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Portrait of an Issue — page 11

BNA TOPICS

Official Journal of The British North America Philatelic Society

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FOR ELECTED OFFICERS SEE LISTING UNDER "TOPICS: THE BUSINESS SIDE"

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HIRAM FAVOR AND HIS EXPRESS

by DR. ROBERT V. C. CARR

A number of years ago, I became intrigued with Ed Richardson's small but superb collection of covers representing Favors and Colonial Express Markings of New Brunswick. Some time later, Ed reluctantly let me have this material and this became the nucleus for my study. Unfortunately, there is very little material available and much of the following has but recently been unearthed. My knowledge mainly comes from four sources: Ed Richardson's personal notes and writings (some appear in the R.P.S.C. publication: a short section in Argenti's book on New Brunswick; the postal history book of Jephcott and Greene: and some fine research in the archives by Dr. B. L. Burton. Additional bits come from the late Voorhis Ditmar, from auction catalogues, and more recent cover acquisitions in my collection.

May I also add that I was spured on after reading Ed's fine monograph which he presented to me at BNAPEX '68 on our society's 25th anniversary.

The history of the Express begins in 1845 when the U.S. Post Office put carriers on the Boston-Portland-Eastport steamers but it was not until 1853 that this system was extended to St. John, New Brunswick. Since 1849, Hiram S. Favor had been conducting his express, including deliveries to St. John, and he used one of several named handstamps (usually in red ink). In addition, there are my three covers with a Favor label (2" by 1½") which apparently went outside of the mails: two are dated 1849 while the other, with a blue Gay, Kinsley & Co. (Boston-New York) label, 1851. Two labels are orange, one is green, and another is reported to be red but so far it cannot be located (if it exists?).

Hiram Favor had one steamer that we know of which he either owned or part owned. Apparently, he had a suite of state-rooms aboard and personally saw to the delivery of his mail.

Favor used other handstamps not having his name on them. Here is a list of those known per Ed Richardson plus some of my own:

"Steam"—straight line—red—or black.

"Favor's Express"—single circle—black.

"Express Mail"—single circle—red or black, two major varieties and several minor.

"Province of New Brunswick"—single circle—black.

"U.S. Express Mail"—single circle—two varieties—(one minor)—red or black.

"Favor's Express"—triple circle—red.

"Favor's Package Express"—single square frame—red.

In addition, these are reported by Campbell:

1—A 1¾" single circle—black—Favor's Express (date) Steamer Admiral (1856-59) (I just obtained two 1859 covers).

2—A 1" double circle—center has a black background with centered 8 point star in white—Favors above and Express below (1856). (Unable to locate this cover and would be happy to locate the owner to record the date, etc.)

Most of these covers were stampless but several are seen with the N.B. 6d (no pairs of the 3d recorded). There is a cover with a 1sh dated July, 1853—St. John Express Mail franking, and a cover with two copies of the 6d with U.S. Express Mail June 1857.

There are two recorded covers with U.S. stamps: one with a 3c May 1852, Steam, and a red Favor stamping; the other has a pair of the 3c May 1852, Steam, and in mns/per Express.

Another interesting note: there are two Colonial Express covers to Great Britain— one with all U.S. stamps, and the other with a U.S. and a pair of the N.B. 6d.

On 6 March 1850 an ad appeared for Gunnison's Express. This was run in direct competition with the express of Colonel H. S. Favor. The ad: A special messenger will

be dispatched with Gunnison & Co.'s Express on Thursday next per Maid of Erin to connect with the Admiral at Eastport. Small packages and parcels forwarded as usual to any part of the United States; also to San Francisco, Sacramento, and Stockton, California. Goods forwarded to Cye House in Boston and back to this city. Thomas Hanford, Agent, St. John. J. R. Hall, Railroad Exchange, Boston.

On 23 August 1852 appeared an announcement. To Travellers: New arrangements between St. John, Eastport, Calais, Portland, and Boston—Steamer Admiral 750 tons, Captain Albert Wood—Leave St. John 8 a.m., Boston 11 a.m. every Monday, Wednesday, Friday, touching at Portland every Monday, Wednesday. Alternates with steamer Eastern City. George Thomas, agent. Admiral L. H. Waterhouse, agent, Eastern City.

Favor's Express was apparently fairly well established at this time, as an editorial appeared on 1 September 1852. This started out as follows: This express under the management of Colonel Favor is sufficiently well established on the line between St. John, Eastport, and Boston to require an assurance from us that the utmost confidence may be placed in the honesty, integrity, and business-like conduct of its proprietor. The public knows these things already. . . . The editorial continues by saying that Canadians should use expresses like the Americans and that they should not ask their friends to do little things for them on trips to Boston as their friends probably have things of their own to do with their time.

In early May of 1853 ads were appearing as follows: Favor's Package and Letter Express will be made to go by the Admiral as usual, for all parts of the United States. Goods purchased, drafts collected, and Money carried on reasonable terms. All matters connected with this Express will receive the personal attention of Col. Favor. This Express will not be accountable for any Money Letters or parcels unless the value is marked on the same and paid for accordingly. L. H. Waterhouse, Agent, South Wharf.

At about that same time a co-partnership was formed of Waterhouse, Colin E. Cross, and Vartlet Lingley of Indian Town.

On 23 May 1853 a very interesting item showed up as follows: We observe that our

friend, the Colonel, has been employed by the Postmaster General of this Province as Steam Boat Mail Carrier between St. John and Boston. He is also employed by the Post Office Department of the United States to bring the mails to this province. We hope yet to see the Colonel accredited to the Court of St. James as American Minister.

Apparently about this time Vabor's and Gunnison's Express were consistently bringing back papers from Boston for which they were duly thanked in the papers.

On 14 February 1853 Gunnison Express had duly announced that it was resuming business. It cited its 7-year experience.

Apparently either something happened to the Admiral in late 1852 or early 1853, or it did not run during the worst of the winter. On 7 February an item appeared in the papers as follows: We are gratified to see that our old friend, the Admiral, will be on the route again between St. John and Boston. She leaves here on the first trip on Thursday the 7th.

In the Reports of the Legislature of 1844 to 1863, Favor was mentioned by name on two items:

1854 Miscellaneous Expenditures	
H. S. Favor Twine and hand stamps, etc.	£2-19-9
1859 Express	
H. S. Favor Saint John to Eastport, 2 trips	£10-0-0

Checking the Archives in Saint John indicates that he probably went out of business between 1862 and 1863—he was listed in the City Directory in 1862 and not 1863. There is also an inference which can be drawn from the Post Office reports, that the fees or postage from Ship Letters at the port of Saint John ran around £560-0-0 in 1844 and stayed at this figure until 1862 when it suddenly dropped to around \$300. It may be noted that it was about at this time that the train service was started to Boston. Then, in 1865, Postmaster W. H. Odell of New Brunswick was still complaining of the loss of revenue by the use of private expresses.

As to Hiram S. Favor himself, we have some spotty information. His tombstone in Eastport, Maine states that he was born December 1807 and died January 1894—85 years. As of June 1, 1850, the household of Hiram S. Favor consisted of: Hiram, 42 years of age, born in New

Hampshire; Mary A. born in Maine, 39; Abigail 15, born in New Hampshire; Sarah P., 14, born in Maine (she married W. H. Tuck of Saint John in 1857—he later became Chief Justice of the Supreme Court of New Brunswick; Charles P., 10, born in Maine; Esther 7, born in Maine; and a 16 year old girl born in Ireland, a Mary Mc— (unlegible) who no doubt was a domestic servant. All of this was in Eastport, Maine but Favor must have been born in Ware, New Hampshire as there were Favors here at this time.

Between 1812 and 1842, there was an independent military company called the Eastport Light Infantry which included a Lieutenant Favor. In no time it was Colonel Favor (happens all the time!) as his name appears summoning his regiment to appear at muster at Pembroke. There were no further records of the outfit known.

In the 1830's, Hiram S. Favor had a rather extensive book store in Eastport. He also did some publishing as evidenced by the Conference Meeting/Hymn Book/"Let Us Sing Unto the Lord"/published by Hiram S. Favor 1832 and copyrighted by the publisher, John Bent (could be that

Favor's labels were printed by Bent).

I understand that there was a great fire in Eastport in 1839 which destroyed many businesses—Favor's store may have been one of the casualties.

So, we have established a package service express business in 1849, was appointed a steamboat letter carrier on the 29th of April, 1853, and continued until 1862-63. From then on till his death, we know nothing. These express companies, of which there were many were very small outfits, and one did need another occupation. One reference does mention a Col. Favor, owner and staff of Favor's Eastport Express (he was his own messenger).

One parting shot—it has been stated that on the run to and from Boston, his stateroom, where a quart bottle of Hennessy whiskey was always on tap, was the resort of drummers and all good fellows who travelled the line. I am sure that this information is most essential!

I would be pleased to hear either directly or via *Topics* of any additional information, regardless of how trivial it may seem.

The 10c Registration Envelope

A. L. STEINHART

After previous preliminary correspondence, on Nov. 18, 1926, the D.P.M.G., in a letter to the secretary of the G.P.O. at London, England, requested him to find out the price for "50,000 Registered Letter Envelopes No. 8 size 6½"x3¾" made up in the same style and quality as your present 'G' envelope, with the additional letter press and registration fee embossed in the centre of the flap as indicated on the sample forwarded to you with our letter of the 16th September last, at a cost of 41/6 per thousand net, banded and packed as at present and delivered to London in lift cases." It was also noted that the order would be confirmed by the Canadian Department of Public Printing and

Stationery directly with the printer, Messrs. McCorquodale & Co. Ltd., and furnishing them with the die necessary for embossing the registration stamp on the flap of the envelope.

In a letter from the G.P.O. in London dated Feb. 24, 1927, the order was confirmed and proofs of the envelope supplied. It was noted the official order and die had not been received.

A letter from the secretary of the Post Office to the Financial Superintendent, dated March 10, 1927, noted the placing of the above number and mentioned that "the registration fee is to be embossed in the colour of our present 10 cent postage stamp."

A memorandum, prepared by the Post Office Department on April 6, 1927, gave some background information on the registration envelope. The question of introducing a registered letter envelope into the Canadian Postal Service was first discussed in 1924 and Mr. Taylor of the Postage Stamp Division consulted with Mr. Munroe, the mechanical superintendent of the Department of Public Printing and Stationery as to the possibility of the envelope being manufactured by them. Mr. Munroe stated at that time that it would be impossible for the Bureau to undertake the work as they did not have the necessary machinery and noted that these envelopes would have to be obtained from England. An enquiry was made of the British Post Office in July, 1926 as to the possibility of obtaining these envelopes and the British Post Office recommended Messrs. McCorquodale and Company Ltd. of London who supplied the British postal authorities with a similar envelope.

On June 24, 1927 McCorquodale and Co. acknowledged receipt of the order for 50,000 envelopes but noted the die had not yet been received. On Sept. 9, 1927, McCorquodale and Co. forwarded three cases containing the envelopes in the Cunard Line "Alaunia" to the Post Office in Ottawa and this was noted in a letter to the post office dated Sept. 16, 1927.

As a result of this the secretary of the post office in a letter to Mr. Atwater on Sept. 19, 1927 proposed a notice for the Postal Guide Supplement as to the issuance of the registered letter envelopes. This notice announced the prices of these envelopes to the public would be 11c each or 5 for 55c or 10 for \$1.10. The issuance of these envelopes to the public was made in early October, 1927.

The total cost of these envelopes was broken down as follows:

British American Bank Note Co., for die	\$78.00
McCorquodale and Co., for envelopes	504.92
Freight, packing and insurance	37.11
Customs duty and sales tax	133.81
Brokerage charge	1.00
Total	\$754.84

A further charge of \$8.40 for freight came into additional so that the total was \$763.24. Due to the high cost, Mr. Atwater

recommended that it was not advisable to order a further supply until it was found out what the public demand for them was.

A letter from Mr. Taylor dated Feb. 1, 1928 made note that "the actual cost per envelope was 1.52648c or a little over 1½c each, while the post office only charged 1c each.

By Feb. 15, 1928 it was noted by Mr. Taylor that only 17,000 of these envelopes remained in stock. On April 16, 1928 it was noted in a letter from Mr. Atwater that the stock of the envelope was "practically exhausted".

On March 1st, 1928 an enquiry was sent to the King's Printer by the Post Office asking for quotations for these envelopes in quantities of 100,000. On April 19, 1928 the King's Printer replied that the envelope could not be manufactured by the Bureau; that they had endeavoured to secure their manufacture by outside manufacturers without success and that it was found that the stock from which the envelopes were made could not be obtained in Canada or the U.S.A.

Due to the question of reordering these envelopes having arisen, a survey was conducted of various regions in Canada as to their acceptance. The reports are as follows:

Calgary: "Public have received envelope in question favourably. Consider it advisable to make the issue permanent."

Edmonton: "These envelopes are something the public have been enquiring about and wanting for years. They are selling splendidly. Would recommend that these envelopes be made a permanent issue."

Hamilton: "Recommended acceptance."

London: "Inadvisable to make envelope permanent issue."

Montreal: "Our opinion is that they should be made a permanent issue."

Moose Jaw: "Envelope has been very well received by the public. In my opinion this envelope should be made a permanent issue."

Ottawa: "Sales small."

Quebec: "Stamped envelopes do not sell at all."

Toronto: "Envelopes have been well received. Since October 14th last, 1,359 out of 3,000 envelopes received have been disposed of. Recommended permanent issue."

Victoria: "I am of the opinion that issue should be continued."

