



'Pyramid Lines' on the Postage Due issue of 1906

BNA TOPICS

Official Journal of The British North America Philatelic Society

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WINTER ARRIVES EARLY!

My garden is still green and the fall mums are just beginning to blossom as I write this—what a time to be planning a February auction! When this ad reaches you, our November sale will be history and I will be hard at work preparing the February sale catalogue. If you value my complete effort on your behalf, I would like to include your property in that sale. Please contact me by January 7.

* * *

At this time, I would like to extend my best wishes for a peaceful holiday season and a healthy and prosperous 1983.



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BNA TOPICS



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BNA TOPICS

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THE EDITOR'S PAGE

by MIKE STREET

BNAPLEX '82

Putting on a convention is not an easy task. When the people who are doing the work live hundreds of miles apart, the difficulties are greatly increased. Wilmer Rockett and the Mid-Atlantic Regional Group deserve a lot of credit for organizing a fine show at Virginia Beach.

The lion's share of the praise should be directed towards Vice-Chairman Marva Paige who, assisted by husband Larry, was the person on-the-spot, responsible for most of the major details. With people coming from as far away as Japan to the West, Great Britain to the East, and Canada's North West Territories, the pressure was on for 'a good time to be had by all'. How they managed to arrange for four solid days of good weather remains a mystery. When asked, Marva just smiled.

The Cavalier-on-the-Hill, a graceful lady benefiting from a recent facelift, offered a unique setting for a BNAPS convention. Since we more or less filled the available rooms you could almost be sure that anyone you encountered was either a BNAPSer or a member of the hotel's staff. The show room was just the right size, and having a big hospitality room (where people could just sit and chat), right next door was a welcome touch.

The tour of Norfolk and the Navy Yards proved to be the surprise sellout of the week. Organizers, who expected that mainly non-collectors would take the trip, found that two large buses were necessary to accommodate everyone

who wanted to go.

Once again, the BNAPS spirit was the main story of the convention. Your Editor, while normally extra-positive, is not prone to making such Rahl! Rahl! remarks if they are not deserved. As in Ottawa last year, and other places in other years, the exhibition and bourse were but a focus or backdrop for the warm conviviality of BNAPS people. The non-collectors, particularly, have ways of looking after one another so that everyone has a good time.

The message is the same as President Jim Lehr's in his column in this issue--try it, you'll like it! Now is the time, especially if you've never attended one, to start thinking positively--about being part of next year's BNAPEX in Winnipeg.

SOUTHERN HOSPITALITY

'Southern Hospitality' is such a time-worn expression that most people take it for granted. Those who attended the convention in Virginia Beach were shown that 'Southern Hospitality' is more than just words. Most of the people who set up and took down the exhibition room and manned (or womanned) the registration table, the kind folks who kept the bottomless pot of coffee going from Wednesday afternoon to Saturday afternoon, and the babysitters who made it possible for Mr. and Mrs. Editor to attend all the evening activities, were volunteers from the Norfolk and Virginia Beach Stamp Clubs *who are not even members of BNAPS!* Now that's hospitality! Thank y'all.

A Merry Christmas
&
Happy New Year
to You and Yours

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THE PRESIDENT'S CORNER

by Jim Lehr



This will be my last chance to talk with you in The President's Corner. Over the last two years I've tried to keep everyone aware of new appointments, new activities, new and old problems, and to cover some of the reasons why BNAPS is such a great organization.

New appointments keep coming, right up to the end. After doing a good job of organizing a workable procedure for running Book Department sales, Bill Pawluk has had to resign. The new Manager is Dave Clare of Oakville, Ont. Dave is developing a promotional program to expand our handbook sales and we wish him the best of luck in his new job. In addition, Harry Machum's work has been keeping him away from home so much that he has relinquished his position as Librarian. During my recent visit with the Prairie Beaver Regional Group in Texas, Don Makinen of Freeport, TX agreed to accept the appointment as Librarian. The entire regional group became very interested in working with Don in expanding the activities of the Library. We all owe Harry Machum much appreciation for handling this difficult job over the last few years.

Last year the Board of Governors discussed the fact that much of the early history of the Society was being lost as older members passed away. It was decided that we should have an official Historian to research and record activities

since BNAPS' startup in the early 1940's. Our new Vice-President, Ed Whiting (membership number L-61), has accepted appointment as BNAPS Historian. Ed will be assisted by Bill Rockett and Ron McGuire. Anyone with old programs, pictures, stories, etc. should contact Ed, Bill, or Ron.

Our convention at Virginia Beach is now history—an outstanding convention. The last three or four conventions have all been excellent and I hope that many of you who have never been to a BNAPS convention will give serious consideration to making Winnipeg next year. The people you meet (many of whom you may have corresponded with), the many stamp activities, and the general fellowship make them hard to pass up once you have tried one. One of the real strengths of BNAPS is the way the wives (few of whom are members) go out of their way to make sure that wives of new attendees are invited to join their activities. Past experience has shown that if we can get members to one or two conventions, they're hooked. Try it—you'll like it!

My final plea to all members is that you become more active in your Society. Believe me, you will get much more from it than you will give. Elma and I wish all of you a wonderful holiday season and an exciting and rewarding 1983. Good stamping!

Reminder!

1983 dues notices were mailed with the last issue of TOPICS. Now is the time to send your cheque to the Treasurer. UK members can make their payment in sterling (see this page in the last issue).

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All of the following items for an immediate cash settlement at very generous prices:

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LETTERS

THE NEW SCOTT CANADIAN 'SPECIALIZED' CATALOGUE

As collectors of Canadian postal stationery, I suppose we should be pleased that the editors of the 'Scott 1983 Specialized Catalogue of Canadian Stamps and Covers' actually decided to add Canadian postal stationery to their listings. Unfortunately, the listings do not use either the Webb catalogue numbers (normally used in Canada) or those from the Higgins and Gage Catalogue (which is used to some extent elsewhere). The contents of the listing are a poor echo of those in Webb's Catalogue. Typographical errors abound.

As Scott has done in the U.S. listings, wrappers and postal bands are integrated into the envelope listings. This is not a good practice for the U.S. issues and it is particularly bad for the Canadian because, for a period of at least thirty-five years, bands and wrappers were produced by the same printers as the postal cards and stamps, while the envelopes were printed separately by Public Printing and Stationery.

Neither letter cards nor aerogrammes are listed at all. Private order envelopes are neither listed nor mentioned, but private order postal cards are integrated into the main postal card listing without comment!

In what must be one of the most confusing decisions ever made by an editor, the #8 and #10 envelopes are listed separately if, and only if, their prices are different. Furthermore, if the #8 envelope is less expensive than the #10, it is given the main number and the #10 envelope is declared the 'a' number. If the #10 envelope is less expensive, then the order is reversed. This policy, of course, falls apart completely when surcharged envelopes are noted. For example, U134 is the 17¢ on 14¢ envelope. The surcharge only exists on the #8 size 14¢ envelope. As the #8 and #10 size 14¢ envelopes do not have separate catalogue numbers, the reader might easily reach the incorrect assumption that both sizes of envelope were surcharged.

Another possible source of confusion is the use of bold face 'U' numbers for the envelopes and different, light face, 'U' numbers for the design types, all on the same line. The 'die' varieties for the George V cameo issue envelopes are badly described, and the wrong 'die' is as-

cribed to the 3¢ brown Dominion Envelope issue of 1922. Envelopes with return address messages are given separate listings in the Victorian period, but not in the George V and Elizabethan issues. The 3¢ cameo postal cards are partially omitted, and the 3¢ red cameo private order card is listed as a purple impression! Similarly the 4¢ red private order card of the 2nd Karsh issue is listed as violet! This is but a sampling of the errors, which are much too numerous to list completely here.

Prices listed, except where the compiler or the editor misinterpreted previous lists (e.g. U119a, U121 and U124a), are basically 25-35% higher than those in Webb's 1978 catalogue. However, these changes do not necessarily reflect changes in the market for any particular item. For example, a fair number of used copies of Webb P33i have come onto the market in the last four years, and it is probable that this item is somewhat overpriced at its 1978 value of \$75.00. The Scott Specialized price (UX33e) is \$100.00. On the other hand wrapper PB97 (Webb P23b) properly used in period is very scarce, and probably badly underpriced at \$3.50.

All in all, perhaps it is best that the index in the Scott catalogue gives the wrong page number for the stationery listing. Perhaps by the time the collector finds the section, the 1984 edition will be out and the listing will have been redone — this time properly. It is fortunate that a new edition of Jim Webb's catalogue should be available in the next few months, before very many people attempt to catalogue their stationery using the mess that is in the Scott's Canadian 'Specialized' Catalogue.

R. J. Lemire, for the

BNAPS Postal Stationery Study Group POLPEX TO FEATURE MILITARIA

POLONUS, the largest Polish Philatelic Society in the free world, is preparing for POLPEX 83/MILITARIA. This exhibition, international in scope, will be held at the Palmer House in downtown Chicago March 18-19-20, 1983. It will honor the 300th anniversary of King Jan Sobieski's Victory at the Battle of Vienna. POLPEX 83/MILITARIA will be the largest showing of philatelic and numismatic material of Polish and Foreign Militaria ever staged in the United States and will attract collectors from all over the U.S. and abroad.

