

BNA Topics

JULY-AUGUST 1958

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Whole Number 159

▲ Official Journal
of the
British North America
Philatelic Society



THE FIRST OF TWO ISSUES HONORING
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Please say that you saw this in "B.N.A. Topics"

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Because of increased production costs the Society has been forced to raise the advertising rates for BNA TOPICS, effective July 1, 1958. Commencing on this date, advertising rates for this publication are as follows:

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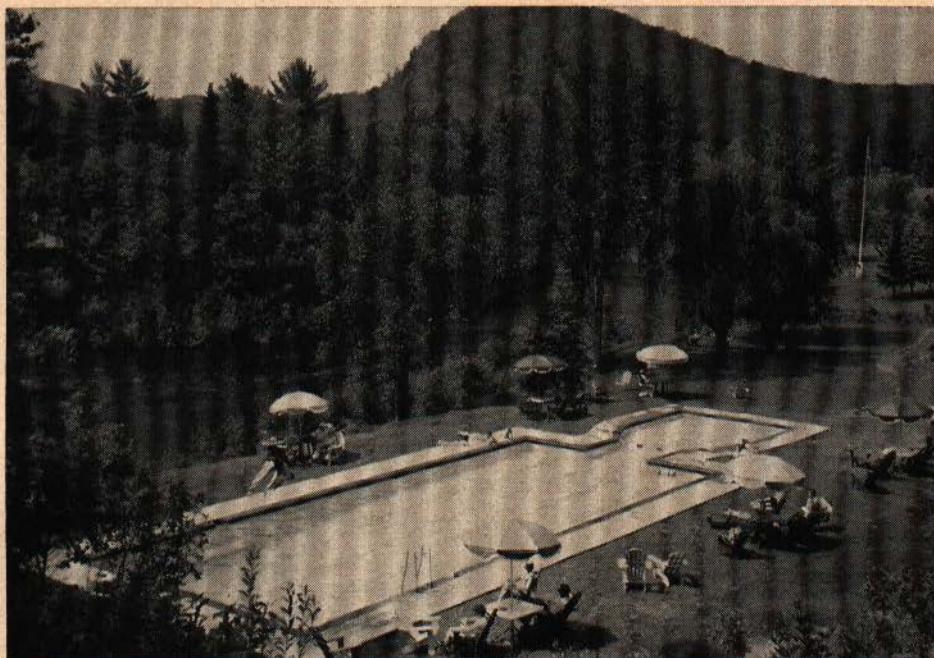
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CHAS. P. de VOLPI,

109 Sunnyside Ave.

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An entry form for the BNAPEX-58 Exhibition was enclosed with each copy of the May issue of BNA Topics. A correction was made on these forms in respect to the number of standard album pages each frame would hold. This correction should read:

I shall require frames of 16 standard album pages . . .
All those who intend to send in exhibits for this show are requested to correct their entry forms and govern themselves accordingly.

M. H. HARRIS (BNAPS 1010)

The Postal History of British Columbia and Vancouver Island

THE POSTAL HISTORY of the Colonies of British Columbia and Vancouver Island, before Confederation, is as fascinating as it is complicated. The 'Memoir' written by A. S. Deaville¹ gives a detailed account of its infancy when the mails were attended to by a clerk in a corner of the Hudson's Bay Company's trading post at Fort Victoria (1843) and carried by express canoe to and from Dr. Tolmie's agricultural establishment on Puget Sound. Letters for employees of the company were free, but \$1 was charged to others.

With the discovery of gold in 1858 and the sudden influx of miners, a flow of mail was directed to and from Fort Victoria and the Mainland via the Fraser River, and to and from San Francisco and Fort Victoria via boat and stage coach. The Express Companies followed the miners from the subsidizing gold rush in California to the new one on the Fraser River and later, up into the Cariboo. Among other things, they carried the mails and bridged the gap between the coast and the mines until Crown officers were appointed in each colony, and meagre postal systems were evolved, beginning with three offices in the lower Fraser area of the Mainland.

Even so, the colonies were too poor to provide a dependable and frequent service and the Express Companies carried the bulk of the mail for many years. Their charges were high but they delivered the mail, as well as the gold, on regular schedules.

Each colony issued its own stamps and the payment for exchange of services was a sore problem. The colonies united in 1866 and a year later the two postal systems were combined. They functioned as one unit until Confederation (July 1, 1871).

All this development took place in less than 30 years—from uninhabited wilder-

ness to organized communities; from a yearly supply ship around the Horn to busy traffic over the Panama routes; then rail and stage coach across the American desert to Sacramento (along with the Pony Express) and lastly transcontinental railway to San Francisco, reducing transit from months to days.

The postal history of the period is of the essence of romance, owing its foundation to the discovery of gold, the wild scramble of miners to obtain it, and the fabulous fortunes they made and lost; and its life to the packers who walked the trails—or rode them—at the risk of their lives; to the Royal Engineers who blasted roads out of inaccessible mountains and canyons and to the

FROM THE EDITOR . . .

THE original inspiration for this special issue honoring British Columbia's Centennial Year came from Librarian Bob Duncan, and it was also he who contacted many of the writers who have favored us with articles. He was so successful, in fact, that we have enough material for a second special issue in September, and it is likely that there will still be a couple of articles left over for inclusion in the remaining issues of 1958.

If any writer does not find his article in this issue, let him not think that it was unappreciated and will not be used—just wait patiently for September! We have tried to present a bit of variety as regards the content of the different articles, but as they deal mainly with the history of the province, there may be slight areas of duplication. However, each contributor has presented his material in a different way, and we are sure readers will find much of interest.

¹ Printed by the Queen's Printer, Victoria, 1928.

Express coaches that travelled them to keep communications open.

Postal markings, stamps, covers and documents of this period are hard to get and greatly prized. In 1858 adhesive stamps were ordered from London for use in "British Columbia and Vancouver's Island" and at the same time a set of 36 cancellers was requested. These were issued to towns and settlements or to Government officials such as the police or gold commissioners who might move about as the mining population shifted. No record was kept of who received the cancellers.

Mr. Gerald Wellburn (BNAPS 538) has probably the most representative collection of covers and cancellations and has compiled a list of numbers and their issuing offices, where known. Twenty-one have been identified as to location (the names are a route map of the Cariboo Road), 13 are known but not the place at which they were used, and two have never been seen. Using the methods of a hunter stalking game, the writer has acquired 17 of these numeral cancellations on stamp and cover.

In addition to the numeral cancels, there were a number of large oval handstamps issued to Victoria, Nanaimo and New Westminster. These were necessary due to frequent shortages of adhesive stamps and represented payment of the current postal rates in cash, and were used also as Government franks.

The first postal markings were instituted in July 1858 by A. C. Anderson, a retired employee of the Hudson's Bay Company. He came out of retirement to Victoria to see for himself the wonders of the gold rush and had the duties of Customs and Postal Administrator thrust upon him. He was obliged to organize a service for both Vancouver's Island and the Mainland, which was full of miners but had not yet been granted colonial status. A tax of 2½d (5 cents) was authorized on letters but, since there was no provision for equipment to mark "Tax Paid", Anderson used the brass Customs Seal on letters as a receipt for cash. Adhesive stamps had been ordered but were not in use in post offices until 1860. There were five major handstamps in Victoria, the last two being in use until Confederation, one in Nanaimo and one in New Westminster. Copies of the Nanaimo oval are extremely scarce. Other markings in use were various types of PAID, UNPAID, COLLECT, etc., and one 'precancel'—FOR GREAT BRITAIN AND IRELAND in two lines.

The Express Companies who carried mail were obliged to collect the current letter rate in addition to their own charges and had their own handstamps, both oval and straight line, as well as labels, and collection notations similar to the Government types. These markings are equally prized and hard to find.

After 1865 small circular markings came into use and in 1871, large double ovals with date in the centre. These coincided with the provision for postal money orders. In July 1871 the united colonies joined the Dominion of Canada. All post offices closed and stamps of the colony were ordered to be destroyed in the presence of a federal representative. Twenty stamps of each denomination were preserved for the archives. Post offices were re-opened with equipment and stamps of Canada, and the familiar circular town cancels, some of which appear to be still in use.

