Belvenia Rd., Burlington, Ont. L7L 2G5.

NOVEMBER 21: BNAPS Golden Horseshoe Regional Group meeting, Manulife Center, Toronto. Program: The Centennial Study Group, Centennials. Information: See Regional Groups list on The Business Side page.

DECEMBER 3 - 5: STAMPMARKETPLACE '82, exhibition and bourse, Sheraton Center, Toronto. Information: Stamp Marketplace, 565 Alness St., Downsview, Ont. M3J 2T8.

DECEMBER 11-19 - BELGIA '82, International exhibition of postal history, postal stationery and aerophilately. Brussels, Belgium. Sponsored by the FIP. Information: Canadian Commissioner, David Dixon, P. O. Box 1082, Oakville, Ontario L6J 5E9.

1983

MAY 19 - 22 - OAKPEX '83, 10th annual exhibition of the Oakville Stamp Club, and 55th Annual Convention of the R.P.S.C. Information: D. Dixon, P.O. Box 1082, Oakville, Ont. L6J 5E9.

MAY 20 - 22 - PAN PACIFIC EXPO '83, spring meeting of the American Philatelic Society. A Western Canada section is planned. Information: Tom Current, P.O. Box 4056, Portland, OR 97208.

JUNE 9 - 12 - PIPEX '83, 43rd Pacific International Philatelic Exhibition of the Northwest Federation of Stamp Clubs, Edmonton Convention Centre. Hosted by the Edmonton Stamp Club. Information: Keith R. Spencer, P.O. Box 399, Edmonton, Alberta, T5J 2J6.

AUGUST 4 - 13 - BANGKOK '83, FIP sponsored international exhibition. Bangkok, Thailand.

BNAPEX '83: SEPTEMBER 1 - 3, Westin Hotel, Winnipeg, Manitoba. Information: Beverlie Clark, 924 North Dr., Winnipeg Manitoba R3T 0A8.

1984 - 7

SEPTEMBER 21 - 30: AUSIPEX 84, FIP sponsored International Exhibition, Melbourne, Australia. Information: AUSIPEX 84, P.O. Box 8484, GPO, Melbourne, Victoria, Australia 3001

BNAPEX '84 - San Francisco, California. Chairman: Garvin Lohman

BNAPEX '85 - Calgary, Alberta. Chairman: Sam Nickle

BNAPEX '86 - Open

BNAPEX '87 - Open

PHILATELIC REFERENCE BOOKS

JUST RELEASED

The Early Rapid Cancelling Machines of Canada by David Sessions

A very important original work by a very prominent Canadian philatelist, this original work researches the history and development of Rapid Cancelling Machines in Canada. It covers: the period of their use; types of cancellations; Time Marks; Varieties; Chronology by place and the Obliterating Dies used by the Imperial, Bickerdike and International Machines. A very important aspect of this book is that rarity factors have been applied to each item classified in the Imperial and Bickerdike chronologies. Prior to the appearance of this handbook, no yardstick has existed for valuing the early machine cancels apart from the flags.

Unitrade is very proud to publish this important addition to Canadian philately which we believe to be the most important new work to come along in the past few years. A special Hardcover edition (limited to 75 numbered copies) will be available on a first come basis at \$35.00 each. Soft cover editions will retail at \$17.95. ORDER EARLY!

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Des Rivieres - *La Premiere Route Postale au Canada 1763-1851*, (French language); SC, 43pp, IL. \$5.00

Gronbeck Jones - *The Centennial Definitives of Canada*; SC, 40pp, IL. \$4.00

Hansen & Moffatt - *The Squared Circle Postmarks of Canada*; HC, 485pp, IL, BNAPS \$40.00

Hilson - *The Small Queens 1870-1897*; SC, 24pp, IL. \$10.95

Marler - *Canada: The Admiral Issue* (Notes on the 1911-1925 series); Reprint, SC, 76pp, IL. \$10.00

Pratt - *The Newfoundland Pence Issues*; HC, IL. \$65.00

Reiche - *Admiral Cancels*; SC, 17pp, IL. \$2.95

Reiche - *Constant Plate Varieties of the Canadian Small Queens* (2nd Edition with addendum); SC, 26pp, IL. \$5.00

Richardson - *Canada: BNA Philately (an outline)*; SC, 64pp, IL, BNAPS \$10.00

Rowe - *Postal History of the Canadian Contingents in the Anglo-Boer War 1899-1902*; HC, 104pp, IL. \$30.00

War Tax Study Group - *Canada: The War Tax Stamps*; SC, 36pp, IL. \$5.00

Whitworth - *The First Decimal Issue of Canada 1859-1868*; SC, 95pp, IL. \$15.95

Winmill - *Postal History of the Map Stamp*; HC, 110pp, IL. \$22.50

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LITERATURE REVIEWS

BNA Philately in Print

THE 1982 CANADIAN REVENUE STAMP CATALOGUE; E. S. J. van Dam; E. S. J. van Dam Limited, Bridgenorth, Ontario, 1982, 52 pp. \$7.50

Revenue collectors have been waiting a long time for a new Canadian revenue stamp catalogue. Up to date pricing and a more comprehensive listing of revenue material than ever before are important features.

Listed are all the regular types of revenue stamps, such as Bill stamps, Law stamps, Excise tax, War tax, Customs duty, etc. Many types, not listed in any recently available catalogues, have also been included. Some of the stamps in this category are: Unemployment insurance, Vacation pay, War tax, Wine strips, Medicine, Petroleum labels, Lock seals and various municipal issues.

The van Dam catalogue lists Federal government issues first, then (alphabetically) Provincial revenues, concluding with Telegraph stamps, Prairie Conservation stamps and Prisoner of War franks.

Although good representative photographs are included for each issue, some confusion could have been avoided if more effort had been made in tying the illustrations to the listings during the layout stage. This is a minor complaint and should not take away from the fact that this catalog is finally available.

CONSTANT PLATE VARIETIES OF THE CANADA SMALL QUEENS; Hans Reiche; Unitrade Press, Toronto, 1981, 26 pp. \$5.00

Originally published in 1961 by the British North America Philatelic Society, *Constant Plate Varieties of the Canada Small Queens* sold out in a short time, even though a large number of photographs did not clearly show the different varieties on each stamp.

A revised edition of this interesting handbook has now been published. This time the photos are twice the original size and all varieties can be seen easily. Additions have been made to bring the book up to date, and almost 100 illustrations show the varieties.

With the increasing interest in plate varieties of Canadian stamps in general, and particularly in the Small Queen issue, this new edition is certainly worth having. Its existence points out, again, the need for a really comprehensive handbook covering all aspects of the Small Queen issue.

OFFICIAL CATALOG OF CANADA PRE-CANCELS, 13th Edition; H. G. Walburn, Editor; Gilbert W. Noble, Winter Park, Florida, 1981, 56 pp. \$4.95

Another 'Back of the Book' area which is gaining in popularity is Canadian Precancels. The 13th edition of the Noble catalog is the bible of the Precancel field. Partly reflecting this change in status, the Editor has added to this edition, on the inside front cover, the sentence "Prices subject to change without notice." Stamp prices are rarely static and Precancels are no exception. A list of changes is available.

Easy to follow, the catalog lists the various precancel types alphabetically by city, and contains cross-reference charts of the Universal types and the city numerals. Any collector considering Precancels would do well to start by looking through this book first.

THE EARLY RAPID CANCELLING MACHINES OF CANADA; David F. Sessions; Canadian Philatelic Society of Great Britain/Unitrade Press, Toronto, 1982, 140 pp. \$17.50

Publication, in the early 70's, of Ed Richardson's *Flag Cancellation Handbook* provided a considerable boost to this particular aspect of Canadian philately. Much new information has been gathered since then. *The Early Rapid Cancelling Machines of Canada* not only brings the listing of classic flags up to date, it also places them in perspective alongside the bar and wavy line cancels impressed by the same machine in the same period.

The early bar and wavy line cancellations have their own rarities, with several dies having been used, apparently, for a week or less. A growing band of collectors in this field is slowly

buying up these items as they appear on the market. They are often overlooked by the average collector, however, so there are still opportunities to find bargains.

The book deals in detail with the cancellations from the Imperial and Bickerdike machines which produced the classic flags, and gives a complete listing of other cancellations from these machines, with early and late dates of known use. The author has assigned a rarity factor, based on the known period of use, to each cancellation. This gives collectors of bar and wavy line cancels the first benchmark ever to guide them in buying and trading.

An important part of this handbook is the first coherent listing of the cancellations of the International machines which followed in 1902 and were in widespread use up to 1919 (with a few running beyond that date). This section contains most of the World War 1 slogan flags, duly up-dated, along with all the other slogans used in the International machines. Early and late dates of known use are given and these will enable the large band of slogan cancellation collectors to draw their own conclusions as to the relative scarcity of the various slogans.

More than just a listing of philatelic items, *The Early Rapid Cancelling Machines of Canada* also gives much historical information on the companies which produced the cancellers, and on the machines themselves. Although some may dismiss this information as being irrelevant, it does provide a pleasant diversion and is certainly part of Canada's postal history.

THE CHARLTON SPECIALIZED CATALOG OF CANADIAN POSTAGE STAMPS, VOL. 3, ELIZABETHAN ERA; The Charlton Press, Toronto, 1982, 242 pp. \$6.95

The need for specialized catalogues has been expressed by many people over the last few years. It is gratifying to see that a number of such catalogues are now appearing or are in preparation. Some may argue that the modern issues do not warrant the same degree of specialization effort required for the Small Queens or the Admirals, but just a glance at this new catalogue will indicate the complexity of the Elizabethan era. To bring together all the information in an orderly and pleasing-to-the-eye manner is a very difficult task. A look at existing catalogues shows the many inadequacies in such areas as layout and numbering. Thanks to the efforts of Charlton Press, these areas have been much improved.

The new catalogue covers the time period 1952 to date. Besides the normal information on the stamps, such as the various forms of issues and major varieties, it contains valuable information on philatelic history and much technical data.

The technical data is essential to the understanding of such complex issues as the Centennials, where the editors have gone just as far as the majority may want to go (without getting into all the details of specialization which a handbook would include). The balance struck is excellent and avoids cluttering up the catalogue with unnecessary information. The numbering system used is based on Lyman's.

Each section is clearly identified, and the layout is standardized to such an extent that information such as coils or booklets, appears at the same location in each section. The listing of plate blocks for both stamps and FDC's is very effective and is highly recommended for other catalogues.

A few minor typographical errors are noted. Care must be taken in handling the catalogue which easily smears due to overinking during printing. For the information contained in this catalogue the price is very reasonable. A must for any philatelic library shelf.

THE ADMIRAL ERA: A RATE STUDY 1912-1928, Allan L. Steinhart; Jim A. Hennok Ltd., Toronto, 1981, 166 pp. \$17.50

It is unfortunate that this important book was not treated like a stamp exhibit, that is, with the philatelic material taking precedence over the text. The photographs which illustrate the rates are, for the most part, too small and/or too dark to allow proper philatelic enjoyment.

Readers expecting to find a handy chart giving all the Admiral rate information at a glance will be disappointed, but all-or most-of the information is in the book.

The author has what is acknowledged to be the best collection of Admiral rate covers and, the complaint above notwithstanding, has included many of his prize pieces among the almost 180 photographs.

The book is packed with thousands of facts, rates, reasons and explanations for the uses of Admiral stamps. There are chapters on first class rates, drop letters, postcards, Empire rates, foreign rates, airmail rates, newspaper rates, printed matter rates, ½¢ rates, special delivery, registration, money packets, dead letter return fees, C.O.D., parcel post, free franking, and military rates. There are also

sections on the Canadian World War I censorship, postage dues, miscellaneous Post Office rules, and the reasons for the colours of the Admiral stamps.

Perhaps the greatest value of *The Admiral Era: A Rate Study 1912-1928* lies in the fact that it gives solid information on an area of BNA philately which is still within reach of many collectors.

ADMIRAL CANCELS; Hans Reiche; Unitrade Press, Toronto, 1981, 20 pp. \$2.95

A new handbooklet covering the 1911 to 1925 period, *Admiral Canceles* attempts to collect in one place available information on cancellations used on the King George V issue of Canadian stamps, the Admirals.

Included in the list are International Rapid Machine, Slogan, Roller, Railway Post Office, Circular, Registered, Split Ring, Bar, Duplex, Field Post Office, Censor, Paquebot, Straight Line, Ring, Cork, and Crown Cancellations. Many make mention of scarcity. All are illustrated, although the overall quality of the illustrations leaves something to be desired.

