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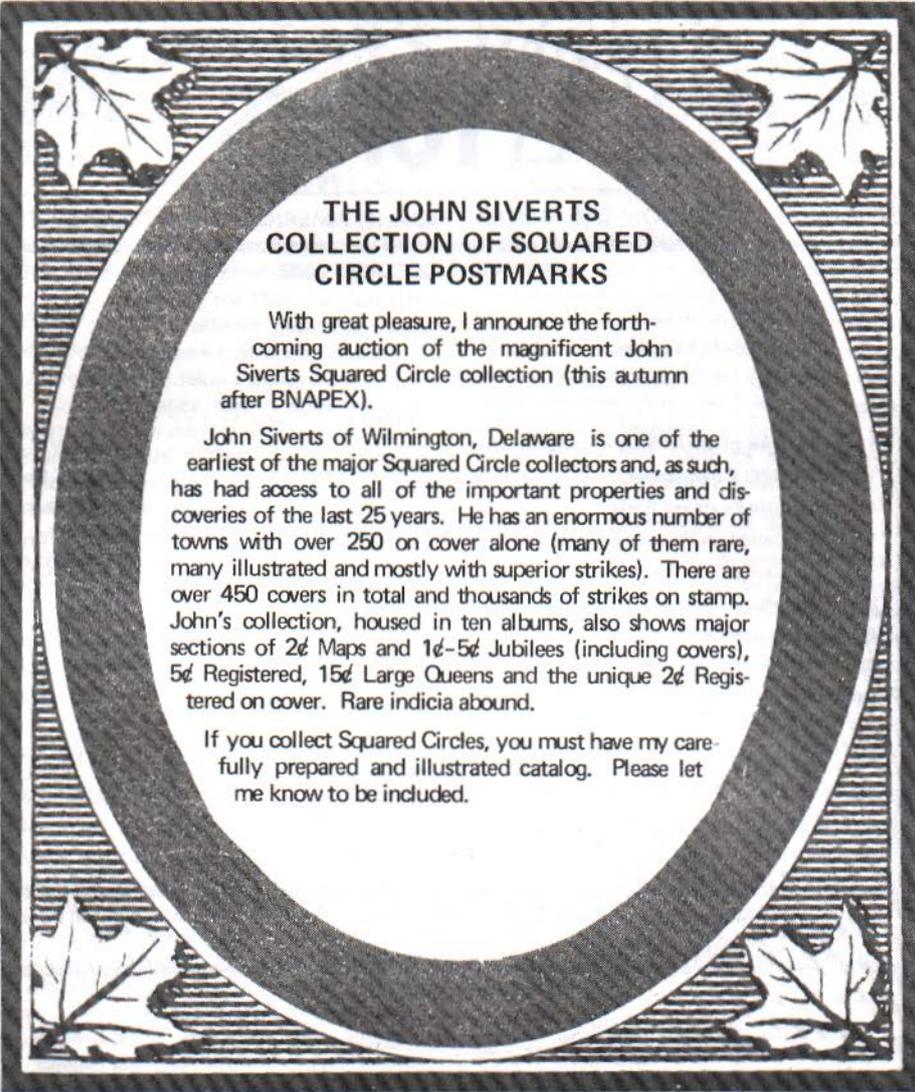
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BNA TOPICS

ISSN 0045-3129



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

Whole No. 391

SEPTEMBER/OCTOBER 1982

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BNAPS

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BNA TOPICS

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Published Bimonthly at Ancaster, Ontario by the British North America Philatelic Society. Printed at Dundas, Ontario by Standard Forms. Opinions expressed are those of the writers and do not necessarily represent those of the Society or BNA TOPICS.

SUBSCRIPTIONS are available only as part of membership in the British North America Philatelic Society. For information contact the Secretary, Edward J. Whiting, 25 Kings Circle, Malvern, PA 19355 U.S.A.

MANUSCRIPTS should be double spaced - typewritten if possible, but legible handwriting is quite acceptable - and addressed to the Editor.

LITERATURE FOR REVIEW should be addressed to the Editor.

MISSED OR DAMAGED COPIES —contact the Circulation Manager (listed above).

CHANGES OF ADDRESS should be sent to the Secretary (see Subscriptions, above).

THE EDITOR'S PAGE

by MIKE STREET

COMMON COURTESY

Moving? Moved? Did you notify the Secretary of your new address either before the move or immediately afterwards? If not, why not? In Canada and the USA the Post Offices provide change of address postcards that you can send to any point in either country—free of charge. It only takes a minute.

Do you realize that it costs the Society almost triple the normal postage to track down a member whose TOPICS has been returned? At today's postage rates these costs, which should not be necessary, add up quickly.

Do you realize that, in Canada at any rate, the change of address form you fill in at the post office is good only for 90 days, unless you go in and renew it? This means that if you move, for example, on January 1, your January/February TOPICS will be forwarded by the Post Office, but in all likelihood your March/April issue will be returned to the Circulation Manager if you have not notified the Secretary. Note also that, at present, TOPICS goes by 3rd class mail. Some forwarding requests to the Post Office don't include 3rd class mail, so it would be wise to make sure when you put in your request.

Why make a fuss about it on the Editor's page? This is where the title above—Common Courtesy—comes in. Please keep in mind that all BNAPS officers are volunteers. Tracking down a member can involve the Circulation Manager, the Secretary, the Editor and possibly, the Circuit manager and the Regional Representative—all of whom would much rather spend the time with their families or on their collections, or whatever. None of us mind doing the regular parts of our jobs or making special efforts when required, but you can help by saving us unnecessary work.

DUES ARE DUE

Enclosed with this issue of TOPICS is your 1983 Dues Notice. This is the official notice and your prompt attention to it would be appreciated.

The previous item on this page applies to the Dues Notices too. We don't want to lose members, so TOPICS is continued for two or three issues into the new year. Members who have not paid at that point get a reminder note. (If they fail to renew then, they are dropped for non-payment and the Society loses the cost of postage and printing for all those issues.) Once again volunteer time—the Treasurer, Secretary and Assistant Secretary in this case—is taken up on things that could be avoided. Please act on your dues notice now and help out.

WINNIPEG IN '83

Your Editor is quite aware that the '82 Convention is hardly over. What has prompted this note is a comment made by a member when asked if he was going to Virginia Beach. "Teachers can't get holidays in the middle of the school year," he said with blinding logic. A very small amount of further cogitation produced the realization that this could also apply to members with school age children.

So take note all you BNAPSers who are teachers or who have school age kids—next year's BNAPEX in Winnipeg will take place before school starts. See the Calendar and start thinking about it.

TRANSLATOR(S) WANTED

A pleasant side benefit of almost total philatelic immersion is the improvement in my fluency in French. This became quite evident while judging at CANADA '82.

Much of this is due to reading *Sous le signe de la marque Bishop*, the bulletin of the Quebec (City) Philatelic Society, and *la philatelia au Quebec*, the magazine of the Quebec Philatelic Federation.

Reading and enjoying articles is one thing, but sitting down and writing out a translation takes time. Would any member(s) of either language persuasion be willing to do occasional translation work? All it requires is a good bilingual dictionary (mine is almost 3 inches thick) and a little time.

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THE PRESIDENT'S CORNER

by Jim Lehr



Although this is written in July, it is my next to last message in the President's Corner. The last 1½ years have been busy but certainly rewarding, with my greatest pleasure being the wonderful group of appointed officers who have turned around so many of our past problems. They would make any president look good! It's easy to forget sometimes the amount of volunteer work put in by a TOPICS Editor or our elected Secretary and Treasurer. Most of the rest of the officers don't put in as much time as the above three, but the jobs are getting as much time as is needed. The next time you like something done by one of the officers, why not let him know it!

Elma and I had a wonderful visit in June with the NORCAL Regional Group in San Francisco. There was a large group at Bonnie Eacret's residence to meet with us and hear a talk on P.E.I. Afterwards some of us went out to dinner to finish off a perfect meeting. It was particularly nice to meet a number of members for the first time. We then spent three more days in our favorite U.S. city, before closing off the trip with dinner with Gar Lohman and his beautiful wife Jan. The Regional Groups I have visited over the years have always had great fellowship and good stamp discussions. If you are finding it difficult to get together

with other BNAPS members, or to get to the annual conventions, why not start a Regional Group in your area. There is no reason why we shouldn't have at least five or six more such groups. It's up to you. You are bound to like it, because BNAPS members are the greatest!

There has been lots of discussion recently about exhibiting at conventions. The people who have the top collections always tend to exhibit, so the real question is with the rest of us. I believe there are two good reasons why everyone should consider exhibiting. First, you learn a lot while preparing an exhibit. What do you need to really round out your collection? What more should you know to better describe the material you do have, etc..? Second, we all want to interest more collectors in our areas of collecting. I remember, some years ago, seeing an exhibit on railroad postal cancellations. It didn't even win a bronze, but the map showing the location of various railroads and typical cancellations really interested me. This exhibit was responsible for getting me started collecting R.P.O.'s, one of my two major collecting areas now. If you want more interest in your collecting areas, first start a Study Group (if there isn't one already) and, second, encourage people to exhibit in that area. It's guaranteed to work.

SPECIAL NOTICE TO BNAPS MEMBERS LIVING IN THE UNITED KINGDOM

As a means of reducing members' bank transfer charges, Mr. John Gray has generously offered to act as a collection agent for BNAPS dues payments. Any member living in the United Kingdom may, if they wish, pay their 1983 BNAPS dues by sending a cheque for £7.50, to Mr. John Gray, 44 High Street, Tenderden, Kent TN30 6AR. Cheques should be made payable to John Gray. Your cancelled cheque will be your receipt.

Please note that payments made through Mr. Gray must reach him by February 28th, 1983. After that date, payment must be made directly to the Treasurer.

*E. A. Harris
Treasurer*

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of

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LETTERS

FURTHER INFORMATION ON WOBURN

In my article *Early Post Offices Northwest From Hull* (TOPICS, May/June 1982) the information that the Woburn post office was opened in 1881 was omitted. I'm not sure where the omission occurred, but would appreciate it if you would print this note to complete the item.

Max Rosenthal
Toronto

Blame editorial gremlins! --Ed.

MODERN POSTAL HISTORY SOCIETY

I would like to bring to your attention the formation of a new philatelic organization that will be of interest to your readers—the Modern Postal History Society. The MPHS's aim is the collection, documentation and study of postal history, postal practices and policies from approximately 1938 to the present. The fact that we are based in the USA does not limit the interests of the group to US material. We plan to have articles on modern postal history of many nations in our quarterly Journal (first issue due summer 1982). One of my own interests is in the 'Return to Sender' markings of Canada. I would appreciate any publicity that you could give the MPHS in TOPICS.

Terence Hines
President, MPHS
Psychology Department
Pace University
Pleasantville, NY 10570

Do you think Mr. Hines was aware of the fact that my main interests are two aspects of post WW II Canadian postal history? --Ed.

WHAT HAPPENED TO ANCASTER POSTMARKS?

I have watched for Ancaster material consistently for the past 25 years and have only seen covers listed in 2 auctions, both of which I obtained. One is dated 13 April 1841. The other, from Ottawa Stamp Auctions' last sale, is dated 29 July 1829. I have not seen Ancaster cancels on pre-1920 stamps, even though I

specialize in the 1898 Map stamp. I would like to get one or two.

As you know, Ancaster was first settled in 1789, before Hamilton and Dundas. Max Rosenthal wrote in the *Canadian Philatelist*, under 'Kingston and District—The First Post Office', "In the winter of 1800-01 monthly couriers began to cover the route from Kingston to Niagara during the winter, a development made possible by the opening of the Danforth road from Kingston to Ancaster. Actually, it was only a bridle path through the wilderness, enough for a courier to traverse on foot."

In reply to a question, Fred Stulberg wrote, "... there were few circular markings used at Canadian post offices prior to 1829 (mainly at Niagara and Quebec). The common handstruck mark of that period was the 'STRAIGHT LINE'. So far there have been no ANCASTER straight lines recorded. I have not seen an Ancaster manuscript but this does not mean that none exist."

If any members have examples of Ancaster cancels pre-1920, I would appreciate hearing about same.

Ray L. Horning
Ottawa, Ontario

Since this letter was written, a correspondence from Ancaster to England, dated 1899 1900, has surfaced in England. I have one of these covers, a gift from a BNAPS'er in the UK. Because of my Ancaster connection, I'd also like to know of any examples between 1841 and 1899. Please send any information c/o TOPICS --Ed.

