



*Lathework on the Admirals:
Some exhaustive research shows that wet and dry printings, not plate wear, makes this difference.*

See article page 10.



BNA TOPICS

Official Journal of The British North America Philatelic Society

BRITISH COMMONWEALTH

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| 1860 10c red bisected, S.G. 17a, tied to cover by numeral 8 grid cancellation to Halifax | £ 90 |
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| 1851 1s reddish mauve, S.G. 5, and 3d dull red, S.G. 2, on neat small envelope to London, bearing red "Sender Paid 12 Oct. 1851". Very early use one month after issue, the 1/3d rate being extremely rare as it was the rate for letters to England before 1854 by Cunard Packet | £1,800 |

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BNA TOPICS



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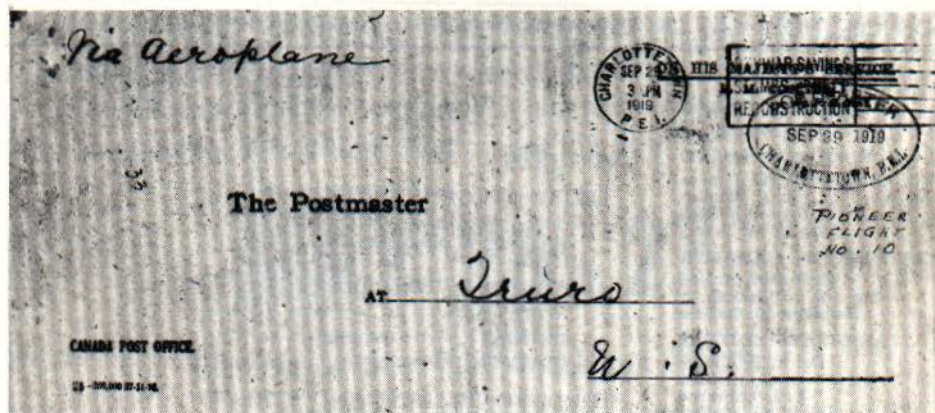
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The First Maritimes Airmail Flight

TRURO - CHARLOTTETOWN

September 24-29, 1919



The official post office envelope sent by the postmaster at Charlottetown to his counterpart in Truro. Date is September 29, 1919.

by Major R. K. Malott

The Trans-Atlantic non-stop flight of Alcock and Brown was still being marvelled at when another significant first air mail flight was made in Canada between Truro, Nova Scotia and Charlottetown, Prince Edward Island and return.

The flight was not a round trip in one day. On Wednesday, 24 September 1919, Captain L. E. D. Stevens, pilot, and Lt. James M. Stevenson, passenger, flew from Truro, N.S. to Charlottetown. A mail of approximately 125 envelopes was carried. On Monday, 29 September, 1919, Captain L. E. D. Stevens, pilot, and Lt. I. Logan Barnhill, passenger, flew the return flight from Charlottetown, P.E.I. to Truro, N.S. carrying a mail of approximately 30 envelopes.

Two stories previously written on these two air mail flights provide a most interesting background. Both Captain Stevens and Lt. Stevenson are living. Lt. Barnhill died in 1958.

The first story, by Mr. N. Pelletier, a noted Canadian airmail flight collector, appeared in the BNA Topics September Issue 1959.

The second story appeared in the Halifax Chronicle-Herald dated Saturday, September 28, 1968.

TRURO — The historic first mail flight in the Maritime provinces, from Charlottetown to Truro on Sept. 29, 1919, will be commemorated next year with a committee from both the Charlottetown and the Truro Board of Trade already named to plan the event.

The plane carrying the first air mail was owned by a Truro firm, DeVere Aviation Company, and was manned by Capt. L. E. D. Stevens and Lt. I. Logan Barnhill for the inaugural flight. Stevens, who was known by his third name DeVere, was managing director of the company with Barnhill as chief instructor. Stevens had seen service overseas with the Royal Flying Corps while Barnhill served as an instructor with the Royal Air Force.

Captain Stevens is now living in St. Stephen, N.B., and Truro Board of Trade secretary manager, Alex Thomson, said he hopes that he will be on hand for the event. Lieut. Barnhill died in 1958.

During the bicentenary celebration in

Truro in 1960, a bronze plaque was unveiled in the new federal building on Prince Street which commemorated the first airmail flight. It reads as follows:

"First Airmail flight in the Maritimes, Sept. 29, 1919. Truro-Charlottetown-Truro. Piloted by Capt. L. E. D. Stevens and Lt. I. L. Barnhill, Truro. Erected on behalf of the citizens of Truro by the 1960 bicentenary committee. Unveiled by the Hon. William Hamilton, Post Master General of Canada, Aug. 1, 1960."

THE DETAILS

"Aviation News" of 1919 records the event in some detail. The News stated that "The airplane which carried this mail—the one which arrived there from Truro on the previous Wednesday in charge of Capt. L. E. D. Stevens and Lt. J. M. Stevenson, left the Charlottetown Exhibition Grounds at 3:40 p.m. in charge this time of Captain Stevens and Lt. I. L. Barnhill, chief instructor of DeVere Aviation School.

"Mr. Stevenson, who is P.E.I. manager, remained there to meet prospective investors. The mail conveyed consisted of a bag of letters consigned to Truro only. They landed on a field east of Vemy Road on Bible Hill."

During March of 1919, the Devere Aviation Company was organized by two former RAF pilots, Captain L. E. D. Stevens and Lieutenant I. L. Barnhill. By using their gratuities and selling shares to local business men, they were able to purchase a Curtis biplane which they used for instruction, carrying passengers, and stunt flying.

Wishing to further publicize their airline, an airmail flight was arranged between Truro and Charlottetown, where a local exhibition was being held. Shortly after 1 p.m. on September 24, 1919, with Capt. Stevens and Lt. J. M. Stevenson at the controls, the "Jenny" was seen heading towards Charlottetown where it arrived safely at the exhibition grounds. This had become Eastern Canada's first airmail flight.

Among letters flown was one to Charlottetown's Mayor G. D. Wright and another to postmaster Joseph McCarey. An envelope addressed to him is illustrated here. There were several letters sent with the Devere Company letterhead. It well describes the ambitious little company:

Dear Sir:

We have great pleasure in presenting our

compliments to you on this, the occasion of the first commercial flight from the mainland to Prince Edward Island, and we esteem it a pleasure to include your name on our list, as a recipient of our compliments by the first aerial mail in the Province.

We know that you will join us in appreciating the fact that a great amount of importance is attached to this flight, because it means the beginning of a new era, the entry of a new age, the birth of aviation as far as the Island is concerned.

Our experience in the world of aviation has taught us the assured fact that within the next few months travel by air will be as common as travel by train; mails will be carried principally by air; in fact aviation will be the predominating factor in the commercial world. It is bound to be so considering that we are living in an age 50 years ahead of half a century ago, an age in which the world's motto is "Speed" and the modern man requires modern methods.

Prince Edward Island will not be behind in aviation, and as soon as possible, with the co-operation of the people of the Province, we shall have a daily mail and passenger service connecting the Island with all the principal cities of Eastern Canada.

The first two letters to be carried were written by the late A. R. Coffin, Truro, who was then mayor of the town, to Mayor G. I. Wright of Charlottetown, and one written by the late Truro postmaster Frank Smith to postmaster Joseph McCarey of Charlottetown.

The plane also carried a weekly newspaper for a time, published by the Halifax Herald Limited bearing the name of the Atlantic Leader.