This booklet should appeal to the average collector who is interested in Canada's most popular definitive issue. It could lead them into areas of collecting other than the usual mint/used singles collection, by providing a working knowledge of the range of cancels used on the Admirals.

LYMANS'S STANDARD CATALOGUE OF CANADA-BNA POSTAGE STAMPS, 35th Edition; The Charlton Press, Toronto, 1982, 144 pp. \$3.50

The latest edition of Lyman's contains over 3400 price revisions, including almost 1000 for the Provinces, particularly Newfoundland. Because the subject is so controversial, no comment will be made here on the accuracy of the prices quoted with respect to market values.

The publisher, in a press release, stresses the accuracy of the colour reproductions, the

inclusion of plate block and FDC data in the main body of each listing and a photo grading guide. The colour does seem to be quite accurate, though the reduced size photos are not helpful if one wants to check any detail. The idea of putting plate block and FDC data with the listing, rather than at the 'back of the book', removes an annoyance.

The photograding guide is both misleading and inaccurate. The stamps illustrated (3 pence Beaver and 1¢ Quebec Tercentenary) are graded reasonably accurately for those issues only. The accompanying chart states that a mint stamp with "little or disturbed" gum falls into the Very Good category! Again, a sense of perspective with regard to issues is missing.

Overall, a handy guide to the stamps of Canada and BNA.

CANADA STEEL ENGRAVED CONSTANT PLATE VARIETIES; Hans Reiche; Unitrade Press, Toronto, 1982, 114 pp. \$14.95

Non-collectors find it hard to understand why some philatelists get excited about the 'Weeping Princess' variety, or the 'Wart on the Nose' variety, or whatever. To be fair (and honest), some collectors find it hard to understand this enthusiasm of many of their fellows.

Be that as it may, the interest is there and is growing, and *Canada Steel Engraved Constant Varieties* fills a need. Based on the author's previous work in the 1954 Billig Catalog, the new book covers the constant plate varieties which occur on Canadian engraved stamps, illustrating over 120 of them in enlarged photos. A complete updating has been made, and an addition of special rarity factors, which are in direct relation to actual market or catalogue values, has been included. Full explanations are given of the meaning of such terms as re-entry, retouch, flaw and others.

Because there is hardly any collector who does not pick up a stamp variety if the opportunity arises, this book should find a large audience.

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TOKYO EXPRESS!

AT LONG LAST!

Our new R.P.O. Catalogue will be available in time for BNAPEX '82, and my wife, Mac, and I will be at Virginia Beach to give it a proper christening. Meet us wherever Larry Paige has set up the mint juleps!

In keeping all abreast of our continuing saga, we can advise that a printer here in Japan has been selected, cover material and spring back coil chosen and, after trial printing on several different qualities, paper decided upon. The finished manuscript will be finalized no later than August, and the printer will deliver the completed edition no later than September.

Pricing of the new book will be announced in the September/October Cowcatcher along with more specific details. During the summer we will be arranging for shipment to North America and developing channels of distribution so that the catalogue will be available to all interested. All of the above assumes that Murphy's Law has already taken all its toll, and that we will be subjected to no further glitches that would upset this time table. We can see the light at the end of the tunnel!!!

TOKYO EXPRESS!

UNKNOWN TRACK

We have heard from several of our correspondents that the S. S. OTHAR, reported on previously, was not a vessel ever under control of Newfoundland or sailing in Newfoundland waters. Until we can get a definite fix on the owners and flag of this ship, we are deep-sixing this strike to our unknown file. As a new challenge for our Newfoundland specialists, we offer the photo shown above of an apparent oval (slight) strike of SPRUCE BROOK, October 26, 1925. Can anybody connect this to some let-



L. M. Ludlow

tering across the top of the strike? This appears very similar in shape and size of lettering to N- 46A, discovered by Jim Miller, which reads NEWFOUNDLAND / RAILWAY / CRABBS, dated October 31, 1924, just about the same period. This SPRUCE BROOK strike needs help for a new listing.

A FASCINATING CLERK STRIKE



Bill Robinson

In the marvellous group of clerk strikes acquired last year by Bill Robinson, is another that we consider quite unusual. The cancellation reads ST. JOHN & MONTREAL R.P.O. / D.A. ROBINSON/ST. JOHN, in which the run and clerk's name are between the two circles, while the town is in a box, external to the outer ring. This will be established as a new Type 6 in the new catalogue. In any of these strikes, where the town is external to the ring, e.g. this and Q-27, such listings will be carried in regular sections, and not in the Ticket Stamp Section. Bill's strike is one on facing slip. Let's hope that this can be found on stamp or cover.

NEW TRACK FOR NEWFOUNDLAND



Ron Kitchen

In Ottawa last September we met - for the first time - one of our newer R.P.O. Study Group members, Ron Kitchen. Ron enters our recorded files, as Reporter # 210, with an important first report of S. S. LEWISPORTE / NEWF'D, on cover, dated December 9, 1916. Based on the proof data of some twenty-five strikes, reported by Bob Pratt, this discovery was expected, and Ron wins first honours. The proof strike was dated November 6, 1909. This hammer appears to have been in use for at least six full years so additional reports can be anticipated. Who will be next?

TO LIST OR NOT TO LIST? (That is the question.)

Ross Gray has submitted the above photograph of W-30, P-8 Ornament, + C. & V. R.P.O. + / B.C., plus a further enlargement wherein the year set of the indicia has been replaced by



Ross Gray

the clerk initials "RJH", and suggests that this deserves a separate listing. Jim Lehr had previously sent us a xerox copy of the same strike with the same suggestion. This is not a new dis-



Ross Gray

covery, and while it certainly is not common, it cannot be considered as rare. An interesting point - no one, to date, has been able to pinpoint any specific year of use. I had previously indicated to Jim that this merely seemed to be an indicia variety; however, Ross feels that it

PROGRESS ON THE CAROLINA

Regarding the STEAMER/CAROLINA, reported recently in this column, we still have not fixed the exact lettering at the top of this cancellation (mandatory for establishing its listing), but from the scholarly doyen of American R.P.O.s, Charley Towle, through the good offices of Palmer Moffat, we have been able to get a position on some of its history. The steamer CAROLINA was built in Wilmington, Delaware in 1877 and was originally in service between Baltimore, Maryland and Norfolk, Virginia. A side-wheeler, the CAROLINA was sold in 1893 to the Richelieu & Ontario Navigation Co., who employed the vessel on the Saguenay Line, along with two other vessels, the CANADA and the SAGUENAY. A then-current promotion states "Carolina leaves Montreal Sun. & Wed.,.....PM, for Quebec direct, then calling at intermediate stops between Quebec and Saguenay, specifically, St. Pierre - St. Paul Bay - St. Irene - Port Au Bateau - Tadousac - St. Alphonse - Chicoutimi." So much for the history; now if we can just nail down the wording of this fascinating strike, we will have made a great contribution for Gerry Carr and Palmer Moffat. A few further notes to complete the story on the CAROLINA: in 1905, her name was changed to MURRAY BAY, and changed again in 1920 to CAPE DIAMOND; the vessel was broken up in 1932.



H. Stokes

has a status similar to O-306A where both O'LEARY (illustrated) and COYNE have been identified in the indicia above the date. Succumbing to this gentle persuasion, a search of our dusty files has produced several strikes on stamp and two on post card, one of the latter being fully dated on June 17, 1915 with a second strike of BANFF / ALTA. So, we now have sufficient data to set this up as a separate listing. Seeing as how we seem to be in a minority position, we'll set this up as a listing in its own right in the new Ornament Section of the new handbook. Can anyone provide any additional dates for these clerk initials of RJH?

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to looking at these as transportation cancellations, but feel that to include some and not all does a disservice. We would appreciate hearing from our readers on whether they would like to see an Express Mail Section in some future edition. Such a section would not only include those delisted, but would also cover Provincial and Canadian cancellations of Barnard's Express, Dietz & Nelson's Express, Wells Fargo & Co. plus other private company cancellations of this type. Our speciality of R.P.O. and Transportation Postmarks, and its catalogue, can be defined within whatever limits we wish to set, and we will be most interested in the opinions this subject creates.

MORE NEW TRACK

Ross Gray has put together a splendid award winning collection of R.P.O.s in the last ten years or so. He only collects on cover and has a most discerning eye for the material he adds to his collection. We are pleased to illustrate two covers from his collection, one old and one new. This classic Small Queen cover, with a strip of six 1¢ S.Q., making the 6¢ American rate, is cancelled with three strikes of SOUTH



Shaw Collection

EXPRESS MAIL

In the old catalogue, there were several listings for various express companies, such as Canadian Express (R-18A), Favor's Express (R-39) and others. (Illustrated is R-32, COLONIAL EXPRESS MAIL, from the Shaw Collection.) It is our opinion that such express mail cancellations are - at this time - beyond the scope of our speciality, and these will be delisted in the new catalogue. We are not necessarily averse



Ross Gray

SUPPORT TOPICS' ADVERTISERS



Ross Gray

EASTERN RAILWAY / SUTTON JUNCT., Type 6F, dated March 27, 1873, with an extra strike of the same cancellation at the lower left of the cover, all in blue. The cover, originally sent to Alfred, Maine, was mis-directed to Alfred, U.C. In the process of finally reaching its destination this letter picked up seven different markings, front and back, including the Dead Letter Office, Canada, April 21, 1873, where the United States destination was perceived and the cover sent on its proper way. To us, this cover is one of the finest examples of the usage of a ticket stamp cancellation, and this will be relisted in the new catalogue in the Ticket Stamp Section.

One of the latest reports received from Ross Gray is a backstamp on cover, HALIFAX & ST. JOHN DAY / EDWIN CROWE, June 2, 1928, in violet, Type 6E. Over fifty years old,



L. M. Ludlow

this cover has only just surfaced, which nicely illustrates our point that many excellent new things are just waiting out there to be discovered.

SQUARED CIRCLE R.P.O.S

The new Squared Circle Handbook of Moffatt and Hansen is a studious work of massive proportions, and should indeed be the definitive work on this subject. As an old Specialist in this field, it does not appear that any new significant data will appear that would require reprinting of this handbook, at least not in my lifetime. It is interesting to note, however, that all of their information has been stored in a computer data bank for retrieval and future publishing if necessary. We have not had an opportunity to study this new handbook deeply, but have reviewed the section on Squared Circle R.P.O.s, with particular interest. We note that three covers have been reported of Q-197A,



L. M. Ludlow

QUE. & CAMP, M.C. LOCAL / No. 20 (partially removed) / 13, Type 2B. Illustrated is one of these covers from our own collection. As can be seen from this cover, Clerk "13" made a habit of applying his cancellation in such a manner that his number was socked-on-the-nose on the stamp, with the result that the balance of the strike was well off the stamp; most strikes on stamp confirm this situation, making dated strikes quite scarce. This cover has the most complete strike that we have seen. The other two covers are probably with squared circle collectors; they have not yet been reported for our records.

Still on Squared Circle R.P.O.s, we present another delightful piece, listing W-150, SOURIS & WINNIPEG M.C. / No. 2, Type 2, May 12,

1898. While this listing is not a great rarity, we find the four strikes of this R.P.O. cancelling one 1¢ + four 1/2¢ Jubilees on a commercial non-philatelic cover to be quite an extraordinary combination. (The strikes are light and difficult to photograph but show up clearly on the actual cover.) This cover was originally discovered by Dr. Alfred Whitehead, dean of squared circle collectors, for which his name is famous. Many people are not aware that his collection of R.P.O.s was more vast and encompassing than his squared circles, the scope of which was not nearly as great as the R.P.O.s. When Dr. Whitehead parted with his squared circles, he kept the R.P.O.s intact with his railway collection, and thus this cover can be featured prominently in the Cowcatcher today.

SKETCHES of BNAPSers

by Dr. Robert V. C. Carr

Sketch No. 189

C. R. McGUIRE

When I asked Ron for his biography and photo, he sent me not one, but two different photos, a complete biography, and some most interesting data on Newfoundland stamps—now, that's a response!

Ron McGuire is a native of Ottawa and was born the day I was out on the range at Camp Campbell, Kentucky! His studies of public administration at Ryerson Polytechnical, museology at Algonquin College, and history at Queens University, make him most qualified for his present job at the National Postal Museum at Ottawa.

Ron was first with the Bank of Montreal before joining the government in 1963. Six of the following nine years were spent with the permanent mission to the United Nations. In 1972 he joined the National Postal Museum staff. He played an important role in setting up their new quarters which we had the opportunity to visit at BNAPEX '81.

