

FEBRUARY 1974 Volume 31, Number 2 (whole number 331)



BNA TOPICS

Official Journal of The British North America Philatelic Society

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BNA TOPICS



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

Whole Number 331

FEBRUARY, 1973

Vol. 31, No. 2

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Published at Toronto, Canada, by the British North America Philatelic Society. Subscription \$6.50 per year: single copies, from the Circulation Manager, \$1.00. Opinions expressed are those of the writers.
Printed by Mission Press, 53 Dundas St. E., Toronto

ADVERTISING: Display advertisement copy must be received by the Advertising Manager six weeks prior to the month of publication. MEMBERSHIP: Write the Secretary: see "Elected Officers" in this issue. EDITORIAL MATTER should be sent to The Editor, c/o V. G. Greene, 77 Victoria Street, Toronto, Ont.

Wells, Fargo & Co. Express

IN VANCOUVER ISLAND
AND BRITISH COLUMBIA

A BNAPS REPRINT

by R. NAIRNE and G. E. WELLBURN
Reprinted from Popular Stamps, June 1945



Two unused Wells Fargo covers prepared for sale after Confederation, with Canadian adhesives. The larger, in white letters on a black bar, reads "Over Our Lines in the United States." The other reads, "Over Our California and Coastal Routes."

The part played in the postal history of the colonies of Vancouver Island and British Columbia by the express companies is a fascinating one, and the almost endless combinations of rates, routes and postmarks which can be found on the private express covers emanating from these colonies, together with the romantic circumstances surrounding their use, has resulted in them being ranked among the gems of philately.

It is interesting to outline the unique conditions that led the British government to permit foreign carriers to take part in the business of the post office, whereby the expresses, the Colonial Post Office and the U.S. post office each collected a share of the resulting revenue.

When the vast territory of New Caledonia (as the mainland of British Columbia was originally known) was placed under the control of the Colonial Office in London, England, it constituted one of the most re-

mote of all the British possessions, and months had to elapse before communications could be exchanged between the new colonies and the mother country.

Until 1858 there were only a few hundred white fur traders scattered throughout the country, and their postal requirements were of a modest nature, and taken care of by the brigades of the Hudson's Bay Company. The headquarters of the Bay was at Fort Victoria on the southern end of Vancouver Island.

From these enormous Bay holdings two crown colonies were formed. Vancouver Island became the first of these in 1850, and later, in 1858 the mainland, from the Pacific to the Rockies became known as the Colony of British Columbia.

In 1858 gold was discovered in the Fraser River, and this resulted in one of the greatest rushes in mining history. During that year 30,000 people passed through Victoria on the way to the diggings, the majority of them being miners from California, where the surface gold had begun to peter out.

Victoria became the trading centre for the miners and within a few months its population jumped from about four hundred to a boom town of several thousand, although by 1859 its stable population settled down to about 2,000.

The sudden swarm of Americans to the little colonies gave rise to many urgent problems, among which the delivery and dispatch of the mails was one of the most pressing.

Fortunately for the government it happened that the solution for a similar problem had already been found in California a few years earlier. As in California the sudden influx of thousands of gold seekers had swamped the meagre facilities of the little post office at San Francisco. The miners soon demanded a better service and were willing to pay well to anyone who could provide it.

Private investors were quick to seize the opportunity and express companies sprang up along the routes followed by the miners. Some of these were soon developed to a point where they were able to offer a far more efficient and reliable system for handling the mails than the post office could possibly give.

Among the express companies, one was outstanding: Wells, Fargo & Co., which was organized in 1852 and soon became the national in scope and importance.

It was therefore natural that an agency of Wells Fargo should follow the miners north to their new hunting grounds. The postal authorities in Vancouver Island and British Columbia were only too glad to avail themselves of the proffered service, just as had the post offices in California.

On July 17, 1858, Wells Fargo and Co. published their first advertisement in the *Victoria Gazette*. They announced their readiness to handle mails to and from California and points east over their express

lines, to buy and ship gold dust, and to transact a general banking business as well.

For a short time Freeman and Company was a keen competitor, but the supremacy of the larger organization soon became apparent, and in 1859 Freeman's Express was absorbed by Wells Fargo. During its short life in British Columbia, the former company provided collectors with some very rare franks and covers.

Under the terms of the colonial government, Wells Fargo and Co. were permitted to handle mails throughout the colonies, as well as to and from outside points, provided they paid a fee of five cents on each letter so carried. An exception was made in the case of incoming letters from the U.S., the colonial post office waiving the postal tax on these.

This agreement was very similar to that which existed between the U.S. post office and the Company, the former demanding that the full U.S. postage be paid on all express mail originating in, or passing through the U.S. To facilitate this, the U.S. stamped envelopes were printed with Wells Fargo's Express "frank"—3c envelopes being generally used in California and 10c envelopes being used for points in the eastern states.

Letters destined for delivery beyond the Wells Fargo system would travel as far as possible over the company's lines and would then be turned over to the U.S. post where they would be included with the ordinary

NEW ADVERTISEMENTS.