THE RETURN FLIGHT

A return flight had been planned to Truro on the same date, but Postmaster McLary refused to allow mail to be carried unless the Post Office Department would wire its permission. Authority arrived and on September 29, some 30 letters were flown back to Truro with Capt. Stevens and Lt. Barnhill flying the "Jenny". The aircraft had left at 3:40 p.m., and because of headwinds arrived at about 5 p.m.

A rather interesting letter was sent by Mr. McLary to Postmaster F. Smith of Truro:

Dear Sir:

I beg to acknowledge the receipt by aereo-
(continued on page 166)

Some further notes by Daniel G. Rosenblatt

ADMIRAL LATHEWORK



*Rosenblatt's evidence:
two multiples of the 7c
red-brown, both from plate
G. The strip is a wet
printing, the block dry.
(see cover for 150%
enlargement)*

In the February, 1969 issue of *Topics* I presented an article dealing with the lathework found at the bottom of the sheets of many of the Admiral issues, and among a number of questions raised was one pertaining to the so-called "worn" lathework which is so frequently found to a greater or a lesser degree. It seemed to me, as I indicated in the article, that this phenomenon was not in fact due to wear on the plates but might well be the result of a faulty or incomplete impression between the paper and the plate—perhaps arising from the slight curvature that existed on even these so-called "flat" plates.

I was very pleased when the article provoked replies from two very noted authorities on Canadian stamps, Hans Reiche and Winthrop Boggs.

Reiche was quite definite that the "worn" appearance was just that—the result of wear. His letter of March 16, 1969 reads in part, "The wear is definitely a wear and not an improper entry. The plates were bent to an accuracy of radius plus or minus one half of a degree, which would not produce this poor entry. The wear occurs always at the start of the plate because the initial impact of the pressure is about one hundred times that of the rolling pressure . . ."

Boggs referred to the matter in the following terms in his letter of March 28, 1969. "As you know the sheets were dampened and the edges of the sheets dried more quickly than the rest of the sheet. Conse-

quently the edges would not pick up the ink as readily, hence the weak impression."

This would indicate that Boggs agreed that the "worn" appearance was not in fact due to plate wear but rather from a faulty or incomplete impression. However, while his premise would apply very well to wet printings, it would not seem to apply to the dry-process printings; yet there are many of these latter than show "wear" as marked as those on wet printings.

This left the matter pretty much unresolved, and I had about decided to relegate it to the "unsolved problems" file when it arose again during the discussions of the Admiral Study Group at the Vancouver BNAPS in the fall of 1969. Opinions there were varied, but no substantial proof one way or the other was offered.

However, the suggestion was made that if one could find an Admiral denomination

with lathework, printed from a single plate only so that all lathework examples would be from the same plate, and known in both the wet and dry process, then there existed the possibility of proving conclusively that the "worn" appearance of lathework was not the result of plate wear.

This would be accomplished if it were possible to find an example of the earlier wet process printing showing the "wear" and an example of the later dry process from the same plate — and preferably from the same pane — showing a complete impression. The difficulty lay in the fact that the one dollar orange seemed to be the only denomination to fill the bill, and lathework examples of this stamp are not plentiful.

Subsequently, however, the thought occurred to me that I might have a rather unique opportunity to establish this proof myself. Just prior to the convention in Vancouver I had visited F. W. L. Keane in Victoria and had been the recipient of a most substantial act of generosity. For many years he has been in the process of plating plates 7 and 8 of the 7c red-brown Admiral, a probably unique possibility in the Admiral field arising from the fact that these two plates appear to have been laid down on re-used steel, burnished to remove the previous impressions, yet retaining certain remnants of prior engraving which, under substantial magnification, present sufficiently unique patterns on each of the 800 subjects involved to making plating feasible.

Physical infirmities and failing eyesight were forcing Mr. Keane to abandon his project although it was in excess of 80 per cent completed, and he now asked me to accept as a gift his entire collection of the stamp, numbering over 3,500 copies, together with his notes and plating diagrams, in the hope that I might be able to complete the work and essay its publication.

Accordingly, while it might be impossible for another collector to state definitely that a lathework example of the 7c brown was from one or another of the two plates involved, I was in a position to state categorically that a given lathework specimen was from Plate 7 or from Plate 8 and even further could identify it as to pane and actual position number. Further, I had among Keane's collection dozens of lathework

examples, both from the wet and from the dry process, with lathework in every state and degree of completeness ranging from full and clear to barely discernible.

I proceeded to examine this material with great care, and eventually came across the following two items:

1) A full bottom-strip of ten, with straight edge to the left and corner selvage to the right, unquestionably identifiable as being positions 91 to 100 of the lower right pane of Plate 7, with "worn" lathework measuring no more than 3 mm. in depth from the top. This is clearly and unmistakably by the earlier wet printing process.

2) A lower corner block of six (3 x 2), with corner selvage to the right, unquestionably identifiable as positions 88 to 90 and 98 to 100 of the lower right pane of Plate 7, with full, clear lathework measuring slightly more than 6 mm. from the top of the lathework to the bottom edge of the paper. This is clearly and unmistakably by the later, dry printing process (see illustration).

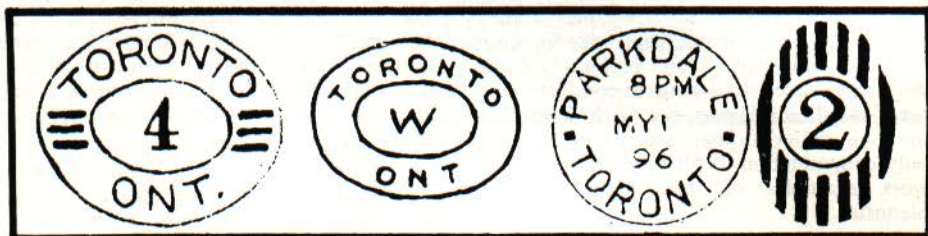
Thus, in conclusion, we can state that we have two lathework items that represent printings from the same portion of a given strip of engraved lathework — namely that appearing under positions 98 to 100 of the lower right pane of Plate 7, yet the earlier printing shows "wear" and the later printing shows none. I would conclude from this, subject to such rebuttal as may be forthcoming, that the "worn" appearance on the earlier printing cannot in fact be caused by actual wear since the later printing indicates that the identical area was then capable of producing a full and complete impression at a later date.

Needless to say I would be pleased to receive comments or questions in regard to this matter, and I take this opportunity to add that, like Mr. Keane before me, I am most extremely anxious to inspect any and all examples of the 7c brown Admiral in multiples of two or more, whether used or unused, wet process or dry process, without regard to condition, and would in particular welcome multiples that include a straight edge. Should the items turn out to be of value to the completion of the plating I shall be most eager to purchase them, or trade for them to your distinct advantage should you so prefer. In any event I shall attempt to identify the items by plate and position and so label them with their return.

Toronto Branch and Street Post Offices

by Dr. Fred G. Stulberg

(reprinted by permission of the author and the American Philatelic Congress)



Numbered ovals; not all have been identified (left). Numbered grid duplex cancellations (right); these last are found only on Toronto Street Post offices.

In 1899, H. P. Withers moved his St. Joseph Street Post Office closer to Carlton Street and it was so renamed. This was the time that the postal devices reflected the change of the name from Carleton to Carlton. This forced the opening of a new St. Joseph Street Post Office under the guidance of W. H. Worden. The major change, however, took place a year earlier with the establishment of three depots—the “P-Depot” (Parkdale); the “S-Depot” (Spadina); and the “Y-Depot” (Yorkville). It was the purpose of these depots and the main Toronto Post Office to act as receiving depots for all unprocessed mail (registered letters excepted), thus taking away cancelling privileges from the local offices. The change was gradual and was not complete until after the turn of the century. This, in fact, was the start of the modern urban postal system as we know it today.