NATIONAL POSTAL MUSEUM PRESS RELEASE

As you are aware, Ms. Monique Beaulieu was recently appointed curator of the National Postal Museum. In the official press release which announced her appointment Mr. Michael Warren, President of Canada Post Corporation, made the claim that "While at the Bank of Canada, she established the new Currency Museum

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which opened in December, 1980... You will undoubtedly be interested to learn that she had practically nothing to do with establishing this museum.

On April 23rd, immediately upon learning about the press release, I wrote to Mr. Warren. My purpose was to set the record straight regarding the erroneous statement that Ms. Beaulieu "established" the National Currency Museum. I quote from that letter:

"The idea of a National Currency Museum originated in the late 1960s with Louis Rasminsky, then Governor of the Bank of Canada. The Curator, Maj. S.S. Carroll, enthusiastically supported the idea and in 1972 he and a group of designers toured the major North American and European museums to gain information and ideas for a museum in Ottawa. In 1973 I and some months later Hillel Kaslove, the present Curator, were hired as Deputy Curators to assist in planning the museum. The Expositions Division of Information Canada was engaged to produce the working drawings for the designs. During the next seven years, this team produced the layout and display designs and the text for the museum.

It was also decided that the curatorial and museum functions in the National Currency collection would be kept strictly separate. Thus, the care of the numismatic specimens in the museum and those remaining in the National Currency Collection vaults, as well as the acqui-

sition of new specimens, was the responsibility of the Curator and his staff. On the other hand, the museum itself was to be run by a Museum Manager. Ms. Beaulieu was hired for that position not long before I left the employment of the Bank in March 1980. At that time the text and designs were virtually complete. Up to the time of my departure she assisted in correcting errors in the French translation of the museum, and between then and the opening of the museum no other changes appear to have been made in the displays. Therefore, her contributions can hardly be described as "establishing" the museum.

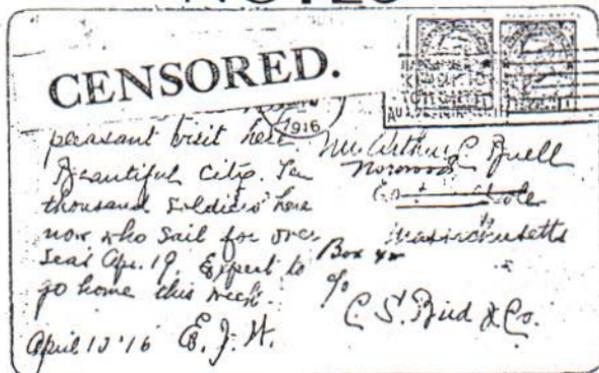
Please be assured that it is not my purpose to question her performance during or after my employment with the Bank of Canada. Indeed, I found her capable and very pleasant. Primarily it seems imperative to advise you regarding the unfortunate inaccuracy of the claim that she "established" the National Currency Museum."

Unfortunately, my letter was never answered and this misinformation is now appearing in the philatelic and museum press. I am writing to you in the hope that the injustice to those of us who really did establish the museum can be rectified.

Dr. J. A. Haxby
Ottawa, Ontario

This letter arrived long after the May-June issue carrying the press release was mailed. We appreciate the opportunity to offer a correction—Ed.

NOTES



'UNOFFICIAL' CENSORSHIP

On April 10, 1916 Canada was at war. A postcard with a nice Toronto scene was mailed to the United States. It read, in part, "Ten thousand soldiers here now who sail for overseas

Apr. 19."

A postal clerk censored it with a label, and probably held it for some time.

(Editor's note: This item was sent to TOPICS by Nels Pelletier shortly before he passed away last December.)

BNAPSers MEET AT RPSC CONVENTION

During the RPSC convention at Victoria in June, some 20 BNAPSers gathered in a private room at the Empress Hotel. BNAPS officers Ed Harris, Ron McGuire and Bob Jamieson joined many prominent Western Canada and USA members over a dutch treat lunch.

In a wide ranging discussion the members were asked to comment on BNAPS operations. Among the items mentioned: 1) A suggestion that dues and fees be published regularly in TOPICS 2) A vote of thanks was addressed to Mike Street for his contribution to TOPICS (*Thank you—MS*), 3) All members of the Society were urged to support TOPICS to keep it 'first class'; 4) Members were surprised to learn that, for the moment, the current dues are sufficient to pay for printing and postage; 5) The consensus was that membership in BNAPS was worthwhile, with friendships made as a result of membership being a nice bonus; 6) Study Groups are extremely important and should be pushed.

Ron McGuire told the members about this year's convention, and also discussed 1983's in Winnipeg and 1984's in San Francisco.

Members reported on the activities of various regional groups including Calgary, Edmonton and Northern California. Again those present felt that local groups are great and should be pushed.

Bob Jamieson filled the group in on the revamped operations of the Sales Circuit and showed one current circuit. Bob was congratulated for his efforts by all present. The hope was expressed that the Sales Circuit will soon be back to the level of operations of a few years ago.

Ed Harris

GOLDEN HORSESHOE'S DECEMBER EXHIBITION

Thanks to a generous offer made by member Mike Madesker, the BNAPS Golden Horseshoe Regional Group will hold an exhibition at Stamp Marketplace, at Toronto's Sheraton Centre, from December 3 to 5 this year. The exhibition is open to any BNAPS member. Because of the short notice to members, Toronto area BNAPSers are particularly encouraged to exhibit.

At press time the only details available were that the goal is 100 sixteen-page frames, and that judging will be at BNAPS convention ex-

hibition standards. Further information can be obtained from group Secretary Andy Chung (Address on the Business Side Page.)

Mike Street

PRESIDENT LEHR VISITS NORCAL GROUP

On June 19 the BNAPS NORCAL Regional Group held a special meeting at the San Francisco home of Bonnie Eacret. The evening's special guests were BNAPS President Jim Lehr and his wife Elma.

Jim spoke briefly about the Society and encouraged those present to make every effort to attend conventions. By attending conventions one meets other members from all over—names become faces and faces become friends. Jim also encouraged members to voice complaints and suggestions.

Jim then presented a program on PEI. The material he used to illustrate his talk was superb. It was quite enjoyable to hear our President talk on this very interesting area of BNA philately.

Bill Wright

LEE BRANDOM HONORED

At the 86th annual convention of the Texas Philatelic Association, BNAPSer Lee Brandom received the Distinguished Philatelic Texan award. Lee was honored for his contributions to the TPA as Secretary and member of the Board of Directors, for his Philatelic handbooks (see the Book Department ad in this issue of TOPICS), his service to other philatelic societies (notably BNAPS), his exhibits at stamp shows and his willingness to speak to groups and at seminars. Lee's election to BNAPS' Order of the Beaver was also cited.

At the same convention Mickey Richardson won a Gold for her exhibit 'Canadian Participation in the Anglo Boer War, as shown by the Patriotic Covers of the Period'. Ed Richardson recieved a Vermeil for his 'North Russia Expeditionary Force of Canada 1918-19'.

Source—The Texas Philatelist

TRADE ITEMS

—Quarterman Publications of Lawrence MA, in conjunction with Unitrade Associates of Toronto, has a reprint of Bogg's *Postage Stamps and Postal History of Canada* on the presses. A reprint of Fred Jarrett's *Stamps of British North America* is planned for the not too distant future.

— Harmer's of London note that their end of season auction in June saw collectors purchasing more lots than professionals, an indication that the speculative boom is over, at least for the moment.

— R. Maresch and Son of Toronto will auction the balance of the late Fred Jarrett's collection in November.

— Stanley Gibbons' *Part 1-British Commonwealth* Catalogue was published on August 6. The company notes that though lower prices are to

be found from the high values of Queen Victoria through to those of King George V, demand for King George VI issues has increased considerably.

— Scott Publishing Company has announced that starting in October two new publications will replace the Scott Monthly Stamp Journal. The Scott Chronicle of New Issues will cover more new stamp issues in greater depth. The Scott Stamp Monthly will be an expanded version of the philatelic articles and features section of the old publication.

SKETCHes of BNAPSers

Sketch No. 190

TRELLE A. MORROW

T's time to do another biography in my favorite area of Canada, British Columbia, and this one takes us to Prince George. Our fellow BNAPSer is Trelle Morrow (what a beautiful sound his name has!), a life-long B.C.er, and for the past 25 years a Prince George resident, where he pursues his profession as an architect.

A collector as a youth, Trelle came back again to it later in life. His main interest in in the "back-of-the-book" areas of Canada. He has exhibited his Special Deliveries, Postage Dues, Official Seals, and Officials on Cover. His interest in local history and airmail development has been spurred by his view from the front room of his home of the Nechako River, where float planes are still seen, although they no longer carry mail.

Trelle has done some writing on the Patricia Airways and Exploration issues and, at present,

by Dr. Robert V. C. Carr



is preparing a book on the semi-officials Airmails. He has served on our Board of Governors and has been making some of our BNAPS shows. Hope to see more of you, Trelle!

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NEW CATALOGUE

At long last, it is completed!! The manuscript for the "Catalogue of CANADIAN RAILWAY CANCELLATIONS and Related Transportation Postmarks" was turned over to the printer on Aug. 4th, concurrent with the preparation of this column. The estimated time for publication is one month, so the catalogue should be well into the distribution process by the time this column is published in early October.

The new catalogue is 272 pages, illustrated, and in the same horizontal format as our last work. In addition to introductory commentary on application and use of the catalogue, there are twelve sections of listings covering more than 3,000 railway cancellations. New sections include Steamers, Ornaments, Ticket Stamps, Registered and Emergency, plus a brief precis on Royal Trains. Since our 1975 book, there have been over 500 new entries, an equivalent number of delistings, and all clerk strikes have been individually identified with period of use and rarity factor. A completely new system of rarity factors has been developed and is presented for the first time. An accompanying advertisement in this issue of TOPICS covers commercial details.

We hope all collectors will review their R.P.O.s against the new catalogue and report any data or information which may upgrade

that which has been presented. All such significant reports will be reported either in the Cowcatcher or in the Newsletter of the R.P.O. Study Group. Details on becoming a member of the R.P.O. Study Group are available from David McKain, Secretary, 5 Meadowcrest, Parkersburg, West Virginia 26101, U.S.A.

ROUSES POINT & MONTREAL

Response to our hammer analysis of Q-264B has been splendid. We have heard from at least a half dozen correspondents and it would appear that there may be additional hammers to those previously reported. This will require further analysis, which has been deferred pending our finalizing everything with the printer on the new catalogue. We will revert to this area in a future Cowcatcher column.

NEW TRACK

One of our long term correspondents, Hans Reiche, Reporter 108, has recently made a discovery of an old clerk strike from the Western Provinces. This new listing illustrated herewith, is W-3C BLAINE & VANC'R R.P.O./Train 357/October 25, 1913/, M.C., Type 1A, a large horizontal rectangular cancellation back-stamped on cover. The clerk name is missing, and we hope someone can tie this in with one of their partial strikes to complete the picture.



Hans Reiche

MORE NEW TRACK



Graham Noble

Our intrepid researcher Graham Noble, Reporter 136, has come up with a fine new find on a relatively modern issue, the illustrated new listing W-65L, N.A.R. EXPRESS/Tr. 24 OCT 15 1954/ H.C. ATKEY - A/Lac La Biche Waterways Alta., Type 23B. For us this was a most interesting report since we had never heard of either of these two towns; reference to the official Schedule of Mail Trains of June, 1954, Time Table 38, confirmed Train 24 on this 172 mile, 9½ hour run.

AND STILL MORE



Doug Murray

Out of the east comes a marvelous discovery from one of our newest reporters, #213, Doug Murray. This is new listing RR-177, TRAV -P.O-C & S/-, Type 4D, backstamped on a cover from MONTREAL/C.E., June 29, 1875 to Charlottetown, P.E.I. RR -177 is the only other postal marking on the cover. It is dated July 2, 1875, a three day transit but date of arrival in Charlottetown is unknown. We speculate that the "C & S" is abbreviation for Charlottetown & Sackville.

AND YET MORE

This one comes from our veteran-and prolific - reporter, Ross Gray, #142. Previously known only from its proof strike, Gray has unearthed *W-133A (formerly W-133B), ST. PAUL & EDMONTON R.P.O./., Type 17, backstamped on cover from DAUGH/ALTA, registered to Boston, Massachusetts. This strike, dated March 25, 1930, Train 95, is currently the only postally used copy. Who will be next?