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EXPRESS AND EXCHANGE CO.

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EXCHANGE on all the principal Cities in the Eastern States, and Canada. Also on **UNION BANK, LONDON,** and

ROYAL BANK, DUBLIN.

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Buy Gold Dust, also Land Warrants, Treasury warrants, and certificates on San Francisco Banks.

Prompt attention paid to Collections and Commissions.

Office Yates street, between Wharf and Government sts.

SAMUEL KNIGHT,

Agent.

Victoria, V. I., July 17, 1858.

jyl7

mails. In such cases U.S. adhesives would be added to the full amount of postage necessary to conform with the postal rates prevailing at the time.

A person in Victoria, therefore, handing in a letter to Wells Fargo for delivery in, say, San Francisco, would pay 25 cents for the franked envelope, which included the five cents tax to the Vancouver Island Post Office, and the three cents fee for the U.S. government. If the letter were addressed to a point beyond the Wells Fargo system—Montreal, for instance—the rate would be 37½ cents (“three bits”), and U.S. stamps would be added as required. (In the case of Montreal, U.S. postage was 15 cents).

We therefore see that it was necessary for not only Wells Fargo but for both the colonial post offices as well, to have for sale an assortment of U.S. postage stamps, an arrangement probably without parallel in the history of any other British colony.

The reason for this was that all mails for outside points had to be routed through the U.S., so that it was far more convenient to use the stamps of this neighboring country rather than those of Great Britain, which would probably have been used had not the geographical situation and the difficulties of direct British communication with the Pacific made it impractical.

As for having their own stamps, the small population and meagre revenue available did not warrant the expense of such an issue until two years later.

Until 1860, the post office at Victoria used handstamps to denote payment of the five cents postal fee. Four of these were used, the first and the rarest being the “Customs Crown”—really a brass seal intended for impressing wax, for use by the Collector of Customs and Harbor Master on shipping documents. But as this official happened to be postmaster as well, and as no other device was available, he used it for franking letters into the bargain. In 1859 a special post office handstamp was secured from San Francisco consisting of the words VICTORIA V. I. / POST / OFFICE in a double-lined oval. To supplement this another one, probably made locally, was used about the same time, reading VICTORIA / PAID / V. I. without a frame. The former was generally used on letters turned into the post office, and the latter used on Wells Fargo Express covers. Both are rare.

An oval frank, presumably made in England, worded POST OFFICE, VICTORIA, V. I. and with the royal coat of arms in the centre, came into use in 1860, and this is the one usually seen on Wells Fargo envelopes. Still another frank was got in 1863, a long single-lined oval, enclosing the words POST OFFICE / PAID / VICTORIA VANCOUVER ISLAND, but this was used almost entirely for postal mail, and has not been seen on a Wells Fargo cover.

For the sake of convenience the Wells Fargo branch at Victoria was in the habit of handing in bulk lots of their franked U.S. embossed envelopes to the post office, where they would, on payment of the total V. I. postage, be officially franked in advance with the post office hand stamp.

While it was customary for correspondents wishing to express their letters to enclose them in these Wells Fargo franked envelopes, it occasionally happened that a letter would be handed in, enclosed in an ordinary plain envelope. But the U.S. postal law compelled Wells Fargo to use U.S. stamped envelopes, so in such a case the express company would take one of their own covers, which had been already hand-stamped by the Victoria post office, add the additional American adhesives necessary to prepay it to its destination, and glue this on to the customer's cover, *back to back*.

Thus the whole Wells Fargo frank with its adhesives would in a sense act as one oversize postage stamp. These are known as “paste-ups” and are quite scarce, as they were usually destroyed by the recipient when opening the letter.

Although Wells Fargo franked covers were in use throughout British Columbia, the only office the Company maintained was at Victoria. Wells Fargo made no attempt to compete with the British Columbia express companies operating up the Fraser River and into the Cariboo, but rather appointed as their agents the existing companies operating over these routes.

The most important of these which were W. J. Ballou, who established his Pioneer Fraser River Express in June 1858; Dietz & Nelson's British Columbia and Victoria Express, which bought out Ballou in 1862 and which carried mail and express as far as Yale and Lillooet; and Barnards Cariboo Express, which eventually bought out Dietz & Nelson and operated to the distant mines of the Cariboo and the Big Bend.

(Continued on page 40)

The LABRADOR MAILS

A BNAPS REPRINT

By R. A. J. MILLER

PART 1

Reprinted from *Linn's Stamp News*, March 31, 1969

Time has not changed coastal Labrador. Granted that yearly progress has been painfully slow, the passing years have done nothing to dim the air of aloof mystery and romanticism always associated with the name. But quite sadly, entire chapters of the mail service story are now missing or fast lapsing into obscurity.

Geographically placed as the far north-east peninsula of the North American continent, sub-Arctic Canadian Labrador lies between 51 to 61 degrees North Latitude.

