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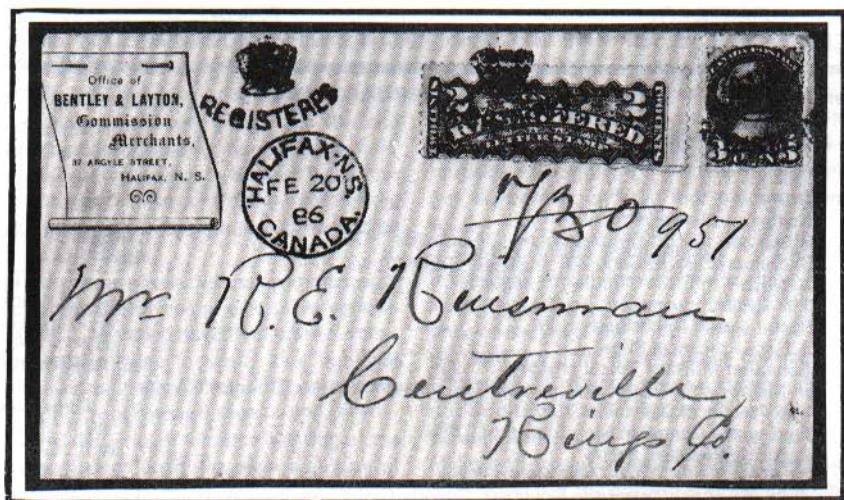
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# BNA TOPICS

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OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

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**BNAPS**

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## BNA TOPICS

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# THE EDITOR'S PAGE

by MIKE STREET

## CAUGHT IN THE ACT

One of the important convention jobs is taking pictures so that there is a bit of a record of the Society's activities and the people who make up our very friendly group. To this end the Editor pops up here and there, usually starting people with the camera flash as he buzzes by. In Winnipeg a member of the show committee was helping out with the pictures, so the flashes were more noticeable.

In the course of one discussion it was pointed out that the Editor's picture had never appeared in TOPICS, to which he replied that a suitable photo had never come to hand. This reply was met with a note of skepticism which the Editor chose to ignore—at his peril as it turned out.

During the Annual General Meeting of the Society the Editor dutifully took a picture of each of the officers as he/she read their reports. Then came the Editor's turn. Mid-way through the dull reading, the Editor was noticeably startled when a flash went off in his face. A certain amount of hilarity ensued as he became momentarily lost for words, which is very unusual. He persevered, finished reading his report, and went back to disturbing others.

The surprise came several weeks later when the pictures came back and the Editor found that the photo which unnerved him (see last issue) was taken with his own camera!

## WILL YOU BE NEXT?

An elderly woman answers the door and finds herself face-to-face with three armed men. They are after her husband's stamp collection. Four months later part of the collection is recovered by the Police. It doesn't end there, though. The recovered stamps are evidence. It takes three years (yes, years) more before the stamps are finally returned to their owner.

Could it happen to you? You're darned right it could! It needn't be armed bandits. You could return from a vacation—or a trip to the grocery store—and find that someone has gone through the house and made off with your stamps and other valuables. The number of stamp robberies and burglaries has taken a dramatic swing upward lately, so it is a subject worth a moment's

thought. Please consider the rest of this Editorial, and also read the article by Michael Millar elsewhere in the issue.

What can you do? Faced with a gun, not much. Don't be brave. Your life is more important than your stamps. But there are many precautions you can, and should, take to lessen the loss if you ever undergo that traumatic experience.

First, insure your stamps. This won't get them back, but it will reduce the financial damage. Remember that most household policies only cover \$500 worth of stamps. You have to get, and pay for, an additional coverage rider. It's worth it. Next, list your stamps. No, it is not as difficult as it sounds. If you have an accurate want list for every country you collect, make a photostat of each list everytime you update it and put the copy in another location.

Do you have a really valuable collection? If so, put the most valuable items in a safety deposit box. You can't look at them as often, but you'll still have them if disaster strikes. Another idea is, simply, not to keep your whole collection in the same place in the house. Spread it around a bit. Remember, a man with a gun probably does not know the difference between a Bluenose and a 17¢ Parliament. As long as he gets books with stamps in them he'll likely go away.

Another area to look at is the basic security of your home. Are the doors and windows locked when you're not there? Are your locks the dead-bolt type? If not, it would pay you to change them. You would be surprised at how easy it is to open some household door locks with a credit card or similar piece of plastic.

Finally, be careful not to advertise yourself too obviously. For instance, you could rent a Post Office box and have the box number used in the telephone book instead of your address. If you give away your old stamp magazines and papers, take the address label off first. When at a stamp event, be careful who you talk to. Most collectors are ok, but be sure you are talking to one before revealing too much.

Yes, unfortunately, it could happen to you. Be wise and take some precautions.

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# THE PRESIDENT'S CORNER

by Mike Dicketts



I'd like to take a few minutes to speak about our classified advertising section. You will recall, when reading through the reports given at our last annual meeting, Advertising Manager Dave Dixon voiced his disappointment that so few members use this service to further the growth of their collections.

If you just stop and think for a moment—where else can you reach 1500 BNA specialists for \$3.00 an issue? I feel most of us have been missing a bargain. A twenty-five word advertisement, outlining either the kinds of material you have for sale or are seeking, is quickly in the hands of those who are most likely to respond to such a specialized request. If you rationalize the cost against that spent by other methods to enhance your collection, it makes economic sense to use the pages of this publication.

With your co-operation I feel we can make this section of TOPICS far more interesting and useful. I'd like to see two—or even three—pages

of tempting and varied advertisements become a regular feature in each issue. So why not take the time to compose an ad to buy, trade, or sell and mail it off with your payment to Dave Dixon today.

While speaking on service to members, I'm reminded that through the work of Allan Steinhart we now have easy access to a full range of philatelic publications via our Book Department. There has been a rapid expansion in the scope and range of writing in the last five years, to the point that many published titles are missed or forgotten. Now our Society has a comprehensive list of more than sixty books which allows everyone, no matter where they live, the opportunity to expand their personal library. Couple this with the member's discount and there is no excuse not to send in your order to Dave Clare, the manager of our Book Department. See the two page ad elsewhere in this issue. Good luck and good reading.

## **NOTICE TO MEMBERS — 1984 DUES**

**THE DEADLINE FOR PAYMENT OF 1984 DUES HAS PASSED.**

**Members who have not yet paid must remit the dues AND the \$5.00 reinstatement fee to the Treasurer by March 1. If dues are unpaid after March 1, the March-April issue of TOPICS will not be mailed to you.**

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## HELP

Required to assist in compiling a complete listing of Canadian picture postcards by VALENTINES. Would members please send me details of any cards they might have in their collections. The details required are the Serial Number followed by the title as shown on the card (also the title only of any un-numbered cards). Please send details to: John M. H. Parkin, 12 Lime Grove, ASHBOURNE, Derbyshire, DE6 1HP England.

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# LETTERS

## FIRST PS 14's

With reference to the September/October instalment of the *Canadian Postal Guide Illustrated*, I would like to say that it is very pleasant to find that the unheralded P.S. 14's are finally being given some recognition. It should be mentioned, however, that they began in 1956, not the 1960's.

For trivia buffs, a total of 282 P.S. 14's have been issued (to the end of 1982) from the first issue, for the 1956 Pulp and Paper stamp.

Another facet of Post Office publications is the 'illustrated announcement' which commenced in 1935 with the Royal Family issue, and which have been published for every issue since. Both of these items make for fascinating collecting, particularly the early issues which are in extremely short supply.

David G. Jones  
Edson, Alberta

## MEMBERSHIP

Comparing the 1974 and 1977 membership directories with the 1982 list (updated through March '83) it is apparent that U.S. membership in BNAPS is down 10.3%, Canadian membership is up 8.5%, and all other countries are up 5%. Total membership is up 1.5%. The overall decline in U.S. membership is largely attributable to the drastic 21.5% decrease in members in parts of the eastern United States.

California, Texas and Virginia (states with more than a handful of members) are showing steady, healthy gains. In Canada, Alberta and Ontario are also showing healthy increases, with British Columbia and Nova Scotia holding firm. Areas that are growing have one thing in common—active Regional Groups.

One way in which the drop in membership might be slowed down, stopped, or turned around is by the formation of more Regional Groups. A membership card and a subscription to TOPICS may not be enough to keep up a person's interest.

The following geographical areas, where members are located within a reasonable distance of each other, may benefit from the formation of regional groups: In Canada, Vancouver/Victoria—68 members (136 in British Columbia); Newfoundland—10 members; Halifax—17 members (48 in Nova Scotia); Ottawa—63 members;

Montreal—45 members; Winnipeg—27 members; Quebec City—9 members. In the United States, Southern California—30 members; Washington/Oregon—28 members; New England—51 members; New Jersey/New York—60 members; Ohio—20 members; Florida—23 members.

Another good location would be the United Kingdom, where there are 38 members, I would imagine that many live within a reasonable distance of one another.

In certain areas I've used a city as the focal point. In others, depending on size, I've used a state or a province. Extending an area out from a city for a hundred miles or so, I'm sure that the number of members available to form a group would increase.

As an example: the NORCAL Group membership area extends from Fresno north to the Oregon border, and from San Francisco east to the Nevada state line, an area of approximately 600 by 250 miles. Members travel, in some cases 200 miles or more, to attend meetings. There are 43 members of BNAPS living in Northern California, and 33 are members of the NORCAL Group. All members of BNAPS who live within the NORCAL boundaries have been contacted, by letter, at least once to see if they would like to join the group. As the names of new members appear in Topics, they are also contacted. At one time, about four years ago, all RPSC members in the area were contacted to see if they would like to join BNAPS and our local group. This is still done periodically for new members of the RPSC. We have managed to pick up a few members in this way.

I recently received a newsletter from the Golden Horseshoe Regional Group. Enclosed was their prospectus for a 100 frame exhibition held in conjunction with Stamp Marketplace in Toronto. This is a good example of what can be done by a Regional Group to promote BNAPS and BNA stamp collecting, as is BNAPS—NORCAL's hosting BNAPEX '84 in San Francisco this year. Getting a group of members together 3 or 4 times a year and bringing in new members can be very rewarding.

To help Regional Groups flourish, information hand-outs could be made available to both groups and individuals who feel that they can help promote BNAPS' membership. This material could be used at shows throughout the

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country. There is no reason why we cannot follow APS' lead and hand out information, answer questions, and sign up new members. This material should be developed by the BNAPS Board or their appointees.

Another suggestion is that the Regional Group Coordinator be appointed for a period of 4 years, rather than the existing term of two years. Continuity is needed. Changing coordinators too often doesn't help the Regional Group program. Leaders need strong organizational

ability and time to devote to the formation of new chapters, strengthening of existing groups, and the promotion of BNAPS.

Keeping the members that we have and increasing the membership of BNAPS should be the goal of every member. I feel that the formation of new Regional Groups is the way to accomplish this goal.

Bill Wright  
Carmichael, Ca.

## CORRECTIONS

### BNAPLEX OF YEARS PAST

Members are asked to note that one error in the list of Grand Award winners at all BNAPEX exhibitions has been reported. The list in the July-August 1983 TOPICS should be changed to read, for the 1975 exhibition: W. E. Lea, 'Large Queens on Cover'. Please note that all other errors in the lists printed in the McAllen, Texas and Winnipeg BNAPEX programs were corrected in the July-August '83 TOPICS. Our thanks to W. E. Lea for pointing out the error.

### ST. JEAN MILITIA POSTMARK

Our apologies to Robert C. Smith for an omission in Notes in the last TOPICS. The purpose of the note was to report that the earliest known date of use of the St. Jean Militia post-



mark has been advanced by the example illustrated (and repeated above), to August 26, 1918.

# NOTES

## 40 YEARS YOUNG

### POPULAR STAMPS

January, 1944.

#### NEW B.N.A. SOCIETY IN THE U. S.

Mooted some time ago a new society for the study of Postage Stamps and Postal History of Canada, Newfoundland and Pre-Confederation Colonies has reached near-complete organization in the United States. The society is intended as an international organization, and Mr. Jack Levine, 510 Liberty Ave., Brooklyn 7, N.Y., is secretary pro tem. The movement shows the great interest being taken among the United States collectors in the matter of the above-mentioned and popular stamps.

Our thanks to Horace Harrison for the above reminder of BNAPS' beginnings.

## STUDY GROUPS PRODUCE REPORTS

Recent editions of several BNAPS' Study Group newsletters have been accompanied by reports on different aspects of the specialty concerned.

The RPO Study Group has included the balance of the 1983 RPO Catalogue Annex I which was not printed in TOPICS. The information given is primarily new early/late dates, directions and train numbers.

Early dates of use of all Canadian and Newfoundland Postal Stationery is the subject of a report coordinated by Bill Walton and sent out with the last Postal Stationery newsletter.

The efforts of George Olson have resulted in a report on Oval Cancels of the Small Queens Era which accompanied the latest letter of that

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group.

Flag Cancels on Map stamps is the subject of an item by Geoff Newman carried in the Map Stamp Study Group's newsletter, and a report of RPO's on Map stamps is also proposed.

Contact addresses for BNAPS' Study Groups are given on The Business Side page of every issue of TOPICS. If you don't see a group in your specialty, why not start one?

### RICHARDSONS CELEBRATE FIFTIETH

Friends of Mickey and Ed Richardson helped the couple to celebrate their fiftieth wedding anniversary in mid-November. Many who live at a distance from Texas joined together in sending a 'shower' of cards bearing good wishes.

A special Anniversary cake and champagne were highlights of a gathering of 35 people at a Prairie Beaver's meeting with dinners on the two previous evenings seeing respectively 18 and 25 people attending. Over 100 anniversary cards and letters, plus bouquets of flowers and other 'goodies'—"Altogether too much for any one couple," said a grateful Ed later—flowed in from all over the world.

### ROCKETT WINS AT VAPEX

At last November's VAPEX in Virginia Beach, VA major awards went to Wilmer C. Rockett for his showing of Canadian Revenues. He won the British North America Philatelic Society Award, the American Revenue Association Grand Award and the SPA's J. King Horner Award.

Other BNAPSers who received awards at VAPEX were C. A. Stillions (Vermeil and APS 1940-present award), Al Cook (Vermeil) and Larry Paige (Silver).

