



More than 100 years after it was proofed, the first example of the St. L. & O. RY RPO cancel is found — see the RPO Cowcatcher

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Official Journal of The British North America Philatelic Society

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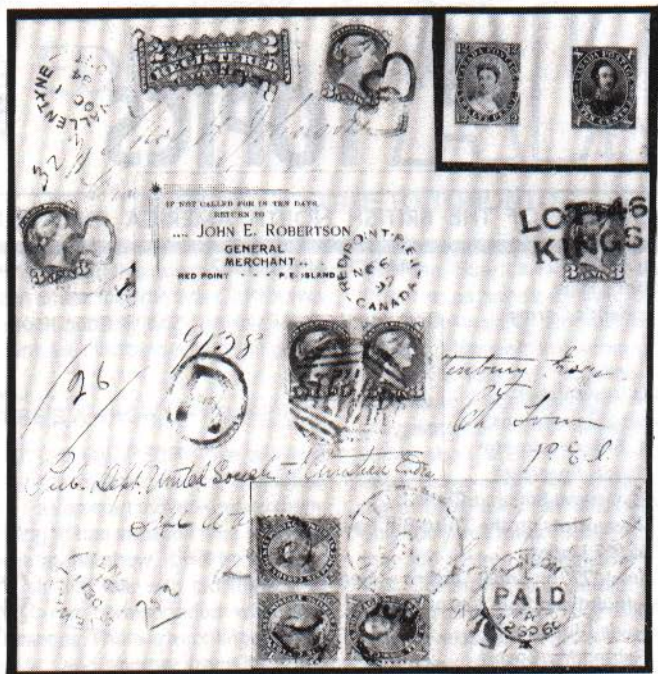
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THE COHEN COLLECTION

One of the world's most valuable collections of Canadian stamps and covers is to be sold by Auction.

Stanley Cohen, a fellow of the Canadian Philatelic Society of Great Britain and the owner of the most prestigious collection of 19th century Canadian stamps, is retiring.

"I began collecting stamps as a child, when I became captivated with the 50 cent stamp of the 1928/9 "Scroll" issue depicting the sailing schooner "Bluenose" says Cohen. He still believes it to be the most beautifully engraved stamp ever issued within the British Commonwealth.

In addition to being a collector, Mr. Cohen is a recognized philatelic authority. During the sixties he worked with American expert Horace Harrison. Together they classified the 1868 Dominion issue of Large cents. Their classifications are now referred to in handbooks and catalogues as "C & H Numbers" (Cohen and Harrison).

Like all great collections, Mr. Cohen's is a compilation of many famous Canadian collections, as well as his own, portions of which won medals at Capex '78 held in Toronto.

Included in the collection for auction will be the complete Banfield collection of 1859 10 cent Prince Consorts, with many thousands of fine and very rare covers, stamps, including mint and used single copies and rare proofs; medal winner at the London 1960 International. Also included are both of the collections of the late Dr. Day and E.A. Smythies, co-authors of the book "Canadian Fancy Cancellations".

Because of the size of the collection, it is being dispersed at two auction sales in England and Canada. Cavendish Philatelics of Derby will hold the first sale in England on October 18, 1986. In Canada the stamps will be auctioned by Jim A. Hennok Limited, in the Spring of 1987.

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BNA TOPICS



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BNA TOPICS

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THE EDITOR'S PAGE

by Mike Street

CAPEX '87 — COME TO TORONTO

"Are you guys having a show up there, or aren't you?" If I've heard this question once, I've heard it a dozen times. It is true that CAPEX has not done as much publicity work as you would expect, but don't let that bother you, or get in your way.

YES, THERE'S A SHOW UP HERE!!!!

Almost 40% of BNAPSERS live within a day's drive of the exhibition. Having it straddle two weekends was a smart move — many members are planning to use vacation time to spend the whole week at the show. It will be a terrific opportunity to sit and talk with old friends, to meet people you've corresponded with, and renew acquaintances. There is a contingent coming from the UK, and another from the West Coast. How about you? (Sorry, the 'Hotel Street' is full.) To use the words of our Southern Brethren, "Y'all come, hear!"

I know that most of you don't need extra reasons to come to an International Philatelic Exhibition, but just in case you're a little hesitant, or your spouse needs convincing, read on.

Having been born and raised in Montreal, and despite the reasons why I no longer reside there, that city is still my Number 1 favorite place. Vancouver, where I spent a couple of summers while in school, is a second home. I have to say, however, that I like Toronto. Very much. (If saying this is grounds for Editorial impeachment, so be it!)

There are few cities in North America with more park space. The waterfront, thanks to a massive rejuvenation project, is a treat. Imagine an antique and flea market that runs five or six days a week. Ontario Place has exhibits, entertainment of all kinds, and lovely places just to sit and relax. June is usually a good month weatherwise (no promises, though.) If you're a baseball fan, the Blue Jays play at Exhibition Stadium, just across the road from Ontario Place.

Downtown Toronto has come a long way from the 'Blue Law' days of the 1950s. Yonge Street is as seedy as ever, but if you go one street over in either direction, it's a whole different world. To the east are some of the older parts of the city. Toronto's First Post Office is worth a visit, even if you don't care for stamps. There are great restaurants of almost every persuasion within short walks of the exhibition hall. Ed's Warehouse, where more than one large gathering of BNAPSers has satisfied their palates, is only 100 yards away. (Sorry Prime Minister. Make that 100 metres.) A particular gourmet's attraction, Chinatown, is close by.

"If you're going to buy stamps, or those horrible envelopes, I'm going to look in the stores." Heard that before? Well, have a look here. (Just because you happen to leave your credit card at home doesn't mean you can't browse, does it?) There are a zillion small stores and boutiques in the downtown area. The Eaton Center is worth a visit, if only to look at the center promenade. Simpson's is just across the street. Before you leave, check how much the Customs man will let you bring back!

The Royal Ontario Museum, a 10 minute subway ride away, is world famous. You can spend a day there and not see half of it. They say that the Ceramics Museum, across the street from the ROM, is great. The Art Gallery of Ontario, not too far, is usually worth a visit. On the outskirts, in no particular sequence of direction, there is the Ontario Science Centre (try to get the kids to leave), the Metro Zoo (another day trip), the McMichael Gallery of Canadian Art (a fabulous collection of West Coast Indian carvings, not to mention all the paintings), and Canada's Wonderland has five (5) different roller coasters (at last count — it may be more now).

I could go on, but why don't you come and see for yourself. Look for me at the BNAPS booth, and be sure to say hello.

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THE PRESIDENT'S CORNER

by E.A. Harris



In the last issue of *TOPICS* I wrote of changes in BNAPS, and indicated that I thought the changes were for the better. I have another change to report this month. It is that, effective 1 January 1987, our Society, which since inception has been known as The British North America Philatelic Society, will be known as British North America Philatelic Society Ltd. A seemingly small change to be sure, but most significant I think, in the ongoing history of BNAPS. This change was spearheaded and, indeed, executed solely through the effort of our very high profile member, Mr. Robert H. Pratt. Bob has worked very diligently with his Wisconsin lawyer over the last two years to accomplish it, and has paid all of the considerable expense out of his own pocket — a major effort. We do want to officially recognize Bob's efforts and contribution here.

I said that it looks to be a very small change, but it has one very great advantage. The new BNAPS is a tax-exempt corporation, and gifts to the Society can be tax-deductible. The registered office of the Society has been moved from Delaware to Wisconsin, which has a more favorable environment for tax-exempt corporations. Although the ability to receive tax free donations to our Society is the main reason for the move, some other benefits are available, including reduced postal rates in some instances. During the next few months, until our annual meeting in Charlottetown, your Society officers and directors will be working towards attaining the appropriate Board approval and ratification of the membership for the new By-laws. In the meantime, the change is a temporary one until we justify our new status to the 'Powers That Be'. Please

watch *TOPICS* for news of these hardly noticeable but very important changes.

Many BNAPS minds have turned to thinking of CAPEX '87, the Canadian world philatelic exhibition to be held in the Metropolitan Toronto Convention Centre in Toronto from Saturday, June 13, to Sunday, June 21, 1987. Two full weekends and the week in between to view the finest philatelic material one can hope to see in Canada for many years. I have spoken to several regular BNAPEX exhibitors and they have all indicated to me that their philatelic 'treasures' will be entered, so the showing of BNA material should be exceptional. I know all the regular Toronto BNAPSers can attend the show very easily; for those of us in other parts of Canada and the United States, and indeed many other parts of the world, the trip will be longer, but worthwhile. Judging from the last CAPEX I attended, many of our Society will be there. To allow BNAPSers to get together, BNAPS will host a cocktail party where we can renew friendships and talk CAPEX all in one room. Sounds great, doesn't it?

In addition, BNAPS will have a table at CAPEX where Society literature will be available, new memberships will be sought, and messages can be left for friends.

Winnipegger Bill Pawluk will be in charge of this effort and needs volunteers to help man the table (see the classified ads in this *TOPICS*). As always, many other BNAPS members are deeply involved in CAPEX. For fear of leaving anyone out, I won't mention names as yet, but our thanks go out to these hard working BNAPSers.



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LETTERS

PRE-1900 INFORMATION HANDSTAMP RESEARCH

I am endeavouring to make a detailed study of Post Office handstamps and directional markings, i.e. 'Not Called For'; 'Returned for Better Direction'; 'Insufficiently Prepaid'; etcetera, and the resultant Dead Letter Office procedures and markings concerned with this type of mail, in the period 1870 to 1898. After correspondence with the Archives and various other people and places, I have discovered that this subject has not been touched on before, and I am into uncharted territory. Therefore, I would like to ask for help in this field from members. Anyone with information on this subject is asked to contact me at 20 Green Lane, Windsor, Berks, England SL4 35A.

Roger Grigson

MYLAR 'D' AVAILABLE IN CANADA

Reference is made to the President's Page of the NOV-DEC '86 *Canadian Philatelist*, with respect to plastic protectors and, in particular, Mylar 'D'.

Perhaps BNAPS members would be interested in knowing that there is a good source right here in Ottawa for Mylar 'D' protectors. The company is Archival Conservation Resources (Canada) Ltd., P.O. Box 2506, Station 'D', Ottawa, Ontario K1P 5W6, phone (613) 523-9260.

Sheet protectors, and envelopes, can be ordered to any size. Stock is .003" in thickness, which I find ideal, not too thick nor too thin. Prices will be found to be much better than having to import from the USA, what with customs duty and tax, and without long delays. I am using the 8" x 11" size, sealed on one side as well as on the top and bottom.

E.R. Toop
Ottawa

UNUSUAL PRECANCEL



Can anyone explain the precancel shown? The large dot is part of the precancel. I've never seen one like it before.

Frank Waite
Newberry, MI

CANADIAN STUDY GROUP

I would like to hear from collectors who might be interested in being part of the Canadiana Study Group.

