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# BNA TOPICS

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Regional Groups and Study Groups are listed in their respective columns.

## BNA TOPICS

EDITORIAL BOARD: Chairman: Clarence A. Stillions; Hon. Chairman: V.G. Greene  
Members: Robert Carr, Derek Hayter, Mike Street, Jack Wallace

EDITOR: H.M. (Mike) Street, P.O. Box 7230, Ancaster, ON Canada L9G 3N6

ADVERTISING MANAGER: Robert Lee, P.O. Box 937, Vernon, BC V1T 6M8

CIRCULATION MANAGER: Paul Burega, P.O. Box 15765, Stn. F, Ottawa, ON K2C 3S7

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# THE EDITOR'S PAGE

by Mike Street

## SOME ARTICLES ARE BORN, OTHER HAPPEN

Any Editor worth his or her salt is constantly on the prowl for material for the publication. Columnists are in the same boat. After ten years of this, however, I am still amazed at the number of good solid articles which arise out of accidental events or relatively innocuous comments in a letter or conversation.

My own favorite story (I have mentioned it before) took place in June 1981, just as my first ever *TOPICS* was in the works. A business trip to Louisville, KY started off with the direct flight from Buffalo being cancelled for some reason. We were rerouted, with a change of planes in Columbus, OH.

Waiting for takeoff at Columbus, I found in the seat pouch ahead a magazine from the Smithsonian Institution, and began to browse through it. A small item caught my eye — several hundred letters from Hudson's Bay Factors, in the 1850s and 60s, telling the Smithsonian about flora and fauna in the North, had been found gathering dust on top of a filing cabinet.

I mentioned this in a NOTE in *TOPICS*, and the late Col. Fred Chaffee followed up, writing a short piece for a later issue. On the way to the Virginia Beach convention the next year, I stopped in to have a look personally, and was amazed to discover that letters from Donald Smith (Lord Strathcona) the driving force behind the transcontinental railway, and Sir George Simpson, the Hudson's Bay Company's most famous and senior official, were included in the group. (There was even a letter on mourning stationery written shortly after, and mentioning, Simpson's death.)

What's so special about this story? First of all, I was not supposed to be anywhere near Columbus, OH nor on that particular plane.

## BNAPLEX IN CHARLOTTETOWN

Your Editor is known to be keen on BNAPS' conventions. It's not just that I like to travel. Our conventions are, for me, anything but a holiday, so it's not that either. As I have said many times, BNAPS conventions are about people. If you

Second, and much more important to the story, the magazine was over a year old! Ask yourself how often you find a month old publication on an airplane.

This leads up to two of the articles in this issue of *TOPICS*. A couple of years ago, after visiting him in Florida, I sent a few items to Haughton Sanguinetti. In his reply, he included several covers he had gathered during WWII when his Army duties involved working with camps set up in the USA for Conscientious Objectors to do non-military service.

My answer drew a parallel between those camps and the internee camps in Canada during WWII. I included a clipping from the local paper telling how a man in our neighborhood, who had fought for Canada in WWI and been decorated, during WWII had been interned for the 'crime' of being of Japanese ancestry. I commented that one day I wanted to run an article on the Postal History of the Japanese Internee camps. Some time later, almost without warning, the mail brought this issue's lead article!

Also prominent in this issue is George MacManus's article on the Russian bomber which crash landed in New Brunswick in 1939 on its way to the World's Fair in New York. This article is the result of a phone call from a friend asking George to have a look at some things in a box in the basement. Expecting stamps or covers, George was surprised to find glass photographic negatives. One of the envelopes, marked 'Russian Plane at Miscou Island', led George on an information gathering odyssey which took several years and included getting a 1939 classified document declassified. Why is the story in *TOPICS*? Read it, and find out for yourself.

really enjoy this common interest of ours, and you have not yet attended a BNAPEX, why not try to make this one?

If you have never visited our smallest province, and want to give that as your reason for

just happening to be in Charlottetown on September 17-19, great! All reasonable explanations for being in the convention city at the right time are accepted without question. Elsewhere in this issue there is an ad for

BNAPEX. Write for information. Check your calendar, check flight schedules or the state of repair of your car/truck/van/camper, check your bank account and do what you have to do financially — then come!

## ISSUE NUMBER CORRECTION

MEMBERS ARE ASKED TO NOTE THAT THE ISSUE NUMBER ON THE COVER OF THE MARCH-APRIL 1987 TOPICS IS WRONG. IT SHOULD READ 'WHOLE NUMBER 418'. The whole number given on the Contents page, P. 2, of the issue is correct. Our apologies for the inconvenience this may cause. — Ed.

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# THE PRESIDENT'S CORNER

by E.A. Harris



BNAPS Regional Groups, from almost the very beginning of our Society, have been an extremely important force in holding our members together. These groups are even more important today when the many distractions in modern life, such as television, can lure the collector away from his or her stamps to the point where interest eventually fades. A Regional Group provides a meeting place where enthusiasts can meet on a regular basis to discuss their mutual passion. Life-long friendships have originated in these local groups.