The adhesive stamps issued in the colonial period were:

1. 2½d British Columbia and Vancouver's Island. In use 1860.
2. 5 cents and 10 cents Colony of Vancouver Island. In use 1865.
3. 3d Colony of British Columbia. In use 1865.
4. 2 cents Newspaper stamp. In use 1868.
5 cents, 10 cents, 25 cents, 50 cents and \$1 values, overprinted for value in different colors, on prints from the 3d B.C. die.
These stamps coincided with the new postal regulations of the united colonies. They were in two perforations—12½ and 14. The old die was used for the sake of economy. In use 1867-1871.

The use of the above issues was so complicated that only a detailed study of them would be intelligible. During shortages, owing to the distances between colonies and the source of supply, stamp remainders were issued to the Express Companies to cover the Government tax and the post offices made use of cash and handstamps. After the union of the two colonies (1866) the stamps of each were interchangeable and most of the above issues were in use approximately at one time, but sold at current rates, without surcharge, regardless of the printed value. For instance, the 2½d stamp was sold at 3d, 5 cents and 6¼ cents during its lifetime. The latter amount, doubled, made up the postal rate to Great Britain of 12½ cents.

As there were no town or date markings on stamps or covers circulated in the colonies, apart from the numeral cancels or oval handstamps, neither of which showed the date, the ingenuity of the collector is taxed to the utmost to tease out the probable period of use, and must resort to the

history of stamp shortages, the amount of postage paid, the life history of the addressee, if notable enough to be shown in gazettes and directories, or by comparison of handwriting (and even notepaper) on other material.

Letters to the U.S., Eastern Canada (through U.S.) and abroad (also through U.S.), received a transit mark at San Francisco or a receiving mark at destination. The writer has the Customs Seal of 1858 on cover, received in Bristol, England, in January, 1859.

No postal agreement existed with the U.S. until late in the life of the Colonies and it was necessary to send cash with the letter or to obtain and affix the correct postage in U.S. adhesive stamps before mailing. Thus the colonial post offices sold foreign stamps of necessity. The same difficulty was experienced between the colonies before the postal systems were united. In fact, the transmis-

sion of mail between Vancouver Island and British Columbia was a major political grievance and partly responsible, first, for the demand for separate government under two governors in 1864 (and the retirement of Governor Douglas, who had been governor of both colonies) and next the union of the colonies in 1866, again under one governor.

There is keen local competition for philatelic material of the colonial period, mainly for its historic interest, but finds are few and far between and preciously hoarded. Collectors in British Columbia hope that the Centennial Year will draw attention to the importance of preserving these records of the past and that the year will bring to light more hidden treasures and send them back to their home in the West where they will increase and enrich the philatelic knowledge and postal history of this stirring and romantic period in the life of the province. ★

N. A. PELLETIER (BNAPS 1268)

British Columbia . . . and the first International



Air Mail Route on the North American Continent

AIR MAIL history was made on October 15, 1920, when the first international air mail route on the North American continent was formed with mail flown from Seattle, Washington, to Victoria, British Columbia. On the same day a return flight with about 50 envelopes was made. A cover with the special cancellation, 'Airplane Service', is illustrated.

Edward Hubbard, the owner of a Boeing B-1 aircraft, had been awarded the first commercial and the first international air mail contract for the conveyance of mail on this route, and he successfully flew the

B-1 during a reported 10 years. Six engines had worn out in flying 350,000 air miles before Hubbard lost his life in a flying accident during foggy weather.

A 1951 newspaper article reprinted in 'Airpost Journal' gave further information on Hubbard's Boeing flying boat. It had been the first aircraft designed entirely by Boeing engineers and the first venture by Boeing in the field of commercial aviation.

The plane was purchased by the Seattle Historical Society in 1942 and renovated by some of the oldtimers of the Boeing Company for presentation to the museum. ★

Fur Traders... Explorers... Gold Miners

'THE BUILDERS OF THE WEST'

*Let us drink a toast in silence, "To the Builders of the West"—
Long life to the hearts still beating, and
peace to the hearts at rest. (R.K.)*

ON BEING ASKED to contribute a Centenary philatelic article on the truly amazing province of British Columbia, one is initially confronted with a suitable selection from a veritable 'cornucopia' of material which the subject readily suggests.

Secondly, one hesitates, humbled by one's total inability to adequately present the picture and do justice to the epoch-making events—the procession of colorful characters, appearing on the screen so suddenly, leaving an indelible impression of dauntless courage, determination and resourcefulness, combined with the essential endurance under severe privation.

A brief resumé of historical events on the North Pacific prior to gold rush days is, therefore, deemed not out of place — an 'apetizer' for the more realistic events of the next century.

1778 Captain Cook visited Nootka Sound.

1788 Capt. Meares, who was in search of the famed otter skin, visited Nootka on the west coast of Vancouver Island, trading amicably with Chief Maquina who, 15 years later, treacherously seized the ship 'Boston', murdering the crew. Two only (Jewitt and Thompson) survived and were held in captivity for three years.¹

1790 The 'Nootka Treaty' was signed, by which the Spaniards relinquished all claims in favor of the British. (Bodega y Quadra and Capt. George Vancouver in the 'Discovery'.) Capt. Vancouver hailed from King's Lynn, Norfolk, England. He was of Dutch descent, probably descended from 16th century refugees from religious persecution in Holland. He was a son of John Jasper Vancouver. Never robust, and having suffered untold privation and hardship on his naval

discoveries—for he was with Cook on both the latter's second and third voyages—he succumbed in 1798 at the early age of 41, and is buried in the peaceful rural village of Petersham, Surrey, England.

While Meares and Vancouver were exploring the seven seas, that intrepid Scot, Alexander Mackenzie (later knighted), in anticipating Gosnold, achieved the height of his ambition by being, in the year 1793, the first white man to cross this vast continent by land. This amazing feat, incurring constant privation—for he and his trusty companions were compelled to "exist off the land" almost entirely—in spite of hardships which appeared insurmountable, hostility of the native Indians, mosquitos by the millions, etc., was accomplished in July of that year.

"... By Land"

Travelling over the mountains from the Fraser River (Alexandria), Mackenzie descended to the Bella Coola Valley some 40 miles from the ocean (as traversed by the writer in Sept. 1936), reaching saltchuck at Bella Coola on Bentinck Arm.

On a rock on the northwest shore of Dean Channel, Mackenzie placed this historic inscription in vermilion and grease: "Alexander Mackenzie of Canada, by land, the 22nd July, 1793" as stated in his fascinating 'Journal'. The actual site was 're-discovered' and proven by Capt. R. P. Bishop of Victoria, B.C., in 1923, when the paint was renewed and it has been so maintained to date.

Incidentally, it is unfortunate that in some schools in the United States, misinformed teachers have erroneously attributed the initial crossing of the continent to the explorers Lewis and Clark, who reached the Oregon coast (Clatsop) May 15, 1805, via St. Louis, Mo., the Columbia River, etc.—a dozen years later than Mackenzie!

For a decade and a half a quiet spell ensued, and then in 1808 that "incredible feat" of negotiating the Fraser River in frail canoes was accomplished by Simon Fraser

¹ Vide "The Adventures and Sufferings of John R. Jewitt." Edinburgh 1824, and other edns.



HISTORIC YALE, FRASER R. B.C. 1865.

of St. Andrew's, Upper Canada, an employee of the North-West Fur Company. He left Fort McLeod in May 1806, together with his lieutenant, John Stuart, and a small force. Forts were established on Fraser Lake and Fort St. James on Stuart Lake (named after Fraser's courageous assistant). Thus these were the earliest settlements in British Columbia—the 'New Caledonia' of that day.¹

Narrow Escape

Determined to trave the course of this great river (for it surely could not be the Columbia, as generally thought), on May 22, 1808, Simon Fraser's small force left Fort George in four canoes. There were 19 men in all, including Stuart and Quesnel (helmsman in Fraser's canoe, who justly earned his enduring reward in the naming of the P.G.E. ('Please Go Easy') city of today.

