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BNA TOPICS



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

Whole No. 401

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BNA TOPICS

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THE EDITOR'S PAGE

by MIKE STREET

VOTE AS YOU LIKE, BUT VOTE!

The exhortation above is familiar to everyone — a cliché, and a well-worn one at that — but how else do you point out, in as brief a message as possible, that we not only have the right to vote, we also have the responsibility to do so.

"How do I vote for people I don't even know?", you ask. A good question, and one which deserves a good answer. I hope that the following will fill the bill.

Are the nominees really unknown to you? A moment's thought will bring the realization that those nominated must have been active enough in Society activities to cause their names to come to the attention of the Nominating Committee. It follows, then, that some of the names must have appeared in TOPICS at least once or twice.

Have you read the message below the Contents list on the opposite page? Have you read, line for line, the names and functions listed on the Business Side page? Do you read the short news items which regularly appear in NOTES? Do you read the articles in TOPICS which are presented by the different Study Groups? Do you read the report of the Annual General Meeting? Do you read the list of awards at BNAPEX? Do you

The point, simply, is that members are not completely without information. Any of the ac-

tions listed in the previous paragraph will cause you to see the names of one or more members who are active. This is certainly not enough of a base on which to form a voting opinion, but it is a start. Regular reading of the different areas mentioned will make some names more familiar, and your own evaluation of articles or activities to which names are attached will help you to form an opinion.

What about nominees who have seemingly 'come out of the blue'? That too can be an indicator. It usually means that an individual has done something which makes the knowledgeable members of the Nominating Committee think that the person in question would be an asset to BNAPS. This too is worth considering.

Having shown you that some information is available to you, I must confess that I will have a tough time marking my ballot. I know every one of the nominees well enough to form a solid opinion. My problem is that they are all worthy of being on the Board of Governors, so who do I leave out?

A final word — due to uncontrollable circumstances, we were not able to provide you with at least a photo and a short 'bio' on each candidate this year. This omission will be remedied for the next election, in 1986. That is a promise!

P.S. READ THE VOTING INSTRUCTIONS CAREFULLY!

1984 BNAPS ELECTIONS

As no further nominations were received by the deadline, the following members have been elected by acclamation to form the Executive of BNAPS.

President: E. J. (Ed) Whiting, Paoli, PA

1st Vice-President: C. R. (Ron) McGuire, Ottawa, Ont.

2nd Vice-President: Dr. R. V. C. Carr, Youngstown, OH

Secretary: Earle L. Covert, M.D., Hay River, NWT

Treasurer: Marva A. Paige, Chesapeake, VA

BOARD OF GOVERNORS

Five to be elected — *at least two each from Canada and the United States.*

C. R. (Cliff) Guile, Toronto, Ont.

Gary J. Lyon, Bathurst, N.B.

D. L. (Dave) McKain, Parkersburg, WV

W. S. (Bill) Pawluk, Winnipeg, Man.

W. G. (Bill) Robinson, Vancouver, B.C.

N. N. (Nick) Sheklian, San Francisco, CA

C. A. Stillions, Washington, DC

E. R. (Ritch) Toop, Ottawa, Ont.

Howard S. Twichell, Dallas, TX

The ballot and a pre-addressed return envelope are enclosed with this issue of TOPICS. Please take the time to vote.

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THE PRESIDENT'S CORNER

by Mike Dicketts



1984 can truly be said to be the year of elections in North America. Not only in government, but right here in our own Society, it is time to look over the list of names and make a choice.

Before we do so, I just want us all to pause and offer a word of thanks to those members who are standing as candidates. It gives me a very satisfying feeling to know that so many are prepared to give their time and experience for the well-being of BNAPS. As you know, no Officer or Member of the Board receives any remuneration, and in addition to carrying out their duties he or she is required to spend an extra day prior to the start of the annual convention closeted in meetings. We have always been fortunate in attracting members who are prepared to give that little bit extra so that the rest of us can enjoy the full benefits of our membership. The very best that we can do to show our appreciation to the fourteen good people who are currently running for office is to complete the enclosed ballot and mail it today. With a strong group of candidates, all of whom are well known both in their field

of collecting and for their support of the Society's various activities, I count on members to vote in record numbers.

This year's ballot form has been redesigned to try to clarify voting requirements. The future progress of BNAPS rests with those you select, so do not put this important matter off — VOTE TODAY.

In about two months from now San Francisco will be the gathering place for a large group of us bent on three days of stamps and conviviality. Garvin and Jan Lohman and all the host committee are determined to make BNAPEX '84 better than ever. The city's reputation speaks for itself and I hear that the Norcal group are planning some surprises to make our stay memorable. Do yourself a favour and send in your reservation NOW. A fun-filled three days is guaranteed. Many will combine their visit with tours of the area. What better way to encourage spouses to come along for a vacation than the temptations offered by the sights of Northern California. See you all there.

LETTERS

ERRORS IN POSTAL MUSEUM DISPLAYS

I was in Ottawa recently and spent a bit of time in the Postal Museum. I thoroughly enjoyed the 'old part' in spite of two glaring errors.

1. On the map of Canada showing railways there is nothing on Vancouver Island, even though the E & N (Esquimalt & Nanaimo) was in operation a few months before the first C.P.R. passenger train arrived in Port Moody.
2. The aircraft section states that the first international flight took place in Eastern Canada in

1927, when in fact there was a daily airmail service between Victoria, B.C. and Seattle, Washington which began 15 October 1920 and continued for the next seven years.

When I went across to the 'new' part, however, where the beaver diorama was, it was a shock and quite a letdown. I certainly agree with the editorial in the July-August '83 issue of TOPICS. It would be better to close the 'new' section until suitable exhibits can be prepared.

J. M. Wallace
Victoria, B.C.

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- 3) Mint block of 4, 6d yellow-green, p11-12
- 4) Imperf pair of 6d
- 5) Imperf pair of 2¢
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NOTES

OHIO REGIONAL GROUP PROPOSED

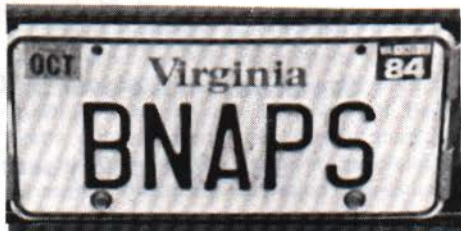
John Burnett has proposed that a regional group be formed to serve BNAPSers living in the area roughly within 150 miles of Columbus, Ohio. Cities inside the radius include Indianapolis, Cincinnati, Lexington, KY, Charleston, WV, Pittsburgh, Cleveland and Toledo. A portion of the area is close enough to that of the Detroit-Windsor Regional Group to allow for exchange visits, etc.

John suggests meeting two or three times per year at shows such as INDYPEX (Indianapolis), AIRPEX (Dayton), PITPEX (Pittsburgh), and MARCH PARTY (Cleveland), and possibly a get-together at WEST SUBURBAN (Detroit) with Detroit-Windsor.

Anyone interested is asked to contact John at 757 Parkwood St., Sidney, OH 45365.

ONE FOR THE ROAD

It should not take too much detective work



to discover which active members from Virginia are the proud possessors of this license plate, which made its debut at last year's convention in Winnipeg. It is difficult to imagine how anyone could top this one!

AN UNUSUAL POSTAGE PERMIT

Hans Reiche, who sent along the postage permit shown below, tells us that it was used on an order of 500 envelopes made specially for the Bank of Canada Public Debt Division. The window envelope was a brownish colour, with the opening at the bottom for some reason. The

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return address (Ottawa 2, Canada) indicates that the envelope was used prior to the introduction of postal codes. This permit design is listed as Type 5 in the *1984 Canada Meter & Permit Postage Stamps Specialized Catalogue*, with a value considerably higher than most other modern permits.

PRAIRIE BEAVERS MEET AT WINEBURGH LIBRARY

The April meeting of BNAPS' Texas Prairie Beavers Regional Group took place at the Wineburgh Philatelic Research Library, located on the campus of the University of Texas-Dallas, at Richardson, Texas.

Harold Wineburgh, who passed away at age 82 last January, was a native of New York. In 1929 he moved to Dallas as president of United Advertising Co. and Texlite Inc. One of his first neon signs became a Dallas landmark — for years the 'Flying Red Horse' atop the Mobil Building served as a symbol of the Dallas skyline.

Begun in 1976, the Library became Wineburgh's major interest. According to Larry Sall, Assistant Library Director for Special Collections at UT-Dallas, "He had the wisdom to establish the philatelic library on firm institutional footing, working closely with university officials to ensure the permanence of his project.

"He recognized that you can't change the State of Texas, and we worked together. He worked with us as we are instead of how he wished we were. The program is well-established. It should be here as long as there is a University of Texas because of the way Harold set things up."

In addition to holding the expected collection of books, pamphlets and catalogues, the Wineburgh Philatelic Research Library takes an active role by showing important exhibits, both traditional and topical; building collections of the stamps of various countries through donations; and encouraging philatelic groups such as the Praire Beavers to use Library facilities to hold meetings.

(Thanks to Harry Dingenthal for help with this

note —Ed.)

AUSIPEX 84 ATTRACTS BNAPSERS

Some BNAPSers will use BNAPEX '84 in San Francisco as a jumping-off point for a longer trip to AUSIPEX 84 in Melbourne, Australia. AUSIPEX's starting date, September 21, ties in neatly with our event in the 'City by the Bay'.

In Vienna in 1980, Australia was nominated for membership to the Federation Internationale de Philatelie, becoming the 60th member nation.

Two years later in Paris, at PHILEX-FRANCE, Australian representatives made a formal bid for AUSIPEX 84. The bid was accepted, which meant that a young and relatively inexperienced national group had been granted F.I.P. patronage to stage a world exhibition.

"It was indeed a wonderful gesture on the F.I.P.'s part", said AUSIPEX 84 president Ray Chapman. "In the past, new members in similar positions have been permitted only to organise smaller, regional exhibitions, with no more than 1,500 frames.

"What we will have in Melbourne this year is a truly international event, comparing very favourably with anything held in Europe or the U.S."

Those lucky enough to continue on to Australia will be envied by those staying behind.

STONEY POINT STAGE COACH REENACTMENT

The Lions Club of Stoney Point, Ontario has announced the first Annual *Summer Fest Stagecoach Run*, depicting the original coach run from Stoney Point to Windsor, and Stoney Point to Chatham, during the 1800's. The run was carried out over three separate routes.

Each year, for three years, one of the routes will be covered. After the third year, the sequence will be repeated, one run per year.

The 8 June 1984 route was as follows: Goose Inn Relay Station at Stoney Point to the Town of Belle River, the Village of Emeryville, the Village of St. Clair Beach, the Town of Tecumseh, and finally to the destination, Windsor-Walkerville.

The Stoney Point Lions Club is offering a limited edition of 1000 covers for the occasion. The cover is franked by the 'Tall Ships' stamp, with all appropriate cancellations. An enclosure gives a brief history of the Goose Inn Relay Sta-

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NEW APS STAMP INSURANCE PLAN MANAGER NAMED

W. Danforth (Dan) Walker assumed responsibility as American Philatelic Society Stamp Insurance Plan Manager on December 1, 1983. Horace W. Harrison, who formed the Insurance Plan eighteen years ago, retired at that time.

Walker, a licensed Insurance Broker, will

devote his full time to managing the APS Stamp Insurance Plan. The trade name of Horace W. Harrison & Associates and that business address will be retained.

The new stamp Insurance Plan Manager is a director-at-large of the APS and treasurer and a trustee of the American Philatelic Research Library. Walker is a life member of the APS and a member of its Finance Committee. He is active in many philatelic organizations; president of the Postal History Society, Inc.; past president of the British Caribbean Philatelic Study Group; and a council member of the American Philatelic Congress.

<p>Canadian Warplane Heritage Inc. and Canada Post Corporation</p> <p>WORKING TOGETHER AGAIN</p>		<p>2 x 17c 2 x 35c \$1.50</p>
<p>CANADIAN WARPLANE HERITAGE ANNUAL OPEN HOUSE</p>		
<p>Mount Hope Airport - 28-29 November 1981</p>		

'LOCAL INITIATIVE' BOOKLET PROVIDES AUCTION SURPRISE

The booklet illustrated was produced as a 'Local Initiative' project by Canada Post Corporation for the annual Open House of the Canadian Warplane Heritage at Mount Hope Airport (which serves Hamilton, Ontario) 28-29 November 1981.

Inside, the text reads:

Proceeds from the Sale of these Booklets
will go to Help get

The "AVRO FM 213" Lancaster
Airborne Again

The stamps referred to on the cover are from the 1981 'Airplane' series. A selvage strip secures se-tenant pairs of the 17¢ and 35¢ stamps (Dash 7, Avro Jetliner, Tiger Moth, CL-41 Tutor). Approximately 250 booklets were produced and sold.

In a recent auction conducted by Eastern Auctions Ltd. of Bathurst, N.B., one of the booklets sold for \$70.00, plus a 10% buyer's commission.

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THE IMPERIAL MACHINE CANCELLATIONS 1896 TO 1900

by Geoff. Newman
With Anatole Walker

Part Two—April 1896



(Courtesy R. McLean)

Type F1 Ottawa

CORRECTION: Readers are asked to note a major error in the first installment of this series, in the March-April issue of TOPICS. The illustration on Page 19 belongs with the caption on Page 20. The illustration on Page 20 should go with the caption on Page 21, and that caption should read '3. Type M2' (not 'L2'). Finally, the illustration on Page 21 belongs with the caption on Page 19. Our sincere apologies to Geoff. Newman and Anatole Walker for this embarrassing mistake. —Ed.

The original Imperial machine in Montreal was on trial until the end of April 1896. No written references about the second machine sent to Ottawa in late March (or on April 1) have been found.

The first flag type (F1) obliterator, used in

Montreal only on 21 March 1896, was transferred to Ottawa. The illustration shows Ottawa usage, which has been recorded from as early as 1 April until 28 October 1897. (There was an interruption between 21 June 1897 and 6 August 1897, when the Jubilee flag was used, but more on this in a subsequent article.)

It appears that Ottawa used its Imperial machine only during heavy work load periods. It is believed this was done to minimize electric utility costs, and probably explains why machine-made cancellations from Ottawa are relatively scarcer than from Montreal.