For 'relaxation' Ron tries to travel 7 to 12 miles a day—walking, or on bicycle, or on snow shoes, or on skis, or on ice skates. His winter



'home' is in Vermont, visiting the United Nations Ski Club.

Philatelically, Ron is a postal history buff. He has done (and is doing) a great number of articles and was honored for his writing when he was awarded the Geldert Medal earlier this year. Ron is a member of our Board of Governors and a national philatelic judge—and he loves to visit museums (my friend), especially philatelic.

COLLECTIONS

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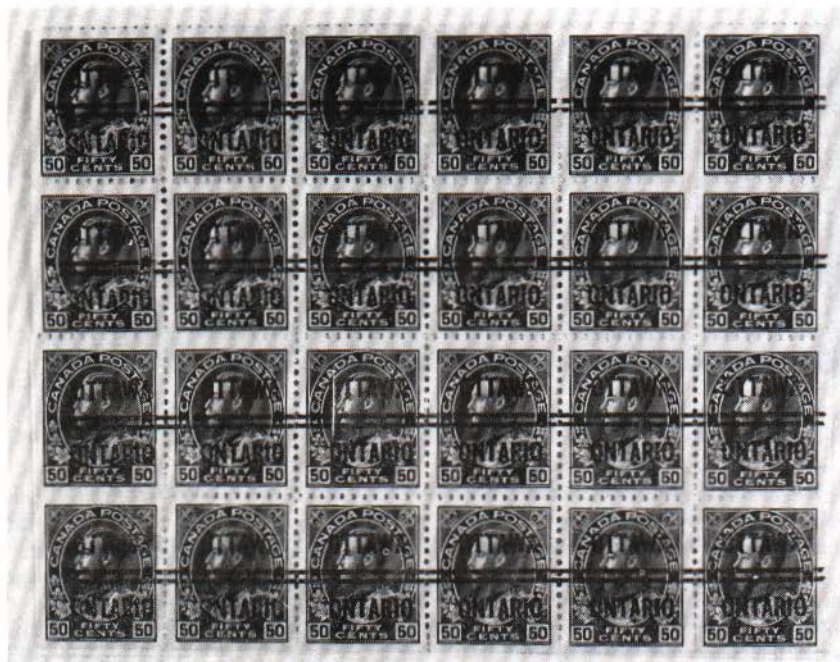
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The PRECANCEL SPECIALIST

by Hans Reiche

Ottawa Precancels



Ottawa precancels may not require more special observation than those of any other city, at least on the surface, but there are some peculiar features which are of interest and which may escape the regular collector.

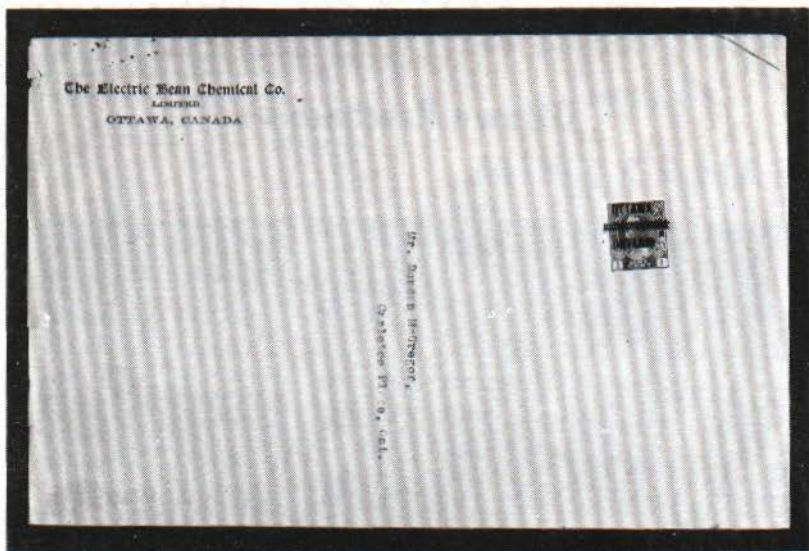
During the precancel period of 1904/5 to 1949 about the same number of stamp issues were overprinted for Ottawa as for other cities of similar size. The overall total of precancel stamps printed for Ottawa over the years is probably slightly smaller than for other cities, due to the fact that Ottawa is not an industrial city.

One interesting point is that Ottawa precancels were first issued only at the end of 1904 or the beginning of 1905. In addition, the King Edward VII stamps which were precancelled for Ottawa all came from plates which were laid down after 1903. Another interesting fact is that the 20¢ Admiral stamps used for Ottawa precancels all came from plates of the 1917 per-

iod - no earlier plates, such as those issued in 1912, have so far been located.

Three city types and two numeral types can be collected. These are listed by Walburn in the *Official Catalog of Canada Precancels*, and are similar to those of other cities. The number of doubles, inverts etc. is similar to other cities with these varieties. One interesting variety among the Third Class types is the 1¢ green Edward VII with a double impression, one of which is the inverted name of Bridgeburg (now Fort Erie). This must be counted as the most difficult Ottawa precancel to locate. All of the Third Class precancels for Ottawa are hard to find as their use was limited to a very short period.

Use of the two numeral types extends from 1934 to 1949. Although other cities, such as Toronto, precancelled stamps of the Elizabeth II era, the last Ottawa precancels were on King



George VI issues.

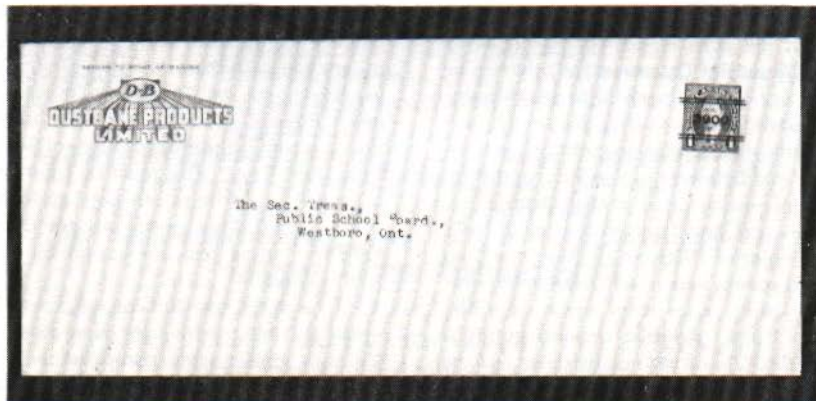
Not many constant plate overprinting varieties have been found. The first Ottawa precancel type exists with the second A in Ottawa shorter than the other letters. The same precancel is known with the top broken off the O in Ottawa. Another variety is the broken bar above the N in Ontario.

Exactly the same bar varieties can be found on overprints for other cities. It appears certain that the same plates were used for more than one city, with only the city name changed each time. Only one overprinting plate was manufactured for each of the Ottawa precancel types. The Bank Note Co. made these plates for

the Post Office, according to information contained in Post Office file 60.13.

A few Perfin Precancels can be collected, of which the most frequent are ND (National Defence) and MD (Militia Department). Both were heavy users of precancel stamps according to Department of National Defence files. Other precancel users were Bell Telephone, Dustbane Products and Verner Ottawa Bureau. A rather odd use is that by The Electric Bean Chemical Co. Ltd.

Only a few multiples of the earlier precancels have survived. These make a nice addition to an Ottawa collection.





BNAPEX

October 7, 8 & 9, 1982

Virginia Beach, Virginia

BNAPEX '82

The following Program of Events is just to give you an idea of the official program for the convention. Since it is still three months to the convention at press time, the final schedule has not been drawn.

The Cavalier on the Hill is just about full so make your plans immediately so we can be all together in the same building. (There's still lots of room in the Cavalier on the Beach.) We have close to one hundred fifty people planning to attend at present. Let's try to beat the 236 we had at the banquet last year, which was the highest ever.

This is turning into an international convention, with people coming from England, where they are celebrating the birth of a prince; Japan, with it's Oriental beauty; the upper reaches of Canada, where the northern lights shine; and Florida, with it's beaches.

We are planning on 12 dealers and 150 frames of exhibits, which should keep the collectors happy and busy. As the next article shows, there is plenty to do for the non-collector as well.

If you can stay before or after the convention, this a a beautiful region of the United States to see and you will be welcomed every where you go. Even if you can only get away for a few days, come to this convention. It will be the fullest and most rewarding few days you will spend this year.

PROGRAM OF EVENTS

Wednesday, October 6

10:00 a.m.

1:00 p.m. — 9:00 p.m.

5:00 p.m. — 9:00 p.m.

Board of Governors' Meeting

Set up and Mount Exhibition

Registration

Thursday, October 7

9:00 a.m. — 5:00 p.m.

10:00 a.m.

1:00 p.m. — 5:00 p.m.

10:00 a.m. — 5:00 p.m.

7:00 p.m.

Registration

Official opening of BNAPEX '82, the 34th Annual
BNAPS Convention

Seminar(s)

Exhibition and Bourse open

Past President's Reception

PROGRAM (continued)

Friday, October 8

9:00 a.m. — 5:00 p.m.

10:00 a.m. — 5:00 p.m.

10:00 a.m. — 12:00 Noon

10:00 a.m.

1 00 p.m. — 3:00 p.m.

3:00 p.m. — 5:00 p.m.

7:00 p.m.

Registration

Exhibition and Bourse Open

Seminar(s)

Bus Tour

Seminar(s)

Seminar(s)

Cocktail Hour and Bar-B-Que Cookout
(Dress — Casual)

Saturday, October 9

9:00 a.m. — 4:00 p.m.

10:00 a.m. — 5:00 p.m.

10:00 a.m.

1:00 p.m. — 3:00 p.m.

3:00 p.m. — 5:00 p.m.

7:00 p.m.

8:00 p.m.

Registration

Exhibition and Bourse Open

Annual Meeting of BNAPS

Seminar(s)

Seminar(s)

President's Reception

Annual Banquet

All events will be held in or on the grounds of the Cavalier on the Hill Resort

MAP STAMP COLLECTORS WILL TRY TO FORM STUDY GROUP AT BNAPEX '82

Among the main features of any BNAPS convention are the Study Group meetings. These sessions give the members an opportunity to meet face-to-face after working together by mail.

At press time the Flag Cancel Study Group, the Canadian Revenue Stamp Study Group, the Postal Stationery Study Group and the RPO Study Group had all booked meeting space.

One new group may get off the ground at this convention. W. L. Bradley of Kitchener is hoping that enough 1898 Map Stamp collectors will be interested in forming a Study Group to attend a meeting at the convention.

Bob Pratt, our well-known 2nd Vice President, will be presenting a seminar on Newfoundland for all interested members.

BNAPS members are welcome to attend any Study Group meeting or seminar and are encouraged to do so.

BOURSE (Partial List)

At press time, six dealers have confirmed that they will be in attendance at Virginia Beach. Six more are expected. The six confirmed bourse tables will be held by:

D & D COVERS INC.
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ART LEGGETT
GRAHAM NOBLE
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SIGHTSEEING IN AND AROUND VIRGINIA BEACH

The old and new blend together at Virginia Beach. The area holds delights for every taste and interest. The Jamestown settlers first tried to land on Virginia Beach in 1608 but were attacked by Indians. The spot is now marked by a cross near the Old Cape Henry Light, which was built in 1791. Seatack Coast Guard Station, built in the 1880's, has recently been restored. A Norwegian Lady Ship's figurehead recalls to visitors a tragic nineteenth-century shipwreck.

The sea has been very important to Virginia Beach. From the English settlers to the modern Armed Forces, it has brought visitors who decide to stay and enjoy the beauty of the region. At Oceana Naval Air Station, twenty-six fighter and attack squadrons are based. This does not include Naval forces at the Naval Amphibious Base or the Army at Fort Story.

Visitors enjoy looking at the architecture of days gone by. The Adam Thoroughgood House, built in 1636, is the oldest brick house in America. The Lynnhaven House was built in 1660 and the Frances Land mansion, Rose Hall, in 1720. Great advances in architecture were made in less than a century.

The Cavalier Hotel was built in the late 1920's. It was a single brick hotel standing on a hill, and instantly became the top-class spot in town. Looking down on the Cavalier Beach Club, which had such bands as Tommy Dorsey's, the hotel was the forerunner of the resort hotels and still watches over the most Northern point of the hotel area.

Adjoining Virginia Beach, Norfolk, which just celebrated its 300th birthday, dominates southern Hampton Roads. Hampton Roads, often called the world's greatest harbor, houses the largest naval installation in the world. The United States Navy's NATO fleet is based here. Some of the sights to see are the Chrysler Museum housing Walter P. Chrysler Jr.'s renowned art collection, and the tomb and museum of General Douglas McArthur.