POLPEX 83/MILITARIA will be the first major philatelic exhibition of the 1983 season in Chicago. U.S., U.N., and Canadian postal services are invited to set up booths. A bourse limited to 50 dealers will operate on the premises.

Two-hundred frames of 16 pages each, of philatelic and numismatic collections, will be presented in the Court of Honor and in competitive classes. Collectors from the United States, Canada and abroad are invited to exhibit. All types of military and war related material is acceptable. The deadline for entries is January 15th, 1983.

I have been appointed the Commissioner for Canada and have the necessary application forms for anyone wishing to exhibit. I will personally carry the collections to and from the show. Canadians interested in participating should get in touch with me at 26 Parkcrest Drive, Scarborough, Ontario M1M 2Z1.

American members can write directly to John S. Bobo, Entry Chairman, 1668 Sycamore St., Des Plaines, IL 60018.

Thank you.

Miet Kamienski
Canadian Commissioner

MORE ON PRECANCELS FROM FRANK CAMPBELL

That was a fine article on precancels in the July-August TOPICS. Mr. Lussey visited me recently and I enjoyed his visit very much.

I don't know why the Post Office made inverts. Also, a double could not be made on a cylinder press, unless definitely planned.

The clamshell press is a collector's delight for odd things—I spent 40 years at printing, and I know. It was foot operated if desired. It had a throwoff of a quarter inch when a mistake was made, and that made a lot of indefinite prints which are characteristic of multiple impressions. When a sheet went wild as it missed the pins in the platen, anything could happen. At times the sheet got in the inked rollers and was cancelled and torn.

Government prints of sets all contained both regular and invert precancels. I bought the complete set from a collector in Owen Sound. The postmasters at Paris and St. Thomas said the higher values on that government list never got to their Post Offices.

Vancouver Dollar precancels I got from a R.F.D. carrier who had packages of 100 circulars to put in each box on his route. There was a

dollar precancel on the cover.

Copper electroplates were 10 on a base of wood. Calgary had one of the plates upside down, and I saw a pair vertical, with one invert.

Brown's Nurseries, which was near Niagara, now in Welland, specialized in grafted apple trees. It used its third class precancel to a large mailing list in Nova Scotia, near Kentfield. J. D. Cox, the postmaster at Upper Stewiacke, Nova Scotia, took the precancels from unclaimed mail and was a source for third class stamps. His precancel collection was burnt in a barn fire, but he started again and in his time had the premier collection of precancels.

Sydney I found in a mixture from East Southampton, N.S. Sonne and I thought it genuine. Ottawa confirmed this, adding that the balance of the stamps had been returned to Ottawa. The local merchants had quickly raised a fuss about parcels being trucked from Moncton to get a better local rate. Later I bought another Sydney for \$5. At Truro the merchants had the same problem. Mr. Cox got some before they, too, were stopped.

Moncton and Winnipeg had an enormous number of precancels.

Windsor was near my home and I often bought full sheets of precancels for my friends. I had a written permit from Mr. Atwater to buy small quantities of precancels for collections.

The Rock Island, Que. precancel was used by a corset company, owned by a collector, who is reputed to have seen that no one got a block of precancels.

On another subject, I once had an emergency cancel from Beaverton pictured in TOPICS. The office had been set on fire during a burglary.

All for now.

Frank W. Campbell
Royal Oak, Michigan

DELIVERY PROBLEMS

Regarding delivery problems with TOPICS—I think that you would be interested to know that I received, on 27 July 1982, my dues notice which was posted in the United States on 26 October 1981, via air mail.

The envelope is in good condition, and carries no markings other than the original postmark. It would be interesting to know where it has been.

E. K. Holden
Florida, South Africa

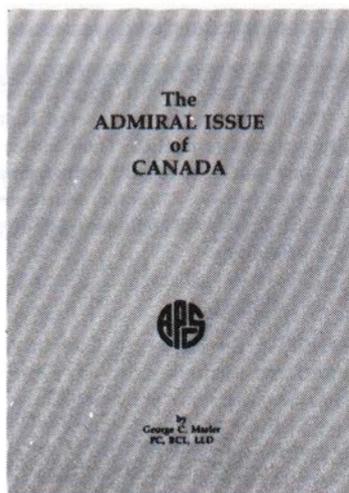
The Assistant Secretary assures me that it was not sent by flying fish—Ed.

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NOTES

NEW EXHIBIT CATEGORY

PAN PACIFIC EXPO, the 1983 spring meeting of the APS, has announced that 'Postal Artifacts' has been added as an exhibition category for next May's show in Portland, Oregon.

Examples include postal scales, stamp vending machines or cancelling devices, mail vehicles (the organizers have expressed some concern over size and weight), mail boxes, etc.

See the CALENDAR in this issue for more information. The Prospectus is available.

SHIP STAMP COLLECTIONS

Some collectors of modern issues have had trouble finding the Canada Post Ship Stamp Collection. Ron McGuire has discovered that a large supply is available in B.C. These collections may be purchased for \$8.00 each from: Captain Colin H. P. Shaw, Director, Maritime Museum of British Columbia, 28 Bastion Square, Victoria, B.C. V8W 1H9.

AUSIPEX 84

The AUSIPEX 84 Executive Committee have announced that Australia's first truly international philatelic exhibition will be held under the patronage of the Federation Internationale de Philatelie (F.I.P.) and auspices of F.I.A.P.

They have also announced that, thanks to guaranteed support, it has been possible to reduce the charges for dealers' booths to half those previously advised.

The Canadian Commissioner for AUSIPEX 84 is Dave Dixon. See the CALENDAR elsewhere in this issue for more details.

BNAPSers IN THE NEWS

Thanks to Garvin Lohman, Bill Wright and Ed Whiting for the following items -- Ed.

— A long time member of BNAPS, Austin V. Mifsud, # 1590, received two awards at the recent convention of the American Stamp Dealers Association in San Francisco. He was awarded a Gold medal for British Columbia and Vancouver Island, and the Robert Lewenthal award for Western Postal History. The late Robert Lewenthal was the dean of Western

United States Postal History, embracing all the Western Territories and the Pony Expresses.

— Clarence Stillions, Chairman of the BNAPS Editorial Board, has been elected to the Board of Directors of the National Philatelic Exhibitions (NAPEX) of Washington, D.C.

— BNAPS members are also prominent in the Society of Philatelic Americans. John M. Buckner is President of the SPA, Bill Bogg is a Director, and Robert Brandeberry has just retired after seven years as the SPA's Executive Secretary.

— Ted Kilish recently showed a colour slide presentation on Canadian Machine Cancellations to the West Suburban Stamp Club in Plymouth, Michigan. On the other side of the continent, Clell McElroy fielded forty-five minutes of questions following a talk entitled 'Canada, Selected Pages' given to the San Leandro, California Stamp Club.

TRADE ITEMS

Dealers, Auction houses and publishers are invited to send press releases, auction catalogues, etc. to the Editor. Information will be extracted for this section of NOTES.

— Harmers International season opening auctions in London and New York marked the return of the collector to the market. Mr. Raymon Haffner, Assistant Managing Director, commented: "The international stamp market appears to be entering a period of consolidation—collectors are buying increasingly actively, in the belief that the market has bottomed out. We are experiencing a marked increase in the number of collectors attending the sale in person—this is a welcome trend".

— The acquisition of H. E. Harris & Co., Inc. by a small group of west coast investor/businessmen has been announced by Harris president Wesley P. Mass, Jr. The change became effective August 25, 1982.

The 67-year old Boston, Massachusetts firm has been a subsidiary of General Mills since June, 1973. The Company's Craft, Game and Toy Operation purchased Harris when its founder, Henry Ellis Harris, retired, and at a time when many large corporations were diversifying by acquiring a wide range of small bus-

inences. During the decade under the General Mills banner, Harris expanded its penetration into the toy, hobby and mass-market fields, and added several new markets — grocery, drug chains, bookstores, and others, thus giving stamp collecting the widest exposure it has ever had.

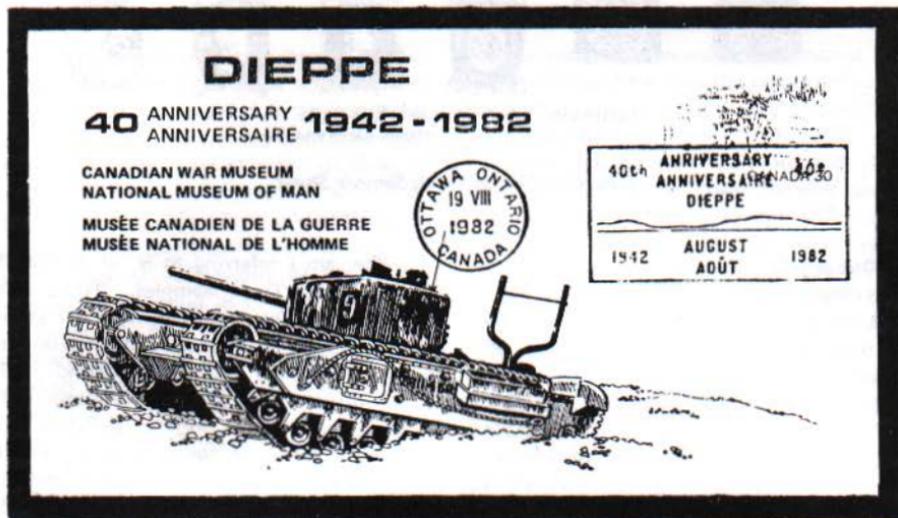
The change came about when General Mills decided to divest itself of subsidiaries which did not fit within one of its five business groups.