Ross Gray

LAST TRAIN TO ST. JOHN'S

We were delighted to hear from Don Wilson on what may have been—at least for the time being—the last R.P.O. to function in Canada. Previously, the last official railway mail car was taken out of service in late January, 1971.

In commemoration of 100 years of the Railway in Newfoundland, under the auspices of Terra Transport and the Newfoundland Transport Historical Society, a Centennial Train left Channel-Port aux Basques on August 10, 1981 bound for St. John's. It arrived there on August 14, 1981, after making intermediate stops at Corner Brook, Grand Falls, Bishop Falls, Clarenville and Whitbourne. This Centennial Train included a special mail car, and during the trip George LeDrew, a former Railway Post Office official, applied official cacheted cancellations at each stop during the four day journey, after which the seven hammers were sent to the National Postal Museum in Ottawa. All seven cancellations were the same as that illustrated for St. John's, except for the date and the change of name at the bottom of the strike. We are advised that a total of some 2,300 covers and 1,000 other items were cancelled along the route, the quantity varying with each town, any of which would be nice adjunct to a R.P.O. collection.



Don Wilson

PATRIOTIC POSTCARD SERIES

by W. L. Gutzman (1300)



CANADIAN SOUVENIR POST CARD – 'BEAVER AND FLAGS'

This set has been designated by a description of the address side because the design is very similar to the Talbot Series. The ensign at left, and Union Jack at right, flank a black and white view in an unusually-curved frame of gold. Below the flags are maple leaves in shades of green and red. A flag staff protrudes at each lower corner.

Backs are undivided and show the Canadian Souvenir Post Card design, with beaver at top center, in black (see illustration below).

This series appeared quite early, with 1904 postmarks being the general rule.

Canal and Bridge, Pt. Colborne, Ont.
Collegiate Institute, Napanee

Court House, Woodstock, Ont.
G.T.R. Bridge, Napanee, Ont.
Hotel Kress, Preston, Canada
King Street, showing Post Office, Chatham, Ont.
Main Street, Seaforth, Ont.
Orchard Beach, Port Stanley, Ont.
Park, Walkerville, Ont.
Pavilion, Westside Park, Waterloo
Pumping Station, Springbank Park, London, Ont.
Sanitarium, overlooking Tecumseh Park, Chatham, Ont.
Springbank Park, London, Canada
St. Joseph's Hospital, London, Canada
St. Mary's R.C. Church, London, Canada
Stratford Hospital, Brantford, Canada
The Armouries, London, Canada
Victoria Park, London, Canada



CANADIAN SOUVENIR POST CARD- 'POLITICIANS'

A series of post cards, mostly devoted to showing politicians of the day, appeared in 1905. These cards bear some similarity to the 'Famous Statesmen of Canada, Warwick Bros. and Rutter' series (WBR 24).

The cards were in a vertical format and have a golden-framed oval portrait of a political figure within a red and green maple leaf. The Union Jack shows at upper left, with a beaver at upper right. The distinguishing feature of this set of cards is the dullness of the maple leaf and the pink cloth draped across gold ribbons at the base.

Backs are undivided and show the design of Canadian Souvenir Post Card (illustrated above). Not all the cards show portraits. At least several show views of Picton and St. Mary's, Ont.

R.L. Borden, K.C., M.P.

Hon L.P. Brodeur

Hon Sir R.J. Cartwright

Hon W.S. Fielding - Vote for Fielding and a larger Canada

Hon S.A. Fisher

Rt. Hon. Sir Wilfrid Laurier

(Wilfrid Laurier) -unnamed but autographed by Laurier

Hon Clifford Sifton

Norman F. Wilson-Liberal Candidate for Russell

Methodist Church, St. Mary's



New Post Office, Picton
Town Hall, St. Mary's

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THE CANADIAN RE-ENTRY STUDY GROUP

A Major Discovery on the Five Cent Edward

by Ralph E. Trimble



A couple of years ago I was fortunate enough to acquire a vertical block of six of the 5¢ Edward with an inverted Ottawa Ontario precancel, type V-200, 1-76a. Fortunate, because the middle stamp on the left was the Major Re-entry Marler type 1, re-entry # 23, position 3R89 (i.e., Plate 3, right pane, position # 89). The block also has the Marler listed re-entry in position # 100, and the defective transfer in position #80.

On closer examination, I noticed that position # 79, directly above the Major Re-entry, had a very minor re-entry, on the lower portion, which could easily have been overlooked in previous studies. There were also a number of odd lines and marks in the upper portion of this stamp. The plates used for the 5¢ Edward are notorious for dots and dashes of colour, so I dismissed these marks as nicks or scratches on the plate.

A year later, when I acquired another copy of this stamp as part of a pair (3R78 and 3R79), I finally examined these odd marks more carefully. And then it clicked! The marks were not caused by the nicks or scratches on the plate, but by a greatly misplaced entry of the design!

Looking carefully at the crown in the upper left corner, you will see the faint partial outline of a '5'. Below the '5', running from the left frame line through the 'N' of Canada, there is a faint horizontal line which corresponds to the bottom frame line of the design. This line reappears to the right, running through Edward's hair below the 'OS' of Postage. In the white oval, above and to the right of the final 'A' of Canada, there is a horizontal line which corresponds to the top of the tie of the King's cape. Finally, in the top margin directly above the 'D' of Canada, there are diagonal lines which correspond to the upper left ermine tail of the cape, just below the monarch's chin.

In order to verify how accurately these corresponding lines match up, the accompanying close-up photographs were taken. Both the upper and lower portions of the stamp were photographed at precisely the same magnification. I then superimposed the two negatives, trying to match the upper portion with the misplaced design details against the normal lower portion. Holding them up to a strong lamp and using a 10-power magnifier, it took only seconds to see that they matched perfectly! Since negatives are rather small, I double-checked by photocopying the two photographs on thin photocopy paper. It was a simple matter of lining up the details of the two photographs in front of a strong light. Again, there was a perfect match!

What we have here, then, is what I would consider a major variety of the 5¢ Edward which was missed in the previous extensive work on the Edward VII issue. Perhaps it is not surprising that it was missed, considering that it is sitting on the top of the Major Re-entry! One would hardly expect to find two such beautiful varieties so close to each other, particularly when this stamp already has a minor re-entry in the lower portion.

The next obvious question would be whether or not there is any trace of the misplaced entry in the stamp above, position #69? I own several pieces from this same sheet of stamps (unfortunately they were split up to fit into the dealer's envelope), including position #69, which I have examined thoroughly. Position #69 is



re-entered 'normally', as listed by Marler, but there is no evidence of the misplaced entry.

My theory is that the siderographer was in a great hurry to lay down, or repair, the plate. My two blocks of six and two pair, from just this one corner of the sheet, exhibit a total of nine re-entries and one defective transfer. In his haste, he allowed the transfer roll to touch down 8.5 mm too low if he was about to re-enter position #69 or, if he was preparing to re-enter position #79, 16.5 mm too high! Realizing his error, he raised the transfer roll before making even one complete pass, thus transferring only the few details mentioned in this article. Since it appears to have been a hurried job, it is doubt-

ful that he would consider taking the time to repair his blunder.

On pp. 34-35 of his book, "The Edward VII Issue of Canada", Mr. Marler indicated that he was of the opinion that it was "very unlikely" that the Edward plates (except the 1¢ and 2¢) were ever "re-worked extensively by re-entering, retouching or both." In the case of the 5¢ I find this statement rather difficult to accept. If true, however, it would mean that all of the re-entries (Marler lists some 65 varieties for the 5¢ value, including re-entries, retouches and defective transfers) are actually original entries which existed throughout the life of the plates. This means that a calculation of the quantity of

each entry can be made. With a grand total of 66,210,000 printed, using 6 plates of 200 each, and assuming the same number of impressions per plate, we arrive at a figure of 55,175. Since I own two of the ones described in this article, there are potentially 55,173 more copies out there somewhere, just waiting to be discovered. Allowing for losses over the years, I wonder how many are left?

Any BNAPS members interested in re-entries are invited to join our Study Group. 1982 fees are only \$4.00. Information is given on the Business Side page of each issue of TOPICS.

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The CENTENNIAL DEFINITIVES STUDY GROUP

Centennial Coils

PART 4 (of 4)

by Douglas C. Irwin

The introduction by the Canadian Bank Note Company of a new web-fed printing press for the production of coil stamps created some types of coil errors and varieties not previously seen. The 6¢ orange Centennial coil was the first definitive to be printed on this new press. It was followed by the 6¢ black, 7¢ and 8¢ coil stamps.



1. Pair miscut into design

Occasionally the cutter, which separates the individual rolls of coil stamps, guillotines the sheet of coil subjects through the stamps rather than down the vertical margin between adjacent rolls. Figure 1 shows a miscut pair of the 8¢ where the guillotine has cut into the stamps, leaving the coil stamps short of design along the left edge and showing a portion of the adjacent roll along the right edge. The stamps shown were guillotined 4 mm to the right of the proper position. This pair is untagged, on plain paper, with dextrine gum.



2. Perforations shift into design

The Canadian Bank Note Company's new press also created some very interesting perforating errors. Figure 2 shows a copy of the 6¢ orange coil (plain paper) in which the horizontal perforations have been shifted into the stamp design. The new printing press made 12 horizontal rows of perforations a time. In some instances, the web of coil subjects would not be advanced properly between successive perforating steps, and some areas of the web would receive two sets of horizontal perforations close together. These double perforations can be found on the 6¢ orange, 6¢ black, 7¢ and 8¢ Centennial coils.



3. Elongated holes

On the 6¢ and 7¢ coils, the second set of perforations is usually quite close to the first set. Consequently the perforations appear as elongated ovals. Figure 3 shows a strip of 4 of

the 6¢ orange and strip of 5 of the 6¢ black where the perforations between the lower three stamps are elongated.



4. Double sets of perforations

In the 8¢ Centennial coil, greater separation between rows of double perforations can be found. Figure 4 shows a strip of 5 with double perforations showing between the bottom 4 stamps. Complete separation of the double perforations has begun to show in the bottom two stamps of this strip. In the pair of the 8¢ coil on the right, the double perforations are separated by about 6 mm. Strips of Centennial coils have been found containing between one set of double perforations and a maximum of twelve sets.



5. Imperforate horizontally

Occasionally, for reasons yet unknown to philatelists, the perforator does not function and an imperforate strip of 13 stamps results (missing twelve rows of perforations). These imperforate errors can be found on the 6¢ orange (plain and hibrite), 6¢ black, 7¢ and 8¢ (tagged and untagged) Centennial coils. Figure 5 shows imperforate copies of the 6¢ black, 7¢ and 8¢ coils.

The Centennial Definitives Study Group produces a newsletter regularly, along with this column. The newsletter deals with the Centennial issue in far greater detail and also provides a forum for study group members to discuss this complex issue. Any BNAPS member interested in joining the study group should contact us at the address listed on the Business Side page of each issue of TOPICS.

SUPPORT TOPICS' ADVERTISERS

LITERATURE REVIEWS

BNA Philately in Print

CATALOGUE OF CANADIAN RAILWAY CANCELLATIONS AND RELATED TRANSPORTATION POSTMARKS; Lewis M. Ludlow; Published in Japan by the Author, 1982, 272 pp. \$32. North American Distributor: F.E. Eaton & Sons, Vancouver.

It must be difficult for an American, living and working in Japan, to produce a book on Canadian Railway Post Office cancellations! If not difficult, the preceding combination still must be unique.

At long last, the book many people have been waiting for is available. Ever since his 1975 work sold out, Lew Ludlow has been readying this new version. Twelve sections, laid out in horizontal format, cover more than 3000 railway cancellations.

New sections included in the twelve are Steamers, Ornaments, Ticket Stamps and Registered and Emergency cancels, plus a short look at Royal trains. Another innovation is the use of photographs in addition to the familiar pen and ink illustrations.

Two features will make this a 'must buy' book. Most people are anxious to see the revised rarity factors—not only have the individual ratings been revised, so has the rarity factor system itself. It now works on a scale of 500 maximum.

The second point to be noted is that while over 500 new entries are listed, an equal number have been delisted. Further, Clerk Strikes are now listed individually, with periods of use and rarity factors of their own.

All data in the book, with few exceptions, has been authenticated by actual examples. It is presumed that this effort towards accuracy is partly responsible for the large number of delistings.

Another change worthy of note - periods of use are now given by early and late year dates, not by stamp catalog numbers.

Printed in large type on heavy paper, the whole is coil bound to lay flat for anticipated heavy use. The only complaint so far is that some of the strike reproductions are too light.