Windsor: "Envelopes should be made a permanent issue as they serve a very useful purpose."

Winnipeg: "Envelope has been well received by the public."

On May 23, 1928 a letter from Mr. Atwater noted "our stock is exhausted." On June 2, 1928 an order for a further 50,000 Registered Letter envelopes was ordered from the King's Printer, Department of Public Printing and Stationery. The die was received by the King's Printer on June 9th. An envelope specimen without the stamp impression for size only submitted by the King's Printer on June 11th and returned on June 13th.

On June 26, 1928 a letter was sent to Dominion Envelope & Cartons Ltd. of Toronto asking for quotations for these envelopes by the Post Office. On July 5th an answer was sent saying they would look into this matter.

On August 1, 1928 a letter from Mr. Taylor to Mr. Atwater noted some figures in regard the registered letter envelopes. In the December quarter there were issued 31,545 envelopes, in the March quarter 5,385, in June quarter 8,269 and in July 3,240. There were on hand at the postage stamp division 1,585 and requisitions were being curtailed pending the arrival of the last order.

On July 18, 1928 McCorquodale & Co. noted the order for 50,000 more envelopes but noted they were awaiting the die which had been returned after the last order was completed. It was forwarded to England on August 17, 1928.

On August 8, 1928, Dominion Envelope submitted its quotation. The price was \$30.00 per M without printing or postage stamps. If printed in blue ink two sides and postage stamp the price would be \$2.90 per M for 50M and \$3.50 per M for 100M extra. In addition there would be a charge for a special cutting die of \$38.00 or \$40.00. A letter of the Post Office Equipment and Supply Branch noted that the quotation of Dominion Envelope was exorbitant and recommendation was made that McCorquodale & Co. be continued as the supplier.

The order for 50,000 additional envelopes was shipped from London on Oct. 6, 1928, and the embossing die was returned separately November 16, 1928. This was the second order. On September 4, 1929 the stock on hand was down to 7,887. A deci-

sion was made not to reorder these envelopes as the stamp "is not an authorized stamp and it would not be better to change it at present since another change must take place when the new contract goes into effect on the 1st April, 1930." On Oct. 7, 1929 it was noted the supply was exhausted and "3,058 had to be curtailed from requisitions" received that morning.

A letter of the Post Office, dated Nov. 20, 1929, noted that "there has been no widespread demand by the public"; "the Department has nothing to show that they have decreased losses of registered matter or extractions from registered mail"; and that "the Department has lost money on these envelopes and naturally is not anxious to continue their use."

A letter from Mr. Atwater, dated Nov. 26, 1929, noted further that the envelope in question "never should have been put into circulation." He went on to say that "in the first place, it was never shown that it was necessary or even any particular convenience, and in the second place, it has cost the Department considerably more than the revenue derived from it."

A letter of Dec. 14, 1929 noted that the last order of 50,000 lasted from Nov. 7, 1928 to Oct. 7, 1929, 11 months averaging about 5,000 a month.

As a result of a demand from various places across Canada a further supply was ordered and price to the public was increased to 12c each from the former 11c each. This was announced on Feb. 4, 1930. Subsequent to this the new order was stopped and although there was considerable further correspondence on the subject, no more 10c registered letter envelopes were ordered and so the total number issued was 100,000 less the few used for samples and specimens.

To end the story of this oddity of Canadian Postal Stationery a letter from the D.P.M.G., dated March 10, 1932, noted that "steps are now being taken to have same destroyed." This referred to the master die returned from McCorquodale & Co. of London.

* * *

The information in the above article was obtained from postal records through the courtesy of the National Postal Museum.

The 1973 Prime Minister Definitives

by LEOPOLD BEAUDET

The current 1c to 6c definitive set featuring Canadian Prime Ministers was printed by the Canadian Bank Note Co. using line gravure. The stamps were printed in sheets of 600 arranged in three horizontal by two vertical panes of 100. Along with the 8c which was printed by the British American Bank Note Co. they were issued on October 17, 1973, to replace the Centennial definitives. The issue marked the first time that CBNC employed something other than line perforations; in fact, the method of perforation is almost unique in stamp production.

The pins on a one-row comb perforator are usually arranged to form a string of T's so that the overall pattern looks like a comb. The length of the comb is equal to that of the sheet and the length of the fingers to that of a single stamp. If a sheet is not moved the correct distance between successive strikes a misalignment will occur at the corner of the stamps being perforated, and this irregularity will be constant along the entire row of stamps in the sheet. Line perforation irregularities in contrast occur in haphazard fashion.

CBNC have not used this pin arrangement but rather a perforator whose pins form a string of H's—a double-sided comb with the fingers on each side equal to half the size of the stamp. This means that at each strike one complete horizontal row of holes is produced as well as half the vertical holes in the stamps immediately above and below the horizontal row. Any perforation misalignment will therefore appear as a spacing irregularity in the middle rather than at the corner of each stamp in the same row. I refer to this as "1 row H comb" to distinguish it from the more common "1 row T comb" perforation.

The first comb perforated commemoratives printed by CBNC, the 1974 Winter Sports issued Sept. 23, used this pin arrangement, although the sheet was rotated

90 degrees so that entire columns were perforated at each strike. Perforation misalignments (and they were frequent on this issue) appear along the horizontal perforations at the midpoint of each stamp. Other stamps perforated this way include the 1975 Water Sport semi-postals, the \$1.00 and \$2.00 Ashton-Potter Olympic stamps of 1975, the Subarctic Indians artifacts and way-of-life pair, the 8c Calgary Centennial, and the second 1975 Semi-postal set.

An extra twist was added in the case of the PM definitives because they were initially perforated using a 2 row H comb; that is, the comb consisted of two strings of H's one on top of the other. At each strike two horizontal rows of perforations were produced along with the vertical holes between them and half the vertical holes in the stamps immediately above the top row and below the bottom one. This means that any perforation misalignments will appear along the vertical perforations at the midpoint of the stamps in either but not both the even or odd rows of a pane.

To my knowledge this method of perforation has been used only once before in stamp production, *ie*, on some of the low values of the 1960 New Zealand definitive set (the so-called Chambon experimental perforations). These are listed in specialized catalogues (*eg*: Stanley Gibbons Elizabethan Catalogue), and blocks of six showing pronounced misalignments command a premium because the perforator was in use for only a brief period before being replaced by the more conventional T comb.

The perforations are quite helpful in plating the panes on the sheet because panes with misalignments in the even rows must come from the top and those with odd row misalignments from the bottom. This comes about as follows: the gutter separating the two rows of panes in the sheet is equal to the height of a stamp, and the

sheet is perforated before being guillotined. The first strike perforates the upper margin (seven holes in each column), the complete first rows of stamps, and the upper half of the second row of stamps (seven holes per column again). Any misalignments between strikes will therefore appear at the midpoint of the second and subsequent even rows. Working its way down the top half of the sheet, the perforator punches out the bottom half of the tenth row of stamps, the complete gutter, and the top half of the first row of stamps in the bottom three panes of the sheet. Thus any misalignments will appear in the odd rows of these panes. At its final strike the perforator punches out half the ninth row, all the tenth, and the bottom sheet margin. Consistent with this, panes with even row misalignments never have more than seven holes in the top margin but may have eight in the bottom depending upon how accurately the sheet was perforated and guillotined. Just the opposite holds for panes with odd row misalignments.

Switching attention now to the left and right sheet margins, the comb has four pins at the ends of each horizontal row which perforate the sheet margins to facilitate separation of the stamps. If there is a blank space in the left or right margin of a pane where a fifth hole should have been, then that margin is part of the sheet margin. If there are more than four holes in the right margin, the pane comes from the first or second column of the sheet, and similarly if there are more than four in the left, it comes from the second or third.

Another pointer of pane position is the length of the phosphor bars in the top and bottom margin. If the bars extended the same distance above the top row and below the bottom row of perforations, they would cover the equivalent of 2.75 perforation holes. This never occurs. For panes with even row misalignments the phosphor bars are consistently shifted toward the top, whereas for panes with odd row misalignments the opposite is true. In the dozens of panes and plate blocks I have examined, only one has not conformed to this rule.

Panes can therefore be plated using the phosphor bars rather than the perforations. This fact is significant because some time between June 1974 and April 1975, CBNC switched from a two row to a one row

comb perforator. Unfortunately the gauge of both combs is identical (11.9 x 12.4) so the only way to differentiate them is to note whether misalignments occur in any row or just the even or odd. This test is not entirely satisfactory since theoretically it is inconclusive in the second case. However because misalignments are so frequent the chances of their appearing in only the even or odd rows of an entire pane perforated with a one row comb are very slight.

In most cases it isn't necessary to distinguish between the combs because different papers, readily identified with an ultra violet lamp are involved. Two exceptions will be noted.

An interesting variety has occurred on the one-row comb. During the printing of the 5c value on dull paper (paper No. 5b described later) one of the pins broke, and the result, of course, is evident in every row of the panes affected. The pin in question is the left-most horizontal one in the second column of stamps from panes in the third column of the sheet. So far only the 5c has been found thus. Missing pin varieties were common on Canadian line perforated stamps, and a missing pin has been seen on two issues printed by the British American Bank Note Co. which are harrow perforated (that is, a complete pane is perforated with one strike of the comb so that a missing pin appears once per pane always in the same location). However this is the first time that such a variety has occurred on a comb perforated stamp.

To be continued

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Admiral Period Notes

by A. L. STEINHART

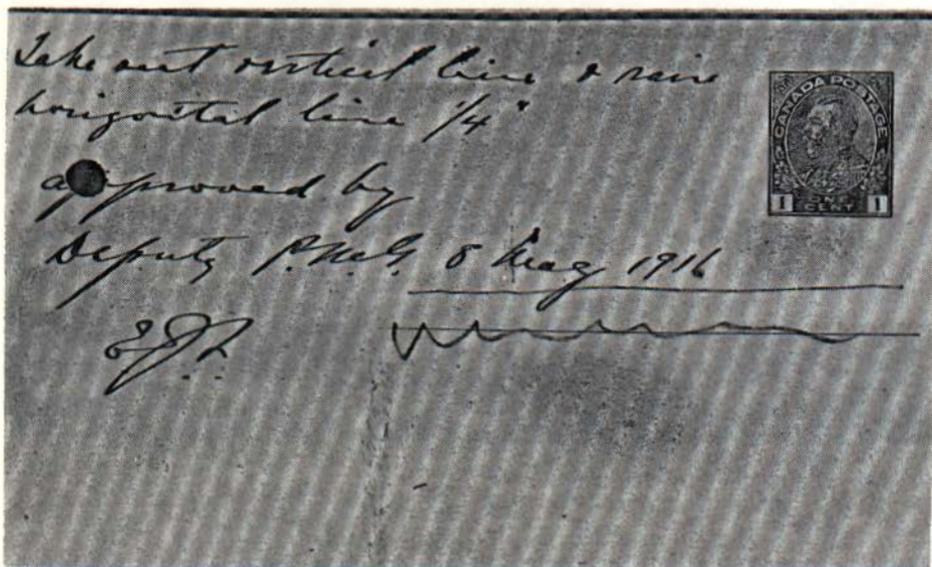
Concerning the Admiral Advertising Post Cards

Various complaints were received by the Post Office concerning the vertical line on the advertising postcards and the fact that the space marked off for the address was not large enough in many cases.

A letter of the post office, dated Sept. 13, 1915, noted some background information in regard the advertising cards. When the Post Office decided to issue these cards about 10 years prior, it was decided after consultation with the parties interested that a space $3\frac{1}{4}$ inches long and $1\frac{1}{2}$ inches wide be reserved for the address at the lower right hand corner of the card. Prior to Jan. 1, 1915, the words "Space below reserved for the address only" appeared on the cards. This wording was eliminated and ruled lines substituted indicating the same object within the limits prescribed by the regulations.

On Sept. 20, 1915 a letter was received by the Post Office in Ottawa from the P.M. at Montreal stating the Stationery Agent of the C.P.R. had raised the question with him as to whether the two red lines on the cards could be omitted when printing the next and future lots.

On Nov. 9, 1915 a similar letter requesting the removal of the red lines was sent by the Grand Trunk Railway to the Post Office. A further letter from the P.M. at Montreal on Nov. 11, 1915 noted that the C.P.R. and the G.T.R. were the largest users of such cards. At the same time an order for 30,000 of these cards was returned from the Canadian Western Natural Gas, Light, Heat & Power Co. Ltd. of Calgary as unusable due to the vertical red line.





Price



On November 30, 1915, the superintendent of the Postage Stamp Branch forwarded to the P.M. at Montreal a one-cent card on which the vertical line had been removed, leaving only the horizontal line. This card was to be submitted to the C.P.R. and G.T.R. and to find out if it would be suitable and also if it would improve matters to have the horizontal line $1/16''$ or $1/4''$ nearer the top of the card.

On Dec. 8, 1915 the C.P.R. replied that the new card was fine and they would prefer the line raised $1/4''$. The G.T.R. replied on Dec. 14, 1915 saying they would prefer the red line left off altogether.

On May 8, 1916 the D.P.M.G. instructed the American Bank Note Co. to do away with the vertical line altogether and to raise

the horizontal line $1/4''$. These changes were to be made on the 1c and 2c cards. This was acknowledged by the bank note company May 10, 1916. Samples were submitted to the Post Office May 16, 1916 and it was noted the line was to be fairly broad, the advantage being that the broader line did not mark or score the card, as is apt to be the case if the narrower line is used. This was rejected and new samples bearing a medium width line were submitted June 8, 1916. The new card was approved and returned to the bank note company on June 9, 1916. The line was to be approximately $1/64''$ in width.