Factually there is an interior district of vast mining wealth. Yet most of its small but thriving settlements hugging the North Atlantic coast and on numberless off-shore islands mainly evolve around a fur-fishery and mining type of economy.

Modernity flourishes; yet in a few isolated Eskimo villages, life has changed little since their discovery by a Norse explorer back in 986 A.D.

When Canada became a British Colony in 1763, Labrador was annexed to St. John's Colony, Newfoundland, given back to British North America in 1774, and re-annexed to Newfoundland in 1809.

On July 22, 1949, the Colony became the tenth Canadian province. Thus, for over two centuries the mail service history of the colony and its dependency were one and the same.

In the Labrador district, Moravian Brethren began mission station work with the northern Eskimos as early as the year 1770 — civilization's vanguard.

As time unfolded, Hudson's Bay Company opened a fur trading post at Fort Chimo, Quebec, in early 1831 and a second trading station down the coast at Rigolet, Labrador, in 1833.

In a few years, Company supply vessels established outposts at Cartwright, Davis Inlet, Nakvak, and North West River. A native courier system carrying winter mail and messages linked them all to distant

Quebec City — a second stage in progress.

Third and fourth decade history (1830-1850) is dim and cloudy. In an 1863 book of recollections "recapturing the times", London author, the Rev. Charles Pedley, noted nothing of import regarding the mails.

However, mention was made that on June 19, 1846 the Post Office at St. John's was destroyed by fire and all of the historic archive records. (This was the second disastrous fire).

Fortunately, the Canada postal history specialist, Frank W. Campbell, had listed and recorded almost all 19th century postmarks and made superb impressions of St. John's 1846-1849 period markings. Viewed, the now out-of-print reference sheets graphically illustrate: The "crowned circle" PAID 23 x 25 mm. hand stamp, the dated "circle rimless" postmark with gothic letters, and the era's "SHIP LETTER" hand stamp. All of the octogenarian "tracings" of Campbell were from old letters.



European whaling and cod-fishing fleets followed, soon finding it imperative to establish "fishing stations" and shore supply bases. Caretakers contracted to "winter-over" attracted other white settlers and seashore villages sprang up.

Old records reveal that the parent St. John's colony was granted a British post office in 1805. Accordingly, bags of letters made up by the General Post Office in London were sent "as opportunity should offer" by ship to Halifax, Nova Scotia, and then by smaller vessels to St. John's.

Communication into and out of Labra-

dor was scanty. It can be assumed that sailing ships making chance calls furnished limited courtesy accommodations. But like all true pioneers elsewhere, the lack of communication during the long winter seasons must have been unbearable.

In 1810, the appointive postmaster, Simon Solomon—an established resident jeweler—is credited with engraving an elaborate circular “ARMS” postmark, found on pre-stamped, folded letters.



Also at some undetermined early date, the London-made “superior seal”—GENERAL POST OFFICE ST. JOHN'S, NFD—was received, and placed in use.

As history moved on to July 1., 1851, control of the postal system from London headquarters ceased, with local officials from then on assuming full responsibility and keeping all revenue.

At this time, Postmaster General W. S. Soloman, with meager office staff of three, found the funds to add a Labrador mail agent. The name was never recorded, although his staff was. This is another irony of history.

January 1, 1857 witnessed issuance of the St. John's Colony one penny stamp—the first of ten imperforated stamps in pence and shilling denominations. Scott's Number 1 with the royal crown, oddly was marked “NEWFOUND”.

In keeping with the tradition of earlier stamps issued in New Brunswick and Nova Scotia, all carried the Heraldic Flowers of the United Kingdom. The world in time would highly prize 260 later issues, and 19 airport stamps, while color rarities at high-philately auctions would rise from \$700 to \$2900 per single stamp.

The Labrador Steam Mail Service from the colony to the coast, started in 1870. Some sources disagree, mentioning the year 1875.

However, it is reliably known that Bowring Brothers vessels carried the mail, passengers and goods to Battle Harbour, and

extended service to Hopedale in 1880. A small steamer carried such semi-monthly mail north to Nain. At long last the neglected dependency had an official “line of communication”.

The first mail steamer “Ariel” was followed by the “Portia”, “Progress”, and “Walrus”. In succession, each were shipwrecked. All ports of call on the 700-mile coastal journey were “postal service accommodation points” only. Never was the importance of “mail from home” more appreciated.

Canada's “travelling post office” markings used during the decade read: COASTAL NORTH T.P.O. LABRADOR T.P.O. and the special London made instruments, LABRADOR NORTH, LABRADOR WEST, and WESTERN MAIL BOAT. Each specific transit mark represented a pertinent bit of history.

Dr. R. Willan, the British authority on Newfoundland, has stated in print and in letter that Labrador's first post offices were established in 1889 at Battle Harbour, Blanc Sablon, Iron Bound Island, and Lance au Loup. All earlier mainland ports had been “collecting stations”.