— R. Maresch & Son held their season-opening auction of the Marler Collection of The Admiral Issue in Toronto on September 29th & 30th. A very active and competitive floor produced many new record prices. Floor bidders, from across the continent, bought 90% of the lots away from the book and only very high

mail bids were successful.

The sale started well when a Precancel collection, a Perfin collection, a collection of Pyramid Lines and R-Gauges and the War Tax Die Proofs all sold well above estimate. The second day saw prices more in line with pre-sale estimates. A Maresch spokesman stated that the number of bid sheets received for this sale was up 50% over the previous auction, a good portent for the market.

— Jim A. Hennok Ltd. has available a new, illustrated, catalog of 'Select Offerings for Out-right Purchase'. Included in the list are Canada B.N.A. and Commonwealth stamps, Canada covers, Canadian R.P.O. cancellations and Newfoundland cancellations.



ANNIVERSARY OF THE DIEPPE RAID

To commemorate the 40th Anniversary of the Dieppe Raid, mainly by Canadian military forces, on 19 August 1942, the Canadian War Museum has prepared a special commemorative envelope depicting one of the 27 Churchill tanks of the 14th Canadian Army Tank Regiment, either knocked out of action or bogged down in the stones of the Dieppe Beach.

The envelopes bear one of the 12 thirty cent stamps issued on 30 June 1982 depicting scenes of Canada painted by 12 famous Canadian painters, and have a special die cancellation dated at Ottawa on 19 August 1982. The die cancellation depicts the French coast line, in-

cluding the beaches attacked at Puys, Dieppe and Pourville. Inside the envelope is a bilingual (English and French) card providing a brief account of the raid.

Envelopes may be ordered directly from the Canadian War Museum, 330 Sussex Drive, Ottawa, Ontario, Canada, K1A 0M8 at \$1.25 Canadian, postpaid. The Canadian War Museum has also published an account of the Dieppe Raid by Canadian military Historian Lieutenant Colonel T. Murray Hunter. This soft cover book is available at a cost of \$12.95 Canadian, post paid. All payments should be by money order payable to the National Museum of Man/Canadian War Museum.

PERKINS BACON TRADE SAMPLE PRINTS

Robert H. Pratt



PRINTED MARCH, 1929. COPY OF PRINT MADE IN 1902.
PERKINS, BACON & Co., Ltd.

A Perkins, Bacon Trade Sample Sheet

This article is being written for the benefit of the collector inexperienced in the art of engraved die making. Hopefully it will save him from the blandishments of recently arrived and self proclaimed EXPERT dealers and auctioneers. In Canada, and more recently in the U.S.A., there has arisen a group of new dealers who have lately acquired (at unbelievable prices) the remnants of the Harry Nissen vaults. This material, comprised of things that Harry had not disposed of himself, came originally from the files of the Perkins Bacon firm, which went under in 1936.

A wealth of proofs, art work, trial runs and file remainders was acquired, too much to be dispensed in large quantities, and Harry wisely doled it out sparsely over a period of time. When final disposal came at the hands of another dealer and auctioneer, thoughtful distribution was abandoned and mass disposal to quickly realize profit flooded the market with excess material. The gullible and unknowledgable dealers who purchased the remainders liked the sweet talk of the seller, and now we have a market full of badly described and falsely imputed proof material.

What am I referring to is, of course, the Perkins Bacon Trade Samples. Today these novices are calling them reprinted die proofs. To unravel this misuse of words one can do three things: first, read this article; second, if this article intrigues you, read the synopsis on the Trade Sample sheets in the author's book *The Pence Issues of Newfoundland*, recently published by the Vincent G. Greene Philatelic Foundation of Toronto (and being sold today by some of the very dealers and auctioneers involved). A whole chapter is devoted to this subject, along with detailed information on Plate X, which was not available when the next item was written; third, if you desire still more detail, the author wrote a lengthy article, *A Preliminary Report on the Perkins Bacon Trade Sample Sheets of 1902 and Later*, which included detailed descriptions of the many papers and colours involved. This article was run in the May, June and July 1968 issues, Volume 82-No's 5, 6, & 7 of the *American Philatelist*. The information gathered by reading any or all of these articles will dispell any doubt about the origination of the items called "Reprinted Die Proofs".



PRINTED MAY, 1929. REPRINTS OF SPECIMENS PRINTED 1902-1919.
PERKINS, BACON & Co., Ltd.

Plate 1A, Showing Defacement

A word about die making in the mid 1880's. This was the period of the line engraved die, and the masters who created these wonderful designs. The engravers worked with their own special tools, which were able to cut deep or shallow lines in a specially prepared soft block of hardenable iron. These lines, when filled with ink which would then transfer to a suitable incompressible piece of soft board or paper, left the engraved impression in the form of raised ink on the board. After the engravers work was finished and the design approved, marking lines were often added to make multiple transfers to a SOFT plate possible. The die was then hardened and finished die proofs taken. Prior to this stage, the engraver would from time to time make proofs, for observation of his own work and to make corrections possible.

How then to transfer this marvelous work to a plate with multiple impressions? A soft roller was firmly pressed into the hardened die by rolling back and forth. If unneeded raised lines resulted (don't forget, the roller would have the reverse condition-raised instead of cut, lines) they would be removed by trimming to roller height. With the roller in satisfactory condition, it too was hardened and the resultant raised image transferred to multiple impressions on the soft plate. After all the items had been impressed, this plate was also hardened (for stamps, but not always for Trade Sample Sheets) and sent to the press room where the printed replicas were made.

This short course in plate making will

give the reader a reasonable background from which to judge if the reproductions from a plate, reprinted or not, can in any way be considered DIE PROOFS.

Illustrated in this article are two of the plates from which the Trade Samples emerge. On plate 1A you will note that most of the value tablets have been defaced. This type of defacement exists only on this particular plate, and a few post usage die proofs of the 8d in black (circa 1929). This also brings to mind that, with one exception, the die proofs were never on any other paper than soft board and a greyish white medium paper for the 1d and 3d. (The exception - a single 1 shilling orange on laid paper.) All of these are extremely rare. The original dies are presently in the trophy room of the Royal Philatelic Society in London. They have been rendered useless by surface scratches purposely made, however they in no way bear defacements in any way resembling Plate 1A.

The Trade Sample sheets were originally prepared for the Herts Philatelic Society, to embellish their annual banquet menus. They were the vehicle from which defaced die proofs were made. This later was expanded so as to give the Monarch some undefaced imperforate examples, in muted colours, of the previously existing stamps.

After World War I additional sheets were prepared, from the original roller, to give a prominent dealer in London exact examples of the early stamps for comparison against forgeries. These were in colours lovely to see, but not the

same as the issued colours. Later, cupidity raised its ugly head. With the help of a conniving printer the old sheets were again reproduced, this time in more garish colours, and items detached and sold as die proofs to reward (it is said) the printer and a relative of a member of the firm. When this affair was discovered, more sheets were printed, this time with a lower title explaining that they were reprints of sheets prepared in 1902 and later. Single examples, separated from the sheets and the lower title,

are what are now being touted as reprinted die proofs.

I hope this story will prove effective, and that we shall see the last of 'reprinted die proofs', and that these neophytes will learn how to properly describe the Perkins Bacon Trade Sample Sheet remainders. It is curious that they already know how to describe similar items prepared by the American Bank Note Company. Let's get Perkins Bacon in proper perspective!

IN MEMORIAM

DAVID LIDMAN

David Lidman, makeup editor of the New York Times from 1954 until his retirement in 1973, and the newspaper's stamp columnist for more than a decade, died recently at his home in Southbury, Conn. He was an Emeritus member (#263) of BNAPS.

His *Treasury of Stamps*, a large work of philatelic history, was published in 1976. Previous works included *Philately Below Zero* (1958), a postal history of Alaska; and *The New York Times Guide To Collecting Stamps* (1970).

Mr. Lidman also edited many major philatelic publications such as a weekly stamp journal entitled *Philately*, which he helped found in 1946; the *APS American Philatelist*, 1951-1960; *Chambers Stamp Journal*; *Western Stamp Collector* (eastern editor); *The Essay-Proof Journal*; *The Congress Book*; and *The National Philatelic Museum Bulletin* (1951-57).

R. A. PETERS

R. A. 'Ray' Peters, BNAPS member 1202, passed away in Phoenix, Arizona on June 19.

A native of Detroit, he was the owner of Peters Sausage Co. in that city until 1956, when he moved to Phoenix.

In 1962 he purchased the Phoenix Stamp Shop and became a familiar figure at stamp shows around the country.

His philatelic interests included Mexico, Canada and the US, and his exhibits of this

material won numerous awards.

Peters was also a member of the American Stamp Dealers' Association, the American Philatelic Society, the Arizona Philatelic Rangers, the Royal Philatelic Society of Canada, the Collectors Club of New York, and numerous other philatelic organizations.

ROBERT J. WOOLLEY

Bob Woolley, BNAPS # 68, was born in England in 1898. Following service with the British Army in World War I, during which he was wounded, he came to Canada in 1921. He became a land agent in the Department of Transport of the Federal Government. During World War II he served as a Recruiting and Personnel Officer with the Canadian Army.