The type M2 line obliterator appears to have been in continuous use in Montreal from 23 March until midnight 10 April. This obliterator may have also been used during the morning of



Type M2

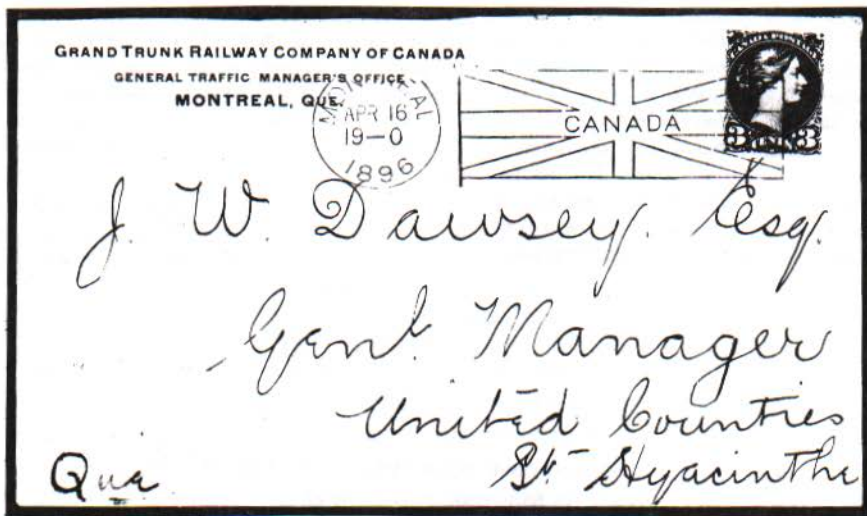
11 April.

The earliest recorded use of the 'Straight Jack' or Flag type F2 is 1400 hours, 11 April 1896. Use of this obliterator continued until at least 1000 hours on April 22. Both M2 and F2 are difficult cancellations to find on cover — with only 19 day and 12 day periods of use respectively, this is not surprising. It should be noted that the number of covers which have been reported indicate a higher rate of use of the Imperial machine during these periods than during the

period of use of type M1. This suggests that the operators were gaining experience in working the machine.

There exists a three page letter from Mr. Palmer, the Montreal postmaster, to W. D. LeSueur Esq., dated 17 March 1896, part of which is quoted below: (1)

"... I beg to say that, so far, the electrical stamping machine sent in here by the Imperial Mail Marking Machine Company of Boston & Montreal, is here only on trial



Type F2

(Courtesy of W. Gutzman)



Type M2 Returns

until the last day of April,...

... Of course, there would be less work for the machine on Sundays, but, leaving Sundays out, the cost, Mr. Young says, would not be more than 8 cents per day, and the machine runs throughout the twenty-four hours. It is in constant use, day and night...
... But what we would like to come at is this:—one machine would not be sufficient for this Office, during hours of pressure. We should require three, at least, which could be all used for face-stamping, or for back-stamping, as required. The back-stamping can be done by removing the lines, and this can be done almost in a moment. The present machine is a facer as well as a stamper, and can be operated by one man, who will do the facing and stamping. The number of letters that may be stamped by the machine depends on the operator, and a rapid operator can face and datestamp about 6000 an hour..."

The Mr. Young referred to was J. Brooks Young, agent for The Imperial Mail Marking Machine Company of Canada. Later Mr. Young was the general manager of The Canadian Postal

Supply Company Limited, which marketed the 'Bickerdike' Mail Marking Machine.

Palmer's letter establishes that the machine was on trial to the end of April and that it was or could be used for "back-stamping". The earliest recorded use of a machine cancellation as a receiving mark is April 11/20-0/1896 and, as suggested by Palmer's letter, it consists of the dater hub only. We suspect that earlier examples of these receiving marks are probably held, unrecognized as such, in some collections.

Between 1000 and 1400 on 22 April the obliterator was changed from the second flag back to the second line type. Use of M2 appears to have been continuous hereafter until 5 June 1896. It is guessed that there may be a two or three day break in use which will be mentioned in the next article.

The "trial until the last day of April" was successful, as five new machines came into use in Montreal by early June 1896. This will be the subject of the next article.

REFERENCES:

1. Research files, National Postal Museum, Ottawa.

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SAN FRANCISCO

GOLDEN GATEWAY TO CONVENTION EXCITEMENT

by Preston Pope

Those of you who have visited San Francisco before already have your favorite haunts and will undoubtedly make a beeline for them at the earliest possible moment. This article, then, is directed more towards first time visitors who might appreciate a few tips on what to see and where to go, both in the City and in the outer area.

BNAPEX '84 is being held in the Sir Francis Drake Hotel, which is located at the corner of Sutter and Powell Streets. If you come out on the Powell Street side and go down one block, you will be in Union Square, around which are gathered San Francisco's smartest and most 'with-it' shops — Maison Mendessolle, I. Magnin, Liberty House, Alfred Dunhill, Bullock & Jones, Roos-Atkins, and Nordstroms. Gump's, world-famous for its jade and fine china, as well as Shreve's and Tiffany's, are close by on Post Street and Grant Avenue. If you want to stroll through Chinatown, continue up Grant Avenue past Sutter and Bush Streets, and you will enter an area where you can wander to your heart's content, ducking in and out of little shops filled with Oriental delights.

For those whose desire for long walks is minimal, step back to Powell Street and board one of *San Francisco's famed cable cars which are now back in action*. If you stay on till the end of the line you will be at Fisherman's Wharf, one of the City's most delightful areas, home of many delightful seafood restaurants. Here you will be beside the Bay, not far from the foot of the Bay Bridge where there is constant ship traffic — luxury liners, freighters and, on weekends, a steady procession of sail and power boats as San Franciscans pursue their favorite sport of cruising around the Bay. Tour boats are available at this location which will take you under the Bay Bridge, past Treasure Island and Alcatraz, near Sausalito and the Golden Gate Bridge.

On another day you might wish to board the same cable car on Powell, but this time ride up a few blocks to the top of Nob Hill, where



the Mark Hopkins, Fairmont and Huntington Hotels occupy choice pieces of property formerly graced by the mansions of the Railroad Kings. A glance to your left will reveal the imposing beauty of Grace Cathedral with its famed bronze doors.

If riding cable cars has now become your 'thing', hop on the California Street cable car as it drops down the other side of Nob Hill. You can get off either at Grant Avenue in the heart of Chinatown, or continue past the Bank of America's landmark building, with its 'Black Heart' sculpture, to the end of the line, where you will find the Hyatt Regency surrounded by the Embarcadero shops. A block away, at the Ferry Building, ferries leave regularly for Sausalito, where again there are distinctive and decidedly California gifts available.

There are so many famous and fascinating places in San Francisco that it is really difficult to enumerate them all. The Japan Trade Center on Geary is a \$15 million complex with a miniature Ginza containing restaurants, showrooms, art galleries, and many shops. Across the street is St. Mary's Cathedral, one of San Francisco's

more recently built edifices, with a startlingly modern interior designed by one of M.I.T.'s famed architects. North Beach centers around Russian Hill, with Coit Tower at its peak. In Golden Gate Park you will find the Japanese Tea Garden and the De Young Museum, whose treasures include a priceless jade collection. Other famous museums are the Palace of the Legion of Honour and the Palace of Fine Arts (the last building remaining from the Panama Pacific Exposition of 1915), recently restored to its former beauty. The downtown Wells Fargo Museum, while small, presents a condensed history of the Old West in all its glory.

For the more adventuresome, we would suggest a trip to Napa County to enjoy one of California's more pleasurable pastimes — wine-tasting through the vineyards of our superb wineries. To be sure to cover as much territory as possible, you can rent a car, or tours are available through the hotel. A special tour through Muir Woods, amidst the giant redwoods in Marin County, has been planned.

When it comes to restaurants, there are so many good ones it's hard to know where to start,

so we will include a list in your registration package.

Obviously, we have merely touched upon what's available to see and do. We will be glad to assist you in any way to make your stay a most enjoyable one.

ADDED DRESSING

For those staying on after the convention special tours, such as a trip to the Railroad Museum in Sacramento, can be arranged provided enough interest is shown. This world famous Railroad Museum is located in 'Old Town Sacramento' and would likely be an overnite trip for a minimum of 40 persons. We must know in advance so, if you are interested, please write to Chairman Garvin Lohman, no later than August 15, at 1541 Sacramento St., Apt. #3, San Francisco, CA 94109.

P.S.—The San Francisco opera season will open in September. Although we do not have the schedule yet, you may want to include it in your itinerary. Please write to Gar Lohman if you are interested.



Stamp: Montreal Symphony Orchestra
Denomination: 32¢
Date of Issue: 23 March 1984
Design: Jacques Delisle, Pierre Kohler
Printer: Ashton-Potter Limited, Toronto
Quantity: 20,000,000*
Dimensions: 40mm x 24mm (horizontal)
Perforations: 13+
Gum Type: PVA
Paper Type: Coated one side, litho (Clark)
Printing Process: Lithography in five colours
Pane Layout: 50 stamps
Tagging: General tagged
 *Does not include printing overruns or stamps destroyed after withdrawal from sale (if any)

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ROBERT H. PRATT RECEIVES LICHTENSTEIN AWARD

BNAPS' board member Col. Robert H. (Bob) Pratt, OTB was recently named as winner of the Alfred F. Lichtenstein Memorial Medal, the highly prestigious honor awarded by the Collectors Club of New York which was established as a memorial to Alfred Lichtenstein, internationally recognized as a great and knowledgeable American philatelist.

To be eligible for consideration by the Awards Committee of the Collectors Club, a nominee must have spent years of time and talent in the advancement of all areas of philately. The building of internationally recognized collections, extraordinary research on stamps and postal history, participation in international philatelic events and contributions of lasting reference value in philatelic literature are all requirements the winner of the medal must meet.

Col. Pratt served during World War II with V Corps of the United States Army in England and on the Continent as a divisional liaison officer in the G-3 section. After landing in Normandy on D-Day, he took part in the liberation of both Paris and Luxembourg and the Battle of the Bulge, prepared the order for the capture of Leipzig in the same manner as Napoleon had done over 100 years earlier, and met the Russians on the Mulde River. He had an active role in the surrender of the German Army near the Polish Border on 5 May 1945 and was the first American into Prague.

Several years after returning to Milwaukee from the war, serious injuries sustained in a car accident resulted in a long period of convalescence, and Bob resumed his boyhood hobby of stamp collecting. After spending some time on the stamps of the United States, the stamps and postal history of Newfoundland caught his attention and have held it ever since.



Reading all that was available on the subject proved frustrating because the material in most cases was inadequate and in some cases erroneous. From this came the determination to see that the true story of Newfoundland philately was brought to light.

Bob's prize winning collection was built over the years by the normal methods, including purchase of key items as they became available from important collections such as those of Burrus, Caspary, Ferrari, Greene, Lichtenstein and others.

The search led to libraries and archives from Milwaukee to New York, Washington, England and, of course, Newfoundland. Many hours were spent in hot, dusty and sometimes cramped quarters gathering the data required to answer the many questions. The efforts have resulted in his book, *The Pence Issues of Newfoundland*, 17 different references in *Canadian Philately Bibliography and Index*, a series in last year's TOPICS and another series scheduled to start in the next issue of TOPICS.

Congratulations to our distinguished member.

SUPPORT TOPICS' ADVERTISERS

LETTERS EXCHANGED VIA ENGLAND BETWEEN BRITISH NORTH AMERICA AND FRANCE 1844-1875

A Review of Some Conclusions—Part 1

by Maggie Toms

In the July-August 1980 TOPICS (Vol. 37, No. 4, P. 38), and the November-December 1980 issue (Vol. 37, No. 6, P. 24), this series of articles discussed three letters that were sent unpaid in 1867 from France to Canada. The covers were illustrated as Figures 33, 34 and 35.

Because of additional information since received, I have become aware that wrong conclusions were drawn concerning these covers. These conclusions were based on the premise that, after the introduction of prepayment of packet postage by Great Britain in 1859, letters sent unpaid from France to Canada were penalized on delivery with a charge of double postage. *This was not the case.*

The information which made me aware of the error came from the General Post Office Records in London, England, and was contained in a letter from a Mr. F. Hill to Mr. Banning, the postmaster at Liverpool. The photocopy of this letter—for which I did not specifically ask as I had no knowledge of it—was sent to me in lieu of other information I had requested, which was unavailable. The text is as follows: (1)

26th December '57

Sir,

As letters from France for Canada are occasionally sent to Liverpool to be enclosed in the Mail made up at your Office for conveyance by the Canadian Mail Packets, and as, in like manner, letters from Canada for France are received in the Mails for Liverpool brought in those Packets, I think it necessary to furnish for your guidance, the following instructions with reference to the rates to be credited to the Canadian Post Office and to this Department, respectively, upon such letters, according as the postage may be paid in advance, or the letters may be forwarded unpaid.

Those rates will be as follows (the sea conveyance in all cases being provided by Canadian Mail Packets):

1st Upon unpaid letters from France for Canada, a claim must be made upon the Canadian Post Office for each letter single, at the rate of 6d for each quarter ounce, under Article 5, Table 2, of the Letter Bill.

2ndly Upon paid letters from France for Canada, the Post Office of Canada must be credited with postage at the rate of 1sh 4d per ounce net weight in bulk under Article 3, Table 2, of the Letter Bill.

3rdly Upon unpaid letters from Canada for France, credit must be given to the Canadian Post Office at the same rate of 1sh 4d per ounce in bulk, provision for which has been made in Article 5, Table 1, of the Acknowledgement used at our Office.

4thly Upon paid letters received from Canada for France, the Canadian Post Office must account to this Department for each letter single, at the rate of 4d per quarter ounce, under the item of Paid Letters for British Colonies and Foreign Countries in transit through the United Kingdom.

Amended forms of Letter Bill and Acknowledgement (specimens of which are enclosed), have been prepared for the use of your office, in which due provision has been made for bringing to account these several classes or correspondence.

I have to add that, in order to prevent any difficulty in distinguishing the letters from France, those letters will in future be made up at the Circulation Office in a separate parcel, labelled "Letters from France".

in compliance with your request.

*I am Sir,
Your Obedient Servant
F. Hill*

If the British claim of 6d stg. per ½ oz on each unpaid letter, single, from France to Canada by Canadian Packet, as stated in the first paragraph of the instructions, was applied to the covers in question (Figures 33, 33A, 34, 34A), then the British one shilling rate mark would indicate that all four letters were taxed as double letters transported by Canadian Packets. Similarly the cover in Figure 35, which carries a 2 shilling rate mark, could be considered as a letter by Canadian Packet taxed at four times the single rate.