The increasing communication with, and dependency on, the then four existent Canadian provinces, necessitated mail links with the Coastal West TPO and the Straits TPO.



All of the “all-water routes” were on May to October navigational schedules. The fragmentary mention of a monthly overland winter mail has not been convincingly verified. However, in the late century the Nachvak and the Rigolet dog team sledge mails covered a 1500-mile coastal run leading to Quebec City. As private mail carriers, both firms had identifying “cacheted envelopes”. Many still exist. One contractor, J. D. Fraser, became the Postmaster General.

In passing, a Public Records list for the year 1902 discloses 47 post offices—about an all-time high. Mail service continually improved.

a chart of the

1967 DEFINITIVE ISSUE

using the uv light

By Glenn F. Hansen, reprinted from *Coin, Stamp and Antique News*

The chart accompanying this article is a departure from others, as it is based on the use of an ultra violet (UV) lamp. The chart itself has been compiled from a listing sent to me by Rene Marcotte of Montreal. He has been one of my correspondents who has pressed me into attempting to compile a chart based on the lamp rather than on the visual approach which I favor.

The interesting thing about this chart is that it basically breaks into the three main categories we all have followed. i.e., the dull paper, gum arabic; the hi-brite, gum arabic; and the PVC gummed papers which have been fairly successful classed as "white" papers; I say fairly successful as there is a problem in regard to the 8c value. The 10c Jack Pine Hi-Brite is classified as on gum arabic although most of us have tended to call this a PVC with some appearance of shine. Some have designated this simply as an experimental gum.

In going over my collection and attempting to break it into these classifications I have noticed that the list does not go into booklet material. Note also the absence of the perf 10 on the 6c orange from the listing. This was, to my knowledge, only available in booklets although at least one dealer in the east has contended that this item exists in sheet stamp form.

One other thing of note re this chart is that it is based on the use of a UV lamp that at least differs in some respects from mine; I use a RayTech LS 7 which incorporates separate long and short wave units so that it is possible to use either one or both at once. I found that in some instances I could approach some of Marcotte's designations only when I had both waves operating together. Note is this regard the lack of any reference in this chart to blue as a defining term for papers. I have found a number of definitely blue papers, particularly in that very difficult 8c slate stamp where he developed the classifications of some fluorescence, semi-brite and almost hi-brite.

For those who have lamps a study of their collections using this chart could prove rewarding. There shouldn't be any great difficulties in following the terminology as, for example, there are only two extra items in the 1c brown over those shown by me on the visual chart. Marcotte shows the 1c as dull purple, gray and dull gray flecked. I can find the two extra papers; my lamp, however, tends to give me a slightly different set of terms for them. They are there, however, and so for now let's leave in at Marcotte's terms.

In his letter to me Marcotte made a plea for a standardization of terms to be used in reference to this entire issue. I, for one, agree with him on the need for such standardization. I still feel, however, that it is possible to divide the collectors of the Centennial Issue into two groups, those who collect on a naked-eye visual basis and those who use UV lamps.

It is my feeling that standardization will come about through the auspices of a formal Centennial Issue study group under the aegis of an organization such as BNAPS. I know there are a group of specialists working within that group on a handbook on the issue but I have not heard when the book will be released or just what it will contain. Because of the very wide interest in this issue even a handbook such as I have mentioned will not, in itself, tend to standardize nomenclature; first there will have to be a consensus of opinion brought together.

A study group on the issue could use the handbook, my own writings, those of Gronbeck-Jones, those of LaRoche and charts such as the one that accompanies this article as basic material for either study group meetings or a study group survey in order to arrive at decisions on whether the gum, for instance, should be called gum arabic or dextrine and whether the papers should be classified on a visual scale of dull, hi-brite, white and coated.

(See chart on next two pages)

1967 DEFINITIVES

Using The Ultra Violet Light

the
columns

1 dull
2 dull deep purple
3 dull purple
4 dull purple flecked
5 dull gray
6 dull gray flecked

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1c brown			X		X	X					X			X			
W2	X																
W1	X										X		X				
O2													X				
PC	X												X				
2c green		X												X	X		
W2		X															
W1		X												X			
O2														X			X
PC		X												X			
3c purple			X	X													
W2		X															
PC		X								X							
PCO2														X			
Coil			X			X											
PC		X															
4c carmine		X	X												X		
W1s		X															
W1c		X												X			
O2																X	
PC		X															
Coil			X			X											
5c blue		X									X				X		
W2		X															
W1		X															
PC		X		X							X		X				
Coil		X				X					X		X				
PC		X															
6c orange perf 10		X								X							
Phos.		X	(ink)														
W2		X															
PC		X									X						
Coil		X		X								X					
6c orange perf 12½		X										X					
W2		X										X					
6c black die 1		X		X									X				
W2		X															
PC		X															
6c black re-wkd.		X															
W1		X															
PC		X															