### UNUSUAL INTER-CLUB CONTEST AT PIPEX

This year's PIPEX, being held in Portland, Oregon from May 25-27 will feature an unusual contest between the member organizations of the Northwest Federation of Stamp Clubs.

In the competition, each participating club will enter a two-frame exhibit which must relate to some aspect of the postal history of the vicinity in which the entering club is located. The material shown may belong to any number of individuals or the club, but two or more mem-

bers of the club must have worked on the exhibit. A cash award of not less than \$100 will be presented to the treasury of the winning club.

Rumour has it that BNAPSers John White of the host Oregon Stamp Society and Keith Spencer of the Edmonton Philatelic Society have spiked interest in this event by making a gentleman's agreement (wager) on the relative outcome of the judging of their own club's entries.

### TRADE NOTES

—R. Maresch & Son of Toronto have announced that their next public auction will feature several outstanding British Empire Collections (cataloguing well over \$1 million). Also in the auction will be a selection of outstanding Prince Edward Island covers, and other postal history material including Canada from the Pence issues to modern, with strength in the Small Queens.

—Harmer's PRESTIGE '83 auction saw a fine never hinged block of four of the Seaway Invert sell for \$37,400 US. In the same sale, a well centered, lightly hinged Newfoundland De Pinedo sold for \$22,000 US. A 10% buyer's commission over and above the prices quoted was payable.

—Stanley Gibbons have centralised their UK operations by closing down their offices at Drury House, London, and their warehouse and distribution centre in Birmingham. Gibbons' Auction, Magazine, Catalogue and Stamp Mail Order Departments are now housed in the head offices at 399 Strand, London WC2. (The first auction to be conducted from the Strand will be the 'All World' sale on February 16-17.) The Publications Mail Order, Warehouse Distribution, Accessory and Product Development Departments have been transferred to No. 5 & 7 Parkside Industrial Estate, Ringwood, Hampshire.

—The first Robson Lowe auction in Toronto realized \$297,500. The specialized study of the first Decimal issue of Canada brought \$121,121, including \$53,000 for the Decimal covers offered. In the Large Queens, the unused block of eighteen 2¢, divided into ten and eight and showing the complete *E. & G. BOTHWELL CLUTHA MILLS* watermark, realized \$20,900.

—UNITRADE ASSOCIATES has signed a contract with the firm SCHWABISCHE ALBUM-FABRIK of West Germany, manufacturers of the well-known 'SAFE' Album line, to act as

their exclusive agent in Canada. UNITRADE has just received the 1983-84 Canada Price-list for 'SAFE' products and these price-lists are included free in this edition of TOPICS.

The 'SAFE' line was introduced at CAPEX in Toronto in 1978 and received excellent response. However, a planned distributorship agreement fell through at the last moment and 'SAFE' was without a Canadian distributor until the recent agreement with UNITRADE. The 'SAFE' 'Dual System' is a radically different mounting system. Each album page is actually two pages — a fully transparent vinyl stock page and a printed backing cartridge page. Both sides of the stamp are fully visible without removal from the pocket. The crystal-clear, heavy vinyl fully protects mint stamps and at the same time allows air to circulate. Secure holding of mint stamps in the vinyl pocket is guaranteed by the clamping effect on three sides.

#### MIXED RATES FOR ST. PIERRE AND MIQUELON

Robert Lemire reports an interesting change Canada Post Corporation slipped into

the rate increases which went became effective in January 1983. Rates for letter mail to St. Pierre and Miquelon were set at 37¢ for 0-20g, 48¢ for 20-50g, 64¢ for 50-100g, \$1.27 for 100-250g, and \$2.33 for 250-500g.

The Canada Post *Bulletin*, Vol. 61, Special Issue No. 1, 1982-10-22, states:

*"This represents a change consequential to the domestic product classification amendment regarding standard/non-standard letter rates. Canada has traditionally extended its domestic rate levels (applied to international weight steps) for letter mail, printed papers and small packet categories. Given that domestic first class "flats" will be charged 37¢ (non-standard size) and that letters to St. Pierre and Miquelon are non-standard by definition (no postal code), it was deemed appropriate to utilize a basic rate of 37¢. This action will also bring this rate into line with the proposed basic letter rate to the U.S.A."*

No explanation is given for why the rates above the basic 37¢ are in line with Canadian domestic rates, instead of the USA rates, for the weight categories.

## OFFICIAL NOTICE Nominations and Elections

### Article IV, Section 3 of the BNAPS Constitution:

A President, both Vice-Presidents, Treasurer and Secretary shall be so elected by ballot biennially in the even-numbered years. Five (5) members of the Board of Governors shall be elected in the even-numbered years, for a term of four (4) years. Two (2) such members shall be from Canada, two (2) from the United States, and the fifth at large. All elected officers shall assume and perform the duties of their office on the first day of January in the year immediately following their election. All retiring officers shall continue in office until their successor shall have qualified and assumed the duties of the office.

Nominations for the offices to be elected may be filed with the Secretary by any Regional Group of the Society or by any five (5) members in good standing in time, at least, for publication in BNA TOPICS scheduled for release ninety (90) days before the opening of the Convention and Annual Meeting of such election year.

## ANNUAL GENERAL MEETING

As required by the Constitution, notice is hereby given that the Annual General Meeting of BNAPS will be held:

Saturday, September 8, 1984

10 AM

Sir Francis Drake Hotel  
San Francisco, California





# Revenue Study Group

Edited by Ian McTaggart Cowan

## Bisects On British Columbia Law Documents

by Mark O. Bakker

The use of bisects on documents in British Columbia has been recorded in philatelic literature on revenues. *The British Columbia Revenue Catalogue* (1971) by K. Bileski lists as BC 16a a bisected 10¢ black, and Sisson's (1978) *Standard Catalogue of Canada Revenues* lists, as R 14a, the same stamp bisected and used as a 5¢ on document. More recently, the *Canadian Revenue Stamp Catalogue* by van Dam lists, in addition to the 10¢ black of the fourth B. C. Series (BCL 16b), a bisect of BCL 25b, which is a 50¢ brown of the fifth B.C. Series.

Of these two bisected stamps, the 10¢ black is the better known. Its use as a bisect was caused by the enactment of the Bills of Sale Act of 1912, which required a fee of 25¢ to be paid for the filing of a Conditional Sales Agreement. Prior to the issue of the 25¢ green denomination of the fourth series, which was not printed until 29 August 1912, some registry clerks designed their own law stamp by cutting a 10¢ stamp in half, and adding it to two whole 10¢ stamps on a document to make up the required filing fee of 25¢. This bisect has appeared on documents cut horizontally, vertically, as well as diagonally.

Although this method of registering payment of filing fees was ingenious, it was also in contravention of section 17 of the Law Stamp Act, R.S.B.C. 1911, chapter 134, which states



1. BCL 25b used at Vernon

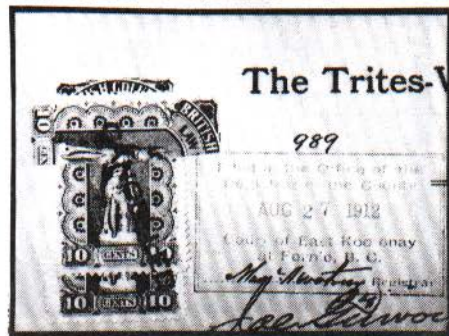
that:

*"All fees now payable, or hereafter at any time to become payable, shall be at the following rates: all such fees up to ten cents shall be made and paid at ten cents; all from ten cents to twenty cents, at twenty cents; all from twenty cents to thirty cents, at thirty cents; and so, in like manner, all other fees which are not multiples of ten cents shall be stated and payable at the multiple of ten cents, next above the sum at which they are so stated."*

An examination of documents filed during the early part of 1912 shows that while some Registries did not affix any law stamps to Conditional Sales Agreements until the 25¢ law stamp was available, most Registries affixed 30¢; a few, like Ashcroft and Prince Rupert, used bisects to make up the required filing fee of 25¢.

The bisected 50¢ of the fifth B.C. Series (BCL 25b) was used for the same purpose. Although this stamp appeared at the same time as the 25¢ green of the fourth Series (August 1912), it is probable that at the location where the 50¢ bisect was used no 25¢ green law stamps were yet available, or else it was just an oversight.

The van Dam catalogue's suggested value



2. A BCL 16b and two BCL 16 used at Fernie





3. BCL 5d (proposed) used at Revelstoke

for the 50¢ buff bisect suggests that it is more common than the 10¢ black bisect of the fourth Series, but this writer is doubtful that, based on the number of copies available in private collections, such a conclusion can be drawn. Stamps of either issue have certainly not been listed in any auction catalogue in numbers that would support such a finding. Both are, in my opinion at least, relatively scarce.

The other bisects illustrated with this article are three issues which have not previously been listed as appearing on B.C. documents. The first one is a 10¢ black of the second B.C. Series (BCL5) used as a 5¢ on an Ordinary Summons issued out of the Revelstoke Registry on the 5th day of January 1895. It was added to two other 10¢ black stamps of the same series and a 50¢ buff of the third B.C. Series (BCL 11) to make up the required fee of 75¢. The Supreme Court Rules of 1890 (Appendix M) allow a fee of 50¢ to be charged for service of a document on a party, and 25¢ for each mile beyond a radius of two miles from the nearest place of business or office of the solicitor of the party to be served. At the time of the document shown there was neither a 25¢ nor a 75¢ law stamp and the bisect, to some clerks at least, was the only way to collect the proper fee.

On 6 April 1895 the Registry at Revelstoke also used the 50¢ buff (BCL 11) as a bisect on an Ordinary Summons, for the same purpose as the 10¢ (BCL 5) bisect above.

A \$1.00 blue (BCL 26) was used on a Conditional Sales Agreement in Smithers, dated 2 September 1930, to pay a 50¢ fee. There is no explanation why this bisect was used as the 50¢ brown law stamps were readily available at that

time.

All bisects illustrated are properly tied to the documents by paper punch, court seal or rubber date stamp. For identification purposes, I suggest that they be catalogued as BCL 5d, BCL 11a and BCL 26a. The writer is anxious to hear from other collectors who perhaps have other B.C. bisects in their collections, or know of some that also have not been listed. All comments will be very much appreciated.

*Revenue Editor's Note: The interesting discoveries reported here by Mark Bakker mean that B.C. Law Stamp bisects are known for BCL 5, 11, 12, 16, 25 and 26. (The BCL 12 bisect was shown in the Canadian Revenue Reference Manual, 1979.) Of these BCL 16b, the first bisect ever reported, is also the most numerous. Numbers so far known of the others are BCL 5—one example; BCL 11—two or three; BCL 12—three or four; BCL 25—four; BCL 26—two. They are extreme rarities.*

*I have seen two BCL 16 and a BCL 16b used to pay the 25¢ Conditional Agreement of Sale fee in 11 different registries during the month before the 25¢ green stamp was available. This widespread use suggests that there was a directive to government agents to handle it this way. (It would have been easier to bisect the 50¢.)*

*The use of BCL 25b occurred at Vernon on 29 April 1914 and was unrelated to the earlier lack of 25¢ stamps (see figure 1).*



4. BCL 11a (proposed) also used at Revelstoke





# A Word From the Circulation Manager

by E. R. (Ritch) Toop

Since publication of the list of back issues in the Mar/Apr 1983 TOPICS, sales have continued at a brisk pace. As will be noted, all issues prior to 1962 are sold out, however, a

number of complete volumes are still available, as well as many individual copies.

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## BACK ISSUES OF BNA TOPICS MAGAZINE

Available as of 1 January, 1984

	Vol. 19 1962	Vol. 20 1963	Vol. 22 1965	Vol. 23 1966	Vol. 24 1967	Vol. 25 1968	Vol. 26 1969	Vol. 27 1970	Vol. 28 1971	Vol. 29 1972	Vol. 30 1973	Vol. 31 1974	Vol. 32 1975	Vol. 33 1976
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February		✓			✓		✓	✓	✓	✓	✓	✓	✓	
March	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	
April		✓			✓	✓	✓	✓	✓	✓		✓	✓	
May	✓				✓	✓	✓		✓	✓	✓	✓	✓	✓
June		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
July		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
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November					✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
December				✓	✓		✓	✓	✓	✓	✓	✓	✓	✓

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January	✓		✓	✓	✓	✓	✓							
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November	✓	✓		✓	✓	✓	✓							
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STANLEY & ATLANTIC RAILROAD  
AU20  
1855

# The RPO Cowcatcher

Lewis M. Ludlow

Gamlen Japan, No. 303, No. 1 Iwata Bldg.

10-18 Higashi Gotanda 5-chome, Shinagawa-ku, Toyko 141, Japan

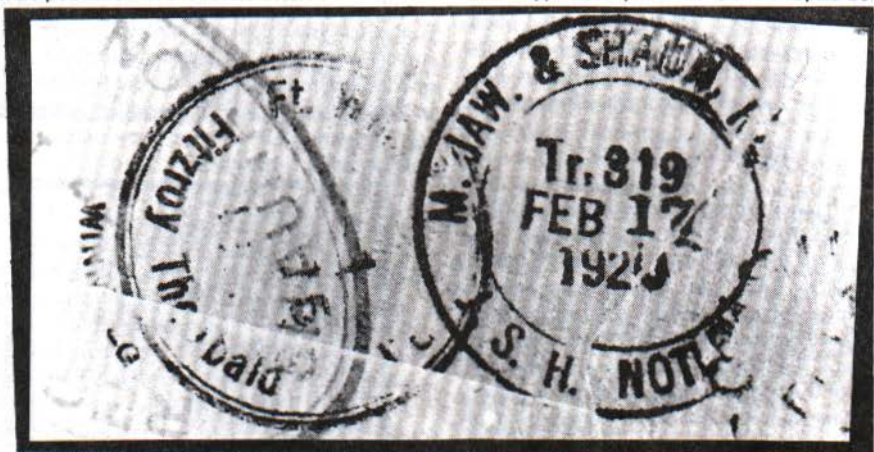
In our last Cowcatcher we advised that the hammer analysis of Q-188 QUE & CAMPBELLTON / EXPRESS, with its six analogs of external clerk additions would be presented in a forthcoming issue of the R.P.O Study Group Newsletter. This work has now been completed, and the manuscript submitted for publication; it should appear soon. We are now essentially complete with a similar hammer analysis of Q-189 QUE & CAMPBELLTON / LOCAL, Type 12D; we have been able to distinctly identify seven different hammers for this listing. Of the three known analogs with external clerk additions to Q-189, namely Q-196a, b and c, we have also been able to pinpoint the hammers from which two of these were made, specifically "18" and "20"; however, we have had an impossible problem with Q-196a, "5", for which we have not made hammer identification. Frankly, our own strike is so partial as to be useless, and another sent by Frank Waite could not improve the situation. Accordingly, we appeal to any of our readers who have a distinctive strike of Q-196a, "5" to please let us see the original strike. We need it to complete our research on Q-189 and its analogs, after which the results will be published in the Newsletter.