Swept down with the terrific current (to quote Scholefield & Howay), "the canoes passed safely through Fort George Canyon and reached Cottonwood Canyon, where one of the canoes was nearly wrecked. At one place for two miles the river foamed and boiled between high banks which contracted

the channel in many places to 40 yards. This immense body of water passing through this narrow space in a turbulent manner, formed numerous gulfs and cascades, making a tremendous noise, had an awful and forbidding appearance. Impossible to carry the canoes by land, it was resolved to venture down this dangerous pass. After passing the first cascade, the first canoe with five men, lost her course and was drawn into the eddy where she was swirled about, seemingly in suspense whether to sink or swim, the men being powerless. Eventually she escaped the vortex and flew on from one cascade to another, until the last but one, where, despite every effort, she was forced against a low projecting rock, where the men managed to land and thus save their lives."

Fraser named the river from the east entering the Fraser at Lytton, 'Thompson River' after David Thompson, the famous explorer and astronomer,² though the latter never saw it.

Eight-day Ride

It took no less than eight days to "ride the foaming torrent" between Lytton and Yale, the hazardous experience, as described above, being repeated daily. However, on July 3, 1808, Fraser reached the sea a little below the site of New Westminster, at a spot which is believed to have been Musquam, off Point Grey, and duly commem-

1 The Spanish settlement at Nootka, Vancouver Island, was evanescent, being abandoned five years later, 1794.

2 In whose honor Canada issued a stamp June 5, 1957.

orated by the erection of a cairn by the Dominion Historical Board.

Like Mackenzie, Fraser expresses disappointment in his 'Journal' at not sighting the ocean proper, though he was amply rewarded by his colossal accomplishment in navigating the turbulent river which was to bear his name. He had, however, definitely proven also that this river was not the Columbia, being approximately 3 degrees Latitude higher. As the Rev. A. G. Morice, the eminent Catholic historian, has justly observed, "The name of Simon Fraser, the stalwart pioneer and founder, should not be forgotten in this day—less brilliant service would entitle him to the respect of every Canadian."

Thus, the occupation of 'New Caledonia' advanced westward rapidly.

1811 Fort Astoria, at the mouth of the Columbia, by J. J. Astor.

1812 Fort Kamloops, at junction of North and South Thompson, for Pacific Fur Co. by David Stuart.

1821 Fort Alexandria, on upper Fraser, by Hudsons Bay Co.

1825 Fort Vancouver, Columbia River, by Hudsons Bay Co.

1826 Fort Chilcotin, on upper Fraser, by Hudsons Bay Co.

1827 Fort Langley, on Fraser River above New Westminster.

1831 Fort Simpson, on northern coast.

1849 Fort Hope, on Fraser River, above Langley and Yale.

Transportation Service Needed

Concurrently with this 'advance of civilization' which I have endeavored to suggest, came the need, in this new era, for reliable transportation and mail and express service. Hitherto, the sole means of communication with this isolated territory were the annual 'brigades' and an occasional 'express' from the distant East which the various fur companies maintained. The average time in transit from East to West, or vice versa, was 100 days! These 'brigades' usually arranged their arrival about Christmas or New Year, when the monotonous loneliness of the inhabitants of the forts was broken by celebrations de luxe.

And now, patient philatelist, I shall only crave your further indulgence very briefly, for the need of the colonial postage stamp (of 1860) yearly became more apparent.

Chief Factor James Douglas (later Sir James) of the Hudsons Bay Company, at Fort Vancouver, Wash., on July 12, 1842, on instructions from the 'White Eagle' (the

redoubtable McLaughlin¹) left Nisqually (near present day Fort Lewis) on Puget Sound, in the schooner 'Cadborough' along with six men, for the southern end of Vancouver Island in order to select a suitable site for a new depot within the Straits of Juan de Fuca. After a careful survey, Douglas selected 10 square miles at 'Camosun' or 'Canal of Camosack' on the extreme southern end of the island where there was an Indian village. History records that until August 1843 the provisional name so used was Fort Camosun, and from August to the following December the post was locally called Fort Albert.

A Good Buy!

After December 1843, however, in accordance with the wishes of Queen Victoria, it was honored by the name of Her Majesty. It is interesting to find in the historical records that the cost of this land was £6,913—today, a real good buy!

On June 1, 1846, Dr. John McLaughlin retired as chief factor of New Caledonia, leaving James Douglas as chief factor, which position he held until June 1858, automatically relinquishing office on his appointment as governor of the mainland of British Columbia (in addition to Vancouver Island).

Sir E. B. Lytton, Secretary of State for the Colonies, laid the foundation of the colony, insisting that it be self supporting. A salary of £1,800 annually for the governorship of both colonies was finally agreed upon. However, the latter locally contributed the sum of £3,000 according to the records.

Douglas was installed as governor of the Mainland Colony at Fort Langley in a colorful ceremony (although it rained torrents outside) on November 19, 1858. Having such great interests in the Hudsons Bay Company, Douglas' feeling on this historic occasion must indeed have been one of great relief, for hitherto his position had been a most invidious one—serving two masters—impossible!

In March 1864 Douglas' term of office as governor of Vancouver Island expired. Retiring, he was knighted for his invaluable services to the colonies. By many, Douglas was deemed autocratic, by others even dictatorial. His high and responsible position was, however, no sincere and his imposing presence (he was a huge man, over 6 feet) and strong personality must have materially assisted him in firmly but tactfully handling the multitude of problems with which he was constantly encompassed.

¹ Chief H.B.C. Factor of New Caledonia.

Incidentally, an amusing incident may be related here (the writer having had it related to him by Hautier's son in Lytton in 1926). Hautier's father, Alphonse, dared the perils of the Indian trail through the Canyon from Yale to Lytton in 1860 in order to settle there. After great hardship (his little son on the back of a 'Kloochman'¹) they reached Lytton, where Alphonse established himself as a barber and was well known and famous throughout Cariboo for more than half a century. Now, Alphonse was an expert (how rare they are today!) in removing corns!

Governor Douglas, like many corpulent men, suffered from corns, and while touring Cariboo on one occasion, with said corns being particularly painful, and being near Lytton where it was rumored "Hautier the barber can fixum", Douglas lost no time in proceeding there. Hautier removed half a dozen corns, and upon Douglas demanding his charge for the operations, Hautier replied, "One dollar apiece, Your Honor." Douglas handed him a \$5 bill, stating, "That's plenty for the service rendered."

'Corn Agony'

Some six months later, Douglas again had occasion to visit Lytton, and being once again in "corn agony", Hautier's assistance was sought. Douglas brusquely pointed out that one of the six corns Alphonse had removed before had grown again. Said Alphonse, "Sure, Your Honor, that is so, for did you not pay me only for the five, though I removed six?"

Another good story (gleaned in the bar of the Clinton Hotel), repeated to the writer about 1927 by the then Provincial Librarian, the late and fondly revered John Hosie, shall be related here.

Some eight miles north of Clinton on the famous Cariboo Highway, and only some 25 feet from the right of the road (going north) is a foul and loathsome spot known as 'The Chasm' (P.G.E. must even pause there!) This chasm consists of a sheer narrow precipice, the banks of which are covered with a nauseating mass of decayed vegetation. Though many geological experts have visited the spot, no satisfactory solution has been found for its origin.

Pausing to blow his nose at this particular spot, a thrifty goldseeker from "North o'

Tweed," so it is said, accidentally let a three-penny piece fall from his handkerchief. It rolled . . . this undoubtedly was the real origin of ye Chasm!

The Fraser River Gold Rush of 1858 and Cariboo of 1862

The stampedes to California (1849) and Australia (1851) were past history. Gold was discovered near Fort Colville, Wash., by a Hudsons Bay clerk, on the Columbia, in 1856; also in small quantities in the Queen Charlotte Islands in 1851-53.

It is still a controversial question as to what date and where, gold was first located on the mainland of British Columbia. There is indisputable historical evidence to prove, however, that in the year 1857 gold was discovered by James Houston near Kamloops; also by an Indian on Thompson River, and yet again on Nicomen Creek, feeding the same river—a wild and rugged spot often visited by the writer.