For well over 33 years I have attended Regional Group meetings, first in Edmonton, and then in Calgary. It was a real pleasure for me last fall to go to the meeting in Kelowna sponsored by the Pacific-Northwest Group. This was my first attendance at one of these 'mini-conventions', and I found it quite pleasantly different from the usual once-per-month evening meeting I have known. The Kelowna event in turn motivated the Calgary Group to convert their April meeting into a full-day affair, complete with a dinner with spouses and guests to wind up the evening. It was quite a success and other similar meetings will be planned in the future.

My interest in BNAPS Groups led me to review *TOPICS* to determine their origin. The first BNAPS Group formed was in New York. In the Jan/Feb 1946 issue of *TOPICS*, the announcement merely states "The New York Group

meets the 1st Tuesday of each month at the Collectors Club . . . ." In March of 1946 the Philadelphia Chapter was formed, followed in June 1948 by the Twin City Group and in May 1949 by the Niagara Frontier Group. Many groups or chapters have formed, and some disbanded, over the years. Several have had colourful names, such as the Connecticut Nutmegger's Group, The Appleknockers Group, and the Prairie Beavers. The senior existing group must be the Calgary BNAPS Regional Group, which was formed sometime in late 1956 and was first reported in the May 1957 issue of *TOPICS*. This group has met on a regular basis since that time and has never disbanded or let their meetings or enthusiasm lapse.

Many of our Conventions have been successful only because of our Regional Groups, and these hard-working people have given us all many memorable events. Together with the BNAPS Study Groups, the Regional Groups have been responsible for maintaining and stimulating interest in our Society.

I urge you to join your local Regional Group. Those of you who live in areas where no local group exists — why not start a group? If BNAPS members are few and far between in your area, plan a trip to a meeting of the Regional Group nearest you. The rewards are many, and it will give you a new insight into our Society.

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# LETTERS

## SCOTT 1987 STANDARD CATALOGUE (VOL. 1) vs SCOTT 1987 SPECIALIZED CATALOGUE OF CANADIAN STAMPS

Since 1863 Scott has issued 143 editions of its standard catalogue, each published with prices quoted solely in \$US. This quite understandable practice has been accepted, worldwide, without question.

Canadian collectors, who have usually employed Scott as their guide and as a basis for small retail transactions, have grown accustomed to ignoring the difference between the Canadian and US dollars. In the past few years, however, the difference has ranged between 30% and 40%. Some auction catalogues have converted the catalogue values into Canadian dollars. Others use \$US prices direct from Scott *Standard*, dollar for dollar.

Now we have a situation where a group of senior, experienced and knowledgeable Canadian dealers (including Jamieson, Lyon, Webb, Hennok, Bileski, etc., who are identified as 'editorial associates', along with Ron Richards as Editor) have recently edited for The Unitrade Press of Toronto a brand new, expanded, enlarged and greatly improved, Scott *Specialized Catalogue of Canadian Stamps*. It is clearly, and proudly, stated that prices are quoted in Canadian dollars.

In my opinion, the 1987 color edition is a most creditable publication, a breath of fresh air, but it does create a problem. **Canadian collectors must now face up to a situation where two authoritative publications (many collectors own both), both bearing the name of Scott, now show widely divergent prices.** It is quickly conceded that a catalogue is intended to be used only as a guide, unless one is buying directly from the publisher, but that is not the issue here.

I for one am glad this group of experienced and knowledgeable Canadian dealers have assigned what they consider to be realistic prices for BNA stamps, in the light of market conditions known to themselves. The problem is that, as far as I can see, **they have not attempted to incorporate into the Canadian price the unavoidable exchange differential.**

Many of us have paid solid \$US for some of the better BNA stamps in our collections. If we buy in a US auction a stamp priced at \$10US, we

pay \$14CDN. We bring it home, and another Scott tells us it is worth \$10CDN. If we carry it back over the border, it is again worth \$10US. We must sell it there, or leave it there, to recoup our 'paper' loss.

Prices quoted in Scott's Canadian edition appear to be, at least 90% of the time, the same as in the US edition. In perhaps 5% of the examples noted, there is a small increase, perhaps 5% or 10%. In a very small number of cases, the Canadian figure is a shade lower, for example, No. 262, No. 302 and No. 913.

In Newfoundland there seem to be many more examples where Scott's *Specialized* lists a figure higher than Scott's *Standard*. Some are sharply higher, such as No. 23 used (20%), No. 34 (100%) and No. 57 (62%). None of these can be attributed to exchange differentials; they are just good examples of independent Canadian thinking! (The price given for the De Pinedo airmail is an obvious typographical error.)

A careful study of the Introductory pages in each volume does not clarify this. The pages of 'Special Notices' and 'Information for Collectors' in Scott's *Standard* are very useful to all collectors. Scott *Specialized* has a similar section, where it carefully sets down 'Pricing' and 'Condition Grading' as used by the Editorial Board. It does not appear that the latter wants to mention the difficulties created by exchange rates between the currencies of Canada and the USA.

My question is "What attitude should the Canadian collector of BNA adopt?" Interested collectors can contact me at 305 Palisade Apts., 3193 Walnut Road, Kelowna, BC V1Y 1N3 (604-860-8916).