While in high school, Bob started collecting stamps, building up a fine British Empire collection and specializing in British North America. Fond of perfin when they really were 'back-of-the-book' material, Bob was the long time Secretary of the BNAPS Perfin Study Group and a guiding force in the publication of the first three editions of the Perfin Handbook.

Bob was a former President of the West Toronto Club, in which he served as an officer for over 20 years. He was a member of the Toronto Stamp Collector's Club for 47 years, and served as its President in 1964-65.

Although in failing health in recent years, he still managed to attend quite a number of club meetings until his passing earlier this year.

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CANADA'S POSTAGE DUE STAMPS — 1906 TO 1965

Trelle A. Morrow

POSTAGE DUE STAMPS

POST OFFICE DEPARTMENT-CANADA

OTTAWA, 1st June 1906

Commencing on the 1st July, 1906, the present system of collecting unpaid postage will be discontinued and thereafter the following system will supersede the regulations now in force:

The Department will issue a special stamp which will be known as the POSTAGE DUE stamp and on delivery of an article of mail matter on which unpaid or additional postage is to be collected the Postmaster will affix and cancel as ordinary stamps are cancelled, postage due stamps to the amount of extra postage charged on such article.

This excerpt, from the Official notice to postmasters of accounting offices, heralded the introduction of Canada's Postage Due Stamps.

THE ACANTHUS SCROLL ISSUE OF 1906

The designer of the first Postage Due stamp reached back into antiquity for a motif. The Acanthus plant grows commonly in the Middle East. Its scroll, or reverse-curve leaf pattern, has been transposed into art forms through the ages—one well known application is the Corinthian column design found about 400 B.C. in Greece.

Although the plant can be grown in Northern latitudes, it has no direct significance to Canada. Selection of the scroll pattern does, however, reflect involvement with eclecticism and neo-classic art forms at the end of the 19th Century.

The first postage due issue appeared in 1906 in three denominations: the 1-cent, 2-cent and 5-cent. A stylized Acanthus leaf plus a numeral box are imposed on an engine-turned background. This issue enjoyed a 24-year life before being replaced by a new issue in 1930. During its extensive life, several plates were employed, and there was a great amount of variation in ink colours, inscriptions and

border markings. Towards the end of the series, in 1928, a 4-cent and a 10-cent value were added to round out the issue at five denominations.

The variety in printings can be further appreciated if we observe that the early issues commenced in the Edward period, and contained some of the printing characteristics of that era, then were extended through the Admiral period and acquired most of the trappings of that great issue. We see, therefore, many interesting features and oddities that do not occur in any of the future postage due issues. For the collector looking for a research subject, the long life and overall complexity of the first Dues issue provides all the prerequisites.

The stamps were printed by the American Bank Note Co. at Ottawa. Catalogues indicate that die proofs in both black and purple are in circulation. The 1-cent, 2-cent and 5-cent are also found imperforate. Plates were laid down over a period from 1906 to 1928 as follows:

One cent -Plate	1	May, 1906
	2	June, 1923
	3	March, 1925
Two cent -Plate	1	May, 1906
	2	May, 1906
	3	January, 1917
	4	January, 1921
	5	March, 1925
Five cent -Plate	1	May, 1906
	2	June, 1923
	3	February, 1925
Four cent -Plate	1	July, 1928
Ten cent -Plate	1	July, 1928

Examination of the different plates shows minor variations particularly in lettering. Some re-working of the die could have taken place and plate wear may have produced some of the typeface variations.

A list of the more exotic features of this first Postage Due issue will include such items as Printing Order numbers, lathework, guide



Type A Lathework

Type D Lathework

dots and pyramid lines. Plate 1 of the 1-cent value apparently experienced several printing orders, as evidenced by the numbers obliterated in the margin.

Lathework is found only on the 2 cent of the 1906 issue. The four normal patterns of the lathework in the Admiral issues are known as TYPE A, B, C, & D. The Postage Dues exhibit only two of these patterns, TYPE A and TYPE D. The dates of usage of the lathework follow those of the Admiral issues. For the Postage Dues, TYPE A was used on Plate 3 of the 2-cent from Jan. 1917 to Mar. 1917, and Type D was used on Plate 4 of the 2-cent from Nov. 1920 to Dec. 1924. Type D lathework is found on two papers, the regular wove and the experimental thin paper of Oct. 1924.

Perhaps even more obscure than the lathework items are the perforating guide lines—'pyramid lines'—found on the 5-cent value. The Admiral student will recognize these lines

as being found on a very few plates in the Admiral issues. (See cover illustration.)

Until the 1920's the Postage Dues were produced by the wet printing method. Paper was moist at the time of printing. When the paper dried, the gum was applied. The dry printing method which succeeded the wet process involved the use of pregummed paper of a very low moisture content. The exact date of change from wet to dry is not known as far as the Dues are concerned, but an estimate can be made based on previously recorded printing data. Dry printing commenced with some stamp issues as early as December 1922, and by January 1926 all stamps were being produced by the dry process. The thin experimental paper used for the Dues in October 1924 employed the wet printing process, so it appears that the change to the dry process, for Dues, occurred late in 1924 or in 1925.

The sizes of the stamps in the wet and dry printings vary due to paper shrinkage in the wet process: Wet printing size 21¼mm x 17¼mm; Dry printing size 21¼mm x 18¼mm. The dates of issue of the various plates indicate that Plates 1, 2 and 3 would be wet printings, Plate 4 could be mixed with wet and dry printings, and Plate 5 would be a dry printing.

THE INVERTED ACANTHUS ISSUE OF 1930

After the splendor and variety of the 1906 Acanthus Issue we now find an issue rather tame by comparison. The second issue of Postage Dues appeared in the same five denominations as the first issue. Each value was issued at a different date commencing in July 1930 and ending in August 1932. The design of this issue has been variously described as being the 'in turning scroll' in effect. A more correct name for the issue is the 'Inverted Acanthus'. The accompanying photo shows that the regular Acanthus and the Inverted Acanthus are prac-

the British American Bank Note Co., Ottawa. It appears a fairly tight rein was held on imperforate material. The 10-cent value is found imperforate horizontally and this item is the common listing in catalogues. Boggs lists the 1-cent, 2-cent and 5-cent as being found imperforate, but the author has been unable to confirm their existence.

Only one plate was used for each of the five values in the set. A departure from previous methods was made in marking plate numbers on this issue. The numeral 1 appears with no other working or inscription. By comparison one can recall other 1930 issues with the same sort of identification, e.g. the C2 airmail plate number.

THE 1933 POSTAGE DUES

At this period in our history there was a trend to make all postage stamps bi-lingual. The British American Note Co., Ottawa, produced the first bi-lingual Dues issue, commenc-



The Original (left) and 'Inverted' Acanthus Leaf

tically identical when compared side by side. To some extent the design motif shows irreverence to the Acanthus plant—by placing the stylized leaf pattern upside-down, the leaves of the plant slope the wrong way.

Two similar sets of die proofs of this issue have been observed in circulation. Printers were

ing in December of 1933 and completing the issue in May 1934. The life of this third issue was short, and production was small as for the second issue. The design of the third issue also departed from the first two issues. The engine-turned background of the earlier issues gave way to a simple rectangular grid. The classic Acan-

thus gave way to a very stylized leaf form at each side of the numeral box.

Only four values appear in this issue: the 1-cent, 2-cent, 4-cent and 10-cent. Imperforates have been catalogued for the 1-cent and the 10-cent values, the latter being imperforate horizontally only. The Essay & Proof Catalogue lists a large die proof for the 1-cent, and a small die proof for each of the remaining values. Apparently very little unauthorized material escaped from the security printers.

No marginal inscriptions appear in this issue except the simple plate numbers in all four corners, i.e. 'PLATE No. 1'. As far as the plate block enthusiast is concerned, this is certainly an improvement over the previous issue. Plate blocks from this issue are not rare, but a full set of plate corners would no doubt take some time to complete.

No varieties of any consequence have been reported in this issue. For those interested in papers, some variety in paper thicknesses will be observed throughout the issue.

THE 1935 MAPLE LEAF ISSUE

The 1935 Postage Due issue proved to have the most extended life of any of the Dues issues. Starting in 1935 with four stamps, the 1-cent, 2-cent, 4-cent and 10-cent, this issue picked up single additions of a 5-cent in 1948, a 6-cent in 1957 and a 3-cent in 1965. The issue was not replaced until 1967, giving a total life span of 32 years for these stamps. One might expect a tremendous variety in colours, platings etc. for such a long life, but this is not the case. Printing control was of a high calibre and odd-ball varieties were kept to an absolute minimum.

Two sets of die proofs of the 1935 printings have been observed in circulation. It is also interesting that the four imperforate stamps in circulation are only the denominations issued in 1935, i.e. the 1-cent, 2-cent, 4-cent and 10-cent values. Obviously, printing security has tightened considerably since World War II.

The design of the 1935 Dues shows a vertical format used for the first time. In the lower corners we see a return to the scroll pattern, although this time in a modified Acanthus motif. In the upper corners are maple leaves—appropriate, but rather late on the scene. The leaf symbol would have fit in very nicely with the definitive and pictorial Leaf Issues of 1930.