'Canadiana' refers to world-wide stamps and other philatelic materials which have some connection with Canada (much like the Americana topic which is popular with American collectors). My own checklists, developed as a result of going through catalogues, journals, etc. now list over 2000 Canadiana items.

The aims of the Canadiana Study Group includes researching and listing Canadiana material. A quarterly journal, *The Canadian Connection - A Journal of Canadiana Philately*, is a project of the group.

Collectors who might be looking for a new challenge as a part of their Canadian collections are asked to contact me at the address below for further information about our group. Return postage would be appreciated.

John G. Peebles
Box 3262, Station A
LONDON, Ontario N6A 4K3

NOTES

SECOND CAPEX BULLETIN RELEASED

CAPEX '87, the forthcoming North American International Stamp Exhibition, to be held in Toronto from June 13 to 21, has just released Bulletin #2.

The magazine contains welcoming messages from the Mayor of Toronto and the Premier of the Province, and a listing of members of the International Jury and other organizing committees.

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Of interest to collectors of special cancellations is the schedule of special days and events included in the programme which also lists the times that the exhibition is open to the public.

A feature article by Ralph Mitchener tells the story of one of Canada's early philatelists, John R. Hooper. His turbulent career ranged from the establishment of the first national society — The Canadian Philatelic Association in 1887, serving time in prison for drowning his wife, and acting as entertainment officer on President Harding's trip to Alaska, to his death in Los Angeles in 1944.

The bulletin also includes a map of Toronto, locating many of the hotels in the vicinity of the exhibition, and a floor plan of the exhibit hall. A listing of the international bourse contains the names of 129 dealers and 83 postal administrations or official agencies.

For further information, contact: CAPEX #87, P.O. Box 204, Station Q, Toronto, Ontario, Canada, M4T 2M1.

CANADA'S STAMP PAPERS

Paper for Canadian stamps is now being supplied by Rolland Inc., of Montreal. The paper supplied includes both coated and uncoated stocks.

The uncoated stock and the base paper for coating are produced at their St-Jerome mill, north of Montreal. The coating of the base stock is done at their mill in Scarborough, Ontario. Gumming of the stock is also done at the Scarborough mill. When coated paper is used, the gum is applied after the coating.

The bleaching process is carried out by their pulp suppliers. No sulphur products are used for bleaching the pulp. All pulps used in the manufacture of the paper are bleached with chlorine

and chlorine dioxide.

Canada Post bought stamp papers from Abitibi Paper Mills for a long time, so it was a surprise, 4 years ago, when Abitibi advised they were unable to supply Canada Post any longer. CP found 2 suppliers, Harrison & Clark Paper Mills in England. Papers from both mills curled badly, however.

Stuart Clark

PRATT'S 19TH CENTURY NEWFOUNDLAND POSTAL HISTORY BOOK

Those who have Bob Pratt's *Postal History of Newfoundland* know that the book has no index. To find information in the book, one must start with the Table of Contents and search from there. To help find information in his book, Bob has personally published *AN INFO-FINDER*. *AN INFO-FINDER* provides a detailed table of contents of each chapter, a capsule history of Newfoundland, an index of the tables of ocean sailings, an index of the plates with philatelic marks, a register of photographs, a listing of the tables of post office statistics, a capsule history of the post office in Newfoundland, and an Errata. The price of *AN INFO-FINDER* is \$5.00 US to study group members, \$6.00 US to others. Bob is donating the profits from the sales of *AN INFO-FINDER* to the study group. Write for your copy, with your check made out to: C.A. Stillions, 5031 Eskridge Terrace, N.W., Washington, D.C. 20016.

IF AT FIRST YOU DON'T SUCCEED . . .

Back in the 'good old days', about 25 years ago, post office employees made sure that stamps were cancelled. This envelope went through upside down at 8 PM and a little too fast at 9 PM, before being properly dealt with at 10 PM.





The RPO Cowcatcher

Lewis M. Ludlow, OTB

5001 - 102 Lane N.E.

Kirkland, Washington 98033



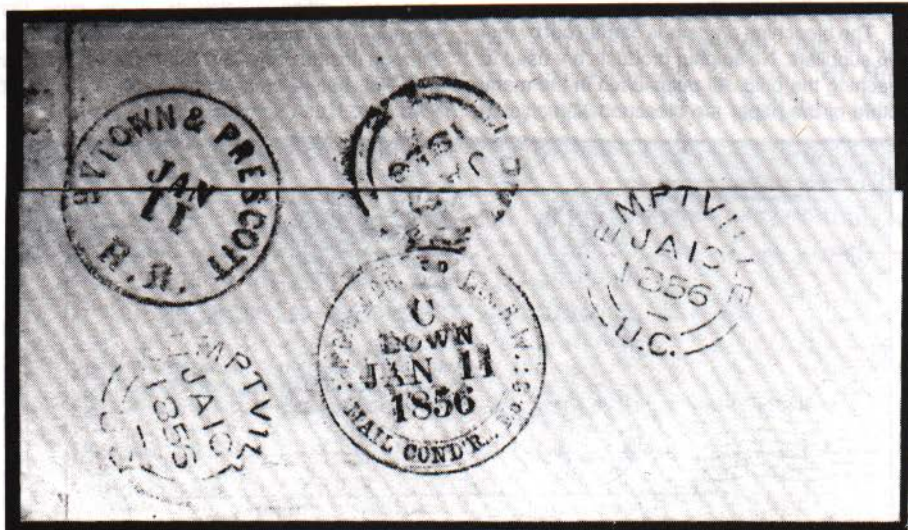
R. Gray

After 20 years of correspondence the two pillars of the RPO community, Lionel Gillam (L) and Lew Ludlow, met for the first time at the CPS of GB convention in Pitlochry, Scotland last October.

In this column we are on a search — a hunt for several elusive R.P.O.s whose scarcity we have not previously emphasized. All of the listings that are mentioned here are known, but the recorded copies are few and far between.

If any of our readers have, or know of, examples of the following, we would appreciate receiving photocopies or being otherwise informed:

1. O-52 BYTOWN & PRESCOTT / R.R., Type 5D. We have only recorded three strikes of this cancellation; these are 11 January (illustrated), 26 September and 16 December, all in 1856. With almost a year in this date spread, there ought to be more strikes extant.
2. RR-111 N. R. T. & C. / #, Type 4C. (Northern Railway, Toronto & Collingwood.) For years, we have had only one recorded strike of this listing, 12 August 1863 on cover; recently, we recorded one more, 9 March 1862, an almost perfect strike on 5c Beaver. With a date spread of 17 months, surely there must be others known.
3. W-63 KAM. & W'PG. R.P.O. / No., Type 17A, 1937-1944, R.F. — 390. Something seems to have fallen through the cracks on this listing, and it may be your columnist. Our sample inventory showed several strikes with the indicated date spread; however, we have confirmed and recorded only one strike, June 27, 1937, and we have asked to re-examine this.



L. M. Ludlow

There is no known proof strike.

4. W-179A WPG. & DEL. R.P.O. / .., Type 17. We have confirmed two of these strikes, dot or blank at the bottom, 21 November 1955 and 29 May 1956, and have asked for resubmission of both. It is possible that each is a poor strike of the well known W-179 WPG. & DEL. R.P.O. / No., Type 17A, where the bottom of the strike was poorly hit. Another look at these two will be accompanied by a hammer analysis of W-179, but any additional copies of W-179A would be welcome. Two proof strikes are known of W-179A, 9/13/55.

DISCOVERED TRACK

For at least fifteen years RR-145, St. L. & O. RY. / M.C., Type 4G, has been known only from its 1881 proof strike and many of us thought that this hammer may never have seen use. Not True!!! As shown in the illustration, Ross Gray has submitted a strike of this listing on a postcard, NORTH / December 21, 1883, from Spencerville, Ont., to Ottawa, with an



R. Gray

OTTAWA c.d.s. receiving mark of the same date. There are almost 22 months between the date of the proof strike and this unique use of RR-145 on post card. Surely additional strikes of this elusive railway marking must be around somewhere. Great find, Ross!!!

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CONTRARY TO REGULATIONS

by George B. Arfken

I. Letter Postage

It is well known that 19th century Canadians were an honest, law abiding people who would never dream of violating Post Office Department regulations. However, there were some rare exceptions. Here we exhibit several 'contrary to regulations' covers from the Small Queen era. Each of them presented some degree of challenge. What postal regulation was involved? How was it violated? From the answers to these questions comes a better understanding of how mail was handled and how the Post Office operated in the Small Queen era.

Figure 1 shows a cover dated FE 10 76 and clearly marked PAID 3. What's wrong? What's wrong is that the regulations had changed on 1 October 1875, some four months earlier. The Post Office Act of 1875, Section 19, contained the words (1):

*"... shall be pre-paid by postage stamp
... otherwise such letter shall not be
forwarded by post, ..."*

As interpreted by the Post Office in Department Order No. 15, 1 September 1875, effective 1 October 1875;

*"... this rate must be prepaid by Postage
Stamp. . ." and also "Any such letter
posted wholly unpaid cannot be for-*

*warded to its destination, but is to be
sent to the Dead Letter Office . . ."*

Canada had been moving very gradually from cash prepayment or sending letters collect with postage collected from the recipient, to prepayment by stamp. With these regulations the transition was complete. Payment in cash after 1 October 1875 was clearly and emphatically forbidden. Payment by postage stamp was mandatory. This cover was 'contrary to regulations'.

Figure 2 shows a more obvious violation of regulations, a full 2¢ Small Queen and a bisected 2¢ Small Queen paying 3¢ postage. The cover was posted at Wilmot, Nova Scotia, 19 April 1873. On P. 31, the 1863 Postal Guide had this statement about bisected stamps:

*"A mutilated stamp, or a stamp cut in half,
is not recognized in pre-payment of postage."*

The same language appeared in the 1867 Postal Guide (p. 40), and in the October 1875 Postal Guide (p. xviii). The rationale here was that if only one corner of the stamp might have been hit by the cancelling device, acceptance of a bisected stamp would permit an unscrupulous person to cut off the cancelled part and use the rest of the stamp for additional postage. While



1. FE 10 76; PAID 3; Paid in cash when payment by stamp was mandatory.



2. AP 19 1873; A 2c Small Queen bisect.

the cover of Figure 2 was certainly 'contrary to regulations', it was not contrary to custom in the Annapolis Valley of Nova Scotia.

It should be emphasized that the specific cover shown in Figure 2 was neither fraudulent nor philatelic. A discussion of these bisected Small Queen covers has been given by Allison (2). The Ruggles correspondence (bearing Large Queens) is discussed by the Duckworths (3).

As another example of violating postal regulations, consider the cover shown in Figure 3. Postmarked MR 2 82, the 5c registered letter stamp paid not only the 2c registry fee but also

the 3c postage. Payment of postage by a registered letter stamp was forbidden. On 7 January 1876, shortly after the registered letter stamps had been issued, Department Order No. 18, made the ruling clear:

"1. With respect to the use of the Registration Stamps recently issued, Postmasters are warned that these Stamps should be used exclusively in prepayment of the Registration charges and are not intended to be used under any circumstances for prepaying any ordinary postage rate."