The year 1858 saw the founding of the mainland colony and also the great Fraser River gold rush. Here I cannot do better than partially quote my late friend, A. Stanley Deaville, to whom I gave some slight philatelic assistance in his priceless historical memoir entitled "The Colonial Postal System and Postage Stamps of Vancouver Island and British Columbia, 1849-71."²

"Suddenly the peaceful settlement around Victoria was rudely startled from its quietude.

"The discovery of gold in the gravel-beds of the Fraser River caused a terrific sensation among the heterogeneous crowds thronging the streets of San Francisco at the beginning of 1858. The California gold rush had subsided and the 'Forty-niners' were ready for new fields to conquer. An unprecedented exodus commenced; and so insane was the desire to get to the New Eldorado that valuable corner lots in San Francisco were sold for a mere song in order that their owners might head for the Fraser River Gold Fields. The first contingent arrived in Victoria on the 25th April. Every crazy vessel that could be pressed into service was packed with human freight and dispatched up the Coast. Battered, shaky old hulks long discarded as unseaworthy, were patched up; their rusty engines were somehow made serviceable; and the passengers they carried, strangely enough without accident, brought news of the eager thousands left behind, wild with desire to follow them. Scores, pressing on from Victoria and Puget Sound points to the mouth of the Fraser on boats, canoes and even rafts, essayed to

1 Coast Chinook Indian: "woman".

2 Provincial Government, Victoria, 1928.

cross the Gulf of Georgia and dare the rapids of the Fraser. Numbers thus perished, comparatively few succeeded, but out of this chaos emerged BRITISH COLUMBIA."

In order to establish law and order, Governor Douglas quickly assumed authority over the horde of invaders.

It is recorded that over 30,000 miners left San Francisco for Fraser River in the spring of 1858. Victoria, overnight, so to speak, became a city of tents and shacks. Alexander Caulfield Anderson, a former H.B.C. official and 'kindred soul' of Douglas for many years in the North, retired in 1852, and going to Victoria, witnessed this "amazing spectacle of activity." He was persuaded by Douglas to give his aid and counsel in an official capacity, and thus on June 28, 1858, Anderson was appointed Collector of Customs for Vancouver Island, Treasurer of the Island Colony, and with tentative control over the Customs, Post Office and Treasury for the Mainland. To that gallant officer of the R.E., Col. R. C. Moody (1858), who had the foresight to reserve the land, must tribute be paid for the now famous Stanley Park. Lord Stanley was Secretary of State in that momentous year.

Up to this time, no colonial stamps had been issued, the need for same being more or less negligible due to the activity of the various express companies who had their own hand-stamped franked envelopes in California. Following closely on the miners' heels, they naturally 'got in on' the new gold rush, extending their reliable and re-

sourceful service to each and every bar on the Fraser, as the miners proceeded up the river, testing each creek both present and 'dried up' in their frantic search for the yellow treasure.

'Deliver the Goods'

The very first of these aggressive expressmen appears to have been a colorful character by the name of 'Billy' Ballou, an American of French extraction, who had become famous in California as one "who delivered the goods."

He operated until 1862 as far as Lytton and Kamloops. By this period, however, competition had become very keen due to F. J. Barnard and others, such as Kent & Smith, Gerow and Johnson, etc., having actively entered the field.

To convey to my readers the popularity of this express service, it is deemed expedient at this point to quote from Mayne's "Four Years in British Columbia and Vancouver Island"¹, which states (p. 71): "I have never known a letter sent by them miscarry, . . . and so great is my faith in them that I would trust anything, even in that insecure country [California] in an envelope bearing the stamp of 'Wells Fargo & Company's Express'." ★

This article will be concluded in our next issue, which will also be devoted to special features in honor of the British Columbia Centennial.

¹ London, 1864.

FRANCIS J. BARNARD, pioneer 'express' operator, is shown right (1870) at the famous Bonaparte Roadhouse, Cache Creek, near Ashcroft (holding coachman's whip). More details in next instalment.





REVENUE GROUP

News

EDITOR: E. A. RICHARDSON, 303 Pin Oak Drive, La Marque, Texas

THIS MONTH'S instalment, short as it is, deals entirely with British Columbia revenue items of interest.

Imperforate(?) 1888 30c Law. Some time ago Phil Little (BNAPS 1224) reported having a single copy of what appears to be an imperforate Holmes No. BCL 6, the 30c Law Stamp of 1888. The stamp has 2½x3 mm. margins all around so does not appear to be a clipped copy. Who else can report similar stamps?—or better still, a pair or block of four imperforate.

Liquor Seals. While there are probably several other varieties in existence, we'll start the ball rolling by reporting these which I have from this province of British Columbia:

Type I. Impression 159 mm. long. "British Columbia, etc." panel 88 mm. long. Maltese cross at each end is thick at centre.
BCLS 1 Imperf. Dark green.

Type II. Impression 151 mm. long. "British Columbia, etc." panel 85 mm. long. Maltese cross at each end is very thin at centre.

All on watermarked paper, imperforate, with control numbers at right end.

BCLS 2 Orange. Dark blue control.

BCLS 3 Light blue. Red control.

BCLS 4 Lake. Dark blue control.

BCLS 5 Green. Red control.

Type III. Change in design. Smaller size, 130x12 mm. Unwatermarked wove, sometimes shows slight ribbing. Imperforate. Control numbers at right end vary in thickness.

BCLS 6 Lake. Dark blue controls.

BCLS 7 Light blue. Red controls.

BCLS 8 Green. Red controls, **thicker** numerals.

8a as above, **thinner** numerals.

BCLS 9 Green. Red controls, on **water-marked paper.**

So there you are, folks, a nice sideline—and did I hear someone comment on the sideline of 'fun' in collecting them?

The following is contributed by H. W. Walker (BNAPS 1380):

Specimen Books of British Columbia Telephone Co. Franks, 1956. There are no proofs of these franks issued in 1956 (i.e. franks **without** control numbers). However two books of specimen franks were prepared and presented to the company for approval. There is no specimen overprint, but the franks are punched with a small circular punch similar to the one used in the 1955 proofs. Each booklet contained 20 panes of six franks of the 5c black, 12 panes of the 25c turquoise, and four panes of the \$1.00 lemon-yellow.

In the regular books issued to the B.C. Telephone Co. employees, all franks bear

Types

I



II



III



the same control number as on the cover of the book—the owner's number is registered and the franks are valid only if presented in the booklet. In the specimen booklets, however, the numbers vary so that the franks are useless for prepayment of telephone messages. As a further measure to ensure their not being illicitly used they are

punched. Some of these specimens are on unwatermarked paper, others are watermarked.

For the record, one of these two booklets has since been broken up and the panes sold separately. Mr. Walker owns the only remaining complete booklet of these specimens. ★

ROBSON LOWE (BNAPS L510)

Vancouver Island Forgeries

THE TWO VALUES issued in 1855, the 5c rose and the 10c blue, have not been extensively forged. Two lithographed forgeries of the higher value are known, both imperforate and perforate, but anyone who knows what the real stamp looks like would not be confused by these poorly drawn and crudely printed monstrosities.

However, in 1942, the late Jean de Sperati produced a forgery of the imperforate 5 cents. His **method of reproduction** was photo-lithography. In January 1953 he made the 10 cents blue, one of the last reproductions to come from this clever forger.



As the genuine stamps were typographed and the forgeries produced by photo-lithography, if one knows the differences between these two methods, then the forgery may be recognized. The genuine typographed stamp invariably shows under magnification a clean-cut edge to the design whereas the reproduction is comparatively rough in comparison. The genuine typographed stamp will show a thin "wave" of surplus ink on one or more sides of the design, particularly at the edges of the larger inked areas. This was caused when the ink and metal printing surface made contact with the paper and squeezed the ink towards the edges of every line in the design. The Sperati forgeries show no traces of these "waves." In the process of reproduction, every single line in

the design has a tendency to become slightly thickened and in consequence there is a loss of the white spaces between the lines. Therefore, reproductions appear rougher than the originals and they also appear to be slightly more heavily printed.