This catalogue, the result of input from hundreds of collectors, is another fine example of what people can do when they work together (and have a good driver in the engine).

—MS

THE EVOLUTION OF IMPERIAL PENNY POSTAGE AND THE POSTAL HISTORY OF THE CANADIAN 1898 MAP STAMP; R. B. Winmill; Jim A. Hennok Ltd., Toronto, 1982, 110 pp. \$25 post paid.

Why the author chose this title for this book is something of a mystery. A brief (6 pages, including illustrations) survey of the evolution of Imperial Penny Postage is followed by a 1½ page list of rates, and rate combinations, in effect just before and after the 1898 Map stamp was issued. This is followed by 13 pages of photographs of map stamp covers illustrating various rates.

Then comes the meat of the book—74 pages chock full of information on the various cancellations which have been found on the Map stamp! Checklists are provided for Squared Circles, RPOs, Duplex and Roller cancels. Also covered are Fancy cancels, Flags, Precancels, Numeral cancels, various Ring and Circle cancels, New Brunswick and Nova Scotia Grids, Coloured and even Foreign cancels. Anyone looking for a new collecting interest could spend several lifetimes trying to complete all the different possibilities listed.

A word about the photographs. Although this reviewer would only rate the reproduction quality and in some cases, the reproduction size chosen, at between 6 and 7 on a scale of 10, the close to 100 illustrations are, alone, almost worth the price of the book. Most collectors would give an eye tooth (or two) to have virtually any of the items shown. A superb effort at gathering material on the subject.

MS

THE CANADA POSTAL ACT AND POST OFFICES 1878 AND THE 'CANADA' SPLIT RING PROOFS JUNE 1879-JANUARY 1880; Brian H. Symonds; Post-West Publishing and Printing Ltd., Edmonton, 1982, 128 pp. \$16.95 soft cover, \$21.95 hard cover.

This book is just what its title says it is. The Postal Act October 1878 and the Tables of Rates of Postage in effect 1 August 1878 are reproduced word for word and number for

Continued on P. 23

The PRECANCEL SPECIALIST

Precancellation By Means of Rollers

by Hans Reiche



This type of roller cancellation was used to precancel some early issues

The question of stamps being precancelled by means of a roller, instead of the regular pre-cancel overprint, has been the subject of several articles. That large numbers of such stamps were used is obvious from envelopes which can still be found with the stamp cancelled by a roller but not tied to the cover.

The official view of the Post Office Department of this procedure has not been clearly presented. A search of old files in the Federal Archives in Ottawa reveals the following information.

A large number of complaints are recorded from officials in the Post Office stating that stamps are being used which have not been properly cancelled. The post office talks about fraud in one case in which legal action was taken.

The most interesting correspondence comes from 1897/98. The Secretary of the Post Office wrote, in 1897, to the Postmaster in Toronto, Mr. J. C. Patterson. "Will the PM of Toronto please be so good as to state whether his office has obliterated by means of rollers any 3c stamps, and, if so, for whom, under what circumstances, authority and when." The Postmaster replied, "Yes, we obliterate stamps with the roller, \$10,000 worth of 3c annually for Simpson's and Eaton's catalogues." Next day the Superintendent of the Dead Letter Branch wrote to the Deputy PMG. "With reference to the memo in connection with obliteration of 3c postage stamps previous to the mailing of such stamps, I would call your attention to the fact that on examination of a number of catalogues issued by the T. Eaton Co. of Toronto I found that the company is using these obliterated stamps. This information may assist in

ascertaining particulars as to how these stamps have been placed in circulation. I would further call attention to the danger which may arise, 1st of loss to the revenue and 2nd of delay in correspondence in cases where the public may have accepted these stamps in good faith and then may have had their correspondence sent to the Department for investigation." Next day the Deputy wrote to the PMG. "Herewith you will find a sample of a stamp which the Toronto Post Office is effacing in sheets and selling to the R. Simpson and T. Eaton Cos. Mr. Walsh, Superintendent of the Dead Letter Branch, has informed me that he has received several of these from Owen Sound, Collingwood and several other places. These stamps are effaced by rollers and sold to be used by the above firms, and when going through the Post Office are not further effaced so it is absolutely impossible to tell when the stamp has been used more than once, and the postal revenues thus defrauded. You will see herewith statement from Mr. Patterson that he has been in the habit of selling them in large quantities. Major Walsh is of the opinion that this should be stopped at once. I submit it for your opinion." The following day the PMG replied. "I return papers. Once an obliteration passes out of the custody of the Post Office it can not be accepted in payment of postage. Mr. Patterson and all other Postmasters must be notified accordingly. They may accept as postage any stamps heretofore obliterated in advance but the Postmasters will please discontinue any such irregular proceeding as that of obliterating stamps in advance of being tendered for post on mail matters. I might also add that the roller obliteration on

sample stamps sent to me, which I return, I regard as insufficient obliteration." A note added that a circular policy statement was to be prepared.

Shortly afterwards some companies returned some of these sheets to the Post Office. One such incident is disclosed in a memo from the Superintendent, Postage Stamp Branch, to the Secretary. "In connection with the claim for refund for a quantity of postage stamps recently received from London, Ontario, which were in sheets, and although obliterated by the cancelling apparatus used in the London Post Office, had not been used. The Postmaster of that city in reply to an enquiry addressed to him

by this Branch, as to the circumstances under which those stamps were cancelled previous to their being affixed to any article of mail matter, stated that the London Post Office has been in the habit of cancelling stamps in sheets for persons mailing large quantities of circulars and reports. This however, the Postmaster adds, being done only in certain cases and for persons well known. As the practice in question is obviously attended with considerable risk of loss to the Department, in view of the possibility of such stamps being used more than once for postage purposes, the question of its discontinuance is respectfully referred to the Secretary for his attention."

LITERATURE REVIEWS continued from P. 21 number. Even those familiar with Postal Guides will find that while the Act of 1878 takes up a lot less space than that of the 1940's, it still makes interesting reading.

The list of Post Offices by electoral district, October 1878 will provide another solid reference for those engaged in the study of postal history by area or district.

'Canada' split rings are those which include the word Canada in full, as well as the abbreviation of the province following the Post Office's name. According to the author, the 'Canada' split rings appear to have been abandoned after only six months use. Most of those used are reproduced. Also given, where available, are the revenues for each Post Office for the

years 1878/79 and 1879/80. This information is intended as a guide to the rarity of the cancels, and is certainly a novel approach to that often thorny problem.

In his introduction the author states that poor reproduction or omission of some strike is due to the fact that the proof book example was itself poor. No explanation is given as to why they were not 'touched up' so that there would be uniformity in the quality of the reproductions.

Printed on heavy bond paper, the 8½"x11" book is well laid out and, especially with its spiral ring binding in the soft cover edition, meant to be used.

MS

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THE FIVE CENT LARGE QUEEN

by Joe DiCiommo

"The Canadian Government have had a five cent stamp prepared, engraved of the same type as the present set, the most noticeable difference being the circle around the head which is corded. The specimen sent us is printed in brown on India paper, bearing the Company's imprint underneath."

First recorded in the "*American Journal of Philately*" of June 1, 1868, this quotation always seems to be followed by the statement that the stamp was never printed because at the time there was no rate for it. However, the domestic rate plus registration did come to five cents in 1868, and was used extensively, normally paid by combining a 2¢ and a 3¢ Large Queen (after the introduction of the Small Queen issue, various combinations of large and/or small queens were used). There was also a ten cent rate to British Columbia and Vancouver Island for which a pair of five cent stamps could

have been used. Perhaps these two usages were not sufficient to warrant a separate stamp although, later on, starting with the eight cent



A large progressive die proof of the 5¢ Large Queen, ex. Fairbanks. The only copy known to date.



A large die proof, showing the printer's inscription as reported in the journal of 1868.

Small Queen, it became the mode to have a stamp for the domestic rate plus registration.

It was not until seven years later that a five cent stamp was officially requested. In a letter dated 3 September 1875, W. H. Griffin of the Post Office asked the manager of the British American Bank Note Company, "Be as good as to prepare as expeditiously as practicable, a postage stamp plate for a five cent stamp and running some specimens of tints from which the Postmaster General can select a colour distinct from those now in use. It had better, I think, be some delicate shade of gray or stone colour." (Mr. Kenneth S. Mackenzie, then a research officer with the National Postal Museum, wrote that this letter was hard to read, and that the words "running" and "stone" were uncertain.)

In a previous letter, written on 1 September 1875, to postmasters, Mr. Griffin had announced the new reduced rate of five cents to England, and stated that the five cent stamps were being prepared for delivery to the Post Office prior to the day of the rate change, 1 October 1875.

These two letters are rather interesting. In the one dated 1 September 1875, he announces that a new stamp is being prepared. However, as the other letter shows, the actual ordering was done two days later. Taking into consideration that the mails at the time were faster than today, it is likely that BABN started to work on this project on Monday, 6 September 1875.

All of this means that in the next twenty-four days, eighteen if weekends are not counted, BABN prepared the plate, ran specimens of tints, sent them to Ottawa (from Montreal) for the Postmaster General to make a decision, printed the stamps in the colour chosen and shipped them to Ottawa in time for distribution to Post Offices for the 1 October sale to the public. On the surface, this seems to be quite an effort-unless BABN dusted off the original plate which had been prepared in 1867. Like the rest of the 'Large Queen' issue, the 1867 plate was based on a vignette, 'Victoria's Head - facing right', by Charles Henry Jeens. The engraving was done by Alfred Jones and Henry Earle Sr. The design was by Joseph C. Lindsley, and the lettering was done by D. S. Ronaldson.

In his fine article on the five cent (BNA TOPICS, Vol. 24, No. 2, February 1967), Graham Fairbanks discarded the idea that BABN had used the plate prepared for the 5¢ in 1867. He stated that the plate had many things wrong with it. However, with the exception of the 'goitre' variety, which so far has been only found on the blue plate proof in position #16, I have not seen anything really wrong on large pieces of the blue or green plate proofs.

Another reason given by Fairbanks was the fact that the plate inscriptions were not the same. This is quite true. On the first plate, the inscription, *British American BANK NOTE Co. Montreal & Ottawa*, is 1 mm by 51 mm, and is found only on the bottom. The actual plate used for printing the 5¢ Large Queen stamps had an inscription measuring 56 mm by 2½ mm, in a coloured strip with a border of pearls, on all four margins of the plate. This inscription, *British American Bank Note Co. Montreal*, has '& Ottawa' omitted and lower case letters in



A block of six from the blue plate proof, showing positions 5 & 6 (top), 15 & 16 (Center) and 25 & 26 (lower). The printer's inscription, if there had been one, would have been above positions 5 & 6. The 'goitre' variety is on the right.

'Bank Note'. Another difference is the addition of the shaded counter, *FIVE CENTS*, which is found on top of stamps #2 and #3 on the sheet.

My theory is that, as is the case today, time and money were two important and valuable commodities. Thus if BABN was short on time, and could also save money by cleaning up the old plate rather than making a new one, it seems quite logical that they would do so.

I am certain that, since the plate was of unhardened steel, it would have been rather simple to remove the 'goitre' variety, burnish off the original inscription and replace it with the



Block of 8 from the plate proof, showing printer's inscription at bottom including '& Ottawa'.



Block of 8 from a sheet, showing the revised printer's inscription, in this case at the top.



A close-up of the 'goitre' variety, found only on the blue plate proof.

new one, and add the inscription to the other three sides. (The new inscription, without the word 'Ottawa' would also show that the company's office and printing shop were now both in Montreal, and not in Ottawa and Montreal as previously.)

Another fact is that this stamp, which could actually be considered as being a provisional issue, was replaced by the smaller contemporary format in February 1876, a mere four months later. This would support the suggestion that the Large Queen plate was reworked to quickly produce stamps to meet a new rate coming into effect, thus allowing sufficient time for a proper plate to be made for the 5¢ Small Queen. BABN's answer to Griffin's letter of 3 September 1875 would make very interesting reading if it were to be found.

The new stamps were in the hands of local Post Offices by 1 October 1875, the first day of the new reduced rate for a half ounce letter to Great Britain. So far, only two copies dated 1 October 1875 are known. One is in my col-

lection; the other is in the Cohen collection. There were approximately one million stamps printed, a relatively small quantity which probably accounts for the fact that no plate varieties have been found.

This stamp is found in two shades, a light and a deep olive green. The paper on which it is usually found is white, progressing towards gray. It is of medium thickness and has a very strong vertical mesh. The only type of gum found on this issue is streaky and brownish.