gum arabic	7 dull white	gum arabic	13 dull	PVC
gum arabic	8 some fluorescence	gum arabic	14 dull flecked	PVC
gum arabic	9 some fluor. flecked	gum arabic	15 some fluorescence	PVC
gum arabic	10 very fluorescent	gum arabic	16 semi brite	PVC
gum arabic	11 hi-brite	gum arabic	17 almost hi-brite	PVC
gum arabic	12 very dull	PVC		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
6c black-CBN 1													X				
W1													X				
O2													X				
PC													X				
PCO2													X				
Coil											X						
7c green				X		X											
W2		X															
Coil											X						
8c slate		X											X			X	X
W2		X											X			X	X
O2		X										X				X	X
Coil												X					
O2												X			X		X
8c Alaska		X			X						X						
10c Jack Pine		X		X				X			X				X		X
W2		X									X						X
O2											X						X
15c Bylot		X									X		X				X
W2		X											X				
O2													X				
20c Ferry		X									X					X	
W2		X														X	
25c Solemn			X			X					X						
W2			X								X						
50c Strs.		X						X			X			X			
\$1 Wildcat 3		X									X			X		X	

W2—Winnipeg 2-bar tagging.
 O2—Ottawa 2-bar tagging.
 Coil PC—coil pre-cancelled.
 W1s—Winnipeg 1-bar tag, side

W1—Winnipeg 1-bar tagging.
 PC—pre-cancelled.
 PCO2—pre-cancelled, general tag.
 W1c—Winnipeg 1-bar tag, centre.

The Canadian Bank Note Company printed all except 6c orange, 6c black, die 1, 6c black re-worked die, 7c green, 8c slate which were printed by the British American Bank Note Company.

All CBN sheet stamps perfed 12. All BABN sheet stamps in 12½ x 12 comb perf, except early 6c orange, which was perfed 10 comb.

All coils printed by CBN Co. Perf 9.5 horizontal: 3c, 4c, 5c; perf 10 horizontal: 6c, 7c and 8c.

TOPICS: THE NEWSFRONT

New stamp-selling policy for Canada Post; Vancouver Islanders protest huge stamp releases

In the next issue we'll give details of the new Canada Post sales policy for stamps to collectors, but basically it follows the outline described here in the December issue. Among the features:

— Prepacked stamps for many items, sealed in clear plastic containers;

— all stamps issued from January 1974 on bear the year of issue and a copyright mark;

— stamps will be sold for a 12-month period only from date of issue;

— annual "souvenir packs" will be available for 24 months following the date of issue;

— FDCs will be available in five combinations of stamps, and be available for 12 months after issue;

— plate blocks will be available in blocks of four, regardless of denomination;

— "handback service" will be available for FDCs, and FDCs will be issued from points other than Ottawa, depending on the subject of the stamp itself.

There's lots more; watch for the next issue.

* * *

The Vancouver Island Philatelic Society passed a resolution earlier this month "strongly protesting" the Post Office's large

number (45) of stamps on this year's program. Taking particular objection to the semi-postal Olympic issues, it concluded its resolution (which was sent to Ottawa's Confederation Heights), saying that this many stamps "will have a very damaging effect on the good reputation which Canada has enjoyed for 100 years among philatelists of the world."

* * *

The B.C. Philatelic Society's exhibition, VANPEX 1974, will be held at the Sheraton Landmark Hotel in Vancouver on March 9 and 10 this year. It should be a good show and record entries are expected. For details drop a note to Ken Barlow, Exhibition Chairman, 1055 Ottawa Street, West Vancouver, V7S 2J2.

* * *

If you happen to be interested in the stamps of Ceylon on an exchange basis, the editor of the *Ceylon Philatelist*, K. D. Jayasekera, offers this free service: send him your name, address, age, sex, occupation, profession or trade, plus your wants, and he'll publish this in his journal— thus putting you in contact with a stamp-swapping pal. His address: 44 Love Lane, Trincomalee, Sri Lanka.

TOPICS: THE BUSINESS SIDE

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3074 Lovins, Roger M., 23-B Hampshire Drive, Nashua, New Hampshire 03060
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3081 Sommerfeldt, Heinz, 2235 Victoria Crescent, Calgary, Alberta T2M 4E4
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3083 Wainberg, Allen S., D.D.S., 5845 Cote des Neiges, #300, Montreal 249, Quebec
3084 Walen, Box 691, Eston, Saskatchewan S0L 1A0

Applications Pending — "A" Group

(Applications shall be pending in two successive issues of the magazine)