The **comparison of the white spaces** on an original stamp and the Sperati reproductions, particularly those between fine parallel lines of shading around the edge, provide one of the most valuable means of identification of the latter.

The stamps under discussion incorporate a series of **parallel lines of shading** as part of their design and under magnification x10, the genuine stamp will show these as continual lines of uniform and equal thickness, whereas the reproduction will show lines which appear rough and sometimes broken and thicker in comparison.

The **paper** on which these forgeries are printed bears the genuine watermark Crown over CC and it is probable that Sperati used fiscally cancelled or mint copies of the Natal 5/- in order to provide genuine paper; the area of this stamp is sufficiently large for the perforations to be trimmed off and the stamp of normal size to be printed and still have adequate margins to be imperforate. Under the mercury vapor lamp, the bleaching agent used by Sperati to remove the original design affected the paper in such a manner that the back of the reproduction does not show the same reaction as the genuine stamp. The paper on the forgery is invariably greyish and stained, often with a mauvy or rosey tinge.

Sperati is known to have made die proofs in black and in color as well as unused and used reproductions of both values. The color of the 5 cents is rather deeper and more rose than the genuine and the impression is comparatively flat. There is a constant flaw in the fourth oblong from the left



35



PAID



POST OFFICE
PAID
VICTORIA VANCOUVER

POST OFFICE
PAID
VICTORIA VANCOUVER



in the top frame, which extends into the fifth oblong. There are a number of other specific tests by which this reproduction may be identified.

The 10 cents was one of Sperati's worst forgeries, for not only is it deeper in color than the genuine but the impression is much more coarse. There is a certain amount of retouching noticeable behind the ear and among the tests is the constant flaw in the background above and between the 'NC' of 'VANCOUVER'.

Sperati made four different cancellations, all of which are illustrated. As far as is known, these impressions were always struck by Sperati in black with the exception of the 'PAID' in a double oval frame which is to be found on the forgeries in both black and blue. In all cases these cancellations are normally found struck in blue on the genuine stamps. As Sperati's reproductions of these cancellations were made by the photographic method, the impression of the forged cancellations does not vary.

It may not be out of place in this com-

mentary to mention that the writer has never seen a forgery of the 1860 2½d that was issued for use in both British Columbia and Vancouver Island. On the other hand, there are a number of crude lithographed forgeries of the British Columbia stamps of 1865 and 1867 and anyone who possesses one genuine example of the commonest variety to use as a standard can immediately spot the lithographed forgeries. One Italian forger, who is still alive, even went to the trouble of engraving the forgeries and making his reproductions by recess printing. As the genuine stamps are typographed, the difference between engraving and typography is even more startling than that between the lithography and typography. ★

• The second instalment of "Obliterations and Cancellations Between 1851 and 1900" by Grant Showers, will appear in an early issue. This material was 'squeezed out' by the flow of articles on British Columbia presented in this issue. ★

Precancels of British Columbia



—Above illustration courtesy of Ed Richardson (No. 168)

HAVING been personally interested in precancels for a good many years, I have always tried to emphasize to non-collectors of these items the LOCAL interest of these philatelic emissions. The British Columbia Centenary provides an opportunity of bringing to the attention of collectors who have not hitherto taken any particular interest in them, the fact that the three principal cities of B.C. have at one time or another used a large variety of precancels.

A check of the precancel catalogue reveals the fact that there have been three varieties from New Westminster, 40 from Victoria, and 113 from Vancouver.

"N. Westminster, B.C." is found on the 1c green of 1930 and the 1c Medallion, and the numeral "9500" comes on the 1c of 1937 only. Of these, the first is the scarcest and the last the most often seen.

"Victoria, B.C." is found on the 1c, 2c and 5c Edward VII (also inverted on each value, and a rare 'double' is known of the 5c). It is also found on all the lower values of the Admiral issue up to the 10c blue (except 4c, 8c and 7c brown), on the 1c of 1928, and the 1c Medallion. Most of these exist inverted.

The 2c carmine Admiral precancel from Victoria is unique among Canadian precancels in that the 'double' is seen more often than the invert, and the normal precancel is scarcest of all. Usually this order of scarcity is reversed.

The Victoria numeral "9890" is found on the 1c Medallion, 1c of 1935, 1937 and 1942.

Vancouver, being a large centre of population with a varied commercial activity, has been a prolific user of precancels for more than 50 years. "Vancouver, B.C." is found in three different types, the main differences

being in the double lines across the middle of each stamp. In the first type the lines are heavy with scrolls above and below; Type 2, thin lines, no scrolls; Type 3, thick lines, no scrolls. Type 1 is found on the 1c, 2c and 5c Edward VII, and on most of the 1c-10c Admirals, including a scarce MR-4, and the 1c green and 2c carmine of 1930.

Type 2 is found on all values of the Admirals up to the 50c (except 8c) and seven of the low values of the 1928-33 issues.

Type 3 first appeared about 1923 and is therefore on the later Admiral issues only, 1c-20c, but Vancouver's only \$1 precancel is found in this type, used, I believe, by Kelly, Douglas & Co. Type 3 is also found on the 1c 1928 and 1c green and 2c brown of 1930.

Vancouver's numeral is "9780" and is found in three types. The first (on 1c and 2c Medallion and 1c and 2c 1935) has close-spaced thin lines. The second is found on the 1c 1935 only, and is an experimental Ludlow slug, printing 400 at a time before the sheets were gummed. (Only Hamilton, Montreal and Toronto were also done this way.)

The third numeral type is similar to the above except the lines are slightly heavier and the numerals have small serifs. This is found on 13 of the low values from 1935 to 1949. Incidentally, since the 1954 edition of the precancel catalogue was published, an addition has to be made to the numerals listed there, of "6-224", the 3c 'Revised'. ★

• The following have been appointed commissioners for the London International Exhibition 1960: H. E. M. Bradshaw, Bank of Commerce Bldg., 640 Hastings St. W., Vancouver 2, B.C.; J. Sissons, 59 Wellington St. W., Toronto 1, Ont. ★

Some Reminiscences of B.C. and V.I.

THE Centenary of the stamps of British Columbia and Vancouver Island is upon us. What does this mean to the B.N.A. collector? To the writer, like so many others, a few happy memories. Most of us have formed a small collection, possibly not highly specialized in the rarity class of material because it does not exist. So many have made skeleton collections and enlarged by Wells, Fargo series, and made a study of postmarks. Over a long period of years very little material has appeared in auctions in London, but what has come over has been much Canadian material bearing cancellations of B.C., this of course in the days immediately following Confederation. In the early days this material was fairly plentiful and a good collection could be formed, and it was an interesting adjunct to a collection of British Columbia, or even a postmark collection of Canada.

This reminds me of one piece which stands out vividly in my memory and appealed to me more than any other item which passed through a B.C. post office. It was a block of 19 6c Large Head 1868 Canada, cancelled lightly with the No. 35. It was made up in three rows—seven in the top row with two rows of six underneath—and made a great impression on me for I have a weakness for blocks. At the same display was shown the original post office canceller showing the No. 35 (a hand stamp) defaced by lines filed across the numerals for safety purposes. The defacing was done by the then owner.

I do not know of any highly specialized collections of British Columbia and Vancouver Island in this country, other than the Royal collection, and the Tapling section in the British Museum. These I have seen, as also overseas collections of Lichtenstein and Wellburn. The Reford and Caspary material I have not seen, but I feel I have seen the finest and choicest collections. One further exhibit comes to mind.

B.C. and V.I. were represented at the Royal Jubilee Exhibition of British Empire stamps of the Victorian Era, held May 6-11, 1935, at the Royal Philatelic Society, London. The catalogue refers to the above "By the Fellows and Members of the Royal Philatelic Society, London, held in honour

of His Majesty the King, their Patron, and to commemorate the 25th Anniversary of his reign on May 6th, 1935."

The catalogue is a most illuminating record of every stamp in the exhibition. B.C. and V.I. were represented by 15 pages and the data makes very interesting reading. My copy is bound along with 70 photos (7x9 inches) illustrating the choice pieces in the general display. This is a marvellous reference book.