## OLD TRACK

It is time to go back and pick up a few things that have been jumped over in both the close and distant past. In Annex I, we introduced a new type, Type 21M, for the new discovery submitted by Ross Gray. We concede that the illustration in Annex I leaves quite a bit to be desired, and feel that it is appropriate to illustrate the actual strike from which this was taken. Below is shown O-76L Ft. Wm. & (Wpg.) R.P.O. / Fitzroy Theobald / WINNIPEG, Type 21M. In the same photo is W-911 M. JAW & SHAUN, R.P.O. / J. S. H. NOTLEY, Type 6E, the second known strike dated February 17, 1920, the same date as the original strike submitted by H. Delasalle.

## MORE OLD TRACK

Another splendid new discovery reported in Annex I came from one of our veteran reporters, Wally Gutzman. Illustrated is W-122 REGINA & PR. ALBERT / R.P.O. / L. N. PARKER, M. C., Type 3D, Direction S, dated September 8, 1911. We found this strike quite unusual. While double line ovals are well known in 1911 for some Steamer listings, in the regular R.P.O.s such a type is very scarce. Off-hand, we believe



Ross Gray



Wally Gutzman

that no more than a half dozen examples of Type 3D exist before 1911, outside of the Steamer Section. This item has been previously illustrated in the R.P.O. Study Group Newsletter, but this enlargement gives us a closer look.

#### AND MORE OLD TRACK



Ross Gray



A. D. Campbell

Another of our new Annex I listings is TS-60k, CANADIAN PACIFIC / RAILWAY / MANOTICK, ONT., January 24, 1913, an almost complete strike on a 2¢ red Admiral on piece, submitted by one of our very early reporters, #24, A. D. Campbell. This cancellation is very light and we hope that our photograph will reproduce.

#### FINAL OLD TRACK

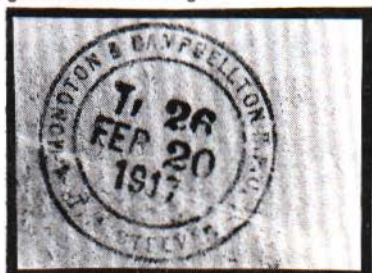
Our last illustration from Annex I is MA-116A HALIFAX & ST. JOHN R. P. O. / J. F. ASHE, Type 6E, Train 13, November 26, 1929, submitted by Ross Gray. One more light strike, tough to reproduce, in purple as a backstamp on a registered cover from Windsor, Nova Scotia to Apohaqui, New Brunswick. Hope Ross will send a print of the full cover; would like to nail down that other cancellation which appears out of period for MA-116.

#### RETRACING TRACK



Lew Ludlow

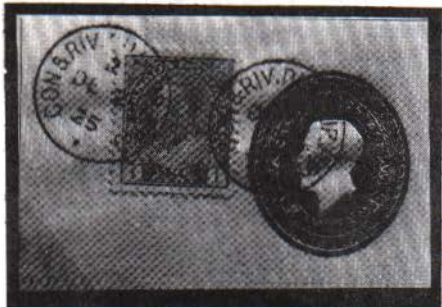
While we are in the Maritimes, we will take this occasion to illustrate a few interesting items that were listed many years ago, in the early days of the Cowcatcher, but which were not illustrated at the time due to lack of space; all are from our own collection. First of these is MA-41, W. A. ALLEY / CH'TOWN AND M'HRB R. P. O., Type 3B, single line oval, North, November 12, (1920). A backstamp in light violet on a registered letter from Murray River, P. E. I. to Charlottetown, P. E. I., franked with 1¢, 5¢ and 7¢ Admirals, this cover is the unique strike that generates this listing.



Lew Ludlow



Next is MA-169 MONCTON & CAMPBELLTON R. P. O. / T. B. STEEVES, Type 6E, Train 26. (There is a singular triangular type ornament fore and aft of the clerk name.) For over twenty years, this February 20, 1917 date was the only one recorded for this listing; however, as reported in Annex I, just in the last year Bill Robinson came in with a confirmed May or July 1916 date for the same strike . . . That's still gold in them thar hills!



Lew Ludlow

Another rare bird is MA-58 CON & RIV. DU LOUP. R. P. O. / , Train 2, December 2, 1925. This is the only dated strike that we have recorded. This hammer was struck in the proof books on November 6, 1925 and, thus, well recognized; we have no reason for its great rarity.



Lew Ludlow

Last but not least we have MA-195 St. JOHN & AMHERST I. C. R., Type 4D, WEST, November 28, 1877, the earliest strike currently recorded for this listing. This elusive run has the interesting R. F. of 420\*, wherein the asterisk indicates that more than 70% of the reported examples exist in one collection. Our sample inventory, coordinated by Joe Purcell some years ago, reported only ten examples in the 30 odd reporting collections; or these ten, nine were in our own collection, reflecting their original acquisition by Dr. Alfred Whitehead. We would be glad to hear from others who have

added this stranger in recent years.

## RARITY REDISCOVERED



Jim Lehr

Illustrated is a beauty submitted by Jim Lehr, Q-247 QUEBEC & SHERBROOKE R. P. O. / I. B. DUMAS, Type 5H, Train 1, June 2, 1926. For over two decades May 31, 1928 represented the sole date recorded for this listing; as reported in Annex I, in the last year Jim came in with the strike shown here, spreading out the period of use to almost two years. We are constantly amazed by the continuing reporting of new discoveries, and new examples of existing rare listings.

## CABOOSE

This Cowcatcher is somewhat of a reprise, a pause as we move into the new year; however, we would not want anyone to think that the well is running dry. Truly we are just between photographic sessions. Since publication of Annex I last June the flow of new discoveries, new dates and new data has continued unabated. At this time of writing, six months later, we have seven new reporters, 26 new listings, 48 new earliest or latest dates, 67 new Train Numbers, 7 new direction or time marks, 14 corrections (refinements) and one each of a OPK listing confirmed, a no report listing confirmed and a delisted run now confirmed. If the next six months prove as fruitful as the last six, then Annex II — to be prepared in June 1984 — should have plenty of meat for the continuing up-date of the 1982 catalogue. In our next Cowcatcher we will be illustrating more of these newer items, including a spectacular strike, full and complete, of Q-195C QUE & CAMPBELLTON / EXPRESS / 10 (bas relief in framed lines), Type 21H, from the Shaw collection. A little appetite teaser!!!

**HAPPY NEW YEAR AND GOOD HUNTING  
IN 1984**

## Improper Use of Precancelled Stamps

238. The use of pre-cancelled stamps (or stamps cancelled before actually used for payment of postage) on mail matter other than letters, is permitted in some of the larger centers, where extensive mailings are made, under very stringent regulations. The only authorized pre-cancelled stamps are those cancelled with a special die bearing the name of the mailing office, and such stamps are sold only to the largest mailing concerns under special restricted conditions. Requisitions for pre-cancelled stamps must be made by the postmaster direct to the Department (Postage Stamp Branch); but only after the use of such stamps at his office has been authorized by the Department. In no circumstances may pre-cancelled stamps be used for payment of postage on letters.

Postage stamps cancelled with the small roller canceller have been observed on letters and other articles passing in the mails, and postmasters are accordingly instructed that under no circumstances are they permitted to pre-cancel postage stamps. The roller cancel is reserved for the cancellation of postage stamps on articles of second, third and fourth class matter, and must be used only on stamps after being actually affixed to such matter.

Any postmaster found to be precancelling stamps in any way, or selling precancelled stamps without authority, will be held responsible for the full value of such cancelled stamps, and may also be subjected to the payment of a substantial fine.





The above regulation pertaining to unauthorized use of precancelled stamps was not included in the Postal Guide until the 1914 edition. The cover shown, however, indicates that the regulation was enforced as early as 1899. The prohibition was stated explicitly in a 1906 *NOTICE to the PUBLIC* from the 'Post Office Department, Canada'. Entitled 'Postal Regulations Governing the use of Pre-cancelled Postage Stamps', the poster read:

*Pre-cancelled postage stamps may be used as postage on third class matter only. Third class matter may be posted prepaid by pre-cancelled stamps only when the postage on any one mailing aggregates twenty-five (\$25.00) dollars or over, that is,—the minimum amount of third class matter bearing pre-cancelled stamps that may be posted at one mailing is 2500 pieces each bearing a one-cent pre-cancelled stamp, or 1250 pieces each bearing a two-cent pre-cancelled stamp, or 500 pieces each bearing pre-cancelled stamps to the value of five cents or over, or equivalent*

lots.

*Third class matter in above mentioned quantities prepaid by pre-cancelled stamps will be accepted when mailed at the office the name of which is printed upon the stamps.*

by order,

**R. M. COULTER,**  
Deputy Postmaster General

Illustrated is a cover franked with precancelled 1¢ Numerals. Posted at Peterboro Fe. 7, 1899, where the manuscript 'Bad Stamps' was added and each stamp marked with an 'X' in a circle by the same pen. The letter was forwarded to the Dead Letter Office, Toronto and received there (D. L. O. CANADA/TORONTO BRANCH backstamp) Fe. 8, 1899. Redirected to the Chief Superintendent, D. L. O., Ottawa, it was received there Fe. 9, 1899 and opened to determine the sender's address. It was then stamped 'RETURNED FOR DEFICIENT POSTAGE' and '2', indicating two cents postage due.

## A RARE PRECANCEL SHEET

I have recently acquired a most unusual full sheet of precancel I-15, the ½¢ Small Queen precancelled with Noble's Type I—seven bars wide. At \$40 a stamp, the sheet catalogs \$4,000.00.

It proves beyond any shadow of a doubt that the Precancel was applied with a roller—the cancels go off the sheet to the left or right, sometimes on both sides. They were applied one row at a time.

There is no doubling, but there are some peculiar 'skips' or gaps in some rows. These are usually at the 9th stamp in the row. Possibly because of improper alignment, some rows were completed with a separate application. The applicator may have noticed the roller was going up and off a true line, so he 'lifted' it and finished the row with a fresh start.

The inking on the entire sheet is remarkably even, though rows 5 & 6 indicate some possible inattention on the part of the applicator—holding the roller off the vertical so that just one side registered. This was corrected before the row was completed.

The sheet has the marginal imprint '1' at the top, and British America Bank Note Co. Montreal at top, right and bottom.

by H. G. Walburn



# CANADIAN MILITARY POSTAL HISTORY

by Ed Richardson, OTB

## Canadian Aviation Cadet Training in Texas 1917 - 1918

### HISTORICAL BACKGROUND

How did Fort Worth, Texas come to play a great part in the early military aviation history of Canada? Part of the answer lies in the story that follows.

It was November 20, 1915 and World War I was raging in Europe—the Germans had overrun much of Belgium, and it seemed that Paris would fall in a matter of days. The United States was still a 'neutral' nation while Canada, as a member of the British Commonwealth, was a participant.

On that night a group of Fort Worth businessmen hosted the *entire* United States Air Force in a small private dining room at the Metropolitan Hotel. The Air Force Group, which was

on its way from Ft. Sill, Oklahoma to San Antonio, Texas to establish an aviation station, had landed earlier in the day in a pasture on Ryan's Farm with a squadron of seven planes. The Squadron Leader was Capt. Benjamin D. Foulois, the first U.S. Army Pilot.

Capt. Foulois spoke to those Texas businessmen that night, stressing the importance of the airplane in the then current warfare on the Western Front, and pointed out that the U.S. had only a very meager start towards a flying force. He urged his listeners, as Civic Leaders, to do all they could to help local aviation and to build a better U.S. Air Force.

Perhaps Capt. Foulois' remarks awakened



1. A cover from Galt, Ont. dated April 1, 1918, addressed incorrectly to 'Camp Taliaferro, Texas'. There was no P.O. at the air field. It should have been addressed to 'Taliaferro Field, Fort Worth P. O., Texas'. This is the cover which started our search for information relating to the Canada—Texas connection during World War I.



those Fort Worth men to the need for aviation preparedness, as it was not too long before three flying fields were located a short distance from downtown Fort Worth. (1)

### THE THREE FLYING FIELDS

"The Royal Flying Corps of Canada selected Fort Worth as the site for three fields (for training war pilots) named Taliaferro, Barron and Carruthers, forming a triangle around the city." (1)

In addition to Canadians being sent there for training, many Americans who had enlisted in the Canadian Forces before the U.S. entered the war in April 1917 were sent to Fort Worth for training, as were men of other nationalities.

In seeking detailed information on each of the three air fields, none of the available Handbooks on Texas Postal History were of any use, providing only misleading, incomplete or inaccurate information. The best listing was found in Appendix 1 of Theo. Van Dam's *The Postal History of the AEF, 1917-1923*.

Quoting directly from Van Dam's book:  
 "Taliaferro Field, Tarrant Co., Texas—One mile from Hicks, Texas on Fort Worth & Denver City R.R. and Chicago, Rock Island & Gulf R.R.; about fifteen miles from Fort Worth,

Texas. P.O. Address—Taliaferro Field, Fort Worth P.O., Texas

"Barron Field, Tarrant Co., Texas—One mile from Everman, Texas on Fort Worth Division of International & Great Northern R.R.; about ten miles from Fort Worth, Texas. P.O. Address—Barron Field, Fort Worth P.O., Texas

Benbrook Field, Tarrant Co., Texas—see Carruthers Field, Texas

Carruthers Field, Tarrant Co., Texas—At Benbrook, Texas, on Rio Grande Division of Texas & Pacific Ry. About ten miles from Fort Worth, Texas. P.O. Address—Carruthers Field, Benbrook P.O. Texas.

Hicks Field, Tarrant Co., Texas—One mile from Hicks, Texas on Fort Worth & Denver City R.R. and Chicago, Rock Island & Gulf R.R.; about fifteen miles from Fort Worth, Texas. P.O. Address—Hicks Field, Saginaw P.O., Texas.