No study of the Toronto street post offices would be complete without mention of the Balmy Beach and Queen Street Centre Post Offices. Both were established just at the turn of the century, the former at the eastern city limits, and the latter where the new city hall now stands at Queen Street. However, some do not consider these to be street offices in the purest sense, since they came into being after the depot system had been initiated. They did not have the complete function of the others.

The cancelling devices used by the various offices is a comprehensive study within itself.

Generally, the larger offices received several duplex devices and dater hammers. Some, Bleecker St., York St., Parliament St., Strachan Ave., Spadina Ave. and Queen St. East) received squared circle devices. Smaller offices appear to have received circular daters only; however some devices were peculiar to the Toronto street post offices only. Notable among these were the numbered or lettered ovals. These were ovals of several sizes in which a specific number or letter was enclosed. Each stood for a certain post office and as yet not all have been identified. Another device found only at Toronto street post offices was the numbered grid duplex. The Toronto Post Office had number 1; Parkdale, Spadina Avenue, Yorkville, and Riverside, were numbered 2 to 5 in that order. All street offices functioning from 1896 on received roller devices.

All in all, this small but interesting phase in the postal history of Canada offers not only a fertile field for study and research, but also, when viewed in proper perspective, reflects the growing pains and coming of age, of one of Canada's largest and richest industrial and urban areas.

Bibliography: The Philatelic Collection of Dr. Fred G. Stulberg; The Canadian Post Office Guides, 1880 to 1902; Canadian Duplex Cancellations of the Victorian Era, A. E. Smythies; The Squared Circle Postmarks of Canada, Alfred Whitehead; Historical Atlas of York County, 1878; Toronto, No Mean City, Eric Arthur; Selected Documents, Letters and Survey Maps, at the Province of Ontario Archives at Toronto; Selected Documents, Maps and Pictures, at the Toronto Reference Library; The Canada Almanacs, 1880 to 1902.

WILLIAM EDWARD LEA

The death of William Edward Lea on January 31 of this year was a serious loss to philately throughout the world. His interest in stamps was begun by his father, a serious collector who was an expert in the classics.

Soon after World War I William Lea moved to London after breaking up a partnership with his brother. Like his father, he specialized in the classics. His business flourished and eventually he became known to every collector who appreciated fine quality, wherever they lived. He visited international exhibitions in order to study collections which he might otherwise never have seen, and formed a magnificent collection of Canadian stamps.

At the time of his death he was chairman of the Expert Committee of the British Philatelic Association, a member of BPA Council, and one of two PTA representatives on the committee of Philympia 1970. He was a member of the Postal History Society, the Society of Postal Historians, The Great Britain Philatelic Society, and many others.

An associate of his has said, "Working with him on the expert committee one was able to appreciate the great development of his senses; it was always a pleasure to argue debatable points, for his reasoning was sound, and his mental integrity such that he gave full attention to the reasoning of others."

A philatelic and postal history of **NEWFOUNDLAND**

a continuing series by Brien C. Damien; part four

Rowland Hill, a reformer and student of economics, published several pamphlets during the 1830s advocating the then revolutionary ideas of compulsory prepayment of postage, postage stamps, and the elimination of the free mailing privilege given to newspapers and many government officials. He argued, "Reduce the postage rates and more people will use the service, bringing in more money." The reverse can be seen working whenever Christmas card rates are raised! Parliament passed a postal reform bill written by Rowland Hill and Scottish MP Robert Wallace in the late summer of 1839. The Act's effects included an entirely new arrangement for Newfoundland. (Rowland Hill, later knighted, was famous at the time but is remembered chiefly now, however, for the invention of the postage stamp.) Effected also were needed reforms in the packet posts; several previous attempts to bring packets to St. John's were unsuccessful. St. John's was granted regular communication by sail with Halifax, as steam replaced sail on the Halifax-Britain

route. James Tobin, a St. John's merchant, entered into contract with the government to run a vessel between St. John's and Halifax for £1450 annually. On July 14, 1840, the first trip was made, incorporating Newfoundland into the General Post Office system.

The first Imperial postmarking device appeared in St. John's on 20 July 1840, consisting of the legend "St. John's Newfoundland" within a circular form, and the date. Another device handmade by William Solomon was used as a prepaid letter marking from 1843 onward, but in red instead of the earlier device's black. A black version of this imprint, reading simply "Newfoundland", was used as a postmark from 1845, as a new, machine-made, brass handstamp reading "PAID AT ST. JOHN'S NEWFOUNDLAND" brought a new prepaid marking. This device arrived at the post office accompanied by this warning:

"You will herewith receive a dated stamp and seal and the usual supply of shifting figures with which you will in

future legally and distinctly stamp every letter put into your office, discontinuing the use of your present stamp. You will not fail to change the date day by day, and you will be especially careful to stamp every letter correctly according to the date that it is deposited in your office, so that in case of any question you may be able to certify the same—any neglect of this material duty will inevitably be attended with serious consequence. You will take good care of the stamp and figures as you will be held responsible for their safe custody and preservation. Common ink must not be used with this stamp, but printer's ink or some material mixed with oil, any ink or composition mixed with water will have the effect of corroding the stamp, which should be cleaned from time to time with a hard brush and a little spirit of turpentine. The following is the recipe for the composition at present in use in the Inland department here, which is found to answer better than any other: one pound of printer's ink, well mixed with one quart of linseed oil. I am, your obedient servant, W. L. Maberly, Secretary."

In 1844 Solomon moved from the old structure on Water Street to a stone building on Garrison Hill. The rent here was £30 per annum higher than in the former building, and increased mail volume forced him to hire an assistant. Because of the additional charges, he asked the colonial House of Assembly to appropriate the difference; he received a grant of £25. It's likely that Solomon moved because of the risk of fire—the general neighbourhood of the Freemason's Tavern was particu-

larly squalid at this time, surrounded by wooden shanties compressed in a small area having an extremely dense population. With the lack of fire protection, fire was a factor not to be ignored in such a quarter. This appeared to be a good move, for 1846 saw another "Great Fire"—but this conflagration was so large-scaled that it took the Freemason's Tavern area, plus the interior of the new stone post office.

The exact location of the post office from then until the 1860s is unknown; three different sources have three different versions. The most likely of the three is that the new building was located on an alley later named 'Solomon's Lane'. Official records in St. John's confirm the existence of this street.

Solomon married, "on Tuesday evening last, by the Rev. Mr. Schofield, . . . Eliza R., second daughter of the late Edmund Ward, Esq., of Halifax, N.S." They apparently had no children; at least, there are no descendants of the Solomons in Newfoundland today.

William Solomon retired in 1860, having become the first Postmaster-General upon the introduction of Inland Posts in 1851, and having introduced postage stamps to the people of Newfoundland in 1857. He died at age 50 on October 10, 1861. With his death ended the association between the Post Office of Newfoundland and its founding family. A line of Wordsworth which I feel is topical to the Solomons reads,

*"Enough, if something from our hands
have power
To live, and act, and serve the future
hour."*

Auction News

J. N. Sisson's Spring Sale, on June 3 and 4, features some interesting stamps; 145 lots of Canada Pence, 60 lots of 1897 Jubilees, and many items from the Alonzo F. Kenyon estate.