Use of the 5c RLS on domestic mail defied



3. MR 2 82; Postage paid by a registered letter stamp.



4. NO 18 84; Postage paid by a bill stamp (Courtesy Allan L. Steinhart)

the Post Office's color code (4). The green registered letter stamp was intended to be a signal that the letter went to the USA. In addition, the use of the RLS to pay postage may have messed up Post Office accounting, with 3¢ extra in the registration fund and a 3¢ shortage in the postage fund.

Examples are known of the converse of this: the use of Small Queens to pay the registry fee. This will be included in a subsequent article on violations of the registry regulations.

The postal guides of this period included a statement

"No British stamp, or stamps of a Foreign Country, or Bill, Law, or Registration Stamp, can be received in prepayment of postage in Canada."

This covered the registration stamps. It also covered Canadian bill stamps. Examples of postage paid by bill stamps are scarce, but they do appear every few years at auction. Figure 4 shows an example of a 1¢ brown bill stamp. The circular date stamp cancellation read HALIFAX, N.S., CANADA, NO 18 84.

Figure 5 shows a fifth "contrary to regulations" example. The date was 27 August 1892, with the year date supplied by a carrier back-stamp. The 2¢ green impression from a post card had been cut out and pasted on a drop letter. The Montreal post office accepted this post

card cut out as paying the 2¢ drop rate apparently without protest. What did the regulations say? From the January 1892 Postal Guide (p. xviii):

"6. The impressed Stamp cut from an Envelope or Post Band cannot be used for prepayment of postage in any shape, and when so detached loses all value as a Postage Stamp."

It is interesting to note that there was no explicit statement that a cut out post card impressed stamp lost its value as a postage stamp. The cover shown as Figure 5 may not have been contrary to the letter of the regulations, but considering the similarity of the printed post card impression to those on printed envelopes and post bands, it would certainly seem to be contrary to the spirit of the regulations. However, it went through the mail. In this and many other cases, Canadian postal employees seem to have had a tolerant attitude toward minor or technical infractions of the regulations.

Lastly, a major violation of regulations, a violation fundamentally different from those discussed above. Figure 6 shows an attempted second use of a 3¢ Small Queen on 30 May 1894. This heinous act was covered in Section 81 of the Post Office Act of 1867 (1):

"81. If any person uses or attempts to use in prepayment of postage on any letter or other mailable matter posted in this Prov-



5. AU 27 (1892); A post card cut out (Year date from carrier backstamp)

ince, any postage stamp which has been used before for a like purpose, such person shall be subject to a penalty of not less than Ten and not exceeding Forty dollars for every such offense, and the letter or other mailable matter on which such stamp has been so improperly used may be detained, or in the discretion of the Postmaster General forwarded to its destination charged with double postage."

From the October 1875 Postal Guide (p. xix):
 "11. Letters to which are affixed Stamps which have been previously used in payment of Postage, or counterfeit or forged stamps, are at once sent to the Postmaster General."

Backstamps on this cover indicated that it was sent to the Dead Letter Office on May 31 1894 and then, over a year later, on 7 September 1895, to the Post Office Inspector's Office. Some readers might like to hear that the criminal had



6. MY 30 94; Attempted second use of a 3c Small Queen.

been hanged and then drawn and quartered, but there is no further information on this case.

Of the 'contrary to regulation' examples presented here, this last example is unique. It is the only one that is a clear cut case of fraud. In all the others, including the specific bisect shown in Figure 2, the violations were minor or technical. The Canadian Post Office received all the money that it was entitled to. Postal regulations were bent or ignored but, apart from the final case, no fraud was involved.

References:

- [1] *The Postage Stamps and Postal History of Canada*, Winthrop S. Boggs (1945), Quarterman Publications reprint (1974), P. 12-A.
- [2] *Two Cent Small Queen Bisects*, Russell Allison, *BNA TOPICS* vol. 8, p. 149-151, 1951.
- [3] *The Large Queen Stamps of Canada and Their Use*, H.E. and H.W. Duckworth, Vincent G. Green Philatelic Research Foundation (1986), P. 131-135.
- [4] *Postal Usage of Canada's 8c Registration Stamp*, George B. Arken, *Canadian Philatelist*, vol. 37, p. 112-116, 1986.

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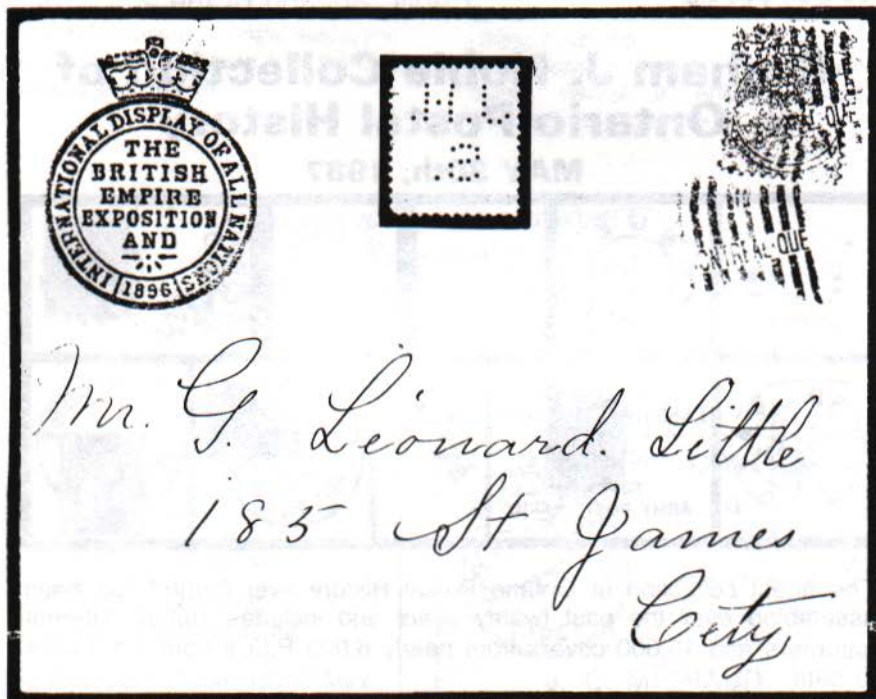
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THE BNA PERFIN STUDY GROUP

THE 'J.H. STILES' PERFORATOR

by J.C. Johnson & G. Tomasson



One of the few Canadian perfin not identified as to user in the new Canadian Perforated Initials handbook was J6, 'J.H./S.'. The perfin has a 'C' rating, which indicates that only 11 to 30 stamps have been reported with this perforation. Illustrated is the only example of this perfin reported, to date, on cover. Initially it would appear that there is no relationship between the

J.H./S. perfin and the British Empire Exposition and International Display of All Nations.

This article shows a good reason to attend the annual BNAPS convention and show each year. Besides the dealers, food and fun, one meets old friends and makes new friends. One of our new friends is Tom Hillman, who visited the Perfin Seminar in Calgary. Tom happens to



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be knowledgeable on 'Expositions', and after the 1985 BNAPEX show we sent a copy of the above cover to him. Being one of those helpful individuals, he was able to find a copy of the British Empire Exposition and International Display of All Nations 1896 classifications. Part of the classification clearly identifies a Mr. J.H. Stiles as the Director-General of the Exposition. All of the photocopy made very interesting reading. A copy of the heading taken from the photocopy is shown.

The British Empire Exposition took place in Montreal from 24 May 1896 to 12 October 1896. It would appear that Stiles had his own perforating machine, probably for postal security. There is, of course, the possibility that having the perforating machine could have been a perk or a personal status symbol in that era. All other information that has been gathered by the Perfin Study Group, such as place of use and period of use, would agree with that J.H. Stiles was the sole user of this perfin.

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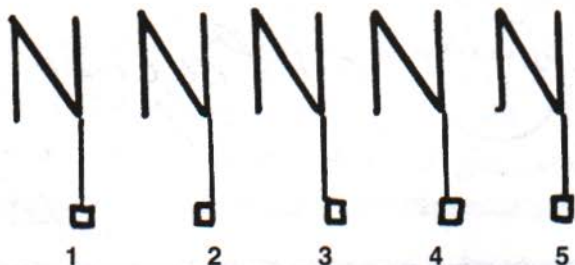
by Hans Reiche

REGINA, SASK.

A study of the Walburn Type 2-106, Regina, Sask., stamps shows that five different overprints occur. These can be identified by the position of the N in Regina in relation to the square punctuation following Sask. The five different overprints are illustrated in the sketch, which shows the location of the vertical line of the right arm of the N with respect to the square. The sequence of these overprints on a complete row of ten stamps on a sheet is as follows:

Overprint	Stamp position (left to right)
1	#1, 2, 4, 8
2	#3
3	#5
4	#6, 9, 10
5	#7

This type of slight change in overprints can be found on a number of precancels. The soon to be published Precancel Handbook will have some further information on this subject.





Rounding Up Squared Circles

Gary D. Arnold, 10533 Countryside Drive, Grand Ledge, MT 48837

THE 1880 OTTAWA SQUARED CIRCLE

NOTE: The following article summarizes information which appeared in the October, 1984 and

May 1985 issues of the *Roundup Annex*, the newsletter of the Squared Circle Study Group.



Figure 1

Canada's first squared circle cancel, the 1880 OTTAWA Precursor (Figure 1), has always had something of a mystical air about it. As noted in the Fourth Edition of the *Squared Circle Handbook*, the cancel was neat and rather attractive,

but its use was limited to a brief period from March, 1880 to July, 1881. Was its early demise due to the difficulties experienced with similar cancels in other Empire countries, or was it perhaps a result of its small size?