This does not, however, indicate that there were five fields near Fort Worth—there were only three. It seems that after the U.S. Army officially took the fields over from private hands in 1917 and 1918 it changed the names of all three.



2. The front and inside of a Christmas card folder sent by a member of 83 Squadron Royal Flying Corps during their training in Texas. Note the Maple Leaf in the design.

Taliaferro became Hicks Field, Barron became Everman Field, and Carruthers became Benbrook Field. (Van Dam does not mention Everman Field.)

### CANADIANS IN THE ROYAL AIR FORCE

The Royal Flying Corps, like the Royal Naval Air Service and the Royal Air Force, was a British organization under the direction of Imperial authorities. In 1916-17 there was no Canadian Flying Corps—no Canadian Air Force. There were many Canadians serving in the British flying forces, however, and recognition of this fact became necessary.

The Report of the Ministry tells us: "... it will no doubt be a matter of surprise to many to hear that over 8,000 Canadians have held commissions in the Air Forces. ...

"The following shows the numbers of Canadians who have entered the Royal Flying Corps, Royal Naval Air Service, or the Royal Air Force in the manner indicated: 1. Officers seconded or attached to the R.F.C., R.N.A.S. and R.A.F. up to December 31, 1918—1,239; 2. Other ranks of the Overseas Military Forces of Canada transferred to the above from June 1, 1916 to December 31, 1918—2,721; 3. *Cadets* enlisted in Canada by the Imperial authorities and despatched to the above Services—4,280; a total of 8,240 men.

"The Royal Air Force was entirely under the direction of the Imperial authorities, yet, in view of the large percentage of Canadians included in its personnel, it was felt... that some action should be taken to recognise their Canadian identity, and to ensure that a record of Canadians in the Royal Air Force, and of their exploits, should be kept.

"Negotiations were entered into... as a result of which the following arrangement was made:

1. The Royal Air Force agreed to furnish the Minister with a Nominal Roll of Canadians in the Royal Air Force, and to advise him from time to time of all accretions to and deductions from it.
2. All Canadians in the Royal Air Force were to be permitted to wear a Canadian badge either on their shoulder straps or on their sleeve.
3. It was agreed to give Canadians representation on the Royal Air Force Headquarters Staff.
4. A monthly statement of the exploits of Canadian Airmen was to be furnished to the Minister, with a view to its dissemination to the Canadian public.
5. *It was agreed in principle that Canada should have a Flying Corps of its own,*



3. A Bit of Canadian Soil in Texas — a section of the Greenwood Cemetery in Fort Worth, Texas where eleven Canadian flyers killed during training flights are buried.



*which, while distinct in its organization and administration, would form a part of the Royal Air Force for the purpose of operations in the Field.*

"As a result of the above (agreement) the position of Canadians in the Royal Air Force was put on a basis more satisfactory to the Canadian public, as well as to the officers themselves." (2)

So, while it was the British who did the initial recruiting in Canada, and it was Britain which paid the airmen, the agreement led to the formation of the Royal Flying Corps, Canada and ultimately to the creation of the Royal Canadian Air Force, which came into existence in July 1918 when an agreement was reached between the British Secretary for the Royal Air Force and the Canadian Ministry for Overseas Forces.

## MANY CANADIANS KILLED DURING FLIGHT TRAINING

"For a time, Taliaferro Field had the highest total of flying time and the greatest number of fatalities of all air fields in the United States.

"The early deaths were blamed on the fact that the pilots were taught conservative flying. Shallow banks and slow turns were considered proper, while sharp manoeuvres were considered 'stunting' and frowned upon. As a consequence, when a flyer was faced with an unexpected situation, he often lacked the necessary skill to avert tragedy. This error in training philosophy was reversed abruptly to the other extreme as combat flyers began returning from France to super-verse instruction. . . At least 106 deaths occurred at the three fields during all phases of training."(1)

*Thirty-nine* Canadian pilots were killed in training at Fort Worth's three flying fields while



4. The beautiful individual markers used for each of the original eleven pilots buried at Greenwood Cemetery.

they were being trained there during the six months of the winter of November 1917 to April 1918.

The inscription on the Royal Flying Corps Monument which stands in the Greenwood Cemetery reads:

*THIS MONUMENT WAS ERECTED BY THE OFFICERS, CADETS, NON-COMMISSIONED OFFICERS AND MEN OF THE ROYAL FLYING CORPS, CANADA: IN LOVING MEMORY OF THOSE MEMBERS WHO DIED WHILE STATIONED IN TEXAS, NOVEMBER, 1917 to APRIL, 1918*

The monument lists those buried in Greenwood Cemetery as: Lieutenant S. R. Cuthbert; 2nd Lieutenants M. F. Connelly and J. J. Wray; Cadets C. A. Baker, C. F. Bovill, H. Hooten, M. W. Kirwan, G. D. Manson, and J. C. Ringland; Acting Sergeant F. G. Hill, and Corporal William Miles. Lieutenant Robert M. Herbert, who lived a full life and died in 1975, requested burial among his cadet buddies of 1917-18 and is also listed.

A second list on the monument names the other 28 Canadians who died during training in Texas and were buried elsewhere. They were: Captain V.B. Castle; 2nd Lieutenants R.J. Burley, R. M. Cummings, R. J. Jenner, R. L. Johnson, W. S. MacDonald, and L. J. Rainboth; Cadets W. E. Alcock, S. W. Arnheim, J. D. Brosman, F. J. Dwyer, A. W. Eden, R. D. Garwood, A. R. Harrison, B. E. Hurlburt, C. J. Jennings, W. J. King, D. G. Mott, C. N. Murray, R. Porter, D. H. Rogers, J. S. Rowan, R. K. Rundle, P. W. Taylor, and A. H. Webber; 1st Air Man G. Wilkinson; and 2nd Air Men S. Hayes and J. Syrad.

"The most famous pilot assigned to Fort Worth was Captain Vernon Castle, of the husband-wife dancing team. . . To avoid a student pilot, Castle was forced to put his plane into a climb near the ground, the plane stalled and fell to earth. Captain Castle was killed." (1)

A check of the dates on the memorial indicates that the first Canadian fatality during training at Fort Worth was 2nd Lieutenant R. L. Johnson on November 12, 1917, and the last was Cadet A. R. Webber, on April 10, 1918.

#### QUESTIONS ANSWERED AND UNANSWERED

To sum up, the things we know are:

1. The period of training for the Canadian cadets was November 1917 to April 1918.
2. The names and locations of the three training fields near Fort Worth, Texas used during the winter of 1917-18, and their subsequent name changes.
3. The number of Canadians killed during training, their names, and the location of the special Canadian Section at Greenwood Cemetery at Fort Worth.
4. The cadets were recruited by the British—mostly in Canada—and paid by the British as members of the Royal Flying Corps. The things we do not know are:
  1. How many Canadians were trained at the three Fort Worth Flying Fields during the six months of 1917-18? We have not been able to find the figures for the Canadians, or for the total. We suspect that the Canadians were about 35% of the total.
  2. Who rented the fields or paid for their training—the Canadian or British Governments?

#### SPECIAL ACKNOWLEDGEMENT

I wish to make special acknowledgement for the tremendous assistance given me in this project by BNAPSer Jeff Switt, who resides in Fort Worth. Jeff is the one who originally piqued my curiosity regarding the story behind the cover shown in figure 1. He searched the Fort Worth Library and came up with photocopies of the relevant pages of Leonard Sanders' book which provided so much valuable background information. Jeff also provided maps showing the present location of Ryan's Farm, now a residential area of Ft. Worth. He also contacted Greenwood Cemetery to obtain preliminary data, and finally he visited the cemetery to take a series of photos, two of which are reproduced with this article. Jeff did all this with enthusiasm because, as he says, "Here was Canadian Postal History being made right in my backyard!"

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# IN MEMORIAM

## FRANK W. CAMPBELL



One of Canada's pioneer postal historians, Frank W. Campbell, died recently in Royal Oak, Michigan at the age of 98.

Although his letters and notes for the past few years usually started, "Bad eyes. Bad typing.", he continued to be as active as possible, keeping a small indoor garden at the senior citizens complex where he lived and writing letters right up until his death.

Born August 25, 1885 at Tilbury, Ontario, he went to work as a printer, travelling around Canada and the United States. He served in France with the United States Army in World War I.

After his marriage in 1926, he and his late wife Helen moved to Royal Oak where he purchased a greenhouse and established a garden and landscape nursery business.

An accumulation of old family letters,

coupled with an interest in stamps, started him on the postal history trail in the early 1920's. While developing—over 40 years—his list of Canada Post Offices 1755/1895, Frank also made a study of the Admirals and another on precancelled stamps of Canada.

The first version of *Canada Post Offices 1755/1895*, finished in 1958, was published in 1972. He continued to make changes to it at least as late as last year. The book he is holding in the photograph above was titled 'My Unpublished Manuscript'. He also wrote many short articles for stamp periodicals.

A Frank W. Campbell Anthology is currently in preparation and will be available shortly.

## ELIZABETH HARRISON

Elizabeth Harrison passed away on November 27 after a lengthy illness.

A founding member of the American Philatelic Research Library, she collected stamps of the United States and Portugal and Colonies. She was also active in the insurance agency of her husband, Horace W. Harrison.

While not a collector of BNA, Elizabeth played a major role in the very successful 1970 BNAPS convention at Easton, Md.

Mrs. Harrison is survived by her husband, a daughter, Ellen, and a brother, Emrys Harris.

## DOUGLAS A. PATRICK

At the age of 78, following a three week illness, Douglas Patrick died in Toronto at the end of October.

From his radio broadcasts—he wrote more than 1000 scripts for the Canadian Broadcasting Corporation—and 33 years as the weekly stamp columnist for the Toronto *Globe and Mail*, he was probably Canada's best known philatelist. He worked as an advertising salesman for the *Globe* for 25 years.

A fellow of the Royal Philatelic Society of London, Douglas Patrick had been named an Emeritus member of BNAPS at the convention in Winnipeg.

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# The PRECANCEL SPECIALIST

## Additional Notes on Quantities

by Hans Reiche

The King George VI stamps listed as 'with cap' in the catalogue were replaced by the 1949 set. During the last year of usage of these stamps the quantities ordered for precancel purposes give some insight to the extent of usage. If one assumes that similar quantities were prepared and used each year during the entire life of this issue, then it seems obvious that the stated quantity of regular stamps (i.e. not overprinted) issued, not counting OHMS overprints, does not

include precancelled stamps.

It is therefore most likely that special printings were made to accommodate the large numbers of precancels required. This is also evident from the plate numbers which have been found. Early plate numbers must have been recalled for use in later years. Both precancel numerals as well as bars exist on this issue.

The 1949 account, issued in January 1950, lists the following quantities:

### PRECANCELLED WITH BARS

1¢	2¢	3¢(violet)	5¢
9,000,000	1,900,000	600,000	60,000

### PRECANCELLED WITH NUMERALS

Brantford	450,000		
Calgary	600,000		
Edmonton	600,000		
Guelph	500,000		
Halifax	300,000		
Hamilton	1,200,000		
Kitchener	600,000		
London	1,800,000	100,000	
Lennoxville	30,000		
Montreal	10,000,000	800,000	600,000
Moose Jaw	400,000		
Niagara Falls	120,000		
Oshawa	250,000		
Ottawa	600,000		
Peterboro	120,000		
Quebec	1,100,000	250,000	
Regina	600,000		
St. Thomas	240,000		
Saskatoon	300,000		
Toronto	13,000,000	700,000	700,000
Vancouver	2,000,000	100,000	100,000
Windsor	1,200,000		
Winnipeg	3,200,000	600,000	150,000

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# PLATING THE CANADIAN MAP STAMP OF 1898

by W. L. Bradley

## BLACK PLATES & THE TONKIN GULF DETAIL

Tomlinson's book goes into this in some detail, but stops short of the final identification procedure; when he gets to the guide dots and arcs in the Tonkin Gulf, he is not specific as to the location of the dot on each Black Plate. *This is the key to the location of individual stamps on each of Black Plates No. 1, 2 & 3!*

I have redrawn the plate layout and rewritten the layout description that appeared in Col. C. C. Adam's article in the LONDON PHILATELIST of March 1946. As far as my research goes, what follows is an accurate description of the procedures used for die location on Black Plates 1, 2 & 3. Black Plate 5 seems to have been done differently (more horizontal guide lines are visible) or a better rubbing job was done on the plate to remove all evidence of arcs and guide

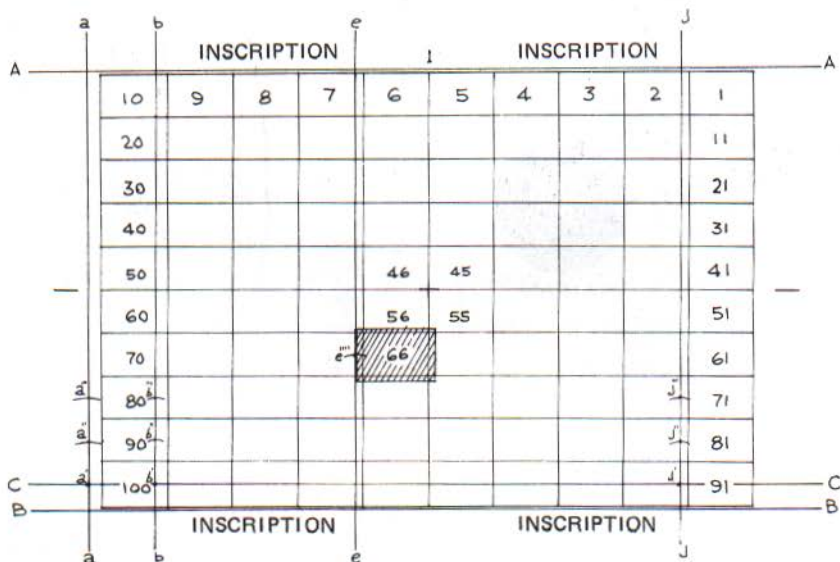
dots, but more on Black Plate 5 in another article.

Please refer to Figure 1. This sketch depicts a die layout of 100 stamps on the master plate. The reader should remember that the sketch is 'face down' i.e. stamps 1-11-21...91 are on the right instead of on the left. The engraving steps were as follows:

1) The center cross on the sheet and short horizontal lines at the side were engraved to mark the horizontal and vertical centre lines.

2) Lines AA & BB were drawn to mark the top and bottom limits of the plate.