The information in the above article was obtained from postal records by the author courtesy of the National Postal Museum.

British Columbia Airways Ltd.

by H. L. BANNER & T. MORROW

Introduction

The story of British Columbia Airways Ltd. and its stamp issue has been researched over a period of time by the author, H. L. Banner. Collectors have assisted by offering philatelic information, flight data and photographs. In particular, the author would like to acknowledge the following contributors:

Gordon Cameron	Ed Richardson
Wm. Topping	N. Pelletier
M. Templeton	G. Scrimgeour
S. H. Clark	Maj. R. K. Malott

(Editing of material and preparation of manuscript by T. A. Morrow).

I The company

British Columbia Airways Ltd., was formed in 1927 to provide air service to the Vancouver-Victoria-Seattle area and also to operate an air training school. The story of the company revolves to a considerable extent around the plans of one man, Gordon A. Cameron, Q.C., of Vic-

toria. Mr. Cameron held a commission in the Royal Flying Corps during World War I and returned to Canada in 1918. He was a director of the Aerial League of Canada in 1919 and took part in the first airmail flight, Victoria to Nanaimo, Aug. 16, 1919, in the Leagues' Curtis aircraft.

The principal partners in the company with Mr. Cameron were Mr. J. E. Eve and Mr. C. H. Eve, both of Victoria. Directors were R. H. B. Ker, C. L. H. Bronson and J. W. Spencer. The company was registered in the Province of B.C. in November, 1927. Earlier in the year an order had been placed for their Ford Stout tri-motored aircraft. The flying school and sight-seeing operations employed Alexander Eaglerock aircraft, although the Ford was also used for charters and sight-seeing. Instructor was Mr. A. H. Wilson, until recently Regional Supt. of Airways, Vancouver.

Personnel and notables on hand for the first flight, Victoria to Vancouver, July 23, 1928 included the following:

- Mayor Frank Edwards of Seattle
- Mayor J. C. Pendray and Mrs. Pendray of Victoria
- Mayor L. D. Taylor of Vancouver
- Mr. Gordon Cameron and Mrs. Cameron; also their infant son Ronald; of Victoria
- Mr. J. E. Eve and Mrs. Eve
- Mr. C. H. Eve
- Pilot Harold Walker and engineer T. H. Cressy

II The aircraft

The machine selected by the company was a Ford-Stout, all metal tri-motored aircraft. The Stout Sheet Metal Co., was a division of the Ford Motor Co., of Detroit and was responsible for aircraft construction. Two of these machines were in operation in Canada in 1928. One was in Ontario with Skyview Lines and the other belonged to British Columbia Airways Ltd., and displayed the registration number G-CATX.

The plane was powered by three 220 h.p. Wright-Whirlwind engines which gave it ample power. Weight fully loaded was five tons, wing span 74ft. and length 49ft.

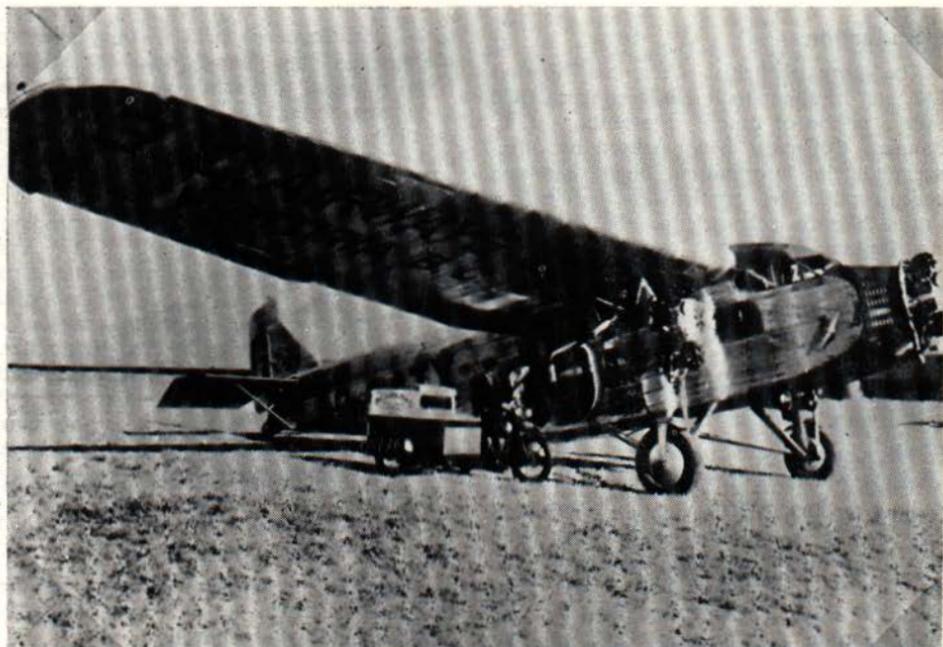
Interior appointments included 12 wicker chairs for passengers but no seat belts. A built-in toilet added a refinement not found in earlier craft.

The order for the aircraft was placed by the company in 1927 and delivery was made July 20th in Detroit. The 1,600-mile trip from Detroit with stops along the way put the aircraft at Seattle on Sunday, July 22nd. On Monday, July 23rd pilot Harold Walker continued on to Victoria and subsequently Vancouver to complete the maiden trip.

On August 25, 1928 tragedy struck when the aircraft with five passengers and two crew members was lost at sea. The accident is believed to have taken place close to Port Townsend, Washington. Only minor bits of wreckage and personal effects were found. Pilot was Harold Walker, co-pilot Robert L. Carsons.

III Mail service and stamps

In November, 1927, British Columbia Airways Ltd., commenced negotiations with the Post Office to obtain a mail contract for service between Victoria and Vancouver. A telegram was sent to the Hon. J. H. King on Nov. 29, 1927, requesting such contract and also requesting that no steps be taken on any other similar applications without considering the merits of British Columbia Airways Ltd. A mail contract was finally received and subsequently permission granted to issue a special 5-cent stamp to cover the



RETURN IN TEN DAYS TO
WM. N. O'NEIL COMPANY (VICTORIA), LIMITED
551 YATES STREET
VICTORIA, B. C.



INSURE
YOUR PAID
AT THE POST



Wm. N. O'Neil, Esq.,

c/o Wm. N. O'Neil Co. Ltd.

550 Howe Street,

Vancouver, B.C.

First Flight,
Air Mail
Victoria--Vancouver, B.C.

Air Mail

Company stamps were not ready at time of this flight.

extra cost of airmail service. This charge was made in addition to the 2c regular rate thereby giving a total postage charge of 7c for normal letters. On July 25, 1928, the directors approved the design of the stamp.

Design: Mr. Cyril Connerton of Victoria, B.C. designed the stamp to show air flight between Vancouver Island and the mainland of B.C.

Plate maker and printer: Mr. Charles Thomas.

Proofs: No proofs were made.

Denomination: The stamps had a 5-cent value to meet the additional charge for airmail service of 5c per ounce in weight.

Perforation: Rouletted.

Issue: The stamps were lithographed in sheets of 220 subjects and divided into panes of 55 (5 x 11). The quantity has been variously reported at 99,900 to 110,000 stamps.

Varieties: The only major variety reported is a white dot over the left 5 on the No. 4 stamp, first row, of the U.L. pane.

— Minor color shades occur.

The stamps were used for a period of only 22 days and consequently dated copies and stamps on cover are greatly appreciated by collectors. A large quantity of mint

stamps remained after the aircraft was lost and these are found occasionally in dealer stock.

IV The flights of British Columbia Airways Ltd.

A. July 23rd, 1928

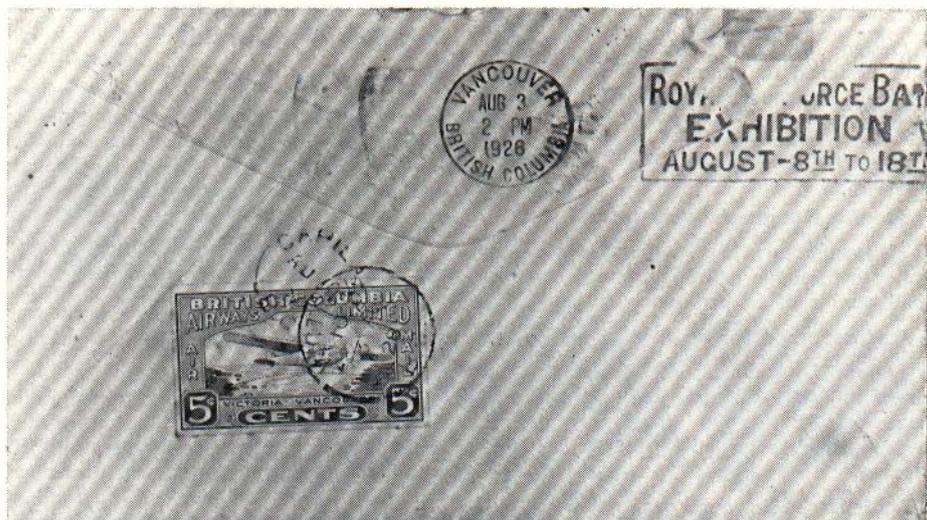
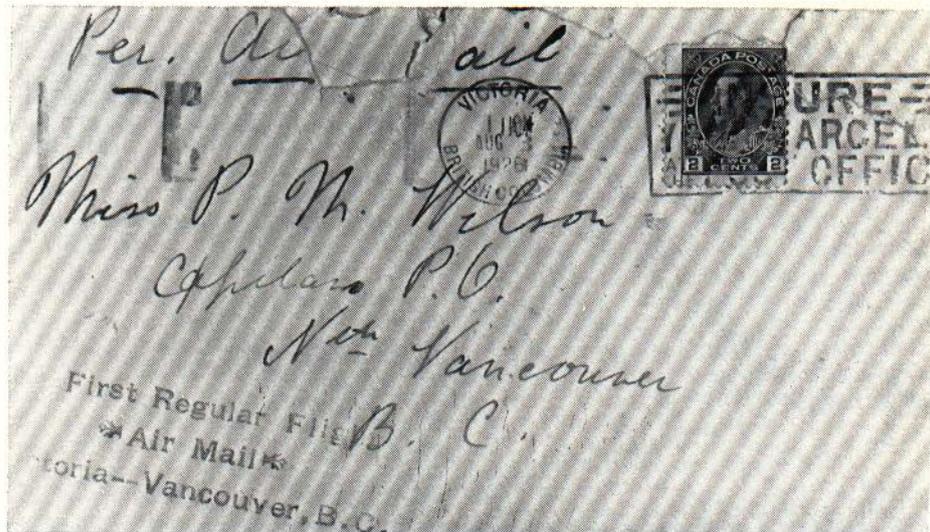
The inaugural flights of a triangular air service between Seattle, Victoria and Vancouver were made on this date. The aircraft reached Victoria from Seattle at 1:00 p.m. on her maiden flight. Shortly afterward both mail and passengers flew to Vancouver. Postmarks on covers from this flight are timed at 2:30 p.m. in Victoria and 4:00 p.m. in Vancouver. Covers were also cacheted "First Flight—Air Mail—Victoria to Vancouver, B.C."

A letter from Mr. Cameron to the author April 27, 1965, advises that the return flight left Vancouver's Lansdowne Park at 5:00 p.m. and also carried mail and passengers. No cachets were applied to the mail on the return and so identification of covers as flown westward on this date may prove impossible.

Altogether there were approximately 400 covers on the Victoria-Vancouver flight:

100 for C. S. Ernst

200 for Chamber of Commerce



This inaugural flight was to some extent experimental and regular service commenced two weeks later.

B. The Clement S. Ernst covers

Mr. C. S. Ernst of Seattle, Washington, was a collector-dealer at the time B.C. Airways Ltd., arrived on the scene. A collector in Seattle, Mr. A. J. Richardson had heard from the Postmaster in Victoria, Mr. G. H. Gardiner, that an intended airmail and passenger flight was to take place on Monday, July 23rd, 1928. It was Saturday, July 21, 1928 when Mr. Ernst heard the news. Fortunately, Mr. Ernst had on hand a coil of Canada No. 125 stamps and 200 covers were prepared. One hundred were for the Victoria-Vancouver flight and 100 were for the return Vancouver-Victoria flight.

On July 24th, 100 covers were returned from the Vancouver P.O. to Mr. Ernst advising that they knew nothing of the Vancouver to Victoria flight. On July 25th, the 100 covers from the Victoria-Vancouver flight of July 23rd were back in Seattle duly processed with cachet and back-stamped. The Victoria postmark was timed at 2:30 p.m. and the Vancouver postmark at 4:00 p.m., a lapse of just 1½ hours.

C. August 3rd, 1928

Regular tri-city service was commenced on this date and British Columbia Airways Ltd., became the first airline in Canada to provide scheduled service.

The company 5c stamps were now ready for use and letters now displayed both the Post Office Issue and the British Columbia Airways adhesives. The first regular airmail left Victoria at 11:00 a.m. and arrived at Vancouver 12:30 p.m. the same day. Ap-

proximately 500 pieces of mail were carried on this flight. Covers from the August 3rd flights are cacheted "First Regular Flight — Air Mail — Victoria to Vancouver B.C."