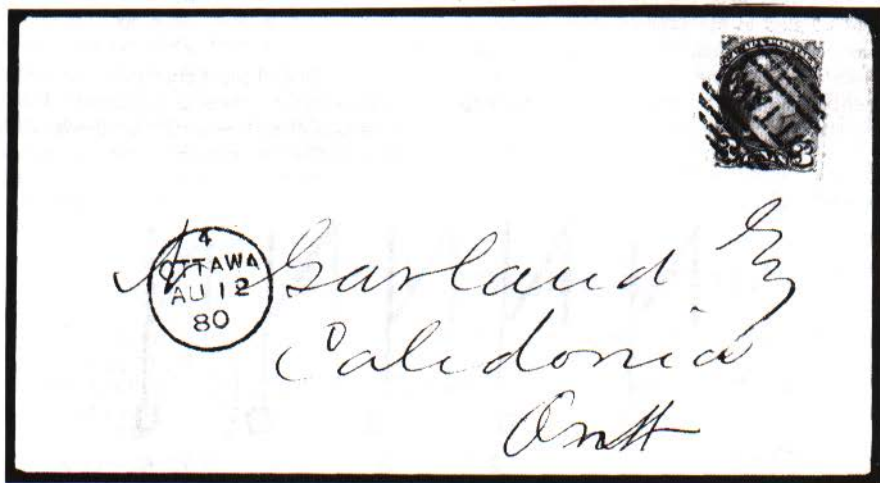


Figure 2

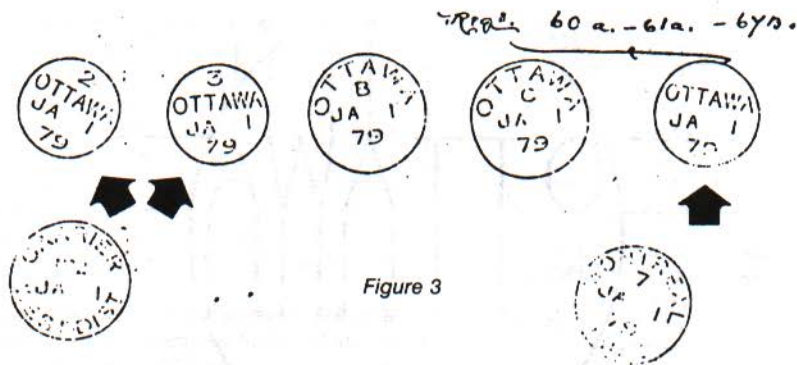


Figure 3

An even more intriguing mystery surrounds the origin of the cancel. The vast majority of cancellers used in Canada at that time, as well as the subsequent Type One and Type Two squared circle cancels, were manufactured by Pritchard and Andrews, Ltd. of Ottawa. (The same company still manufactures steel and rubber date stamps for Canada Post). Pritchard and Andrews (P&A) compiled a book which contained a strike of each instrument it manufactured; these 'proof strikes' were, presumably, struck prior to shipping the canceller from the factory.

However, a strike of the 1880 OTTAWA squared circle precursor does not appear in the P & A proofbook pages. Could it be that this particular canceller was manufactured by another firm? If so, why would the Post Office change manufacturers for a single hammer?

Some time ago, this writer purchased a

cover cancelled with an OTTAWA grid obliterater and an OTTAWA circle date stamp (CDS) as a free strike (Figure 2). The size and letter style of the free strike CDS was similar to the interior circular portion of the 1880 OTTAWA squared circle precursor. Could one of the Ottawa CDS cancellers have been modified to produce the squared circle hammer?

This theory was discussed at the Squared Circle Study Group meeting at BNAPEX '84 in San Francisco. Dan Rosenblat, a recognized specialist on the British squared circle hammers, indicated that this had occurred with the first British squared circle hammers. Evidently, two years prior to the release of the first British squared circles in 1879, an experimental hammer was produced by modifying a circular dater.

With the modification theory now a distinct possibility and, given the fact that the 1880 OTTAWA squared circle precursor appeared



Figure 4



Figure 5

shortly after its British counterpart, the P & A proofbook pages were examined. The OTTAWA CDS daters shown in Figure 3 were located. Unfortunately, since only a photocopy of the P & A proofbook pages was available, accurate measurements and comparisons between strikes of the squared circle precursor and the proof CDS strikes were not possible.

In response to an article in the October, 1984 *Roundup Annex*, members Jim Felton and Jerry Carr sent strikes of an OTTAWA CDS dated 3/AU 11/81 (Figure 4), and an OTTAWA duplex cancel dated 2/AP 4/88. (The obliterator portion of a duplex hammer was generally an attachment to a dater canceller; therefore, a CDS canceller

was used as a part of this duplex hammer.)

With these in hand, there were two examples of the OTTAWA CDS, one duplex cancel and one of the squared circle precursor available for comparison. Figure 5 illustrates the methodology used in securing measurements of the lettering size and spacing and other cancel dimensions. The results of the comparisons are presented in the table.

While the letter spacing and diameter of the instruments vary slightly, it is significant to note that the spread of the bottom legs of the letter 'A' (measurement k-l and g-h), as well as the width of the base of the 'W' (measurement i-j), are identical in each instance. In addition, the

HAMMER MEASUREMENTS (Values expressed in mm)

REFERENCE POINTS	CDS 4/AU 12/80	CDS 3/AU 11/81	SQUARED CIRCLE 3/JY 8/81	DUPLEX 2/AP 4/88
a-c	18.00	17.00	16.50	18.00
b-d	19.50	18.75	18.50	19.50
b-e	5.75	5.50	5.25	5.50
e-f	2.50	3.00	2.75	3.00
g-h	2.00	2.00	2.00	2.00
i-j	1.50	1.50	1.50	1.50
k-l	2.00	2.00	2.00	2.00
d-l	1.50	1.25	1.25	1.25
a-m	10.50	10.25	10.50	10.50
m-p	5.75	5.50	5.50	5.75
n-o	2.50	2.75	2.75	2.75
c-p	1.50	1.50	1.50	1.50
e-l	12.50	12.50	12.50	12.75
Letter Height	3.00	3.00	3.00	3.00
Diameter	19.75	18.75	18.75	20.00

height of the lettering is the same.

From the above comparisons it is reasonably certain that the 1880 OTTAWA Squared Circle Precursor was indeed manufactured by Pritchard and Andrews, most likely as a circular date instrument, and subsequently modified by adding horizontal bars to form the squared circle hammer. The only unanswered question is whether P & A performed the modification, or if another shop or even the Post Office itself made the change.

Comments regarding the above are most welcome. Perhaps members having strikes of the CDS, duplex or 1880 Squared Circle hammers could check the measurements using the basis set forth above and forward the results to this writer, at the address on *The Study Group Centreline* page, for compilation.

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THE N.S. OVERPRINTS ON THE THIRD BILL ISSUE

by Harry W. Lussey, OTB



Original



Type B

The 'N.S.' overprint on the third issue of Canadian Bill stamps has long been the subject of speculation. There is what I term the ORIGINAL type of overprint, and another which has been referred to as Type II or Type B. I suspect that all values exist with the Type B overprint, but my concern has to do primarily with the three dollar values. This is because the \$3 has catalogue values ranging from \$110.00 upward to \$350.00 — a lot of money to pay for something that may, or may not, be genuine. I do not propose to offer a definite answer, but I can present some rather impressive facts which may help collectors reach a decision on their own. As a start we have two enlargements of the 2c value, the color of which provides an excellent background for the overprint.

A careful examination of the two enlargements will reveal many differences, but there are three in particular which, I believe, stand out. 1.) On the original a fine line extends from the top of the left upright of the 'N' across to the top of the right upright of the 'N', then drops down

diagonally to meet with the right upright. On Type B the line starts at the same point, but drops diagonally downward. It then loops upward, ending beside the top of the right upright, but never touching it. 2.) On the 'S' in the Original, the upper part does not extend as far to the right as does the lower part. On the 'S' in Type B, the upper part extends to the right, slightly beyond the lower part of the 'S'. 3.) The 'S' in the Original overprint is normal. In Type B it is INVERTED.

With the foregoing in mind I examined about 300 copies in my collection and at least an additional 200 in other collections or in auction lots. This resulted in establishing the following facts:

—Every mint item with full gum that I examined had the Original N.S. overprint. Not a single Type B specimen was found in this condition.

—Every example on document, and I checked at least 25, had the Original N.S. overprint. No stamps with the Type B overprint were found on document.

—Every multiple I examined, including 40 in my collection, had the Original overprint. No stamps

with the Type B overprint were found on any multiple.

—The only date I have found mentioned for the issuance of the regular Bill Stamps is from 1 April 1868. However in New Brunswick, and probably elsewhere, some banks and other institutions had supplies early in February 1868. In Halifax the same was true, as evidenced by handstruck cancels in early March 1868 on N.S. overprints. A draft by the Mayor of Halifax on behalf of the Fishermans' Relief Fund, which is in my collection, carries five 3¢ stamps, a strip of three and a pair, all with the Original overprint. Each stamp carries a handstruck bank cancellation dated February 1868.

In the case of the Type B overprints, I have built up a 'Reference' collection of 16 items. Six are dollar values — two each of the \$1.00, \$2.00 & \$3.00. The very low values are seldom seen. In this collection I have an 8¢, a 30¢ and a \$1.00 carrying very nice MONTREAL handstruck markings, with the \$1.00 having a strike of The Bank of Montreal, Montreal. The other \$1.00 has a very clear QUEBEC handstamp. All remaining specimens have pen cancellations with dates ranging up into the 1880s.

The reason for the N.S. overprint was that, at Confederation, the Nova Scotia currency was at a discount of roughly 3% in relation to that of the rest of Canada. It was felt that the overprint would restrict the use of the stamps to Nova Scotia and prevent their export for use in other areas, where the N.S. would render them invalid. Relating this to the cancels mentioned above, it would thus appear highly unlikely that the Bank of Montreal, in Montreal, would be using bill stamps that were valid only in the Province of Nova Scotia. Considering the facts, it would not be unreasonable to assume that these stamps were properly used in the Province of Quebec, WITHOUT the N.S. overprint, and that at some later date the overprint was applied. If this was the case, it is easy to understand the larger supply of the dollar values with the Type B overprint. There would be little profit involved in overprinting the lower values, unless to make complete sets available, but the limited usage of the dollar values created a scarcity and, accordingly, high market values.

The \$1.00 & \$3.00 values perforated 12½ with the rough perforation are frequently seen, usually mint in the case of the \$3.00. So far I have noted only the Original N.S. overprint. The \$1.00 with regular perforations and the Original

overprint is a very elusive item. Those with the Type B overprint turn up more frequently. The \$2.00 value is not too difficult to find in mint or used condition with the Original overprint but the Type B is around, on used copies of course. (It would not make sense to use a mint stamp to manufacture a N.S. overprint when plenty of used copies could easily be found.)

The \$3.00 presents a problem, although it is readily available perf 12½ with the rough perfs in mint condition. This stamp, with the regular perforations and bearing the Original N.S. overprint, either mint or used, could be a real rarity. To date I have been unable to locate one, and I am beginning to wonder if any were actually put in use. The Type B overprints are around, used of course.

I am not prepared, as yet, to term the type B overprints a forgery, but in those days what professional printer, the type preparing stamps for a government, would produce a product with one of only two letters in the overprint, the 'S', in an inverted position?

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BNAPEX '87

UPDATE

by Jim Lehr

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The BC Colonial Numeral Cancel '27', Spence's Bridge, on the Queens — Genuine or Fake?

by Austin V. Mifsud

Collecting cancellations on the Small and Large Queens is an interesting and exciting field. For a specialist in British Columbia and Vancouver Island it would be assumed that the Queens would have no representation in a collection of the Colony, but there is an exception to this assumption. After the Colony's union with Canada, the first Canadian stamps did not arrive until 21 August 1871, and the obliterators some time later. During the 'interim period' the colonial numeral obliterators were used to cancel the Queens.