'Hidden Date' on the 1935 Issue

Design and printing was by the Canadian Bank Note Co., Ottawa.

Only 1 plate was used for each value, with the exception of the 2-cent which also employed Plate 2. This is an interesting feature of the issue, and those wanting to complete a plate collection should watch out for this item. It is not scarce, but most collectors and dealers don't realize it exists. Inscriptions are located in all four corners of the sheet, while the plate number is found in the lower left corner only.

An interesting departure in plate inscriptions appears in the lower left and lower right imprints. These were applied inverted on the 1935 Dues, and have caused a ripple of concern among some collectors who thought them a scarce variety. It may be an error, but all lower corners are the same.

1935 also saw the commencement of Secret Dates on Canadian stamps. This practice of hiding the date somewhere in the design of the stamp continued, through most issues, into the late 1960's. In the case of the Dues the figures 3 and 5 were placed in the right hand scroll design. The 3-cent issue of 1965 has an interesting feature—the 19 appears in the left side but the 65 was not added to the right hand scroll!

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POSTAGE DUE RATES

A collection of Postage Due covers can reveal quite an interesting rate structure. The postage due system was in effect for some time before the introduction of adhesive postage due stamps in 1906. An Act in 1889 established a double deficiency rate which is basically still with us today. A brief review of rates and special levies follows.

SINGLE DEFICIENCY

Forwarded mail—where a drop letter has been forwarded out of a particular zone to a regular letter rate address, only the difference between the two rates is charged. Returned mail—(other than First Class matter which is returned free of charge)—the most common examples are Third Class items being returned. The sender is required to pay

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Registered mail (any deficiency is deemed to be the responsibility of the postal clerk and not the sender)—If the clerk fails to collect the proper fee, the recipient is charged only the amount of the proper fee. This single rate has been in effect since World War II and is clarified as such in the Postal Guides. Back in the Admiral period a double deficiency rate was spelled out, however there seems to be some discretion on the part of postal clerks in assessing rates not in accordance with the Postal Guide.

DOUBLE DEFICIENCY

The double rate is charged on deficient mail generally, including parcels, although in

was made, and from 1966 to the present day a charge of 10¢ has been made. This tax is usually printed on the exterior of the Dead Letter return envelope. Further, if any deficient postage existed on the original letter being sent, this amount was added to the Dead Letter Return Charges. A separate rate schedule based on weight applies to the return of Newspapers.

Business Reply Mail—a rate exists both for envelopes and for cards. The rate for Business
DOUBLE ENDORSEMENTS

First class mail is usually forwarded from one country to another even though there may be a deficiency in postage. Generally, deficient postage is marked at the point of origin. In the case of International mail the deficiency will be marked in "centimes", the Swiss denomi-



Double Deficiency Rate. Special Delivery Fee Not Paid in Full

the case of parcels at least 1¢ must be prepaid. Services such as special delivery and airmail are also included in the double rate category.

FLAT RATE CHARGES

There are some postage due applications where the rate is neither single nor double the deficiency. These have been called flat rate applications. Two prominent examples are:

Dead Letter Returns—approximate dates have been established for Dead Letter Returns. From 1900 to 1954 a charge of 3¢ was made, from 1955 to 1965 a charge of 5¢

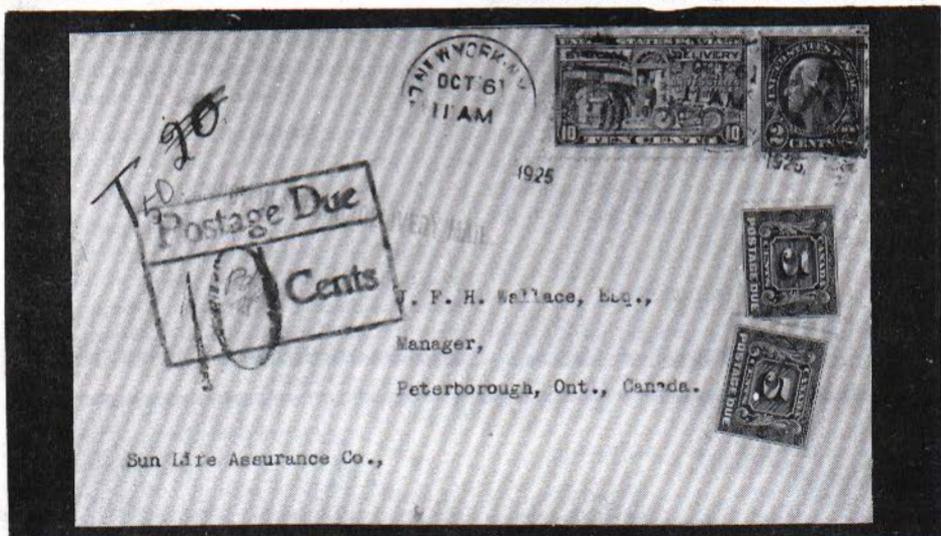
nation for cents, which was adopted by the UPU as standard international nomenclature.

The centime mark will read T/10, T/34, T/50, or whatever actual charge is required. Up Reply Mail is generally set at 1¢ over the normal rate for the type of mail. For example, in 1952 a business reply envelope was taxed at a 5¢ rate, composed of the 4¢ letter rate plus a 1¢ tax or surcharge. The card rate in 1952 was 4¢, made up of the regular 3¢ card rate, plus a 1¢ tax. In any case the total business reply rate was paid as postage due.

until the last few years the centime could be translated into Canadian money as being 1/5 of a cent, so a charge of 10 Centimes would translate into a 2-cent charge in Canada.

At the country of destination a translation to local currency is often added to the letter

tage due endorsements applied in Canada and those applied in other countries. Of interest are covers crossing the Canada-US border. Several examples have been found where covers originating in the US destined for Canada have been endorsed as postage due, but at the single



Cross Border Endorsement: Single Rate Charged as a Courtesy

so that local employees will be sure to collect the right sum. Therefore we have two endorsements on the cover, one foreign and one Canadian. This does not mean of course, that two charges are being made—one is simply the translation of the other.

ENDORSEMENTS ON CROSS-BORDER COVERS

It is important to distinguish between pos-

deficiency rate rather than the double rate which would normally apply. For example, one might find the straight line US endorsement reading "Postage Due 1 Cent" applied to a cover which should have had a 2-cent endorsement under Canadian regulations. The Canada Post Office has sometimes allowed such covers to pass through the mails at the initially endorsed rate and collected only 1¢ postage due.

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BNAPLEX '82



Art Leggett (l) accepts the Grand Award from Exhibits Chairman John Siverts

EXHIBIT AWARDS

GRAND AWARD

Art Leggett -- Leaf and Numeral Issues
"The final word on these issues."

GOLD

Joe DiCiommo -- Large Queens

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Harry Lussey -- Revenues (Felicitations)

"Comprehensive, well researched, well thought out, informative."

George C. Marler -- The Admiral Issue of Canada (Literature)

"The final word, or as near as can be, on this issue."

Allan Steinhart -- Post Cards of Canada

"Better in the frames than in the book."

Continued on P. 28



(l to r) Hilda Rocket, Caroline and June Banfield, Sue LaFrance, Ernestine Whiting and Elma Lehr prepare registration kits.



The Perfins Study



Setting up



Bill Rockett and the NATO representatives from the British, Canadian Navies prepare to open the show

Ed Whiting (l) and Ed Harris give their last annual reports before stepping down as Secretary and Treasurer





Group meets: (l to r) Don Fraser, F. H. Chafee, Wally Gutzman, Joe Purcell, Garvin Lohman, Ted Kilish, Mike Dicketts



The Flatland Cloggers entertained Thursday night.

BNAPEX '82



sh, American and



Allan Steinhart (l) is congratulated by Ed Richardson on being elected to the Order of the Beaver



Just looking!



Bob Pratt (l) accepts the Vinnie Green award from the donor



Three Presidents: (l to r) Mike Dicketts, Jim Lehr and Guy des Rivieres



Marva Paige receives a bouquet at the closing banquet

Larry Paige's birthday cake



Jim Lehr introduces Buddy Levine, wife of BNAPS founder, to the annual meeting

BNAPEX '82 AWARDS (continued)

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SKETCHes of BNAPSers

by Dr. Robert V. C. Carr

Sketch No. 191 ROSEMARY NICKLE

Yes, we do have the fairer sex as members of BNAPS, and some are mighty fine philatelists. This is the case with the subject of this sketch—Rosemary Nickle.

She is a rarity in Calgary -- a native daughter of the city. She and her husband, Sam, have made 22 consecutive BNAPS conventions including Banff in 1960 which she was quite active in organizing. She and Sam also gave us two great conventions in Calgary, in 1966 and 1973, and will again host our convention in 1985.

Philatelically Rosemary has, for a long time, collected 20th Century Canada. We have seen her Quebec Tercentenary issue exhibit win top medals at BNAPS shows. Her exhibits at both CAPEX 78 and WIPA in Vienna won vermeils. She also specializes in Pioneer and Semi- Official Air Mails, plus proofs of the MacDonald-Cartier



ing interests; pressed glass, silver, and historical china. A former ballet dancer, she has also become a collector of porcelain figurines of dancers. In addition, she remains active in local amateur theater and with the Calgary Highlander Ladies' Auxiliary.