D. Aug. 4th to Aug. 25th, 1928

Flights continued apparently on a daily basis until the aircraft was lost at sea. Although some references have questioned whether regular service was maintained during this period there are two strong indicators that flights were continuous. Firstly, quite a few covers have been reported in this period and secondly, the Vancouver Province newspaper followed the progress of the airline with articles on August 4, 7, 11, 14 and 25. One must also remember that most of the mail was now commercial in nature and covers would normally be discarded.

Covers

Covers and dated copies of stamps post-marked during regular service of British Columbia Airways Ltd. have been recorded as follows:

Victoria to Vancouver: Aug. 4, 1928; Aug. 7, 1928; Aug. 9, 1928; Aug. 15, 1928; Aug. 17, 1928; Aug. 20, 1928.

Vancouver to Victoria: Aug. 6, 1928; Aug. 9, 1928; Aug. 10, 1928; Aug. 15, 1928; Aug. 20, 1928.

Vancouver to U.S.A.: Aug. 24, 1928.

The cover to U.S.A. is backstamped Los Angeles, Aug. 25, 1928 and was likely carried on the Vancouver-Seattle run by B.C. Airways.

Collectors are invited to advise the author of further dates of usage during the regular service of the airline.

PUGET SOUND AND BRITISH COLUMBIA

SCHEDULE

Seattle	Northbound Victoria	Vancouver
Lv. 8:45 a.m.	Ar. 10:00 a.m.	
	Lv. 10:15 a.m.	Ar. 11:00 a.m.
	Southbound	
	Ar. 3:45 p.m.	Lv. 3:00 p.m.
Ar. 5:00 p.m.	Lv. 4:00 p.m.	

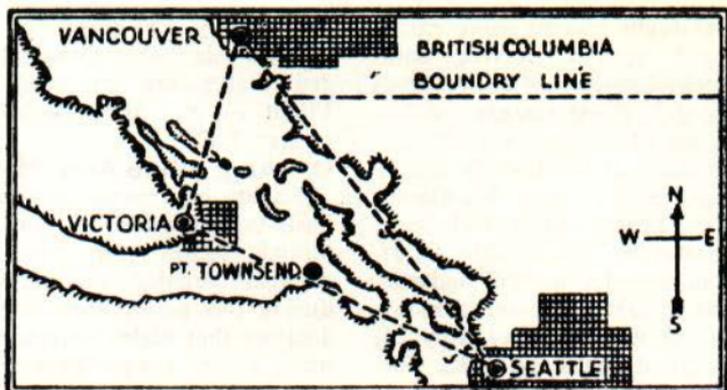
On Seattle-Victoria Division, planes will stop at Port Angeles on advance bookings. 30 Pounds baggage carried free. Freight and Express carried.

FARES

	One Way	Round Trip
Seattle to Victoria	\$ 7.65	\$15.00
Victoria to Vancouver	7.65	15.00
*Seattle to Vancouver via Victoria	13.50	25.00

*Stop-over privilege allowed.

RESERVATIONS may be made at any of the offices of the affiliated companies. Reservations may also be made or information secured at leading hotels, travel agencies, steamship and railroad offices.



PUGET SOUND AND BRITISH COLUMBIA

SCHEDULE

NORTHBOUND		
Seattle	Victoria	Vancouver
Lv. 8:45 a.m.	Ar. 10:00 a.m.	Ar. 11:00 a.m.
	Lv. 10:15 a.m.	
SOUTHBOUND		
	Ar. 3:45 p.m.	Lv. 3:00 p.m.
Ar. 5:00 p.m.	Lv. 4:00 p.m.	

On Seattle-Victoria Division, planes will stop at Port Angeles on advance bookings. 30 Pounds baggage carried free. Freight and Express carried.

FARES

	ONE WAY	ROUND TRIP
Seattle to Victoria.....	\$7.65	\$15.00
Victoria to Vancouver.....	7.65	15.00
*Seattle to Vancouver via Victoria.....	13.50	25.00

* Stop-over privilege allowed.

RESERVATIONS may be made at any of the offices of the affiliated companies. Reservations may also be made or information secured at leading hotels, travel agencies, steamship and railroad offices.

GENERAL INFORMATION

- ANIMALS.** Animals will not be carried.
- BAGGAGE:** Thirty pounds of baggage will be carried free on each ticket. Excess baggage to a maximum of fifty pounds will be carried at the rate of one-half of one per cent of the air passenger fare per pound with a minimum of 25 cents per pound. Baggage in excess of fifty pounds will be carried only under separate contract. This company assumes no liability for loss or damage to baggage exceeding in value \$50.00, unless same be declared and transported under separate contract.
- RESERVATIONS:** All seats are reserved. Reservations will not be guaranteed unless transportation has been purchased, except in cases where Company tickets or memorandum orders are not available, in which event definite reservation will be made subject to the discretion of the Company representative with whom application for space is made.
Co-operation of passengers in purchasing space as far in advance as possible will be appreciated and will enable the Corporation to anticipate space requirements so that inconvenience to passengers may be avoided.
- CANCELLATION OF RESERVATIONS:** Cancellation of space assigned on tickets which have been sold will not be accepted less than twenty-four hours before departure of plane, unless there is unsold space remaining at time of requested cancellation.
- CHILDREN'S FARES:** No reduction in fare for children occupying seats. Infants in arms, under two years of age, not occupying seats, carried without charge.
- PASSENGER CONDITIONS:** Passage is conditional upon weather conditions and amount of space available. Right reserved to cancel bookings before passage or en route. Pilot may remove passengers from plane at any point on the route for safety or other cause in which event passenger's sole recourse shall be the recovery of the proportion of fare paid as distance untraveled bears to the schedule of flight. No guarantee is made of maintaining schedule nor of completion of trip.
- REFUNDS:** Request for refunds on wholly or partially unused tickets should be addressed to the Auditor of Ticket Accounts, (Temporary Address) 306 Burke Bldg.

FLOWERS AND TREES:

A Museum Rehoused

In his address to the British North America Philatelic Society in San Francisco in September, the Deputy Postmaster General announced a new definitive series for Canada next year and a new home for the National Postal Museum in Ottawa.

Mr. J. A. H. Mackay said the current definitive series "has run its course".

In use since October 1973, the plan is to issue a new series in March next year. The low values will feature the wild flowers of Canada and the upper values will feature the native trees of Canada. The 12-cent first class stamp will carry a picture of the Queen as will a new commemorative stamp to celebrate the twenty-fifth anniversary of Her Majesty's accession to the throne. Next year too a series of Inuit stamps will be issued continuing the popular native peoples stamps begun with the Indians of Canada series.

"The Postmaster General will announce the full list for 1977 later this year," said Mr. Mackay. We trust that you will find it easier on the pocketbook than has been the case recently."

Mr. Mackay then went on to announce a new home for the National Postal Museum.

"As most of you probably know, when we opened our museum back in September 1974, it was with the knowledge that the facilities in the Sir Alexander Campbell Building were to be temporary until we could find larger, more accessible premises. Well I'm happy to announce that it appears pretty certain we now have that space and

we plan to move into the new quarters in downtown Ottawa sometime next year.

"The new location is on Wellington Street, directly across the road from the West Block of the Parliament Buildings in the building formerly occupied by the Metropolitan Life Insurance Company.

"That stretch of Wellington Street is designated as part of the Capital Hill area. For this reason, it is very difficult for anyone to locate there. We were very pleased indeed when the Treasury Board and the cabinet finally approved our move.

"The new quarters will be close to the other downtown tourist attractions, hotels and restaurants. No longer will museum visitors have to make that long trip out to Confederation Heights. Philatelic researchers using museum facilities will also be close to the National Archives, the National Library and the Parliamentary Library. And when the new Bank of Canada building opens just a few doors away, it will house the National Numismatic Collection.

"We like the building too. It has high ceilings, and about four times the space of our present museum quarters. This will give us room to display material we haven't been able to show before. Our Siberian Expeditionary Force of 1919 exhibit, which we have here at this convention, is that kind of thing. . . . The stamp display facilities alone will triple in the new museum."

The main theme of Mr. J. A. H. Mackay's address—recent Canadian stamps and their printing—will be reported in the next issue of Topics.

Get together and form a Regional Group

The Beaver Byline

by CLAYTON HUFF AND ARTHUR H. GROTEN, M.D.

ABBREVIATIONS AND REFERENCES

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

5c Beaver — New Flaws

Ident No. H7011

Descr.: Dash across top of S of CENTS, at top neck—amazing number of other marks

Other: Short dash above R side of T of CENTS; dash in TL prong of L rosette; long, blurry dash in inner curved fr. gap above fat part of C of CANADA; two dashes in outer curved fr. gap—between C and A and above L side of N of CANADA. Dot 1 flg outside L fr. 3½mm below inner T fr. Small dot in L fr. gap just above previous dot. L fr. doubled at T; two small dots in R side of last A of CANADA; dot over L side of cross; short dash in R lower side of O of POSTAGE

T.P.: E7 (LC)

P.P.: ? Dot over cross corresponds to PP82 on proof of St. 2 with black horizontal specimen. St.?

Perf.: 1—(2cc)

C-dot: None

Ident No.—H7016

Descr.: Dot in upper middle of main shaft of E of CENTS

Other: Dot in almost same spot of E of FIVE; small dot NW of sun 1½ flg.; small dot in outer R fr. gap outside G 7¾mm below inner T fr.

T.P.: F5 (LC)

P.P.: ?—Not B. Sr.: ?

Perf.: 3—4cc

C-dot: Small, 1 diam from R. Height 2

Ident No.—H7019

Descr.: Small dot above L side of N of CENTS

Other:

T.P.: On line E and F5 (R)

P.P.: ?—Not B. St.: ? 1 copy dated 12/7/60

Perf.: 1—(3cc)

C-dot: Large, ½ diam. from R. Height 3

Ident No.—H7020

Descr.: Dash over R end of T of CENTS

Other: Faint dot over TR5, 1 flg above outer

T fr., 1.9mm from inner R fr.

T.P.: E6 (RC)

P.P.: ?—Not T, L or R. St.: ?

Perf.: 2—(1 copy); 3—(2cc)

C-dot: Large, ½ diam from R. Height 2

Ident No. H7021

G.W. wonders if this is Calder's PF40—not if drawing in G.W. book is correct—no dot outside R fr. on H7021

Descr.: 2 dots in middle of R frames, 4.3 and 4.7mm above B inner fr.

Other: Additional marks in cross hatching to L of dots and marks farther L in outer curved fr.

T.P.: E8 (CC)

P.P.: ?—Not R. St.: ?

Perf.: 1—(2cc)

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

Ident No.—H8003

Descr.: Dot in top of fat side of BL5

Other:

T.P.: F1 (RC)

P.P.: ? St.: ?

Perf.: 2—(2cc)

C-dot: Small, only 2/3 comes out of R. Height 1

Ident No.—H8006

Descr.: Dot in middle of I of FIVE

Other: Dot in middle of fat part of TR5

T.P.: F2 (TR)

P.P.: ?—Not L or R. St.: ?

Perf.: 1—(2cc); 2—(1 copy)

C-dot: Small, touching at R. Height 3

Ident No.—H8007

Descr.: Dot in lower part of V of FIVE

Other:

T.P.: F3 (CC)

P.P.: ? St.: ?

Perf.: 2—(2cc)

C-dot: Avg., ½ diam. from R. Height 3

Ident No.—H8008

Descr.: Dot on L side of V of FIVE

Other: Dash 1 flg below R side of C of CENTS

T.P.: F3 (TL)

P.P.: ?—Not B. St.: ?

Perf.: 1—(2cc)

C-dot: None

Ident No.—H8009

Descr.: Dot at top of L side of V of FIVE

Other: Dot in TL part of L rosette; faint dot below C of CANADA; dot in PF86a position; dot in top R side of O of POSTAGE. R fr. doubled at B.

T.P.: F3 (TC)

P.P.: G.W. says PP62 and show PF86a. St.: ?

Perf.: 2—(2cc); 3—(1 copy)

C-dot: None

Ident No.—H8010

Descr.: Dot in upper middle of E of FIVE

Other:

T.P.: F3 (RC)

P.P.: G.W. says 83 and follows PF47a. St.: G.W. says 3

Perf.: 1—(2cc)

C-dot: Avg., touching at R. Height 1



H-7011



H-7016

H-7019



H-7020

H-7021

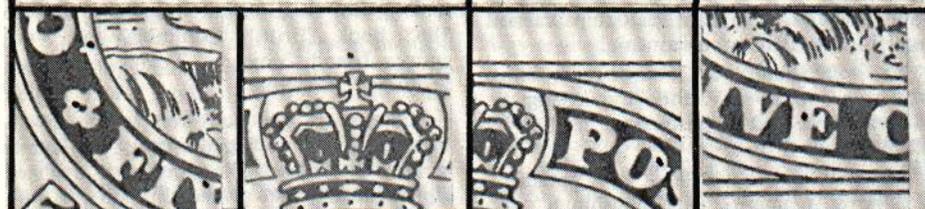
H-8003



H-8006

H-8007

H-8008



H-8009

H-8010

EARLY DAYS AT THE VICTORIA POST OFFICE

by MAX ROSENTHAL

When James Douglas came in 1842 to the south shore of Vancouver Island to build a fort for the Hudson's Bay Company, he was so enchanted with the locality that he wrote to a friend: "The place itself is a perfect Eden in the dreary wilderness of the northwest coast." Victoria was born the next year, when he returned to give orders for the erection of the fort.

In February 1849, as a result of the California gold rush, the United States government established a regular mail steamship service from New York to San Francisco, via Panama. This service was extended a few months later to Portland, Oregon and Olympia, Washington, to serve the growing settlements around the Columbia River and Puget Sound, and from Olympia express boats of the Hudson's Bay Company conveyed the mails to Vancouver Island.