In a letter dated 10 July 1861 Captain Gosset, the acting Postmaster-General, informed the Treasury in New Westminster that he had received 36 numbered obliterators from England; their allocation to the various towns, with the exception of a few, was not indicated. From existing covers it has been ascertained that Spence's Bridge had numeral '27', and thereby hangs a tale.

I have accumulated a substantial collection of the Colonial numeral cancels, all of which are relatively scarce. What seemed to me unusual, and aroused my suspicion, was that the obliterator with the number '27' turned up quite frequently. The strikes, on average, were of great clarity and precision in comparison with strikes from more postally active towns such as New Westminster, Yale, and Williams Creek; the exception being, of course, Victoria.

Over the years I corresponded with the late Frank Campbell, whose expertise on Canadian cancels is well known. In a letter dated 24 April 1974 he states, "For some time in recent years I had in my possession the original handstamp instrument of Lytton, British Columbia, which was among old Ottawa instruments of which I had a half bushel from the 1845/1884 era. It was electroplated from printers type. I also had the '27' Spences Bridge old instrument. These all are now about 20 miles from me, and the owner has made no decision as to what to do with them. He is suspicious of them being used for making covers." In the second letter, dated 25 May, he wrote, "The owner of the instruments is still silent on selling or what he intends to do with them. And I must not tell who owns them."

In summing up the evidence, there is no doubt in my mind that the '27' cancels are genuine; however, it appears that there was fraudulent use of the handstamp after the 'interim period' but before Frank Campbell saw them. This does not seem to have occurred with the Lytton straight line device.

References:

Deaville, *Postal Systems of British Columbia and Vancouver Island*.

Letters of the late Frank Campbell
Stamps from the collection of Austin Mifsud.



THE NEWFOUNDLAND SHIP LETTER MYSTERY

by Allan L. Steinhart, OTB

The Proof impression books of the Post Office in London record a group of Newfoundland postal markings which, to the best of my knowledge, have never been previously recorded or found used on cover. The strikes, found in Volume 8, pages 100 - 103 inclusive, are endorsed "Newfoundland, Voucher 50, 20 August 1851." Included are circular datestamps for: BAY-BULLS, BELORAM, BONAVIDA, BRIGUS, BURIN, CARBONAR, CARNISH, FERRY LAND, FOGO, GREEN-POND, HARBOR-BRITAIN, HARBOR-GRACE, HEARTS CONTENT, HOLYROOD, ISLE-OF-VALEN, KINGS COVE, NEW-PERLICAN, ODERIN, PLACENTIA, SALMONIER, ST. MARYS, TREPASSEY, TRINITY and TWILLINGATE. All are dated 5 September 1851.

Also included were 24 circular 'PAID' datestamps, in the format 'FOGO' at the top and 'PAID' at the bottom, with a pair of circular lines on each side between the town name and 'PAID'.

The mystery in this batch of cancels sent out to Newfoundland lies in the remaining 24 straight-line handstamps. There is one of these devices for each of the 24 post offices listed above - 24 unreported SHIP-LETTER handstamps! On the different handstamps the letters are 4 mm in height, and the words SHIP-LETTER are 36 to 37 mm in length.

The question which arises is, quite simply, "What happened to these 24 SHIP-LETTER handstamps?" To the best of my knowledge I have seen none of them in any article, in any book, in any catalogue, at any auction, in any collection or on any cover. Where are they?

GREENSPOND ✓
SHIP-LETTER

TRINITY ✓
SHIP-LETTER

FOGO ✓
SHIP-LETTER

HARBOR-GRACE ✓
SHIP-LETTER

ODERIN ✓
SHIP-LETTER

PLACENTIA ✓
SHIP-LETTER

BRIGUS ✓
SHIP-LETTER

BURIN ✓
SHIP-LETTER

ISLE OF VALEN ✓
SHIP-LETTER

SALMONIER ✓
SHIP-LETTER

BONAVIDA ✓
SHIP-LETTER

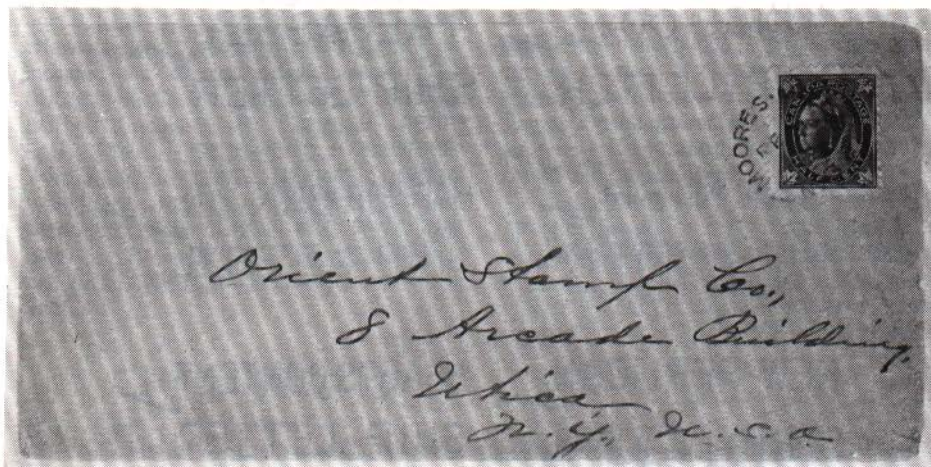
HOLYROOD ✓
SHIP-LETTER

DE LORAM ✓ SHIP-LETTER	TWILLINGATE ✓ SHIP-LETTER
CARBONEAR ✓ SHIP-LETTER	BAY. BULLS ✓ SHIP-LETTER
KINGS COVE ✓ SHIP-LETTER	TREPASSEY ✓ SHIP-LETTER
GARNISH ✓ SHIP-LETTER	HARBOR BRITAIN ✓ SHIP-LETTER
NEW-PERLICAN ✓ SHIP-LETTER	HEARTS CONTENT ✓ SHIP-LETTER
ST-MARYS ✓ SHIP-LETTER	FERRYLAND ✓ SHIP-LETTER

*For New Zealand
all vouchers 00
20 Aug 1957*

by C. R. McGuire
BNAPS LIFE MEMBER

18. NEWSPAPERS AND PERIODICALS TO THE UNITED STATES



Unusual use of dated cancellation on Third Class matter. Normally, stamps on this class of mail were cancelled with roller or cork cancelling devices. This envelope carried the issue of *The Philatelic Messenger* shown on the opposite page.

4. Newspapers and periodicals enjoying the privilege of free transmission to subscribers and newsdealers in Canada may also be sent free from the office of publication to subscribers and newsdealers in the United States. Sample copies may be sent to the United States at the 1 cent per lb rate. Transient newspapers and periodicals addressed to the United States are subject to the same rate of postage as when addressed to places in Canada, but cannot be forwarded if insufficiently prepaid.

2. Single numbers of newspapers and periodicals weighing not more than one ounce each may be posted if prepaid by postage stamp one half cent each.

6. A newspaper or periodical to pass at the reduced rate applicable to such matter is sub-

ject to the following conditions:—

a. The cover, if it has one, must be open at both ends, and must admit of the withdrawal of the paper for the purpose of examination.

b. It must not contain any enclosure liable to a higher rate, and the penalty for any attempted fraud in connection with enclosures or writing in newspapers, &c., is a fine of not less than ten nor more than forty dollars.

c. It must have no writing thereon but the name and address of the person to whom sent and, if desired, the name or initials of the sender.

d. Objection is not made, however, to simple marks calling the attention of the party addressed to any particular paragraph or advertisement, provided that such marks are not of the nature of a letter.

The Philatelic Messenger

A Monthly Journal for Stamp Collectors.

Published by
MATTHEW R. KNIGHT



At Saint Stephen, N. B.
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5c	5 Greece	5c
5c	4 Hong Kong	5c
5c	7 Japan	5c
5c	10 Netherlands	5c
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STORIES BEHIND MY COVERS

by Jack Arnell

3. A Paddlewheeler Survives A Hurricane



The illustration shows the first transatlantic stampless letter I owned. Some thirty years ago, when my mother was visiting Nova Scotia, a friend gave it to her for me, along with some American and Canadian envelopes with adhesives. When I got this letter, I assumed that the Elgin datestamp was from the town between Ottawa and Kingston and thought no more about it, as I was collecting Canadian and American stamps.

It was quite a few years after I had become interested in the transatlantic Mails that I looked at the letter again. Now I recognized it immediately as a Cunard steam packet letter. Later still, I realized that it had quite a story behind it.

When mailed at Elgin, Scotland on 30 January 1842, the letter was marked '1/2 Paid' in black ink. Sent to Edinburgh, on the following day it was datestamped 'PAID' in red, the black '1/2' was crossed out and 'Paid 1/2' written in red ink instead. This reflected the British postal convention that prepaid postage was shown in red and postage due in black. Going to Liverpool, it was backstamped there on 2 February and put on board the *Caledonia* for Halifax on 4 February.

Four days later, the steamer ran into a hurricane-like winter storm. On the third day of fight-

ing tremendous head seas, the fore starboard bulwarks and the icehouse were carried away, the fore cabin filled with water, the wheelhouse was damaged, the paddlebox partially stove in, and the rudder sprung, making it necessary to steer with the sails. After another day in the storm, with further damage and being unable to repair the steering, the captain decided to put into Cork for repairs, and then went back to Liverpool on 17 February. The mail and passengers were transferred to the *Acadia*, which sailed for Halifax on 19 February on an unscheduled voyage.

At Halifax there was growing concern as the days moved into late February without any word of the *Caledonia*. On 3 March, the day that the *Caledonia* should have arrived from Boston to take a mail to England, it was decided to send the mail by the *Unicorn*, the Cunard auxiliary steamer which carried the B.N.A. Mails between Pictou and Quebec City when the St. Lawrence River was open. The *Unicorn* left Halifax on 6 March. When only a few hours out it met the *Acadia* heading in, so returned with her.

Rather than have the *Acadia* go on to Boston and delay the English Mail still further, the *Unicorn* took the passengers and mail to Boston, while the *Acadia* sailed for Liverpool on 12

March. As a result, there was only a 9-10 day delay in the mail reaching England, although over two weeks were lost in delivering the North American Mails.

ARE YOU GOING TO
CHARLOTTETOWN?
SEPTEMBER 17-19, 1987

MORE SKETCHes of BNAPSers

By Dr. R.V.C. Carr

SKETCH No. 215 H.M. (Mike) Street

Grace and I met the Streets first at Virginia Beach, and again at San Francisco. We all had a nice lunch together last year in Dearborn. Given a choice, I'd rather write about our Editor's lovely daughter, Alison, or his charming wife, Carol. Unfortunately, these things are supposed to be about the collector in the family, so here goes.

Mike's first philatelic memory is of his Grandmother giving him stamps from postcards sent by an aunt on a European trip. He was 6 or 7 at the time. He stuck with it through grade school and into high school, but then studies, sports and girls — he insists that is the correct order — got in the way.