A much scarcer paper is the one which has a horizontal mesh. Compared to the first one, this paper is quite strikingly different. It is not as thick or stout, and is rather on the gray side. The mesh is quite faint. The differences indicate that these are two distinct papers, not merely the same paper, used sideways in the case of the horizontal mesh. Only one copy with horizontal mesh has been found to date, on a 12 by 12 perforation variety (discussed below). The horizontal mesh paper is quite similar to the watermarked Pirie paper found on the 15¢ Large Queen.

For a long time, it was believed that the 5¢ Large Queen had only one perforation, 11.5 by 12. Then a copy perforated 12 by 12 was discovered. This latter perforation has had a



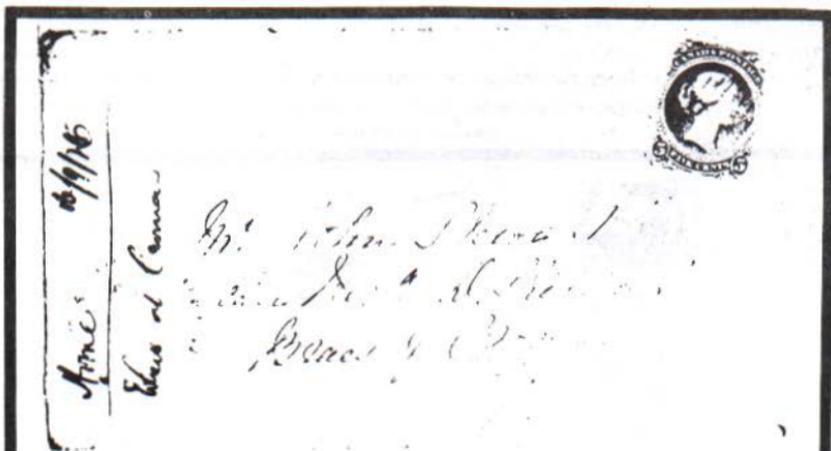
A mint copy of the 12 x 12 perforation 5¢ Large Queen. This is the copy which caused Stanley Gibbons to list the 12 x 12 perforation.

tough time being fully accepted by the people who issue catalogues. Gibbons first listed it after having seen a mint copy. In Canada the 12 by 12 perforation was not listed until the *Canada Specialized* catalog was introduced. Lyman's listed it for the first time in the 1979 summer catalogue. Scott's has yet to acknowledge it. Furthermore, it now appears that there are many copies perforated 11½ by 12. The 12 by 12 is by far the rarest of the three, and much rarer than the 11.5 perforation found on the other denominations.

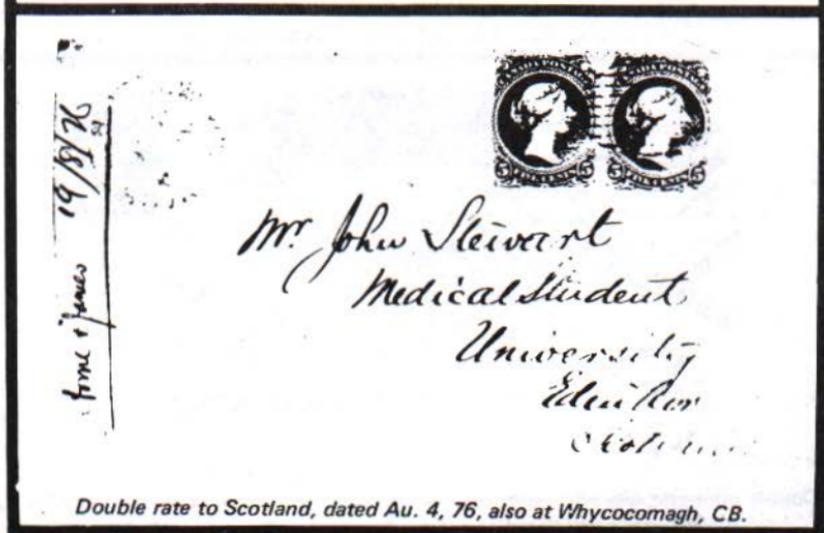
How can three different perforations exist?

As far as is known at this time, there was only one printing, of about one million stamps. This seems to be a large amount of stamps to be perforated in a very short period of time, leading me to the conclusion that BABN had more than one perforation machine. This would account for the different perforations. The stamp has also been found imperforate. A pair was sold several years ago through a Sisson's auction. (See cover illustration.)

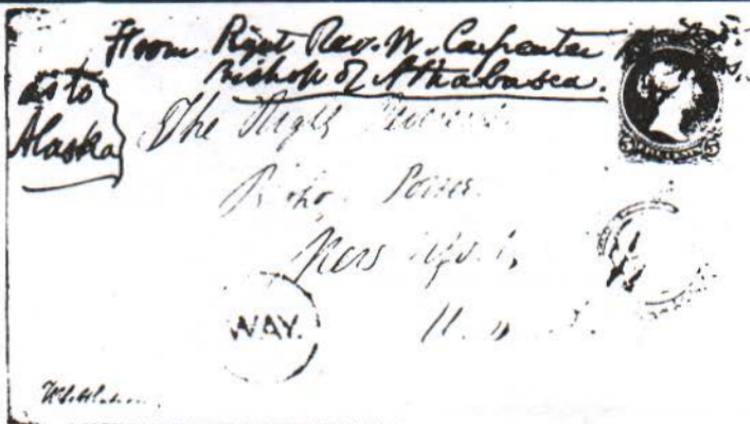
Although the 5¢ Large Queen had a relatively short life, it was used extensively, as illustrated by the following selection of covers.



5¢ rate to Scotland, dated Sp. 1, 76 at Whycomagh, CB.



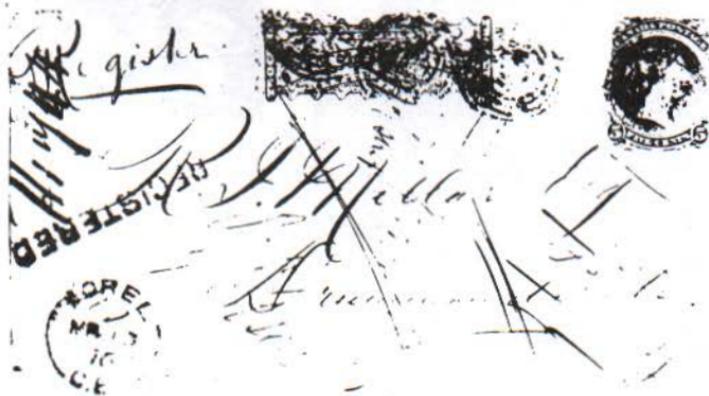
Double rate to Scotland, dated Au. 4, 76, also at Whycomagh, CB.



An unusual cover from the Bishop of Athabaska to the Bishop of New York, postmarked Windsor, with a 'way' mark. The cover was probably carried by courier to Windsor.



The 5d Large Queen used to pay the 3 cent domestic letter rate plus the 2 cent registration fee. Postmarked Ja. 8, 76 at Islington, Ont.



Double domestic rate plus registration. The 5d Large Queen is perforated 12 x 12, the only copy known on cover. Postmarked Sorel, Mr. 13, 76.



Miss Acworth & Son

Sold.

Star Street

Rochester

Another unusual cover, ex. Fairbanks. It has what appears to be a Buffalo transit postmark and a Liverpool receiver on the front. No registration marks are visible. Apparently it was missent to Rochester, USA and then forwarded to England. Unfortunately, part of the back is missing.



A very scarce 16 cent rate to Australia, in use only a short time. Postmarked Sydney Mines, No 14, 1876 it travelled via Halifax, Montreal and Detroit, reaching Melbourne on Ja. 8 77. The 16 cent rate also applied to China. Covers to China exist, though none carry the 5¢ Large Queen.

Backstamps are shown below.





A pair of the 5d Large Queen paying the 10d rate to Prussia.
Mailed at Windsor DE 14, 75, it received a London
transit postmark on 28 DE 75.



A pair of 5c paying the 10 cent rate to Norway. Postmarked St. Jean D'Orleans,
Sept. 19, 76 (in manuscript).

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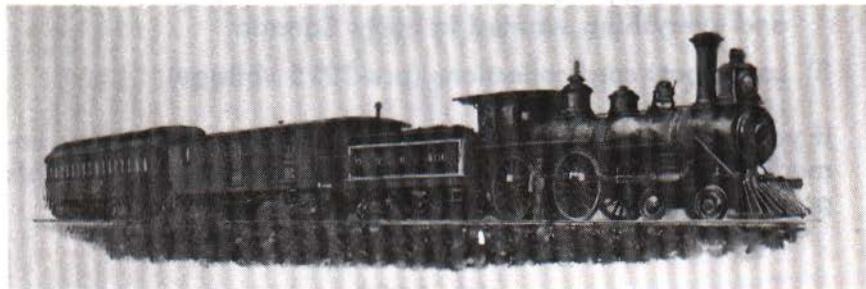
MAIL TRANSPORTATION In Nineteenth Century Ontario

by C. R. McGuire

This series is an expansion of a paper given by C. R. McGuire at the Ontario Museum Association sponsored Heritage Conference – "By River, Road & Rail – Transportation in Nineteenth Century Ontario" – held from 25-29 January 1981 in Toronto.

** An asterisk beside a reference in this paper indicates the item or a facsimile in the National Postal Museum, Ottawa.*

Part 5



Grand Trunk Railway Locomotive ca. 1880

RAILWAY MAIL SERVICE

Travelling, or railway, post offices, with mail clerks picking up sorting and dropping off mail along the route, were first introduced in England in 1838. The Ontario, Simcoe and Huron Railway was the first to have such service in Ontario in October 1853, when mail clerks were used between Toronto and Allandale. This important new method of carrying mail was of great benefit, but not to every part of the province as this report in the *Niagara Mail* of 26 December 1855 indicated:

"An important alteration in the conveyance of the Toronto and other mails, formerly brought by steamer to Niagara, has been made by the opening of the Toronto and Hamilton Railway. The Toronto mails are all brought round that way now. The mails reach Niagara every morning about 4 o'clock and leave every evening at 5. The St. Catharines mail per stage will also be discontinued after the 1st January next. This

arrangement places Niagara and all other places on this side of the Lake half a day later in the reception of Toronto mails".

By 1857 the Railway Mail service was in use across Canada, four years before the United States. The railway significantly reduced mail transportation time. For example, in winter the railway carried mail between Quebec City and Kingston in thirty-one hours; prior to 1857 the same trip required about four days. Similarly, Quebec City to Windsor was forty-nine hours by rail, as opposed to ten and a half days by other means. The railway was the most important single improvement in transportation during the nineteenth century. Not only was it faster, but it was also more reliable and more comfortable, and permitted larger shipments or numbers of people to be moved with a minimum of transfers.

The additional expense to the Post Office for equipment and Railway Mail Clerk's salaries was well worth the cost. In 1858 fixed rates were established by the Governor-in-Council. For daily service with Railway Mail cars, once each way, the railways were paid: Day trains,

\$30 per annum per mile; Night trains, \$40 per annum per mile.

Mail sent as ordinary baggage or freight, with a Railway or Post Office guard, was subject to a charge of two cents per mile up to 200 pounds, with additional weight pro-rated—quite a reasonable rate!

As new lines were opened, for example between Brockville and Ottawa in 1859, mail cars began operating and the frequency of delivery improved. The railway complained that they were being paid far too little for carrying mail. In 1863, the rates were doubled, to \$60 per annum per mile for daily service. Special concessions, such as free passage to employees on Departmental business, were given to the Post Office Department. As a matter of fact this privilege continued until Via Rail was established in the 1970's.

Arrangements were made with the United States, through Postal Conventions, for the reciprocal carriage through each other's territory of each other's mail in sealed bags. Mail for

Canada's East and West Coasts travelled more directly by going via the U.S. Closed mails from overseas were included in the Convention, thereby improving international communications as well as cross-border and domestic service.

Domestic service was also extended to regions which were difficult or almost impossible to reach at certain times of the year. By 1893, improvements in railway mail service were more a result of increased frequency of service and more express trains than the result of extension of lines. The agreement with the major railways allowed the Post Office to utilize the additional runs without increased cost because the rates were fixed on an annual basis.

Initially Railway Mail Clerks were attached to the appropriate Post Office District Inspector's office. In early 1897 the service had grown to such proportions and importance that a special Branch was created, with a Controller and offices at Headquarters in Ottawa. A special booklet, *Instructions to Railway Mail Clerks**, was issued to each clerk. By mid-1897

Advertisements, MONTREAL, Province of Quebec. 43

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⚡ This is the only line running the popular DINING CARS on Atlantic and Pacific Express Trains, between Suspension Bridge and Chicago, in connection with Michigan Central Railway, furnishing meals at uniform prices of 75 CENTS.