Let us hope that Rosemary (and Sam) continue to attend our conventions (and exhibit.

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NEW CATALOGUE

At the time of writing (late August), the first copies of the new catalogue have been received, but it will be early December when this issue of Topics delivers this Cowcatcher, and many of our readers will already have picked up their copies of the new catalogue. Because of this interval comment on reader reaction is thus impossible until the next issue of Topics. Normally, Cowcatcher content is not critical to closing deadlines, but here we have an exception. So, onward and upward with new data and information. Railway cancellations are never static.

COWCATCHER UPDATE



Don Wilson

In the new catalogue we prominently displayed the unknown and unlisted S.S. OTHAR, a steamer cancellation on a 2¢ Newfoundland Princess illustrated here and previously shown in this column. Our thesis was that, properly broadcast, someone would pinpoint this vessel which we had earlier laid to rest. The stratagem worked! It worked so well that key data came in on the S.S. OTHAR before the catalogue was back from the printer! On a trip down to Newfoundland this summer, Palmer Moffat unearthed a 1910 Yearbook and Almanac of Newfoundland. In it, under Post Office Department, Bay and Coastal Steamers, we find the S.S. OTHAR serving the Fortune Bay District in

the South Coast Service. Awaiting the arrival of the S.S. GLENCOE from Placentia, the S.S. OTHAR departed Belleoram on Sunday, moving east around Fortune Bay through Terenceville to Fox Cove, with about a dozen intermediate stops coming and going. After returning to Belleoram, the vessel then moved west as far as Hermitage Bay, making almost 40 stops before returning once again to Belleoram, we presume in time to start out the following Sunday. While we do not yet know the name of the registered owner of this vessel, this data fully authenticates the conveying of mail by the S.S. OTHAR and we are pleased to list this single rare strike of Don Wilson, with an assist to Palmer Moffat, as follows: S-250 S.S. OTHAR/, Type 22B, 1915, R.F.-500*, Reporters-197, 209.



L.M. Ludlow

TO LIST OR NOT - IT'S LISTED - TWICE.

In the July-August issue of Topics, we agreed to list the use of the initials "RJH" in place of the year, as illustrated, in the Ornament Section. This has been done as follows: W-30a, Ornament # 116 Variety, 'RJH' clerk initials, Type 21L, 1915, R.F.-500*, Reporters-137, 142. Since locking the manuscript into the

printer, we can advise that Thurlow Fraser has come in with a new strike, a backstamp on cover where supplementary cancellations fix the date as November 19, 1913. This now gives us three reported dated strikes on cover or card. Accordingly, we can now change the listing above for the period to 1913-1915, R.F.-480, add Reporter 149.

In addition to the listing above, the initials 'RJH' in place of the year are also known for W-26. This too has been set up as a separate listing, as follows: W-25Z CAL. & VAN. R.P.O./B.C. (Initials 'RJH' replace year), Type 21L, 1922, R.F.-400, Reporter 16. This listing, of course, has no ornaments. While numerous strikes are known on stamp, we have only been able to pinpoint one card which gives us a fixed date of 1922. We feel assured that this time span will be expanded by future reports.

NEW CATALOGUE SUGGESTION

With twelve major listing sections, three supplementary listing sections and five important reference sections in a total of 272 pages, those of you who use the catalogue on a daily to frequent basis may wish to use index tabs attached at the beginning of each section. This will give quick access to each section, facilitating use of the catalogue. We explored this idea prior to final production of the catalogue but turned it down for two reasons, first, the cost increment would have been substantial, and second, this aid is probably required by less than 25% of those who will acquire the catalogue. Tabs should be reasonably wide and stiff, affixed 10-15mm into the page to reduce the danger of tearing.



JUDGEMENT CALL

Some of the listings we have set up present

a problem in type designation. A case in point is a strike first reported by Maggie Toms some time ago, Q-45C LEVIS ET MONTREAL / A. BUIES. Is it a full ring-a Type 5? Is it an oval-a Type 3? Well, actually a little bit of both. We have taken the position that it is closer to a ring than an oval, which makes it Type 5H. This illustrates that while most of our type illustrations, particularly those of steel hammers, are quite exact, those of rubber hammers, which easily swell and become distorted, must be evaluated with somewhat greater latitude. The example illustrated here, dated within six months of Toms' original find, is a lovely backstamp in purple on a registered cover from Havre St. Pierre, Que. to Fargo, N.D.



A.H. Stokes

CATALOGUE CONTRIBUTORS

Many people contributed new data and information to the new catalogue. From time to time we will illustrate some of the more important strikes that were sent in for verification. We were delighted to hear from a veteran railway collector, Hedley Stokes, Reporter 23, some four years ago. Subsequently he made available to us for confirmation the key items of his wide and varied R.P.O. collection, all of which were of great assistance in rounding out our time periods from what were some of his original reports. It is a pleasure to illustrate here one of his discoveries, a ticket stamp, TS-61g CANADIAN PACIFIC / RAILWAY / J. MURCHISON / AGENT / LUCKNOW, Ont., Type 1J, September 8, 1899, a lovely backstamp on a cover from Lucknow, Ont. to Toronto, Ont. The cover is franked with a 2¢ surcharge on a 3¢ Maple Leaf, killed by a barred cork,

L.M. Ludlow

with a Lucknow Squared Circle postmark to the side. A very pretty cover for Stokes.



LANDLOCKED DELISTINGS

In our old catalogue, numerous entries had been listed over the years which were collateral to the subject of transportation postmarks, but were not in their own right mobile post offices. After considerable mental wrestling and bullet biting, these were delisted as not being true railway or transportation cancella-

tions. Specifically, the following (using old numbers) were delisted:

1. Q-184C to Q-184I Father Point / Pointe au Pere
2. O-64A Cornwall Ont. / Marine Post Office
3. O-283D-O-283E Port Colborne Ont. / Marine Post Office
4. O-314B to O-314F Sault Ship Canal / Ont.
5. O-336B Thorold Marine / Ont.

As emphasized in the new catalogue, there is nothing sacrosanct about these delistings. We would welcome opinions from our readers as to whether they feel these are extraneous, or should be retained in the future in a separate section, as collateral listings related to marine service but not a part of the steamer section. Although the locations are few, the variety of cancellations is quite involved as several have been active for many years and the range of post marks covers the full spectrum of a normal post office. Thoughts on this subject are welcome.

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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

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

JANUARY 7-9: PHIL-EX, stamp show with international bourse. Sheraton Centre, Toronto.
Information: phone (416) 489-3759.

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, PC Box 3553, Sarasota, Florida 33578.

FEBRUARY 12: The second annual exhibition and bourse sponsored by the Burlington Stamp Club. Appleby Mall, Appleby Line and New St., Burlington, Ontario. Information: Frank Haller, 430 Belvenia Road, Burlington, Ont. L7L 2G6.

MARCH 26-27: The North Toronto Stamp Club holds its 40th annual exhibition and bourse. North Toronto Memorial Gardens, 180 Eglinton Ave. W., Toronto. Information: Jim Rayner, Beeton, Ont., L0G 1A0

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

BNAPEX '85 - Calgary, Alberta. Chairman: Sam Nickle

BNAPEX '86 - Detroit, Michigan. Chairman: Chuck Firby

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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 fascimile is in the National Postal Museum, Ottawa.*

Part 6



A typical interior of a small town post office. Clifford, Ontario, ca. 1880. Note that the lock boxes have combination locks. In most Post offices, lock boxes had keyed locks. The postmaster and his wife (who succeeded him after his death) are proudly posing for the photographer

POST OFFICES AND THEIR PERSONNEL

There was nothing more important in the movement of mails than individual post offices and postal employees. Postmasterships were normally given to responsible citizens who took an oath of allegiance and were bonded. They were expected to faithfully perform the duties and provide satisfactory service. The post office was often located in a general store or other

business. It was not uncommon to find one in a private house, where part of a front room would be converted accordingly. In many instances several generations of the same family would carry on as the local postmaster. Depending on the size and importance of a town a special building was constructed for the post office. In large cities the customs office would share the premises, as well as other government departments, and it would be known as

the Dominion Building.

Initially, it was very difficult to retain postmasters. In the 1820's only the Postmaster of Montreal received a salary equivalent to \$300 in currency. From this remuneration he had to pay the salary of his assistants, office rent, stationery and other necessities. For their services, all other postmasters received a commission of 20% of the postage they collected. This was very little in return for the duties they were expected to perform and the responsibilities they held.

Unfortunately, politics often had an effect on appointments in the post office. Alexander Davidson was postmaster and also publisher of the *Niagara Mail*. Since the paper was in political opposition to the ruling Baldwin administration, Davidson was prompted to write the following letter to the Prime Minister on 6 October 1849:

"I beg to acquaint you that being editor of the Niagara Mail there is understood to be a combination against me on account of my political opinions as well as from a desire on the part of some to obtain my situation as Postmaster of this Town. I have been in the Department upwards of 20 years, and never received a reprimand; and I always made my payments... Should the subject come before you I trust nothing will be done rashly, without enquiring into my general conduct or my demeanour".

Eventually postmasters received fixed salaries, but appointments continued to be very politically oriented into the present century. The following letters, written by supporters of a newly formed government to their Members of Parliament, are examples of the many which may be found. They almost always use relatively the same approach, although not usually so direct as these about their real motive:

"Now that we are in power again I would like you to see to it that _____ is removed as Postmaster of _____. _____ has helped us and should be given the post office there".