The Cariboo Gold Rush

There were comparatively few people at Fort Victoria until midsummer of 1858, when gold was discovered on the banks of the Fraser River—the Cariboo gold rush. Suddenly Victoria became a boom town. At one time there were said to be over 25,000 people there, waiting in tents and shanties to cross the Gulf of Georgia to the Fraser. Regular mail steamers between San Francisco and Olympia made Victoria a port of call. The American ships carried mail for the British colony free.

The year before a Colonial post office had been opened in Victoria by J. Sangster. He was succeeded as postmaster in 1861 by R. Wallace.

In 1862 came out a book by Captain C. E. Barrett-Lennard, an Englishman who had spent two years there, called "Travels in British Columbia, with the Narrative of a Yacht Voyage around Vancouver's Island." He wrote:

"The line of mail in the United States is at present open from New York to St. Joseph's Mission, by rail. The remainder of the journey is performed in coaches, passing through the Mormon settlement of Utah, and so on to Sacramento and thence by water to San Francisco, on the Pacific. The Pony Express travels through the same tract of country.

"I believe that the harbour of Victoria will not be found to meet the requirements of a very much increased immigration, but will have to yield to the superior claims of Esquimalt, situated about three miles to the southeast. At the present moment, however, it owes its very existence to the fact of its being the chosen station of the men-of-war on this coast, as well as the port whence the mail steamer sails twice a month to San Francisco. The arrival of this steamer creates no small stir and sensation in the Colony, and great is the rush for letters at the post office in Victoria, as the very brief delay of the mail steamer at Esquimalt, seldom exceeding two or three hours, have but little time for answering correspondence."

An Englishman in Victoria

In July 1862 John Emmerson, who had left England for the distant gold regions of British Columbia, was at the Victoria, looking for mail from England. In his 1865 book "British Columbia and Vancouver Island, Voyages, Travels, and Adventures," he wrote:

"Letters are not delivered at the dwellings, personal application must be made at the Post Office. The letters are arranged alphabetically, and passed through the window to the applicant.

"On the arrival of each mail, quite a scene is presented in front of the post office. From 20 to 200 persons may be

seen standing in the street, one behind the other, forming a line sometimes a 100 yards in length, and it is no uncommon thing to have to stand one to three hours before his turn arrives. While some are going others are coming, and the crowd continued sometimes three or four days at a stretch. It may seem incredible that so much time is occupied in distributing a few hundred letters, but the plan adopted involves a long and tedious process, as a great number of letters have to be examined for each applicant. For example, Smith applies for a letter — there may be a 100 letters bearing an address beginning with the letter S, and the whole of those 100 letters must be looked over to ascertain if there be one or more letters for Smith.

"Letters not applied for at the time are kept at the Post Office till called for, a list of the owners' names being posted outside.

Waiting For The Mail

"I have seen a line of letter hunters reaching from the post office up Wharf Street nearly to Yates, waiting for the mail to be sorted and the wicket to open," wrote Edgar Fawcett in 1913 in "Some Reminiscences of Old Victoria," published by William Brigg, Toronto.

"I especially remember one evening in 1865. The San Francisco steamer had arrived in the afternoon at Esquimalt, and at eight o'clock there had not been a letter delivered, although the staff had worked like beavers to get the mails sorted. The mails from Europe arrived about twice a month, and not regularly at that. Many a time a dollar has been paid for a favorable place in the line near the wicket by someone whose time was considered too valuable to spend in waiting for his turn.

"I have before me at the present moment the envelope of an old letter. It was received from England in 1863. The three stamps on it show a value of 34 cents — one shilling, one fourpence and one penny. It is only a single letter, a small one at that. In fact, if it were any larger it would have had more postage on it.

"Letters were an expensive luxury in the early days, as this table of rates will show. To send a half ounce letter to Great Britain

cost 34c., British North American provinces 20c., France 50c., Germany 40c., Holland 57c., Norway 56c., Portugal 68c., Sweden 52c., and San Francisco 15c."

An Unofficial Postmaster

Fawcett mentions a postmaster whose name does not appear in official lists:

"The first postmaster I remember in Victoria was J. D'ewes. Something went wrong with its finances during his incumbency and he suddenly disappeared with a large sum for a more congenial clime (Australia, I think). D'ewes had one clerk to assist him in the work of the post office, by name J. M. Morrison. He was succeeded by Mr. Henry Wooton."

Wooton became postmaster of Victoria in 1875, when the twin colonies of British Columbia and Vancouver Island had already joined the Dominion of Canada. Fawcett remembered when the post office was "Wharf Street, north of the Hudson's Bay Company's store, occupying the lower floor, while Edward R. Marvin's sail loft occupied the upper. The staff then consisted of Mr. Wooton and J. M. Sparrow, with occasional extra assistants, say on the arrival of an English mail, which came then via the Isthmus of Panama and San Francisco."

In 1884 the postmastership "was offered to the present incumbent, Mr. Noah Shakespeare," wrote Fawcett. "I might say, to show the growth of the post office in this city since Mr. Wooton's time, when he with two assistants carried on the work, that today the staff, including the letter carriers, numbers 48."

Postal service in Victoria had come a long way in 1913 from the days before a post office had been built.* Back then, when the mail ship putting in at Esquimalt was sighted from the top of Driard's hotel, a gun was fired, and everyone went down to the landing place for mail. Until a road was built, all communication between Esquimalt and Victoria was by water. A leading resident, standing on a packing case, called out the names, and handed out letters.

*See also *Postal Glimpses of British Columbia in the Gold Rush Days*, *BNA Topics*, July-August 1965.

CANADIAN AIRPORT MAIL FACILITIES

by W. G. ROBINSON, BNAPS No. 2982

Part 6 — Amendments and Corrections to Previous Listings

Considerable response has been received from members, and 15 new strikes have been listed since the original articles were published. In each case, the first reporter of the strike is shown under the remarks column of the accompanying list.

In addition, extended periods of usage have been reported in eight cases, and one strike previously only reported from the proof book has been located in use.

A few typographical errors crept into the Quebec listing, and these are corrected.

The next part of this series should cover the listings from western Canada, and complete the basic coverage.

As before, readers are asked to forward additional listings, extended periods of use, or surveys of their holdings to Joe Purcell, 6 Richardson Drive, Kingston, Ont., K7M 2S6, or to the writer at 5830 Cartier St., Vancouver, B.C. V6M 3A7.

Corrections to List of Airmail Cancellations — Quebec

- No. Q-3 Should be a dot between MONTREAL and A.M.F., not a dash.
 Q-6 There should be no dash after MONTREAL, only vertical line.
 Q-26 delete the last line commencing "A.M.F.-P.Q. 28a—"
 Q-37 There should be a dot after MONTREAL, not a colon. Delete one P from PPQ.

AMENDMENTS AND ADDITIONS TO LISTS PUBLISHED IN PARTS 2 TO 5

Number	Inscription	Type	R.F.	Period	Remarks
Add —					
N- 2A	GANDER AIRPORT/NFLD	11	170	1965	L. Walker
3A	GOOSE AIRPORT/NEWFD	5	150	1947	F. Belanger
6A	GOOSE AIRPORT/LABRADOR, Nfld.	23a	200	1962	J. Miller
10A	GOOSE AIRPORT STATION A/NFLD	28b	100	1976	K. Barlow
10B	REGISTERED/Goose Airport Nfld.	29g	150	1962-65	J. G. Dalpe
18A	ST. JOHN'S, NFLD/AIR MAIL	14f	170	1944-46	W. G. Robinson
Q- 0	Aeroport Mirabel, P.Q. Airport	11e	200	1975	W. Gutzman
0A	Aeroport Mirabel, P.Q. Airport 9/ J7N-1AO	11e	150	1975-76	
0B	280151/Aeroport MIRABEL/MIRABEL Airport/P.Q. J7N 1AO	34a	150	1975-76	W. G. Robinson
OC	AIRPORT—AEROPORT/MIRABEL, P.Q.	R-8	150	1975-76	POCON "
23A	Montreal A M F Canada/No.	25a	150	1947-48	W. G. Robinson
35A	MONTREAL, A.M.F.	R-9	200	1944	"
O-10A	TORONTO AIRPORT/ONT.	11	170	1955	K. Barlow
35B	Toronto A.M.F. Ont./Registration L5P 1AO	29n	120	1976	J. Purcell
37A	TORONTO/A.M.F./Toronto Post Office/TORONTO, ONT.	31	200	1973	W. G. Robinson

Amend —

N- 3				1949-56	
4				1969-71	
9				1968-74	
M-4				1942-54	
Q- 3				1940-62	
22				1953-61	
23				1961-67	
O- 7				1953	
33			200	1946	Del. Proof only



11e



14f



25a



29n



29q



34a

Additional types of airport and airmail cancellations

Rambling through the Records

By A. L. STEINHART

The following group of notes are items of interest dealing with various subjects gleaned from various records of the Post Office and reproduced here for the information of members of BNAPS through the courtesy of the National Postal Museum at Ottawa.

An excerpt from a Montreal newspaper pasted in an 1874 postal guide:

"Collection from Letter Boxes and service of Receiving Offices in the City of Montreal by vehicle.

"Sealed Tenders addressed to the Postmaster General, and marked 'Tender for Mail Service', will be received at Ottawa until TWELVE o'clock, noon, on FRIDAY, the 4th September, for the Conveyance of Letters and Papers from 30 Street Letter Boxes and 3 Receiving Offices to the Post

Office, and from the Post Office to the 3 Receiving Offices in the City of Montreal, on and from the FIRST of OCTOBER next.

"A full description of the service to be performed may be seen, and printed forms of tender and guarantee obtained at the Office of the Postmaster at the Montreal Post Office.

"The Contract, if satisfactorily executed, will continue in force for a term not exceeding four years; the Postmaster General reserving the right to terminate the agreement at any time previous to the expiration of the four years should the public interest, in his opinion, require it, upon giving the Contractor three months' previous notice of his intention.

"Each Tender to state the price asked per annum, in words at length, and to be accompanied by the written guarantee of two responsible parties undertaking that, in the event of the Tender being accepted, the Contract shall be duly executed by the party tendering, for the price demanded; undertaking also to become bound with the Contractor in the sum of Three Thousand Dollars for the due performance of the service."

E. F. King
P.O. Inspector

P.O. Inspector's Office
Montreal, 17th August, 1874

From the Weekly Post Office Bulletin of Nov. 17, 1951:

"The Postage Stamp Division, Financial Branch, Ottawa, has available for distribution on requisition post bands stamped with a 2c postage stamp impression. This is a new stock postage item and will be available in addition to the 1c post band that has been available for many years. Both 2c and 2c post bands will be available for issue to Postage Stamp Depots and subsequently to Postmasters.

"The 1c post band is available both uncanceled and with a precanceled postage stamp impression. The precanceled 1c post band is to be reserved for sale only to those patrons, mainly commercial firms, who have a need for this item in large quantities. The 2c post band is not available stamped with a 2c precanceled postage stamp impression.

"The 1c post band will be issued and sold at the rate of \$1.20 per one hundred bands and the 2c band at the rate of \$2.20 per one hundred bands.

From the January, 1913 Postal Guide Quarterly Supplement.

"Postage Stamps in Rolls—In addition to the stamps rolled sidewise as at present issued, the Department will be prepared about the 15th February next to issue limited quantities of postage stamps rolled endwise in the 1c and 2c denominations. The cost of rolling (6 cents per roll) is added to the face value of the stamps. Post-

masters will be careful when making their requisitions, to state whether the rolls are to be of the sidewise or endwise character."

From a Post Office Bulletin dated August 11, 1862:

New post offices opened:

Campden P.O.—Aug. 1, 1862, Clinton Twp., Lincoln Cty., H. W. Mayer, postmaster.

Gravenhurst P.O.—Aug. 1, 1862, Muskoka Twp., Simcoe, N.R. Cty., James McCabe, postmaster.

Kinkora P.O.—Aug. 1, 1862, Ellise Twp., Pert Cty., James Moriarty, postmaster.

Rosedene P.O.—Aug. 1, 1862, Gainsboro Twp., Lincoln Cty., Cornelius McKay, postmaster.

Schomberg P.O.—Aug. 1, 1862, King Twp., York Cty., William Moore.

Shrewsbury P.O.—Aug. 1, 1862, Chatham, West Gore, Argenteuil, John Chambers, postmaster.

Widder Station P.O.—Aug. 11, 1862, Bosanquet Twp., Lambton Cty., Robert Rae, postmaster.

Kinkora was being re-opened.

The name of the post office at Kenyon, County Glengary, was changed to "Laggan" on the 1st August.