Gordon Harris  
Kelowna, BC

## UNOFFICIAL PRECANCELS

Glancing through the 'Letters' section of the Jan-Feb *TOPICS*, my eye was caught by the picture of the Small Queen with the Ottawa unofficial precancel. This quickly jogged my memory to an item that was part of my father's stock. Sure enough, there was a copy of the half-cent small queen with a roller cancel that looks just like that in the picture (except for the town — Hamilton #3). I know little about Small Queens, as it is not my area of interest, so I don't know if

similar rollers were used elsewhere, and are therefore required to be tied to cover to prove their existence.

Michael Sagar  
Vancouver

## ARE YOU GOING TO CHARLOTTETOWN?

SEPTEMBER 17-19, 1987

# NOTES

### FRIDAY THE 13th LUCKY FOR MEMBER



On Friday, 13 March 1987, after attending a conference at the University of Illinois, BNAPSer Dr. Warren Bosch visited a stamp shop in nearby Urbana, IL and found that it was a lucky day after all.

Warren discovered only the second known strike of the thin-bar Squared Circle of COLEMAN, ONT. (The first was in the Carstairs collection). The strike, dark and very clear, reads EMAN/ONT, with the necessary arc in between. The copy is dated (O) C 1/94.

Jim A. Hennok Ltd. of Toronto will offer the stamp for sale in an upcoming auction.

### CATALOGUE FOR CANADA

Stanley Gibbons has announced the fifth in their series of 'Two Reigns' catalogues, *Canada* (price £4.50).

The series has been designed specifically for collectors of modern Commonwealth with each handy, pocket-sized volume covering the issues of a major collecting area from 1937 to date. Included in the listings are inverted watermarks, important shades, booklets, major plate and cylinder flaws, 'Specimens' and Elizabethan Commemorative first day covers. A number of these have never before been listed in any SG Catalogue. All George VI issues are priced mounted and unmounted mint, as well as in fine used condition.

The new catalogue, which includes Newfoundland and Bermuda as well as Canada itself, is complete to mid-1986. Details are given

of the fluorescent and 'Hibrite' papers on the 1967 'Centennials' and subsequent issues. Stamps issued with both 'Ottawa' and 'Winnipeg' tagging are all fully listed. Prices have been carefully re-evaluated with numerous changes since the recent *Part One*. Rises are particularly noted among coils, errors and booklets.

### CANADA POST INTRODUCES 'PHANTOM' CODES

A recent edition of *PERFORMANCE*, the 'employee' newspaper of Canada Post's York Division (Toronto area), carried an article outlining tests in progress designed to speed up mail sorting.

"Under the old scheme, all mail entering a plant was prepped and sorted to break it down to town, city or provincial levels. After being bagged and bundled, it was sent on to the relevant station or depot.

"Under the new plan, all machineable S/L (short/long) mail entering the originating plant is sent through the mechanized equipment to be sorted by province and plant. Any mail destined for delivery outside Ontario is shipped further downstream for the final sort. A new software innovation allows plant operators to attach 'phantom' codes to all mail with incomplete postal codes, reducing the need for a manual sort.

"The big advantage to the new sortation is that an employee no longer has to learn about unfamiliar parts of the country. For example, under the old system, a postal clerk in Nova Scotia had to know all the postal installations in British Columbia. Now a piece of mail with an invalid postal code, originating in Halifax and destined for Victoria, B.C., is moved directly to the province of destination with the phantom code. Once there, it's sorted and delivered.

"Early indications reveal that plants downstream could easily absorb the additional volumes being received under the recently introduced sortation changes."



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## **PEI INFORMATION PACKAGE SENT TO MEMBERS**

BNAPSers known to frequent the annual conventions, and all members in the Maritime Provinces area, have received a Tourist information package, courtesy of G.D. (Doug) Murray, Assistant Chairman of the convention and, by a fortunate coincidence, Director of Provincial Parks for Prince Edward Island.

Any member contemplating a trip to the convention can obtain the 1987 PEI *Visitors Guide* and *Exploring Prince Edward Island*, a comprehensive guide to the Island's three scenic drives, by writing Doug at the Department of Tourism and Parks, P.O. Box 2000, Charlottetown, PE C1A 7N8.

## **SASKATCHEWAN REMAINDERS LAW STAMPS**

According to reports in various stamp newspapers, K. Bileski has purchased a large lot of 1938 Saskatchewan Law stamps from the Sales and Salvage Division of the provincial Department of Supply and Services.

As part of his bid on two sample lots, Mr. Bileski said that he would make the purchase only if he received a guarantee that remaining stocks would either be destroyed or, if the government decided to put them on the market, sold to him.

After some internal discussion, almost two hundred eighty three thousand (283,000) stamps, with a face value of over \$3.5 million, were sold to the Winnipeg dealer. Included in the lot were both perforated and rouletted 1938 law stamps, with face values of 5¢, 10¢, 25¢, 50¢, 75¢, \$1, \$2, \$3, \$5, \$10, \$25 and \$50. Average price of all the stamps, including some which catalogue at over \$100, was just over 4¢ apiece. Exact quantities of the different denominations were not immediately available.