- Beatty, G. Walter, R.R. 2, Norland Holstein, Granton, Ontario N0M 1V0
Forrest, Chester S., 60 East 42nd Street, New York, New York 10017
Glass, Donald J., 11 Mayfair Road S.W., Calgary, Alberta T2V 1Y5
Hill, Geoff, 458 Smith Lane, Oakville, Ontario L6L 4X2
L'Ecuyer, Mme. Lucie C., 165 Grande-Allee Est, #616, Quebec 4, Quebec
MacIntyre, Milferd M., P.O. Box 231, Drumheller, Alberta T0J 0Y0
Mallek, Ed., 402 - 4999 Kahala Avenue, Honolulu, Hawaii 96816
Martin, L. W. Jr., P.O. Box 1061, Bellaire, Texas 77401
Meyer, David S., 310 Madison Avenue, New York, New York 10017
Osattin, Dr. Morris, 727 Harbor Island, Clearwater, Florida
Loneragan, Brian, 4902 Robert Street, #23, Montreal 457, Quebec
Salaki, C. J., 13 Radcliffe Drive, Milford, Massachusetts 01757
Turkowski, Robert, 1535 Park Avenue, North Chicago, Illinois 60064

Applications Pending — "B" Group

- Allen, William C., Box 51, East Lansing, Michigan 48823
Arfken, George Jr., 5301 Coulter Lane, Oxford, Ohio 45056
Aubin, Charles W., 4931 Vanguard Road N.W., Calgary, Alberta T3A 0R5
Bissett, Dr. R., 43 Pine Glen Road, Riverview, New Brunswick
Cusden, Harold S., 41 Blake Street, Barrie, Ontario
Furneau, R. V., 163 Wellesley Crescent, London, Ontario N5V 1J6
Gidley, Robert W., 717 Wellesley Drive N.E., Albuquerque, New Mexico 87106
Guidry, G. J., 41 Dover Crescent, Fredericton, New Brunswick
Hopkinson, Allen B., 1767 Rocky Mountain Avenue, Milpitas, California 95035
Lockwood, William G., 130 Yorkview Drive, Toronto, Ontario M8Z 2G4
Maher, James John, 53 Burriss Street, Hamilton, Ontario L8M 2J1
Mayo, George, R.R. #1, Box 96, Portugal Cove, Newfoundland
Merikallio, Reino A., 171 Adams Lane, New Canaan, Connecticut 06840
Mychajlowski, Walter, 7278 Leonard-de-Vinci, Montreal 453, Quebec
Rusted, Nigel F. S., M.D., 28 Monkstown Road, St. John's, Newfoundland
Schaus, Paul W., 206 Buckingham Street, London, Ontario N5Z 3V6
Stanwick, Dr. Richard S., 304 - 720 McDermot Avenue, Winnipeg, Manitoba
Steele, S. Cedric, 2071 West 41st Avenue, Vancouver 13, British Columbia
Symington, Robert, 14 Farrington Drive, Willowdale, Ontario M2L 2B6
Walker, Lawrence A., 8844 Notre-Dame East, Montreal, Quebec H1L 3M4
Wallace, William H., 1201 East Orange Grove Road, Tucson, Arizona 85718

Applications for Membership

(Objections must be filed with the Secretary within 30 days after month of publication)

(C—Collector D—Dealer DC—Dealer-Collector) (c—correspond x—exchange)

- BAIGENT, Rory, #8 - 3563 Oak St., Vancouver 9, B.C. (DC-c) CAN, NFD—mint postage and blocks. Plate Blocks. Coils. OHMS-G. Mint booklet panes. SPECIALTY—Canadian errors. Proposed by G. F. Hansen (2203).
BAROLET, Roger, 1820 Montpellier St., Bruno, Quebec J3V 4P5. (C-c) CAN, NFD—19th and 20th Century mint postage and blocks. 1st Day covers. Plate Blocks. Coils. Mint booklet panes. Proposed by G. F. Hansen (2203).
CLARK, David I. M., Box 271, Owen Sound, Ontario. (C) CAN—Mint and used postage and mint blocks. 1st Day and 1st Flight covers. Plate Blocks. Proposed by L. Matthews (2437).
DALES, J. B., 84 Willowidge Road, Weston, Ontario M9R 3Z4. (C) CAN—19th Century used postage. 2-ring, fancy cork and numeral cancellations. SPECIALTY—Large and small Queens. Proposed by H. R. Lambe (383).
DesBRISAY, Ian G., 524 Ballantree Place, West Vancouver, B.C. (C) CAN—19th and 20th Century mint and used postage and blocks. Plate Blocks. Coils. OHMS-G. Mint and used booklet panes. Pre-cancels. Mint and used Airmails. Proposed by G. F. Hansen (2203).
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- DOUGLAS, Peter, 9 Limardo Drive, Dartmouth, Nova Scotia. (C-cx) CAN—Mint and used postage. Flag cancellations. SPECIALTY—Admiral Issue. Proposed by G. Penchard (2672). Seconded by G. Baugild (759).
- FREEMAN, John C., 31 Trafalgar St., Goderich, Ontario. (C-cx) CAN, NFD—19th and 20th Century used postage. Proposed by P. J. Wiedemann (2643).
- GIRT, Neil A., 99 Belmont Ave., Hamilton, Ontario L8L 7M2. (C-cx) CAN—19th and 20th Century mint and used postage. 1st Day covers. Plate Blocks. Coils. OHMS-G. Mint booklet panes and complete. Precancels. Mint and used Airmails. Postal Stationery entires. Literature. SPECIALTY—Matched Plate Blocks. Proposed by F. H. Johnson (2852). Seconded by H. R. Lambe (383).
- LEFEBVRE, Roger, M.D., 600 -12th Avenue, R.R. 2, St-Louis de Terrebonne, Quebec J0N 1N0. (C-x) CAN—19th and 20th Century mint postage and blocks. 1st Day covers. Plate Blocks. Coils. Mint booklet panes and complete. Precancels. Mint Airmails and on cover. SPECIALTY—Plate Blocks, 1st Day covers. Proposed by G. F. Hansen (2203).
- PORTER, J. W., 6 Eagle Ridge Drive, Calgary, Alberta T2V 2V4. (C) CAN, NFD, PROV—Mint and used postage. Proposed by J. Levine (L1).
- RAYMOND, Brian W., 4420 Dalhousie Drive N.W., Calgary, Alberta. (C-c) CAN, NFD—19th and 20th Century used postage. 1st Day and 1st Flight covers. OHMS-G. Precancels. Used Airmails. Literature. Varieties. SPECIALTY—#s 35, 36, 41 Canada. Proposed by G. F. Hansen (2203).
- SCHAPPELHOUMAN, L., 651 Distel Drive, Los Altos, California 94022. (DC-cx) CAN, NFD, B.C. 19th and 20th Century mint and used postage and blocks. Pre-stamp, stampless. 1st Day covers. Plate Blocks. Coils. OHMS-G. Mint booklet panes and complete. Mint, used, semi-official Airmails and on cover. Stationery entires. Essays. "Locals". R.P.O. 7 territorial cancellations. SPECIALTY—Canada Booklets, 1967 Definitives. Proposed by G. F. Hansen (2203).
- STONEHOUSE, L. E., 25 Clarence Street, Amherst, Nova Scotia. (DC-x) CAN—Precancels. Literature. Stogan cancellations. SPECIALTY—Perfins on Edwards. Straight edges. Proposed by A. Whitehead (192).