William Maresch's next auction will carry a great many oddities from recent issues, including a wide-gutter pair caused by the full sheet having been folded over before being cut into separate panes.

The eighth sale of the Dale-Lichtenstein collection (Mauritius) realized \$54,380 on H. R. Harmer's March 16 sale. The final BNA sale in the series runs December 7 and 8 of this year.



Tagging Along

Kenneth G. Rose, 87 Wildwood Drive, Calgary 5, Alberta

1	3	1	3	1
2	4	2	4	2
1	3	3	3	1
2	4	4	4	2
1	3	1	3	1
2	4	1	4	2
1	3	4	3	1
2	4	3	4	2
1	3	2	3	1
2	4	1	4	2

1	3	1	3	1
2	4	2	4	2
1	3	3	3	1
2	4	4	4	2
1	3	1	3	1
2	4	1	4	2
1	3	4	3	1
2	4	3	4	2
1	3	2	3	1
2	4	1	4	2

1	3	1	3	1
2	4	2	4	2
1	3	3	3	1
2	4	4	4	2
1	3	1	3	1
2	4	1	4	2
1	3	4	3	1
2	4	3	4	2
1	3	2	3	1
2	4	1	4	2

1	3	1	3	1
2	4	2	4	2
1	3	3	3	1
2	4	4	4	2
1	3	1	3	1
2	4	1	4	2
1	3	4	3	1
2	4	3	4	2
1	3	2	3	1
2	4	1	4	2

1	3	1	3	1
2	4	2	4	2
1	3	3	3	1
2	4	4	4	2
1	3	1	3	1
2	4	1	4	2
1	3	4	3	1
2	4	3	4	2
1	3	2	3	1
2	4	1	4	2

The 25c Expo panes may be broken up into various multiples.

This 16th article concerns the 1970 25c Expo stamp of Canada, which, like the Canadian sports stamps of 1957, consists of four different stamp designs on each sheet. While the article will interest collectors of multiples, it is of particular interest to the specialist in tagged issues.

We all know that there are 19 possible different blocks of four. We know that one must break up five panes to secure all 19. I wrote to the Post Office Department at

Ottawa; the list they supplied me (illustrated) includes 27 different multiples, made necessary by the inclusion of numbers 1 to 4 (corner blocks) which are duplicated in numbers 10, 23, 5 (the block of six), 6 (the pair), and 7 and 8 (the two strips of four). These eight, added to the original 19 add up to 27, which covers the master list used by the Post Office Department.

Tagged Expo stamps were still available

both at Ottawa and Winnipeg as of April 10, 1970. For investment purposes I like either number 12, or the block, number 27. They are the only two blocks which show one of each stamp, and show up only once in the pane. In addition they overlap each other, as well as a corner block. I would be willing to wager that block number 27 will have a short life and a bright future, despite the fact that an unusually high percentage of the entire issue was tagged.

In addition to requesting the charts above, I made other inquiries. Here are my questions, and the answers received from Ottawa:

How many Expo stamps were tagged?
Total number: 1,900,000.

How many of these were taken into the Philatelic Section? Quantity: 1,700,000.

Judging by the orders I have heard about, the supply must be very short by now. Would you please confirm? *There is sufficient stock available of the tagged issue.*

Is a second printing being considered, and if so, do you think there will be a need for further supplies of tagged stamps? *A second printing has not been considered.*

The original notice said that the Expo stamps would be available for three months, but I would think the demand would decree that the 10 million printed would hardly last that long. *Although the Expo issue is very popular, most areas will have the stamp available for a period of two to three months. The supply for a 25c denomination stamp distributed to post offices for sale is the normal quantity in demand for this period of the year.*



Perfin Study Group

R. J. Woolley, secretary, 1520 Bathurst Street, Toronto

Here are a few miscellaneous items that have come my way over the past few months:

TAGGED PERFINS — an additional note: The 6c orange, perf. 12, punched by the CNR (C21) and used from their offices at Melville, Saskatchewan was reported by Mr. Joe Meyer, No. 1454.

These tagged stamps are purchased in the Winnipeg Post Office and are distributed from the accounting office of the CNR at Winnipeg.

I hope that you noticed in *Tagging Along* that the Post Office Department have stated that surplus stocks of tagged stamps have at times been distributed to District Offices other than Winnipeg. This was my guess at the time we had LA perfins reported on tagged issues.

PRECURSORS? In our December 1969 column I reported and discussed two stamps that had been reported with overprinted initials. At a recent auction held by Jim Webb one of the lots was a normal strip of three of the 3c large Queen along with a 2c large Queen with initials G.S.W. over-

printed in capitals diagonally across the center of the stamp. The latter is now in my collection as a possible precursor to the perforating of initials for the protection of stocks of postage stamps.

As previously mentioned, the Oxford Union Society of Oxford, England, tried the overprinting method in 1868 so GSW may have heard of this and approved the idea. I suppose at this late date that there is no way of knowing whether any of these few overprinted stamps we find were done as a protection of the owner's stocks or are just casual overprints, possibly a child playing with his Quaker Oats printing set, the popular premium of 50 or 60 years ago.

C.P.R. A note from member H. A. Price, No. 2237, enquires if we have a list of all stamps perforated by the Canadian Pacific Railway Company. He is building a collection of all "philatelic trivia" (to quote his own words) having any connection with this company.

Being unable to offer any assistance personally I wonder if any of the perfin enthusiasts who collect all perfins of each design would like to get in touch with Mr.

Price with a view to exchanging information and possibly duplicates.

Notes in this column are slowly catching up with correspondence received over the past year. I must blame the time I spent working on *Topics* to some extent, for the delay. A letter from E. N. Williams of Bridgen, Ontario, reported P14 on the 3c brown Admiral issue and in checking my

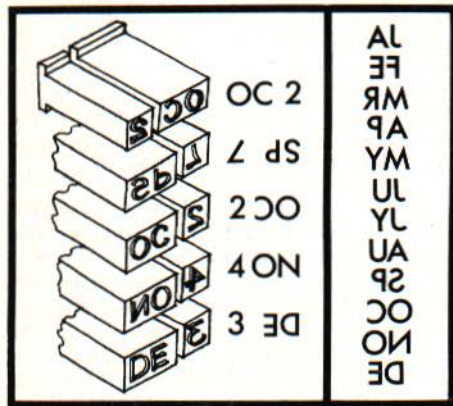
own I find it to be on the same stamp. Actually the 3c coil, No. 129, was not issued until 1918 so that the date under the issue column in the handbook should have this date rather than 1912, which appears.

He also reported the following additions to the Provincial perfin: LA—No. 360 and 404; W/CB—No. 109 and 362.



Rounding Up Squared Circles

Dr. W. D. Moffatt, Hickory Hollow, RR-3, Ballston Lake, N.Y. 12019



Mirror-image appearance of indicia-type slugs

The indicia type used in the squared circle hammers for printing the month was a single piece of type carrying the two letters used for the abbreviation of the month (see fig. 6, Third Edition Handbook). The characters were, of course, cut in mirror-image form so that they would correctly print the required letters.

The illustration shows the orientation of indicia type which would correctly print OC 2. If the month- and date-type were correctly placed side-by-side, but the pair of slugs inserted upside down in the hammer, the entire date would print in inverted form, as represented by the SP 7 example. This is a relatively common form of error; there are known examples of such an error being corrected within the same time period for which the error appeared.