And now for the "punch" line -

"...which will also help his general store business do better than it's

doing at present."

'_____ is a noun (sic) supporter of those darn _____ and it is high time the _____ post office is run by one of hours (sic). The fact is you wood (sic) do well to give the postmaster to a _____'.

Again, direct to the point, the writer continues *"My wife's widow cousin is in need of money and would do as good a job as anybody. Will you help her to get it as soon as you can"*.

Postmasters were very susceptible to robbery. As with all aspects of postal activities, they had regulations to follow and the *Postal Guide* for reference. The following letter from the Post Office Inspector at Ottawa shows no sympathy for a postmaster who did not follow the rules:

*"Dear Sir,
I beg to acknowledge the receipt of yours of the 22nd inst., having reference to the robbery of the Low Post Office on the night of the 28th January last, and in reply have to say that I do not think the Department will recognize your claim of \$10.80 in view of the fact that you did not place the money in your safe. It is, therefore, a very fortunate thing that the amount stolen was not larger".*

Postmasters were issued with a ten dollar accountable advance which they were to keep overnight in a safe. There are surprisingly regular reports of postmasters neglecting to use their safe and losing their cash and stamps during break-ins.

LETTER CARRIER SERVICE

Street letter boxes, first introduced in Toronto in 1859, later came to Montreal. The Postmaster-General's report for the fiscal year ending 30 June 1865 states:

"Street letter-boxes are being placed in all the principal streets of Montreal for the reception of letters, etc. These boxes will be visited at regular and frequent intervals by letter-carriers charged with the duty of carrying the letters dropped in these boxes to the City Post Office for distribution and mailing".



Wagon used to transport mail between the main post office and the railway station in large centers. Hamilton, ca. 1898.

By the 1890's special horse-drawn vans were being used in the cities to collect mail from the street letter boxes. Prior to the existence of these boxes all mail had to be taken to the post office, where it was also picked up by the addressee. Some larger centers had home mail



Brantford letter carriers just beginning their walk, ca. 1898.

delivery, but a special charge was levied and collected from the recipient for this additional service. The carrier retained the fee as payment for his work.

Free home mail delivery by letter carriers was inaugurated in Toronto, Hamilton and Ottawa in 1875 (it had been first introduced in Montreal the previous October). Generally the carriers received a salary. However, for a short period in certain cities, such as Hamilton, they were not on salary but were compensated like their earlier counterparts, being permitted to retain the delivery fees. Only the large cities had letter carriers. The service was extended as the population of a community warranted and the post office budget permitted.

Over the years carrier uniforms and their duties have changed. Initially they sorted their own mail, delivered it, took letters for posting from residences on their "walks" and even sold postage stamps. There were very stringent rules for letter carriers' behavior, and booklets of regulations* to which they were expected to closely adhere. They were required for example:

- "...to devote their entire time to the business of the Department..."
- "...to be punctual..."
- "...to perform all duties with

dispatch, and avoid whistling, unnecessary talk, noise and confusion",

"...to invariably treat the public with proper respect...",

"...to endeavour by every means in their power to promote the efficiency of the service".

At one time, letter carriers, and the now non-existent Railway Mail Clerks, were considered to be the two most important classes of postal employee. They "come nearer to the business life, hearts and homes of the people more than any (group)", and "are messengers who mean much to the commercial community, and who convey to the homes of our peace-loving people those tidings of joy and sorrow which in all ages have been the inheritance of man". A bit too romanticized? Maybe so, but these people were considered to be the 'salt of the earth' during this era and well into the next. "No more welcome face comes to the door than 'Postys', and, be he the bearer of good news or ill, he never receives a frown from the recipient. His is a life of devotion to duty, which in rain or shine he conscientiously endeavours to perform". The records show the names of endless

numbers of long service letter carriers and Railway Mail Clerks who happily worked the same routes and scored 90 to 100% on their annual compulsory tests, year after year. There were even poems written about them. The poem which follows, although trite by today's terms, reflects and recognizes the sincere sense of duty and pride which prevailed at the time.

The Letter Carrier

He trudges along through the snow and the sleet,
With a pack that is heavy to bear,
The slush of the roadway has hampered his feet,
And the whiteness has powdered his hair;
But he stands by the gate with a smile on his face,
And his whistle is cheery and gay;
Oh, people who live in a far-away place,
Thank God for the postman to-day!

He carries a message that comes from the heart
Of a boy who has gone from his home,
And sometimes a letter to make the tears start,
From a soul that is sad and alone.
The news of a world that is far from our sight
Is stored in his magical pack;
And he mingles the sorrow with words of delight,
For he carries a world on his back.

-Author Unknown; Ca. 1900 (1)



Beginning in the 1880's, letter carriers had special cards to extend Christmas and New Year's greetings to their patrons. Often these cards had the carrier's name printed on them. Most are fine examples of the printer's art, particularly those in color or depicting contemporary forms of communication. This one was distributed by Toronto letter carriers in 1885.

CANCELLATION MECHANIZATION

In January 1891 a report* was prepared by Mathew Sweetnam, Chief Post Office Inspector at Ottawa, for Deputy Postmaster General William White, outlining the successful results of tests of the Hey & Dolphin Letter Stamping Machine (available by rental only, the firm refused to sell their equipment, probably because it was the most successful on the market at the time). This machine, in use at Washington and New York, "worked by one man, can stamp as many letters in an hour, as could be accomplished by four men in the same space of time". While this was probable in theory, a man could not feed the machine fast enough for it to reach capacity. Nevertheless, Sweetnam recommended that the Department obtain four machines for face-stamping and back-stamping letters, during peak periods, at Toronto and Montreal.

Although mechanized mail cancelling appeared to be suitable, the Post Office did not take action to obtain a machine until 1896. Electric machines were acquired on trial from The Canadian Postal Supply Co. Ltd. of Montreal, the Canadian subsidiary of The Imperial Mail Marking Machine Co. Ltd. of Boston. These units were manufactured by Pratt & Whitney Co. of Hartford, Conn. The machines were in-

stalled at the Montreal Post Office and were first used in Canada at 4:30 p.m. on 10 March 1896. One was also installed and used in Ottawa beginning 1 April 1896.

Officials of many foreign postal administrations wrote their Canadian counterparts for reports and advice on the new equipment. It was not long before other more improved and efficient machines came on the market, and competition among manufacturers became very keen. Mechanized processing of letters had definitely come of age, the machines improved the speed, and reduced the cost, of mail transportation.

CITY ELECTRIC STREET RAILWAY SERVICE

Beginning in the 1890s electric street railways were utilized to carry mail from the railway station to the main post office in certain major cities. In addition to Toronto and Berlin (Kitchener), Ottawa had this service, which the Post Office contracted the Ottawa Electric Railway Co. to provide effective 9 November 1894. The *Ottawa Citizen* of 30 December 1894 records.

"The Postmaster General of Canada pays the Ottawa Electric Street Railway a neat compliment in



Ottawa's Main post office, ca. 1894. After the top floor burned in 1904, it was rebuilt with a fourth story and no tower.



G. Ross, the Toronto Superintendent, holding a mail bag just before being take for a test ride in a National Cycle & Automobile Co. Locomobile steamer, May 1900

adopting as his annual New Year's card an exquisitely engraved illustration of the electric mail cars recently put into operation in the city. The Postmaster General's card goes to the principal cities of every nation".

An important feature of the contract was that it arranged for on duty letter carriers, in uniform, to ride street cars at no charge.

Initially, the Ottawa Electric Railway Company had three former horse-drawn cars converted and electrified. They transported the mail between the three Ottawa railway stations and the main post office at the end of Sapper's and Dufferin Bridges, now the location of the National War Memorial.

The three original cars were scrapped in the early 1900's and replaced with cars constructed by the Ottawa Car Manufacturing Co. Ltd. Numbered 103, 423 and 424 the new cars, like their predecessors, carried the "Royal Mail" insignia. They were used until the Post Office terminated the contract on 1 September 1911 and gave it to the Motor Transport Co.

The mail cars were converted to work cars. One (number 423) still survives and is preserved in the Canadian Railway Museum at Saint Constant, Quebec.

SERVICE BY MOTORIZED VEHICLES

By the end of the century mail in Ontario was passing through many hands and was carried in a variety of vehicles. The railways were transporting tons of postal matter daily, steam ships acted as carriers from port to port, horse drawn vehicles were still moving on their patient journeys in regions unblessed by the locomotive, and in some districts, wheelbarrows, bicycles or human backs were utilized to serve the needs of post office patrons. Most important of all were the many new innovations and inventions which made the twentieth century appear to be a very promising era for the further improvement of mail transportation.

The inventions included motorized quadricycles, trucks and automobiles. The National Cycle and Automobile Company's Locomobile steamer was the first automobile used by the Toronto Post Office. Made in the United States,

the four-passenger model sold for \$1,350.00, and the two-passenger version for \$900.00 On 1 May 1900 a campaign was launched to sell locomobiles to the Post Office for mail delivery. National's elaborate crest was on the dashboard at the front of the vehicle. To calm suspicions of an American takeover of the bicycle industry, it featured a British lion and an American eagle hovering under a Red Ensign and a Stars and Stripes, with a bicycle in the background.