## **INTERPHIL '76 LIQUIDATED**

Dissolution of INTERPHIL '76, as of 13 March 1987, has been announced by its chairman, F. Burton Sellers. The international stamp show was held in Philadelphia in 1976 under patronage of the International Federation of Philately (FIP). Sellers announced that remaining INTERPHIL funds have been distributed to various philatelic groups.

After paying all obligations and returning guarantee funds, the exhibition produced a surplus of \$25,000. In the ten years since the

exhibition ended, the surplus funds have been invested and various grants made from earnings. Including the final distribution, a total of almost \$60,000 was made available for the benefit of philately.

Among the principal beneficiaries of the various grants was the recent AMERIPEX, which received outright cash gifts totaling \$8,500 and a fully prepaid guarantee fund pledge of \$20,000. Another major beneficiary was the SEPAD group, which sponsors an annual national show in Philadelphia and which provided the core personnel for INTERPHIL '76. SEPAD received cash grants to fund the purchase of 400 AMERIPEX exhibit frames and to subsidize future shows.

Others receiving significant cash grants totaling more than \$7,500 were the American Philatelic Research Library, the Library of the Collectors Club of New York, the Philadelphia Free Library, the Cardinal Spellman Museum Library, and the Western Philatelic Library.

As a final legacy to philately, the INTERPHIL '76 group designated the refund of \$20,000 from the guarantee fund of the successful AMERIPEX show to be made available to the organizers of the next FIP sanctioned world stamp exhibition in the United States. Until such a group is formally acknowledged by the FIP, the fund will be invested and administered by the American Philatelic Society under an agreement between INTERPHIL and the APS. The principal and interest will be made available at an appropriate time for the show by the APS Board of Directors.

In making the announcement, Sellers paid special tribute to the officers and directors of INTERPHIL, some now deceased, who were involved in INTERPHIL affairs for almost fifteen years. The many other volunteers who contributed to the success of the 1987 bicentennial philatelic exhibition were also recognized.

## **HOBBY SWAPS EXEMPTED FROM US CUSTOMS FEE**

Stamp collectors who exchange philatelic material with collectors abroad will not have to pay a merchandise processing fee to the US Customs Service.

The 0.22 percent charge, which went into effect on Oct. 22, 1986, covers only those goods that are formally entered for consumption in the United States, says Customs Service public affairs officer Patty Howell.

There is still time to register for

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Come early and stay late so you can tour Prince Edward Island.

If you haven't received a brochure by now, write for one to:

**G. Douglas Murray**  
Department of Tourism and Parks  
Box 2000, Charlottetown, P.E.I.  
Canada C1A 7N8

Essentially, she says, the fee will only be charged to people or businesses who complete Customs Service Form 7501, which is required by people who want to have merchandise formally entered.

The requirements for completing Form 7501 have not changed, Howell said. Only the merchandise processing fee has been added.

Philatelic material that enters the United States through the mail also will not be charged the fee unless the Customs Service is required

to inspect it because it has been declared to be merchandise, Howell said.

The new fee will not affect Canadian dealers who utilize a US mailing address, unless they complete Form 7501, Howell said.

The fee was part of the 1986 tax reform law signed by President Reagan.

The Customs Service suggested that anyone with a question about the fee contact the local district office of the Customs Service.

— Courtesy *STAMP COLLECTOR*

## CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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# IN MEMORIAM

## HILDA S. ROCKETT

It is with much regret that we learned of the death of Hilda Rockett, wife of longtime BNAPSer Wilmer C. (Bill) Rockett, on 8 February 1987 while visiting friends in Sun City, Florida.

Hilda was a familiar figure at BNAPS Conventions, having missed only two of the 38 held to date. In addition, she had been hostess to the Philadelphia Group of BNAPS for many years and for the Revenue Study Group these past 15 years. Always a gracious hostess, Hilda made sure nobody left hungry.

Although only a collector of S + H Green Stamps, she was always interested in the many areas of BNA Philately.

After retirement as a special education teacher in the Abington School District 12 years ago, Hilda continued to work as a volunteer, as well as recruiting others to help in this work, right up until this past June.



Her son, 5 grand-children, and husband of 52 years, as well as all her many friends in BNAPS, will miss her pleasant smile and droll wit.

Leo LaFrance

## MICHAEL SQUIRELL

After a lengthy illness, former BNAPS Librarian Michael Squirell of Lively, Ontario passed away on 22 March 1987. He was 45.

Mike came to Canada as a young boy. His early philatelic interests included Canadian Classics, Canadian Postal History in general, and the Postal History of Manitoulin Island in particular. Several years ago he made a gift of his Manitoulin Island collection to the National Postal Museum in Ottawa.

Other philatelic interests included British

Machin heads, the 1967 Centennials, fakes and forgeries, as well as duplex and fancy cancels. He was also interested in firearms and model railroading. At the time of his death one of his model train layouts was on loan to the local Post Office for a display. In addition to his service to BNAPS, Mike was a very early member of the PHSC and contributed articles and research to the *PHSC Journal*.