I have been interested in yet a different type of error: that in which the day shows correctly, but the month is inverted. Several examples of this type of error were illustrated in the March 1970 issue of *Topics* and one of them, the OC 2 error, is included in the illustration. It is clear that if the two slugs had been correctly placed together and then inserted in inverted form in the hammer, the date would have been inverted as well as the month, but it is not. I have sketched the orientation of the slugs which would be necessary to print the observed error, and the startling fact emerges that the month slug appears to read correctly instead of in mirror-image. The drawing shows the mirror-image form of each of the month slugs; these are as the months would appear on the end of the indicia type. Notice that if the page is turned upside-down, the months OC and DE read correctly, instead of mirrored, and the month NO reads almost correctly—only the center stroke of N slants the wrong way.

If the clerk picked OC, NO or DE slug out of the indicia box, and happened to have turned the type upside down, it would appear to read correctly. It is not difficult to imagine the temptation of placing the numeral to the right of the month slug. But this is exactly the orientation which produces a right-side-up number for the day, followed by inverted month. This simple rotation of the OC and DE slugs, and the NO slug (almost), equivalent to a mirror image reflection, undoubtedly accounts for a large fraction of the indicia errors occurring during those months.



British Columbia Notes

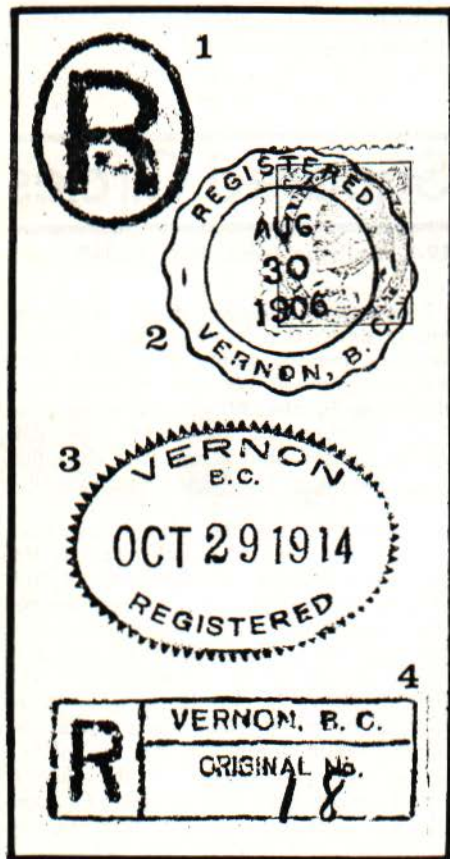
by Charles Melvin Williams

ous student or collector has a fair chance of mastering.

My study of the postal markings of British Columbia has divulged much on the markings used for registered letters in that province. Many offices used manuscript notation during the 19th century even after the familiar "R-in-oval" was used in many parts of the province. The straight line REGISTERED was not widely used in British Columbia if the number of examples existing on cover is a reliable indication. Perhaps covers bearing these markings were destroyed by collectors desiring to save the 5c and 8c Small Queen and Registration stamps for their collections. Early in the 20th century the now-familiar long boxed rectangle was introduced and has remained the standard type to the present time.

There is one town in British Columbia, however, that deviated from this general pattern. Vernon appears to have followed the example set by the majority of the post offices, but in 1906 and 1914 employed rubber-stamped markings that are unlike any used elsewhere in the province. The "R-in-oval", typical of the late 19th century, is shown in figure 1. The first local hand stamp is shown in figure 2. (One other example is known to me and is dated May 25, 1906.) Figure 3 shows the second local stamp and appears as a receiving stamp of the Vernon registry division. Finally, by 1932, the long-boxed rectangle was in use (figure 4).

This brief survey of registration markings used in Vernon unfortunately leaves more questions unanswered than answered: *Were there other types used in Vernon? Were these unusual hand stamps locally inspired or furnished by Ottawa? Does the use of any of the types occur concurrently? Was the type shown in figure 3 used only as a receiving stamp.* Regrettably, I cannot answer those questions, pertinent though they may be. My own collection is not extensive enough to contain examples of the missing pieces of this jig-saw puzzle. Nor have I seen the answers in other collections of British Columbia postal markings.



Many types of markings have been used to indicate that letters were registered since the introduction of the registration system by the Canada Post Office in 1855. Procedures for marking the items were defined by the Post Office and devices furnished to the individual offices to implement the directives.

While the general outlines of the registration system have been documented (in Boggs, Jarrett and the Smythies-Smith handbook), a study in depth of the markings used at a single office has never been made, to my knowledge. Such a study presents a stimulating challenge; one which the seri-

The Canadian Stamp Collector

Glen Hansen's further notes on Newfoundland

The Alcock-Brown flight of June 14, 1919 was the real first flight of Newfoundland. The 15c value of the 1897 Cabot issue was overprinted "Trans-Atlantic Air Post, 1919. One Dollar." The flight was successful, taking 16 hours and 20 minutes to reach Ireland. Several varieties exist of this type-set overprint.

An airmail flight to Halifax was the subject for overprinting the 35c value of the 1897 Cabot issue with the words "Air Mail to Halifax, N.S. 1921." Both wide- and narrow-spaced overprints exist. This variety involves the distance between the words "Air" and "Mail". Inverted overprints are known with both wide and narrow spacing.

In 1927 the De Pinedo flight to Rome was the subject for an overprint on the 60c value of the 1897 Cabot Issue. The overprint read "Air Mail—De Pinedo—1927" in three lines.

The 36c Caribou stamp was overprinted "Trans Atlantic Air Mail By B.M. Columbia September 25, 1930 Fifty Cents" in seven lines. As with the De Pinedo overprint only 300 stamps were so overprinted

and there are, as usual, a number of varieties. The flight actually took place on October 9.

Although there were no regularly-scheduled flights at the time, Newfoundland issued a set of three airmail stamps in 1931. The values were 15c for flights within Newfoundland, 50c for flights to Canada and the United States, and \$1 for trans-Atlantic flights. The stamps were engraved and printed by Perkins, Bacon & Co. on an unwatermarked white wove paper. Perforation was a combination $13\frac{3}{4} \times 14\frac{1}{4}$ on the 15c and $14\frac{1}{4} \times 13\frac{3}{4}$ on the other two values. January 2, 1931 was the date of issue and by late March of that year a new printing appeared on the watermarked "Coat of Arms" paper that the colony had been using.

The German Dornier DO-X flying boat took on mail at St. John's for England and Europe on May 19, 1932, and the \$1 stamp of the 1931 airmail issue was overprinted "Trans Atlantic West to East Per Dornier DO-X May, 1932/One Dollar and Fifty Cents". The overprint was applied in blocks of four and inverted overprints are known. Newfoundlanders had become aware of the value of these special overprinted issues being produced and on May 19 the post office at St. John's was overrun by people anxious to secure copies of the stamp both for use on mail and as souvenirs. About 8,000 stamps were overprinted and copies bought for speculation were being sold within a few days for ten times their face value.

TOPICS: THE NEWSFRONT

A protest to the postmaster, and a word about a proposed new study group . . .

The Edmonton Stamp Club sent a letter to the Postmaster General, Hon. Eric Kierans on March 16, stating that it is concerned "at recent developments which appear to be aimed at exploiting the stamp collector." This is being done for "the sole purpose of increasing revenue, with no corresponding improvement of postal services. For example, the release of a 50c commemorative in 1968 can scarcely be justified . . . a 5c denomination would have served equally well." The 25c 1970 Expo stamp was also cited in the protest, which went over the signature of the Edmonton club's president, Stewart Kenyon.