The French accountancy mark *FR 2F*, seen on all five of these covers, is the amount per oz of letter mail payable to France by Great Britain. If this amount is calculated for an individual letter, 5 decimes per 7½ grams would be the French charge. As 5 decimes was equated with 5d British, 5d of the British claim of 6d per ½ oz would appear to be allocated for French postage. The remaining penny may have been a British transit charge similar to the British transit charge expressed by the accountancy mark *G.B. 40c* seen on letters via England to France charged only with transit postage by Great Britain.

The 4th paragraph of the instructions to Mr. Banning indicates a British claim of 4d stg. per ¼ oz on each prepaid letter, single, from Canada to France by Canadian Packet. This would leave 4d remaining (the prepaid rate being 8d stg. or 17 cents) to the credit of Canada, and would include sea postage and inland postage. If a similar allowance of 4d per ¼ oz by Canadian Packet was added to the British claim of 6d per ¼ oz on unpaid letters from France, the total charge to be collected in Canada would be 10d or 21 cents per ¼ oz. This would agree with the 10 decimes per 7½ grams that was charged in France on unpaid letters from British North America by Cunard Line via Halifax, or Allan Line via Quebec, and would mean equality in the rates collected on both prepaid and unpaid letters exchanged between Canada and France.

From the following correspondence, however, it seems that the Canadian Post Office was charging 5d stg. per rate for Canadian service on unpaid letters from France. (2)

P.O.D. 22nd Oct. 1860

*Sir Rowland Hill
K.C.B.*

Sir,

The enclosed is the envelope of a letter prepaid 80 centimes weighing under ½ oz. . . forwarded to this country 'p Canadian Mail Packet'.

The British claim on this letter was 1sh 6d stg., to which being added the Canadian claim of 5d stg. per rate (2 rates), the total postage collected on delivery was 2sh 4d stg.

Will you be so good as to say whether where has not been some mistake committed in the treatment of this letter. . . and to explain its nature?

The party addressed applies for a remission of so much of the postage as may be 'overcharged'.

W. H. Griffin

Although this does not specifically refer to France as the country of origin of the letter, the prepayment of 80 centimes would seem to indicate this. The letter appears to have been insufficiently prepaid, and therefore treated by the French Office as unpaid. It was evidently charged three rates of postage by the British Office, for a letter over ½ oz but under ¾ oz. The Canadian Office, however, found that the letter weighed under ½ oz, and subjected it to only two rates of Candian postage (at 5d per rate according to Mr. Griffin).

When the instructions were given by Mr. F. Hill to Mr. Banning, it seems likely that similar instructions would have been sent to the Canadian Post Office. Unfortunately, I have been unable to locate any reference stating the amount of Canadian sea postage that should have been charged in Canada on unpaid letters from France.

The following letter confirms that a directive was sent out from the Canadian Post Office in 1860, presumably to the Canadian exchange offices. The instructions relate to prepaid postage, as letters from Canada to France were supposed to be prepaid. (3)

P.O.D. 23rd June 1865

*Joseph Lesslie
Postmaster
Toronto
Sir,*

In reply to your letter of the 21st instant, acknowledging the receipt of instructions from this Department relative to the rating of letters for France, (These instructions stated that the amount of the postage that was due to the British Office was to be

written on the face of the cover) *I am directed by the Postmaster General to notice particularly the concluding paragraph in which you enquire whether, in complying with these instructions, you will give the Imperial Post Office credit on each ¼ oz letter sent by the British Packets the whole sterling rate less 2½d.*

If you will refer to the statements numbered respectively 1 and 2, dated 26 June 1860, and supplied to your office at that time, you will observe that the credit to Canada on each ¼ oz single letter for France is:

Forwarded by British Packet . . . 1d stg.

Forwarded by Canadian Packet . . . 4d stg.

This division of the postage on such letters has never been altered, and I am to request that you will be so good as to say why you suppose they should be reduced by ½ and 2½d stg. on each ¼ oz letter.

Wm. White

Whatever other information was contained in the directive of June 1860, uncertainty regarding the charges, both British and Canadian, to be levied on letters sent unpaid or insufficiently prepaid from France continued, as shown in the following correspondence. (4)

P.O.D. August 30, 1862

*E. S. Freer
Postmaster
Montreal
Sir,*

In reply to your reference of Mlle. Taschereau's application respecting the rating of a letter from France, I beg to remark as regards the 1 shilling stg. claimed by the Imperial Post Office, this Department has no means of supplying any certain explanation. . . and can only refer such claims if desired, to the Imperial Post Office. But with respect to the 17 cents added at Montreal, as stated by you to represent two rates from England to Canada of 4d stg. each. . . it would seem that there was an error. . . if not exceeding ½ an oz in weight, the letter was liable apparently to one Canadian Packet rate of 5d stg. . . the English penny being of course included in the Imperial 1sh stg. tax.

W. H. Griffin

Mr. Freer of the Montreal Post Office apparently had the right idea or the right informa-

tion regarding the Canadian rate of 4d stg., but Mr. Griffin, the Deputy Postmaster General, did not seem to be aware of it. The information contained in this letter contradicts the information given in the letter (above) of 22 October 1860. In the 1860 letter the cover referred to weighed under ½ oz, yet was charged with two rates of Canadian postage at 5d per rate; in the 1862 letter the Taschereau cover was, according to Mr. Griffin, subject to only one 5d rate of Canadian postage because it weighed under ½ oz, even though Mr. Freer had stated that the cover should have been charged two rates of 4d each.

At the time of writing to the postmaster at Montreal, Mr. Griffin also wrote the following letter to the postmaster at Ste. Marie Beauce where, presumably, Mlle. Taschereau resided. (5)

P.O.D. August 30, 1863

*J. B. Bonneville
Postmaster
Ste. Marie Beauce
Sir,*

The postmaster of Quebec has referred Mlle. Taschereau's letter from France to this Department. Of the 42 cents, 25 cents represents the British Post Office rate of one shilling marked on the letter. . . this cannot be explained here, and the letter will be transmitted to the General Post Office, London, for Mlle. Taschereau's satisfaction. In the 17 cents added in Canada, there certainly has been an error. . . the proper rate was 11 cents only, and the difference of 6 cents is herewith enclosed, to be returned to Mlle. Taschereau.

W. H. Griffin

While I do not have the answer from the General Post Office in regard to the Taschereau letter, it would seem that this confusion about charges to be laid on unpaid and insufficiently prepaid letters from France carried by Canadian Packets was finally clarified, as indicated by the following letter. (6)

P.O.D. 7th November

*The Postmaster
La Beauce
Sir,*

In returning to you the accompanying cover of a letter addressed to Mlle. Taschereau, I am directed to explain to you that the letter, not being fully prepaid, was treated in accordance with the regulations of the French Post Office as wholly unpaid, and

as it weighed more than $\frac{1}{4}$ of an oz., the rate charged on delivery was correct.

Wm. White

This letter confirms the rate given by Mr. Freer, i.e. 4d stg. per $\frac{1}{4}$ oz., totalling 8d stg. or 17 cents, for the Taschereau cover's passage from England to Ste. Marie Beauce.

Despite all the earlier activity, it would seem that in 1867 the postmaster at Toronto still did not understand how to rate unpaid and insufficiently prepaid letters from France. Figures 33, 33A, 34, 34A and 35 all seem to have been taxed at the prepaid rates, that is, the amount taxed was what the charge would have been if the letter had been sent prepaid from Canada to France. Figures 33A and 34A, recently obtained, are from the same correspondence, used in the same time period, and show the same rates and markings as Figures 33 and 34. The one shilling British rate marks seen on Figures 33, 33A, 34 and 34A suggest, based on the new information presented above, that these were double (weight) letters rated for Canadian service; not single letters charged double postage because they were unpaid, as previously thought.

Figure 34 was posted in Paris on 29 April 1867, and carries a London transit date of April 30 and a Toronto arrival date of May 18. According to Dr. Arnell's book, *The Atlantic Mails*, the HIBERNIAN of the Allan Line departed Liverpool May 2, and arrived at Quebec May 16. The

JAVA of the Cunard Line departed Liverpool May 4 and arrived at New York May 15. The sailing date of the HIBERNIAN is more favorable, and the British rate mark is correct for Canadian Packet service. The postmaster at Toronto taxed the letter at 34 cents, treating it in the same manner as he would have treated a double letter addressed to France, prepaid for Canadian Packet. The proper charge should have been 42 cents, made up of two rates of postage (at 4d stg. per rate) totalling 8d stg. or 17 cents, plus 25 cents for the British claim of one shilling. If the letter had been held over for the sailing of the JAVA, the British claim would have included, in addition to the one shilling, two rates of British sea postage at 3d per rate, plus the United States transit charge.

Figure 34A is similar to Figure 34, and was posted in Paris one week earlier, on 23 April 1867. It carries a London transit, April 25, and a Toronto arrival, May 8. The NESTORIAN of the Allan Line departed Liverpool April 25 and arrived at Quebec May 7. The CHINA of the Cunard Line departed Liverpool April 27, but did not arrive at Boston until May 8. Again, the sailing date of the NESTORIAN is more favourable, and the British rate mark agrees. The charge on delivery was 34 cents, just as for Figure 34.

Figures 33 and 33A carry different rate marks from Figures 34 and 34A. The one shilling British claim on each again suggests a double letter carried by Canadian Packet. The 44 cents

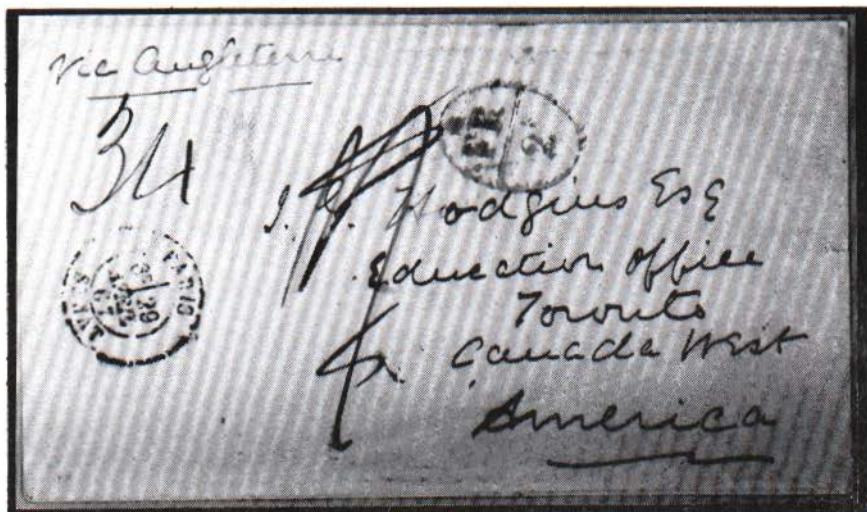


Figure 34



Figure 34A

charged on delivery in Canada, however, was the same as the prepaid rate for a double letter from Canada to France by Cunard Packet via New York or Boston.

Figure 33 was posted in Paris on 14 January 1867, and has a London transit, January 15, and a Toronto arrival, February 2. The DAMASCUS of the Allan Line departed Liverpool January 17 and arrived at Portland, Maine January 31. The AFRICA of the Cunard Line departed Liverpool January 19 and did not arrive at Boston until February 2, the same date as the Toronto

receiving postmark. The sailing date of the DAMASCUS is more favorable, and the British rate mark agrees, but the collection on delivery of 44 cents postage due does not. Perhaps the Toronto postmaster, in rating these letters, failed to remember that there was no United States transit charge on Canadian Mails landed at Portland, thought this seems highly unlikely. This cover could have travelled via New York, for after touching at Portland the DAMASCUS continued on, reaching New York sometime during the night of February 1, but I can see no reason



Figure 33



Figure 33A

why the Canadian Mails would not have been landed at Portland in the usual manner.

Figure 33A was posted in Paris on 18 February 1867. It has a London transit February 19, and a Toronto arrival, March 11. The NOVA SCOTIAN of the Allan Line departed Liverpool February 21 and arrived at Portland March 8. The CUBA of the Cunard Line departed Liverpool February 23, and arrived at New York March 8. This cover could have travelled on either one of these ships. However, as stated in regard to Figures 34 and 34A, British service would have required, in addition to the British claim of one shilling, two 3d rates of British sea postage plus the United States transit charge. The sailing date of the NOVA SCOTIAN is more favourable, and the British rate mark agrees. Unlike the DAMASCUS, the trip of the NOVA SCOTIAN terminated at Portland.

In regard to Portland as a winter terminus for Allan Line steamers, the following correspondence is of interest.

CONVEYANCE OF MAILS (NORTH AMERICA)

RETURN to an Address of the Honourable The House of Commons, dated 7 July 1859;--for,

Copies of all correspondence between Her Majesty's Government and the Provincial Government of Canada, in reference to the Conveyance of Mails between this country and British North America.

#29

Enclosure in No. 17

General Post Office
17 December 1858

My Lord,

With reference to my letter of the 23rd ultimo, in which I informed you that, subject to the acquiescence of the United States Post Office, the Postmaster General would consent to the sea postage of 8d per half ounce letter, chargeable upon the correspondence conveyed between the United Kingdom and the United States by Canadian Mail Packets, being paid over to the Canadian Post Office, I am now directed by Lord Colchester to transmit to you, to be laid before Secretary Sir Edward Bulwer Lytton, the copy of a letter which reached this office on the 15th instant, from the Postmaster General of the United States, by which it appears that the proprietors of the Canadian mail packets, alleging their full authority to make such an arrangement, have submitted to him a formal proposal to carry mails between Liverpool and Portland during the winter season, on consideration of the sea postage chargeable on those mails being paid to the proprietors by the United States Post Office.

The Postmaster General further states, that he has accepted the proposal, and that the mails forwarded by those vessels must, therefore, be treated as mails conveyed by United States Mail Packets.

Although this statement of the proprietors of the Canadian mail packets, with respect to their power to undertake, on their own behalf, and for their own pecuniary advantage, the conveyance of United States mails, is not altogether in accordance with the information which had reached this office from Canada, Lord Colchester has not felt himself justified in offering any opposition to an arrangement actually concluded by the United States Post Office; and he has, therefore, given directions that so far as relates to the transmission of mails from Liverpool to Portland, that arrangement may be acted upon, leaving the question whether the proprietors of those packets had the right to undertake this service, for a settlement hereafter between the Canadian Government and the Government of the United States.