He is survived by his parents and two brothers and their families.

## DAVID H. BURR

David H. Burr, a retired professional stamp collector and dealer and Emeritus member of BNAPS, passed away recently at the age of 83, at Gloversville, NY.

He started stamp collecting as a child and later expanded his hobby into a professional business of collecting and selling stamps which he conducted more than 50 years in the New York City area in the 1920s and in Gloversville starting in the 1930s.

He was a member of American Stamp Deal

ers Association, Philatelic Foundation, American Philatelic Congress, American Philatelic Society of New York State, American Issues Association and Essay-Proof Society, all of New York City, and of Fort Orange Stamp Club, Buffalo.

He was a member of the British North America Philatelic Society and a life member of United Postal Stationery Society.

He is survived by his wife, Della, one sister and a niece and nephew.

# JOIN A BNAPS STUDY GROUP

# JAPANESE INTERNEE MAIL IN CANADA DURING WORLD WAR II

by Haughton E. Sanguinetti

*EDITOR'S NOTE: One of the less discussed aspects of Canada's history is the wholesale detention and resettlement of people of Japanese descent, virtually all of them born in Canada or naturalized Canadian citizens, during World War II. Property of the internees was seized and sold, with in most cases little or no compensation being made to the owners. The rationale given was that these people posed a threat to national security because the country was at war with Japan.*

*Most Canadians were then of the opinion that the exigencies of the war justified the action. Many still feel that way. It is a fact, however, that citizens and residents whose ethnic origins were from the other countries with which Canada was at war were not treated in the same way. In today's environment of concern for basic human and civil rights, many Canadians feel that singling out of the Japanese was clearly a grave injustice.*

*In the following article Haughton E. Sanguinetti outlines the general treatment of all internee mail, and then focuses on the processing of the mail of the Japanese internees.*

## REGULATIONS AND CONVENTIONS

Shortly after the Declaration of War between Canada and the German Reich, Canadian military authorities established fourteen camps for the internment of Enemy Aliens. The Post Office Department was called upon to handle the mail arrangements with these Camps.

Originally, the camps were designated by letters of the alphabet. On 15 October 1941 a change was made in the manner of designating Internment Camps by substituting a number for the code letter formerly used. The Table lists all the camps, with their letters and numbers. In the revised system, the first one or two figures in the camp number indicated the Military District in which the Camp was located; the last numeral identified the specific camp(s) in that area. Thus the camps at Neys and Angler, Ontario, which were located in Military District #10, were numbered 100 and 101 respectively.

The International Convention relating to Prisoners of War provides that letters and parcels addressed to or mailed by Prisoners of War shall be exempt from all postage. The Canadian Regulations (P.C. 4121), 'Maintenance of Discipline Among and Treatment of Prisoners of War', distinguished between persons captured in warlike operations, and enemy aliens interned under the Defense of Canada Regulations.

The International Convention relating to Prisoners of War makes a distinction between Prisoners of War captured in warlike operations,

designated as Class 1, and Enemy Aliens interned as Prisoners of War, under Defense Regulations, designated as Class 2.

Early in September 1939, instructions were given by the Director of Internment Operations that letters and parcels for Interned Persons were to be despatched to the civil Post Offices serving the Internment Camps, and that censorship of mail to and from such Internees would be undertaken by the Camp authorities. Mail censored at the camps was forwarded to its destination. Any mail having no indication of censorship was sent to the Chief Postal Censor in Ottawa.

In June 1940 steps were taken to establish Internment Camps for German P.O.W.s and British-held Internees transferred from Great Britain to Canada. The first consignment arrived in Canada at the end of July, 1940. By the fall of that year there were only two principal camps being operated solely for holding Enemy Aliens — Petawawa, in Ontario, and Kananaskis, at Seebe, Alberta.

Through Orders in Council passed in June and July 1941, Internment Camps 'A', 'I' and 'N', located at Farnham, Ile aux Noix and Sherbrooke, Quebec respectively, were converted to Refugee Camps under the control of the Commissioner of Refugee Camps, Department of State, Ottawa. These refugee camps housed internees who were considered to be individuals who had fled Germany or Austria to avoid Nazi oppression. Their occupants were given various privileges and measures of freedom as they were

believed to be supporters of the British cause in the conflict.

Petawawa Internment Camp, designated by the letter 'P', was converted in August, 1942 to a camp for Prisoners of War, Class I and re-designated as Camp 33. Many of the internees had been moved to the new Camp 'H' (later Camp 32) opened at Hull, Quebec in August, 1941. (Hull Camp internees used the Base Post Office, Ottawa as their postal address.) The remainder of Petawawa's non-military internees were transferred to Camp 'B' (Camp 70), located at Little River, about 20 miles from Fredericton, N.B.

Kananaskis Internment Camp, near Seebe, Alberta, was designated by the letter 'K' (later Camp 130.) It housed civilian Internees and enemy Merchant Seamen from 29 September 1939 to July, 1941. At that time most of its inmates were transferred to Camp 'B' near Fredericton, N.B. Some internees from Kananaskis went to Petawawa Camp.