On the northern side of Hampton Roads lies the ancient port town of Hampton, home of Langley Space Center where the original astronauts trained, and Fort Monroe, the only moated, masonry, fort still serving the U.S. armed forces.

A little over twenty miles west of Hampton and her sister city, Newport News, is the eighteenth century city of Williamsburg (where our 1974 convention was held). Jamestown is in the same area, where the settlers finally made a permanent settlement in 1607. The Old Country, a Busch Gardens theme park, takes you to seventeenth-century Europe.

For the shoppers, there are six malls in the area that have everything from A to Z. Fishing and golfing is also readily available. For diners, our choice of seafood is the greatest.

Those of you flying into our area will land at Norfolk Regional Airport. Drivers will find the Interstate highways pleasant. Your convention committee welcomes you to Virginia Beach and hopes your stay will be most enjoyable. Y'all come now.

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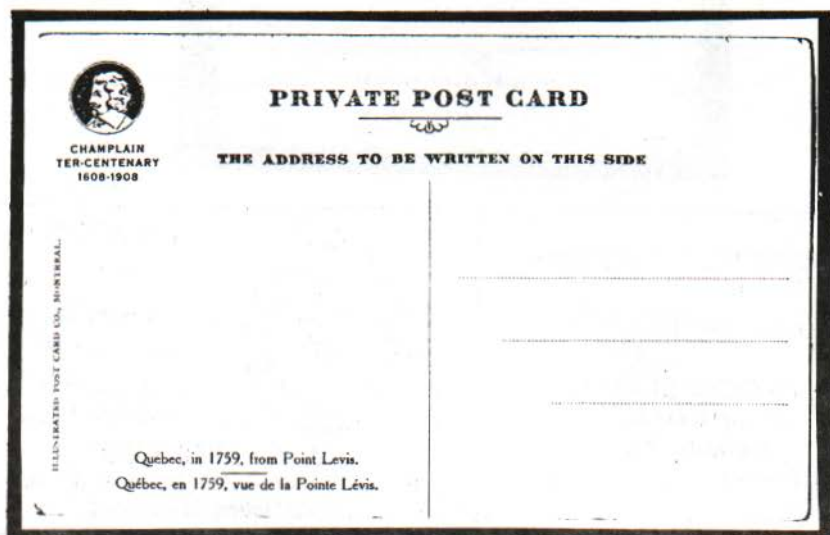
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PATRIOTIC POSTCARD SERIES

by W. L. Gutzman (1300)



CHAMPLAIN/TER-CENTENARY/1608-1908 (Black and White-reverse sepia)

Illustrated is the reverse side of one of the postcards in this series, which was described in the last issue of TOPICS. This illustration was omitted by mistake. Our apologies to our readers.—Ed.

HISTORICAL PAGEANT — QUEBEC 1908



Although there are no patriotic symbols on this series, we have included it in order to list the Quebec Tercentenary cards as fully as possible.

All cards are in black and white with a white frame. Backs are divided, with printing in black, simply showing the words Post Card, correspondence and address. In the location for the stamp the unframed words "Place one cent stamp here" appear.

The Illustrated Post Card Co., Montreal, was the publisher.

A Street in the Tented City (header "Quebec 1908" appears—slight sepia tint)

Champlain receiving his commission at the Court of Henry IV of France (signed Ralph Seward)

Grand Stand on the Plains of Abraham and Lorette Indians (header "Champlain Tercentenary 1908")

Henry IV and his Court
Jacques Cartier Planting a Cross on Bank of the River

King Francis and his Court

Quebec, 1908—a Street in the Tented City

Tableau of the Historical Pageant—de Lusson taking possession of the Great West

The Historical Meeting at Quebec of Marquis de Tracey with the Great Bishop Laval



QUEBEC 1908

These cards are listed separately from the set "Historical Pageant Quebec 1908", because of the backs, which are entirely different and are printed in sepia. Backs are divided and show only the words "Private Post Card/The Address to be Written on this Side", and the publisher's name "Illustrated Post Card Co., Montreal". There is no printing in the stamp location.

Historical Procession (French Canadians on Horseback)

Champlain's Arrival in the Don de Dieu
Champlain's Habitation

Grand Mass on the Plains of Abraham
Historical Procession (French Canadians Walking)

Historical Procession (Indians Walking)
Historical Procession (Ladies Walking along with Covered Wagon)

Jacques Cartier and Donnacona at the Court of Francis 1st



TER-CENTENARY CELEBRATIONS, QUEBEC/1608-1908

An attractive sepia set on cream-coloured paper, these cards again do not show any patriotic embellishments, except for the two cards showing portraits of Wolfe and Montcalm. These are decorated with entwined maple leaves, all in sepia.

Printing on the backs is in sepia and backs are divided. In the stamp location are the framed words "Only the Address on this side if sent Abroad"!

Publishers were the Illustrated Post Card Co., Montreal.

British Soldiers gathering Firewood during the Siege of Quebec.

Montcalm being borne to the Ursuline Convent, Quebec.

Plains of Abraham Battlefield where Fierce Struggle for Possession of a Continent took place.

Samuel de Champlain—Founder of Quebec and Governor of Canada from 1612 to 1628 and 1633 to 1635.

The Death of Montcalm—Sept. 13, 1759.

The Death of Wolfe on the Plains of Abraham on Sept. 13, 1759.

The Last Resting Place of Montcalm—Interior view of the Chapel of the Ursulines, Quebec.

The Ramparts of the Citadel and Lower Town, Quebec—in 1833.

Victors and Vanquished in the Struggle resulting in the Conquest of Canada.

The World-famous Panorama shows where the Great Cartier landed and Gen. Wolfe encamped.

Wolfe—Montcalm (oval portraits)

Where Wolfe is buried—The dark, dirty and dingy cellar of the Church of St. Alfege, Greenwich, London, England, in which the body of Wolfe is interred.

QUEBEC TERCENTENARY—SINGLE ISSUES

ND Photo—No. 596 of ND Photo series—black and white—Mgr Laval and Champlain in circular frames. Flags of Dominion of Canada and France

ND Photo—unnumbered—as above, but in full colour. Even portraits are tinted. Backs in French only and are not the usual ND Photo type

F.N. Faber—black and white—"Troisieme centenaire de la fondation de Quebec, 1608-1908 /Arrivee de Champlain devant Quebec". Along right border "Enregistre par F.N. Faber, l'an 1908, au ministre de l'Agriculture". Back divided and in French.

Tuck, Oilette—full colour—Portrait of H.R.H. the Prince of Wales in uniform. Caption "The Quebec Tercentenary 1608-1908/ Souvenir/of the Visit of His Royal Highness the Prince of Wales/July, 1908.

Publisher Unknown—picture of the ship "Le Don de Dieu" in mauve, with the caption, in red, at RHS "Des Tentés de La Patrie a Quebec, pendant les Fetes du Tri-Centenaire. Back divided and instructions bilingual, in magenta colour.

The CENTENNIAL DEFINITIVES STUDY GROUP

Centennial Coils

by Douglas C. Irwin

PART 3



1. 6¢ (and later) Centennial coils are smaller than earlier coils

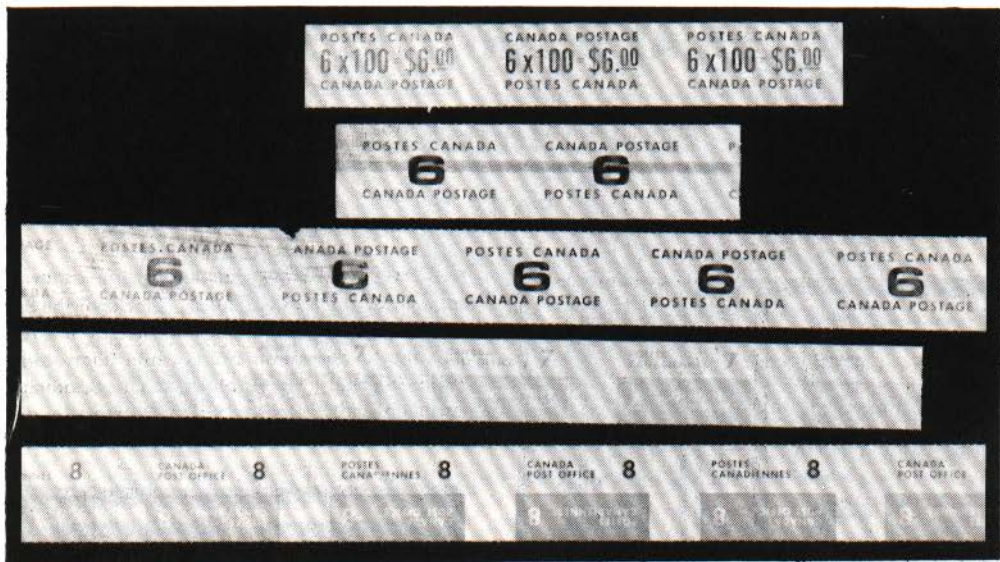
On November 1, 1968, the first class postal rate was increased to 6¢. The British American Bank Note Company took over the contract to print the first class definitive sheet stamps, but the Canadian Bank Note Company continued to print the coil stamps. The new 6¢ orange coil stamps measured 24mm horizontally and 20mm vertically—slightly smaller in size than the previous coil stamps of the Centennial issue (figure 1). The subsequent 6¢ black, 7¢ and 8¢ coil stamps had the same dimensions as the 6¢ orange.

The 6¢ orange (and subsequent coils) were printed in sheets of 1000 (10 columns of 100) stamps, perforated 10 horizontally between the 100 rows and imperforate between the columns. The sheets of 1000 subjects were then guillotined between the columns into 10 rolls of 100 coil stamps each. In some instances, the guillotine did not completely cut through the paper and blocks, up to 10 columns wide, could be carefully obtained from adjacent rolls of coil stamps. (The coils were shipped to Canada Post in tubes of 10 coil rolls.) Blocks are perforated 10 horizontally, and show a fine ver-

tical score line between stamps. Figure 2 shows a block of the 8¢ Centennial. Blocks of the 8¢ coil are the most common, followed by the 7¢, and the 6¢ orange on strong white fluorescent paper (hibrite). The 6¢ block, and the 6¢ orange on plain paper, seem to be the scarcest in unsevered block form.



2. An unsevered block of 8¢ Centennial coils



3. Wrappers for 6¢, 7¢ and 8¢ Centennial coils

As mentioned, the 6¢ orange coil stamp appears on plain paper and on strong white fluorescent paper. Both the 6¢ black and the 7¢ coil appear only on strong white fluorescent paper. All of the 6¢ and 7¢ coil stamps are untagged. Ottawa (General) tagging began to appear on the Centennial definitives with the release, on December 30, 1971, of the 8¢ definitive to meet the increase in the first class postal rate, from 7¢ to 8¢, which came into effect on January 1, 1972. The 8¢ coil stamp initially appeared both untagged and Ottawa (General) tagged. Later printings of the 8¢ coil were all tagged.

The Centennial Definitives Study Group has found that the untagged 8¢ coil appears on a plain (non-fluorescent) paper, while the 8¢ tagged coil was initially released on plain paper but later appeared on a dull fluorescent paper and a brighter (we'll call it low) fluorescent paper. The study group is currently planning a paper fluorescence study, so more levels of fluorescence on the 8¢ coil may be found.

The 6¢ and 7¢ coil stamps were printed on dextrine gummed paper, while the 8¢ coil stamps were printed on PVA gummed paper.

A new feature to be found on these rolls of 100 coil stamps was a wrapper of the same width as the stamps. The wrappers, like the

sheet of uncut coil stamps, were printed 10 columns wide. The wrappers were rouletted between and thus could be separated easily when individual rolls of 100 coil stamps were removed from the tubes of 10 rolls. Wrappers from single rolls of coil stamps are shown in figure 3. The 6¢ orange coil was originally released with the wrapper shown in the centre of the photograph, which had black printing on a white background. The Post Office found that people were cutting up and using the wrappers for postage, so officials began defacing the 6¢ orange coil wrappers. The second wrapper from the top in the photograph has been defaced with a maroon line through it. When the 6¢ black coil stamp replaced the 6¢ orange, it had the top wrapper shown, with the printing also in black on white. The 7¢ coil stamps were released on June 30, 1971 with a two colour, orange and white, wrapper (second from bottom). The 8¢ coil was initially released with a two colour, grey and white, wrapper (shown at bottom).