William Pekonen, of Surrey, B.C., is attempting to organize a new study group, dealing with "Canadian official stampless covers since 1963." He has presented a lengthy outline of the terms of reference of such a group which includes, basically, stampless (an un-metered) covers "which received postal usage, for which a postage fee was paid, upon which there is no postage stamp and no postage stamp required." William Pekonen

is the author of *Checklist of Canadian Official Stampless Covers*. Along the same lines, Dr. Edward Mercantini has sent us a list of departments of the Canadian government which make use of these "stampless covers." Those interested in receiving copies of Pekonen's and Mercantini's material can receive Xerox copies by writing to the editor; duplicates of the seven legal-size sheets will cost \$1.50 to cover costs. If there proves to be sufficient interest in this field, *Topics* will possibly carry articles or a column later on.

Librarian Michael Squirell has compiled a list of seasonal post offices in the North Bay district; due to the Post Office Department's economy drive, many of these offices, opened for the summer months only, have now been closed permanently.

There are 25 such offices on the list, with dates given when each began operations, and, in the case of 23 of them, when they closed their doors. Xerox copies are available from the editor at 50c.

Post Office Department **NEW ISSUES**

On May 13 the Canada Post Office will issue two stamps, in 10c and 15c denominations, to commemorate the 25th Anniversary of the United Nations.

Twenty-five years ago Canada was one of 50 sovereign states whose delegates participated in the unanimous adoption and signing of the United Nations' founding charter at the San Francisco Conference. As a charter member of the United Nations, Canada joins with fellow member countries in celebrating this anniversary. "Peace and Progress" has been selected as the theme.

The two stamps were designed by Brian Fisher of Vancouver, B.C. In the words of the artist, the design presents "a world divided, with a great deal of energy being focused toward its unification, though this unity is not yet accomplished, and poses a question for the future".

The 10c issue is blue and the 15c issue is violet and maroon. Both measure 40 mm.

x 24 mm. with the design positioned horizontally. The stamps are being printed by lithography in quantities of 12,500,000 each by the British American Bank Note Company of Ottawa.

First day cover service will be provided, as usual. The usual five-cent service fee is not applicable to this issue.



On June 19, a 6c stamp honoring Louis Riel will be issued; it was designed by Reinhard Derreth of Vancouver, measures 24 mm x 40 mm, and 34 million will be printed on two-color gravure. Colors are red and blue.

TOPICS: THE BUSINESS SIDE

BNAPS: ELECTED OFFICERS

PRESIDENT Dr. R. V. C. Carr, 117 Robin Hood Way, Sherwood Forest, Youngstown, Ohio 44511

VICE-PRESIDENT Sam C. Nickle, 1208 Belavista Cr., Calgary, Alta.

SECRETARY Jack Levine, 511 Peyton St., Apt. C, Raleigh, North Carolina 27610

TREASURER Leo J. LaFrance, Box 229, Ossining, N.Y. 10562

BOARD OF GOVERNORS

Nine sitting; three elected every year for a three-year term:

1968-70 L. M. Bell, R. H. Pratt, D. G. Rosenblat

1969-71 A. P. Cook, G. B. Llewellyn (Chairman), C. R. McNeil

1970-72 Dr. R. A. Chaplin, S. S. Kenyon, Wilmer C. Rockett

Memo from the President

DR. R. V. C. CARR
Youngstown, Ohio

A lot of good news has been coming our way lately, but also a bit of the bad enters, although expected.

The good news was in obtaining our new editor—and then, in response to my plea for a new Librarian, came several inquiries. One so impressed us that, after investigation, we believe that we have found an ideal young man for the job. Therefore, I am appointing Michael Squirell of Lively, Ontario to the office of Librarian of BNAPS, effective as soon as the transference of the library from Edmonton to Lively takes place. Stewart Kenyon promises to train our new man, and will act as Assistant Librarian for the balance of the year in an advisory capacity. He will also be on the Library Board for future consultation.

The cost of shipping is within reason; the word has come that the profit on the Vancouver show last fall was higher than anticipated, and is being donated to the

Library Fund—thus, the financial problem *there* is solved.

The bad news comes, though not unexpected. Our printer has been much below the cost of other printers, but his costs have caught up with him, too. We have agreed (as usual, an unwritten gentlemen's agreement which has proven most satisfactory all these years) on new prices—averaging about \$87 an issue. This will add an additional strain to our budget; consequently I must again ask the Board of Governors to approve a one-dollar increase in dues for 1971—this will keep us in line with the dues of the RPSC.

The thanks of the officers and members of the Society must be extended to Stewart Kenyon for his fine handling of the library in the past number of years. He has greatly updated and improved the quantity and the quality of the library in addition to a complete indexing of it. We must also extend our thanks to Michael Squirell for his generous offer to assume this great burden as a philatelic labor of love.

From the Secretary

JACK LEVINE
Raleigh, North Carolina

New Members

- 2520 Blander, Jack, 7910 Cote St. Luc Road, Apt. 711, Montreal 267, Quebec
2521 Forbes, David Murray, Box 16, Site 5, Goose Airport, Newfoundland
2522 Forget, Maurice A., 269 Avenue Les Erables, Laval-Sur-Le-Lac, Quebec
2523 McIsaac, Lorne D., Mt. Pleasant, R.R. 1, Stickney, New Brunswick
2524 Townsend, L. J. Len, 660 Lee Road, Kamloops, British Columbia
2525 Vicero, Ralph D., Dept. of Geography, San Fernando Valley St. Coll., Northridge, Calif. 91324

Replaced on Rolls

- 1862 Grenier, Major Guy, 1 Rosemount Avenue, Apt. 56, Westmount, Quebec

Applications Pending

- Boudignon, Robert F., Box 639, Copper Cliff, Ontario
Fred, Chase D., 354 Amherst Street, Winnipeg 12, Manitoba
Hawthorne, James T., 103 Whitney Avenue, Hamilton 15, Ontario
Oberman, Milton, 34 Northover Street, Downsview, Ontario
Pickard, George Edmison, 222 Waverley Street, Winnipeg 9, Manitoba
Soanes, Dr. S. V., 64 Airdrie Rd., Toronto 17, Ontario

Applications for Membership

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

- CREMERS, Fred W., 1526 Berkley Rd., N. Vancouver, B.C. (DC-CX) CAN., NFD., PROV.—19th and 20th century mint and used postage and blocks. Plate Blocks. Coils. O.H.M.S.-G. Federal and Tax-Paid Revenues. Mint, used and semi-official Airmails. Proofs. Proposed by J. W. Millard, No. 2052. Seconded by H. M. Dilworth, No. 692.
- EDINGTON, Charles A., 2221 Ochel Tree, Olathe, Kan. 66061 (C-CX) CAN.—19th and 20th century mint and used postage. O.H.M.S.-G. Proposed by R. J. Woolley, No. 359.
- GIBBARD, Glen A., 428 N. Springer, Burnaby 2, B.C. (C) CAN., NFD.—Mint and used postage. Postage Due covers. Coils. O.H.M.S.-G. Mint booklet panes. Mint, used and semi-official Airmails. SPECIALTY—Postage Dues on cover. Proposed by W. E. Topping, No. 949. Seconded by H. M. Dilworth, No. 692.
- KAMIYAMA, Robert, P.O. Box 63, Koza City, Okinawa, Ryukyu Islands (C-CX) CAN., NFD., N.B., B.C., P.E.I., N.S.—19th and 20th century mint and used postage and mint blocks. 1st Day covers. Coils. O.H.M.S.-G. Mint booklet panes and complete. Mint used, semi-official Airmails and on cover. Postal Stationery entires. Literature. Proposed by Wm. P. Taylor, No. 2241.
- MARGULIS, Martin, 1368 Metropolitan Ave., Bronx, N.Y. 10462 (C) CAN., NFD.—Mint and used postage. Pre-stamp, stampless and covers to U.S. Mint Airmails and on cover. Postal Stationery entires. Territorial cancellations. Proposed by R. J. Woolley, No. 359.
- SMITH, Julian C., 711 The Parkway, Ithaca, N.Y. 14850 (C) CAN.—19th century mint postage. Proposed by R. J. Woolley, No. 359. Seconded by A. P. Cook, No. 320.