His interest in writing and publishing goes back to his time at Loyola of Montreal — essays and reports for classes as well as yearbook and newspaper work kept him busy in both high school and college. After getting a Physics degree there, he finished his Electrical Engineering at McGill.

A box of 'stamp stuff' went along on a couple of job transfers from Montreal. In Brantford Mike got interested again and joined the local club. Soon he was Editor of the *GRAND NEWS*, the bulletin of the Grand River Valley Philatelic Association, a post he held for five years.

When BNAPS was looking for an Editor, a 'friend' put Mike's name forward; he is now in the middle of his sixth year of putting new life into the old girl. He says he'll stop after ten years, but we'll see.

In 'real' life, Mike is the Engineering Supervisor for the Electrical and Instrument Maintenance Section at Ontario Hydro's Nanticoke Generating Station. ("The largest coal-fired sta-



tion in the western world," he tells me.)

When there is time, Mike likes postal history — Peace issue rates, Barrel cancels and Ancaster postmarks are prime interests, with a sideline in the Military area. Reading all the articles and study group newsletters which come into *TOPICS* keeps him up to date in other fields. Mike also judges. He is accredited at National level, with an International apprenticeship under his belt. *TOPICS* has brought him several international medals, but collection exhibiting "will have to wait until there aren't printing deadlines to meet."

Incidentally, Mike doesn't entirely disagree with my comment at the beginning of this sketch. He says that he could not edit *TOPICS* without Carol's and Alison's indulgence for the many hours he spends on it. We hope that they all stay around BNAPS for a long while.

The Study Group CENTERLINE

by Frank Waite

STUDY GROUP COORDINATOR: John T. Burnett, 757 Parkwood St., Sidney, OH 45365

BNA PERFINs: Joe Purcell, 6 Richardson Drive, Kingston, ON K7M 2S6

CENTENNIAL DEFINITIVES: D. Irwin, 2250 Lawrence Ave. E., #406, Scarborough, ON M1P 2P9

DUPLEX CANCELLATIONS OF BNA: Robert A. Lee, Box 937, Vernon, BC V1T 6N8

FLAG CANCELS: Larry R. Paige, 1145 Shillelagh Road, Chesapeake, VA 23323

MAP STAMP: W.L. Bradley, 122 Sherwood Ave., Kitchener, ON N2B 1K1

MILITARY MAIL: Ken Ellison, R.R. #1, Oyama, BC V0H 1W0

NEWFOUNDLAND: C.A. Stillions, 5031 Eskridge Terrace, N.W., Washington, DC 20016

POSTAGE DUES: Calvin Cole, 3839 E 71e st., San Jose, CA 95111

POSTAL STATIONERY: Robert Lemire, P.O. Box 549, Pinawa, MB R0E 1L0

PRINCE EDWARD ISLAND: James C. Lehr, 2918 Cheshire Rd., Wilmington, DE 19810

PROVINCE OF CANADA: Charles Firby, P.O. Box 208, Southfield, MI 48037

RE-ENTRIES: Ralph E. Trimble, P.O. Box 532, Stn. A, Scarborough, ON M1K 5C3

REVENUES: Wilmer C. Rockett, 2030 Overlook Avenue, Willowgrove, PA 19090

R.P.O.'s: W.G. Robinson, 5830 Cartier St., Vancouver, BC V8M 3A7

SEMI-OFFICIAL AIRMAILS: David A. York, 1207 Hillcrest Rd., Akron, PA 17501

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

SQUARED CIRCLES: Gary D. Arnold, 10533 Countryside Drive, Grand Ledge, MT 48837

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ON THE FRINGES

To answer an inquiry from a newsletter Editor, my deadline is about two months before publication. If I receive a newsletter just after my column has been forwarded to Mike Street, it may be four months before its data appears in *TOPICS*. Do not despair, your newsletters are all reviewed.

The newsletter of the **Centennial Definitives** Study Group is devoted to the booklet panes. A major error is illustrated. Also illustrated are panes with shifted perforations. These were contributed by Peter Lehman and Fred Touch. The major portion of the newsletter consists of a series of charts of the level of fluorescence on the various booklets with a request for any additional information. John Aitken, Bill McCann and Bill Mutters have sent in examples of new levels of fluorescence on booklet stamps.

Whit Bradley's **Map Stamp** newsletter was of interest. He, as myself, was impressed by the two delicious hors d'oeuvres receptions at Dearborn. My 'Steelheading' and his Muskie fishing were both largely lost causes last fall. Back to philately. The newsletter reviewed his study group meeting at Dearborn. He shared his map slides with the Re-Entry group as well as with

his group. His *The Canadian Map Stamp of 1898 — A Plating Study* is to be published soon. Whit mentions the need to establish rarity factors for Squared Circles on map stamps, and then discusses the degree of rarity of the major re-entries and cancellations on the various plates of the Map stamp — a very interesting idea. The question of the order of printing of the Map stamp has probably been resolved — Black, then Red, and finally Blue. He concludes with notes on letters from his many correspondents.

Two newsletters were received from the **Military** group. The first has three featured articles. Steven Luciuk was inspired, by a 1916 military Christmas card, to write an article on the problems, equipment and leadership of the Canadian forces of WWI before they became the excellent force they did. Part III of Colin Campbell's well illustrated article, *1st Canadian Expeditionary Force — 1914 — Ships In Convoy* is included. A very interesting article, *Canadian Camp Post Offices in England 1914-18 — Canadian Segregation Camps*, concludes the newsletter. I do not know the author of this so I shall attribute it to the editor, Ken Ellison.

The second Military group newsletter fea-

tures an article by John Frith and a page from the collection of Wilf Whitehouse. The *Page From The Collection of idea* could be used by other editors. This one illustrates a 1944 Christmas V-Mail form from the 'Devils Brigade'. Wilf describes the formation and operation of this joint Canadian-US unit. John Frith's article is *The Importance of WWI Censor Markings to the Study of Canadian Military Mail*. This, as the title implies, shows that the censor marking is imperative in order to tie a cover to a specific outfit, rather than to a much larger unit. The article is illustrated with the covers that inspired this study. This is an excellent article, and it should incite others to continued research.

The **Newfies** report that Bob Pratt has published *An Info-Finder* as an annex to his *Postal History of Newfoundland*. This provides a detailed table of contents for each chapter and much other information. Bob is donating the profits from the sale of *An Info-Finder* to the study group. Palmer Moffat reports additions and corrections to his list of Newfoundland post offices. The newsletter finishes with a listing of individual idiosyncrasies of the 1941 5c Caribou. This, from a plating study being conducted by Derek Paul, is a nice piece of research.

I think the **Perfin** collectors should call themselves the 'Holey Terrors'. They are certainly among the most devoted and studious of our members. The latest newsletter relates the endeavors of Stuart Clark to convince the CNR to donate their three remaining perforators to the National Postal Museum when they are no longer required. This note is followed by a warning that certain perfins may not be legitimate but of philatelic origin. Mike Dicketts requests help in collecting information on the companies using certain perfins. Mark Fennell has sent in an article, *Points of Difference in Look Alike Perfins*. The newsletter illustrates and attributes several new perfins, and also updates the handbook information.

From Bill Robinson comes the usual interesting newsletter of the **Railroaders**. Bill is the preeminent example of "When you want something done, ask a busy person." Bill has so many irons in the fire, how he manages to keep them all white hot and operative is beyond me. He reviews correspondence from members Seymour Blomfield, Wayne Curtis, Horace Harrison, Bob Lee, Ed Maloney, Peter McCarthy, R.B. Miess, Palmer Moffat, Iain Neighbor and Alex Unwin, who have sent in comments and data,

often accompanied by illustrations. Lew Ludlow contributes the feature article. *A Hammer Analysis of MA-174 and MA-175*.

The two **Re-entry** group newsletters I have will be reviewed together. I, personally, enjoy these. I wish my tired old eyes could detect them. It is too tedious to view each of thousands of stamps with a magnifying glass. Warren Bosch has found and illustrates two more examples of misplaced entries on the 1c Numeral. To fuel the ongoing controversy concerning the 5c/6c Small Queen, John Hillson gives his version, and also contributes data on the 1c 'Strand of Hair' variety. Hans Reiche reports a new re-entry on the 1c Green Admiral. Ralph Trimble illustrates re-entries on the 1c Maple Leaf, the 2c Edward, the 5c Edward and also a misplaced entry on the 2c Numeral. He also comments on the re-entry on the Newfoundland Long Coronation 7c, re-entries on the 2c Numeral, and reports a re-entry on the 3c Maple Leaf. These are also illustrated. The newsletters conclude with mats for the 5c Edward and blank Numerals.

The **Revenue** newsletter reviews the Virginia Beach meeting and notes awards won by Phil Stager and Ian McTaggart-Cowan at recent exhibitions. Some prices realized for revenue items at the van Dam auction are quoted.

At the **Small Queen** meeting at Dearborn, George Arfken presented a slide show, 'Letter Mail to France'. Maggie Toms and George prepared this. The group has embarked on an ambitious, and long needed, project. In essence, it is to determine the earliest recorded usage of each of the varieties of the Small Queens. If the membership supports this and achieves meaningful results, it will be one of the greatest achievements of any study group. George Arfken and Norman Brassler have authored an article, 'Redirected Drop Letters'. Don Fraser has gone beyond the call of duty. When he found he couldn't continue as Editor, he secured a successor, W.G. Burden. Bill Burden has a hard act to follow, but since he teaches chemistry (I am a chemist), I am sure he'll do a fine job.

The **Squared Circle** newsletter illustrates a fine cover, with a nice Montreal Barred Circle strike, from the collection of Bill Allen. Featured are several pages from the collection of Geoff Newman.

Clint Phillips is our new librarian. Make sure he is on your mailing list. The library files are the repository of the knowledge accrued by the research of the study groups.

THE 'DUFFERIN' COACH

by Dr. Robert V.C. Carr, OTB

After our convention at Calgary, my wife and I drove west to see the interior of British Columbia. The trip included a visit to Ashcroft and its historic museum.

On one wall was the green and yellow door of a stagecoach. A sign said that the door was 'from the Lord Dufferin Coach'. This led to some research among the old newspapers in the Archives.

The British Columbia Express Company, which operated a stage line on the Cariboo road and steamers on the Upper Fraser River, was the principal owner of the 'Dufferin Coach', the deluxe vehicle of the old 'B. X.' Company. It had been ordered especially for the Marquis of Dufferin, Governor-General of Canada, and the Marchioness, on the occasion of their visit to British Columbia in 1876.

The coach was built by Messrs. Black and Co., of San Francisco, who built all of the stages and vehicles used by 'B.X.' until the company started its own coach making shops in the early '90's. The 'Dufferin', built at the cost of \$1200, was constructed with an adjustable top so that it could be used either as an open or closed carriage.