Changes of Address

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

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- 2712 Beny, Sandor, 1044 Campbell Avenue, Windsor, Ontario
- 478 Burt, Roland C., 4D White Birch Court, Maple Shade, New Jersey 08052
- 2953 Charles, Henry, 515 Francois No. 411, Nun's Island, Montreal, Quebec H3E 1G5
- 1676 Kenyon, Stewart S., #805, 9835 - 113 Street, Edmonton, Alberta T5K 1N4
- 1336 Kirk, Mrs. J. A. C., #317 - 534 Smith Avenue, Coquitlam, British Columbia V3J 2W1
- 2779 Law, Carl Edgar, Box 410, Station H, Montreal, Quebec
- 2949 Murray, G. Douglas, Box 693, Charlottetown, P.E.I. C1A 7L3
- 3011 Whitrock, Jon R., 235½ South Crea Street, Decatur, Illinois 62522

Mail Returned

(Information to correct address will be appreciated)

- 2930 Higgs, Roger J. E., 10 Mandel Crescent, Willowdale, Ontario

Resignations Received

- 2132 Lutz, Edward, 4 Timberlane Road, Upper Saddle River, New Jersey 07458
- 2062 Williams, John J., 270 South Buckhout Street, Irvington-on-Hudson, New York 10533

Resignation Accepted

- 2530 Pickard, George E.

Deceased

- L37 Duncan, Robert J., Box 32, Markdale, Ontario N0C 1H0
- 1093 Christensen, E. J., 11612 - 94 Street, Edmonton, Alberta T5G 1H8

Dropped From Rolls (for non-payment of dues)

- | | | |
|---------------------------|------------------------------|---------------------------|
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| 2302 Cheshire, Robert S. | 721 Johnstone, Gordon | 2822 Steer, Malcolm D. |
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| 2071 Clement, S. C. | 2780 Middleton, Lt. M. R. J. | 2592 Thompson, Stewart T. |
| 2540 Dinniwel, J. D. | 2724 Parker, John A. Jr. | 2354 Veldhuis, Ben |
| 2790 Hargraft, Michael A. | 1779 Scisco, Lubert H. | 2363 Webber, Gary E. |
| | | 2632 Zichterman, J. H. |

Expelled (for conduct unbecoming a member)

- 2768 Livermore, F. Frank, 1834 Lake Sue Drive, Orlando, Florida 32803

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, December 1, 1973	1378
NEW MEMBERS, January 1, 1974	20
	1398
RESIGNATION, January 1, 1974	1
DECEASED, January 1, 1974	2
DROPPED FROM ROLLS, January 1, 1974	19
EXPELLED, January 1, 1974	1
	23
TOTAL MEMBERSHIP, January 1, 1974	1375



EDWARD A. HARRIS

**A man of many memberships,
and a wide range of interests**

*Edward A.
Harris
No. 729*

One BNAPSer I met at Calgary is Edward A. Harris. Sam Nickle had Ed running the exhibition so we no doubt saw him running most of the time.