3) Ten vertical lines (aa, bb, cc, ... jj) were drawn, spaced the width of each finished stamp apart. The position of aa was determined by the size of the master die. If the left edge of the metal lay along the line aa, the transfers from



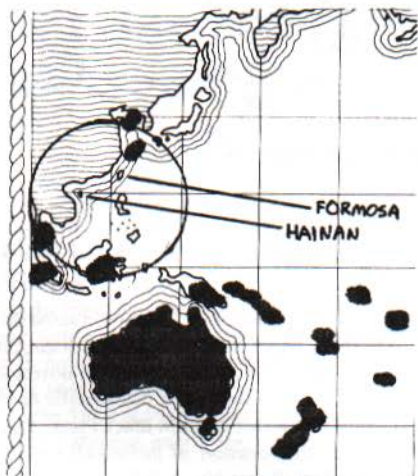
1. Plate layout for die impressions

the die would come in at the correct positions for the left column of the finished sheet, stamps 10, 20, 30...100.

4) Line CC was drawn, at a point half the height of the finished stamp, above and parallel to BB, cutting vertical lines aa, bb at points a', b' etc.

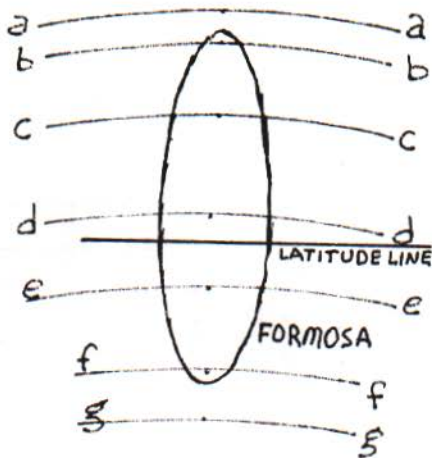
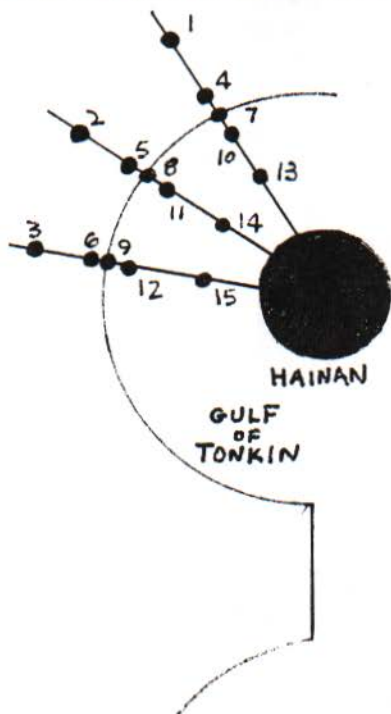
5) A nick at the centre of the left edge of the master die was placed on the point a'. This fixed the position of stamp 100. Stamp 99 was fixed when the nick was placed at b', and so on.

6) At this point a compass was used to fix the location of stamps higher up in the column. The point of the compass was placed at a' and with a radius equal to the height of the stamp, an arc was made to cut the line aa at a''. Similarly, a''' was located. From b', points b'' and b''' etc. were fixed, and so on for the whole sheet. The sketch shows the location of e''', which fixes the position of stamp 66, as an example. The guide dot and arc will actually appear on stamp 67. It will be seen that marks j', j'', j''' etc. fix the position of stamps 91, 81, 71...1, so that there will not be guide dots or arcs on those stamps. The right hand (in the sketch) sides of stamps 91...1 were fixed by dots and horizontal guide lines, which are evident in the lower



2. Location of Tonkin Gulf Detail

left corners of Black Plate 3 for example. Other methods were used to fix the right hand sides (in the sketch) of the other columns. Black Plate #3, for example, shows dots at the lower right corner of the finished stamps in columns 4 and 10.



3. Tonkin Gulf References

Left—Position of guide dots referred to Island of Hainan.

Above—Position of arcs cutting island of Formosa.



As already mentioned, attempts to erase these guide dots and arcs were not always successful. The finished products, Black Plates 1, 2 & 3, often show the dots and arcs, with varying intensity, located in the Tonkin Gulf (Figure 2) area off the coast of China. Using the guide dots and the arcs (which when visible cut the island of Formosa at various points), nearly all the stamps on Black Plates 1, 2 & 3 can be identified as to plate position. No two are exactly the same.

Please refer to Figure 3. The location of the dot is referred to the island of Hainan, which is used as the centre of a wheel with three spokes to the northwest. The guide dots are numbered 1 to 15 inclusive, as shown. Actual dots approximate these locations and a judgement call is sometimes necessary. The dot may be large and clear, or merely a speck, to be seen only by us-

ing a glass. On occasion two dots appear, the correct one being the one that appears on the extended arc.

Similarly, the arcs which cut Formosa have been identified using the first seven letters of the alphabet, *a* to *g* inclusive. These may be seen by the naked eye, but often a glass is necessary.

Thus a stamp can be identified by using a combination of a guide dot number and an arc letter. For example, a stamp with a guide dot in position #6 and an arc cutting Formosa at position *b* would be denoted as *6b*.

Where these two marks, both a guide dot and an arc, are present, the location on the plate can be determined without question. When they are not present or only one shows, other features of the Black Plate or Red Plate will govern and confirm the location.

(TO BE CONTINUED)

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# PATRIOTIC POSTCARD SERIES

by W. L. Gutzman (1300)



## BEAVER, FLAGS AND MAPLE LEAVES

One of the most beautiful sets of patriotic postcards was made in Germany but published by the Illustrated Post Card Co. of Montreal. While the format of these cards varies considerably, colours are always vivid reds and blues. The embellishments normally include the Ensign, maple leaves, a coat-of-arms, and the beaver.

Used copies indicate that the cards were available in 1909, during the period when the famous September 13-20 'Back to Montreal' week occurred. Some of the cards do, in fact, have the 'Home Sweet Home' week advertised in the space where a view normally appears.

Backs are of two styles. In those cases where a single number is assigned, the back is divided, with 'Post Card' and instructions printed in brown. The number is in brown at the lower left, and the paper has a distinct brownish tone.

When two numbers are assigned, the backs are divided and printed in green. Instructions are of the same design, but 'Printed in Germany' appears alongside the stamp location. The numbers in this case are in blue, on the face of the card. The second number appears to refer to the basic design of the card, while the first one refers to the change in the added scene.

- |             |  |
|-------------|--|
| 13047       | Vertical design; flag and crest predominate; 'Back to Montreal' in gold.   |
| 13048       | Flags predominate; black and white 'Queen Square, Charlottetown, PEI'.   |
| 13052/13048 | As above but 'Montreal, Dominion Park', water scene.   |
| 13049       | Design is at right; 'Back to Montreal' in rectangle at upper left.   |
| 13058/13049 | As above but 'Montreal, Dominion Park', shows crowds.  |
| 13050       | Lady seated at left; 'Back to Montreal' in rectangle at upper right. (At least two designs occur in the rectangle—one is gold, one multicolour.) |
| 13053/13050 | As above but 'Montreal, Observation Car'. (This also occurs with a small envelope posted over the scene.)  |
| 13054       | Lady sitting at left; 'The Maple Leaf Forever' at base; 'Back to Montreal' in gold in a rectangle at upper right.                                |
| 13056/13054 | As above but 'Montreal, Dominion Park'.  |
| 13057/13054 | As above. (On the copy I have,   |



the scene is different from any mentioned above, but is covered by an envelope which was pasted over it.)

Can anyone give information on the missing numbers—13051, 13052, 13053? Also, what is the basic scene given by 13057 on card 13057/13054?



**THE CHAMPLAIN-DEMONT'S TRICENTEN-  
NIAL: 1604-1904**

A short set of cards appeared early in 1904 to commemorate the Tercentenary of Champlain and DeMonts. These show an unframed view of the St. John, New Brunswick area at the top half of the card; with a highly embossed crest, in gold, showing Champlain and DeMonts.

The publisher of the cards is not shown, although the letters 'RD 1904' or 'PD 1904' embossed at the base of the crest, may give an indication of the publisher.

Backs are undivided and have the words 'Post Card/Address only to be written on this side' printed in blue-green.

Bridges and Reversing Falls, St. John, N.B.

Martello Tower West, St. John, N.B.  
St. John, N.B. from Mount Pleasant

**HERALDIC SERIES—B.A.C.T.**

A beautiful set of Coats-of-Arms of the Provinces, in vertical format, appeared sometime after 1910. Not many used copies have been seen.

Within an ornate border of gold scrollwork, the provincial coat-of-arms is surmounted by what appears to be an armoured helmet surrounded by red and blue scrolls. The name of the province is at the base.

The Publisher's name is not shown. The border of the card, however, is identical to Stoddart's 'Ja-Ja', except that it does not contain the words 'Ja-Ja'. Backs are divided, and have the words 'Post Card' and other printing in green.

- New Brunswick
- Nova Scotia
- Prince Edward Island
- Quebec
- Manitoba
- British Columbia
- N. W. Territories



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Chairman, Anti-Theft Committee  
Royal Philatelic Society of Canada

By this time many BNAPS members will be familiar with the theft of some 1200 BNA and Canada covers from dealer Allan Steinhart's booth at Toronto's Stamp Marketplace last October 9. How this occurred or why it occurred is not the concern of this article. Those matters are, properly, a private matter between the organisers of the show and their security firm. The purpose of this article is to make some observations on the aftermath of the theft.

I am sure that I speak for all of Allan's friends and customers when I say how pleased we were to learn of the very fast recovery of the bulk of the stolen material. Unfortunately, in the vast majority of philatelic thefts, the material is never recovered by its owners.

There are several very important points which can be learned from this particular case, points which all collectors would be well advised to keep in mind.

**1. CASH REWARD:** Allan offered a \$1000 'no questions asked' cash reward for information leading to the recovery of the MAJORITY of the material. The Metropolitan Toronto Police make no bones about the fact that the reward led directly to the recovery of roughly 85% of the covers. In fact, the tip to the Police, which resulted in the raid in which the material was found, came less than 24 hours after the theft.

So a good point to bear in mind if you have your collection stolen is to offer a substantial cash reward for information leading to the recovery of the majority of your material. Even if you have to go to the bank to borrow the money to pay the reward, it will be worth it if you get even part of your collection back.

**2. PUBLICITY:** This theft received a great deal of publicity in the Toronto press and on several Toronto radio stations. This paid off immediately when the thief and an accomplice attempted to sell one of the covers the following day to an antique dealer. The dealer, who had

heard of the theft on the radio, became suspicious and started asking questions. This alarmed the pair who departed in a hurry, leaving the cover behind with the dealer, who called Police. All Toronto stamp dealers were aware of the theft, so when the pair attempted to sell two more covers to a local stamp dealer, they were again out of luck. But for the fact that the dealer was alone in his store at the time they might have been apprehended. As it was, the dealer retained the covers which, according to Allan, were the two most expensive ones in the box.

The point to be kept in mind here is to contact your local media with full details about your theft quickly. Many people, it seems, don't want publicity if they have a theft. This is a personal choice, but there appears to be no doubt that the publicity, as well as the reward, was definitely instrumental in this case. The RPSC and APS ANTI-THEFT COMMITTEES can only do so much in the way of notification—principally to the dealer community. You are the best person to contact your local media because you can do so immediately, and the quicker the better.

**3. RECORDS:** Because he kept accurate records, Allan was able to make positive identification of at least 175 items in the stolen box. Positive identification is a key factor in the prosecution's case at a criminal trial. Allan has provided the Police with auction catalogue photographs and descriptions for certain items among the recovered material, along with paid invoices and receipts for these items which clearly establish his ownership.

A further point, therefore, is to ensure that you do keep records and keep them up to date. If you buy an item in an auction make sure that you keep the catalogue, or at least the page where your lot is described, together with the receipt from the Auction House showing that you have paid for the lot. These should be kept away from the collection, preferably in your bank safety



deposit box. If you do have a theft these records can be turned over to your Police to assist them in their investigation. Also under the heading of records should be photocopies. Photocopy as much of your collection as you possibly can. Most firms which do this type of work charge 10¢ per page but many will give a price break for quantity. Again, keep these in your safety deposit box. If you collect mostly covers, make a detailed inventory of them. Most covers and postcards are unique, so list all the details such as a description of the postmarks, backstamps, postal endorsements etc., even down to the name and address on the item. I know this will be a lot of work, but it might pay off in the long run.

Keep in mind too, that the services of the American Philatelic Society and the Royal Phil-

atelic Society of Canada Anti-Theft Committees are freely available to ANY stamp collectors in Canada or the USA who have the misfortune to have their collections stolen. Membership in the RPSC or the APS is NOT a requirement to avail yourself of this service. If your collection is stolen, please advise us as quickly as possible. Phone 705-726-5019, or write to RPSC ATC, Box 745, BARRIE, Ontario L4M 4Y5 if you live in Canada. American members of BNAPS should call 216-856-5895 or write to Jim Beal, Box 2457, Vienna, Ohio 44473. The two committees pool information, so notifying one is the same as notifying both.

I hope that you will never have to call or write.

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# A STUDY OF THE TELEGRAPH COVERS OF CANADA

by Wilmer C. Rockett, OTB and Leo J. LaFrance, OTB

## INTERCOLONIAL RAILWAY (TELEGRAPH)

At least two types of covers are known for the Telegraph Branch of the Intercolonial Railway. Both envelopes feature a straight line 'Intercolonial Railway', with 'Form 350' printed on the upper left corner. The earlier

cover—the one illustrated contained a telegram dated Aug. 12, 1893—is a small, buff coloured wove envelope. The later envelope is larger and of white wove paper, and has printing data (4-5-10,—300M.) printed below 'Form 350'.





# DOMESTIC PARCEL POST — AN ADDENDUM

by George Arfken

Under the title Domestic Parcel Post (1) Charles de Volpi outlined the rates and quoted the relevant government documents from the beginning of Canadian parcel post on through the Small Queens era. de Volpi illustrated the 6¢ per 4 oz rate (1879-) with two portions of parcel post wrappings. Figure 1 is submitted as an addendum to de Volpi's paper. It shows the 12½¢ per 8 oz rate that was in effect for the Large Queen and early Small Queen eras, 1868-1879.

The item pictured here could pass as a large registered envelope and that may be why it has survived. Indeed this was the interpretation given recently by an auction lot describer. It is an envelope, but with the flap sealed and the two ends cut open to convert it into a wrapper. The words '*poste au paquets*'—'parcel post' in French—confirm this.