Seating six passengers inside, and one beside the driver, it had a rack and boot for storing baggage. Such excellent material was used in its construction, and of such high quality was the workmanship, that, more than fifty years later, the old coach was still in a splendid state of repair. This is in spite of the fact that for two summers, 1914 and 1915, the coach was used as a hack by Al Young, a former stage driver, in Prince George. It was used as a trailer behind a caterpillar tractor. Later, it also met disaster in Devil's Canyon, near Barkerville, when some of the front was crushed by overhanging ice; it was later fitted up again by using several new braces.

In 1876, on the occasion of the Marquis' visit, Steve Tingley drove the coach, while John Hamilton drove a second four-horse outfit which contained other members of the Governor-General's party, plus their baggage. The party traveled from Yale to Savona Ferry. From there they took the steamer *Marten* to Kamloops. They returned by the same route.

The Marquis of Lorne was the second Governor-General of Canada to travel in the 'Dufferin'

coach. On this occasion it was driven by Emil LaForest, then manager for Wells-Fargo on the Pacific Coast. He traveled over that same dangerous, yet picturesque, road through the Fraser River Gorge between Yale and Lytton, and thence along the Thompson River to Savona Ferry.

In later years, the coach was only taken out on special occasions; those who rode found it expensive. J.B. Hobson paid more than the original cost just to travel back and forth in the years that he was operating the bullion mine near Quesnel Forks.

'Bet A Million' John W. Gates of Chicago often used it. He made a trip in the coach in 1897, travelling from Ashcroft to Barkerville and back. The price was usually twice that charged for an 'ordinary', 'extra' or 'special' stage.

One incident connected with the 'Dufferin' occurred in the early 1900's. A mining promoter with a mine of somewhat doubtful nature chartered the coach to take him and two California mining investors over the road from Ashcroft to the Cariboo.

A week prior to the trip, every stopping place along the route received notice by mail of the date and time of the coach's arrival, with instructions to spare no expense in providing the best meals possible. Although the promoter had the reputation of being miserly, this trip was an exception — trying to impress the 'live' ones.

Everything was exceptionally good, until the return trip. Then, the food was ordinary, with few exceptions. The two men were told by the driver that the reason for the change was that they had turned down buying the mine — the owner wired ahead and cancelled the fancy dinners!

After remaining in the possession of the different owners of the B.C. Express Co. for 38 years, the 'Dufferin' was sold in 1914 to Al Young and taken by him to Prince George, via a steamer from Soda Creek. Young had expected to hire it out as a Deluxe coach to well-to-do people working on the Grand Trunk Pacific Railroad, but gave up after a year.

Bill Livingstone, a nephew of James B. Leighton who was connected with the stage companies on the Cariboo Road for many years, and a son-in-law of Alex Locke, who drove stage on the upper end for several decades, acquired the

coach in 1922. For a time he used it to haul mail and passengers on the last stretch of the Cariboo Road which was still served by a stage line — the 60 mile run between the end of the railroad at Quesnel, and Barkerville. Even today, though there is an excellent road, the area is much as it was at that time.

When the automobile drove the stage wagons from the road, Livingstone traded the 'Dufferin' off to a rancher for hauling wood. Shortly afterwards, irate citizens raised money and the coach became the property of a Quesnel group.

By then, the coach had been dismantled, its solid leather through-braces sold to a Chinese shoemaker, and a wood-rack substituted for its superbly finished body. The through-braces were rescued before the shoemaker had time to make them into half-soles. With many hours of labor reassembling its many parts, the 'Dufferin' was restored to its original shape, style, and appearance.

ARE YOU GOING TO CHARLOTTETOWN?

SEPTEMBER 17-19, 1987

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by Jim Goben

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REGIONAL GROUP REPORTER: Jim Goben, 304 W. Lincoln St., Bloomington, IL 61701

PRAIRIE BEAVERS: Howard Twitchell, 5200 Keller Springs, No. 530, Dallas, TX 75248

CALGARY: Phillip Wolf, 636 Woodbine Blvd. S.W., Calgary, AB, T2W 4W4

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PACIFIC-NORTHWEST: Brian Plain, 230 Robson Rd. W., Kelowna, BC V1X 3C8

On Saturday, April 25, 1987 the **Calgary** Chapter of BNAPS invites all members from the Province of Alberta (plus neighboring B.C., SASK, AND N.W.T.) to a day of philatelic activities at the Calgary Marlborough Inn. A program is presently being developed, but will start off at 10 AM. with a 'Get Acquainted with Out-of-Towners' over a cup of coffee. Members from Edmonton, Grande Prairie, Lethbridge and all other Alberta towns are especially invited. There will be seminars with a showing of related

philatelic material, plus slide shows of specialties such as Perfins, R.P.O.'s and Squared Circles etc.

On the following day, Sunday April 26, at the same location, The Calgary Philatelic Society is hosting 'Stamp Day '87', with a dealers bourse, competitive exhibits and other activities. The Marlborough Inn offers special week-end rates.

Why not consider a 'Philatelic Break' before the fishing season opens and before the golf courses get green.

90 YEAR OLD PRECANCEL VARIETY UNCOVERED

by John White



Recently I had the good fortune to discover a previously unknown major precancel variety. The item is a double vertical Walburn Type 'S' on a 15¢ Large Queen.

The stamp itself is a lighter slate-gray

shade, perf 12.2 x 12.2. It has a medium white wove vertical mesh paper with a somewhat rough finish, indicating that it is from one of the later (1885-87) Montreal printings. A remainder lot comprising some 170,000 15¢ Large Queens from this vintage was not actually issued for sale until sometime during 1895. This coincides with the approximate 1894-97 period of use of the Type 'S' precancel roller at Ottawa.

Hand-held precancel rollers of the period were about 9.5 inches in width, which permitted obliteration of a 10 x 10 pane of stamps with a single stroke. Double impressions would occur, at least for some of the stamps, if the first pass resulted in insufficient coverage and a second was required.

Consultation with expert and editor Geoff Walburn has verified the find which will be listed as S-3vb in the next edition of his *Official Catalog of Canada Precancels*.

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A Problem

PART 3

by Robert H. Pratt OTB

THE MODERN DISCOVERIES

In June 1976 I had the opportunity of seeing and handling a large number of proof sheets of the stamps printed by Perkins Bacon from 1932 onward. I still have negatives of some of the important sheets, and copious notes on those that were not photographed. These proof sheets, obviously from the retained files of the printer, were in color of issue and in black on various types of paper. They must have been the remnants of the 'Record Sheets' kept by the printer as indicators of color used, number of 'pulls' from the plate, and state of the plate. Evidently they survived the bombing and destruction of the Perkins Bacon premises in May 1940, and were not detected by the scrounging dust bin raiders, who provided many of the present Die proofs in collectors' hands.

There were black on white paper 'British Quality Parchment' Plate Proofs of all values of the 1932 Issue (including the 1 cent Booklet Pane, but omitting the 3 cent Queen) and the 1931 Airmail set. The 1937 *Long Coronation Set* in black on white .004 proof paper (all except the 1 cent Codfish and the Die II, 3 cent). Photographs of the complete sheets exist.

Another group of proof sheets appeared somewhat later. They too were examined and assorted photographs taken. This group came on various types of 'press room' papers, probably left over from previous runs of security documents. The papers included: (1) .0035" machine wove, red herringbone checkbook paper or 'book end' paper, printed on the obverse or clear side; (2) as (1) except color green; (3) as (1) except color blue; (4) as (1) except dark green; (5) as (1) except color light blue; (6) parchment .0045"; (7) Stamp paper, watermarked Newfoundland Coat Of Arms. These sheets were notable for the fact that pencilled remarks were found, usually on the bottom margin, indicating the number of 'pulls', the date or the order number of the lot. In color of issue, some of the notes included:

(a) 1 cent codfish, 1932, plate #5, paper (1),

"Order No. D.B. 291 (10,710) 15/2/39 ASC",
"Total Pulls 42,670"

(b) 2 cent King George V, 1932, plate #4 (U.L.), paper (2), "last impression after 10,000 pulls 25/1/38"

(c) 2 cent King George VI, 1938, No plate #, paper (3), "last impression after 11,000 pulls, Total Pulls 23,000 24/10/38", "10,000 printed 21/1/39, Total now 33,000"

(d) 3 cent Queen Mother, 1938, No plate #, paper (4), "last pull after 8,000 impressions 21/4/38"

(e) 4 cent Princess, 1938, No plate #, "Last impression after 5500 pulls, Total pulls 29,500"

(f) 5 cent Caribou, 1932, plate #4 (in M/S), Die II, paper (6), Color deep purple, Left border has engraved scroll work 'filler', "Sept 23rd 1938"

(g) 5 cent Caribou, 1932, plate #4, paper # (5), Color pale violet, "last impression 5500 pulls 15/11/38"

There were also sheets of errors, including part perforated stamps, stamps printed on gum side of pregummed sheet, erratic perforations, diagonal perforations, and so on. The last of this group contained the following values of the *Long Coronation* set in color of issue on .004 proof paper (Note the absence of the 3 cent value of either die): 1 cent Codfish, grey; 7 cent Caribou, blue; 8 cent Corner Brook, red; 10 cent Salmon, black brown; 14 cent Dog, black; 15 cent Seal, magenta; 20 cent Light House, green; 24 cent Bell Isle, blue; 25 cent Sealing, grey; 48 cent Fishing, purple;

The final lot I was able to see contained more sheets with remarks from the 1932 series, 3 sheets of the 1 cent *Long Coronation* issue, some from the 1938 issue with notes, and a few from the 1941 set. In addition there was a complete set of the 1932 and the 1937 (*Long Coronation*) issues on soft wove unwatermarked paper in black. My notes unfortunately are not detailed, however I presume that the 3 cent was *not* present in any Die form. The bottom margin notes on color of issue sheets are similar to those quoted above, and in some cases indicate the end of the printing of that plate. It should be seen

that the practice of making notes existed through the 1938 issue.