Changes of Address

(Notice of change MUST BE SENT TO THE SECRETARY. Any other office will cause delay)

- 2164 Carter, Roy D., 10531 White Oak Ave., Granada Hills, Calif. 91344
- 2464 Farrell, Major William H., 2301 D Sierra Madre Court, Rancho Cordova, Calif. 95670
- 2487 Francoeur, Francois, 1600 Boul. Manicouagan, Hauterive, (Saguenay) Quebec
- 579 Gaylord, S. B., P.O. Box 71, Harrison, N.Y. 10528
- 2507 Kahmeier, Horst, 15 Mansion St., Kitchener, Ontario
- 2193 Levy, Edward, 3818 N. 21st Avenue, Phoenix, Ariz. 85015
- 2472 Linder, John, 734 Upper Belmont, Westmount, Montreal 217, P.Q.
- L1465 Ludlow, Lewis M., Vice-President—Far East, Gamlen Chemical Co., 6-17, Shibaura 4-chome, Minato-ku, Tokyo, Japan
- 2424 MacFadyen, Donald A., 188 Dorset St. West, Port Hope, Ontario
- 2194 McGregor, Alan F. L., 339 N. Deeside Road, Cults, Aberdeen, Scotland AB1 9SN.
- 1893 Schenk, John A., 630 Carol Drive, Great Falls, Mont. 59401.
- 1412 Smith, Joseph Raymond, 2 Devon Road, Canterbury, Kent, England

Resignations Received

- 2113 Carlson, Fred W., 3314 Lawrence Avenue, Chicago Heights, Ill. 60411
- 428 Cartwright, J.C., 53 Madeira Park, Tunbridge Wells, Kent, England
- 2092 Short, Clarence J., 153 Sherman Avenue South, Hamilton 22, Ontario

Resignations Accepted

- | | | |
|---------------------|---------------------------|---------------------|
| Beck, Allen C. | Mack, Millard H. | Starr, Dr. F. A. E. |
| Huard, Raymond A. | McLellan, Robert F., Q.C. | Swenson, Einer C. |
| Kuttner, William R. | Powers, Theodore R. | |

Deceased

- 1686 Wills, Martin L., 107 Park Road, Toronto 5, Ontario

Correction

- 2141 Peters, Fred C.—listed as dropped from rolls in March 1970 issue of BNA TOPICS. Mr. Peters died in August 1969.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, March 1, 1970	1070
NEW MEMBERS, April 1, 1970	7
REPLACED ON ROLLS, April 1, 1970	1
	1078
RESIGNATIONS, April 1, 1970	8
DECEASED, April 1, 1970	1
	9
TOTAL MEMBERSHIP, April 1, 1970	1069

BNAPS Regional Groups

- Philadelphia** — Meets the first Thursday of each month at 7934 Pickering Street, Philadelphia, Pa.
- Temagami** — Meet every summer. Alfred P. Cook, Coy Glen Road, Ithaca, New York.
- Vancouver** — Fourth Wednesday of each month at 8 p.m.; Dickinson Room, Stry Credit Union Building, 144 E. 7th Avenue, Vancouver.
- Edmonton** — Meets twice a year in May and October in a public place, time and date to be announced. Out of town visitors to communicate with Secretary F. N. Harris, 11013—129 Street.
- Calgary** — Meets fourth Tuesday at 8 p.m.; Secretary: Mrs. Jack Benningen, 157 Wildwood Drive, Calgary 5, Alberta.

Newly-appointed librarian Michael Squirell is now busy at work building bookshelves at his home, and installing the shipments he's receiving from previous librarian Stewart Kenyon. It all takes time, and for the next few weeks there may be delays

in receiving books and material from the library. Many of the volumes are in transit, and many more are yet to be unpacked and sorted. But send in your requests anyway; the new librarian will do all he can for members during this changeover period.

OFFICIAL NOTICES

CALL FOR NOMINATIONS Article IV, Section 3, Elections

A Nomination for the officers to be elected may be filed with the Secretary by any Regional Group of the Society or by any five (5) members in good standing in time, at least, for publication in the issue of BNA TOPICS scheduled for release ninety (90) days before the opening of the Convention and Annual Meeting of such election year. At least one hundred fifty (150) days before the opening date of such election year Convention and Annual Meeting, the President shall appoint five (5) members of the Society to serve and function as a Nominating Committee whose prime purpose shall be to prepare and present a slate of candidates for the elective offices to be voted, which slate shall be published in the issue of BNA TOPICS scheduled for release one hundred and twenty (120) days before the opening date of the Convention and Annual Meeting of such election year. No member shall be so nominated unless he shall have first assented to his nomination to his proponent, and his proponent, in nominating him, shall state such assent has already been received. Each nomination made shall be published in BNA TOPICS at least ninety (90) days prior to the election date.

FOR VICE PRESIDENT: Cook, Alfred P., Ithaca, New York.

Respectfully submitted:

G. H. Fairbanks, B. Hassen, F. B. Hutt, R. H. Lounsbury, W. E. Tutton and C. E. Cook.

PLEASE ADDRESS ALL MAIL FOR TOPICS

Editor, *Topics*, c/o Mr. V. G. Greene
77 Victoria Street Toronto 1, Ontario

CHANGE OF ADDRESS — NOTICE TO PUBLISHER

All changes of address MUST be sent to the SECRETARY. Please do not send to any other officer of BNAPS. Sending the change to the Editor or Circulation Editor will cause delays.

JACK LEVINE

511 Peyton Street, Apt. C - Raleigh, N.C. 27610

BNAPEX '70 OCTOBER 8-11

MAKE YOUR RESERVATIONS EARLY

Thursday p.m. to Sunday p.m.: Twin, \$84 each; Single \$97 each

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MICHAEL SQUIRELL

**Our new librarian:
turning down a banana was the beginning**

*Michael
Squirell
BNAPS 2372*

When Stewart Kenyon informed us that, for business reasons, he would not be able to continue as our Librarian, a plea was made in *Topics* for a volunteer. Immediately came a response from a young man who was most desirous to take over the duties of this burdensome job. Upon investigation it was found that Michael J. Squirell had the finest requirements for this task, and so was appointed.

Michael was born in Winchester, England in 1941 and came to Canada in 1947; he has resided with his parents in Lively, Ontario (near Sudbury) ever since. After high school and a short stint in the automotive trade, he entered the RCAF.

After service, Michael finally went to Toronto and the Provincial Institute of Trades to become a draftsman. It was in 1965 that he joined the International Nickle Co. — a job that he had desired for so long.