The 12½¢ parcel post rate is covered with a block of 4 of the 3¢ Small Queen and a ½¢ Large Queen. The use of the Large Queen emphasizes the overlap in use of the various Large Queen and Small Queen denominations. This item was mailed in 1874, over four years after the introduction of the first Small Queens. If the 12½¢ rate was to be paid exactly there was no way of avoiding the use of a Large Queen, either the ½¢ or the 12½¢ Large Queen. (2)

This parcel post wrapper illustrates one other interesting point of de Volpi's article. The wrapper is registered. Parcel post packages could be registered, but the fee was not the 2¢ registration fee for letters. The registration fee for parcel post packages was 5¢. The 2¢ and the single 3¢ Small Queen pay for the registration.



1. Wrapper carrying 17½¢ postage for the 8oz. registered parcel post rate

## REFERENCES:

- (1) Domestic Parcel Post, Charles P. de Volpi, BNA TOPICS Vol. 37, No. 2, P. 46, March-April, 1980.
- (2) The 12½¢ Large Queen was in active use in 1874, some 64,850 being issued to postmasters

in the period July 1874-June 1875. One of its original purposes, paying the Canadian packet rate to Great Britain, had disappeared when that rate was reduced to 6¢ per ½ oz in 1870. Presumably most of the 12½¢ Large Queens used in 1874 were used for parcel post.

# CENTENNIAL DEFINITIVES STUDY GROUP

## The Hidden Dates

by Douglas C. Irwin

On 8 February 1967 the Canada Post Office released a set of 12 definitive stamps to celebrate Canada's centennial. The set consisted of five low value definitives and seven attractive, steel engraved, high value definitives depicting scenes by Canadian painters. Then, as now, it was the practice to include the year of issue of the stamps somewhere in the design. This article briefly describes the location of these hidden dates. Take a little time and try to locate the dates yourself prior to reading about their location.

The 8¢ definitive depicts A. Y. Jackson's painting of the *Alaska Highway between Watson Lake and Nelson* in violet-brown. The 1967 date is at the right shoulder of the road, at the very bottom of the stamp.

Tom Thomson's *The Jack Pine* is shown in olive-green on the 10¢ denomination. The 1967 date is hidden in the hills bordering the lake, just above the far shoreline near the left edge of the left-most hill.

The 15¢ value shows *Bylot Island*, a painting by Lawren Harris, in violet. The 1967 date

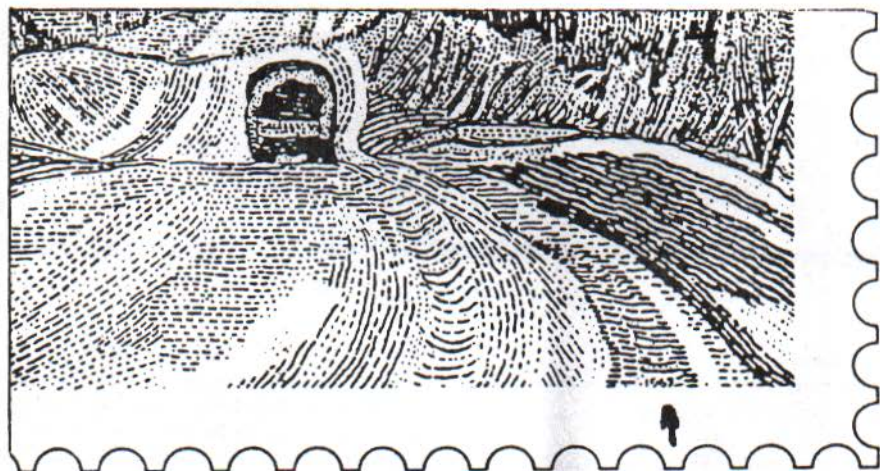
is quite well hidden in the design, occurring very near the right edge of the stamp at the right tip of one of the iceflows.

The 20¢ stamp has James Wilson Morrice's *The Ferry, Quebec* in blue. Here the date also occurs just above the shoreline of the St. Lawrence River, to the left of the ferry.

J. E. H. MacDonald's *The Solemn Land* is depicted in dark green on the 25¢ definitive. The date once again appears just above the shoreline, on the point of land near the left edge of the stamp.

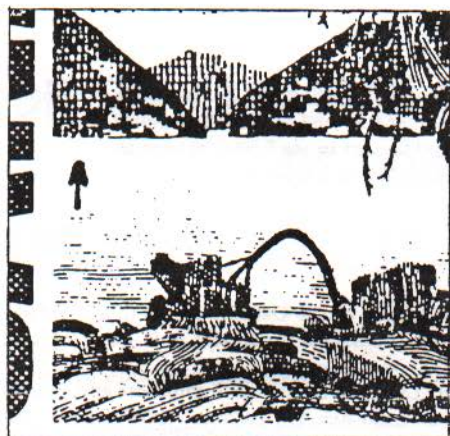
The 50¢ value of the set shows *Summer's Stores*, by John Ensor, in orange-brown. The date can be found in the centre foreground of the stamp, among the furrows.

The 1967 date is also burried in the furrows of the top value in the Centennial definitives, the \$1 carmine. The scene depicted is taken from the painting, by H. G. Glyde, *Imperial Wildcat No. 3, Excelsior Field, near Edmonton*. The date can be found below the people and vehicles at the left of the stamp.



8¢

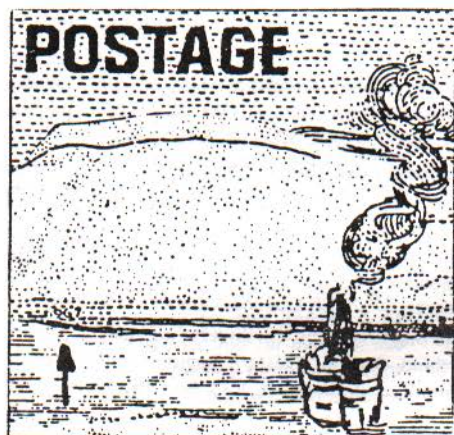




10¢



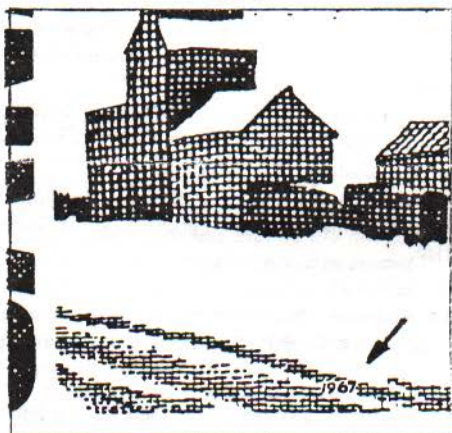
15¢



20¢



25¢



50¢



\$1

# 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.

**MARCH 2-4**—27th annual exhibition and bourse of the North York Philatelic Society. Sheppard Shopping Centre, Yonge St. and Sheppard Ave., Willowdale, Ont. Information: P.O. Box 62, Willowdale, Ont. M2N 5S7.

**MARCH 17**—OAKPEX '84, Annual Exhibition and Bourse of the Oakville Stamp Club, Trafalgar Hall, Trafalgar Road and Hwy. #5, Oakville, Ontario. Information: P.O. Box 524, Oakville, Ontario L6J 5B4.

**MARCH 31—APRIL 1**—The North Toronto Stamp Club's 41st Annual Exhibition and Bourse, North Toronto Memorial Gardens, 180 Eglinton Ave. W., Toronto. Information: John Hopkins, 286 Judburgh Rd., Toronto, Ont. M5M 3K6.

**APRIL 7-8**—WINPEX '84, Essex County Stamp Club show and bourse. St. Alphonsus Church, City Hall Square, Windsor, Ont. BNAPS regional group meeting. Information: Ray Simrak, P.O. Box 1503, Stn. A, Windsor, Ont. N9A 6R5.

**APRIL 27—MAY 6**—ESPANA 84. FIP sanctioned international exhibition, Madrid, Spain. Canadian Commissioner: James Kraemer, 17 Comanche Drive, Ottawa, Ont. K2E 6E8. American Commissioner: Harold E. Peter, P.O. Box 369, Elkhart, IN, USA 46515

**APRIL 28-29**—West Suburban Stamp Club's 15th annual exhibition and bourse. Plymouth Central Middle School, Church & Main Streets, Plymouth, Michigan. Information: P.O. Box 643, Plymouth, Michigan 48170.

**MAY 18-20**—ROYALE '84, the annual convention of the Royal Philatelic Society of Canada. Exhibition and bourse hosted by La Société Philatélique de Québec. Hilton Hotel, Quebec City. Information: Guy des Rivieres, CP 2222, Quebec, Quebec G1K 7N8.

**MAY 25-27**—PIPEX '84, 44th annual exhibition and meeting of the Northwest Federation of Stamp Clubs. Red Lion Inn/Lloyd Center, Portland, Oregon. Western Regional meeting of the Postal History Society of Canada. Information: John White, P.O. Box 15269, Portland, Oregon, USA 97215

**JUNE 1-3**—STAMPEX, annual national level exhibition and bourse. Sheraton Centre, Toronto. Information: STAMPEX, 565 Alness St., Downsview, Ont. M3J 2T8.

**SEPTEMBER 6-7-8**, BNAPS annual convention. Sir Francis Drake Hotel,

**BNAPEX '84**: Sutter & Powell Sts., San Francisco, California. Information: Garvin Lohman, 1541 Sacramento St., #3, San Francisco, CA 94109.

**SEPTEMBER 21-31**—AUSIPEX '84. FIP sanctioned International Exhibition, Melbourne, Australia. Canadian Commissioner: David Dixon, PO Box 1082, Oakville, Ont. L6J 5E9. American Commissioner: Stanley C. Jersey, PO Box 713, Carlsbad, CA 92008.

**OCTOBER 3-7**—Annual convention of the Canadian Philatelic Society of Great Britain, St. Anne's Hotel, Buxton, Derbyshire, England. Information: John Parkin, 12 Lime Grove, Ashbourne, Derbyshire, England. DE6 1HP.

1985

**BNAPEX '85: SEPTEMBER 12-14**, BNAPS annual convention. Westin Hotel, 4th Ave. at 3rd St. S.W., Calgary, Alberta. Information: BNAPEX '85, P.O. Box 1478, Calgary, Alberta T2P 2L6.

1986

**MAY 22-JUNE 1**—AMERIPEX '86, FIP sanctioned International Exhibition, Chicago, IL. Canadian Commissioner: David Dixon, P.O. Box 1082, Oakville, Ontario L6J 5E9.

**BNAPEX '86**—Detroit, Michigan; Chairman: Chuck Firby **STOCKHOLMIA '86**—Stockholm, Sweden



# REPORT

## ON THE CANADIAN POSTAL CENSORSHIP OF 1914-1919

Compiled by E. R. Toop from records in the National Postal Museum, Ottawa. The balance of the report will be printed, in stages, in future issues of TOPICS.

### EVASION OF CENSORSHIP

(Continued from Nov.—Dec. 1983 TOPICS)

41-A. 1) *No person shall transmit otherwise than through the mails or convey to or from Canada or receive or have in his possession for such transmission or conveyance any letter, written message or memorandum. The foregoing provision shall not apply:*

(i) *To shipowner's letters, that is to say, letters of the owners, charters or consignees of vessels inward bound and to the owners, consignees or shippers of goods on board those vessels or to ships' papers.*

(ii) *To any letter, message or memorandum or any such written or printed matter as aforesaid, conveyed by any person if he proves that it is required for his own use and does not contravene the provisions of any other of these regulations and is otherwise lawful.*

(iii) *To any class of letters, messages and memoranda or any written matter for the time being exempted by the Postmaster General.*

2) *Any person who transmits any postal packet by an indirect route or otherwise in such manner as to evade examination by an officer appointed to censor postal correspondence in this country shall be guilty of an offence against these regulations, unless he proves that he did not intend that the examination should be evaded and that the matter contained in the postal packet does not contravene the provision of any other of these regulations and is otherwise lawful.*

3) *These regulations shall be in addition to and not in derogation of the provisions of any enactment, order, proclamation or regulation respecting the export of merchan-*

*dise or trading with the enemy.*

### OTTAWA CENSORSHIP

The mails examined at Ottawa were the following:

- 1) Mails between Canada and neutral countries in Europe and Central and South America, termed 'The Neutral Terminal Censorship'.
- 2) Mails addressed to, or coming from, Prisoners of War, no matter where located, termed 'The Prisoner of War Censorship'.
- 3) Mails to and from enemy countries, forwarded through the medium of Thomas Cook and Son.
- 4) Mails between specified individuals in Canada and the United States, termed 'The Confidential Censorship'.
- 5) Examination of newspapers and literature under the terms of the various Orders in Council, termed 'The Newspaper Censorship'.
- 6) Mails, other than those referred to above, which, for some reason or other, it was considered advisable to have kept under surveillance, termed 'The Miscellaneous Censorship'.

### VANCOUVER CENSORSHIP

The necessity of establishing a censorship station at Vancouver arose in June 1916 when mails, carried by the steamers of the C.P.R. Company to and from the American Post Office at Shanghai, were suspected of containing enemy correspondence. At first, it seemed that such action might be a violation of Article Six of the Postal Convention concluded between the United States and Canada in 1888, which was still effective and which provided as follows:

*"The United States of America and the Dominion of Canada each grants the other free of charge, detention, or examination whatever, transit, across its terri-*

*tory, of closed mails made up by any authorized exchange offices of the same country or to any exchange offices of the other country."*

Since these mails originated in the United States, passed through Canada, and were forwarded on Canadian steamers to the United States Post Office at Shanghai, the justification of such a censorship might be questioned.

Law officers in London, however, advised that Article No. 4, subsection 1, of the Universal Postal Convention, did not prevent His Majesty's Government from censoring letters which, in course of transit from one neutral country to another, passed through British territory. This ruling was thought to apply also to special postal agreements between a neutral and a belligerent. His Majesty's Government was, therefore, prepared to maintain non-applicability of the Convention of 1888 to war measures of the instance quoted above.

## HISTORY

The Vancouver Censorship Station was consequently established, work beginning with the mails carried by the *S.S. Empress of Russia* which sailed from Vancouver on August 10, 1916. The following month the United States authorities, who at that time did not regard the censorship as justifiable or legal, discontinued the use of the C.P.R. boats for carrying mails. The latter were, however, again routed via Vancouver in June 1917. The censorship was then resumed and continued without further interruption.