Books and reading are a necessary adjunct to collecting and having seen the finest collections, one must read up on the subject, as most displays with notes are often too bewildering and staggering with their completion and research study. Upon the subject of reading in respect of B.C. and V.I., I can recommend the perusal and study of the following

To start with, for a basis of general groundwork I would turn up Jarrett's B.N.A. Book, 1929 Edition, pages 213 to 226. The index points to postmarks on pages 442 and 463, but to my mind one can find many additional ones by starting on page 379 and going over each page carefully to the end of the book. One cannot do without this work.

The 'London Philatelist' provides notes on various studies:

Report on Postal Conditions (Bradbury) Vol. 34, page 71.

Postal History (Lichtenstein & Hitt) Vol. 47, pages 208 and 239.

The Stamps of B.C. Vol. 29, page 50; Vol. 32, page 206; Vol. 43, page 254.

Proof of an Unfinished De La Rue Die of 2½d (Hitt) Vol. 43, page 173.

Essays and Proofs of the 1865 3d (Bacon) Vol. 39, page 62.

Report on Display by Gerald Wellburn. Vol. 57, page 191.

Display of B.C. and V.I. from the King's Collection by Sir John Wilson. Vol. 58, page 207.

Further articles and descriptions of collections appear in the catalogues of the London Exhibition of 1950; CAPEX 1951, and New York, 1926.

The records show that in 1926 A. F. Lichtenstein showed his collection of Wells Fargo and Western Express Franks, containing 87 of the latter and 3,600 of the former, ex-

hibiting four frames and 12 albums. A study of this collection was, I think, given in the 'Collectors Club Philatelist', October 1927.

Happy memories of a small but most interesting country. At the time when I was keenly interested I believe that the 'Cancelling Numbers' had not been assigned to an allocated post office or district. I wonder if that study has been finalised now.

One further and last memory. The C.P.S. of G.B. had gathered at Edinburgh for their annual convention, and that year we had with us Gerald Wellburn. For my own part, and for a study of paper I was interested in. I had an invitation to look over the Valley-

field Paper Mills at Penicuik, which is 10 miles out. Wellburn joined me on the trip and we toured the mills. At one stage we were shown the calendaring rooms and given samples of the paper used before and after the processing. Here lay the answer to the Canadian 6d found on thick soft and thick hard papers.

Another feature of Cowans Mills was that they had a small building set aside for children to be taken care of while their mothers worked in the mills—known during World War II as a 'creche', a new idea for covering labor shortage during the war—but Cowans had realized the value of such a system during the Napoleonic Wars over a hundred years previously! ★

ED RICHARDSON (BNAPS 168)

Two Fine Monographs Await the B.C. and V.I. Philatelic Specialist

IT IS NOT OFTEN that the philatelist, desiring to specialize in the stamps and covers of a single stamp issuing country, can find a great wealth of literature awaiting to assist him in the enjoyment of his chosen field. Especially is this true of those which issued as few stamps as did British Columbia and Vancouver Island—only 18 major varieties!

Not only has the B.C. specialist a great deal of material available published in various articles in a great range of philatelic magazines over the past 50 years, but also he has available two very fine studies in book or pamphlet form. Both have been long out of print, but are frequently seen offered for sale, or through auctions.

The first of these to be published was that of the late Bertram W. H. Poole, "**The Postage Stamps of British Columbia and Vancouver Island**," published by Severn-Wylie-Jewett Co., the then publishers of 'Mekeel's Weekly.' This is a small paper-bound pamphlet of 14 pages, but contains a great wealth of data regarding these interesting issues. It was published some 35-40 years ago. The pamphlet contains some eight chapters and not only gives tremendous information about the stamp issues, but also contains a chapter on the local Express issues, another on some background of postal history with considerable data as to the rates of postage in effect, plus other valuable historical information. It is still a

standard work in this field, and a 'must' for those specializing in this B.N.A. province. The last time I saw this advertised for sale the price asked was \$1.25; that was two years ago, and I would consider it a bargain at that price today.

The largest, most complete work ever done on this fascinating B.N.A. group is of course the late A. Stanley Deaville's "**The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia, 1849-1871.**" This is undoubtedly one of the finest works ever to be published about a single stamp issuing country. This cloth-bound book of 210 pages is well illustrated. Unlike most philatelic studies, this was not privately printed, but is "Memoir No. VIII" of the "Archives of British Columbia," printed by authority of the Legislative Assembly of that province in 1928. Only 500 copies were published, and it has long been out of print.

Mr. Deaville devoted a number of years of research among the Colonial papers in the Provincial Archives and among the official records of the Canadian Post Office Department. He produced a most interesting book, well written, and clearly explaining the complicated history of the early postal arrangements of British Columbia and Vancouver Island. It is a most important work for the collector of early British Columbia covers, with their various post office franks and markings, and with the U.S.

envelope and adhesive stamps used in combination with colonial postage.

This book is seldom offered for sale, but is quite often offered in philatelic auctions. Prices realized usually range around the \$12 figure, but some have been offered privately for as high as \$25.

Another worthwhile reference in this

field is Gerald Wellburn's "Barnard's Caribou Express" in the 'Stamp Specialist Black Book'.

Surely the would-be specialist of these most interesting issues, together with their covers, would do well to make the modest investment necessary to acquire these valuable reference works. They will pay a very high rate of dividends! ★

FRANK W. CAMPBELL (BNAPS 143)

Fiftieth Anniversary of Prince Rupert P.O.

PRINCE RUPERT post office opened on December 1, 1906. I went there in 1907 as the first printer to work on 'The Empire' which I found to be a very small sheet, printed on a foot-power Gordon press in the tent of the provincial police chief. The newspaper's main income was from printing timber limit legal notices. Later a frame building, probably 15x18 feet, was occupied and the editor and owner, John Huston, and the writer slept on cots in the print shop. All residents ate at a community eating house at \$1 flat per day for fine, substantial meals. The places to spend money were few, probably mostly the post office, barber shop, drug store, hardware store, but no grocery store nor liquor emporium.

John Huston, the owner of 'The Empire', was a native of St. Mary's, Ontario, having had a varied career in Nevada mining boom localities. He came to Prince Rupert from Nelson, B.C., where he had been a provincial legislative representative. He passed on at Fort George, B.C.

If I remember correctly, the post office was at first in the drug store, with R. L. McIntosh as postmaster. Very little mail was handled the first year, as the population was only about 100. The townsite was a clearing of about 300 by 600 feet, the trees having been used for firewood. A single planked street running up from the wharf was the whole community centre.

I should have saved the scrap basket material for future postal research, as the paper got much mail from small nearby settlements. We were a go-between for out-country people who asked us to find addresses and forward mail for them.

The earliest nearby post office sites, by dates, would be:

Port Essington, about 25 miles southeast, which changed from Skeena about 1898. It opened as Skeena River in 1871.

Fort Simpson, about 30 miles north, opened in 1885, later changing 'Fort' to 'Port', thus: Port Simpson.

Metlakatla, established in 1889, was an Indian reserve that included Prince Rupert townsite as part of its original territory.

Skidegate, established 1899, on Queen Charlotte Islands, a 200-mile long group about 100 miles out in the Pacific. I will remember the deep muddy paths, the one store, the foggy weather of 1908 winter there.

Hazelton, established in 1900, was the nearest inland post office, about 125 miles northeasterly.

Kitamaat, established 1901, was spelled differently then (now Kitimat). I remember the salty remark of a C.P.R. ship captain when the purser remarked as he returned to the ship with a mailbag from the post office there, that the bag had only one letter in it. "I'll be darned if I would have run up this inlet to unload one letter." Then, as I remember, it had a small wharf with a small store as the whole settlement that was visible from the steamer.

Swanson Bay, established 1907, away south. I remember sleeping in a lumber mill camp while transferring to a steamer going north, and I was given the bundle of letters from the post office there to deposit at Prince Rupert.

Distances herein are straight lines, but are often further by boat; no roads then.

The only postal memory of Prince Rupert I have now is a letter from my mother, and a Free Miner's Certificate, No. B16432, Nov. 26, 1907, as everyone was always prepared to hike to some creek reputed to be floored with gold. The certificate was signed by police chief Wm. H. McVickers, a fine, friendly person.