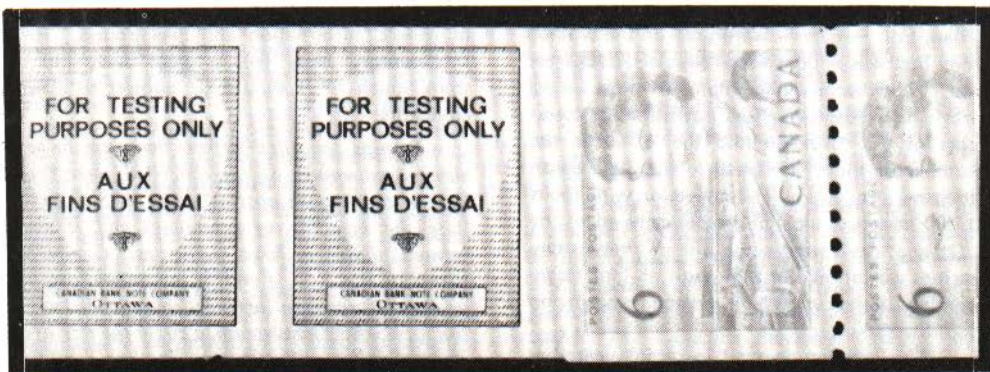
The 6¢ orange and 6¢ black coil stamps are known to exist with a starting strip, consisting of labels the size of the stamp, attached. On these labels the words "For testing purposes only" in English with a French equivalent, and "Canadian Bank Note Company Ottawa" were



4. *The controversial test starting strips*

printed. Figure 4 shows both the 6¢ orange and 6¢ black with these labels attached. These labels can be found imperforate, as well as perforated properly (vertically in the gutter between labels) and misperforated (perforations running through the label vertically). Figure 5 shows a close-up of the imperforate labels. It also shows a misalignment between the strip of labels and the coil stamps, strongly indicating that the strip of labels was applied manually to the back of the first coil stamp. It should be pointed out that there is no proof that rolls of coils, with these starting strips attached, were ever sold by the Post Office. The possibility exists that the starting strips were removed from the printer's premises and attached to coil rolls *after* the rolls were purchased from the Post Office. The Study Group would like to know about any new information concerning these starting strips.

The Centennial Definitives Study Group produces a newsletter regularly, along with this column in TOPICS. The newsletter deals with the Centennial issue in far greater detail, and also provides a forum for study group members to discuss this complex issue. Any BNAPS member interested in joining the study group should contact us at the address listed on the Business Side page of this issue of TOPICS.



5. *Misalignment of test starting strip*

Encourage Friends To Join BNAPS

PRECANCELS — THE PAST, THE PRESENT, THE FUTURE

by Harry W. Lussey

The following article is a slightly edited version of a presentation made at the Precancel Study Group seminar at BNAPEX '81 in Ottawa last September. —Ed.

THE PAST

Precancels is by no means a virgin field. Active collecting could probably be considered as merely starting in the 1910's with Sonne, Thompson, Campbell, Mitchel, Nouse and Southy being some of the better known names. Bushnell's 1918 catalog listed 465 varieties, and by 1923 Thompson recorded 1,081 in his catalog. Much of the increase was due to new items, but no little part reflected older items coming to light.

These pioneers had their problems. Most dealers and collectors thought that precancels and perf initials were things to be thrown away. Then, too, precancels were used on the type of mail that was seldom kept—circulars, packages, etc. Thus the surviving volume of those issued was small indeed. It was not until the latter part of the '50s and into the '60s that the number of those interested in this field began to grow. For example, a collection with about 1,700 varieties, including practically all of the "Ottawa" stuff, and some unique present day rarities was offered at \$25, with no bids forthcoming. A few years later it came up again and sold for \$80.

The growing demand in recent years has finally started to force prices higher. The Noble catalog does not yet fully reflect the levels at which much of the less common material changes hands. The outlook for precancels must be considered very favorable. In addition to new collectors in the field, some general collectors are beginning to consider the neat sharp cancels as being attractive. Although interest has increased, it is still possible to pick up some very nice items, and even rarities, from dealers or at bourses. Where else can you ac-

quire a philatelic rarity, with perhaps less than 25 in existence, for well under \$100? The law of supply and demand is powerful, and precancel rarities will vanish from the bargain counter. This is not a plug for investing but a realistic look at the situation. Philatelists prefer to build a collection through common sense and knowledge rather than a fat pocket book.

To establish any kind of a foundation of knowledge it is necessary to go back to the early days for basic information. Those who 'were there' knew what was happening and their writings are likely to be more accurate in most cases. I have been fortunate in having picked up some valuable information in notes from Frank Campbell, who only collected normals and inverts, and Henry Nouse, who went after everything. Frank Thompson's 1923 catalog appeals to me as a most desirable source of general information and background. His Introductory Note tells a great deal, and I think much of it should be quoted to assist collectors.

Stamps cancelled before their use to secure postal service, i.e. precancelled, were first used at the Ottawa post office in 1888 to facilitate the handling of catalogues and similar printed matter in large quantities. Complete sheets of the 1, 2, 3 and 5¢ denominations of postage stamps then current were cancelled with the local office handstamp, a circle the size of a quarter dollar, with nineteen fine lines, and the center punched out oval shape bearing the figure '1', the cancellation being repeated on each stamp of the sheet. Complete sheets and half sheets of the precancelled stamps were sold to firms of good standing, and a record of each sale kept. When mail prepaid by the precancelled stamps was presented at the post office the record was referred to, weight and rate of postage on one of the articles checked, and the mail promptly despatched to its destination without the necessity of cancelling stamps or weighing

each individual item.

Other large offices were not long in adopting the idea. At St. John N.B. the office handstamp, a long shaped oval of fourteen lines with a circle let in containing a bold numeral '1', was used to precancel the 1¢ denomination. Toronto precancelled complete sheets of the 1, 2, and 3¢ values by having several lines ruled with pen and ink across each row of stamps. The stamps precancelled at Ottawa and St. John being so treated with the handstamp ordinarily used on mail, practically the only way to distinguish them from the ordinary variety would be to possess pairs, strips or blocks, so that the cancellation is shown repeated, and not with the dated town's mark. In the case of the Toronto cancellation an undoubted original cover with the stamp affixed could be considered evidence of its precancelled origin.

The locally prepared precancelled stamps possess an undoubted interest, but as their use was not officially authorized or sanctioned no attempt has been made to catalogue them.

The first official issue of precancelled stamps, comprising the ½, 1, and 3¢ denominations was prepared by the Post Office and distributed to the larger offices in 1889. Use of the stamps was permitted on newspapers, circulars and catalogues. The stamps were cancelled in whole sheets at one operation on an ordinary printing press, the overprint consisting of a number of bars from one to two mm wide extending across each row of stamps. Later, in 1891, the 1¢ appeared precancelled with from one to five lines of single or double dashes. The precancelled stamps issued in 1892 were overprinted with two bars, 1mm wide and 11mm apart with a wavy line of the same thickness half way between them. This type of overprint, with several variations, continued in use until 1903. Commencing with 1892, precancelled stamps were permitted to be used on parcels, and several of the higher values were issued precancelled for this purpose, although they appear to have been but little used.

Stamps precancelled with the name of the city and province in which they were to do postal duty first appeared in 1903, being overprinted in Ottawa from electrotype plates of one hundred subjects. The precancellation of stamps is now usually done locally, the Post Office issuing an electroplate upon the contract by the local postmaster with the local printer being certified by the Postmaster General. The

fact that the electroplates are furnished by the Post Office, together with the requirement that the local post offices keep records of the number of issued precancelled stamps, prevents fraudulent usage. A permit of use must be obtained by any persons or concerns who desire the use of precancelled stamps.

The use of these stamps is permitted on the following postal classes: second class mail, such as newspapers and magazines in large bundles; third class mail, printed matter such as circulars and catalogues; fourth class mail, or parcels.

The use of precancelled stamps save a great deal of time in the post office, for the time consumed in cancelling stamps on package after package, with their respective sizes, shapes and bulks varying greatly, is considerable. Firms accustomed to sending out quantities of circulars and catalogues, and publishers of periodicals, find that precancelled stamps insure more prompt delivery, while through their use the large mail order houses are enabled to deliver mail direct to the railway station, without the necessity of its passing through the local post office.

Although the Canadian precancelled stamps, or precancels as they are usually called, had attracted the early notice of collectors, serious attention appears to have first been given them by F. Percy Collingwood, who in 1911 compiled for the Stamp Journal a list of the varieties in his collection. In the following year S. M. Schoemann published his pamphlet "A Check List of the Precancelled Stamps of Canada", which contained a classification of types, in addition to an extended list of Varieties.

Victor Ruggeri's admirable work 'The Canadian Precancelled Stamps' appeared serially in the February, March, April, May and June 1917 numbers of the Stamp Herald. A second edition of this work in pamphlet form and entitled "The Canadian Precancel Catalog" appeared in the following year edited in collaboration by Victor Ruggeri and Dr. W. I. Mitchell. Supplements to this edition appeared in the Stamp Herald for August 1918 and January 1919. Later in 1919 a third edition of the catalog was published. The fourth and fifth editions, edited by Frank Thompson, were published as sections of Bushnell's Precancelled Stamp Catalog for 1920 and 1922 respectively. A supplement to the fifth edition appeared in Bushnell's Magazine for May 1922.

Mekeel's Weekly Stamp News of November

25, 1922, contained an article by W. Ward entitled, "The First Precancelled Stamps". Notes by J. Harvey Westren in the Precancel Gazette during 1921 and 1922, and the Stamp Herald during 1922, and by Frank Thompson in the Stamp Herald from 1918 to 1920 and the Canadian Stamp Collector from 1920 to date(1923) complete the list of all that has previously been written regarding the Canadian precancelled stamp issues.

The information provided by Frank Thompson, together with the opening comments by H. G. Walburn in the Noble catalog, should provide a collector with an adequate background of the development of the Precancelled issues.

Dealing with the 1923 Catalog itself, it will be noted that treatment of Bar types is different in the current catalog. This is understandable as classification of the earliest types can be frustrating at best. An area in which the older catalog is more informative, or more accurate, is that of the approximate dates of issue. It should be born in mind that precancels were not distributed to all cities at the same time, but only as they were requisitioned. For example, Halifax. Here we find the second type

of Admirals being placed in use in this sequence—1¢ Green and 2¢ Carmine in March 1919, 3¢ Brown, 5¢ Blue, 7¢ Bistre and 10¢ Plum in March 1920, 5¢ Violet and 10¢ Blue in March 1922, and 1¢ Yellow and 2¢ Green in July 1922. In the Noble catalog all of the original values and colors are shown as 1912, and the color changes as 1922.

For obvious reasons precancels do not show the date of usage and dated covers are seldom seen. One could embark upon the laborious task of examining a great many stamps for minor plate markings to determine what plate or group of plates they came from, and thus arrive at a very rough estimate as to the date of printing for the stamp itself. However, the precanceling might have been done months later, and the date upon which the stamps were placed in use still later.

The Admiral 3¢ Brown is grouped with the 1912 material by Noble, but as this value was not issued until 1918, it could not have been precancelled prior to that date. The Noble catalog is a commercial venture that can best be used as a check list of the varieties that have been issued and as a guide to their respective

EXPERIENCE

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market values. It is not a specialized catalog and should not be used as such.

In the final analysis, what difference does it make as to the date of printing or precancelation—the stamps cannot be identified as to their respective dates of use. For my own part I prefer to split the Admirals between the Bars, the early or original colors, and then the color changes and new denominations. Eventually the major shades of the early types will be included, also the Wet and Dry printings and the Die varieties.

THE CURRENT SITUATION

Interest in precancels has grown substantially during the past 10 years or so as collectors have been priced out of even the Small Cents, Edwards and Admiral fields and have turned to precancels and Revenues. The increased demand has not been matched with a similar increase in availability, so prices have risen. Geoff Walburn is probably the primary market-maker, and those who know him realize that when his prices move up it is because he is forced to pay more for replacement stock. Up to this point there are no 'investment syndicates' in precancels, so prices are not artificially influenced. We all like bargains, but there is one possible side benefit from rising prices. There are, no doubt, a number of fairly good precancel collections or accumulations in hiding today, including perhaps a sprinkling of rarities. As higher prices induce dealer response, they will become more interested in marketing precancel material when it comes to them, thus expanding the supply.