I am further directed to enclose a copy of a notice which the Postmaster General has caused to be issued, on the subject of the transmission of United States Mails by Canadian mail packets; and I am to request that Sir Edward Lytton will inform the Governor General of Canada as early as possible, of what has been done.

I have, etc.
(signed) F. Hill

The Earle of Carnarvon
Colonial Office, S.W.

Sub-Enclosure, 1
Post Office Department, Washington
3 December 1858

Sir,

I have the honour, by direction of the Postmaster General, to acknowledge the receipt of your communication of the 12th ultimo, informing him that instructions have been given for the despatch of mails throughout the winter from Liverpool to Portland, by the Canadian mail packets, commencing with the steamer leaving Liverpool on the 17th November last; the correspondence to be treated as if forwarded by British packet.

With reference to the employment of this line of packets in the regular service, I have to inform you that the proprietors, who allege their full authority to make the arrangement, have made a formal proposal to this department to convey the mails between the above mentioned ports five round

trips during the winter season, for the sea rate on the mails transported; and, inasmuch as they propose to adopt United States sailing days, unoccupied by other lines of United States' mail packets to Europe, the Postmaster General has consented to accept their proposition for this winter, provided Portland is constituted an exchange office for United States and British mails.

It is the intention of this department to maintain a regular weekly departure of mail by United States' mail packets on Saturdays, securing in connexion with an equal number of trips with British mail packets on Wednesdays, a semi-weekly communication with Europe; and if the Canadian mail packets are to occupy United States sailing days, they should properly be under the control of this department, and the correspondence transmitted treated in the same manner as if forwarded by United States mail packet. While this department, in its steamship arrangements, has no intention of interfering with the schedule days appointed for the British mail packets, it is at the same time unwilling that any of the regular United States sailing days shall be occupied by steamships other than those employed as United States' mail packets.

In view of the fact that the owners of this line of Canadian packets proposed to convey mails for this department, representing that they are fully authorized to make the arrangement, there would seem to be no necessity for negotiations between your department and the Canada office relative to the division of the sea rate etc.; and I, therefore, beg leave respectfully, to suggest that the proposition to make Portland an office of exchange be carried out, in order that the mails may be transmitted by means of these packets, as proposed by the proprietors to this department.

I am, etc.
Horatio King

The Postmaster General, &c. &c.
London
0.24 ---- Sess. 2

The cover illustrated in Figure 35 also travelled to Portland, but it received different treatment both in England and at Toronto. There are two British rate marks—2sh 5d and 2sh. It appears that the cover was first rated 2sh 5d for American service at the U.S. rate, then

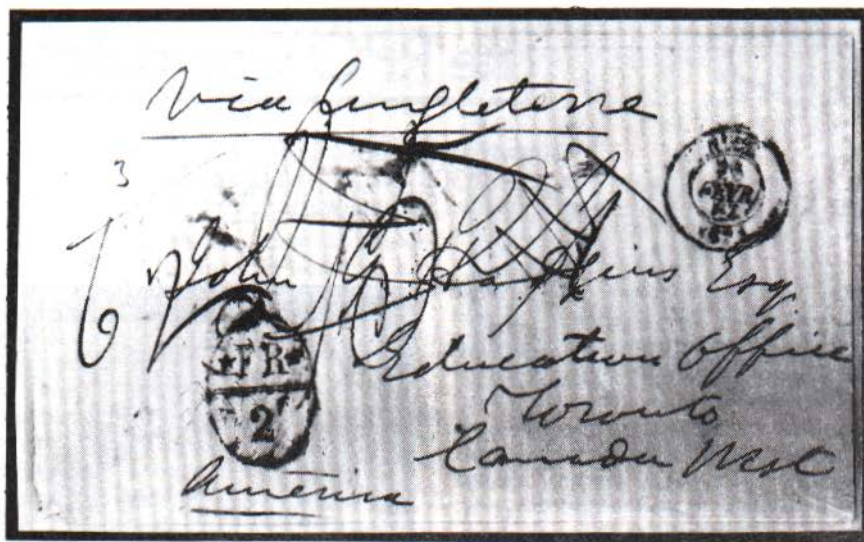


Figure 35

this was crossed out and the 2sh mark added.

Two shillings would represent the British claim on a letter weighing over $\frac{3}{4}$ oz but under 1 oz sent unpaid from France to Canada by Canadian Packet. There is a London transit, February 27, and a Toronto arrival, March 13. The NORTH AMERICAN of the Allan Line departed Liverpool February 28 and arrived at Portland March 11. The Cunard sailing does not fit these dates.

On arrival at Toronto, the cover should have been taxed four rates at 4d stg. (16d or 34 cents) plus 50 cents for the 2sh British claim, for a total of 84 cents. As we have seen, the Toronto postmaster was taxing letters at the prepaid from Canada rate, which for a quadruple rate letter, via the United States by Cunard packet, would have been 88 cents.

This letter was taxed 67 cents (presuming that the 'tail' on the '7' is a meaningless flourish),

which does not agree with either of the above calculations. The only conclusion which seems to fit is that on weighing the letter, the Toronto postmaster found it to be over $\frac{1}{2}$ oz and under $\frac{3}{4}$ oz, i.e. a triple letter, not a quadruple one. The prepaid rate for such a letter, via the United States by Cunard packet, would have been 66 cents — the difference of one cent is unexplained.

(to be continued)

REFERENCES

1. Post 48/136/Page 861; courtesy of the British Post Office
2. R. G. 3, Vol. 834, Page 188; Public Archives of Canada
3. R. G. 3, Vol. 566; Public Archives of Canada
4. *Ibid*
5. *Ibid*
6. *Ibid*

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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

Over the years, we have always been awed by the investigative talent of some of our well-known specialists. Their ability to turn over the rocks for new discoveries is what makes collecting railway cancellations so interesting and enjoyable. During our experience in this field, it is undoubtedly Allan Steinhart who has led this distinguished group, but he certainly has had plenty of company in the finds of Ross Gray, Bill Robinson, Graham Noble and many others.

In this column we want to acknowledge the efforts of J. D. Wilson, Reporter 197. Wilson specializes only in Newfoundland, but within this area — and in a relatively short period of time — he has contributed enormously to our knowledge of the T.P.O.s and R.P.O.s of Newfoundland.

We have always had the philosophy that when anyone can find an unlisted railway cancellation that is more than 50 years old, after all of the detective work done by our specialists in the last half century, then it has to be a very rare strike indeed! Over the last four years, we have recorded for Wilson six new Newfoundland listings, four new Newfoundland ticket stamps and two new Newfoundland steamers; eight of these twelve were used more than 50 years ago. It is a pleasure to share herewith three of Wilson's reports.

RARE TRACK

The cross-channel (Cabot Strait) listing N-118 SYDNEY & Pt. AUX BASQUES T.P.O./NEWF'D, Type 17F, 1905-1922, has been known for years, and is comparatively common. Some time ago Bill Robinson submitted a partial strike obviously different from N-118, but not sufficient for identification; Bob Soper then sent another with more of the same strike, and we knew we had something different. Soon thereafter Wilson came along with a full strike on card and we were able to list with certainty N-117 SYDNEY N. S. & Pt. BASQUE N F'L'D. T.P.O./-, Type 4D, 1905-1907.



J. D. Wilson

At the same time, Wilson submitted the cancellation above with the thought that perhaps this might be something different from the previous two. Indeed it was! This new listing, N-119 SY• PORT AUX BASQUES T.P.O. / NEWF'D, Type 4J, is known for a period of only one month, February/March, 1908, and certainly must be one of the rarest of the Newfoundland T.P.O.s.



J. D. Wilson

At about the same time these three Nova Scotia to Newfoundland T.P.O.s were in operation, there was another, going in the opposite direction — Newfoundland to Nova Scotia. Illustrated is another of Wilson's important discoveries, the first one on cover or card, N-58 N'F'L'D ·N· SYDNEY T.P.O. / ., Type 4H, 1909-1912. This listing was known to the Meyersons, but we had never seen one until Dave McKain submitted a faint but full strike for recording; then Wilson sent in the illustrated cancellation to define this listing more precisely.

The three listings — N-117, N-118 & N-119— have been included in the Newfoundland Section for completeness; however, since they emanated from Nova Scotia and are found most frequently on Canadian stamps, cover or cards, they would fit equally well in the Maritime Section. Specialists in Maritime railway cancellations should include these three listings for thorough coverage of their field.



J. D. Wilson

Although not 50 years old, Wilson's latest discovery, namely N-30A FOGO DISTRICT T.P.O. / NFLD, Type 7D, 1941, was used more than 40 years ago. The single known strike that is illustrated above was used on a commercial cover to St. Johns from an unknown origin. N-30A apparently preceded N-33 (DISTRICT vs. DIST.) of the later period of 1947-1949. Both are the same type of rubber hammer, Type 7D. With all of the wartime correspondence of Newfoundland already known and researched, Wilson's discovery of this only recorded strike is all the more remarkable.

MORE RARE TRACK

Illustrated is a spectacular strike of O-367



Maggie Toms

TOR. & MONT. M.C. / ASST., Type 9B, on a 3¢ Jubilee, which was sent to us by Maggie Toms. Of this rare bird, there are only four recorded strikes. The first, our own of some ten years ago, is dated 11 November 1899. Subsequently, Jim Lehr sent a strike dated five months earlier, 29 June 1899. On our recent trip to America Dave McKain showed us the same cancellation on 3¢ Small Queen, date unclear but probably 1898. Now we have the strike from Toms, by far the best of the known four, dated 9 August 1897. Who can tell us the meaning of ASST? This abbreviation is quite unfamiliar to us. There is a companion strike, Q-167 MONT. & TOR. M.C. ASST. / ., Type 10, of which there are only two recorded strikes, from Bill Robinson and Dave McKain, both dated 3 May 1900, just after the date spread of O-367 of 1897-1899. Were these listings consecutive or concurrent? We hope that future reports will clarify this point.

UNKNOWN TERRITORY



Frank Waite

Frank Waite has submitted a railway cancellation on a 1¢ Small Queen which we can not identify. We hope our readers can help to pinpoint this unknown. All that can be seen with any certainty is "NEWP. & ", with at least five additional letters, the bottom and the date missing. Some predictions are probable; 'NEWP.' undoubtedly emanates from Newport, Vermont, making this either a cross-border or an American railway. Cross-border listings between Newport, Vt. and Montreal or Sherbrooke are well known for the period 1929-1954, but our only listing in the Small Queens period is an American listing, Q-177G NEWP. TO RICHF. / R.R., Type 5D, 1874, where 'RICHF' is from Richford, Vt. There are two other American listings that might fit Waite's strike, the most probable being 36-B-1 NEWP. & ST. ALB. / AGT., 1878. Does anyone have more definitive information on this cancellation?

NEW TRACK



Mike Street

Mike Street's philatelic curiosity is rampant. Since becoming Editor of TOPICS, his natural inquisitiveness has been generating new railway discoveries. One of Street's recent finds is W-102Q N. PORTAL & M. JAW R.P.O. / F. L. HAIGH, Type 7B, Tr. 13, 1950, RF500, Rptr 220. Although of comparatively recent vintage, this is still quite an unusual discovery of an unofficial clerk strike cancellation on stamp. Although we have now listed 17 different clerk strikes for North Portal & Moose Jaw, only two are known to overlap the 1950 period of W-102Q.

In the same sending, Street submitted another strike and queried whether our listing of MA-260 might be in error in that therein the clerk name, 'Edwin Crowe', was shown in lower case letters. After checking our own strike of



Mike Street

MA-260 again, we were able to reply that there was no error and further advise that Street had another new listing, MA-260A TRURO and SYDNEY R.P.O. / EDWIN CROWE, Type 17J, Tr. 6, 1949, Rptr 220. This strike is a backstamp on a large registered legal cover from Inverness, Nova Scotia to a bank in Newton, Massachusetts; additional railway strikes are MA-152, Hammer IV, and MA-80, hammer unknown.

There are now three known Crowe listings for Truro and Sydney: 1. MA-259, Type 6E, letters all capitals, 1928-1941; 2. MA-260, Type 17J, clerk name letters lower case, 1941-1948; 3. MA-260A, Type 17J, letters all capitals, 1949. At present, known usage of these three listings is only consecutive, without overlap. Assuming Edwin Crowe to be only one individual, he used at least three different hammers in over 20 years of service on the Truro & Sydney run. For the record, we note that Crowe got his start in 1928 on the Halifax & St. John run, MA-122, represented by a single strike sent in by Ross Gray. We believe that all three of the Truro & Sydney listings for Crowe are known only as transit marks on the reverse of registered covers.

CABOOSE

In our next Cowcatcher, we will present the major portions of Annex II, approximately one year after publishing Annex I. Although the second will not be quite as extensive as the first, the additions are significant. At this time of writing, some six weeks before our self-imposed deadline of the first of June, we tally 14 new reporters, and over 50 new, reconfirmed, relisted or O.P.K. listings now known. The minor areas, new dates, trains, directions and corrections—as with Annex I—will be published in the R.P.O. Study Group Newsletter. Everyone can now look forward again to up-dating their catalogue.

The Study Group CENTERLINE

by Frank Waite

STUDY GROUP COORDINATOR: John T. Burnett, 757 Parkwood St., Sidney, OH 45365

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R.P.O.'s: David L. McKain, 5 Meadowcrest, Parkersburg, WV 26101

CANADIAN MILITARY MAIL: Ken Ellison, Oyama, B.C. V0H 1W0

SQUARED CIRCLES: Gary D. Arnold, 5509 East St. Joe Hwy., Grand Ledge, MI 48837

FLAG CANCELS: Larry R. Paige, 1145 Shillelagh Road, Chesapeake, VA 23323

SMALL QUEENS: Don Fraser, 1183 Warsaw Avenue, Winnipeg, Man. R3M 1C5

BNA PERFINs: Joe Purcell, 6 Richardson Drive, Kingston, Ontario 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

POSTAL STATIONERY: Robert Lemire, P.O. Box 549, Pinawa, Man. R0E 1L0

MAP STAMP: W. L. Bradley, 122 Sherwood Ave., Kitchener, Ontario N2B 1K1

PROVINCE OF CANADA: Charles Firby, P.O. Box 208, Southfield, MI 48037

DUPLEX CANCELLATIONS OF BNA: Robert A. Lee, Box 937, Vernon, B.C. V1T 6N8

1972-78 'CARICATURE' AND LANDSCAPES DEFINITIVE ISSUE: Dan Moore, Box 29, Aylesford, N.S. B0P 1C0

This will serve as an introduction to a new, regular, column on the activities of the BNAPS Study Groups. (Quite possibly the only talent I bring to this column is the inability of say no when asked to undertake it.)