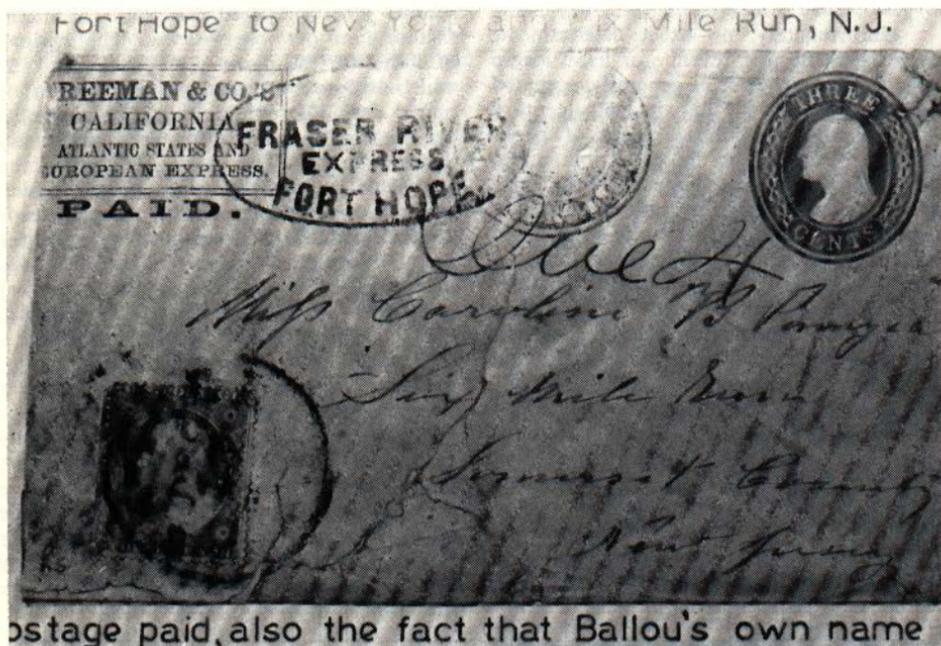
From the January, 1914 Monthly Postal Guide Supplement:

"Postmasters should not allow smoking, spitting or lounging to be indulged in on Post Office premises. Such practices are offensive and interfere with Post Office business.

"In the case of Post Offices located in public buildings, an Order in Council, dated 1st August, 1907, imposes a fine not exceeding \$50 for the above offences, but as regards Post Offices generally Postmasters and the public are entitled to protection against such practices, and if a warning does not suffice, a Postmaster is warranted in bringing the case before a Magistrate. Recently at Regina a man who was drunk and disorderly in the Post Office lobby was brought before a Magistrate and fined with costs."

BRITISH COLUMBIA COLONIAL COVERS

by JAMES A. PIKE



Customs Crown Seal

This is No. 4 of the series of four photographs of B.C. Colonial covers taken in the Wells Fargo History Room, San Francisco.

The Customs Crown Seal shown here was supplied from England in 1856 for the use of the Collector of Customs of Vancouver Island. It was the first provisional postal frank and was used from July 1858 to June 1859. The Customs Crown Seal and Ballou's Fraser River Express oval handstamp, with Ballou's name replaced

by the word Pioneer (very indistinct) are both very rare.

This cover was probably used in December 1858, a few months before Freeman & Co. was absorbed by Wells Fargo.

Letter rate to the eastern United States was 15c, made up of 5c for Colonial postage and 10c U.S. postage, which was made up of the two 3c stamps and postage due of 4c, marked beneath the Customs Seal. This letter was carried by the Pioneer Fraser River Express possibly from Fort Hope, but entered the government mail in Victoria where the Customs Crown Seal was struck.



Revenue Study Group

by JOSEPH SCHONFELD

A SHORT HISTORY OF REVENUE STAMPS

Unfortunately, no exact date can be given when the first revenue or fiscal stamp came into use, but it is generally accepted that the middle of the sixteenth century saw the advent of those pieces of paper which we consider to be collectible under the name of "revenue stamps". These early revenues consisted of impressions on parchment or paper and were usually referred to as "seals" to which they are actually related, since they were so similar in their form, their design and even in their use. As far as my information goes, the earliest of these seals known were used in Holland in 1579 and their name was "clein-zegel" (small seal). Even today the name for stamp is "zegel" in Dutch. The first stamped papers of Austria 1686 bear also the inscription "Sigill" (sigillum = seal) in their design.

Spain began to issue stamped papers in 1637 and the first Belgian impressions appeared in Brabant in 1648. France followed in 1673 and Great Britain was really a late-comer, since stamps were introduced there in 1694 under William and Mary, after commissioners were sent from London to Holland to investigate the system for the collection of revenue by means of stamps in the Low Countries.

It is interesting to note that the stamps created in Great Britain at that time take up an intermediate position between stamped papers and adhesive revenue stamps. This is not surprising, since they were fashioned similar to stamps used in Holland. The clein-zegels of Holland (1579) have already been referred to by some sources as being of the adhesive type, but we are much safer in assigning the term "semi-adhesives" to all these old Dutch and British revenue stamps.

We meet with the first adhesive fiscal stamps at the beginning of the eighteenth century, when in Great Britain special stamps were prepared for sale to manufacturers of dutiable articles. The earliest of these are the paper duty labels of 1723 which had to be pasted on every ream of paper; five different kinds of these stamps are known and they measured about six inches square. The year 1782 saw the arrival of the medicine duty stamps, which are of a type similar to the tobacco strips and bands that are in use in many countries today. Very similar are the perfume duty stamps of 1800, the cocoa duty stamps of 1823 and the more modern coffee mixture duty stamps of 1882. But there are still a few other kinds of these quaint old stamps, the hat tax stamps (1784), hair powder stamps (1786) and glove tax stamps (1823). All these stamps are extremely rare since the manner of their application on the merchandise itself did not increase their chance of survival. Only some of the later medicine duty stamps and coffee duty stamps are fairly common because they were still in use at the beginning of the present century.

It is also interesting that several kinds of revenue stamps were used in Britain without doubt, but that their details are not known to collectors, because none of them has been brought to light yet. For instance, between 1815 and 1822 linen cloth manufactured in Scotland and intended for export had to be stamped with a special stamp. Nor have we any more detailed knowledge of the starch duty stamps (1787-1835) than this passage from the act referring to this duty: "All starch before it is put into any stove or place to dry must be papered and sealed or stamped by the (excise) office." The misuse or forgery of the stamps carried severe penalties, which is proof that actual stamps were in existence.

I shall now leave the earliest types of revenue stamps, which are not generally considered as being "proper stamps" at all; they are regarded merely as curiosities which may serve as interesting ornaments to a collection if one is lucky enough to obtain such a scarce specimen.

Before I discuss the true adhesive revenue stamp, I must mention a few issues of stamps which are included among adhesive stamps in catalogues at hand and which are indeed looked upon as the first adhesives. I refer here to the Dutch "handels-zegel" of 1829 and 1842, which are of an ornamental circular shape and colorless embossed on white paper. However, I found that part of their design was definitely embossed *after* the stamps had been fixed to the document. This can be ascertained only from specimens which have not been soaked off; it can readily be seen that a second part of the embossing appears also on the reverse side of the document. Therefore, I cannot classify these stamps in any other way than as "semi-adhesives". Then there are Swedish revenues of 1845 which are also supposed to be of the adhesive type. Their imposing size of $3\frac{1}{2} \times 7\frac{1}{2}$ inches does not warrant their inclusion among ordinary adhesive stamps in spite of the fact that they could be affixed to documents by means of a wafer.

The next step in the development of adhesive revenue stamps occurred in 1852 when it was considered practicable to employ the dies for stamped paper to manufacture sheets bearing several impressions. The Spanish "sellos" seem to antedate the first "chancery fee fund" stamps of Great Britain slightly since the latter bear the date of December 11th, 1852. A full sheet of these consists of 40 impressions, which are separated by thick black lines serving as guides for the subsequent cutting-up of the sheet.

In July, 1853, a set of revenue stamps was issued in Hesse-Cassel, a German duchy, which showed in a circle the arms and value, surrounded by a square consisting of a scroll design. These stamps are $1\frac{3}{4}$ inches square, imperforate, and still reminiscent in design and appearance of the old-time stamped papers. However, in October of the same year there appeared the first pair of perforated fiscal stamps in

Great Britain which can be looked upon as the parents of all the many revenues that followed. This was the first time that a revenue stamp was produced which broke entirely and in every respect with the inherited semblance to stamped paper, semi-adhesives and embossed labels—in fact it looked "just like a postage stamp." The two stamps which herald the beginning of the true adhesive type revenue era are the draft and the receipt stamps, both of one penny denomination. They are among the commonest revenue stamps and are extremely cheap even today in spite of the fact that they will shortly celebrate their centenary.

The next country to issue a set of bill stamps was Austria in 1854. In the same year there appeared also some revenues in the Cape Colony, but these stamps were again of the embossed, imperforate type. One after another, various countries followed with their issues: Tessin in 1855, Italy, Ceylon, California and Spanish Colonies in 1856, Belgium, Zurich, Jamaica and Alabama in 1857, Colombia in 1858, France and India in 1860. It would serve no practical purpose to continue the list since revenue stamps began to appear now all over the world in rapid succession.

An interesting fact is that in many cases revenue stamps were issued by municipal authorities many years before stamps were made available by the central governments. For instance, the town of Jassy had stamps in 1860 and Bucarest in 1870, whereas stamps of Roumania appeared only in 1872. Also, St. Petersburg issued tax stamps in 1860, but the first Russian fiscals came in 1871.

As can be seen from this survey, the development of the revenue stamp as we know it today followed a long and varied path. There was a constant struggle between the adhesive and non-adhesive types, but both of them have survived. Even the primitive method of impressing a hand-stamped seal on a parchment to denote the payment of a tax can be found today in several modernized forms. As instances I may cite the rubberstamped taxpays on cigarette packages in the state of New York, or the metered excise stamps on cheques.



Semi-Official Airmails

Haughton E. Sanguinetti, 591 Mediterranean Manor, Dunedin, Fla., USA 33528

Old Crow, Yukon Territory

The development of air mail has resulted in many strange stories—among these is the mail service to the village of Old Crow in Yukon Territory serviced in the same period (1940-1960) by both Canadian and U.S.A. mail routes, and, although a Canadian village, both Canadian and U.S. postage stamps were available.

When the U.S.A. reorganized its Alaskan Mail Service in the 1930's and 1940's, the postal directive was that, so far as possible, all first class mail was to be sent by plane, even if air mail was not specified by the sender and the air mail fee was not paid.

The Canadian village of Old Crow in the Yukon Territory of Canada was included—apparently because it was a fuel stop—and appeared in the U.S. Postal Guide in the list of postal facilities served by U.S. mails.

The mail to Old Crow was brought up once a month by the Alaska plane flying via Fort Yukon to Fairbanks. Mail was mostly police mail and picked up and delivered at the police station. Such mail had to be franked with U.S. stamps that appar-

ently were cancelled at Fort Yukon. Canadian Post Office records are silent on this matter, possibly because their approval had not been obtained and the service was not under contract nor for any fee.

On February 25, 1959, Mr. S. H. King, supervisory postmaster, flew from Dawson and opened a Canadian post office in the village of Old Crow. The postal records show no mail was brought in on that trip, but one pouch of mail, including one registered letter, was flown out that day from Old Crow.

The Canadian postal authorities gave a contract to Connelly-Dawson Airways, Ltd.—in whose plane Mr. King had flown in with the necessary postal equipment—for the carrying of one mail a month from Dawson to Old Crow beginning March 12, 1959.

For some years Old Crow was served by both Canadian and U.S. postal facilities and postage stamps of both nations were available in the village since outbound mail had to carry the postage stamps of the nation whose mail facilities were utilized.



Tagging Along

Kenneth G. Rose, Box 7086, Station 'E', Calgary T3C-3L8, Alberta

New reportings are:

1. From Kingston the P.E.I. commemorative is reported with no tag with a rarity factor of C., and the Kreighoff with Type G1a with a rarity factor of B.

2. From the U.S., the 6c black precancel 460iii has been reported mint, and therefore the rarity factor is now A.

3. An additional seven copies reported of the 1975 8c Christmas with no tag. This is the first reporting outside of the Calgary area.

4. All the Postal Workers series have been seen and in some cases purchased with type G1a and untagged.

5. It is some time ago, but I cannot remember including it with a column, but the Winnipeg commemorative is known untagged and type G1a. I would like to see examples of both, and try to determine the rarity factor.

6. I hear a rumor of the current 2c untagged. Perhaps by the time this is mailed I will have confirmation.

7. A few more imperf coils turned up in Calgary. It is curious that both the 1967 and current issues turn up with just 13 stamps imperf in some rolls. I have also had a few rolls with a few type G1a, and the rest normal. In these rolls there is usually one stamp 18mm wide instead of the usual 20mm. Presumably the perfs are adjusted to the tag bars.

8. It would seem I made an error in estimating the quantities of the current 25c booklet untagged. I must have added one reporting to my totals twice, because in

going over them again I can only come up with 146 instead of the 180-odd reported last time. To the best of my knowledge there are now none left in the hands of dealers, and if the new issue comes out as soon as expected, and if no more turn up untagged, and the dealers have to replenish at prices higher than they were selling them, then the price will undoubtedly rise well above the \$125.00 figure at which most of them were sold.

9. New perfin — No. 593 G1 LA No. 1 used.



The RPO Cowcatcher

Lewis M. Ludlow, P.O. Box No. 135, South San Francisco, CA 94080

M-53

HALIFAX & ST. JOHN · R.P.O.:
NIGHT/

Two Hammers, Type 17D

Hammer I

Proofed: October 6, 1918
Earliest: May 21, 1921
Latest: November 9, 1921
Indicia: W only
Usage: Limited and scarce
R.F.: 120 (100%)

Comments: We believe that this run is probably undervalued, even at R.F.—120, unless there is some special reason for its lack of presence. Our source material for 1918-22 was particularly strong; we examined over 150,000 3c Brown Admirals, and only came up with two strikes of this Hammer I and none of Hammer II.

Hammer II

Proofed: October 6, 1918
Earliest: Not yet reported
Indicia: W in proof strike
R.F.: 120 (0%)

Comments: We don't have a clue as to whether this hammer was ever used; here our lack of strikes gives no indication of anything. We will have to wait for further investigation.