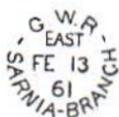
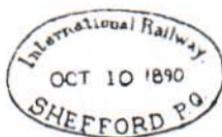
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Examples of the wide variety of cancellations used by Railway Mail Clerks.

mail was being carried on 14,780 miles of track, in all parts of Canada. There were 385 Railway Mail Clerks and total salaries for Railway Mail related employees was just under \$300,000.

At the turn of the twentieth century an unknown Toronto newspaper correspondent spent Christmas Eve aboard a mail car on the Toronto-Montreal Express. His article, entitled *Numerous Marvellous Features of Railway Mail Service*, described "the arduous duties of the men who sort and prepare letters, parcels, etc. sent through the mails on the day before Christmas", and gives us an excellent idea of what the service was like near the end of our period of interest, after nearly fifty years of operation.

*Numerous Marvellous Features
of Railway Mail Service*

"While the night mail speeds between Toronto and Montreal, the haughty plutocrat slumbers in luxury in his palatial compartment. The successful citizen snores fitfully in his two-dollar berth behind the heavy curtains. The economically minded traveller endeavours to curl up six feet of humanity with some degree of comfort upon a plush cushion three feet in length, always supposing that he has contrived to retain that whole three feet from

encroachment. The immigrant baby squalls in the uncompromising openness of the second-class upper berth. The colored porter dozes in his nondescript retreat, and dreams of the morning's tips. The engineer and fireman are awake, very much so; but they are getting credit for it in the popular imagination. They are the thin coal-black line of heroes whose watchfulness stands between the crowded train-load and destruction; but the train-load knows it, and is grateful for it. Travelers have even been known to remember them in their prayers. But who remembers - how many even know - that on the night mail there are five more men, awake and alert, doing as hard work under as difficult conditions as any man in the service of the public and doing it solely and entirely to cut time in two for the benefit of him who writes to his friend in the next township or on the next continent?"

What They Do Not Do

There are a few people who know that there is such a thing as a railway post office, though few

What They Really Do

The railway mail service is by far the best organized branch of a department whose service is universally admitted to be excellent. Nowhere is more work done under a responsibility so definite and inscrutable. Nowhere are so few errors made and so many corrected. The whole system is a marvel of modern human machinery. Why? Picked men, tried methods, constant training and examinations, and every man responsible for his own work, all his own work and nothing but his own work. Let us accompany the east-bound Montreal mail that left Toronto on Wednesday night, the last mail, to secure delivery in the East before the great feast of Christendom. The train leaves at ten, but that is not when the railway mail clerk begins his work.

That everything may be in the most advanced stage of distribution possible as the great train reaches each stopping place, and finally brings up in Montreal at seven a.m., it is necessary that the five men who work the railway post office should commence their duties at half-past three in the afternoon. From half-past three to seven in the morning is fifteen and a half

would recognize it under the mystic initials "R.P.O." A few more have noticed the strange-looking car up among the express and baggage-cars, with its many pigeon-holes and the Royal Mail inscription. Most of the latter think there is a gentleman inside who takes in bags of ready-sorted letters and sits on them till the train arrives at its destination. This conception is not accurate. There is yet a further class who pride themselves on their intelligence in discerning that the persons in this car are engaged in a fiendish task of dividing the Conservative mail from the Liberal mail, seeing to it that the correspondence and papers of their political opponents go beyond their destination, and are not delivered till 24 hours after they should be.

Complaints are not infrequent from newspaper subscribers who aver that the political organ which they do not like is always thrown off at the right station and the one they do always goes wrong. If these complainants knew that there is no branch of the public service with a greater esprit de corps, and more enthusiastic desire to perfect its operations, they would look into their complaints with greater care before forwarding them to headquarters.



Interior of a Canadian Pacific Railway mail car, ca. 1880, with Railway Mail Clerks. Note mail bag locks to the left of the men.

hours of straight, solid work. There is time for a meal at Toronto before leaving, but their night refreshment they take with them and eat in brief intervals on the train. Two of the five operate only on the Toronto end of the line. They change trains at Napanee, if on time, or nearer if not, and return to Toronto in the morning, to resume the same routine in the evening. These are the assistants. The others, the two chief clerks and the porter, go on to Montreal, and come back next night, but from Montreal their hours are a trifle lighter. At the Bonaventure station work does not begin till nearly six. After two consecutive nights of this it will hardly be disputed that they are entitled to thirty hours rest.

Cars Full of Matter Handled

On the night we have taken for a sample, business was heavy. The car from Toronto made up 125 "separations" of papers and parcels and 325 of letters. Many of these separations filled the allotted sack several times over. Of this enormous amount of matter - more than enough to fill the car to overflowing if all left in it at one time - a great part was sorted and made ready for Montreal trans-shipment before the train left, and this was all transferred to the baggage car. This total does not include what was taken in at way stations, as other bags were thrown out, and this would run from half a dozen to two dozen bags at each station. The whole staff worked like beavers to get the matter into proper shape.

A certain amount of this was not handled separately - that is, it came in already sorted into small bundles ready for casting off at way stations or for placing without further investigation into bags for Sherbrooke, Halifax, Prince Edward Island or a score of other

points beyond Montreal. The newspapers especially in their own interests have been compelled to adopt very perfect classification of their parcels, and bundles of Newses containing from twenty-five to a hundred or more papers would require no more handling than to be cast bodily into the appropriate bag. In technical language, they are made up for the same "distributions" as are required to be made on the Toronto-Montreal mail - nearly one hundred distributions.

For each of these distributions - each representing a station, a branch line or a through connection of some kind - a pigeon-hole yawns at the letter-end of the car, and a big canvas bag is spread open in a long rack down the middle. Each of them the expert distributor knows, by a sweet short name. The mail for Belleville and Peterboro branch, itself a railway post office, which will look after its own subdivision, he slings into a cavity euphoniouly know as "Belle-and-Pete". Many are know by bare initials, others by the abbreviation of long-defunct railway titles.

Each sack and each bag when he fills it up is found to bear the correct designation on a card clipped into a grooved strap of metal at the end of its card. Each bag of letters is threaded at the top upon a small metal bar and the bar padlocked with a uniform lock of which the railway mail clerk treasures the key as he would his life. Each registered bag is tied with twine as well as locked, and the knot heavily sealed in an iron ring and impressed with the car seal "Toronto-Montreal". For these the car takes a receipt, as it gives one for each parcel of registered mail that it accepts.

His Special Abilities

What must be the special capabilities of the men who perform

these varied duties? In the first place, above and beyond all requirements of intelligence, skill and honesty stands the fact that the railway mail clerk must have a constitution of iron. He must be able to face at all times and all seasons a day's work of continuous mental stress and physical strain lasting for twelve to sixteen hours at a stretch, and he must be able to shift this work at a minute's notice from the hours of day to the hours of night. It is no easy position, and the man who cannot stand the strain without flinching is of no use to the Department.

Then, too, he must possess a thorough geographical knowledge of the post offices of Canada (and what that means we will consider shortly), and a working knowledge of the timetables of every railway, stage route and steamer line with which his run comes in contact. As long as he is on schedule time his connections are, of course, arranged for him; but once let his train drop so far behind that a regular connection is missed, and it is the chief clerk of the car who has to plan out the best possible device for securing the delivery of his mails. For example, many small stations on the main lines are reached only once a day in each direction by an accommodation train. The bags for these will be thrown off normally at the stations where the accommodation train begins its run; but if the connection be missed they must be taken on to the point where the run ends, and taken back from there along the line. The mail clerk must instantly adapt himself to these changes of plan, or the district he serves will lose, instead of a few hours, a whole day in the delivery of their mail.

The Innumerable Post Offices

His knowledge of the post offices is now the matter of a special annual examination, in which



The "catch post" was used to drop and pick up mail bags at stations where a train did not stop.

This is a modern version of the device in use since the 1850's.

he must make 90 per cent or lose his annual increase of salary. Public service is no private snap on the railway post office, and the man, once in, must keep up his standard of work to stay in. In the Toronto district the examination is usually confined to Ontario, though the practical requirements of the case compel a man to know a good deal outside of that limit. The test is called the "case examination". There are about 3,500 post offices in Ontario, and a chance selection of 1,500 cards, each bearing the name of one of these offices, and no two being similar, is placed before the candidate, who is required to make them up into 100 or more separations, on precisely the same lines as if he were handling them on a railway mail car. There is no time limit, but a good man handles his 1,500 in slightly over an hour (the record is forty-nine minutes), and the percentage of accuracy is usu-

ally over 97, while 100 per cent is not infrequent. This means a thorough knowledge of the exact location and method of reaching any and every one of the 3,500 post offices.

A strict record is kept of every examination in a book which contains the official biography of each clerk, and in which is scored up every report made of him, for mis-handling a piece of mail, and every correction which he himself reports of a mis-handling by some other office - the sending to his train of a letter which should not have come there at all, or the doing up in a parcel destined for one section of a letter destined for another. Wednesday, for example, no less than seven letters in one parcel reached the Toronto-Montreal train from a city post office, when they should have gone to the Toronto-Ottawa. Had they reached sorting before ten o'clock they would have been handed over to the Ottawa car; as was, they had to be forwarded from Brockville, with a slight loss of time, just the same way as the Ottawa Valley mail picked up along the line. The parcel in which they were done up bore the date stamp of the office making it, and the initial of the clerk, on a slip of paper at its back, and this was endorsed with a memorandum of the number of mis-sent letters and the initials of the correcting clerk, to whom the correction will be duly credited. It may be noted that the railway clerks, chiefly owing to the highly systemized working of their departments, correct about five times as many errors as they make.

The Distributor at Work

An expert railway mail clerk in the full operation of sorting, is a sight worth seeing. At work he frequently exceeds his examination average of 1,500 per hour. With a stack of letters in his left

hand, he stands like a card dealer under the dim and flickering light of the railway lamp and plays over his hundred pigeon-holes with the certainty and unmistakable action of an organist drawing his stops. Only very rarely does he hesitate, and then it is seldom for his own ignorance. What little trouble he has is caused by bad or indistinct writing, or insufficiency of address, and he is not the man who suffers most from this, for the only word in which he is interested, is the name of the post office, and that is usually recognizable.

In any event, there has been an enormous improvement in the quality of address writing in the last ten years. The typewriter and the spread of education are about equally responsible, and except for an occasional specimen in the European mails the indecipherable address is very infrequent. Here are two historic examples, showing the difference between the bad addressing which does worry the railway mail clerk, and the bad addressing which does not. The first, of course, would afford no one any trouble until it reached the St. Thomas post office:

- (1) "Kains St.
St. Thomas, Ont.
"I don't no the gent's name."
- (2) "M. S. Marbarrett,
at a farm
1,700 miles beyond Montreal,
North West Territory,
Canada."

The Service at Large

There are nine railway post office districts in Canada, of which Toronto is easily the most important. The present number of employees is 403, which was slightly exceeded in '93 and '96 at the end of the regime of Sir Adolphe Caron. Although the salary list is now lighter than in those years, the amount paid for mileage is greater, which would seem to in-

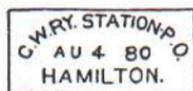
dicate that the reduced staff are as least doing quite as much work. There is, by the way, a curious anomaly in regard to this mileage. It is half a cent per mile by day and one cent by night, this being the only compensation for the more arduous night service. But if the night clerk's train is so late as to cover part of its mileage after six in the morning he loses the half cent on that distance. If a train due at Toronto at six o'clock, is held up sixty miles out until six o'clock, and does not get in until eight, the clerk loses thirty cents, as well as two hours of his own private time. It is true the belated day clerk gains in the same manner, but this is merely a reasonable compensation for lost time, while there are some lines which have no day service, and never give their clerks an opportunity to profit in this way.

The Toronto District

The Toronto district embraces twenty-six different railway post offices. There are two-night and day— on the Toronto-Montreal line, a night car only Toronto to Ottawa, day cars from Toronto to Port Hope, Niagara Falls, Hamilton, London, Elora, Sarnia, Owen Sound, Gravenhurst, North Bay and Midland, and the following branches - Hamilton-Meaford, Beeton-Collingwood, Port Colborne-Port Dalhousie, Whitby-Mania, Belleville-Peterboro', Belleville-Madoc, Picton-Trenton, Napanee - Tamworth, Kingston-Tweed, Lindsay-Tamworth, Orangeville-Teeswater, and Allandale-Penetanguishene. In the two latter the post office official has no compartment to himself, and dwells in the baggage car.