P.C. 4121 permitted the Director of Internment Operations to modify the articles of the

Convention relating to free postage for Internees. In February 1940, with the concurrence of the Post Office Department, the Free Postage order was modified to provide that all parcels mailed in Canada addressed to or sent by Prisoners of War, Class 2 — Internees — was to be fully prepaid with postage in the usual way.

The Free Mail provision for P.O.W.s applied only to surface mail. The sender was required to prepay Air Mail. Postage meter machines were used for the prepayment of required postage at the Monteith, Medicine Hat and Lethbridge Internment Camps, on mail posted by camp officials and guards, and on air mail sent by Prisoners of War.

On February 12, 1943 steel daters were instituted by the Post Office to cancel outgoing mail from Prisoner of War Camps. These daters were controlled by camp staff, Canadian Army personnel.

#### JAPANESE INTERNEES

In 1942 the British Columbia Security Commission established Internment Camps for Japanese residents at Kaslo, Greenwood, San-

#### WORLD WAR II INTERNMENT CAMPS

LOCATION	LETTER	NUMBER	NOTES
Farnham, P.Q.	A	40	Re-opened in Oct. 1944 as a P.O.W. camp
Little River, Fredericton, N.B.	B	70	Closed Oct. 1945
Gravenhurst, Ont.	C	20	
Espanola, Ont.	E	21	
Fort Henry, Kingston, Ont.	F	31	
Hull, Quebec	H	32	
Ile aux Noix, P.Q.	I	-	
St. Johns, N.B.	J	-	
Kananaskis, Seebe, Alta.	K	130	
Cove Fields, P.Q.	L	-	
Mimico, New Toronto, Ont.	M	22	
Sherbrooke, P.Q.	N	-	
Petawawa, Ont.	P	33	
Monteith, Ont.	Q	23	
Red Brook, Ont.	R	-	
St. Helen's Island, Montreal	S	43	
Three Rivers, P.Q.	T	-	
Neys, Ont.	W	100	
Angler, Ont.	X	101	
Bowmanville, Ont.	-	30	Closed Apr. 1945
Chatham, Ont.	-	10	Camp transferred to Fingal, Ont. Dec. 1945
Sorel, P.Q.	-	45	
Lethbridge, Alta.	-	133	Camp was formerly at Ozada, Alta.
Medicine Hat, Alta.	-	132	
Wainwright, Alta.	-	135	

don, New Denver and Slocan, B.C. Each camp was located near a well established community and generally used their postage facilities. In June 1942, in order to make room for new internees, most of the Japanese then interned in British Columbia were transferred to two of the P.O.W. Camps established by the Canadian military authorities, at Neys and Angler, Ontario.

As there were no civil Post Offices in operation adjacent to or near the Neys and Angler Internment Camps, it was decided that non-accounting Post Offices were to be established in them. On 16 January 1941 the Camp Commandants were sworn in as Postmasters.

Both post offices were served by the North Bay and Fort William Railway Post Office. Train No. 1 stopped at Port Coldwell, a station near Neys, and at Peninsula, about 4½ miles from Angler. Neys and Angler sent their mail daily to the Base Post Office at Ottawa. Incoming mail

for the Prisoners of War and Internees at these Camps were made up at the Base Post Office. Incoming mail for camp officials and guards was carried in the regular mails from wherever it originated.

In 1943, to house the continued overflow from the camps originally set up by the British Columbia Security Commission, Camp Tashme was established 14 miles east of Hope, B.C. The name 'Tashme' was a composite of the names of the three Directors of the B.C.S.C.; Taylor, Shirras and MEad. On 16 August 1943 a post office was opened in the General Store of Camp Tashme. The Postmaster of record was B.W. Atkinson but due to the fact that most of the internees spoke and wrote only Japanese, the working postal clerk was a Japanese named Haru Kanaka. Tashme was formally closed on 31 August, 1946.

Little mail was sent to or from the Japanese

*Rank 215*

**BASE-POST-OFFICE** — **OTTAWA CANADA**

INTERNMENT CAMP "101" ANGLER ONT.

Rank ..... Service .....

Sender's Name *KEN KEN No. 215*

---

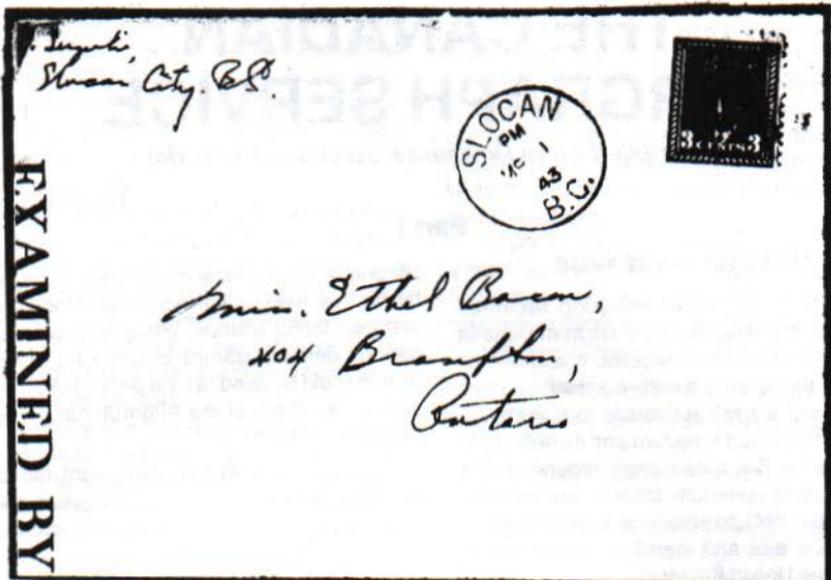
**PRISONER OF WAR MAIL**      **FREE**  
**FRANC DE PORT**