Another B.C. thought. END-OF-TRACK,

B.C., postmarks exist, dated 1886. I presume they were used as the C.P.R. construction progressed eastward from Port Moody. Owners of such covers may find the mail went southward via Victoria and San Francisco to Windsor, Ont. I have seen mail a few months after the C.P.R. finished to salt water, that did not come eastward by rail, as it had the Victoria-San Francisco-Windsor postmark routing stamped on. While this early mail, 1871-85, was supposed to have come through United States postal service to Windsor from San Francisco, it is often seen backstamped Hamil-

ton, Ont. Probably the bags were not always opened at Windsor, but were sent on to Hamilton for redistribution.

A clue to this railway postal service may be found in the 1885-1886 postal lists, where is noted: "End of Track, Rocky Mountains, T. A. W. Gordon, postmaster," as an item. It is not known if this was the postmaster who used the postmark named such. The Mounted Police operated a postal service on the railway head as it progressed across the prairie, but no provable postal marking from this unit has been seen. ★

THE MAILBAG

OHMS Missing Periods

The list of OHMS missing periods published in Vol. 15, No. 5 (May) should be of interest to all variety specialists, but I would like to correct and comment on a few points.

The following errors should be corrected: O6 Plate 7 should read Plate 1, because Plate 7 does not exist.

O7 Plate 7 should be corrected to Plate 1 for the same reason.

O8 Plate 7 should be corrected to Plate 2. Plate 7 does not exist but Plate 2 shows the variety.

O9 Plate 7 does not exist and should be deleted.

O10 Plate 7 should be replaced with Plate 1. Plate 7 does not exist.

O15a position 52 LL Plate 2 does exist and the question mark can be deleted.

position 78 UL Plate 2 is doubtful and very likely LL.

position 78 UL Plate 7 does not exist and should probably read 78 LL Plate 1.

Two additional positions on Plate 1 and 2 LL are known; these are catalogued in my book as 53 and 63.

CO1 Plate 7 should read Plate 1; Plate 7 does not exist.

EO1 has been reported but I believe it does not exist and is only due to a very faint dot, but not a missing dot.

Missing letters do occur but are oddities and not constant varieties. None of them have proven to be constant so far.

Hans Reiche (No. 783)

• **Dr. Edward Bartow** (BNAPS 890), former head of the chemistry and chemical engineering department of Iowa State University, died recently at the age of 88. ★

PERFORATION ODDITY



Librarian Bob Duncan has submitted the above perforation oddity on the current 5c Queen Elizabeth. He also sent in for inspection a large block of the 1c brown Q.E. which showed defective inking over large parts of certain stamps. It was impossible to reproduce this item, however. ★

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NEW STAMP EMPHASIZES NATIONAL HEALTH

The Hon. William Hamilton, Postmaster General, has announced the details of a new design 5 cent postage stamp to be issued on July 30 next.

The stamp is being issued to emphasize the importance of health both to the individual and to the nation, and the slogan, "Health Guards the Nation" conveys this theme. As a symbol of the significance of the contribution by women to the nation's health, the portrait of a nurse is featured on the new issue.

The stamp was designed by Gerald Trotter, Ottawa, who also designed the La Verendrye and Quebec anniversary commemorative stamps. The designer was born in Ottawa, attended the Art Students' League in New York in 1953, and studied in Europe on a Canadian Foundation scholarship. He has a studio now in Ottawa where he works as a painter and graphic artist with a particular emphasis on lithography.

The National Health Commemorative stamp is being printed by the Canadian Bank Note Company, and will be purple in color, of medium size, approximately one and one-eighth inches wide by one inch high. ★

• **Her Majesty** Queen Elizabeth has consented to grant her patronage to the London International Stamp Exhibition to be held in the Royal Festival Hall, South Bank, London, from July 9 to 16, 1960.

The Queen thus follows the example of her father and grandfather who were patrons of earlier exhibitions of a similar character, and at the same time demonstrates her continued interest in the hobby and in the Royal philatelic collection housed in Buckingham Palace. ★

PHILATELIC REUNION WELL ATTENDED

The public made known its interest in stamp collecting by the large attendance at Wentworth Arms Hotel when the Hamilton (Ont.) Philatelic Society invited them to view the members' frames displaying stamps from many countries. Of particular interest was the main exhibit depicting the designing of Canadian stamps, loaned by the Canadian postal authorities through the courtesy of Charles D. Stipe, postmaster of Hamilton.

The bourse tables and fish pond were popular spots, and the auction in the afternoon was lively. A banquet was held at 6:30 p.m.

The Society is indebted to the large number of manufacturing firms in Hamilton and district for their generous donations of table favors and valuable prizes for drawings which helped immeasurably in the success of this event. ★

VANCOUVER SECTION ENTERTAINS VISITORS

The Vancouver Section of BNAPS played host to the Bellingham Stamp Club at a recent meeting, at which Stuart Johnstone showed his outstanding collection of early Canada. The display was greatly enjoyed by members of both clubs. For many of the 35 collectors present, it was the first time they had an opportunity of seeing copies of all the early Canadian stamps.

Most of the members of the Bellingham Club are general collectors, but two BNAPS members were along on the trip—John E. Gooch and Karl Kern.

The Vancouver Section was also active in assisting the Northwest Federation of Stamp Clubs' 18th annual exhibition held in the new Vancouver Public Library May 30 to June 1. This exhibition was part of the B.C. Centennial, and as a forerunner to this display BNAPSer Gerald Wellburn presented a one-man show starting May 1.

Other BNAPS members active in this undertaking were Bury Binks, general chairman; Stuart Johnstone, exhibition treasurer, and Hal Dilworth, exhibition chairman. ★



OFFICIAL SECTION

BRITISH NORTH AMERICA PHILATELIC SOCIETY

MONTHLY REPORT . . .

From the Secretary

JACK LEVINE, 209 PINE TREE ROAD, OXFORD, N.C.

June 1, 1958.

NEW MEMBERS

- 1553 Bishop, Wm. J., 4011 Stone Canyon Avenue, Sherman Oaks, California
1554 Callard, Reg., Box 39, Tofield, Alberta
1555 Copeland, Robert A., 405 Brown Road, Richmond, British Columbia
1556 Knight, Alexander Duncan, 261 Maplehurst Avenue, Willowdale, Ontario
1557 Young, Miss Joan E., P.O. Box 40, Sydney, Nova Scotia

LIFE MEMBER

- L397 Southworth, Robert R., Amenia, New York

APPLICATIONS PENDING

Avery, Raymond E., 3 Old Mamaroneck Road, White Plains, New York
Charles, R., 20 Mabel Street, Willoughby, New South Wales, Australia
Krasner, Milton, 173 Ridge Road, North Arlington, New Jersey
Lamouroux, Louis M., 222 Lawrence Avenue West, Toronto 12, Ontario
McGowan, Louis C., 63 Walnut Street, Johnston 9, Rhode Island
Niderost, Bernard, General Delivery, Talmage, California
Stanford, Eidsel C., Belle Mina, Alabama
Tuttle, George M., Main Street, Youngstown, New York
Tyler, Laurence Lee, 6227 Radford Drive, Seattle 15, Washington
Wasylenko, W. D., 70 Douglas Street West, Sudbury, Ontario
Yaffe, Irvin, 1612 West Franklin Street, Baltimore 23, Maryland

APPLICATIONS FOR MEMBERSHIP

(Objections must be filed with the Secretary within 15 days after month of publication)