SEPARATION OF M-53 HAMMERS

For Hammer I, the "H" of HALIFAX is narrow, just barely 1mm, while for Hammer II, the same "H" is closer to 1½mm than it is to 1mm. Side-by-side there is a visible difference between the narrow and wide "H". For a more definitive measurement, take the chordal distance from the bottom of the left leg of the "R" of R.P.O. to the bottom of the right leg of the "N" of NIGHT; for Hammer I this distance is 9mm while for Hammer II it is only 8½mm.

M-54

HALIFAX & ST. JOHN - DAY -
R.P.O. /

One Hammer, Type 17E

Proofed: September 2, 1911
Earliest: December 9, 1911
Latest: May 2, 1913

Indicia: E, W
Usage: Limited and scarce
R.F.: 100

Comments: This run is probably undervalued. We find it to be at least three times as scarce as M-55 which follows. We believe that the current evaluation by the Study Group and Joe Purcell should go a long way to correcting such inequities where they exist.

M-54B is a facing slip strike, and as such outside the scope of this column.

M-55

H'FAX & ST. JOHN R.P.O. / DAY

One Hammer, Type 17C

Proofed: March 2, 1912
Earliest: June 27, 1913
Latest: May 9, 1916
Indicia: E, W
Usage: Limited
R.F.: 130

Comments: Please note remarks on rarity factor for M-54. Some time in 1914 the right foot in the "H" of H'FAX was broken short; this is constant throughout 1915 and 1916 but is not present in 1913.

M-55A

H'FAX & ST. JOHN DAY R.P.O./.

One Hammer, Type 17E

Proofed: March 3, 1913	2nd Period
1st Period	February 18, 1935
Earliest: August 1, 1914	December 13, 1948
Latest: October 3, 1916	13-1935/48; W-1948
Indicia: W only	Intermittent
Usage: Scarce	150 (83.3%)
R.F.: 150 (16.7%)	

Comment: This is probably valued properly for the 1st Period but overvalued for the 2nd Period. Curious, indeed, is the single recurrence of the indicia W on the latest of the 2nd Period above; this was certainly not common in the late 1940s.

M-56
HX. & St. JOHN R.P.O. / DAY

One Hammer, Type 17C

Proofed: December 5, 1911
Earliest: October 19, 1912
Latest: November 15, 1913
Indicia: E, W
Usage: Limited to period of less than two years
R.F.: 120
Comments: Contrary to previous reports, there is no apostrophe in HX. This, too, is probably undervalued in relation to the other HALIFAX & ST. JOHN runs in this series.

M-57
. TRAIN No. : /HX. & ST. JOHN
R.P.O.

Three Hammers, Type 18

Hammer I

Proofed: September 5, 1922
Earliest: January 10, 1923
Latest: October 8, 1956
Indicia: 13, 14
R.F.: 100 (86.7%)
Usage: Sporadic over 30 year span
Comments: This is the most common of the three hammers; however, its use is still without any recognizable pattern.

Hammer II

Proofed: September 5, 1922
Earliest: October 16, 1923
Latest: June 23, 1936
Indicia: 13 only
Usage: Very scarce
R.F.: 100 (13.3%)
Comments: In a run already uncommon, the need for the three hammers of M-57 is not at all apparent; it would seem that this hammer saw very little use.

Hammer III

Proofed: September 5, 1922
Earliest: Not yet reported
Indicia: 20 in proof strike
Usage: Unknown to date
R.F.: 100 (0%)
Comments: It may be that this hammer never saw actual postal use at all. The distinct details of three different hammers in the proof strikes make this one easy to identify if it exists. We hope our readers will report back on any strikes that they may be able to recognize.

SEPARATION OF M-57 HAMMERS

Step 1. Hammer II has a mid-vertical dot between the "N" of JOHN and the "R" of R.P.O., and thus is self-identifying; Hammers I and III have a base period in this position.

Step 2. Measure the chordal distance from the bottom of the right leg of the "X" of HX to the bottom of the "T" of ST. Hammer I is less than 8mm while Hammer III is over 8mm.

Step 3. For further corroboration, measure the chordal distance from the bottom of the "T" of TRAIN to the bottom of the left leg of the "N" of No.; Hammer I is less than 8mm while Hammer III is over 8mm.

M-58 HALIFAX, N.S. & SACKVILLE, N.B./R.R. CAR is a run which we have never seen. It was originally reported by Jarrett and should be found during the Small Queen era. It reads almost like a ticket stamp which would render the type suspect; if any of readers have M-58, or know where it may be existent, we would appreciate hearing from them on the subject.

MAIL FROM OUR MEMBERS

More on Keane-Hughes

I have gone over with considerable interest the Keane-Hughes book on the 1967-73 Definitive issue of Canada, and have found it dauntingly full of information that will require some time to absorb. They are to be commended.

One matter I hoped would be covered, but found not mentioned (because, as I have learned from Mr. Keane, they had no information), is that of the measurements of the low value denominations. The 1c to 5c are of a different size from the 6c, 7c and 8c. At one time I was given to understand that this was a change from linear measurements, inches, for the 1c to 5c, to metric for the 6c to 8c. This difference assumes particular interest in the se-

tenant booklet panes, where the 1c and 3c values are of a size different from that of the 6c to 8c. I hope someone will be able to provide the relevant information.

In his article on booklets on page 64 Mr. Dicketts refers, in the second paragraph, to the 'poly-coated' inside booklet cover as having been dropped with the changeover to PVA gum. The 4x6c perf 12½x12 PVA panes (black) are found, however, in coated as well as uncoated booklet covers. Also, the 1x1c, 1x3c and 3x7c panes, PVA, are found in booklets with coated inside covers and no sealing strips. The 50c booklets with two of these panes are also found with coated covers. I do not know if these se-tenant panes exist within uncoated covers.

— C. F. Black

Early Precancels?

The enclosed illustration, a rather dark reproduction from a slide, shows portions of the word Charlottetown as straight line cancellations on 1c Small Queens.

The lower one has part of the upper stroke of the third T, OWN and, after a space, part of the initial C. The other, with HARLO, is on original piece. The vertical measurement is approximately 5mm.

These came into my possession over 50 years ago, among some family papers. I have shown them to a number of authorities on P.E.I. postmarks, but none have seen any resembling them. Could they be in the nature of precancels?

I would be interested to learn if anyone else has run across similar items.

— C. F. Black



Stamps and Paper

Asking the Post Office Department in Ottawa why a standard paper could not be used for printing current Canadian stamps, reader Michael J. Squirell received this reply:

Over the past five or six years, the advances we have made in the design and printing of postage stamps in Canada has demanded parallel developments in paper stocks and paper coatings which will possess the much more varied and critical properties now required in the different production processes.

Because of the relatively small total volume of paper used for postage stamps, the different varieties have been developed around commercial standard base paper stocks. In the earlier development stages — up to about two years ago — several different but progressively improved coatings were used. Currently, three different finished papers using two different base stocks have been found to meet the demands of the various processes.

The base paper for sheet-fed litho printing utilizes a commercial standard offset base paper. The base sheet contains some optical brightener which can be seen on the gummed side but which is usually effectively masked by the clay coating on the side to be printed. The amount of show through of the optical brightener on the printed side may vary within the run depending on minor variations in the clay coating.

A different "bulkier" base paper which contains no optical brightener is used in the production of paper to be used for steel engraved printing, *eg*, low value definitives. This type of base is also used, with a special coating for printing by gravure or by a combination of gravure and steel, *eg*, middle value definitives.

In a few instances over the past couple of years, because of general problems in the supply of paper or because of the extremely short notice of production schedules, it is possible that very similar but slightly different papers were produced for printing postage stamps.

On the question of ribbed paper, this can be explained only as the result of some paper being gummed on the "felt" side or smooth side of the sheet rather than on the normal "wire" side. It is not a different type of paper.

TOPICS: THE BUSINESS SIDE

BNAPS: ELECTED OFFICERS

PRESIDENT	James A. Pike, 5805 Balsam St., Apt. 801, Vancouver, B.C. V6M 4B8
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TREASURER	Edmund A. Harris, 620—75 Avenue N.W., Calgary, Alta. T2K 0P9
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(FOR OTHER OFFICERS, SEE MASTHEAD ON INDEX PAGE)

From the Secretary

EDWARD J. WHITING
Malvern, Pa.

New Members

JULY 25, 1976

- 3503 Barnes, Bruce H., 8614 Greeley Blvd., Springfield, VA 22152
- 3481 Godwin, Bryan, c/o Mid-Michigan Stamp & Coin, 4324 W. Saginaw, Lansing, MI 48917
- 3505 Lamrock, Earl, P.O. Box 189, Coronation, Alta. T0C 1C0
- 3491 Milavsky, B., 310 Lexington Ave., New York, NY 10016
- 3479 Pym, Gordon, 10 Mill Rd., Howick, Que. J0S 1G0
- 3502 Scruggs, Fred M., 5232 Judy Lynn, Memphis, TN 38118

New Members

AUGUST 15, 1976

- 3510 Alden, Philip S., 938 S. Franklin St., Holbrook, MA 02343
- 3511 Alexander, Max M., 2100 Beekman Pl. (3D), Brooklyn, NY 11225
- 3519 Azn, J. de Boer, 4. Coffenius St. 68, Groningen 8009, Netherlands
- 3536 Bastedo, David B., 111 Davisville Ave., No. 1917, Toronto, Ont. M4S 1G5
- 3522 Bouvier, Joseph R., 3961 Lyndhurst Dr., Apt. 202, Fairfax, VA 22030
- 3531 Colberg, Richard A., 14A Terrace Dr., Lancaster, Pa. 17601
- 3525 Flewelling, Roy S. Jr., Cape Cod Stamp Co., P.O. Box 217, Hyannis Port, MA 02647
- 3527 Haugh, John J., 555 Benjamin Franklin Plaza, Portland, OR 97258
- 3529 Howard, Dr. William W., 611 S.W. Campus Dr., Portland, OR 97201
- 3543 Hulin, Gilbert M., 4891 Donald St., Eugene, OR 97405
- 3509 Jende, Heinz J., 509 Falgarwood Rd., Oakville, Ont. L6H 1N5
- 3500 Johnson, Charles, P.O. Box 400, Troy, MT 59935
- 3539 Logan, Robert D., 241-3 Thorn La., Newark, DE 19711
- 3508 Loveridge, Brian, 6 Clara La., Chico, CA 95926
- 3513 Lubinsk, Mieczyslaw, 8 Attercliff Ct., Rexdale, Ont. M9V 1H7
- 3533 Mahan, Frank Jr., 1 E. Hayes Ct., Superior, WI 54880
- 3532 Obernauer, Ross A., 19 Essex La., Hendersonville, NC 28739
- 3501 Penney, G. P., 224 Chestnut St., Gardner, MA 01440
- 3534 Rabe, Mrs. Nancie R., P.O. Box 1106, Clearfield, PA 16830
- 3530 Schachter, R., 5710 Royalmount Ave., Montreal, Que. H4P 1K5
- 3526 Shelton, Douglas A., P.O. Box 1174, Sharon, PA 16146
- 3541 Smele, David H., 6 Buckhorn Pl., Rexdale, Ont. M9V 2P4
- 3535 Smith, H. Arthur III, 128 Voorhees Ave., Pennington, NJ 08534
- 3537 Snyder, Carl W., P.O. Box 3577, Baltimore, MD 21214
- 3498 Steele, Mike, 745 Wonderland Rd., No. 107, London, Ont. N6K 1M1
- 3540 Talbert, John W., Rt. No. 1, Box 136B, Alamo, TX 78516
- 3499 Walsh, John M., 8 Guy St., St. John's, Nfld. A1B 1P5
- 3463 Hamblin, Nathan Chipman II, 37 Berkshire St., Rochester, NY 14607

New Life Members

- L-3506 Holschauer, George W., P.O. Box 2797, Boston, MA 02208

Replaced on the Rolls

- 2538 Brown, James, 1027 Sydenham Rd., Calgary, Alta. T2T 0T3
2811 Campbell, Ronald D., 1564—7 Kerns Rd., Burlington, Ont. L7P 3A7
2304 Harris, James P., P.O. Box 3646, Wilmington, NC 2801
3110 Merikallio, Reino A., 388 West Rd., New Canaan, CT 06840
1866 Winder, John W., 122 Grant Blvd., Dundas, Ont. L8H 4M4
3034 Berman, Elliot A., c/o Midland Doherty Ltd., 40 St. Clair Ave. W., Toronto, Ont. M4V 1L5
2304 Harris, James P., P.O. Box 3646, Wilmington, NC 28401
2746 Philmus, Dr. Robert, English Dept., Loyola College, Concordia Univ., Montreal, Que.
2617 Walton, William Charles, R.D. No. 1, Box 274, Califon, NJ 07830

Applications Pending

(Applications shall be pending in two successive issues of the magazine)
(For addresses of these applicants please refer to the issue in which they were first listed as new "Applications for Membership")