He is a native Edmontonian but he, and his wife Kay, plus the four children, moved to Calgary in 1962 due to his work — in the marketing department of Dome Petroleum Limited. In addition Ed has been actively engaged as an executive of the Society of Industrial Accountants.

Stampwise Lee was another child collector who dropped out till after the service, then back to it when he gave his father (BNAPSer F. N. Harris, 1147) a stamp album for Christmas.

Although he collects everything in Canadian stamps, the main interests are the Western Territorial Postal Markings, Large Queens, Admirals, and Postal History.

Not only a BNAPSer, Ed is also a member of the RPSC, CP of GB, APS, and both the Edmonton and Calgary clubs. He organized the BNAPS Edmonton group and promoted BNAPS's first western convention at Banff in 1960.

Besides stamps, his other hobbies include art collecting, printmaking, woodworking, and "I'm an amateur artist, too."

— *Dr. R. V. C. Carr*

...and some doodles by The Editor

Glenn Hansen, who compiled the chart on the centrespread of this issue, is dead right when he says that what collectors need for the 1967 issue is a set of standards. To this end he's offered to head up a Centennial Issue study group, to examine the whole business of what to call a HiBright, how to grade degrees of fluorescence, and all the rest. Hansen suggests that the group get started at the BNAPS convention in Williamsburg later this year.

A sound idea, but I would suggest going a step farther: getting started now, through correspondence, to identify the many problems of standardization and to draw up some specific proposals for the BNAPEX session. Write to Hansen direct if you like, but better still, why not use the pages of *Topics* as a forum? We're short of articles and letters to the editor. And for starters, how about someone finding a respectable word to replace (ugh) "HiBrite?"

There are a number of experts on this issue — Fred Keane and Paul Hughes (whose handbook will be published this year), David Gronbeck-Jones, and Jacques LaRoche, (who have both published handbooks), Hansen himself (the author of a wide-field handbook of BNA), and Ken Rose, Michael Dicketts and many others who have published articles in the 1967 issue on these pages. That's a formidable group, and I would hazard a guess that they all would agree that standards are needed. Hansen has volunteered to head a study group at the BNAPEX convention. All that remains is to get the scene set. Let's hear from you — experts and novices alike. . . .

* * *

As we write this, it's 2:30 a.m. in the morning of January 31. Later today we'll bring the completed dummy to the printer and by the end of the week the issue will be printed and off to the bindery. The March issue will be in the hands of the typesetter by February 10 — and thus we'll be back on schedule with *Topics*.

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The St. John's steamer "Invermore" made regular connections with the Labrador Service, before going ashore. She was succeeded about 1912 by the "S.S. Kyle". A smaller vessel, the "Balleine" served North Labrador.

Following this period, sources to check the historical chronology are more readily available to the interested. To many, the yesteryears involved also cover colorful chapters in Newfoundland maritime history.

World War II found the United States and Canada joining hands in expediting the movement of military mail. Joint American and Dominion co-operative efforts to speed the mails to Labrador and Newfoundland—and then overseas—added bright chapters to aero-philately history. Planes of Detachment 4 of the U.S. Sixth Air Postal Squadron based at APO 677, Goose Bay, Labrador, interchanged with the U.S. Seventh.

In common defense shortly thereafter, both jointly erected and manned the "Dew-line" and the Mid-Canada "Pinetree" early warning installations; both in Labrador and

the Canadian Arctic. Mail flowed freely with U.S. and later Canadian pilots.

In 1948, Canada's "all up" air service for all first class mail, mailed in Canada for delivery in Canada, was extended to Labrador when independent Newfoundland became the tenth Confederation province.

Scotts C19 (7c blue) issued in 1943, the only Newfoundland stamp printed "AIR MAIL", also ushered out the airpost special stamps.

As a topical subject, Labrador has beckoned to many historical investigators, yet stoically has withheld age-old secrets. This is odd, yet true.

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Who is me? Jack Levine, 2121-G North Hills Drive, Raleigh, N.C. 27609

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WELLS, FARGO *continued*

Another short-lived express company was Gerow & Johnson's British Columbia Express which obtained a contract in 1870 when Dietz & Nelson and Barnard disagreed on the terms of the mail contract. They operated to interior points until 1872 when Barnard again took over.

The first Colonial postage stamps arrived in Victoria from London in March 1860, the value being 2½d, this being the equivalent of the five cents rate. Only a very few of these stamps were used on Vancouver Island, and the old system of hand-stamping Wells Fargo covers continued until late in 1865. Most of the 2½d stamps were used on the mainland, more or less in the manner of locals. They were used on letters between the two colonies, and also to prepay the fee charged by the post office on outgoing mail, but they had no franking power in the outside world, so that it was still necessary to keep a stock of U.S. adhesives for the latter purpose. On occasions when the colonial post office ran out of U.S. stamps, cash had to accompany the letters to San Francisco, and the American stamps would be added there.

**WELL, MY STOCKS ON A FEW
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