EXAMINED BY *642*

*Mr. Spud S. Matsushita;*  
*New Denver, Can.,*  
*New Denver, B.C.*

FORM I.O.17      *Written in English.*

Letter from a Japanese internee at Angler, Camp 101



Letter from an internee at Slocan, B.C.

held in Internment Camps. As a result, few covers have survived.

Museum and published in THE CANADIAN PHILATELIST, Vol. 33, No. 6, Nov-Dec 1982 and Vol. 34, No. 1, Jan-Feb. 1983.

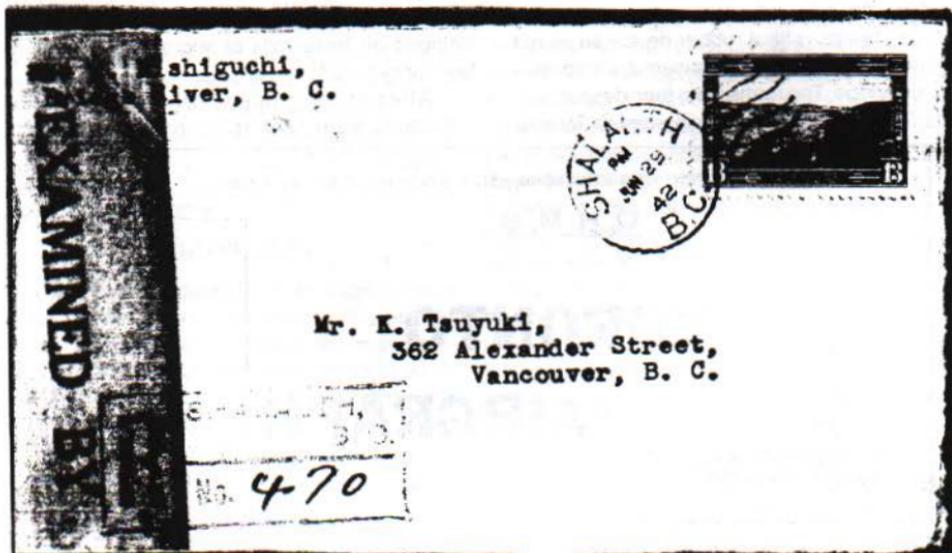
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Mail Arrangements for Prisoners of War and Internees Held in Canada During W.W. II, prepared by the Research Section of the National Postal

**ACKNOWLEDGEMENT**

Thanks to Mr. E.R. Toop, formerly Historical Research and Special Projects Officer at the National Postal Museum, Ottawa.



Registered letter from an internee at Bridge River, B.C.

# THE CANADIAN AIRGRAPH SERVICE

(Compiled From Dormant Post Office Records)

by E.R. Toop

## Part I

### THE AIRGRAPH SERVICE

Owing to restricted shipping facilities available for the despatch of mails from Canada to the Armed Forces Overseas, it sometimes happened that over a month elapsed between the posting of a letter in Canada to a soldier or airman in the United Kingdom and its delivery to the addressee. Because morale depended on a good system of communication, it was decided, in September 1941, to introduce Airgraph service between Canada and members of the Armed Forces in the United Kingdom.

Under this system, which was already in operation between the Middle East and the United Kingdom, the sender of a message or letter simply wrote the communication on a special Airgraph form which could be obtained free of charge from any Post Office or Sub-Post Office in Canada. The Airgraph fee was paid by means of a postage stamp or stamps affixed to the reverse side of the form. The completed form was then handed back to the Post Office, or mailed in a post box.

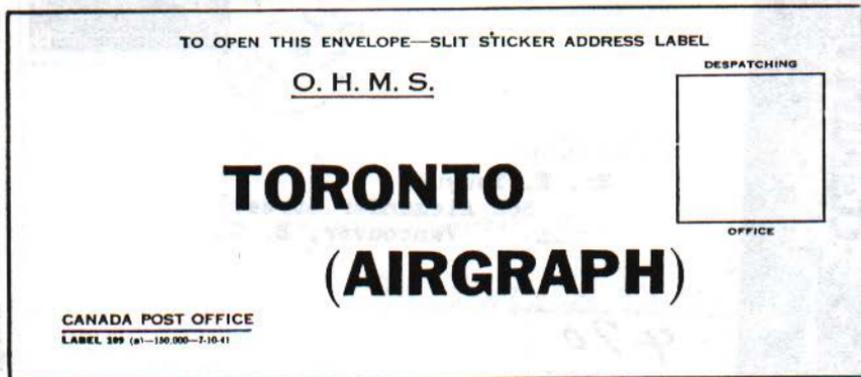
After the office of origin had cancelled the postage stamps (with a rubber device so as not to injure the forms), Airgraphs were enclosed in a large envelope. The forms were then despatched to the Toronto Post Office, designated as Toronto

(Airgraph), by the most expeditious route, either by first air mail or surface mail. Money order stamps, dating stamps, office number stamps, general delivery stamps or any kind of rubber device could be used, as the placing of an actual date on the back of the Airgraph form was not considered essential.