Herewith we again list bottom markings on the color of issue prints:

- (h) 1 cent Codfish, 1937, paper # (3), imperf., "last impression after 16,500 pulls"
- (i) 1 cent Codfish, 1937, paper # (3), imperf., "2nd printing 5,700" (Estimated 22,200 pulls total)
- (j) 1 cent Codfish, 1937, paper # (3), imperf., "2,000 18/5/37" (The stamp was presumed issued 12 May 1937 — a last fling?)
- (k) 5 cent Caribou, 1932, Plate 'S', paper (7), color deep violet, "Plate Ptrs 7 MAR 1939", Hand Plate 6800 Order No. IB291 asc"
- (l) 5 cent Caribou, 1932, Plate #3, color light violet, left border has engraved scroll work 'filler', "Last impression after 11,500 pieces ('pulls') 2/5/38"
- (m) 5 cent Caribou, 1932, plate #5, color light violet, "8,000 12/1/40 asc"
- (n) 2 cent King George VI, 1938, no Plate #, "Total pulls 54,500 16/10/39 21,500 asc"
- (o) 3 cent Queen Mother, 1938, no Plate #, "last pull 5640 28/7/38 Total pulls 13,640"
- (p) 3 cent Queen Mother, 1938, no Plate #, "last pull after 3500 10/10/38 Total pulls 17,140"

(q) 3 cent Queen Mother, 1938, no Plate #, "No 547 2/11/39 10,500" (Estimated total pulls now 27,640)

(r) 4 cent Princess, 1938, Color Trial dark blue, paper — plain soft, no Plate #, two sheets

(s) 4 cent Princess, 1938, color of issue, paper — plain hard, no Plate #, "29,500 Last Pull 2/2/39 (10,710) asc, Total Pulls 40,210, Total Pulls 2/9/39 50,300"

(t) 4 cent Princess, 1938, Color Trial dark blue, paper — plain soft, Plate #2, left border has engraved scroll work, 'filler', "date 5/10/39"

(u) 4 cent Princess, 1938, Plate #2, "29/12/39 14,000 asc"

(v) 1 cent Codfish, 1932, Plate #5, left border has engraved scroll work 'filler', paper # (3), "re-entered"

(w) 1 cent Codfish, 1932, Plate #5, paper # (3), "Last pull after 10,250 11/4/38"

(x) 1 cent Codfish, 1932, Plate #5, paper # (1), "Finish of Order No. T6072 (10,710) 7/2/39 asa", "Total pulls 31,960"

(y) 48 cent Fishing, 1937, no Plate #, paper # (7), perforated, "A.J. Hubbard 19/7/40"

These notes are of interest for several reasons:

FIRST, they demonstrate that there was no set rule for making a 'pull' at any given number of



Figure 13

impressions. The 'last pull' reference would then seem to apply to an 'end of run' situation which could be the end of the order or the end of work for the day. The reference sheet was printed on printing room scrap and filed away.

SECOND, it is apparent that some plates could be expected to last for over 50,000 impressions, or 5,000,000 stamps, if properly prepared.

THIRD, it is also seen that the Long Coronation Issue was not considered for long usage. The re-engraved 2, 3 and 4 cent stamps were printed in 1938 and in sizeable quantities. Strangely

there is the omission of the 7 cent Queen Mary which was said to be issued in 1938. Even the disliked 1 cent 1932 and the 5 cent Caribou came back to life. The new 48 cent value is indicated by one sheet endorsed to Mr. A.J. Hubbard who was president of the firm in 1940. It was presumed issued in 1937.

FOURTH, the printings of the 1 cent Long Coronation seem to indicate that several printings were necessary and the last one was done after the stamp was supposedly issued. Probably 2,420,000 stamps were printed in all.



Figure 14



Figure 15

FIFTH, finally, at least some indication of the total number of each value has appeared, and verification of the dates of appearance and use can be approximated.

More Discoveries — The Problem Solved

In May, June and July 1982 auctions were held by Sissons and LCD in Toronto. The holdings appeared to be of the same origin; this is a plausible assumption as the two companies are related. In each of the three sales appeared one lot which contained a full sheet of the 3 cent Long Coronation in color of issue.

1) Sissons, May 1982, Lot 38, "1937 3 cent Coronation, 3 cent plate proof sheet of 100, in color of issue, (on unwatermarked paper .005" thick) some pencil notations on sheet incl. "1st Plate", sheet shows full engine turning at left, faults in few, most F - VF. SCOTT #234.

2) LCD, June 1982, Lot 150, "3 cent Coronation plate proof sheet of 100, in color of issue (on unwatermarked paper .005" thick), some pencil notations on sheet, including in LR corner "2nd Plate", Left Border has engraved scroll work (engine turning) 'filler', SCOTT #234.

3) LCD, July 1982, Lot 97, "3 cent Coronation plate proof sheet of 100, in color of issue, (on unwatermarked paper .005" thick) some pencil notations on sheet incl. "1st Plate after 2000 pulls", showing worn lathework at left, almost all F - VF. SCOTT #234p5.

Note that descriptions 1) and 2) have been furnished to me as from the Catalogues, which I have not located. I have never seen the full sheets described here. What were the other pencil notations???

Possibly some explanation is needed concerning the "engraved scroll work 'filler'" in the left border. Stamp printing plates came in many sizes depending on the number of stamps to a plate and the size of the stamp. A printing press had only one size platen against which to print. The stamp plate was accommodated to the press by means of a *chase*, which was of fixed size but could contain various size plates, which were locked into it under pressure from a *quoin* (an expandable parallelogram which locked tight). If the amount of expansion was too little, 'filler' in the form of cut down printing plates (usually from lathe work used on bonds) was inserted between the *quoin* and the plate, so that the *quoin* could be expanded by its *key* and lock the plate into the *chase*. This is why Lathe Work will appear on one side of a printed stamp plate, and is usually trimmed off as it exists beyond the border of the finished stamp sheet and the perforations.

One more item must be included now to complete the data. This is Die #1226, (Figure 13). I had believed that only one impression of this Die existed until the catalogue of Phillips 21 April 1983 sale arrived. Lot 219 listed a group of twelve Die Proofs in black, "including 3 cents,



Figure 16

Dies I and II", all but 1c, 7c and 14c with reversed Die Numbers". So there are now two available. The die block is unusually small, being 7.9 x 5.7 cm. (the normal is approx. 9.5 x 6.0 to 11.0 x 6.0). The proof is in black on the usual .004" wove proofing paper. The numeral 6 is erratically placed next to the 122, when compared to the neatness of the other dies. There are no construction lines apparent on the surface of the die. The oval edge of the shading lines around the King's vignette is rough and uneven, and the horizontal shading lines are not as sharp and clear as on die 1220.

Recently I have been offered blocks of four from Items 1) and 2) above, and this is where I made my mistake. These blocks had the 'filler' at the left side of the printing and thus were from the left two columns. I do not know if they were from the same vertical location. The color was slightly different, those from "Plate 1" being less orangy and more brownish than those from "Plate 2". What led me astray was the fact that the 'filler' was exactly the same distance from the edge of the stamp to the edge of the 'filler' on each plate. This and the belief that a too 'runny' ink had been used led me to the erroneous conclusion that they were the same Plate. Otherwise how could this distance be so identical? At that time too, I was unaware of the lots in LCD and Sissons sales of July and May, and the June group escaped me. I was challenged on my statement and rightfully so, the result was this lengthy epistle.

I did not purchase the high priced items with the 'filler' (pretty but meaningless) and instead now have two simple blocks from the right hand corner of Plate 1 (Figure 14) and Plate 2 (Figure 15). These illustrate the significant design and color differences. What are the differences between them? There are three, difficult to determine without magnification, but there: (1) the ridge of the King's nose is no longer almost clear, it has a majestic row of engraved dots running down the appendage; (2) the background of the area surrounding the King's head is no longer composed of clear sharp horizontal lines, they are fuzzy; (3) the crown at the top of the vignette is no longer clear and precise, it too is fuzzy. Have I been repeating myself? Yes, the impressions are from Die II.

How was this made? That too had me bamboozled for a while. It probably happened like this: (1) The original die roller for Die I was rolled into the new smaller die block, however this time

with more pressure than had been used on the plate. Die 1214 (the King's vignette) was then rerolled into the stamp impression in the new die block, creating the fuzzy appearance. Remember there are no construction lines on Die II. The new plate was then made from a new roller made from Die II. This could have been the method used as it would have been too costly to completely re-engrave the design from bottom up and have it identical with the first Die. I feel that the new die was a deeper penetration of the old roller because the four border lines surrounding the stamps on Plate 2 are much more dominant than those on Plate 1. A deeper rolling (more pressure) would cause this, as the lines would widen out as the edge entered deeper into the iron. How were the left plate edges made to such close tolerances? 1937 was in the age of precision tooling (tolerances of up to .0001" were possible then and now) and modern methods of rocking in the rollers would make possible the setting of exact distances from the edge of the plate to the first impression. How stupid I had been.

To complete the record, prior to the advent of the proof sheets detailed above, other record sheets on watermarked stamp paper .003" thick have been available. These sheets were in a color identical with the stamps and were from the stamps designated as Die II (Figure 16). *N.B.* — See Phillips 21 April auction, Lots 228 & 229 "imperforate marginal pair Die II. The stamps from Die I and Die II are found perforated both Line and Comb 14. They exist with and without watermark on the same sheet and also variously imperforate between.

Some have made the assumption that Plate 1 was abandoned after 2,000 pulls (200,000 stamps). This could be true, however there is no proof that this was done, the plate might have been continued in use, even if in poor condition, until Plate 2 was finished.

It is my understanding that most of these sheets are now in the hands of Mr. Bileski of Winnipeg. I saw them prior to his acquisition, perhaps by now he has additional ones. It would be nice if he were to make an accurate list of the sheets and the information written on them that is not listed here. I have no quarrel with the belief that the stamps were not issued until August 1937. The work at Perkins Bacon evidently continued on until at least 18 May 1937 (1 cent sheet, item j) and work on the dies is recorded in March 1937. I believe a study of contemporary

newspapers in St. John's Newfoundland would indicate a First Day of Issue. Someone who has access to the microfilm files of the papers could perform this task. The essays for the next (Royal Family) group of four stamps were being developed in January 1938, so these could well have been issued on 12 May 1938, one year later than is accredited to the Long Coronation issue.

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EARLY EXHIBITION COVERS OF BRITISH COLUMBIA

by Kenneth Ellison

The first organized agricultural exhibition west of the Rockies, in what is now British Columbia, was held on 2 October 1861 in Victoria. Dr. W.F. Tolmie was President. Several small shows were also held, from 1859 on, in Sapperton by the Royal Engineers. These evolved, some years later, into the large Provincial Exhibitions held at New Westminster.

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MAY 8-10 WINNIPEG, MANITOBA — STAMP SHOW '87, Winnipeg Philatelic Society show and bourse. Marlborough Inn. Information: P.O. Box 1425, Winnipeg MI R3C 2Z1

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MAY 22-24, SPOKANE, WASHINGTON — PIPEX '87, Northwest Federation of Stamp Clubs show and bourse. RPSC and APS accredited, National level. Sheraton-Spokane Hotel. Information: PIPEX '87, P.O. box 1502, Spokane, WA 99210.

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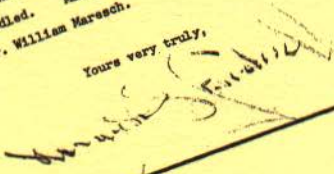
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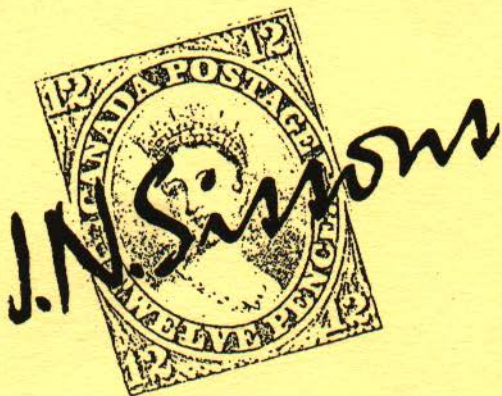
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