One of the areas which should not be neglected for too long is the 'Ottawa stuff'. Some time back in the 1930's, possibly, the Philatelic Agency in Ottawa reacted to collector interest and requests and made precancels available at the Agency. I have never seen a list of exactly what was available, but correspondence from Sonne, Campbell and Nouse makes it rather clear that whatever was placed on sale was available in both Normal and Invert types. No doubles of any type were ever sold by the Agency. As was to be expected, collector interest faded when the stamps became readily available, and after a period of very low sales the remainders were destroyed. A letter from an old timer be-

moans the fact that he failed to buy the Toronto WAR TAX stamps when they were on sale. Some of the high values were also there, but demand for these was negligible. Certain types of # 85-86 and # 106-7-9 were among those on sale. Currently the prices for normals and inverts are frequently the same, but inverts from some of the smaller towns could eventually become rarities—there were no inverts issued in the regular way, so the entire supply came from the sales at Ottawa.

Rumors and statements of a general, but not specific nature, that counterfeits of precancels are in existence are heard from time to time. There are two time periods in which counterfeits usually make their appearance. One is at the time of issue, and the other is when an item attains a substantial dollar value. In the 1923 catalog no stamp was assigned a value greater than \$2.00, so the incentive to make counterfeits of the Bar types at that time did not exist. Today this is no longer true as many sell at fairly high levels. At the same time, normal mint copies are rather valuable, so little could be gained through applying a phony precancel. We must exercise great care in cases where a stamp shows a trace of a regular cancellation as well as the precancel, or if it has a washed out appearance due perhaps to the removal of a cancellation. There is also the matter of inks, with the more recent ones being entirely different from those used 80 to 100 years ago. Older inks generally have greater penetrating powers and may be apparent on the reverse. There are far more phonies and doctored material in other phases of philately than there are, or ever will be, in the precancel field. Where in precancel collecting are we confronted with relatively common imperfs converted into part perf or perforated rarities? Who has encountered skillfully added margins of corners, filled in major thin spots or removal of pen cancellations in the precancel field?

Certainly there is some risk in building a collection of precancels but research, study and the publication of detailed proof of counterfeiting, with illustrations, can hold this to a minimum. While the risk is minimal we can seek protection by refusing to buy from a

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OF TOPICS**

dealer, auction house or mail sale (where I am super careful) unless we are convinced that the honesty of the individual involved is above reproach. This applies primarily to single rarities. The more you know about precancels the less likely you are to make an unfortunate purchase. Always, *knowledge is power*. Most of the bad items I have seen would not fool anyone at all conversant with precancels.

There is also added protection in that the majority of real rarities have come out of old time collections and have a pedigree, one might say, which can frequently be checked out with Geoff Walburn. I sincerely hope that Geoff will, very soon, undertake to provide some recognized authority, such as the Vincent Greene Foundation, with details of the known prior and present (if possible) owners of rarities which have passed through his hands, or of which he has definite knowledge. Geoff has seen many new discoveries before they were given catalog status, so he knows more than anyone else about this.

In the modern field there are also some rarities, with some being unique up to this point. Here too statements have been made that counterfeits exist. Efforts to pinpoint these have not met with a great deal of success. Precancelling is done to complete sheets, except perhaps in unusual cases, and the sheets have been perforated in advance. The ink from the cancel will lie on top of the stamps, although it can show up in the perforation holes between the stamps. When the stamps are torn apart at the perforations the separation will leave a few fibres of paper and these will, of course, be white. If a cancel is applied to a stamp *after* it has been separated, some ink will, in all probability, adhere to the fibres and they will show some black. This test is not 100% foolproof. It would be wise to check all measurements of the cancel against other similar items and also the ink. All black inks are not the same. The characteristics of the letters or numerals may also provide a clue.

Some time ago I read an article from which, rightly or wrongly, I drew the inference that the substantial number of Double Inverts from 'a 1920 period' (which is rather ambiguous) was suspicious and could point to counterfeiting. The most recent catalog lists a total of 128 Double Inverts on the Admirals. The 1¢ Green accounts for 40, the other denominations of the early colors account for 65, and the color

changes the other 23. A minimum of 15 of the 1¢ Greens were used prior to 1920, and very probably the same proportion of the other values were also used before 1920. Based on this I doubt if as many as 70 of the Double Inverts were used in the 1920s. I think everyone will agree that many times more Admirals were used than Edwards, yet a careful check reveals that in the Edward period there are 57 Double Inverts.

Two items come to mind as being printed and used in great volume—Montreal 5-85 and Toronto 6-85. I have 11 different types of doubles on Montreal 5-85, and 7 different types of Double Inverts. On Toronto 6-85 I have 5 different types of doubles, and 6 different types of Double Inverts. On these particular items I see no reason for considering the percentage of Double Inverts to be abnormal. If anything the percentage appears to be very reasonable. In both of these items there are countless examples of misplaced cancels on the normal and inverted varieties. This all adds up, in my opinion, to a rush job to meet a huge demand.

When sheets were sent in for precancelling every stamp had to be cancelled. The handling of gummed and perforated sheets is always a problem. At times part of a sheet would not get the cancel, so the sheet would be run through again. This would lead to some single strikes and some doubles. The clam shell press was difficult to control at times, and if it ran wild it could not be stopped instantaneously. Thus sheets could be mangled to some degree, and parts would receive a triple impression or more. Since all sheets had to be returned to the Post Office regardless of condition, it was up to the Postal Officials to decide whether or not any one sheet would be used or destroyed. Nobody knows for sure, but I suspect that a sheet would have had to be in very bad shape before it would be destroyed. After all, appearance probably meant little. The objective was to issue something that would indicate that postage had been paid.

THE FUTURE FOR PRECANCELS

Everything is in place for the precancel field to grow and prosper in the years ahead. Collector interest is there, and the professionals are becoming aware of this phase of Canadian philately. However, collectors are badly in need of knowledge, and knowledge can only be gained through the willingness of experienced

precancel collectors to pass on to others what they have learned over the years. I cannot recall having seen anything in print from a number of well known names in precancels who have come and gone that represented an effort to pass on information. Time is running out, and those who have been in the field for years should make the effort. If they don't it will be lost forever. The time is NOW and BNA TOPICS is where it should be done.

Let us start with the bars. The Noble catalog lists type 'A' as two wide bars; type 'B' as medium width irregular spacing - usually 4, sometimes 3 or 5 per stamp, types 'D' to 'J' as narrow bars with varying spacing. The 1923 Thompson catalog listed the 'A' type as bars 2mm wide, three to the stamp; the 'B' type as bars 1mm wide. The Noble listing of type 'A' places values of \$50 to \$75 per stamp, which is not peanuts, but exactly what does "two wide bars" look like. A picture is worth a thousand words, so how about an illustration in TOPICS. Even if it is qualified in several ways it will be a guide. It would also help if we knew whether a medium bar measures about 2mm or something else, and a narrow bar 1mm or whatever. Photos of three examples would do a lot.

Types "R" to "U" present no serious identification problem, but when it comes to the Jubilees there can be some concern as to whether the cancel is genuine. I have heard that some have been seen and rejected by a competent collector. Is there a difference in the extent to which present day inks will penetrate the paper as compared with old type inks? Is there a difference in ink penetration on a stamp with full gum, as compared with ink being applied to a stamp without gum? How about something on this from those who have worked with the bars over the years?

In a recent issue of a philatelic magazine an article on 'Toronto Precancels' shows illustrations of three Bar items on Small Cents covers. The corner cards are Dingham & Co., Winston Philips & Co and R.A. McCready Co. Ltd. To these I can add the Gold Hills Exploration & Dev. Co. Toronto, and the Steele Briggs Seed Co Toronto. The latter cover has a pair of the 1¢ type 'S' precancel, and the stamps are tied with a triple circle postmark dated May 28, 1896. Another cover with the 1¢ type 'T' has an illustrated corner card of the Ontario Express & Transportation Co and also a handstruck Rutherford Marshall & Co general produce &

feed commission merchants Toronto. It is addressed to Mundle & Percival in Kemptville, Ont. The actual user is not known. As mentioned in the article, the authenticity of covers is difficult to establish. In the pre official era this is also true. One with a double strike of the Montreal "21" roller appears to be genuine. It is a super clean unsealed envelope addressed to Colesville, New Jersey, backstamped New York Oct. 31, 1888 and Colesville Nov. 1, 1888.

A logical followup would be the article in the Jan/Feb 1981 issue of TOPICS regarding users of precancels. If one knows who the authorized users were, it goes a long way toward providing a cover with a correct corner card. To these notes I may add, courtesy of a letter from Frank Campbell, that the Chatham 1¢ Yellow was used exclusively by the McLaughlin Business College. He also noted that it was the Eaton Co. which, for a few days, sent bulk shipments by truck from Moncton to be put in the mails at Amherst, Sydney and Truro at the lower local rates. Presumably the Post Office cracked down, as this constituted transportation of mail by Eaton.

Frank also mentioned to me the probable reason for combination precancels such as Brandon-Winnipeg, etc. It is simple and does make sense, since the printer had to return every sheet to the Post Office. If the boy handling the press printed too many sheets for one city, then the extra sheet or sheets were used up in the next order for a new city, resulting in a double city item.

Also from the same source, Frank's fountain of knowledge, comes something on doubles and the reason why the second strike is sometimes rather light. "The sheet may miss the pins and the press runs wild, the crooked sheet hits the type form even if a lever is thrown that puts back the printing form about ¼ inch. (The press will likely be stopped to get the sheet out). That is why so many doubles are dim, they did not get the full impression as the ¼ inch throwoff was on and they just lightly hit the type form." I suspect that this might also result in only part of a sheet receiving the double.

Regarding the Ottawa 'stuff', Frank points out that when these printings were made the 2¢ Carmine was in short supply so this value was only prepared for a few cities. He also mentions that no 5¢ Blue, 7¢ Ochre or 10¢ Plum sheets were available for the special printing. Only the small supplies in the regular stock could be

used. He doubts if some of the smaller places such as Red Deer, Estevan and Lethbridge ever had inverts other than those prepared for sale at the Agency in Ottawa.

No discussion would be complete without some comment regarding a catalog providing somewhat broader and more detailed coverage of precancels. It is understandable why the Noble catalog is restricted to items which were actually prepared and authorized by the Post Office, and also why no effort has been made to show approximate dates of issue when such

information may be available. However, while earlier precancelled stamps may have been prepared locally they were accepted in payment for precancelled mail by the Post Office. Several were described in the 1923 catalog and many others probably exist. These are definitely collectible items. A breakdown of the huge number of Admirals along the lines of the Cheshire-Reiche study would be helpful. Then there are items like the "125" and the Hinton Exhibition stamp. Specialists may be few today but a better catalog will greatly stimulate interest.

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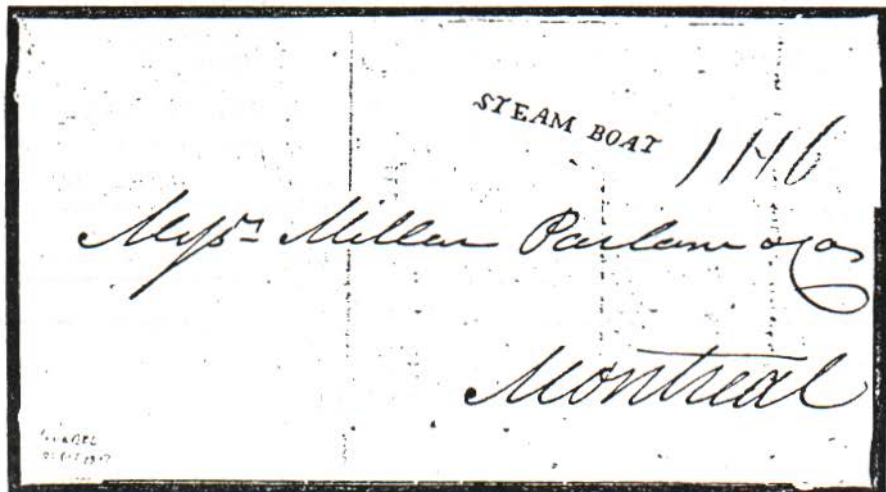
MAIL TRANSPORTATION In Nineteenth Century Ontario

by C. R. McGuire

This series is an expansion of a paper given by C. R. McGuire at the Ontario Museum Association sponsored Heritage Conference – "By River, Road & Rail – Transportation in Nineteenth Century Ontario" – held from 25-29 January 1981 in Toronto.

** An asterisk beside a reference in this paper indicates the item or a facsimile is in the National Postal Museum, Ottawa.*

Part 4



Early steamboat cover mailed at Quebec, 21 October 1817. The "IN6" in red manuscript to the right of the "Steamboat" mark indicates 1 shilling 6 pence, the double postage rate for distances between 101 and 200 miles.