He claims that he actually began our

hobby as a very small child when he had his first tooth extracted — he was given a choice of a banana or a packet of stamps! (Incidentally, he got *both*). He has been collecting Canada back to the pence issue (he found out that the pences are a trifle expensive) and now has dabbled in the stampless field. His present interest is in the Canadian part-perforates of more recent years and plans to do a bit of writing on them. His other collecting interests include U.S., U.N., Great Britain, and G.B. offices abroad. Besides stamping, he is also interested in gun collecting and was once active in the local pistol club.

He is not only a fellow BNAPSer, but is also in the APS Philatelic Literature Association, King George VI Collectors' Society, The Sudbury Stamp Club, and is joining the SPA. He has plenty of room for our library and claims that this will benefit him as much as BNAPS as he will have one of the best BNA libraries right at hand for his postal-history studies.

We welcome Michael into the official BNAPS family and have hopes that he will carry on the great tradition laid down by Stewart Kenyon.

...and some doodles by The Editor

The mailbag this month carries only two of many letters received dealing with BNAPS and its function. Is it over-specialized to the point of absurdity? Or is BNAPS' sole purpose to cater to the extremist-specialist, on the grounds that the more casual collector can find whatever information he seeks in societies that have a broader base? The issue isn't as clearly defined as this; many complain that insufficient attention is given to contemporary collecting, by which they imply that contemporary collecting is more popular and, therefore, less specialized. This group then goes on to suggest specific subjects which, judging from their examples, are more specialized than anything that has taken place in 18th century collecting.

My own view is that *Topics* jumps from one extreme to the other; *The Canadian Collector* series is certainly very basic in its approach, and it wasn't so long ago that *Topics* ran items on the "secret dates" and where they could be found on various Canadian stamps — surely a beginner's subject, if there ever was one.

I look forward to more correspondence on this matter, and hope to run a feature story on the opinions of members in a future issue.

MAIL FROM OUR MEMBERS

Revalued postal stationery

For the past year I have been watching *Topics* and other magazines for mention of revalued 1964 (Cameo Queen) stationery. I have seen nothing, so I hope this note will bring other reports out of the membership.

I have a number of Holmes' 1137a and 1138a revalued to 6c in the same manner as was the 1967 issue. All of these came from post offices in Newfoundland, and all are envelope size No. 8.

I also have one copy of Holmes' No. 1136a, the 3c No. 8 envelope, revalued to 5c. The enclosed photocopy shows that this was used in conjunction with a 6c orange coil.

I should like to learn if any size No. 10 envelopes or any postcards of this 1964 issue were revalued.

I would appreciate receiving a note from members who have any of these items in their possession.

—G. Barrie Atkinson

BNAPS: not for the unsophisticated?

Many times I have sat down to write something for *Topics* and never seem to whip it into final form let alone send it for publication. Periodically I rediscover my draft of an article on Nova Scotia postmarks 1850-99; perhaps some day I will get around to sending it along.

A recent issue contained a letter damning *Topics* in particular and BNAPS in general.

Part of this criticism may be justified from some points of view, but if we were not specialized collectors (BNA is a specialization) we would not have this Society in the first place. The information contained in many of the articles has been highly specialized, true enough, and it has been the research-specialist collectors who have written most of the articles contributed to *Topics* and not the unsophisticated collectors.

Over the years a wealth of philatelic information has been accumulated and re-

corded in the pages of *Topics* and it is very doubtful that this information would be otherwise available. I think all members past and present can be proud that through their support by membership in the Society they have played a part in the preservation of this information for posterity.

—L. Tupper Porter

... to entice beginners or general collectors to join BNAPS would be to rob them of their dues, because they wouldn't get any benefit out of membership, plus the fact that when they reached maturity they might be scared off by this premature experience with societies . . .

— excerpts from a letter
by Bob Kirsch

... or is BNAPS far too specialized?

... I feel "left out" after receiving and reading the monthly issues of *Topics*; the topics that may be interesting to the specialist often leaves me cold . . . I feel the magazine is written by the specialist for the specialist and, as such, doesn't attract me . . . While I collect Canada and endeavour to keep up to date, and also complete the early "empty" years, I am unable to afford the rich fare discussed and recommended in our publication. My interest, therefore, is rapidly evaporating and for this I am truly sorry . . .

— excerpts from a letter
by B. C. W. Newman

The pros and cons of BNAPS are also mentioned in the editor's notes on the opposite page.

A correction

Last month you published a letter of mine about the "hair strand" variety, in which I stated that the earliest date for position 13 was April 15, 1895.

This was a typing error on my part; the date should have read April 19, 1895.

— Charles D. Blair

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TRURO-CHARLOTTETOWN

(continued from page 149)

plane, through the good offices of Capt. Stevens and Ltd. Stevenson of your communication of the 24th instant, and I warmly reciprocate your felicitations on the first trip by air between Truro and Charlottetown.

Your letter despatched at 1 p.m. is date stamped at this office at 2 p.m. on the same day, which is in striking contrast with occasions within my experience in postal matters when two weeks elapsed without communication between this city and the mainland.

The closed supplementary mail in which this letter is contained is the first authorized dispatch by air in Canada, and I have every confidence that a permanent service will prove a success.

We deduce from Mr. McLary's letter that he did not know of some earlier flights in Ontario and Alberta. It is possible that no official permission had been given except by the local postmaster, for the first flight.

The DeVere Company eventually amalgamated with the Prince Edward Island Aerial Transport Company into one firm known as Eastern Canada Air Lines which was to provide daily air service throughout the Maritime Provinces but the company went bankrupt. There was a falling off in flying in the middle 20s which was not revived until Lindberg made his famous solo flight of the Atlantic in 1927.

Eastern Canada Airlines did almost any job that was available. For a while the

two seater "Jenny" (presumably named from the plane type number — a Curtiss JN) was based in Labrador and searched for seal herds for Newfoundland sealers. For several years it was a regular feature at every major fair in New Brunswick and Nova Scotia.

E. C. Atkinson, of Annapolis Royal, one of the mechanics employed by the firm wrote in a N.S. newspaper of the "barnstorming trips they had with the plane at some of the exhibitions." He said "the plane was a big attraction in those days.

"We barnstormed dozens of towns putting down in pastures. It cost \$25 for a 15 minute ride and there were a lot of passengers, but that meant a lot of flips because only one person could be taken at a time."

On one occasion the plane was hired by the Bathurst Lumber Co. to be on hand to entertain employees at the annual picnic. It started off as a routine trip. The rigger, Maynard Colp, stayed at the canvas tented hangar at Truro while Mr. Atkinson and Logan Barnhill, the pilot, set off for Bathurst stopping at Amherst to refuel on a field behind the hospital. Usually the crew phoned ahead to various towns along the route advising the chief of police or some authority that the plane would be landing in the area. The police were supposed to select a suitable field. More important someone was to light a smudge fire and the smoke not only identified the landing spot but also gave the pilot an indication of the wind direction. This routine was necessary because the plane had only a limited flying time.

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The long-term trend is frequently upset by wars, depressions and other abnormal circumstances. The German market was unable to compete for rare old German States after the last war, and for a few years such stamps were dispersed in the markets of Paris, London, New York, Zurich and other centres of demand. Since the mid-fifties many of these stamps are again residing in German collections.

At the present time the trend of repatriation of British North American stamps is somewhat interrupted. It is rather complacent to blame this situation on currency differentials. As a Canadian I feel entitled to assign much of the reason for it to lack of appreciation and courage on the part of Canadian buyers. Competitive foreign buyers of old Canadian stamps often win out by discarding arbitrary yardsticks of price when purchasing.

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