The genial Toronto superintendent, J. E. McLeod, an enthusiast on post service and systematization, a popular head, and a veteran whose appointment dates back to the MacKenzie regime,

has under him an office staff of four, seventy-eight railway mail clerks, eight transfer agents and one train porter. The Toronto-Montreal line is the chief railway route in Canada, and it takes thirty-two men from the two districts to keep it in operation. The Toronto district staff includes University graduates, old boys from Upper Canada College and Bishop Ridley, and, generally speaking, as fine a selection of men as work in any public service. The salary commences at \$480., but is subject to an annual raise of \$50., conditioned on the case examination and the conduct report. These case examinations have only been in use since 1898, but the records show an extraordinary improvement in the efficiency of the men



Larger centers had post offices in their railway stations. Illustrated are samples of different cancels used at Hamilton's Grand Trunk Station.

A Strenuous Life

Life on a railway car is not heaven at the best, and when combined with hard mental work for fifteen hours at a stretch it is very difficult. There is no small element of danger, too, in spending one's life a few feet behind the engine of an express train. The long standing and the constant vibration are ruinous to the constitution. The responsibility is unceasing and worrying. The railway mail clerk is a man to whom the public owes its gratitude, especially at this festive season of

greetings between friend and friend, greetings that forget his labours, and make it impossible for him to celebrate with the rest of us".

The railways also had their moments of danger, for the possibility of derailment was ever present. You have all probably seen photographs of train accidents, often resulting in considerable damage, injury and sometimes death. For security reasons, the postal car was almost always placed next to the locomotive and coal tender, thus the risks to Railway Mail Clerks were very high. This was particularly true when the mail cars were made of wood. In fact, a post office report states that, as a consequence, "...the life of the railway mail clerk is shortened by the constant strain upon him". It goes on to say "their work is exacting and responsible, on holidays as on week days, and under trying conditions, such as inadequate accommodation, poorly equipped and improperly heated cars, they are obliged to work exposed to all sorts of weather".(1)

The following poem immortalizes this hardy and dedicated breed of postal worker, whose duties often required fifteen hour days and kept them away from their families for a week

at a time:

A Strenuous Life

No flag is snapping over him,
No band is playing loud;
There are no cheers in strident vim
From some applauding crowd,

But night and day he toils away,
Until his work is done -
No ranting fifes or bugles play
To lighten his long run,

He has no time to think of fear,
Or talk of pluck or nerve,
With danger always lurking near
In every lurching swerve.

The swaying lamps make shadows dim
to taunt his straining eyes;
The jolting car makes mock of him
As madly on it flies.

It may be north, south, east or west
The mail must hurry through
The postal clerk may take no rest
With all these things to do,

He does not see what waits ahead,
Nor cares what lies behind.

by W. D. Nesbit; Ca. 1920 (3)

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1. *The Postmark*, July 1962, P. 25-30.
2. King's Printer, *The Civil Service of Canada, History of the Post Office Department*, Ottawa, 1912. P. 130.
3. *The Postmark*, July 1962, P.30.

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CALENDAR

This feature of TOPICS will list Exhibitions and Bourses, including FIP sponsored (International) exhibitions, which will have a significant BNA content, as well as BNAPS Regional Group Functions. Information/prospectus should be sent to the Editor as soon as available and at least 3 months before the event.

1982

- OCTOBER 15 - 17: STAMPFEST '82** (Fall Session), dealers bourse. Sheraton Centre, Toronto.
- OCTOBER 16:** The Guelph Stamp Club's annual exhibition and bourse, St. James Junior High School, 57 Victoria Rd., Guelph, Ontario. For Information: Frank Rolfe, RR3, Guelph, Ont. N1H 6S8.
- OCTOBER 23 - 24: BYPEX - '82**, exhibition and bourse commemorating the 150th Anniversary of the Rideau Canal, featuring a postal history exhibition sponsored by the Postal History Society of Canada. Skyline Hotel, Ottawa (site of last year's BNAPEX).
- OCTOBER 30: BNAPS NORCAL Regional Group meeting at SACAPEX**, Sacramento, California. Information: See Regional Groups list on The Business Side page.
- NOVEMBER 12 - 14: VAPEX '82.** BNAPS Mid-Atlantic Regional Group will hold their annual fall meeting in conjunction with the Virginia Philatelic Federation exhibition and bourse. Location: Same as for BNAPEX '82. Information: See Regional Groups list on The Business Side page.
- NOVEMBER 12 - 14: HAMPEX '82**, annual exhibition and bourse of the Hamilton Philatelic Society. Kenneth Taylor Hall, McMaster University, Hamilton, Ontario. Information: Frank Haller, 430 Belvenia Rd., Burlington, Ont. L7L 2G5.
- NOVEMBER 21:** BNAPS Golden Horseshoe Regional Group meeting, Manulife Center, Toronto. Program: The Centennial Study Group, Centennials. Information: See Regional Groups list on The Business Side page.
- DECEMBER 3 - 5: STAMPMARKETPLACE '82**, exhibition and bourse, Sheraton Center, Toronto. Information: Stamp Marketplace, 565 Alness St., Downsview, Ont. M3J 2T8.
- DECEMBER 4:** Exhibition and bourse sponsored by the Stoney Creek Stamp Club. Fiesta Mall, Hwy. 8, Stoney Creek, Ontario. Information: Glenn Pettit, 70 Randall Ave., Stoney Creek, Ont. L8G 2K9.
- DECEMBER 11-19 - BELGIA '82**, International exhibition of postal history, postal stationery and aerophilately. Brussels, Belgium. Sponsored by the FIP. Information: Canadian Commissioner, David Dixon, P. O. Box 1082, Oakville, Ontario L6J 5E9

1983

- FEBRUARY 11 - 13: SARAPEX '83.** BNAPSers on vacation in warmer climes may wish to take in the exhibition and bourse sponsored by the Sarasota Philatelic Club. Sarasota Exhibition Hall, 801 N. Tamiami Trail (US 41), Sarasota, Florida. Information: Sarasota Philatelic Club, PO Box 3553, Sarasota, Florida 33578.
- MAY 19 - 22 - OAKPEX '83**, 10th annual exhibition of the Oakville Stamp Club, and 55th Annual Convention of the R.P.S.C. Information: D. Dixon, P.O. Box 1082, Oakville, Ont. L6J 5E9.
- MAY 20 - 22 - PAN PACIFIC EXPO '83**, spring meeting of the American Philatelic Society. A Western Canada section is planned. Information: Tom Current, P.O. Box 4056, Portland, OR 97208.
- JUNE 9 - 12 - PIPEX '83**, 43rd Pacific International Philatelic Exhibition of the Northwest Federation of Stamp Clubs, Edmonton Convention Centre. Hosted by the Edmonton Stamp Club. Information: Keith R. Spencer, P.O. Box 399, Edmonton, Alberta, T5J 2J6.
- JULY 29 - AUGUST 7: BRASILIANA '83.** FIP sanctioned International exhibition and bourse. Rio de Janeiro, Brazil. Canadian Commissioner: A. Cronin, PO Box 5722, Stn. A, Toronto. Ont. M5W 1P2.
- AUGUST 4 - 13 - BANGKOK '83**, FIP sanctioned international exhibition. Bangkok, Thailand. Canadian Commissioner: Michael Millar, 192 Shanty Bay Road, Barrie, Ont. L4M 1E6. USA Commissioner: Frank Vignola, 105 22nd Ave., San Francisco, CA 94121.

BNAPEX '83: SEPTEMBER 1 - 3, Westin Hotel, Winnipeg, Manitoba. Information: Beverlie Clark, 924 North Dr., Winnipeg Manitoba R3T 0A8.

1984 - 7

SEPTEMBER 21 - 30: AUSIPEX '84, FIP sanctioned International Exhibition, Melbourne, Australia.
Canadian Commissioner: David Dixon, PO Box 1082, Oakville, Ont. L6J 5E9.

BNAPEX '84 - San Francisco, California. Chairman: Garvin Lohman

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A Word From the Circulation Manager

by E. R. (Ritch) Toop

As all members are probably aware, I have only recently taken over the task of Circulation Manager. Having gotten into the job, I thought it timely to make some general comments.

The smooth transition should be credited to the Manager for many years, Bob Boudignon. He was able to transfer files, data and material to me with a minimum of interruption, for which we all owe him a hearty "Well done, Bob".

Credit should also be given to two of our BNAPS members, Harry Machum and John

Frith, who were good enough to physically move all of the back-issues of TOPICS from storage in Copper Cliff to Ottawa, thus saving the Society considerable expense.

Below you will find a listing of back-issues available as at July 5, 1982 together with the costs for ordering. Members are encouraged to order early as quantities vary from several copies to several dozen of a given issue.

Please let me know of any problems regarding non-delivery of your TOPICS. A change of address or correction should of course continue to be sent to the Secretary.

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January						✓		✓	✓	✓		✓	✓	✓
February				✓	✓		✓	✓	✓		✓	✓	✓	✓
March								✓	✓		✓	✓	✓	✓
April								✓	✓		✓	✓	✓	✓
May			✓			✓	✓	✓	✓			✓	✓	✓
June		✓				✓	✓	✓						
July											✓	✓	✓	✓
August			✓	✓	✓	✓	✓	✓			✓	✓	✓	✓
September	✓			✓	✓		✓				✓	✓	✓	✓
October						✓	✓	✓	✓		✓	✓	✓	✓
November			✓			✓	✓	✓	✓		✓		✓	✓
December		✓				✓	✓	✓			✓	✓	✓	✓

	Vol. 27 1970	Vol. 28 1971	Vol. 29 1972	Vol. 30 1973	Vol. 31 1974	Vol. 32 1975	Vol. 33 1976	Vol. 34 1977	Vol. 35 1978	Vol. 36 1979	Vol. 37 1980	Vol. 38 1981	Vol. 39 1982
January	✓		✓	✓	✓	✓		✓		✓	✓	✓	✓
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March	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓
April	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓
May	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓
June	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓
July	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓
August	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓
September	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓
October	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓
November		✓	✓	✓	✓	✓		✓		✓	✓	✓	✓
December		✓	✓	✓	✓	✓		✓		✓	✓	✓	✓

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INDICIA ON TOWN CANCELLATIONS IN THE SMALL QUEEN ERA

by James W. Catterick

Much has been written about the Small Queens, and much more will come to light as others delve into this issue which was on sale at Post Offices for so long. My interest is in the indicia within the town cancellations of the Small Queen era.

What follows is a check list I have prepared as a summary of my findings to date. It is presented here to assist other members working in the same area of BNA philately. Any additions to the list will be welcomed. My address is: James W. Catterick, 210 Steeles Ave. W., Apt. 2102, Brampton, Ont. L6Y 2K3.

Squared Circle cancellations are well documented in the Handbook, so they are not included. For the present, I have also excluded cancellations using a.m. or p.m. only in the hammer.

I am indebted to the writers of various articles in BNA Topics for some of the information used in compiling this check list.

As a start, cancellations have been broken down into five types of indicia, as follows:

Section I - Asterisks

Section II - Letters of the Alphabet (no numerals)

Section III - Small Post Offices with numerals only in the hammer.

Section IV - Larger Post Offices with a.m. or p.m. designation and numerals in the hammer

Section V - The largest Post Offices, such as Hamilton, Montreal and Toronto.

PART I



I - ASTERISKS

Amherst N.S.
Canning N.S.
Chatham Ont.
Eganville Ont.
Leeds Ont.
Levis Que.

Marmora Ont.
Plevna Ont.
Riviere du Loup Station Que.
Stouville Ont.
Welland Ont.