STEAMBOAT SERVICE

Mail service began on Lake Ontario when the S.S. FRONTENAC made the first trip to York on 5 June 1817. Initially, mail was not officially carried on the steamers because the land route still had to be serviced when the river was frozen, and because coaches were used for places where the steamer did not stop. Ship's Captains carried letters, for a one penny fee, on a private basis. The first indication that mail was actually carried over water was a straight line "STEAMBOAT" marking, known used as early as 1817. It appears there was no uniformity as to when the mark was applied.

Examples exist marked at the port of departure, at ports enroute, and upon arrival at destinations.

The following announcement appeared in the KINGSTON CHRONICLE on 4 May 1821:

"General Post-Office for British

North America

Quebec, 22d April, 1821

The Deputy Post-Master General, having placed a Box for the conveyance of letters on board of each of the Steam-Boats in Upper and Lower Canada, which are carried to the Post Offices, im-



Examples of various steamboat cancellations, ca. 1820-1900.

mediately on their arrival, be given this notice to Passengers and others on board, that he has orders from His Majesty's Post-Master General, to prosecute such persons as shall convey and deliver letters, to the prejudice of His Majesty's Revenue".

Ignoring the threat of prosecution, some Ship's Captains continued to carry letters privately thereby eliminating the delays of post office handling but reducing post office revenue. This became such a concern that Deputy Postmaster General Sutherland wrote the following letter, to which a legal opinion was added by the Attorney-General:

"General Post Office
Quebec 3d December 1826.

Dear Sir:

Ever since the introduction of Steam-Boats into these Provinces, the Post Office Revenue has diminished considerably during the Season of Navigation, as many people send their letters by them instead of through the Post Office, merely to avoid paying Postage, and although I had Letter Boxes put on board of each for the convenience of the Public and the safe conveyance of Letters, yet they prefer sending them by persons on board of these Boats to the manifest injury of the Revenue, and as I conceive it to be my duty to put a stop to this

practice by every legal means in my power; I request your opinion whether it is lawful to have Letters carried by Steam Boats or other River Craft, or by the Captains, Crews or Passengers on Board of either, free of Postage, and if not - what steps ought I to take to enforce the Law.

I have the honor to be,

Dear Sir,

Your Most Obed't Servt.

(Signed) D. Sutherland

D.P.M.G. B.N.A.

James Stuart Esq.

Attorney General.

Opinion

I am of opinion that the carrying and delivery of Letters, free of Postage, by persons conveyed in Steam Boats, and others, as mentioned in preceding Letter, except in the cases specially permitted by Law, is illegal; and that the proper course to be pursued for putting a stop to this unlawful practice would be which they thereby incur. There can, I conceive, occur no difficulty in the recovery of these, if care be taken to substantiate the facts constituting the offences referred to, according to the provisions of the Statutes upon this subject, particularly of the 9 CAnn., C.10 and 25 Geo:III C.25.

J. Stuart

Quebec

30 Dec 1826".

The Post Office tried to enforce their rights and stop the private carriage of mail on board steamboats. As can be imagined, they had little success in doing so.

Unfortunately, in the early days steamboat mail service was poor, mainly due to ships not maintaining a regular schedule because they operated at the convenience of cargo shippers. This applied both to peak season, when ships wanted a full load, and off-season, when lack of cargo made operation unprofitable and service was reduced. This situation improved sufficiently so that about 1839 arrangements were made by the Post Office for the regular carriage



S. S. City of Toronto, by George Allen Cuthbertson. Initially a Royal Mail Line ship which carried mail on Lake Superior from 1865-70.

of mail under contract on Lake Ontario and St. Lawrence River boats. Soon postal clerks served on board these vessels. They were responsible for handling and postmarking the mail with the more conventional circular type of dated handstamp. As usual, there were special INSTRUCTIONS FOR CONDUCTORS OF MAILS BY STEAMBOAT - regulations with which the contractor was to comply. One important stipulation insisted that letters received aboard steamboat were to be marked "Steamboat Letter", together with the name of the port where it was received. The Ship's Captain (representing the owner) was to receive two pence for each letter carried by his vessel.

The mail clerks were usually seasonal employees. Full timers would be transferred to other duties, normally serving as railway mail clerks, in the winter. The conductor received a free cabin and meals from the contractor. Initially the Post Office paid him £ 50 per season. The contractor also provided an office where the mail was stored and the conductor performed his duties.

Mail steamers received an important benefit in 1850 when they were permitted to pass through canal locks before any other vessel. To identify themselves, mail ships were required to

carry a flag with a blue field and "Royal Mail" in broad white Roman letters, flown from a staff at the bow.

As the railways expanded, the use of steamboats dwindled until they were only used on secondary routes such as on the Muskoka Lakes.

Again I will quote J. F. Pringle, whose description of postal activity aboard a steamboat is recorded for posterity:

" Before the opening of the Grand Trunk and other railways the mails were carried on the lake and river steamboats in summer, and for many years were sorted at the principal post offices on the route. A short time before the hour for the arrival of the boat the carrier of the mail would make his appearance at the wharf with a rough-looking horse and still rougher-looking wagon. The moment the boat stopped, the mail bags were thrown ashore, pitched into the wagon, and driven off at the old horse's best speed to the post office, where the mail was sorted and replaced in the bags and then taken back to the boat. After

1879



1879

THE

St. Lawrence Steam Navigation Co.

A. JOSEPH, President. JULIEN OHABOT, Manager.

The St. Lawrence and Saguenay Royal Mail Line, composed of the First Class Passenger Steamers, "Saguenay," "St. Lawrence," "Union" and "Clyde," and connecting with the magnificent Steamers of the Richelieu and Ontario Navigation Co., running from Hamilton to Quebec, will, during the season of 1879, run as follows:—

From the 24th of June till the 10th of September, Tuesdays, and Fridays, the "Saguenay," Captain M. Lecours, will leave the St. Andrew's Wharf, at 7 a. m., for Ha! Ha! Bay and Chicoutimi, on the River Saguenay, calling at St. Paul's Bay, Eboulements, Murray Bay, Riviere-du-Loup, Tadoussac, L'Anse, and St. Jean, going and returning Wednesdays and Saturdays, the "St. Lawrence," Captain Alex. Barras, will leave the St. Andrew's Wharf at 7 a. m., for Ha! Ha! Bay, calling at Murray Bay, Riviere-Du-Loup, and Tadoussac, going and returning.

From the 10th September until close of Navigation, the "St. Lawrence" will continue to run, leaving Quebec on Tuesdays and Fridays, at 7 A.M.

KAMOURASKA LINE

The Steamer "Clyde," Captain Bernier, will leave the St. Andrew's Wharf at 7 a. m., on Wednesdays and Saturdays, for Kamouraska, calling at Herby, Crane Island, L'Isle, St. Jean, Fort July and St. Dennis, going and returning.

For tickets and information, apply as follows: In the West at all general ticket offices—in Montreal, at Nos. 133 & 143 St. James St., 228 St. Paul St., and on the Richelieu Pier, A. Milloy, Agent. In Quebec at the General Ticket Office, opposite to the St. Louis Hotel, and at the office of the Company, St. Andrew's Wharf, Dalhousie Street.

For further information apply to

H. F. BELLEW,

Freight and Passenger Agent.

A. GABOURY,

Secretary.

QUEBEC, June, 1879.

Richelieu & Ontario Navigation Co. and St. Lawrence Steam Navigation Co. advertisements

some years the plan was adopted of putting the mails in charge of a post office clerk, whose duty it was to sort them on the boat, thus saving the delay caused by the trip to the post office and back. This system is also in operation on all the railways". (1)

Eventually mail was carried in mail bags and picked up and dropped off at the appropriate ports of call along the route. The Richelieu and Ontario Navigation Company was one of the firms operating Royal mail carriers along the St. Lawrence and Lake Ontario, and continued to do so well into this century. In their advertisements, coach, railway and steamship companies usually always made a point of indicating the connections they made with other companies. There are numerous reports of vessels going aground, colliding, sinking or being delayed by storms. Even the large steamships were not immune to the problems created by the changeable weather. Mechanical difficulties were another source as *The Packet and Weekly Commercial Gazette* reported in the 24 October

REFERENCES:

1. Judge J. F. Pringle, *Lunenburg or the Old Eastern District, Its Settlement & early progress; with recollections of the town of Cornwall*, Cornwall, 1890. P. 233.
2. BNA TOPICS, June 1955. P. 176

RICHELIEU & ONTARIO NAVIGATION CO

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Will leave the CANAL BASIN every Thursday excepted, at 9 o'clock, and LAKE ONTARIO on the arrival of the Train leaving MONTREAL STATION at NOON, and DOTTAWA LANDING on the arrival of the Train leaving MONTREAL at 2 P.M. for Hamilton and Intermediate Ports, making direct connections at Prescott and Brockville with the Railway for the N.Y. CITY, KEPTWICK, PERTH, ALEXANDRIA, also at OGDENSBURG with the Ogdensburg and Lake Ontario Railway; at FORT HOPE with the Montreal Railway for the various Places on that Line; at TORONTO with the Northern and Toronto, Grey & Bruce Railways, for COLLINGWOOD, OWEN SOUND, SALT STE. MARIE, FORT WILLIAM, DULUTH and FORT GARRY; and with the Steamers for NIAGARA, LEWISTON, NIAGARA FALLS, BUFFALO, CLEVELAND, TOLEDO, CINCINNATI, AL., and at HAMILTON with the Great Western & Canada Southern Railways, for STRATFORD, LONDON, CHATHAM, AARON, DETROIT, CHICAGO, MILWAUKEE, GALENA, GREEN BAY, ST. PAUL, FORT GARY, and WINNIPEG.

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R. A. DICKSON, General Manager. A. LEE, MILLIGAN, Ticket Manager.

General Office—228 St. Paul Street, Montreal.

1846 edition when "The Royal Mail Steamboat 'Lord Sydenham' ... arrived in disabled condition because one of her boilers had exploded".

AIR MAIL SERVICE?

Could the first use of air mail in the world have been in Upper Canada? I know of the existence, in private hands, of a folded letter written by a George Kennedy and posted at Goderich on 18 March 1848. Addressed to Rev. W. Dignam, a Wesleyan Minister, it is backstamped Stratford 20 March 1848, and contains an interesting letter of a combined business and religious nature. However, the postscript is the most intriguing aspect of the letter, and I quote:

"This of course will have a speedy passage. The wind is fair, and it is carried by a PAPER KYTE. G.K.". (2)

The writing of the postscript and body of the letter have been expertised by a handwriting analyst and both are identical and genuine. I can find no further references to mail being forwarded by kite but this letter certainly indicates it may have been attempted - officially or unofficially.

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STUDY GROUP COORDINATOR: Larry R. Paige (Address—see Flag Cancel Study Group)

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SMALL QUEENS: Don Fraser, 1183 Warsaw Avenue, Winnipeg, Man. R3M 1C5

PERFIN STAMPS OF B.N.A.: Michael Dicketts, 61 Alwington Ave., Kingston, Ont. K7L 4R4

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POSTAL STATIONERY: Robert Lemeire, P.O. Box 549, Pinawa, Man. R0E 1L0

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MID-ATLANTIC: Richard A. Colberg, 814 Snyder Hill Road, Lititz, PA 17543

EDMONTON: Stewart Kenyon, P.O. Box 5152, Sta. E, Edmonton, Alta. T5P 4C1

GOLDEN HORSESHOE: Andrew Chung, P.O. Box 5071, Stn. E. Hamilton, Ont.