- | | |
|---------------------------------|-----------------------------|
| 3463 Hamblin, Nathan Chipmen II | 3523 Elliott, Philip E. J. |
| 3489 Beaulieu, Maurice | 3524 Huard, Raymond |
| 3498 Steele, Mike | 3525 Flewelling, Roy S. Jr. |
| 3499 Walsh, John M. | 3526 Shelton, Douglas A. |
| 3500 Johnson, Charles | 3527 Haugh, John J. |
| 3501 Penney, G. P. | 3528 Rhodahamel, Robert H. |
| 3504 Goudreau, Florent L. | 3529 Howard, Dr. William W. |
| 3508 Loveridge, Brian | 3530 Schachter, R. |
| 3509 Jende, Heinz J. | 3531 Colberg, Richard A. |
| 3510 Alden, Philip S. | 3532 Obernauer, Ross A. |
| 3511 Alexander, Max M. | 3533 Mahan, Frank Jr. |
| 3512 Simon, Michael F. | 3534 Rabe, Mrs. Nancie R. |
| 3513 Lubinsk, Mieczyslaw | 3535 Smith, H. Arthur III |
| 3514 Champ, William Harold | 3536 Bastedo, David B. |
| 3515 Zhiss, Max E. | 3537 Snyder, Carl W. |
| 3516 Dennis, David | 3538 Clifford, Albert J. |
| 3517 Hall, Richard S. | 3539 Logan, Robert D. |
| 3518 Locke, Graham | 3540 Talbert, John W. |
| 3519 Azn, J. de Boer | 3541 Smele, David H. |
| 3520 Ackerman, Arnold W. | 3542 O'Donnell, Michael C. |
| 3521 Hurst, Donald D. | 3543 Hulín, Gilbert M. |
| 3522 Bouvier, Joseph R. | |

Applications Not Accepted

- 3461 MacDonald, Hugh R., 52 Clonmore Dr., Scarborough, Ont. M1N 1X6
(failure to respond to correspondence from the Secretary)
3471 Millar, Michael, 192 Shanty Bay Rd., Barrie, Ont. L4M 1E6
(application withdrawn)
Head, David, P.O. Box 1231, Huntsville, Ont. P0A 1K0
(ineligible — 16 years of age)
3489 Beaulieu, Maurice, P.O. Box 85, Grand Falls, N.B. E0J 1M0
(failure to respond to correspondence from the Secretary)

Applications for Membership

- 3544 WALLERSTEDT, W. Kenneth, 4916 Holcomb, Des Moines, IA 50310. C—Canada and all provinces mint and used; coils; OHMS-G; booklet panes; stationery entires; squared circles; all varieties of small and large Queens. Proposed by G. F. Hansen, 2203.
3545 DANCHAK, George, 201—708 Corot Rive, Montreal, Que. H3E 1C4. C—Canada mint 10 and 20 cent.; coils; OHMS-G; airmails; literature; essays. Proposed by E. J. Whiting, L-61.
3546 BOEHNER, Robert W., P.O. Box 9546, St. John's, Nfld. A1A 2Y4. C—Canada, Newfoundland; mint, used, perfins and precancels. Proposed by N. F. S. Rusted, 3112; seconded by J. F. Ayre, 2910.
3547 BOUDREAU, Andre J. R., No. 205, 700 Ardmore Ave., Ardmore, PA 19003. C—Canada and provinces; mint and used singles; mint plate blocks; covers. Proposed by W. C. Rockett, 249.
L-3548 COGSWELL, Dr. Eric, 360 Pomona Ave., Burlington, Ont. L7N 1T5. C—Canada, Newfoundland, Nova Scotia 19 Cent. covers; literature. Proposed by A. W. Leggett, 2471; seconded by F. G. Stulberg, 2290.
3549 PENTON, Henry, 1317 Foster Park Rd., Amherst, OH 44001. C—U.S.; Canada; U.N.; Isle of Man; general. Proposed by W. C. Rockett, 249.
3550 GRAMS, Gabriel A., P.O. Box 4151, Edmonton, Alta. T6E 4T2. CD—Canada, Elizabethan; Austria; Topicals, coins, mountains; Singapore. Proposed by D. M. Verity, 2312.
3551 HERMES, Al, 4364 West 15 Ave., Vancouver, B.C. V6R 3A8. C—Elizabethan Canada, tagged issues and varieties, fluorescent papers. Also U.S., China and Germany. Proposed by E. J. Whiting, L-61.

- 3552 DILLAWAY, Dr. Guy R., 30 Drabbington Way, Weston, MA 02193. DC—Canada, Newfoundland, Provinces, 19th Century prestamp and stampless covers; literature. Proposed by J. M. Brown, 3362.
- 3553 BODOW, Donald M., P.O. Box 664, Syracuse, NY 13201. D—All Canadian postal issues and history. Proposed by E. J. Whiting, L-61.
- 3554 ROSE, Jonathan W., 30 Golf Rd., Pleasanton, CA 94566. C—Canada 19th century, especially peace and province issues; 1897 Jubilee on cover; large Queens. Proposed by J. S. Siverts, 59.
- 3555 BARON, Robert I., 18 Joy's Lane, Hurley, NY 12443. D—BNA, Canada, Newfoundland, Nova Scotia, P.E.I., etc., classics; rarities of investment grade. Proposed by E. J. Whiting, L-61.

Changes of Address

- 3362 Brown, Jerry M., P.O. Box 1321, Springfield, VA 22151
- 3249 Chapman, Paul M., Ste. 3602, 609—8th St. S.W., Calgary, Alta. T2P 2A6
- 3345 Karlson, Eric P., 2455 Union Blvd., Apt. 4K, Islip, NY 11751
- 3143 Laycock, Peter, 80 Squire Bakers Lane, Markham, Ont. L3P 3H2
- 3462 Murdock, Bruce D., P.O. Box 63, Station "A", Kingston, Ont. K7M 5E0
- 2936 Rifkin, Matthew D., M.D., Apt. 20K, 2500 Johnson Ave., Riverdale, NY 10463
- 3469 Thompson, Violet Mary, No. 224, 6870 Sunset St., Burnaby, B.C. V5G 4A2
- 3449 Uznanski, William, 6534 Shabbona, La Grange, IL 60525

Changes to Previous Listings

- 658 Profit, Arthur R., from Dropped to Resignation Received

Deceased

- 1667 Hubbard, Alfred John, Little Dolphin, Woodland Lane, Chorley Woods, Herts, England
- 1231 Debney, Philip L., No. 204, Canterbury Ct., 8403—142 St., Edmonton, Alta. T2R 4L3

Resignations Accepted

- 658 Profit, Arthur R., 2991 Harriet Rd., Victoria, B.C. V9A 1T2

Dropped from the Rolls (For Non-Payment of Dues)

- 479 Carn, L. Dorland, 138 Whitley Rd., Eastbourne, Sussex, England
- 2251 Stringer, Kenneth Ernest, 3 Lansdown Cr., Bath, Somerset, England
- 3294 Kowalkowski, Thomas E., 4573 S. 23rd St., Apt. 3, Milwaukee, WI 53221

Returned Mail

(Any information to correct address will be appreciated)

- 1224 Little, Philip Jr., 490 Highcroft Rd., Wayzata, MN 55391

Delinquent List

- 538 Wellburn—\$3.50, balance of '76 dues to be included in '77 dues billing
- 2512 Trankner—\$3.50, balance of '76 dues to be included in '77 dues billing
- 2659 Walker—\$2.50, balance of '76 dues to be included in '77 dues billing
- 2779 Law—\$4.00, balance of '76 dues to be included in '77 dues billing
- 2932 Kelly—\$3.50, balance of '76 dues to be included in '77 dues billing
- 3420 Matza—\$3.50, balance of '76 dues to be included in '77 dues billing
- 3504 Goudreau—\$2.50, balance of '76 dues, 2nd requested 6/21/76
- 3541 Smele—\$2.50, balance of '76 dues, written for 6/21/76
- 3432 Kidd—\$10.00, '76 dues, written for 6/21/76
- 3545 Danchak—\$2.50, balance of '76 dues, wrote for 6/30/76
- 3552 Dillaway—\$1.75, balance of '76 dues, wrote for 7/22/76
- 3553 Bodow—\$6.00, '76 dues and fee, wrote for 7/22/76

MEMBERSHIP SUMMARY

Members as of June 21, 1976	1455
New Members	6
New Life Member	1
Replaced on the Rolls	7
	<hr/>
	1469
Deceased	2
Dropped from Rolls	3
	<hr/>
	5
Members as of July 25, 1976	1464

Note: One resignation accepted had already been deducted as dropped from rolls.

Applications Pending

AUGUST 15, 1976

(For addresses of these applicants please refer to the issue in which they were first listed as new

"Applications for Membership")

- | | |
|----------------------------|--------------------------|
| 3504 Goudreau, Florent L. | 3516 Dennis, David |
| 3512 Simon, Michael F. | 3517 Hall, Richard S. |
| 3514 Champ, William Harold | 3518 Locke, Graham |
| 3515 Zhiss, Max E. | 3520 Ackerman, Arnold W. |

3521 Hurst, Donald D.
 3523 Elliott, Philip E. J.
 3524 Huard, Raymond
 3528 Rhodehamel, Robert H.
 3538 Clifford, Albert J.
 3542 O'Donnell, Michael C.
 3544 Wallerstedt, W. Kenneth
 3545 Danchak, George Jr.
 3546 Boehner, Robert W.

3547 Boudreau, Andre J. R.
 L3548 Cogswell, Dr. Eric
 3549 Penton, Henry
 3550 Grams, Gabriel A.
 3551 Hermes, Alfred P.
 3552 Dillaway, Dr. Guy R.
 3553 Bodow, Donald M.
 3554 Rose, Jonathan W.
 3555 Baron, Robert I.

Applications Not Accepted

None

Applications For Membership

- 3556 DAVIS, Brian, 520 Scarboro Ave. S.W., Calgary, Ala. T3C 2H6 (C). All Canada and Provinces (mainly mint) modern—First day covers, corner blocks, etc. and varieties. Proposed by E. J. Whiting, L-61.
- 3557 FIELDS, William S., M.D., 201 Vanderpool No. 3, Houston, TX 77024 (C). Can., Nfld. mint and used; coils, mint booklet panes, precancels, federal revenues, mint airmails; RPO, Flag, Slogan, 2-ring, 4-ring, squared circle cancellations; Imperf. edges 1901 through 1934. Proposed by E. J. Whiting, L-61.
- 3558 FISHER, Gary D., 260 Main St. W., Stouffville, Ont. L0H 1L0 (C). Can., Nfld. mint and used; 19th Cent.; used airmails, flag cancels novelty varieties. Proposed by F. H. Johnson, 2853, seconded by Harry Lambe, 383.
- 3559 COLLIER, George W., P.O. Box 486, Donna, TX 78537 (D). Dealer in Canada and British North America. Proposed by E. A. Richardson, 168, seconded by D. A. Makinen, 2976.
- 3560 STATE, Stanley, Rusty Dusty Stamp Co., 720 Rodney Dr., San Leandro, CA 94577 (D). Dealer. Proposed by Herbert K. Nishio, 3026.
- 3561 BLY, Frederick W., 1920 Manchester Rd., Sacramento, CA 95815 (C). Can. mint and used; 19th Cent.; Queens on Cover; Literature; proofs; essays; R.P.O., Territorial, flag, 2-ring, 4-ring cancels; Specialty: Large Queens. Proposed by F. J. Pendleton, 3288.
- 3562 KENSE, Francois J., 219 Jackson Pl. N.W., Calgary, Alta. T3B 2V3 (C). Can., Nfld. mint; 20th Cent.; OHMS-G; mint airmails; Specialty: George V issues. Proposed by D. S. Piercey, 2995, seconded by E. A. Harris, 729.
- 3563 HOFFMAN, Daniel R., M.D., 1028 North Alpine Rd., Rockford, IL 61107 (C). U.S. private die proprietary revenues; Canadian revenues and tax paid; Advertising covers; B.N.A. cinderella stamps. Proposed by W. C. Rockett, 249.
- 3564 McMAHON, Thomas W., The Stamp Den Reg'd., P.O. Box 3020, Station "B", Rexdale, Ont. M9V 2G2 (D). Postal History, Cancellations, Canadian stamps on cover. Proposed by John H. M. Young, L-1523, seconded by Allan Steinhart, 2010.

Changes of Address

- 2826 Brace, L. Stephen, 99 Shirley St., Pepperell, MA 01463
 558 Fairbanks, Gordon H., 2082-A Orchard St. 0821, Urbana, IL 61801
 2555 Goldsmith, Kennard E., 5729 Peninsular Dr., Belle Isle, FL 32809
 973 Pearsall, Robert L., 35 Cary St., Binghamton, NY 13901
 3240 Scarowsky, L., 776 Stuart Ave., Outremont, Que. H2V 3H5
 3113 Schaus, Paul W., 59 Salem Grove, London, Ont. N6K 1T9

Changes to Previous Listings (other than address)

None

Deceased

None

Resignations Received

None

Resignations Accepted

None

Dropped from the Rolls

None

Returned Mail

(Any information to correct address will be appreciated)

- 1723 MacCormack, Dr. Harold P., 34 Charles St., Truro, N.S. B2N 1X3
 1224 Little, Philip Jr., 490 Highcroft Rd., Wayzata, MN 55391

Suspend Mailing

- 3167 Tilley, Scott, 1141 Gumwood Ln., Petaluma, CA 94952

MEMBERSHIP SUMMARY

Members as of July 25, 1976	1464
New Members	28
Replaced on the Rolls	3
	31
	1495
Deceased, Resigned, Dropped	0
	1495
Members as of August 15, 1976	1495
Applications pending	26
New applications	9
	35

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ONT., NWT, YUKON—railway depot, squared circle cancels (stamp or cover), 1939 Royal Visit, Ontario P.O. views. Have same to offer plus cancels from all provinces, registered covers, slogans, FF's, military, RPOs, rollers, etc. Graham Noble, C.C., Trent University, Peterborough, Ont.

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