- Blumenauer, Charles R., Box 521, Armstrong, B.C. (C) CAN, NFD, PROV—19th and 20th century mint and used postage. Proposed by R. J. Duncan, No. 37; seconded by L. Needoba, No. 1528.
- Hill, Arthur C., M.D., 309 Dufferin Ave., Sherbrooke, Que. (CX) CAN, NFD, PROV—19th and 20th century mint and used postage and blocks. Pre-stamp, stampless, 1st day and 1st flight covers. Coils. OHMS-G. Mint and used booklet panes and complete booklets. Federal, provincial and tax-paid revenues. Mint, used, semi-official airmails and on cover. Literature. Flag, slogan and Quebec cancellations. Proposed by R. J. Duncan, No. 37.
- Kamman, Frederick C., Williamsville, Vt. (C) CAN, NFD, PROV—Mint and used postage. OHMS-G. Proposed by Dr. J. J. Balassa, No. 786.
- Mangold, Carl Rene, 1495 St. James St. W., Montreal, Que. (C) CAN, NFD(#1), PROV(#1s)—19th century mint and used postage. 2 and 4-ring cancellations. Proposed by R. J. Duncan, No. 37.
- McComb, James Arthur, 1715 - 26A St. S.W., Calgary, Alta. (C-X) CAN, NFD—19th and 20th century mint and used postage and blocks. Plate blocks. OHMS-G. Mint and used airmails. Proposed by G. M. Hill, No. 1095; seconded by S. T. Richardson, No. 1117.
- O'Neill, W. Paul, Jr., 7000 Glenbrook Rd., Bethesda 14, Md. (C-X) CAN—Mint postage. Plate blocks. Booklets, complete. Specialty: Plate Blocks. Proposed by J. Levine, No. 11.
- Roy, Peter Edmond, 40 Myrand Nord, Apt. 6, Ste. Foy, Quebec 10, Que. (C-X) CAN, N.S., N.B., B.C.—Used postage. Pre-stamp and stampless covers. Coils. OHMS-G. Used booklet panes. Federal, provincial and tax-paid revenues. Used airmails. Postal stationery entires and cut-squares. Literature. Proofs and essays, Flag, 2 and 4-ring and duplex cancellations. Specialty: Covers and cancellations. Proposed by G. desRivieres, No. 1077; seconded by G. April, No. 1118.

Shea, James L., 358 Granby Rd., Chicopee, Mass. (C-CX) CAN—20th century mint and used postage and mint blocks. Plate blocks. Coils. OHMS-G. Mint booklet panes. Federal and provincial revenues. Mint airmails. Postal stationery entires and cut-squares. Literature. Proofs and essays. Specialty: Canada George V "Admiral" Issue. Proposed by E. A. Richardson, No. 168.

Wilkinson, Arthur H., 198 Dawlish Ave., Toronto 12, Ont (C-X) CAN, NFD, B.C., P.E.I., N.B., N.S.—19th century mint and used postage and blocks. 1st day covers. Coils. OHMS-G. Precancels. Mint and used airmails. Proposed by N. Pelletier, No. 1268.

CHANGES OF ADDRESS

(Notice of changes should be sent directly to the Secretary)

- 1518 Andros, Andrew, 342 North East Avenue, Kankakee, Illinois.
1368 Dowsley, Douglas B., 2051 Cadboro Bay Road, Victoria, British Columbia
1067 Erental, Richard T., 21 Greenridge Avenue, White Plains, New York
1447 Gibb, James S.J., P.O. Box 309, Kelowna, British Columbia
943 Jockel, C. H., 61 Great South West Road, Hounslow, Middlesex, England
271 Osborne, Roland H., M.D., 1030 - 20th Street, Santa Monica, California
249 Rockett, Wilmer C., 2030 Overlook Avenue, Willow Grove, Pennsylvania

RESIGNATIONS RECEIVED

- 1423 Johnson, Mabel E., Ste. 7, 4921 - 53rd Street, Red Deer, Alberta
229 Staton, Wesley, 431 East 17th Avenue, Regina, Saskatchewan
1184 Rutherford, Geo. A., 747 Spruce Street, Winnipeg 10, Manitoba

MAIL RETURNED

(Information of present address appreciated)

Shales, Arnold B., Box 214, Eckville, Alberta

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, May 1, 1958	956
NEW MEMBERS, June 1, 1958	5
TOTAL MEMBERSHIP, June 1, 1958	961

OFFICIAL NOTICE

Final Publication of Nominations

FOR PRESIDENT: **Vincent G. Greene**
FOR VICE-PRESIDENT: **Walter W. Chadbourne**
FOR TREASURER: **William C. Peterman**
FOR SECRETARY: **Jack Levine**
FOR BOARD OF GOVERNORS:
Daniel C. Meyerson
George B. Llewellyn
W. S. Johnstone

Submitted for and on behalf of the Nominating Committee this First day of May, 1958.

(Signed) Alfred H. Kessler, Chairman; John S. Siverts, Edward J. Whiting, Robert W. Grimble, James M. Kealy.

CERTIFICATION of Nominations by the "Appleknockers" Group, Syracuse, New York, May 15, 1958, 12 members in attendance.

FOR VICE-PRESIDENT: **Richard Compton**
FOR BOARD OF GOVERNORS: **Edward A. Richardson**

Attested: William Tutton, George Harper, Anton Zahm, Henry King, William Hassan, Donald Mower, Al. Cook, Richard Compton, J. Wilson McGuire, Robert Jamieson, E. A. Richardson, Robert Pearsall.

NOTICE RE BALLOTS

The ballot distributed with this issue of BNA TOPICS should be completed and returned in the envelope supplied addressed to the Chairman of the Committee on Elections, C. Russell McNeil, 833 Kingsway Drive, Longacres, Burlington, Ontario, Canada, to arrive by September 10, 1958.

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SQUARED CIRCLES WANTED—Belleville: (a) 1st hammer, any date, any number above; (b) any hammer for the following. The complete date and the number above the date (given first in each case) most essential: 2-Oc 2, 93; 2-No 3, 93; 2-De 13, 93; 3-Ja 15, 94; 4-Fe 5, 94; 2-Mr 19, 94; 2-Ap 18, 94; 4-Ap 27, 94; 4-My 17, 94; 2-My 22, 94; 4-Ju 8, 94; 2-Oc 14, 94; 2-No 5, 94; 2-De 24, 94; 3-Ja 22, 95; 4-Fe 7, 95; 3-Fe 16, 95; 3-Mr 23, 95; 2-Ap 4, 95; 3-Uo 5, 95; 2-Ja 16, 96; 3-Mr 10, 96; 2-Mr 27, 96; 2-Mr 29, 96; 2-My 8, 96; 3-Oc 19, 96; 2-Jy 8, 97; 2-Jy 19, 97; 2-Jy 31, 97; 2-Au 14, 97; 2-Au 19, 97; 2-Sp 10, 97; 2-Sp 30, 97; 2-Oc 15, 97; 2-Oc 21, 97; 2-Nov 22, 97; 4-De 20, 97. A. Whitehead, 51 Havelock St., Amherst, N.S. ff

SQUARED CIRCLES, Type 2: Lambton Mills, Millbrook, Mission, Revelstoke, Simcoe, Massagawa, Watford, Freeport, Fort William West, Waterdown, Forest, Blythe, Cache Bay, Clifton, Yennoxville, Point Au Pic, Stanstead, Sutton, Estevan, Matane. Type 1: Aldergrove, Beeton, Byng Inlet North. DATES: 1891—Jan 4, 9, 18. Feb 8, 22. Mar 15, 17. June 7, 14, 21. Aug 16. Sept 6, 13, 20, 27. Nov 22. 1892—Jan 24, 31. Ap 24. May 22. July 10. Au 28. Nov 20. 1893—June 11. Dec 24. 1894—Ap 15. July 15. Sept 2, 23. (On 3c Small Queen). What do you wish in exchange? Will give dates in 1880s as far as I have them, as well as in 1890s. C. S. McKee, M.D., McKee Rd., R.R. No. 3, Abbottsford, B.C. 153ff

WANTED—New Brunswick #6-11, Newfoundland #24-60d, unequivocally superb mint or used singles, pairs, strips. Will purchase or exchange. (Have, among others, Canada #8 superb used; 14, 18, 19 very fine used; 209 mint unhinged; USA #1 superb used; 9 very fine used pair; 369 mint; also 371, 537, 620-21, and most later commemoratives and airmails; Hawaii #6, 10, 15, 18, 25, 29, 50 very fine unused; 9, 46 very fine used. Will sell at market in lieu of exchange.) Laurence Tyler, 6227 Radford Drive, Seattle 15, Wash. 159-ff

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