Study Groups are the research arm of BNAPS, each devoted to the investigation of a branch of BNA philately. Study Groups, more or less regularly, issue news-letters to all members, apprising them of new discoveries and developments in the field.

It is difficult to believe that a BNAPS member could be a serious philatelist and not be a member of a Study Group. If you are interested in a specialty for which there is no Study Group, why not start one? The officers of BNAPS are extremely encouraging to anyone seriously interested in starting a new group.

Study Groups always welcome new members. A letter to the Secretary will bring details of membership. Starting in this issue of TOPICS the list of Study Groups, with addresses, will appear on this page in every issue (instead of on the Business Side page).

This column will be devoted to the activities of the Study Group — What is their current pre-occupation? Where do they seek help? We won't be telling you about new perfs, or 'Warts on the Cheek' or new R.P.O.s. That type of information will appear in the Study Group newsletters and in articles in TOPICS. In this space we will try

to keep all members of BNAPS informed about what the groups are doing. We hope that this will encourage non-members of Study Groups to either join or to assist with specific projects; with luck, from time to time someone will get an idea for a new collecting interest from an item which appears here.

This column can also serve as a forum for discussion of the non-philatelic aspects of Study Groups — organization, membership obligations, and so on. For example, two ideas I would like to promote myself concern publishing findings and competition between groups.

I feel that there should be more publications emanating from the groups — results of work by the group as a whole, not just individual efforts — on specific subjects. For instance, I would like to hear that a 'Large Queen' Study Group had decided to investigate the Fifteen Cent Large Queen — gums, papers, perforations, watermarks, shades, etc. with the object of publishing the research in TOPICS or a new handbook.

The second thing I would like to see is an annual competition, at BNAPEX, among the Study Groups. Each Study Group would be allowed one or two frames, the exhibited material to be owned by not less than three members of the group. This suggestion, similar to the inter-club competition at PIPEX this year, could result in intense competition and would promote the activities of Study Groups.

DEFINITIVE STAMPS

Photo	Stamp	Denomination	Issue Date	Quantity	Dimensions	Perforation
*	Point Pelee National Park	\$5.00	10/1	Continuous Printing	48 X 30	13+
1	Maple Leaf	32¢	10/2	Continuous Printing	20 X 24	13
2	Maple Leaf	32¢	10/2	Continuous Printing	20 X 24	10
3	Maple Leaf	5¢ (Maroon) (See note 2) 8¢ (Blue) 32¢ (Red)	15/2 (See Note 3)	Continuous Printing	20 X 24	12+
4	Maple Leaf	32¢	8/4	Continuous Printing	20 X 24	12+
**	Heritage Artifacts	37¢ 48¢ 64¢	8/4	Continuous Printing	30 X 24	13+
5	Queen Elizabeth II	32¢	24/5	Continuous Printing	20 X 24	13+

NOTES: 1) In mid-1983 the Canadian producer of stamp paper, Abitibi-Price, suddenly informed Canada Post that it would no longer manufacture stamp paper. Other manufacturers were found. It is possible

that any/all stamps listed above may now exist on two or more different papers. (See 'For the Record' in this issue of TOPICS for more information on changes in papers.)
2) The 1983 5¢ maroon will be indis-

OF CANADA — 1983

Gum	Paper Type	Printing Process	Inscriptions	Format	Printer	Designer
PVA	Coated one side, Litho	Four-colour lithography plus one-colour steel engraving	In the side margins, facing in at all four corners	25 Stamps per pane	Canadian Bank Note Company	Wayne Terry & William Tibbles
PVA	Coated one side, gravure	One-colour steel engraving plus two-colour gravure	In the side margins, facing in at all four corners	100 Stamps per pane	British American Bank Note Company	Raymond Bellemare
PVA	Uncoated	One-colour steel engraving	None	100 Stamps per roll	CBNC	Raymond Bellemare
PVA	Uncoated	Each Stamp: One-colour steel engraving	None	Booklet of 2x5¢, 1x8¢ 1 x 32¢, plus two labels. Cover illustration: Provincial Legislative Buildings (10 different)	BABNC	Stamps: Raymond Bellemare Booklet Covers: Tom Bjarnason
PVA	Coated one side, gravure	One-colour steel engraving plus two-colour gravure	None	Booklet of 25 x 32¢, plus two labels Cover Illustration: Library of Parliament	BABNC	Stamps: Raymond Bellemare Booklet Covers: Tom Bjarnason
PVA	Coated one side, litho	Four-colour lithography	In the side margins, facing in at all four corners	50 Stamps per pane	Ashton Potter Ltd.	Jean Pierre Beaudin/Jean Morin
PVA	Coated one side, gravure	One-colour steel engraving with two-colour gravure	In the side margins, facing in at all four corners	100 Stamps per pane	BABNC	Heather Cooper (Sculpture —Jaroslav Huta)

tinguishable from the 5¢ stamp in the 1982 booklet (which contained a 30¢ Maple Leaf) except for possible differences in paper.

- 3) The 50¢ booklet was sold, by mistake, on 13 February 1983 in Bur-

lington, Ontario.

- * Illustrated in TOPICS, September-October 1983, P. 50.

- ** Illustrated in TOPICS, July-August 1983, P. 14.



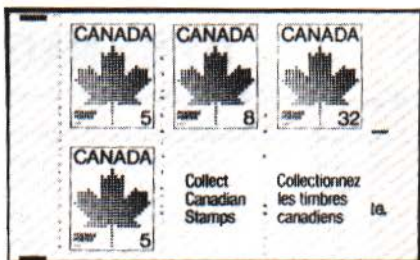
1



2



4



3



5

SKETCHes of BNAPsers

by Dr. Robert V. C. Carr

SKETCH NO. 199

J. COLIN CAMPBELL



One of our most active members is J. Colin Campbell. A native of Northwest Manitoba, the son of English parents, he left to work in England. When the war began Colin returned to Canada and joined the Royal Canadian Air Force, where he stayed for 28 years. Then it was off to work in British Columbia, culminating in retirement in 1980 as a resident of Kelowna.

It has been almost 50 years since young Colin tried to collect the entire world! After the war he renewed his interest in our hobby, and in 1965 was introduced to Military Postal History. Now it is also R.P.O.s., Squared Circles, and Postal Stationery. In addition, Colin has written articles and was the Editor of the Military Mail Study Group's newsletter for its first 50 issues.

May of 1983 saw Colin and Editha's 40th wedding anniversary celebrated by their six widely scattered children. We wish both of them many more.

REPORT ON THE CANADIAN POSTAL CENSORSHIP OF 1914-1919

Continued from January-February 1984 TOPICS. Compiled by E. R. Toop from records in the National Postal Museum, Ottawa. Items illustrated are from the personal collection of E. R. Toop unless otherwise noted.

Prisoner Of War Censorship

All correspondence to and from Prisoners of War interned in Canada, and correspondence to Prisoners of War interned in enemy and neutral countries, was examined with the following objects:

- a) To prevent transmission of information which might be of interest, or assistance, to the enemy;
- b) To obtain information in regard to the economic or military conditions existing in enemy countries, which might possibly be of assistance or of interest to the British Authorities;
- c) To prevent infringement of the Internment Regulations by Prisoners of War and to see that their correspondence was kept within reasonable bounds.



1. A cover from a POW at the Lethbridge, Alta. Camp with 'PASSED BY INTERNMENT CENSOR/LETHBRIDGE, Alta.—27 Dec 1915'

PRISONERS OF WAR INTERNEED IN CANADA

Mail to and from Prisoners of War interned in Canada was, at first, censored as follows:

- 1) Correspondence pertaining to Prisoners of War stationed at Lethbridge, Kingston, Petawawa and Halifax — by the Chief Commissioner of Police.
- 2) Mail originating in Montreal and passing wholly within Canada — by translators in Montreal and initialled by Major Date, the Provost Marshall.
- 3) All other mail — by translators at Ottawa.

In March 1915 Lt. Col. MacPherson, Officer Commanding Internment Operations, acted upon the suggestion of the Chief Commissioner of Police and, with the approval of the Department, assumed responsibility for all Prisoner of War correspondence. He, accordingly, provided interpreters at all camps and gave the necessary censorship instructions to the Commandants.

The London office, which had been censoring all mail coming from Prisoners of War interned in Canada, discontinued this practice in February 1916.

After this, mail was dispatched via New York, if intended for the enemy-country; under free cover, if intended for the United States; marked prepaid and forwarded to destination, if intended for any other neutral country; and, if intended for domestic delivery, forwarded to Postmaster, with prescribed form, for delivery to addressee.

The advisability of having incoming and outgoing Prisoner of War mail examined by the Department became apparent in December 1917. The Chief Postal Censor, London, had requested that all mail coming from Germany be carefully scrutinized for information regarding submarine and Zeppelin activities. At about the same time the examination of a package of Prisoner of War mail, which had unnecessarily been sent to Ottawa from one of the Internment Camps, showed the necessity for additional censoring of outgoing mail. Orders were therefore issued to have all correspondence to and from Prisoners of War interned in Canada diverted to the Deputy Postmaster General, Ottawa.

Until early in the year 1919 all first class mail matter to and from Prisoners of War interned in Canada continued to be submitted to a two-fold examination — one at Ottawa, the other at the Internment Camp. After the signing of the Armistice, the chief emphasis of the censor-

ship was more and more placed on the blocking of revolutionary propaganda. Ottawa discontinued examining Prisoner of War mail on 1 May 1919, but censorship at the Internment Camps did not cease until the time of repatriation.

CORRESPONDENCE REGULATIONS

Prisoners of War interned in Canada were permitted to write two letters a week. A letter, not written in English and dealing with private or family matters, was limited to two pages of an ordinary sheet of note paper, twenty-five lines on each page. If, however, a letter was addressed to a consul, and dealt with a complaint or business, its length was not restricted.

The sending of picture postcards was prohibited. This was, no doubt, due to the fact that information or a code message might be secreted in the illustration.

All correspondence and parcels to and from Prisoners of War interned in Canada passed postage free until March 1916. It was then decided to conform with the German practice. Postage was accordingly charged on mail to points within Canada. Parcels and correspondence originating in, but destined for points outside of, Canada continued to go postage free.

WORKING PARTIES

Necessary arrangements were made early in 1918 for providing work and more outdoor freedom for the prisoners. The work, which was optional, was performed for various railway companies. Those prisoners who availed themselves of this opportunity enjoyed not only financial advantages, but improved health and spirits derived from the out-of-door life, the greater freedom and the constant change of scenery. Mail from such a railway detachment was sent by the nearest post office to the parent camp and forwarded there in the usual way.

PRISONERS AS INTERMEDIARIES

Persons in Germany had a tendency to send letters and photographs to Prisoners of War, with a request to forward them to relatives or friends with whom postal communication was difficult. Prisoners, however, were not permitted to act as intermediaries for the transmission either of letters from, or of information about, a third party. Consequently such letters, as well as any enclosure, were held.

REQUESTS FROM GERMANY

During the latter part of 1918, the censor-



2. A cover addressed to a POW at Fort Henry, Kingston, Ont. showing the oval receiving strike of the Camp.



3. 'PASSED BY INTERNMENT CENSOR/KINGSTON, ONT.—7 Mar 1916', marking on a cover from a POW at Kingston, Ont. Note the use of stamps as required by the regulation effective at the beginning of that month.



4. Entrance to Tete De Pont barracks, Kingston, Ont., the site of the POW camp.



5. Prisoners at Petawawa POW Camp airing bedding.

PRISONER OF WAR MAIL

NO
STAMP
REQUIRED

Mrs.
P. of. Box. 585 J. Loeb
Johnstown, Pa.



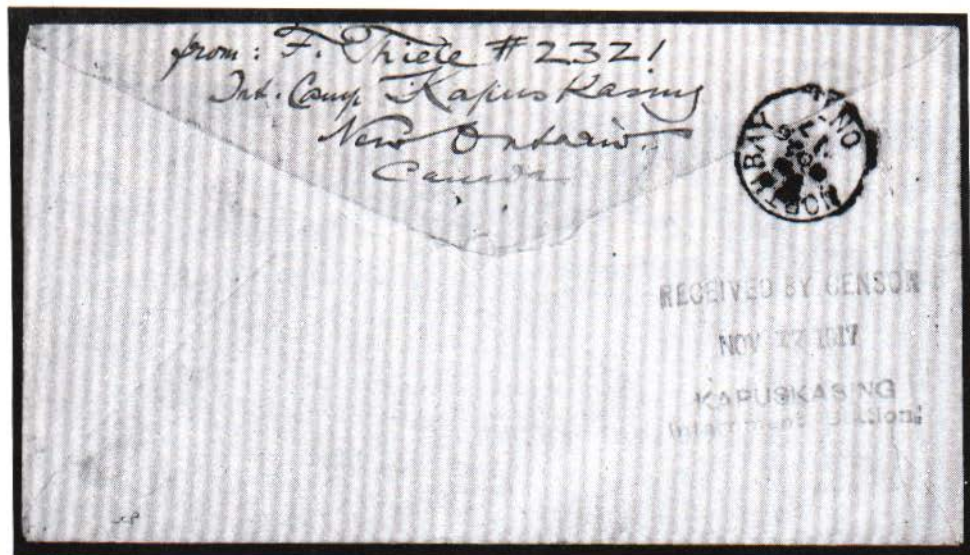
6. 'PASSED BY INTERNMENT CENSOR/AMHERST, N.S.—9 Mar 1918' on a cover free franked to Johnstown, PA.



7. 'GENERAL PARADE', Kapuskasing, Ont. POW Camp.