II - LETTERS OF THE ALPHABET

Berlin Ont.	A	B	C	D	C Reversed
Guelph Ont.	A	B	C	D	B & C Reversed
Halifax N.S. ('72)	A				
Halifax Canada	A	B	C	D	
Hull Que.	A		C	D	
Ottawa Canada	A	B			
Ottawa Canada (b/s)			C		
Owen Sound Ont.	A	B	C		
Quebec Canada			C		
Quebec C.E.	A		C	D	
Rosland B.C.				NT	
Sherbrooke Que.				NT	M N
Stratford Ont.	A	B			
Vancouver B.C.				NT	
Vancouver B.C. Canada				NT	
Victoria Br. Col. Canada					T ST
Victoria B.C. Canada				NT	
Victoria B.C.				NT	



III SMALL POST OFFICES WITH NUMERALS ONLY IN THE HAMMER

Aylmer West Ont.	1									
Brighton Ont.	1,	2								
Beaverton Ont.		2								
Belleville Ont. Canada	1,	2,	3,	4						
Castleton Ont.	1,	2,		4,	5,		8,	9,	10,	12
Charlottetown Canada	1,	2,				6				
Charlottetown P.E.I. Canada		2,								
Calgary Alta		2,			5,					
Colborne Ont. Canada	1,									
Collingwood Ont.		2,								
Consecon Ont.				4,						
Deseronto Ont.	1,	2,								
Dunchurch										0
Emmerson Man.	1,									
Esquimalt B.C.	1,	2,								
Fordwich Ont.										00
Gravenhurst Ont.	1,									
Grimsby Ont.		2,								
Kleinburg Ont.										18
Kingston Ont.	1,	2,	3,	4,						
Kingston Canada	1,	2,	3,	4,						
Liverpool N.S.	1,									
Meaford Ont.	1,									

CONTINUED

III- CONTINUED

Madoc Ont.	1, 2, 3,	8,
Merrickville Ont.		8,
Newport Que.		4,
Napanee Ont.	1, 2, 3,	5, 6,
Northport Ont.		3, 4,
North Bay Ont.		0
New Edinburgh Ont.		2, 3,
New Westminster B.C.	1, 2, 3,	
Nanaimo B.C.	1,	4, 5, 6, 7, 8, 12,
Norland Ont.		18
New Glasgow N.S.	1,	
Napanee Ont. Canada	1,	
Orillia Ont.	1,	
Paris Ont.		3, 4, 5,
Portage La Prairie Man.	1, 2,	
Peterborough Ont.		2, 3, 4,
Quebec Centre Que.	1,	
Quebec Canada	1, 2, 3, 4,	
Queensville Ont.		19
Regina Assa	1, 2,	
Ripley Ont.	1,	
Rosland B.C.	1,	18
St. George Brant Ont.	1,	3,
St. Jean Bte du Roubille Que.	1, 2, 3,	
Sherbrooke Que.	1,	4, 6, 8
Shelburne Ont.	1, 2, 3, 4, 5,	
St. Catharines Ont.	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	
St. John N.B. Canada	2,	
Tamworth Ont.	2	
Trenton Ont.	1, 2,	
Vancouver B.C.	1, 2, 3, 4, 5,	11,
Victoria B.C. Canada	1, 2, 3, 4, 5, 6, 7,	0
Victoria Br. Col. Canada	2,	
Victoria B.C.		5,



IV - POST OFFICES WITH A.M. OR P.M. DESIGNATIONS AND NUMBERS

Fredericton	6A, 9A, 10A, 11A, 12A; A-1, A-3, A-5, A-6, A-8, A-9, A-10, A-11, A-12; 1-P, 2-P, 3-P, 4-P, 5-P, 6-P, 7-P, 8-P, 12-P; P-1, P-2, P-3, P-4, P-5, P-6, P-7, P-8, P-9, P-11, P-12.
Hochelega, Que.	8 am; 1 pm, 4 pm, 6 pm.
Kingston Ont.	2-A; A-1, A-2; 3-P, 4-P, 5-P; P-4.
Lawrencetown N.S.	11 am
Summerside P.E.I.	6 pm



Va - Post Offices Using the Barred Circle Hammer

Halifax N.S. Canada	A-1, A-5, A-9, A-10, A-11, A-12, P-1, P-2, P-3, P-4, P-5, P-6, P-7, P-8, P-9, P-10, P-11, P-12; 2-P, 4-P, 6-P, 11-P, 12-P.
Hamilton, Canada	A-10, A-11; 5-A, 9-A, 10-A, 11-A; N-12; P-2, P-3, P-4, P-5, P-6, P-7, P-9, P-12; 1-P, 2-P, 4-P, 5-P, 6-P, 7-P, 9-P, 12-P.
London, Canada	A-11, A-12; N-12; 10-A; P-2, P-3, P-4, P-5, P-6, P-8, P-9, P-12; 1-P, 2-P, 3-P, 4-P, 5-P, 6-P, 8-P.
Montreal Canada	A-7, A-8, A-9, A-10, A-11, A-12; N-12; 11-A; P-1, P-2, P-3, P-4, P-5, P-6, P-7, P-10, P-11, P-12; 1-P, 5-P.
St. John N.B. Canada	A-12; 11-A; N-12; P-1, P-2, P-3, P-4, P-5, P-6, P-7, P-8, P-9, P-10, P-11, P-12, 1-P, 4-P, 5-P, 6-P, 7-P, 8-P, 6N;
Toronto Canada	5-A, 7-A, 8-A, 10-A, 11-A, 12-A, 12N, 1-P, 2-P, 3-P, 4-P, 5-P, 6-P, 7-P, 8-P, 10-P, 12-P.
Ottawa Canada	A-1, A-2, A-7, A-9, A-10, A-11, A-12; N-12; P-1, P-2, P-3, P-4, P-5, P-6, P-7, P-8, P-9, P-10, P-11, P-12; 3-P, 4-P, 8-P, 10-P.
Winnipeg Canada	A-8, A-9, A-10, A-11, A-12; 9-A, 10-A, 11-A, 12-A; P-1, P-2, P-3, P-4, P-5, P-6, P-7, P-8, P-9, P-11, 1-P, 2-P, 3-P, 4-P, 5-P, 6-P, 7-P, 9-P, 11-P, 8N.

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REPORT DATE: 1 August 1982

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- 4146 POWELL, George R., 63 Belgrave Ave., Toronto, Ont. M5M 3S9
C Canada general, Inscription blocks, Admirals. Proposed by R. H. Jamieson 2118.
- 4177 BOWEN, Dr. Edward H., 14 Temi Rd., Holliston, MA 01746
C All B.N.A., R.P.O. & Fancy Cancels on or off cover. Proposed by E.J. Whiting L-61
- 4178 HARRIS, John S., R.R. #1 Kennetcook, Hants County, N.S. B0N 1P0
C Canada large & small queens & 1967 Centennial definitives. Proposed by D.C. Irwin 3761, Seconded by W.J. McCann 2977.
- 4179 BAKER, James D., P.O. Box 11895, Edmonton, Alta. T5R 4Y1
C Canada general, first day covers, blocks. Proposed by E.J. Whiting L-61.
- 4180 STIRLING, Glen E., 31 Donna Ct., Willowdale, Ont. M2M 2C9
C Canada general, fakes & forgeries, covers. Proposed by E.J. Whiting L-61
- 4181 RUFFELL, James R., P.O. Box 492, Manotick, Ont. K0A 2N0
C Nova Scotia and Newfoundland, Slogans, St. John's Post Office. Proposed by E. Wener 3581, Seconded by G.J. Lyon 2918.
- 4182 ELLINGBØ, Ola, Styrmannsveien 7, 9014 Hapet, Norway
C Canada used, mint, provinces used. Proposed by E.J. Whiting L-61
- 4183 RICHARDS, John, 682 McGregor St., Winnipeg, Man. R2V 3E5
C All phases of Canadian Philately. Proposed by R.J. Lemire 2975, Seconded by D. Fraser L-2145.
- 4184 PAUL, Derek A.L., 392½ Markham St., Toronto, Ont. M6G 2K9
C Dated cancels on 5¢ 1932-42, proofs & essays of Newfoundland, Newfoundland varieties (perfs). Proposed by J.M. Shelton 3045, Seconded by W.J. McCann 2977.
- 4185 YOULL, Rev. Cyril T., 1867 Bayview Ave., Toronto, Ont. M4G 3E4
C Canada, Newfoundland, Small Queens, Admirals. Proposed By E.J. Whiting L-61
- 4186 COX, Roy W., Box 3610, Baltimore, MD 21214
D Canada covers, stationery, postal history. Proposed by L.R. Paige 2384, Seconded by C.A. Gates 3876.
- 4187 FAWN, Fred G., 32 Ingram Dr., Toronto, Ont. M6M 2L6
C Canada proofs & essays, imperforates, Map stamp. Proposed by S. Lum 1256.
- 4188 MILLER, Randy R., 193 Regnault St., Apt. #4, Sept Iles, Que. G4R 4T7
C Admiral Precancels, Covers, Varieties. Proposed by E.J. Whiting L-61.
- 4189 STOKES, A. Hedley, 396 Main St., Toronto, Ont. M4C 4X8
C RPO Cancels, Toronto cancels, Canada general. Proposed by A.L. Steinhart 2010, Seconded by S. Pefhany 3695.
- 4190 KNOL, Reinout, Graafdykerstraat 10, Nieuwendam, Holland 1023EK
C Canada cancellations. Proposed by G.J. Noble 3227, Seconded by G.H. McIntyre 2979.
- 4191 MENUZ, Wayne, 2854 Cherry Ave., San Jose, CA 95125
C Canada, Newfoundland, Railway Postcards. Proposed by R.J. Lemire 2975, Seconded by G.F. Lohman 3495.

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4148	FRASER, Robert A.	4157	COX, William H.
4149	HASLER, A. H.	4137	KAY, Dr. Leslie I.
4150	BERKOVITS, Joseph	4147	WYNNS, John P.
4151	FLYNN, W. Thomas		

APPLICATIONS PENDING

Applications previously published and awaiting concurrence of the Membership Committee

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4158	MURPHY, William	4168	JANTHUR, Heinz J.
4159	ROBB, John W.	4169	SOULE, Chester C.
4160	TANFIELD, Ronald B.	4170	AASLAND, Jostein Magnus
4161	SHAPIRO, Elwin S.	4171	HENNINGS, A. Dennis
4162	WALD, Kimber A.	4172	MONCUR, John A.
4163	VAISON, Robert A.	4173	BEAUPRE, Harold H.
4164	RICH, Raymond G.	4174	WRIGHT, William Charles
4165	MEIBOOM, John	4175	HIPWELL, John F.
4166	DUKE, Paul W.	4176	HERBIN, J. Robert

APPLICATIONS NOT ACCEPTED

4114	ROCHELEAU, Michel J.G.P., 7630 Cure Clermont Ave., Ville d'Anjou, Que. H1K 1X1
4141	COORSH, Robert D., 148 Robert Hicks Dr., Willowdale, Ont. M2R 3R5

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3930	RIBLER, Ronald I., 11727 Ledura Ct., Apt. 102, Reston, VA 22091 Unable to reach by mail—Return mail: Not deliverable as addressed, unable to forward.
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3520	ACKERMAN, Arnold W., 3546 South Ocean Blvd., Palm Beach, FL 33480 (Unable to forward as addressed)

DECEASED

359	WOOLLEY, Robert J., Toronto, Ont.
1196	KNOX, Stewart I., Thunder Bay, Ont.
838	SMITH, A. Daniel, Mason, NH
2570	OLIVERE, George T., St. John's, Nfld.

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3652	STAGER, Phillip J., 5913 Brookside, Cleveland, OH 44144

2231	JOHNSTONE, Ralph, 14324-97A Ave., Edmonton, Alta. T5N 0E9
3229	OLSON, George T. Jr., P.O. Box 14746, Minneapolis, MN 55414
2143	BOSCH, Dr. Warren L., Chemistry Dept., Elgin Community College, Elgin, IL 60120
2333	HELLNER, Haakon, Thor Heyerdahls gt. 52, 3250 Larvik, Norway
3187	BOWLES, Maj. A. Bruce C., 1078 St. Emmanuel Terr., Orleans, Ont. K1C 2J7
4102	KREPP, Dr. Juho, 131 Oak Ave. N., Thief River Falls, MN 56701
2866	STUBENS, Frederick R., 1586 Jalna Ave., Mississauga, Ont. L5J 1S7
3394	SCHMIDT, John G., 73 Pinewood Circle, Danbury, CT 06810
1668	KENWOOD, Clifford W., 89 S. Atlantic Ave., Apt. 306, Ormond Beach FL 32074
4090	HERDER, Edward J., 30 Addison Cove, Jackson, TN 38301
3487	SAINT J. Ronald, 4 Chatsworth Cr., Ottawa, Ont. K1V 9Z1
4148	FRASER, Robert A., P.O. Box 412, Waterdown, Ont. L0R 2H0
3531	COLBERG, Richard, 1050 Helen Ave., Lancaster, PA 17601
2403	ATWELL, Steve, 490-810 W. Broadway, Vancouver, B.C. V5Z 1J8
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