The cooperation of the British authorities was requested in August 1917, by the then Russian Government, to prevent the forwarding to Russia by letter post of articles which were dutiable in the country of destination. Instructions were accordingly issued, to the censor at Vancouver, to examine all mails between the United States and Russia which passed in transit via Vancouver. Later, mails between the United States and the Far East, with the exception of the Philippine Islands and certain Allied postal agencies, were included.

In May 1918, German Mennonite missionaries in China were suspected of inciting riots and brigandage in Honan and Kiangsu provinces. Acting upon the advice of Major H.S.G. Buckmaster, Deputy Chief Censor for the Far East at Shanghai, China, the Department made the necessary provisions for having the mail to, and from, these people specially watched. Several extra Chinese translators were added to the Vancouver

Censorship staff, and all mails between Canada and China began to be examined on June 18, 1918. Since the Chinese Nationalist League was working against the efforts of the Allies, it was also essential that the forwarding of funds to this organization be prevented.

A censorship of Japanese mail became necessary during 1918. In Japan, according to a despatch of August 1918 from the British Ambassador at Tokyo, the censorship was being carried out by a Chief Postal Censor located at Tokyo, and twelve examiners, mostly native students not proficient in foreign languages.

## STAFF

At Vancouver and Victoria the work was done by members of the Post Office and the Post Office Inspector's staffs, with some additional translators and examiners. Considerable difficulty was experienced, not only in obtaining suitable men of non-military age or unfit for military service, but also in retaining them after they were appointed. Resignations were apt to result when it became necessary to require extra duty for, around the dates of receipt or despatch of mails, the staff worked as much as eleven hours per day. The number of examiners varied from 50 to 200.

## MAILS EXAMINED

The mails examined at Vancouver were:

- 1) Transit Mails between the United States and Japan or China or Russia; to Neutral countries (Spain, Norway, Sweden, Holland, Denmark and Switzerland) via trans-Pacific carriers; and to China, Japan, Australia and New Zealand.
- 2) Terminal Mails between: Canada and China, termed 'The Chinese Censorship'; Canada and Japan, termed 'The Japanese Censorship'; and Canada and South America, Australia and the Dutch East Indies.

## DECREASE IN QUANTITY

When the United States Postal Agents, assisted by the British Censorship Authorities, began to censor all outgoing mail at Shanghai in February 1918, a marked decrease in the quantity of mail received at Vancouver became noticeable.

## COOPERATION WITH THE UNITED STATES

Trial censorships were carried out at San Francisco and Seattle in March 1918. The need for cooperation between these staffs and that of Vancouver then became imperative. It was accordingly suggested by Vancouver that the of-



ficers concerned be advised of each other's work—that each know what languages the other was prepared to handle, what time could be allowed at Vancouver for the final censorship of mails, etc., and that censorship mail be kept separated from the uncensored.

In August 1918 an American censor visited the Vancouver station and an exchange of various publications was arranged. Although a helpful spirit of cooperation was engendered by this visit, it was found that the policy of the United States Censorship could not be followed, owing to the difference in functions between the censorship at Vancouver and those of the War Trade Board representatives at the U.S. Censorship stations. At Vancouver, the staff was concerned merely with the physical handling of the mail; all information of interest and letters withheld were submitted to the Department at Ottawa for treatment. At the United States Censorship Stations, on the other hand, the War Trade Board representatives, with whom were associated representatives of the military, naval and other government departments, directed the censorship and also dealt with the information extracted and, finally, disposed of the correspondence. Thus there was combined, in the American Postal Censorship Executive Committees, the whole function of the censorship corresponding to the work performed at Vancouver and at the Department in Ottawa combined.

The censorship stations at Seattle and San Francisco began to let up on social mail in December 1918, but it was considered advisable to continue censoring such mail at Vancouver to prevent possible Bolshevik propaganda, which could easily enter the country at that point.

## HALIFAX CENSORSHIP

### ESTABLISHMENT

A censorship station, similar to those at Kirkwall and Falmouth, was established at Halifax, N.S. Certain correspondence carried by neutral vessels was examined there by the Military Censors, who were appointed by M.I. 9 and who worked in close cooperation with the Naval Control Officers stationed at the ports.

### JUSTIFICATION

The right of visit, search and detention of neutral ships, vested by long established international custom in naval officers only, might have been exercised on the high seas, but owing

to the difficulty of so doing under modern conditions, ships were frequently sent in to harbour for examination. This procedure was merely a prolongation of the right of visit and search. Although ships were only sent for examination by men of war, the foregoing arguments were not invalidated by the fact that ships called voluntarily at a port for the purpose, since this was done merely to prevent the further delay which a stopping and tentative examination at sea would occasion.

### MAIL EXAMINED

The correspondence examined was as follows:

- a) Privileged Correspondence, i.e., shipping documents.
- b) Correspondence of the Company of the Vessel calling.
- c) Letters carried by the Crew and Passengers.
- d) Letters addressed to persons in ships, except:
  - 1) Letters sent on the business of a Government Department;
  - 2) Letters addressed to ships known to be bound for a British or Allied Port;
  - 3) Letters addressed to coasting ships;
  - 4) Letters addressed to the captains of ships and bearing an indication that they were sent by the owners; and
  - 5) Letters which had already passed through the censorship.
- e) Letters addressed care of shipping agents, etc., for delivery on board ship, except:
  - 1) Letters addressed by ship owners to the masters of their ships (such letters must relate solely to the ship itself);
  - 2) Letters relating to charter; and
  - 3) Letters relating to cargo.

Intercepted securities were brought before the Prize Court.

### DECREASE IN MAILS

In the fall of 1917 passenger ships passing between New York and Holland and the Scandinavian countries stopped at Halifax with ever increasing irregularity, until the spring of the following year, when they ceased almost entirely. Since so much neutral tonnage had been taken over by the Allies, it was thought that every possible facility should be given to the few remaining vessels which still continued to run between America and neutral countries. It had, therefore, been decided to eliminate the call at Halifax and to arrange for cooperation between the British and American examination services in American ports. Several members of the Halifax staff were consequently transferred to New York. A por-

tion, however, remained, since the British authorities did not desire to abolish the Halifax Censorship station.

The Icelandic steamers still called occasionally, bringing mails marked 'Halifax' which contained both Canadian and American letters. It was finally arranged with the Icelandic postal authorities to send the mails separately so that the American portion could proceed direct to New York, where provision had been made for the examination of all incoming and outgoing Icelandic mail.

Correspondence for Canada coming from Iceland via New York was sent uncensored from there to Ottawa for treatment.

### NEUTRAL TERMINAL CENSORSHIP

#### CENSORSHIP OF APRIL 1-6, 1917

The possibility of serious leakage of military information, by way of the mails from Canada to neutral countries, called forth the suggestion from the Director of Special Intelligence that Canada submit such mails to a strict censorship. Since information pertaining to local situations or plans of operation can always be controlled most effectively by the authorities in that territory, it seemed advisable that Canada, and not Great Britain, assume this responsibility. It was in keeping with this principle that mails from the United Kingdom to Switzerland, passing through France, were not being interfered with by the French censor and, similarly, mails from France to Holland or Scandinavia were being passed uncensored in London.

A censorship was, accordingly, established on April 1, 1917 for all outgoing letters, both ordinary and registered, addressed to neutral countries, except through Canadian ports or the United Kingdom. By April 6 this censorship was in place across Canada. Letters were censored at the office of origin and not at any office through which they might pass in transit. The censorship offices are listed in the table.

The following correspondence was exempted from censorship:

- 1) Diplomatic correspondence—letters known to be from Diplomatic Representatives in Canada of British, Allied or Neutral countries.
- 2) British and Allied Consular Correspondence—letters known to be from the Consuls-General in Canada of British or Allied powers.
- 3) Neutral Consul-General correspondence.
- 4) Neutral Consul correspondence addressed to officials—letters known to be from the Consuls

#### CENSOR OFFICES—APRIL 1-6/JULY 2, 1917

Censor Offices not having translating staff	Censor Offices having translating staff*
Victoria	
Nelson	Vancouver
Prince Rupert	
White Horse (Yukon)	
Edmonton	
Calgary	Moose Jaw
Saskatoon	
Regina	
Brandon	
Fort William	Winnipeg
Port Arthur	
Sault Ste. Marie	
Windsor	
Hamilton	Toronto
London	
Niagara Falls	
Kingston	Ottawa
Sherbrooke	Montreal
Quebec	
Fredericton	
St. John	Halifax
Charlottetown	
Yarmouth	

\*Correspondence beyond the translating capability of regional offices was forwarded to Ottawa for translation.

in Canada of neutral powers and addressed to an Embassy, Foreign Office or other Government Department (British, Allied or Neutral). Other letters from Consuls in Canada of neutral powers were subject to censorship.

5) Letters addressed to Mr. Maxse, British Consul General at Rotterdam, care of 'British (or His Britannic Majesty's) Consulate (General)'.

6) Correspondence addressed to Ministers and Departments of neutral governments.

#### CENSORSHIP AFTER JULY 3, 1917

In June 1917 it was considered that mails from Canada to neutral countries having free



communication with enemy territory should continue being subject to censorship, but mails between Canada and the United States of America need not be examined.

A neutral terminal censorship, to last until the end of the war, was therefore established at *Ottawa* on July 3, 1917. This included mail for the following countries: Norway; Sweden; Denmark, including Iceland; Holland; Switzerland; Spain; Mexico; Guatamala; Honduras (not British Honduras); Salvador; Nicaragua; Costa Rica; Panama; Columbia; Venezuela; Dutch Guiana; Ecuador; Brazil; Bolivia; Paraguay; Argentina; Peru; Chile; and any islands of the West Indies which were not allied possessions. This censorship was discontinued on May 7, 1919.

#### CENSORSHIP AFTER JANUARY 1, 1919

On and after January 1, 1919 the forwarding of printed matter to Norway, Sweden, Denmark and Holland was no longer prohibited.

In February 1919 unregistered and registered letters and postcards of a personal and domestic character, but not other classes of correspondence, could be forwarded to Luxemburg. The Parcel Post Service was, however, still suspended.

At the same time, all letter mails, including printed matter, addressed to destinations in Syria, Mesopotamia and Palestine under Allied occupation, could be forwarded. Restrictions confining content of letters and postcards to private or domestic matters were withdrawn.

Also in that month, unregistered letters and postcards of a purely personal and domestic character could be sent to portions of 'Turkey in Asia' not under Allied occupation, and also to 'Turkey in Europe'. No guarantee of delivery was, however, given. Parcel Post Service to all destinations in Turkey (Europe and Asia) was still suspended.

Parcel Post Service had been suspended on March 28, 1918 to Norway, Sweden, Denmark, Holland, Greece, Northern Persia, Mohammedrah in Persia, and the North Eastern Districts in Italy which were then occupied by the enemy. In February 1919, it was again possible to send parcels by direct steamers from the United Kingdom to Denmark and Sweden.

#### CESSATION OF CENSORSHIP

The Neutral Terminal Censorship was brought to a close in May 1919.



## AN INVITATION TO MEMBERS OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

Members receive *The Canadian Philatelist*, published bimonthly, and are entitled to use the sales circuit.

If you are not already a member of The Royal Philatelic Society of Canada and would be interested in joining the "Royal", please write to the Secretary, The Royal Philatelic Society of Canada, Department B, Box 5320, Station F, Ottawa, Ontario K2J 3J1, for membership application forms or information.

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### This Month's Feature

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COVERS**

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# THE MISSING PLATE NUMBER MYSTERY

by Derek Hayter



A 'plate' block which has no plate number or inscription recently came to light. Where the usual inscription appears on the 2 cent, 1928 George V 'Scroll' stamp, there is a blank. The top selvage shows nothing to identify the printer or the plate number.

The stamp, printed by the Canadian Bank Note Company, was first issued 17 October 1928. Plates used were Numbers 1 to 11. It had a fairly short life because the British North American Bank Note Company was awarded the contract for Canadian stamps in April 1930.

The mystery of why we have Plates 1 to 11, plus plate 'blank', remains unresolved, but there is at least one popular theory which was held by the late Jim Sissons, probably based on a whisper from contacts in Ottawa.

As will be seen in this article BABNC, after acquiring the contract, ran into technical difficulties. At one point it was touch and go as to whether or not the company would be able to deliver on time. Sissons firmly believed that CBNC was asked to produce stop-gap supplies to keep things going until BABNC resolved its problems.

A spokesman at the National Postal Museum states categorically, "There is no proof the stop-gap stamps were ordered unofficially from CBNC. They were definitely NOT ordered officially." We shall see later that the PMG *did* authorize another three months issue, and that the eventuality had already been taken care of!

If CBNC, with the contract lost, had indeed

printed emergency supplies, then, so Jim Sissons thought, they would no longer print the company's name on the sheets. The reader can decide for himself whether this policy was corporate logic or corporate sulking. CBNC have stated they have no files on the subject.

The National Postal Museum has offered some useful information on the birth of the BABNC issue. Again quoting a spokesman, "About a year before the effective date of BABNC's contract (1 April 1930), the company began pressing the post office department concerning the designs it was to use. This was of more than usual importance because, according to the contract, if the old designs were retained through to the new contract, then BABNC had to absorb the cost of engraving, and the preparation of dies and plates. Only if new designs were used would the company be reimbursed its costs."

Politics were behind the transfer from one printer to another. The Museum spokesman continues, "The CBNC quite naturally balked at turning over to its rival anything that would help it—which the Department acknowledged—and so on 20 April 1929—one year before the contract became official—H. E. Atwater, the Department's financial Superintendent, tossed the whole matter into the lap of the deputy postmaster general, suggesting that it was something only the PMG could decide at a political level."

It is stated that, from the tenor of correspondence on file, postal officials were distinctly annoyed at the transfer of the contract, which

had been effected unilaterally by the Minister of Finance.

BABNC acted quickly to prepare models and proofs. In mid-May 1929 models were ready. After changes, approved models were turned over to the printer on June 5. Three days later, the 2 cent stamp die was being engraved. On June 10 an essay was shown and approved. On July 19 the company was told to go ahead with the stamp. Changes were ordered on September 24, and incorporated by October 1. Two days later the final, authoritative decision to go ahead was given.