8. A cover from a POW at Kapuskasing Internment Camp. The reverse has a magenta straightline (4 lines) 'RECEIVED BY CENSOR/NOV 17 1917/KAPUSKASING/INTERMENT STATION'. The 3d stamp was added to pay internal postage even though the sender endorsed the cover 'Postage Free'.



613.

Conseil de La Croix Rouge

Department des Prisonniers de Guerre,

Geneve.

SWITZERLAND.



9. A cover from a German POW in Vernon, B.C., free franked to the Swiss Red Cross with 'PASSED BY INTERNMENT CENSOR/VERNON, B.C.-21 Sep 1915'. The reverse is endorsed 'Civil' with a '167' handstamp. The allied patriotic label used on a cover from an enemy POW is unusual.



10. A registered letter with triangle 'PASSED BY INTERNMENT CENSOR/VERNON, B.C.-4 Aug 1916'. It appears that payment of postage in full was required on a registered letter going out of Canada.

LIST OF CANADIAN INTERNMENT CAMPS

	JULY 1915	NOV. 1915	JUNE 1916	DEC. 1917
Nova Scotia	Amherst Halifax	Amherst Halifax	Amherst Halifax	Amherst
Quebec	Montreal Spirit Lake Valcartier	Montreal Spirit Lake Valcartier	Montreal Spirit Lake Beauport	
Ontario	Kapuskasing Kingston Petawawa Sault Ste. Marie Toronto Welland	Kapuskasing Kingston Niagara Petawawa * Sault Ste. Marie Toronto Welland	Kapuskasing Kingston Toronto	Kapuskasing
Manitoba	Brandon	Brandon	Brandon	
Alberta	Lethbridge	Lethbridge	Lethbridge Banff Jasper	
British Columbia		Castle Edgewood Field Mara Lake Morissey	Edgewood Field Mara Lake Morissey	Morissey (closed Oct.)
	Nanaimo Vernon	Revelstoke Vernon	Vernon	Vernon

*A collecting internment station

ship revealed the fact that Prisoners of War were being asked by correspondents in Germany to purchase trunks, boots, clothing, linen and other articles, with a view to bringing them to Germany at the time of cessation of hostilities. In order to keep this matter within reasonable bounds regulations were laid down by the Imperial Authorities, defining the things which the Prisoners might, and might not, take with them on their return.

TURKISH PRISONERS

His Majesty's Government agreed in September 1915 to a proposal made by the Sublime Porte, to the effect that the correspondence of British and French civilians interned in the Otto-

man Empire be placed on the same basis as that of Prisoners of War, on condition of reciprocal treatment in the case of Ottoman civilians in similar circumstances in the United Kingdom and France. There were not many Turkish Prisoners of War located in Canada, but there were some. In February 1918 there were eight; of these, two were at Amherst, five at Kapuskasing and one at Vernon.

CONSULAR REPRESENTATIVES

The interests of German Prisoners of War interned in Canada were represented by the Swiss Consuls, while those of Austro-Hungarian and Turkish Prisoners were represented by the Consuls from Sweden.

(To be continued)

LITERATURE REVIEWS

BNA Philately in Print

CANADA THE 1967-73 DEFINITIVE ISSUE; Douglas C. Irwin and Murray Freedman, Editors; George S. Wegg Ltd., Toronto, 1984. Soft Cover, 112 pp, \$17.95.

Edited by Douglas C. Irwin and the late Murray Freedman, with the assistance of John Aitken, Robert Lemire and Ken Rose, the second edition of *Canada The 1967-73 Definitive Issue* is now available. It has been completely revised and updated with the inclusion of two new chapters — Postal Rates of the Centennial Era and Centennial Perfins — and more than fifty new photographs. One of the most pleasing aspects of the new edition is the more durable style of binding (the saddle type binding of the first edition did not stand up to wear).

The introductory chapter detailing the basic Centennial issue includes new information concerning types and sources of papers used by the security printers, as well as the characteristics of the various gums used throughout the issue; illustrations of coil starting and trailing strips and wrappers have been added.

The core of the Fred Keane/Paul Hughes first edition was its specialized tables listing all paper fluorescences, ink shades, gum and tagging types of each individual stamp, and these tables have been expanded upon.

The many new and interesting Centennial varieties which have surfaced since the first edition appeared in 1975 necessitated a completely rewritten and greatly expanded section on varieties, with many new photographs.

The tagging varieties of the Centennial Definitives are covered in great detail in a completely revised chapter. A new section discussing folders and envelopes dispensed through Opal booklet vending machines during the Centennial era has been added to the chapter on booklets and cellopaqs.

Regular and Special Order Stationery are once again covered in detail, with new discussions on Centennial revaluations on Cameo postcards and envelopes, and a greatly expanded listing of known Centennial Special Order Stationery items. A complete list of existing Special Order proofs has been included, with photographs of each.

It has become a cliché to say that a book is 'packed' with information, but in this case it is true. Those responsible have used photographs and drawings to save hundreds of thousands of words while still getting the information out. With the exception of the illustrations of the Centennial Postal Stationery, which have suffered from poor lighting and excessive reduction, the picture quality is excellent — a photo clearly showing tagging migration through a booklet cover is a good example.

Any philatelist studying the Centennials will need this book. The money spent will be well invested.

1984 CANADA SPECIALIZED POSTAGE STAMP CATALOGUE: William H. P. Maresch and Arthur W. Leggett, Editors & Publishers. Canada Specialized Ltd., Toronto, 1984. Soft Cover, 175 pp, \$5.00.

Continuing the pattern established with the last two editions of *Canada Specialized*, more new sections have been added to the catalogue. This year's additions are: Plate Proofs of the Cents Issues of New Brunswick and Nova Scotia; Rarity Factors of the Two-Ring Numeral Cancellations on the Three Cent Large and Small Queens; and a listing of the Lathework found on the Admiral and Postage Due stamps, with a rarity factor relating to each stamp.

Responding to criticism of the new Canadian Numbering System introduced last year, this edition contains a cross index of Scott numbers to CS numbers. This will be helpful. (The cross index from a CS to a Scott number is given as part of the main listing.)

Readers and Users of Canada Specialized should note that the stamps of Canada have been renumbered from No. 670 on, and the stamps of Newfoundland have been renumbered from No. 42 on.

The reason given for the renumbering of the Canada section is "... so that the later issued values of the 1977 Definitives Series could be added. New definitive values will hence-forth be added to the new series started in 1982." While a shuffle of some numbers could be ex-

pected in the second run of a new numbering system, it is essential that these be the last changes of such magnitude. If definitives are added after the initial introduction of a series, their numbers must be chronological with other stamps issued at that point in time — to insert a new issue into the listing with others of the same series, and then renumber every succeeding stamp, would quickly destroy the numbering system's credibility.

As usual, the quality of printing and illustrations is good, making one wonder if colour reproductions are necessary in other than permanent reference works. The publishers of *Canada Specialized* continue to make it more of a handbook than a catalogue, and this should be encouraged.

THE CANADIAN REVENUE STAMP CATALOGUE, 2nd edition, E. S. J. vanDam; Bridge-north, Ont., 1984; Soft cover, 64 pp, \$7.75.

The new edition of the *Canadian Revenue Stamp Catalogue* is a good example of how packaging — in this case a well done four colour cover showing a collage of Revenue stamps — can improve the looks of a product.

Improvements have been made inside too. It is hard to put a finger on it, but the layout seems to have been improved over the first edition — a difficult task, as no space is wasted.

Over 500 new stamps have been listed, including an 8-page section of Alberta Hunting Stamps. Revenue meters are introduced, though not numbered or priced. Illustrations of Prisoner of War Franks have been improved 100%. Pricing has been revised.

Based on the number of new listings in this edition, and given the amount of activity by Revenue collectors, it won't be long before a 3rd edition is required to bring the field up-to-date once more.

CANADA — STRIKE, COURIER AND LOCAL POST ISSUES, 1983; Kenny K. Nitsui, Editor and Publisher; Box 7246, Depot D, Victoria, B.C. V9B 4Z3. Soft cover, 20 pp, \$2.50.

In this first listing of special labels affixed to letters and parcels carried during Canadian postal strikes, only those couriers issuing labels are listed. The Editor acknowledges that most of the services listed operated in Western Canada; he asks that details of any other services which issued labels and operated during postal strikes be sent to him. Valuations given are retail prices

current in June, 1983.

The catalogue does not list Express companies which carried mail on their routes during the postal strikes because these companies did not issue labels. For the same reason, apparently, utility companies, banks, etc. which delivered mail and invoices to their customers are omitted. Perhaps mention should be made of operations such as that of the Burlington Public Utilities Commission which picked up and delivered mail of public utilities and banks, and applied a hand-stamp with an appropriate notation to the envelopes carried.

The Inter-University Transit System, which provides 'free' mail service between universities in Ontario is not listed, even though labels are used, because the service is not available to the general public. (This service operates regularly, and not just during mail strikes —Ed.)

The catalogue states that proofs, missing and inverted values, and extra or inverted hand overprints are known on some issues of 'METRO' Emergency Mail Dispatch, but does not list them. Such information would be desirable. A description of the special cancellation used on courier mail carried by Overseas Courier Services during the 1975 postal strike — when no labels were issued — would also be helpful.

Notwithstanding these omissions, this catalogue makes a significant contribution to postal literature and helps preserve this phase of Postal History. It is hoped that, with the cooperation of philatelists, more information as to the ways mail was delivered during postal strikes can be preserved so that an Addendum to the catalogue can be issued.

HES

1984 CANADA METER & PERMIT POSTAGE STAMPS SPECIALIZED CATALOGUES; Yvon Legris & Jean Guy Dalpé; Yan Philatelic, 6700 Langelier Blvd., Montreal, Quebec H1M 2C5. Soft cover, 96 pp., \$10.00.

The publication of this new catalogue coincides with the start, in this issue of TOPICS, of a series on collecting Meter stamps. Both events reflect a surge of interest in Meters and Permits. The catalogue itself is further evidence of the remarkable resurgence of philatelic activity in Quebec, and particularly in Montreal.

It is divided into three sections — information, Meter listing and Permit listing. The information section clearly gives terminology, a little history of Meter and Permit postage stamps,

guidelines on condition and prices, reasons for collecting Meters and suggestions for different types of collections. It also explains and shows differences in townmark circles, printing of town names and date marks, and in indicia. Return Postage Prepaid and Specimen Meters are included, as are lists of advertising slogans, postal endorsement slogans and adhesive tape monograms.

One unique feature of this work is the listing in catalogue format of different types of Postal Permit designs used since Permits were first introduced in 1903. Another first is the listing of Quebec Law Stamp Meters.

The use of a consistent numbering system for varieties is an improvement over the earlier Irwin catalogue, although the inclusion of many minor date and slogan varieties makes the system a bit cumbersome.

The numbering system for major types, also different from Irwin's, is good, but it is marred in places by not being consistently followed, as in the case of Roneo meters.

Labelling of illustrations is one area which could be improved. Lack of definite identification leads to ambiguity in some places, especially where type numbers appear on a different page from the illustration(s).

"The present useage of Meters and Permits largely exceeds that of Postage Stamps, and they should be considered on the same level as adhesives for they serve the same purpose — to pay postage. All complete collections should include them", say the authors. A lot of work has gone into this catalogue, privately printed by the authors, who obviously have the courage of their convictions.

GEORGE HERIOT, POSTMASTER-PAINTER OF THE CANADAS; Gerald Findlay; University of Toronto Press; Toronto-Buffalo-London, 1983. 310 pp; \$37.50.

This is a lovely book from the viewpoint of the artist or of a person with artistic inclinations. It follows the life and travels of gentleman George Heriot from boyhood onward. Trained at Woolwich in the art of Topographical Drawing, he entered public employment as Clerk of Cheque in the Ordnance Department at Quebec. Later he became an Assistant Storekeeper. After the departure of Hugh Findlay, Heriot was appointed Deputy Postmaster General of British North America, which post he filled in a contentious manner for sixteen years.

While some of his travels are assumed from

his paintings, rather than from a diary, the text is descriptive and easy to read. The listing and cataloguing of his works fills sixty pages of the lengthy appendix. The two hundred and six pages devoted to his life are reduced for readers by the inclusion of ninety three pages of black and white reproductions of some of his over 300 works. The reading material therefore is rather sparse. The illustrations, in black and white, are well done, but colour would have livened the work up somewhat.

This book will be quite useful for anyone interested in Heriot the man, but the philatelist or postal historian looking for new data on his tenure as Postmaster will not find it here. Time would be better spent in perusing the nineteen pages devoted to Heriot in William Smith's earlier book *The History of the Post Office In British North America 1693-1870*, a very informative book which should be a ready reference for anyone studying the early years of the Post Office in what is now Canada.

RHP

THE LYMAN STANDARD CATALOGUE OF CANADA — BNA POSTAGE STAMPS, 38th Edition; The Charlton Press, Toronto, 1983. Soft cover, 174 pp, \$5.00.

TOPICS' review of Lyman's 37th edition was being printed just as the 38th edition was arriving on dealer's shelves. Thus, while claiming no credit, it is a pleasure to report that both main criticisms in the last review have been changed in the new edition.

Lyman's has refined their process of keeping definitive sets together by clearly separating definitives from commemoratives issued in the same period.

The lumping together of all stamps in a commemorative series (Ships, Inuit, etc.) has been dropped in favour of normal chronological listing, with a note listing all stamps in a series just before the illustrations of the first of the set.

The publishers should review their grading guide again. Although changes have been made to it recently, most knowledgeable collectors would disagree sharply with the criteria given for a 'Very Good' stamp. Similarly, the criteria for a 'Good' stamp would better suit a lower grade copy.

Lyman's, the choice of many collectors across the country, continues to try to improve — a difficult task given the subject and information which must be presented.

by C. R. McGuire
BNAPS LIFE MEMBER

4. Numbering of Registered Articles at Office of Origin



A Registered Letter from Coleman, Alberta to Galicia in 1909



'Spoon' type Original
Number device marking

Important changes to the regulations concerning international mail were adopted by the 1907 U.P.U. Congress at Rome. These included:

(2) Numbering of Registered Articles at Office of Origin—Postmasters are informed that under the International Postal



Transit and receiving marks
found on the back of the envelope



Regulations, as recently amended, special importance is attached to the original number given a registered article at the office of posting. They are instructed, therefore, to inscribe the original number on the top left hand corner of the address and to incircle it with an 'O' or ring to distinguish it from

numbers that may be subsequently added, thus:

This regulation prompted the Post Office to manufacture distinctive devices, like the one on the cover opposite, for use especially on international registered mail.