By the summer of 1900 National Cycle had become a subsidiary of Canada Cycle & Motor Co. (CCM), the bicycle branch of Massey-Harris Co. Ltd. After much negotiation, the firm convinced Post Office officials to test two locomobile steam trucks and a Massey-Harris quadricycle. In their letter of 13 December 1900, CCM confirmed that they:

"...propose to furnish to the Post Office Department six (6) of our Motor Quadricycles for the use of the Department in the collection of mail from Letter Boxes. We enclose specifications of the vehicles such as we propose to furnish. A working test of the util-

ity of these vehicles has lately been made by your Department in this city, under the supervision of Mr. George Ross, Assistant Postmaster, and we understand that this has turned out very satisfactorily. The price at which we propose to furnish the Department with six of these Motor Quadricycles is \$500.00 (Five Hundred Dollars) each. We could deliver two of these vehicles in 30 days and four or more others within 60 days after the receipt of the order".

The specifications referred to may interest the technical types:

MOTIVE POWER	Hydro-carbon engine
FUEL	Gasolene or naphtha
TYPE OF MOTOR	Improved "DeDion"
CAPACITY OF MOTOR	3 horse power
IGNITION	ELECTRIC SPARKING - Dry Battery



National cycle and Automobile Co. Ltd. Locomobile Steam Truck.



CCM Quadricycle

SPEED	from 15-20 miles per hour
HEIGHT OF WHEELS	26"
TIRES	"Dunlop" pneumatic rubber tires (2 1/4")
WEIGHT	275 lbs.
BRAKE	Friction lever brake acting on rear axle
COST OF RUNNING	1/3¢ per mile
CAPACITY OF VEHICLE	400-500 lbs.

The "cost of running" certainly sounds inviting in view of today's constantly rising fuel costs.

Quadricycles were used to deliver presorted mail directly from the overnight Montreal train to Toronto sub-stations. The tests were so successful that Postmaster General Sir William Mulock ordered six quadricycles and three locomobiles for regular use. CCM confirmed the welcome order in their letter of 20 December 1900:

*"Telecon, TUE last
We desire now to thank you for
the order of six quadricycles to
be fitted with a proper receptacle*

for the collection of mails from the boxes throughout the city. We have had an intervire (sic) with Mr. Ross, the Assistant City Postmaster, and understand that a sketch of the box that is required in connection with the Quadricycle is now being prepared by the Government Architect and will be handed to us very shortly. We expect to have two of these quadricycles ready for delivery in 30 days, and the balance will follow shortly afterwards.

By advice of Mr. Ross we have also put in hand one motor express wagon and hope to make delivery of it about the 1st of February. Thanking you for the above orders, we are, yours truly."

The quadricycle was CCM's first venture into automobile manufacturing. It was also the first production of gasoline powered vehicles in Canada. Eventually it proved to be of limited usefulness. Although it had regular bicycle pedals to help on hills, the vehicle was grossly

underpowered for commercial use. Furthermore, postal clerk drivers demonstrated a lack of chauffering skill. Not until about 1905 did advancements in the industry make motorized transportation suitable for Post Office requirements.

A FINAL IMPROVEMENT

Free rural mail delivery, a service important to the residents of Canada living in the country, was first considered by the Post Office in January 1901. Based on the system introduced by the United States Post Office in 1892, it took considerable effort on the part of George Wilcox (2) before the first delivery was established in Canada. Initially neither the Conservatives nor the Liberals considered the service worth the cost. However, because of Wilcox's lobbying, and the support and interest he was able to muster, the matter became a promise of both parties during the election of 1908. The first route, between Ancaster and Hamilton, was inaugurated on 10 October 1908.

CONCLUSION

The Canadian Post Office recognized nineteenth century Upper Canada mail transportation on three of the four postage stamps issued in 1951 for Capex, Canada's first International Postage Stamp Exhibition. The four cent value features an artist's conception of a scene on the 'Bytown and Prescott Railway', which provided railway mail service along its sixty mile route. The five cent denomination depicts a water-colour, by George Adrian Cuthbertson, of the Royal Mail Line side-paddle wheeler "City of Toronto", which carried mail between Prescott and other St. Lawrence River and Lake Ontario ports. The seven cent issue shows another artist's conception of an Oliver stage coach passing in front of Jordan's York Hotel on King Street East, Toronto.

Over the ten decades of the Nineteenth century the frequency of mail delivery increased from one or two times a year to twice daily almost every day of the year, at post offices in



First Rural mail delivery, Hamilton to Ancaster, 10 October 1908. The wagon was painted a bright red. Also shown is the first type of rural mail box.

larger towns and to homes in larger cities. This is quite an amazing progression in the effectiveness of what was considered by many to be the most important service provided by the government, a service which did much to settle and improve the lot of those living in present day Ontario.

I gratefully extend special thanks to James

W. Brennan, Susan Deschamps, Graham Noble, Mike Street and Dr. F.G. Stulberg for their assistance.

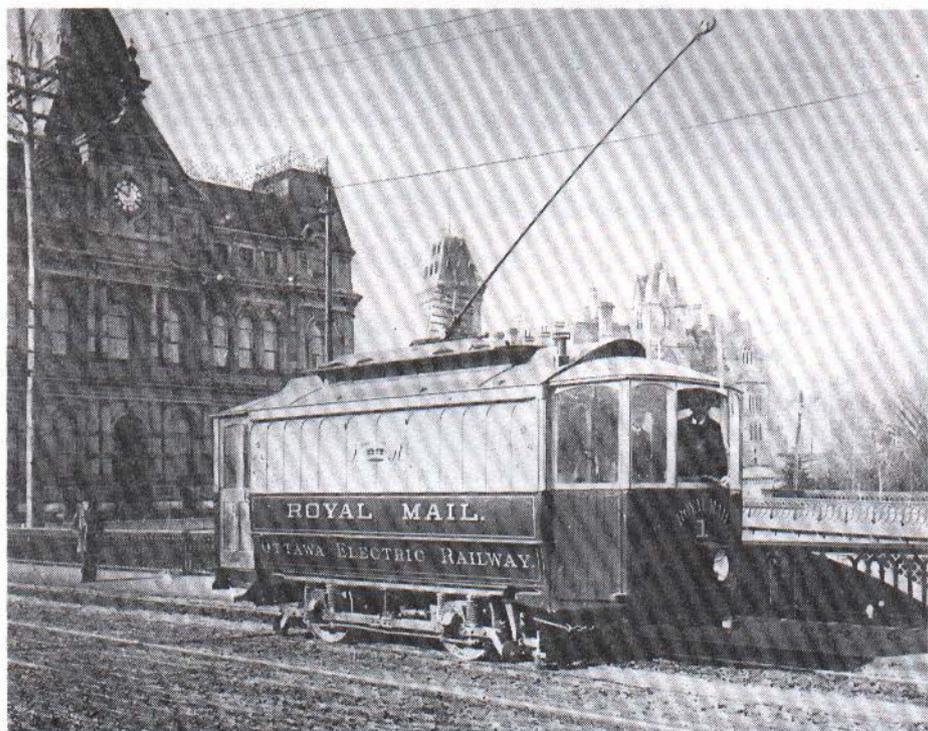
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Rev. B. P. Squire, Carrying Place, Ont.
National Library of Canada
Metro Toronto Library Board
Dr. Fred Stulberg, Downsview



Ottawa Royal Mail Car Number One, ca. 1894.

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LITERATURE REVIEWS

BNA Philately in Print

THE ADMIRAL ISSUE OF CANADA; George C. Marler; American Philatelic Society, State College, PA, 1982, 566 pp. \$35 US.

Rearrange that shelf which holds your Boggs and Jarrett to make room for another classic. Anyone familiar with his book on the Edward VII Issue knows the thoroughness one can expect from Marler. They will not be disappointed with this work. General collector and specialist alike will be overwhelmed by the amount of information and detail they will encounter upon opening this hefty volume.

Some 566 pages in length, it contains nearly as many photographs as pages, 254 of which are in colour. Unfortunately, while the photos are exceptionally clear, the colours are not accurate. It is this reviewer's opinion that if a better job could not have been done on the colour reproduction, it would have been preferable to use black and white throughout.

This single weakness is quickly forgotten when the reader sees what the book has to offer. Marler opens with a thirteen page Table of Con-

tents and caps it off with a ten page Index, which makes it extremely easy to find your way to any particular item. The book is divided into five main parts, comprising 22 chapters which are further organized into numbered sections and sub-sections. There are also 17 appendices scattered throughout the book.

After 93 pages of 'general' information about the sheet stamps, booklets and coils, Marler launches into separate analyses of each stamp which, combined, encompass every possible aspect of the issue. It is a specialist's dream!

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One cannot help but be extremely impressed by the years of love and dedication the author put into this work before he left us. It is fitting that this final work is a masterpiece. RET

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Can anyone shed any further light on it?

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- 4195 WELSH, Stephan T., 53 Cardwell St., Orangeville, Ont. L9W 2V7
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- 4196 FIEDLER, Brian C., 96 Brian Dr., Willowdale, Ont. M2J 3Y5
C Canada squared circle cancels, small Queens used, large queens used.
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D Admirals, Newfoundland. Proposed by L.R. Paige 2384, Seconded by
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