The Postal Museum quotes a "cryptic memorandum on file", dated 24 February 1930. It states the intention of Atwater to "take up question of the plate numbers on margin of the sheets with the BABN Co.". A month later he complained he'd received no indication the company was ready to produce by April 1, as the contract required.

Nevertheless, a large order was sent on April 4. The PMG at the time, Peter John Veniot, countermanded the order on April 28. Another problem had developed in the dies. Eventually, on 30 April, BABNC was "directed to continue printing stamps".

We now reach a point where Sissons's theory has a distinct air of plausibility.

It seems that things were well with the

printer until hot, humid weather reached Ottawa in May, "and the stamps curled badly". The blame was laid on defective gum. On July 16 L. J. Gaboury, deputy PMG, acknowledged receiving a telegram from the PMG authorizing him to:

*"... make arrangements with former contractors to give us another three months' issue so as to keep us going until the difficulty now existing has been overcome."*

The National Postal Museum states: "... it is possible CBNC did prepare an emergency issue after the actual end of its contract, but this cannot be proven—yet."

But in answer to his telegram, the PMG was told "this eventuality... had already been covered." In turn, CBNC reported the supplementary issue "almost ready". The date of issue for the new 2 cent 'Arch' stamp was June 6, 1930, i.e. five weeks earlier!

While these events took place, it was also reported that new gum in use by BABNC was "much improved", and so Gaboury recommended waiting to see how satisfactory it was before reusing CBNC.

Tantalizingly, says the Museum, nothing else appears on file (concerning the matter). In the author's opinion, the evidence points strongly to the Sissons theory.

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### UNDELIVERABLE MAIL OFFICE WORKS SHIFTS

The slightly touched-up handstamp illustrated indicates that the Undeliverable Mail Office (formerly the Dead Letter Office) has set up branches at major postal sorting stations, and that the work is carried out on a shift basis. The bottom line is most likely the postal code, M4L 3T0, of the plant.

SOUTH L.P.P. — E.T.L. SUD  
U.M.O. — B des R  
SHIFT 2 POST

APR 15 1983

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# BNAPS: THE BUSINESS SIDE

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CONVENTIONS: Chairman: C. Ronald McGuire	BNA TOPICS: See Page 2
HANDBOOKS: Chairman: Allan L. Steinhart	ASS'T. SECRETARY: John Graper
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SMALL QUEENS: Don Fraser, 1183 Warsaw Avenue, Winnipeg, Man. R3M 1C5
BNA PERFINs: Joe Purcell, 6 Richardson Drive, Kingston, Ont K7M 2S6
CENTENNIAL DEFINITIVES: D. Irwin, 2250 Lawrence Ave. E., #406, Scarborough, Ont. M1P 2P9
CANADIAN RE-ENTRIES: Ralph E. Trimble, P.O. Box 532, Stn. A, Scarborough, Ont. M1K 5C3
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MID-ATLANTIC: Richard A. Colberg, 1050 Helen Ave., Lancaster, PA 17601
EDMONTON: Stewart Kenyon, P.O. Box 5152, Sta. E, Edmonton, Alta. T5P 4C1
GOLDEN HORSESHOE: Andrew Chung, P.O. Box 5071, Stn. E. Hamilton, Ont. L8S 4K9
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# *From the Secretary*

EARLE L. COVERT M.D.

P.O. Box 1070

HAY RIVER, NWT

CANADA X0E 0R0

*Members are asked to note that two SIGNATURES on an application for membership hastens approval of new applications*

REPORT DATE: 1 December 1983

APPLICATIONS FOR MEMBERSHIP

*Objections MUST be filed with the Secretary IMMEDIATELY upon publication*

- 4293 EATON, Daniel L., 6174 East Boulevard, Vancouver, B.C., V6M 3V6  
D  
Proposed by Guy Des Rivieres 1077, seconded by W. G. Robinson L-2982
- 4294 MAYER, John C., 719 Ave. M, So., Saskatoon, Sask. S7M 2L3  
C Canada Mint. Provinces Mint and Used. Admirals, Air Mail, Postage Dues, Special Delivery and Officials  
Proposed by E. L. Covert L-2698
- 4295 McCABE, Robert C., 75-36th Street, Toronto, Ont. M8W 3L3  
C Canada Mint and Used. Centennials. Squared Circle Cancels  
Proposed by C. R. McGuire L-2859
- 4296 DUDLEY, Edward A., #206, 170 Rochampton Ave., Toronto, Ont. M4P 1R2  
C Air Mail—Regular and Semi-Officials, Airgraphs, Revenues—Federal and Provincial, Postal Stationery—Canada and Newfoundland, Railway Post Cards  
Proposed by T. W. McMahon 3564, seconded by D. Askgaard 4053
- 4297 LIVERMORE, P. Charles, 100-8 Ascain Ave., Forest Hills, N.Y., USA 11375  
C Canada. R.P.O. Cancels, Postal Stationery, Railway Post Cards  
Proposed by William C. Walton 2617, seconded by Earle L. Covert L-2698
- 4298 KLASS, Arthur, 143 Woodshire Ct., Parkersburg, W.V., USA 26101  
C Canada Mint, Used, Postal Stationery and Precancels  
Proposed by Wm. C. Walton 2617, seconded by Earle L. Covert L-2698
- 4299 BRACKEN, Richard G., 2784 Doug Smith Drive, Halifax, NS B3L 3T5  
C Canada Mint, Used, Plate Blocks, Postal History Revenues, Centennials and Tagged  
Proposed by Robert Jamieson 2118, seconded by G. M. Russell 2682
- 4300 SURETTE, E. Gerard, 99 Manitou Crescent West, Amherstview, Ont. K7N 1C1  
C Plate Blocks  
Proposed by Robert Jamieson 2118
- 4301 DORVAL, Pierre, 298 D'Aiguillon, Quebec, Que. G1R 1L7  
C First Day Covers, Federal and Provincial Revenues  
Proposed by Mike Bednar Sr. 3873, seconded by Wm. McCann 2977
- 4302 HYNEK, Richard R., 319 The Kingsway, #10, Islington, Ont. M9A 3V3  
D General  
Proposed by Mike Bednar Sr. 3873, seconded by R. Bradbury 3831
- 4303 PENCO, Livio V., P. O. Box 76828, Station 'S', Vancouver, B.C. V5R 5S7  
D Canada and Provinces, Mint, Used, Varieties, Covers, Cancellations, Philatelic Literature  
Proposed by Beverlie Clark L-3667, seconded by Bill Pawluk 2578
- 4304 SMOLLECK, John A., 17 Westdale Pl., Winnipeg, Man. R2M 1W8  
C Canada and Provinces  
Proposed by Stuart Clark 2551
- 4305 SHAMAN, Anthony A., 66 Sweetbriar Dr., Kitchener, Ont. N2M 4S6  
C Jubilees—Used, Covers, Precancels, Cancellations, Fakes and Forgeries. Cancels on Singles and Covers—RPO, Flag, Square Circles, Fancy Slogan, 2 and 3 Rings, Moon, Roller, Duplex and Dated  
Proposed by Richard Lamb 1255, seconded by R. Leigh Hogg 3404



- 4306 McEACHERN, G. Carlton, 4 Cranston Road, Islington, Ont. M9B 3X8  
C Canada, New Brunswick, Newfoundland and Nova Scotia—Mint and Used. Canada  
Plate Blocks, Covers, First Day Covers, First Flight Covers and Postal Stationery  
Proposed by Robert Jamieson 2118, seconded by G. J. Purth 1305
- 4307 FOUCHER, Fernand, J. J., 408 Giroux St., Valleyview, Que. J5T 3M2  
C Canada—Mint, Perfins, Precancels  
Proposed by Earle L. Covert L-2698
- L-4308 PEARSON, Al N., 179 Deerwood Dr., Thompson, Man. R8N 1E4  
C Canada—Perfins, Cancellations and Philatelic Literature  
Proposed by R. H. Jamieson 2118, seconded by G. D. Tomasson 3783
- 4309 COVINGTON, Brock R., 8994 Kildownet Ct., Vienna, VA, USA 22180  
C Federal Revenues, Canada and Provinces—General and Postal Stationery  
Proposed by W. Rockett E-249
- 4310 PERRE, Joseph, 129 E. Moreland Ave., Philadelphia, PA, USA 19118  
C Revenues  
Proposed by W. Rockett E-249, seconded by G. B. Llewellyn E-384
- 4311 TYACKE, John N., 115 Ridge Drive, Toronto, Ont. M4T 1B6  
C George VI Covers, Postal History and Philatelic Literature. WWII Forces Covers and  
Civil Censorship  
Proposed by M. Street 3848, seconded by R. Toop 3400
- 4312 WILLIS, Jesse G., P.O. Box 11, Newton, MA USA 02195  
C Provincial and Federal Revenues, Postage Dues. Canada and Newfoundland General.  
Officials, Coils and Booklets  
Proposed by W. Rockett E-249, seconded by K. Bileski E-122

#### NEW MEMBERS

- |      |                          |        |                          |
|------|--------------------------|--------|--------------------------|
| 4227 | BARTLETT, Maurice, J. N. | 4270   | HAYTON, Vernon J.        |
| 4241 | De La VERGNE, John N.    | 4272   | TWARDZIK, Hartmut Robert |
| 4242 | CUMMINGS, Charles C.     | 4273   | BINNS, Richard W.        |
| 4244 | DUNCAN, Bruce W.         | L-4274 | PETERS, Brian H.         |
| 4247 | LUETJE, James H.         | 4275   | SKREPNEK, Raymond J.     |
| 4266 | MAISEL, Wm. H.           | 4277   | KNAPP, Allen G.          |
| 4267 | GODFREY, Sheldon J.      | L-4278 | ROSBOROUGH, Alice A.     |
| 4268 | HOURIHAN, Robert L.      | L-4279 | ROSBOROUGH, Irvine N.    |
| 4269 | BURTON, Gordon F.        |        |                          |

#### APPLICATIONS FOR MEMBERSHIP PENDING

*Applications previously published and awaiting concurrence of the Membership Committee*

- |      |                        |      |                       |
|------|------------------------|------|-----------------------|
| 4210 | KENWOOD, Mrs. Clair R. | 4285 | HOTCHKISS, Ronald R.  |
| 4252 | ZUBEC, Ken M.          | 4286 | STEWART, Donald W.    |
| 4271 | HASID, Ariel G.        | 4287 | THORNBURG, William N. |
| 4276 | ALTWERGER, Nick H.     | 4288 | GAMBLE, Patricia Ann  |
| 4280 | WHITLAM, Geoff. G.     | 4289 | LABELLE, Maurice E.   |
| 4281 | HOOKEY, Florence Lily  | 4290 | FIRBY, Ann T.         |
| 4282 | SCOTT, W. Laurence     | 4291 | SCHMIDT, Barbara L.   |
| 4283 | GAGNON, Robert E.      | 4292 | GOSS, James W.        |
| 4284 | ROBERTS, David J.      |      |                       |

#### REINSTATED

- 2844 VANDERBURGH, George A., P.O. Box 204, Shelburne, Ont. L0N 1S0

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3388	ROBINSON, Burton W., CT	3232	WALLBRIDGE, Campbell L., Ontario
2926	CLARKE, A. Roy, Manitoba	1885	GAGE, Alexander D., CA
4089	DOUGLAS, Melvin H., CA	2539	COLEMAN, Mrs. Wells, NY
2334	MACKAY, Mrs. Claire L., Ontario	2082	BLACK, C. F., PEI
3132	SCHAPELHOUMAN, Lubertus, CA		

## DECEASED

1922	FOWLER, W. T. Mel, Alberta
2716	FERGUSON, Prescott W., ME
4084	FREEDMAN, Dr. Murray H., Ontario
E-143	CAMPBELL, Frank, Michigan

## CHANGES/CORRECTIONS OF ADDRESS

*Notice of change MUST BE SENT TO THE SECRETARY—Any other office causes delay*

3103	FURNEAUX, R.V., #85 Haven of Rest MH Park, Hobe Sound, Florida USA 33455
L-3977	PALMER, Earl E., 277 Lynden Road, R.R. #8, Brantford, Ont. N3T 5M1
L-3884	SOPER, Robert B., P.O. Box 2311, Halifax, N.S. B3J 3C8
1490	MOORE, Ralph R., 1214 Middle Gulf Drive, Apt E-2, Sanibel Island, Florida, USA 33957
3367	HEASMAN, Robert G., 3115—119th Street, #35, Edmonton, AB T6J 5N5
3182	SMITH, Derek M., 629 Waverley Street, Winnipeg, Man. R3M 3Y8
4086	FALLON, Ron, P.O. Box 1339, Station A., Delta, B.C. V4M EY8
3551	HERMES, Alfred P., P.O. Box 46196, Station G, Vancouver, B.C. V6R 4G5
2637	MARLON-LAMBERT, David L., 4498 Haley Road, R.R. #2, Sardis, B.C. V0X 1Y0
3434	MARR, Edmund L., c/o W.D. Lennox, R.R. 1, Brooklin, Ont. M0B 1C0
2189	HEWITT, Alan H., 180 Southview Drive, Concord, Ont. L4K 2L3
2451	McCULLOCH, J. D., 42 Staath Ave., Toronto, Ont. M8X 1R3
4241	De La VERGNE, John N., P.O. Box 355, North Bay, Ont. P1B 8H7
3602	DINGENTHAL, Harry F., Box 472777, Garland, TX 75074

## MAIL RETURNED — UNDELIVERABLE

*Please notify Secretary of any corrections known*

E-146	LEE, Chester E., 12702 Abra Drive, Rancho Bernardo, San Diego, CA, USA 92128
-------	--

## MEMBERSHIP SUMMARY

Total Membership as of 1 October 1983	1,437
New Members added 1 December 1983	17
Deceased	4
Resigned	9
Re-Instated	1
Total Membership as of 1 December 1983	1,442
Applications Pending	18
New Applications	20

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CANADIAN POSTAL STATIONERY—wanted to buy or trade, including special order envelopes, railway express cards and pre-cancelled cards. Dick Staecker, 384 Regal Drive, London, Ontario N5Y 1J7

PICTURE POST CARDS of Saint John, N.B.; Quebec City gates; Canadian Hospitals; Christmas with birds; New Years with year date in design; world wide covered bridges. Send with price. Audrey Covert, Box 1070, Hay River, N.W.T. X0E 0R0

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