The facsimile illustration which accompanied the notice concerning Numbering of Registered Articles at Office of Origin.

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COLLECTING METER STAMPS

by David Cooper

Part 1: The Basics

Most stamp collectors treat meter stamps with some degree of disdain. This may be because meter impressions are usually the same colour and normally arrive on either junk mail or bills. Whatever the reason, the stamp collector who ignores meter stamps is neglecting one of the most exciting areas of modern postal history. Right now in Canada there are more meter types and varieties in use than ever before, so instead of throwing out those metered covers, save them for a while; then see how many different types you can identify. First though, let me give some background to the collecting of meter stamps.

There are usually two parts to a mailing machine — the postage meter itself which prints the meter stamp on the envelope, and the base which serves to feed envelopes to the meter. A few meters are fed manually and so do not require a base. The majority have bases varying in complexity from one which feeds envelopes, seals and stamps them, to mailing machines cap-

able of inserting several pages into the envelope, then closing, sealing and stamping the envelope. The base is generally purchased by the company using the meter. Due to postal regulations, the meter itself cannot be purchased; it must be rented from the meter manufacturer.

Postage for the meter must be purchased in advance and may only be set by postal authorities. Postage meters have at least two registers—one, the ascending register, keeps the cumulative total of all postage used by the meter user, while the other, the descending register, shows the total postage paid for but not yet used. Mechanical meters lock and will not print any more postage when the descending register shows a value of unused postage less than the maximum postage the meter will print. The new electronic postage meters will use all postage in the register but will lock if a postage value greater than that remaining in the descending register is set.

The geography of a postage meter impression is illustrated in Figure 1.

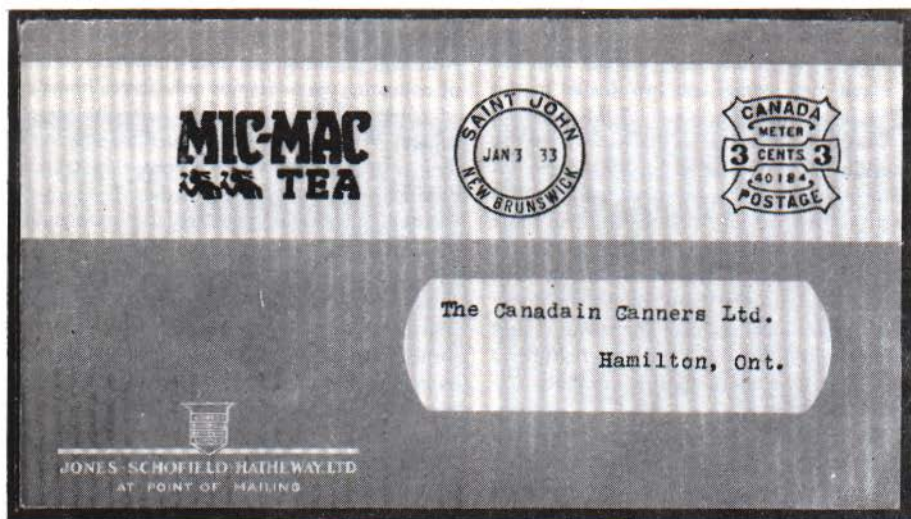
SLOGAN

TOWNMARK

INDICIUM



1. Geography of a postage meter impression. This slogan, 'ADHESIVE STAMPS were modern in 1851', was used by Canadian Postage Meters and Machines to promote use of meters. The Post Office forced them to stop using it shortly after it first appeared.



2. A colorful example of a desirable meter cover

In general, the impression may be divided into three major parts: the *indicium*, the townmark and the slogan. The *indicium* includes the ornamental design surrounding the value of the stamp. The *townmark* usually has the city at the top, the province at the bottom and the date in the centre. The distance between the left border of the *indicium* and the right edge of the townmark is the *setting*. In most modern meter stamps the townmark is an integral part of the design, so the setting is not significant. The *slogan* may or may not be present, as this part is designed and bought separately by the user to advertise his product or services, to supply a return address, or for postal directions. The post office reserves the right to prohibit the use of 'controversial' slogans, an example being the slogan shown in Figure 1 which was used by Canadian Postage Meters and Machines to promote the use of meters. It was considered too controversial and was withdrawn from use.

With this background we can move on to what makes a meter stamp collectable and how to collect them.

In a basic collection meter stamps are collected by meter type. More advanced collectors may collect by meter number (one of every meter number used), by value of meter stamp, by town (a cover from every town known to have a meter), by slogan topic or by almost any other criterion one could choose to identify. For the beginning

collector a catalogue such as the *Canadian Meter Postage Stamp Catalogue* by Ross Irwin, or *1984 Canada Meter & Permit Postage Stamps Specialized Catalogue* by Yan Philatelic, is essential to help identify Canadian meter types. Since the printing of Irwin's catalogue a large number of new meter types have been introduced. The second catalogue is more current, but the field is changing so quickly that the collector will require up-to-date information as well. One journal that regularly updates U.S. and Canadian postage meter types is the *Meter Stamp Society Bulletin*, published quarterly by the Meter Stamp Society. Membership information may be obtained from David Cooper, P. O. Box 2372, Thunder Bay 'P', Ontario, P7B 5E9, or Ernest J. Roscoe, 110 So. Eli St., Salmon, ID, 83467. Information is also available from the Canadian Meter Study Group, which can be contacted by writing to Clayton Rubec, 488 Athlone Ave., Ottawa, Ontario, K1Z 5M8.

The actual collectability or value of a meter stamp cover depends on numerous factors which may be described in general terms as the scarcity of the meter stamp type, the quality of impression and the overall appearance of the cover itself.

Of primary importance is the scarcity of the meter stamp. Like postage stamps, older meter stamps are in general more valuable, but there are numerous exceptions to this rule. In

particular there are many meter types from the early 1950's which are much scarcer than the first meter type which was introduced in the 1920's.

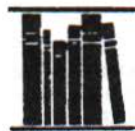
Next in importance is the quality of the impression. If the meter was overinked the impression may be smudged and unclear, while if underinked it may be very faint. The most common colour is red; other colours are worth more. If the meter number is unreadable then the cover is all but worthless, unless the meter stamp is exceedingly scarce. The stamp should be symmetrically located in the upper right hand corner of the envelope. An attractive meter slogan is desirable.

The envelope itself should be small and clean, preferably with an attractive corner card. Meter stamps on portions of covers, or completely cut from the cover, must be devalued according to the amount of damage done. A full front including the meter user corner card is worth considerably more than a 5 cm x 10 cm piece

containing the meter stamp and nothing else. Although the latter was once a common method of collecting meter stamps only scarce items are of use in this form to the modern collector. In general these items end up in the wastebasket along with incomplete impressions, ripped envelopes and other damaged material. The cover in Figure 2 illustrates many of the good points mentioned.

Of course few, if any, meter stamp covers satisfy all these criteria at the same time. It is a matter of personal preference how the various deficiencies of any particular cover are weighted in its overall evaluation, but it would be fair to say that the basic principles used in evaluating meter stamp covers are very similar to those used for an adhesive stamp cover.

The next article in this series will describe the impressions from meters currently in use in Canada. Save all your metered mail for the next few months so that you will have something to sort.



NEWS

From The BNAPS Library



by Don Makinen

NEW ADDITIONS

Four recent additions to the Library are:

The Admiral Issue of Canada, George C. Marler; APS, 1982, 564 pp, hard cover

The Pence Issues of Newfoundland 1857-1866, Robert H. Pratt; Vincent G. Greene Philatelic Research Foundation, 1982, 192 pp, hard cover

The Evolution of Imperial Penny Postage and the Postal History of the Canadian 1898 Map Stamp, R. B. Winmill; Jim A. Hennok Ltd., 1982, 110 pp, hard cover

Canada Steel Engraved Constant Plate Varieties,

Hans Reiche, Unitrade Press, 1982, 110 pp, soft cover

Clearing out your library? Don't throw any philatelic books or magazines out before checking with the BNAPS Library. We may not have it. Donations of material (check first) or cash gifts are always welcome, as are suggestions for new acquisitions.

Don't forget that copies of the Library list are now available (see March-April TOPICS for details).

Encourage Friends To Join BNAPS

Question Box



A



B

BARKERVILLE POSTAL STRIKES (?)

(Please address replies to the Editor)



No. 46

Remarks were "Very late date". In the 1973 edition, the strike is attributed to Grimsby, Ontario, with a date of 1883.

A is my 3¢ Small Queen with this strike, though the 3's are different and there is no clear area around the 3 on the stamp. (Day and Smythies No. 46 could have been a slightly in-

accurate drawing of the strike.) I have one other strike of this type, on a pair of 1¢ small queens, but no dates are available.

B has the same 3 as on A, but is in a four-pointed star.

1. Does anyone know what caused Day and Smythies to think No. 46 was a Barkerville strike? What caused the change in the next edition?
2. What is the significance of the figure 3?
3. Does anyone have strike B and call it a Barkerville strike? If not Barkerville—Grimsby? or?
4. Does anyone have either strike on cover? Date?

Jim Pike

SUPPORT TOPICS' ADVERTISERS

POSTAL STATIONERY OF CANADA — 1983

Canada provides official first day covers for all new issues of postage stamps, but does not offer the service for many postal stationery issues considered different by collectors. These include post cards, envelopes and aerogrammes with the same design as previously issued but with a different face value or other major changes.

Such items are obtained only through the handback system at local Post Office Philatelic Counters on the first day of availability, which is usually, but not necessarily, the first day of issue.

Our thanks to member Major R. K. (Dick) Malott for the accompanying illustrations which show Day of Issue cancellations he was able to obtain at the National Postal Museum in Ottawa.

On 15 February 1983 Canada Post Corporation, with the approval of the Minister responsible for the post office, increased the first class Domestic rate to 32¢ for the first 30 grams, and the International airmail rate to 64¢ for the first 20 grams. The first class surface rate to the United States was also increased, to 37¢ for the first 30 grams.

New versions of the 'Transportation' series of Canadian postal stationery were prepared and released on 1 March 1983 to reflect the change in postal rates. Besides the different 'face value', a brief description of the transportation equipment illustrated was also printed on each item.

The vehicle is shown three times, in light ink and in dark ink (of the same colour), on all items. On the envelopes, the design 'turns the corner', with a portion appearing on the back. This is done for security reasons, on the theory that only a large envelope manufacturing press can do this, thus reducing the possibility of counterfeiting.

The 32¢ postcard measures 105mm by 11mm (4 1/8" x 5/8"). It is printed in light and dark brown on white card stock. A vertical tagging bar is present at the left of the design. The inscription at the upper left of the front of the card reads, "POST CARD/CARTE POSTALE/Though uncomfortable for passengers, horse-drawn stage coaches were one of the first improvements in efficient transportation of the mails./La diligence,

POST CARD / CARTE POSTALE

Though uncomfortable for passengers, horse-drawn stage coaches were one of the first improvements in efficient transportation of the mails

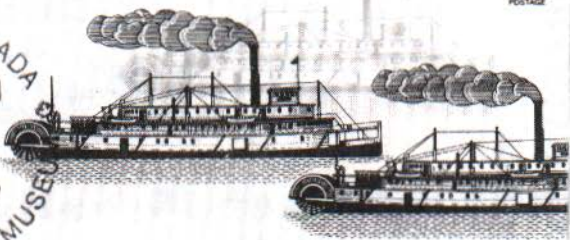
La diligence, bien qu'inconfortable pour les passagers, était un progrès dans le transport efficace du courrier

Canada 32



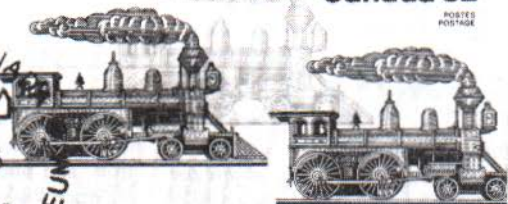
Canada 32

POSTES
POSTAGE



Canada 32

POSTES
POSTAGE



bien qu'inconfortable pour les passagers, était un progrès dans le transport efficace du courrier."

The 32¢ letter size (#8) envelope is printed in grey-black ink. The 'privacy' design on the inside of the envelope uses black maple leaves on a light dot background. The inscription on the back of the envelope states, "Railways speeded transport of the mails. Express passenger engine No. 93 was operated by the Grand Trunk Railway. The locomotive was built at the Grand Trunk Works in Montreal in 1881. A 4-4-0 type, the engine weighed 4,452 kg (98,000 lb) and had 198 cm (78") driving wheels. / Le chemin de fer rendit l'acheminement du courrier plus rapide. La locomotive no. 93 était utilisée par le "Grand Trunk Railway" pour tirer un train passagers exprés et fut construite au "Grand Trunk Works" à Montréal en 1881. De type 4-4-0, le moteur pesait 4452 kg (98,000 lb) et avait des roues motrices de 198 cm (78")." There is a tagging bar at the left of the design.

For the 32¢ business-size (#10) envelope, the colour of the ink is blue. The 'privacy' design is the same as for the #8 envelope except that it is in blue. The inscription on the back reads, "Rivers and lakes were routes for the de-

livery of mail. The stern-wheeler Bonnington was launched by the CPR at Nakusp in 1911 for operation on the Arrow, Kootenay, and Okanagan Lakes of British Columbia. The 202-foot vessel was operated by the CPR until 1931, transferred to the B.C. Government in 1942, and dismantled in 1946. / Les rivières et les lacs servaient àcheminer le courrier. Le vapeur à roue arrière Bonnington fut lancé par la compagnie de chemin de fer du Canadien Pacifique à Nakusp en 1911 et navigua sur les lacs Kootenay, Arrow et Okanagan en Colombie-Britannique. La compagnie utilisa ce navire de 202 pieds jusqu'en 1931. Il fut transféré au gouvernement de la province en 1942 et démonté en 1946." Again, there is a tagging bar at the left of the design.