REPORT DATE: 1 June 1982

APPLICATIONS FOR MEMBERSHIP

Objections MUST be filled with the Secretary IMMEDIATELY upon publication

- 4158 MURPHY, William, 31371 Ceanothus Dr., South Laguna, CA 92677
C Canada mint singles, plate blocks, coil pairs, Admiral varieties.
Proposed by H. F. Dingenthal 3602.
- 4159 ROBB, John W., 2985 E. 41st Ave., Vancouver, B.C. V5R 2X7
C Postal Stationery, Postal History, Covers.
Proposed by E. J. Whiting L-61
- 4160 TANFIELD, Ronald B., 390 Dixon Rd., Suite 213, Weston Ont. M9R 1T4
C Booklets & Panes, 1967 Centennial Definitives, Canada general.
Proposed by N. J. Weatherwax 3353, seconded by D. C. Dixon 3297.
- 4161 SHAPIRO, Elwin S., 5324 Cochrane Pl., Montreal, Que. H3X 1H6
C Newfoundland, mint singles, covers, New Brunswick.
Proposed by E. J. Whiting L-61
- 4162 WALD, Kimber A., 2949 Duvall Rd., Woodbine, MD 21797
C Canada revenues Federal & Provincial.
Proposed by J. T. Burnett 3478, seconded by R. A. Colberg 3531
- 4163 VAISON, Robert A., Box 3295, Halifax South Post Office, Halifax, N.S. B3J 3H5
C Canada used blocks, used singles, varieties.
Proposed by G. C. Baugild 759, seconded by K. C. MacDonald 3300.
- 4164 RICH, Raymond G., #11 - Spiess Bay, Regina, Sask. S4R 7N9
C Canada Centennial Definitives; Canada mint singles, Canada general.
Proposed by D. Irwin 3761, seconded by T. Chen 3616.
- 4165 MEIBOOM, John, 171 Indian Rd., Kingston, Ont. K7M 1T3
C Canada precancels, Trenton, Ont. postal history.
Proposed by G. J. Noble 3227, seconded by G. H. McIntyre 2979.
- 4166 DUKE, Paul W., 109 Glenholme Ave., Apt. 3, Toronto, Ont. M6H 3B2
D (Upper Canada Stamp Co.) Canada used singles.
Proposed by R. H. Jamieson 2118, seconded by W. B. Flemming 2332.
- 4167 PAINTER, Michael, 7088 Angus Dr., Vancouver, B.C. V6P 5J7
C Canada general, '67 Centennial definitives, Varieties.
Proposed by D. C. Irwin 3761, seconded by W. J. McCann 2977
- 4168 JANTHUR, Heinz J. (Joe), 22 Danville Dr., Willowdale, Ont. M2P 1J1
C Cork cancels on Small Queens, George VI Perfins, Large Queens used.
Proposed by R. H. Jamieson 2118, seconded by C. R. Guile 2124
- 4169 SOULE, Chester C., Forest Rd., Greenfield, NH 03047
C Canada #15, Centennials 1967-72, Canada mint singles & varieties.
Proposed by D. C. Irwin 3761, seconded by W. J. McCann 2977
- 4170 AASLAND, Jostein Magnus, 9238 - 54 St., Edmonton, Alta. T6B 2L4
C Canada general mint & used, 1967 definitives, other definitives.
Proposed by D. C. Irwin 3761, Seconded by W. J. McCann 2977
- 4171 HEMMING, A. Dennis, 10 Lee Gate, Aurora, Ont. L4G 2J7
C B. N. A.
Proposed by R. H. Jameison 2118, seconded by I. A. Lee 3006

- 4172 MONCUR, John A., 2905 Mark Ave., Windsor, Ont. N9E 2W6
C Canada plate & inscription blocks, mint singles, used singles.
Proposed by R. H. Larkin 958, seconded by W. V. Crouse 2483.
- 4173 BEAUPRE, Harold H., P. O. Box 424, Waterloo, Ont. N2J 4A9
D (Beaupre Stamps) Newfoundland, Canada Precancels & Perfins, Large and Small Queens
Proposed by R. H. Jamieson 2118, seconded by H. M. Street 3848.
- 4174 WRIGHT, William Charles, 102 Cheltenham Ave., Toronto, Ont. M4N 1P9
C Canada mint singles, blocks, covers.
Proposed by R. H. Jamieson 2118, seconded by W. B. Flemming 2332.
- 4175 HIPWELL, John F., 2913 - 9th Ave. Castlegar, B.C. V1N 2Z2
C Federal Revenues mint singles, Canada postage used singles, B.C. & V.I.
Proposed by E. J. Whiting L-61
- 4176 HERBIN, J. Robert, 5477 - 70th Way N., St. Petersburg, FL 33709
C Canada Larger & Small Queens, Canada plate blocks & cancellations, Varieties on Small Queens
Proposed by E. J. Whiting 1-61

NEW MEMBERS

- | | | | |
|------|----------------------|------|--------------------|
| 4143 | WHITCOMBE, Steven P. | 4145 | SWITZER, Robert H. |
| 4144 | BATTERSBY, Ronald | | |

APPLICATIONS FOR MEMBERSHIP PENDING

Applications previously published and awaiting concurrence of the Membership Committee

- | | | | |
|------|----------------------------|------|----------------------|
| 4114 | ROCHELEAU, Michel J. G. P. | 4149 | HASLER, A. H. |
| 4120 | SORENSEN, Stanley P. | 4150 | BERKOVITS, Joseph |
| 4123 | MOYSEY, Mrs. Mary Jean | 4151 | FLYNN, W. Thomas |
| 4137 | KAY, Dr. Leslie I. | 4152 | WOLD, Chester G. Jr. |
| 4140 | PFEFFER, Ronald E. | 4153 | HILL, Geoff |
| 4141 | COORSH, Robert D. | 4154 | VON HAVEN, Elmore D. |
| 4142 | ALBERT, Denis J. | 4155 | GARVEY, Les |
| 4147 | WYNNS, John P. | 4156 | BAKKER, Mark O. |
| 4148 | FRASER, Robert A. | 4157 | COX, William H. |

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In parentheses after address is the Post Office remark/reason for return

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| 3229 | OLSON, George T., 4141 - 21st Ave. S., Minneapolis, MN 55407
(Not deliverable as addressed, unable to forward.) |
| 3930 | RIBLER, Ronald I., 11727 Ledura Ct., Apt. 102, Reston, VA 22091
(Not deliverable as addressed, unable to forward.) |
| 3394 | SCHMIDT, John G., 10804 - 2 N.E. 37th Pl., Bellevue, WA 98004
(Not deliverable as addressed, unable to forward.) |
| 584 | LANGER, Mrs. F., 1249 W. 33rd Ave., Vancouver, B.C. V6M 1A4
(?deceased?) |

DECEASED

- | | |
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| 2420 | CARTER, Frederick Henry, New Westminster, B.C. |
| 2947 | MILLS, Andrew M., Edmonton, Alta. |
| 3174 | HALL, Richard L., Edmonton, Alta. |
| 749 | GREENHILL, R. S. B., Haslemere, Surrey, England |
| 2704 | MACHUM, Lloyd A., Fredericton, N.B. |
| 2923 | KELLY, W. M., Calgary, Alta. |

ADDRESS CHANGES/CORRECTIONS

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- 3647 RAFFAELE, Norman L., Box 237, Grimsby, Ont. L3M 4G4
2916 KASSEL, Thomas, P. O. Box 15563, Milwaukee, WI 53215
4033 GRODDE, John H., Bag 1400, Cochrane, Alta. T0L 0W0
2128 ROBERTS, Dr. Norman H., Dept. of Mech. Eng., FU-10, Univ. of Wash., Seattle, WA 98195
2047 BEAVER, James E., 950 Broadway Plaza, Tacoma, WA 98499
3368 HIGGS, Roger J. E., 263 Pharmacy Ave., Apt. 1014, Scarborough, Ont. M1E 3E8
2710 WOOSTER, H. Kenneth, 389 Dundas St., Apt. N-18-2, London, Ont. N6B 3L5
L-1501 HARRISON, Horace W., 10405 A Stevenson Rd., Stevenson, MD 21153
2126 ICHIDA, Dr. Soichi, P. O. Box 204 Nippon Bldg., Chiyoda-Ku, Tokyo 100, Japan
3814 CHUNG, Andrew, P. O. Box 5071, Postal Station E, Hamilton, Ont. L8S 4K9
3873 BEDNAR, Mike Sr., P. O. Box 5, Islington Sub Station B, 25 West Mall, Etobicoke, Ont. M9C 4X9
1590 MIFSUD, Austin V., 575 E. Remington Dr., Apt. 8-L, Sunnyvale, CA 94087
2567 DAVIDSON, Lawrence E., 121 University Ave. E., Apt. 26, Waterloo, Ont N2J 4J1
3875 McELFRESH, Sonja Z., 5926 Ridge Rd., Mt. Airy, MD 21771
3182 SMITH, Derek M., c/o Investors Mec. Mgt. Ltd., 280 Broadway, Winnipeg Man. R3C 3B6
3952 RUBEC, Clay, 488 Athlone Ave., Ottawa, Ont. K1Z 5M8
43 HYDE, Alexander, P. O. Box 187, Lawrence, NY 11559
4034 HART, Maureen A., Box 296, Norman Wells, N.W.T. X0E 0V0
4130 RENAUD, Kevin J., P. O. Box 185, Station D, Montreal, Que. H3K 2G5
708 KANEE Sol, Apt. 18B, 200 Tuxedo Blvd., Winnipeg, Manitoba R3P 0R3

RESIGNATIONS

- 3570 CARR, Dr. Martin C., Belvedere, CA
3979 FRASER, Donald A., Calgary Alta.
2651 WALKER, Dale C., Wakefield, MA
3508 LOVERIDGE, Brian, Chico, CA
2269 DE VOSS, Col. James T., State College, PA
2201 BUSHELL, George W., Olympia, WA

CORRECTIONS TO CHANGES PREVIOUSLY PUBLISHED

- 1257 MELVIN, George H. Address is 5412 Willow Drive, Apt. B, Vernon, B.C. V1T 7R3

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| 3473 | AITKEN, Hugh D., Regina, Sak. | 2849 | COMPTON, Richard A., Ithaca, N.Y. |
| 2747 | ARNOLD, Mrs. Estelle, Chino, CA | 2732 | COE, Kenneth R., Ottawa, Ont. |
| 3882 | ARSLANIAN, Michel, Montreal, Que. | 3935 | d'ANJOU, Rita, Ottawa, Ont. |
| 2689 | BENJAMIN, Gerald, Westmount, Que. | 2258 | DOUGLAS, George Thomas, Vernon, B.C. |
| 2912 | BERG, Charles Jr., Chicago, IL | 1765 | EGNER, Robert J., Hohokus, N.J. |
| 4037 | BIRDSALL, George G., Essex Fells, N.J. | 1971 | FOX, William A., Hilton Head, S.C. |
| 2675 | BRESIN, Joseph G., Blue Island, IL | 3776 | HARKLEROAD, Dudley, Sonoma, CA |
| 3888 | BRONSTEIN, Peter A., Westmount, Que. | 3393 | HENDERSHOTT, Gary, Little Rock, AR |
| 3435 | BURTON, Edgar G., King, Ont. | 3155 | HILL, Gary J., St. Catherines, Ont. |
| 3918 | CHAMBERLAIN, Tom, Palm Harbor, FL | 3386 | HILLIER, Dave A., St. Catherines, Ont. |
| 2788 | CHLANDA, Henry, New York, N.Y. | | |

2117	HOWE, John E., Niagara-on-the-Lake, Ont.	3911	MORRIS, Mrs. Barbara T., Short Hills, N.J.
3900	HUGHES, James J., Montreal, Que.	2382	MULLEN, John G., Arlington, WA
1140	HUNT, Harris R., West Palm Beach, FL	2570	OLIVERE, George T., St. John's, Nfld.
583	HURST, Peter J., Montreal, Que.	3914	PELEHOS, Anthony J., Prescott, Ont.
3373	JORGENSEN, Dennis Ivan, London, Ont.	4098	PERROU, Robert J., Mission Viejo, CA
3314	KIMMERLY, Ian, Ottawa, Ont.	2893	PERRY, Ronald D., Peterborough, Ont.
3786	KOMOROWSKI, Richard J., Vancouver, B.C.	3779	PLASKIEWICZ, Richard J., Honolulu, HI
584	LANGER, Mrs. F., Vancouver, B.C.	3883	RIGLER, Yaakov, Brooklyn, N.Y.
2793	LAGERQUIST, F.C., River Vale, N.J.	3512	SIMON, Michael F., Troy, MI
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3055	LOVE, Andrew G., Calgary, Alta.	3215	SPURGEON, Walter C., Scarborough, Ont.
4066	MACKENZIE, Margaret P.J., Pointe Claire, Que.	3998	STRATTON, John H., Stratford, Ont.
3108	MAHER, James John, Burlington, Ont.	3402	SZYLKONIS, Joseph P. Jr., Medway, MA
3672	MALENFANT, Cecile, Fredericton, N.B.	3031	WALTERS, Peter S., Cerritos, CA
2493	McFARLANE, Ronald M., Chicago, IL	2630	WATKINS, Norman B., Friendsville, TN
2671	McPHEE, Donald J. A., Belleville, Ont.	2183	WINTER, Robert A., Ottawa, Ont.
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