Red ink is used for the word 'AERGRAMME' and the value '64' on the new aerogramme. The balance of the printing is done in blue, all on a pale blue-grey paper. The inscription is printed on the back fold and reads, "The Fairchild FC-2 cabin monoplane was associated with several first airmail flights in Canada. Aircraft G-CANC was acquired by Canadian Airways Ltd. of Montreal in 1928 and operated by International Airways. It was damaged beyond re-

Aerogramme**Air Mail/Par Avion**

postal code



Major R. K. Malott (Rtd)
15 Harwick Crescent
Napan, Ontario K2H 6R1
Canada

pair in a landing accident at Saint-Sylvére, Québec, in April 1930. / Le F-C2, de Fairchild, était l'un des premiers avions à transporter du courrier au Canada. L'appareil G-CANC fut acheté par la "Canadian Airways Ltd." de Montréal en 1928 et utilisé par l'International Airways. En avril 1930, un accident à l'atterrissage à Saint-Sylvére au Québec le mit hors de service." The aerogramme is not tagged.

Major Malott points out that, "No propeller

blade is seen, as is proper for a flying propeller-operated aircraft. Close inspection of the aircraft design will reveal that there is no pilot at the controls, and pilots were needed in those days to maintain elevation. Perhaps when the next revision comes out with the next increase in postage costs, the designer will place a pilot at the controls." He goes on to say, "Personally I like the design and hope we will have a series of different aircraft on Canadian aerogrammes."

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FOR THE RECORD

New Paper, New Plates, New Printer

In the spring of 1983 Abitibi-Price Ltd. decided to discontinue producing the special paper used for Canadian postage stamps. Since Abitibi was the only Canadian mill producing this paper, Canadian postage stamps are now being printed on postage stamp stock supplied by quality, non-Canadian, paper mills.

Later in 1983 the 32¢ Queen Elizabeth II stamp, the 32¢ Maple Leaf stamp and the 48¢ Cradle stamp were reprinted on British paper. The gravure and steel-engraving Queen Elizabeth and Maple Leaf stamps were reprinted on Harrison and Sons Ltd. paper, while the four-colour litho Cradle stamp is on Clark Paper International Ltd. stock. New plates were made for all three definitives to indicate the paper changes.

The Queen Elizabeth and Maple Leaf stamps bore a Plate No. 1 marginal inscription on their first printing, and the marginal inscription Plate No. 2 appears on the reprints. The Cradle stamp did not carry a Plate No. on its first run, but the reprint bears a Plate No. 2 marginal inscription to distinguish it.

Release dates for these new printings were 26 August 1983 and 31 August 1983 respectively for the Queen Elizabeth and Maple Leaf stamps, and 19 December 1983 for the Cradle stamp.

Paper changes have continued in 1984. The 2¢ Fishing Spear also has a new printer (the re-

sult of the normal tendering process). New plates were made, and while no plate number appears, the 2¢ Fishing Spear now bears the name CANADIAN BANK NOTE OTTAWA in its marginal inscription. The release date for the stamps, reprinted on Clark Paper International Ltd. stock, was 10 February 1984.

The coil of 100-32¢ stamps has also been reprinted on Clark stock. Although the 32¢ stamps are visibly unaltered, a reprinted coil packaged for philatelic sale now sports a coil wrapping printed in black (instead of red) to denote the paper change. The release date for the reprinted coil was 15 February 1984.

The \$8 booklet of 32¢ stamps has been reprinted on Harrison and Sons Ltd. paper. The reprinted booklet now bears a small addition to the cover to indicate the paper change: the year "1984" appears under the words "Postage/Postes". The release date for the reprinted booklet was 15 February 1984.

(Editor's Note: The information above was provided *voluntarily* by Canada Post, almost certainly as a result of constant pressure from collectors to do so. It is to be hoped that this new — for Canada Post — practice will continue. Confirmation *from collectors* of the release dates given above would be appreciated.)

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meet its Membership Goals?**

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CALENDAR

This feature lists exhibitions and bourses, including FIP sanctioned International exhibitions, which will have significant BNA content; and BNAPS Regional Group functions.

Information/prospectus should be sent to the Editor as soon as available and at least 3 months before the event.

AUGUST 23-26, Dallas, TX—STAMPSHOW '84, the 98th annual convention of the American Philatelic Society. Market Hall. Information: APS, P.O. Box 8000, State College, PA 16803.

BNAPLEX '84: SEPTEMBER 6-7-8, BNAPS' annual convention. Sir Francis Drake Hotel, SAN FRANCISCO Sutter & Powell Sts. Information: Garvin Lohman, 1541 Sacramento St., #3, San Francisco, CA 94109.

SEPTEMBER 21-30, Melbourne, Australia—AUSIPEX '84. FIP sanctioned International Exhibition. 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, Buxton, England—Annual convention of the Canadian Philatelic Society of Great Britain, St. Ann's Hotel. Information: John Parkin, 12 Lime Grove, Ashbourne, Derbyshire, England. DE6 1HP.

OCTOBER 6, Kitchener, Ontario—K-W Octoberfest Stamp Show. St. Andrew's Presbyterian Church, Queen & Weber Sts. Information: P.O. Box 8101, Bridgeport, Ontario, N2K 2B6.

OCTOBER 20-21, Vancouver, B.C.—Exhibition and bourse sponsored by the British Columbia Philatelic Society in conjunction with the American Stamp Dealers Association's INPEX. Sheraton Landmark Hotel, Robson St. Information: P.O. Box 2356, Main P.O., Vancouver, B.C. V6B 3W5.

OCTOBER 25-28, Montreal, Quebec—CANADA 84, National Philatelic Exhibition sponsored by Canada Post Corporation. Place Bonaventure. Information: CANADA 84, 110 Rue Saint-Pierre, Montreal, Quebec H2Y 2L7.

NOVEMBER 9-11, Virginia Beach, VA—VAPEX '84, annual exhibition and bourse of the Virginia Philatelic Federation. Virginia Beach Pavilion Convention Center. Information: VAPEX '84, P.O. Box 5367, Virginia Beach, VA 23455. BNAPS' Mid-Atlantic Regional Group fall meeting will be held at VAPEX.

1985

MAY 15-22, Tel Aviv, Israel—ISRAPHIL '85, FIP sanctioned International Exhibition. Canadian Commissioner: R. K. Malott, 16 Harwick Cres., Nepean, Ont. K2H 6R1.

JUNE 7-9, Vancouver, B.C.—PIPEX '85, the 1985 show of the Northwest Federation of Stamp Clubs. Sheraton Landmark Hotel, Robson St. Information: PIPEX '85, P.O. Box 2356, Vancouver, B.C. V6B 3W5.

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

OCTOBER 25-NOVEMBER 3, Rome, Italy—ITALIA '85, FIP sanctioned International Exhibition. Information: Italia '85, Ministero PT, Viale Europa 160, 00144 Roma, Italy.

1986

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

AUGUST 28-SEPTEMBER 7, STOCKHOLM, SWEDEN—STOCKHOLMIA '86, FIP sanctioned International Stamp Exhibition. Stockholm Trade Fair Center. Canadian Commissioner: Peter Mann, 36 Sydenham St., Guelph, Ontario N1H 2W4.

BNAPLEX '86—Detroit, Michigan: Chairman: Chuck Firby

1987

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VICE PRESIDENT	Edward J. Whiting, 25 Kings Circle, Malvern, PA 19355
2nd VICE PRESIDENT	Dr. Robert V.C. Carr, 117 Robin Hood Way, Youngstown, OH 44511
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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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BOOK DEPARTMENT: Manager: Dave Clare, P.O. Box 1082, Oakville, Ontario L6J 5E9	
LIBRARY: Librarian: Don Makinen, RT. 2, Box 38, Freeport TX 77541	

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REGIONAL GROUP COORDINATOR: Robert V. C. Carr (Address—See Executive)

PRAIRIE BEAVERS: E.A. Richardson, P.O. Box 939, League City TX 77573
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NORTHERN CALIFORNIA: W.L. Wright, 2724 Doris Court, Carmichael, CA 95608
MID-ATLANTIC: Richard A. Colberg, 1050 Helen Ave., Lancaster, PA 17601
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STUDY GROUPS

(See The Study Group CENTERLINE in this issue)

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REPORT DATE: 1 April 1984
APPLICATIONS FOR MEMBERSHIP

Objections MUST be filed with the Secretary IMMEDIATELY upon publication

- 4329 SPENCLEY, Mary J., R.R. #1, Sackville, N.B., E0A 3C0
C Canada - Cancellations, Precancels, Varieties and Use
Proposed by E. Covert L2698
- 4330 STANLEY, Robert G., Box 741, High River, AB T0L 1B0
C Canada - General, Postal History and First Flights
Proposed by J. C. Johnson L2990, seconded by Sam C. Nickle L1727
- 4331 WARD, Mrs. Kathryn M., 11 Rose Crescent, Stoney Creek, Ont. L8G 3W6
C Canada - General and Postal History
Proposed by M. Street 3848, seconded by Robert Wyse 2808
- 4332 BULLEN, Thomas G., 8 McKinnon Dr., Chatham, Ont. N7M 1B8
C Canada - Small Queens
Proposed by W. L. Simpson 1780
- 4333 McCALLUM, Bruce, 101 Arkell Street, Hamilton, Ont. L8S 1N6
C Canada - Postal Stationery, Squared Circles, Illustrated Advertising Covers
Proposed by M. Street 3848, seconded by Earle Covert L2698
- 4334 HOLMES, Bruce E., 64 Maple Circle, Dollard des Ormeaux Que. H9B 1E7
C Canada - General Used, Perfins and Philatelic Literature
Proposed by J. C. Johnson L2990, seconded by Wally Gutzman 1300
- 4335 RICHARDS, Vernon A. J., #1113 - 548 Dallas Rd., Victoria, B.C. V8V 1B3
C Canada, Newfoundland and Railway Post Cards
Proposed by J. F. Lyne 4003, seconded by Ron Battersey 4144

NEW MEMBERS

- | | | | |
|------|-----------------------|--------|-----------------------|
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| 4257 | WALLACE, Gilbert A. | 4304 | SMOLLECK, John A. |
| 4271 | HASID, Ariel G. | 4305 | SHAMAN, Anthony A. |
| 4293 | EATON, Daniel L. | 4306 | McEACHERN, G. Carlton |
| 4297 | LIVERMORE, P. Charles | 4307 | FOUCHER, Fernand |
| 4298 | KLASS, Arthur | L-4308 | PEARSON, AI N. |
| 4299 | BRACKEN, Richard G. | 4309 | COVINGTON, Brock R. |
| 4300 | SURETTE, E. Gerard | 4310 | PERRE, Joseph |
| 4301 | DORVAL, Pierre | 4311 | TYACKE, John N. |
| 4302 | HYNEK, Richard R. | 4312 | WILLIS, Jesse G. |

APPLICATIONS FOR MEMBERSHIP PENDING

Applications previously published and awaiting concurrence of the Membership Committee

- | | | | |
|------|--------------------|------|----------------------|
| 4252 | ZUBEC, Ken M. | 4282 | SCOTT, W. Laurence |
| 4280 | WHITLAM, Geoff. G. | 4285 | HOTCHKISS, Ronald R. |

4286	STEWART, Donald W.	4319	BAYES, Robert A.
4287	THORNBURGH, William N.	4320	GUTTMAN, Hershel
4292	GOSS, James W.	4321	CONLAND, Henry H.
4294	MAYER, John C.	4322	CURTIS, Mark S.
4295	McCABE, Robert C.	4323	FROUD, Dr. Fred H.
4313	FISHER, George Y.	4324	PETTITT, John E.
4314	FISHER, Eleanor B.	4325	JANU, D. Z.
4315	DOLBEY, David	4326	TANNAHILL, John C.
4316	KIROUAC, Jacques	4327	YOUNG, Kenneth
4317	GAUTHIER, Pierre,	4328	OATMAN, David A.
4318	TURMINE, Yan		

APPLICATION REFUSED

4210 KENWOOD, Mrs. Clair R. — for failure to supply references

DECEASED

4296 DUDLEY, Edward A., Toronto, Ont.

RESIGNED

1574 O'NEILL, W. Paul Jr., Maryland, OH
 1915 ROSENBLATT, Philip, Sharon, Mass.
 3929 McCALLUM, John G., Hamilton Ont.

CHANGES/CORRECTIONS OF ADDRESS

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

4170 AASLAND, J. M., 729 — 2nd Avenue N.W., Calgary, AB T2N 0E4
 3671 ARNDT, F. Jeffrey Scott, P.O. Box 5755, Ft. Hood, TX., 765
 3912 BACON, James L., 20 High Hill, Keswick, Cumbria, CA12 5NY England
 3625 BUSH, John T., 8264 Hudson St., Vancouver, B.C. V6P 4M1
 2152 COHEN, Sydney J., #301-6950 Cote St. Luc Road, Montreal, Que. H4V 2Z9
 1647 DESANTIS, Richardo N., 1161 Haist Rd., Fonthill, Ont. L0S 1E0
 3989 HARRIS, D. Robin, 121 Broad Bay, Winnipeg, Man. R2G 0R1
 4017 LARSON, Dennis W., 961 Strathcona St. Winnipeg, Man. R3G 3E4
 2272 MILLER, John P., 60 McLeod St. Apt. 503, Ottawa, Ont. K2P 2G1
 4255 MOORE, Daniel J., Box 29, Aylesford, N.S. B0P 1C0
 4275 SKREPNEK, Raymond J., #94-11810 MacLeod Tr. SE., Calgary, AB T2J 2V8
 3635 SKWARCZYNSKI, Peter W., 17 Greensides Ave. Toronto, Ont. M6G 3P5
 3849 SMITH, Robert C., Box 9383, Aita Vista Term., Ottawa, Ont. K1G 3V1
 — Stanley Gibbons Publications Ltd., Catalogue Editor, 399 Strand, London WC2R-OLX, England
 3371 THOMSON, V.R., 420 Lyon Ave. Wheaton, IL, USA 60187
 3947 TREMBLAY, Conrad M., P.O. Box 85, St. Gabriel de Brandon, Que. J0K 2N0
 2661 WONNACOTT, Dr. J. B., Northwest Medical Pavillion, 1740 West 27th St., Ste. 221, Houston, TX, 77008
 4140 PFEFFER, Ronald E., Box 144, Farnham, N.Y. 14061

MEMBERSHIP SUMMARY

Total Membership as of 1 February 1984	1,438
New Members added 1 April 1984	20
Resigned	<u>3</u>
Total Membership as of 1 April 1984	1,455
Applications Pending	25
Deceased (from applications pending)	1
Application Refused	1
New Applications	7

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