On arrival at Toronto (Airgraph) the forms were checked for postage, uncanceled stamps were obliterated and insufficiently addressed items withdrawn. The messages were then consecutively numbered, placed in special containers and diverted to Canadian Kodak Sales Limited, Toronto 9 (the name was subsequently changed to The Canadian Kodak Co. Ltd.) to be photographed on 16 mm microfilm.

At the outset each roll of microfilm contained 1500 messages. Later on this was increased to 1700 per film. The films weighed anywhere from 5 to 6½ ounces. The saving in shipping space and weight can readily be appreciated when it is considered that it would take two mail bags to hold 4,800 ordinary letters, which could easily be included on three rolls of microfilm weighing a few ounces each.

After being filmed, original Airgraph messages were kept at the Kodak plant until



*Sticker used to seal envelopes containing original Airgraph messages,  
mailed to Toronto for processing by Canadian Kodak.*

instructions were given by the Post Office Department that they might be destroyed. One of the chief advantages of the Airgraph Service was that the messages or letters could be duplicated, by re-photographing the original forms, in cases where the films were lost through enemy action or for any other reason.

The films were then sent to the Toronto Post Office. After the necessary particulars had been recorded they were despatched by air mail, in cartons enclosed in an air mail bag, addressed to Canadian Postal Corps Headquarters Overseas, London W. 3. This bag was in turn placed in an outer bag addressed to the District Director of Postal Services, Montreal.

On arrival at Montreal the inner bag was sent to Montreal A.M.F. (Dorval Airport). There it was transferred to the office of the Traffic Manager, Royal Air Force Ferry Command, for transmission by bomber overseas to the United Kingdom. Later on, a slight change was made in this procedure whereby Toronto (Airgraph) despatched the inner bag to Canadian Postal Corps Headquarters, Ottawa, to be enclosed in the direct bomber mail made up for the Canadian Postal Corps Headquarters Overseas.

On reaching the United Kingdom airport at Prestwick, air mail bags containing Airgraph film were despatched to Canadian Postal Corps Headquarters Overseas, London. Subsequently, they were delivered to Kodak Limited to have the microfilm processed. Enlarged photographic prints, approximately 5" x 4", were made of each message.

The prints were then sent to the General Post Office, London. Here they were folded and placed in special Airgraph envelopes. The envelopes were delivered to Canadian Postal Corps Headquarters to be sorted for transmission to the addressees through the Canadian Army Postal Service.

#### **AIRGRAPH FEES**

Upon the inauguration of Airgraph service the fee to be prepaid by means of postage stamps was fixed at ten cents per message. When the service was extended to civilians on 15 June 1942, the fee was fixed at fifteen cents each for messages to civilians.

On the same day the fee for messages to the Armed Forces was reduced to six cents each. This fee also applied to Airgraphs written by personnel of the Royal Navy, British and Allied Armed Forces and the Royal Air Force stationed in Canada, provided the writer indicated his rank,

unit and service in the space provided for the sender's address.

Airgraph fees were again reduced in May 1944. Those addressed to Armed Forces Overseas or sent by members of the Armed Forces in Canada cost five cents each, while the fee for messages from civilians to civilians was decreased to ten cents.

A further and final reduction was made in September 1944. The fee for Airgraphs from civilians to civilians became five cents per message; in other words, no matter to whom an Airgraph was addressed, the fee was five cents.

#### **AIRGRAPH SERVICE BETWEEN THE UNITED KINGDOM AND CANADA**

##### *To Members of the Armed Forces*

Airgraph service to the United Kingdom was inaugurated on 15 November 1941. The initial despatch of three rolls of microfilm, containing 4,432 messages, left Toronto (Airgraph) on 18 November.

At the top of film No. 1 was a message from the Prime Minister, the Right Honourable W.L. Mackenzie King, to Lt.-Gen. A.G.L. McNaughton, Commander of the Canadian Corps Overseas. The second message was addressed by the the Honourable W.P. Mulock, Postmaster General of Canada, to the Right Honourable W.S. Morrison, Postmaster General of Great Britain.

Unfortunately, the first despatch was badly delayed when the R.A.F. bomber in which it was placed was held up at Newfoundland. Airgraph despatch No. 1 reached Canadian Postal Corps Headquarters Overseas on 16 December, and the prints were despatched to addressees two days later. Regulations of the R.A.F. Ferry Command were such that, once a bomber was loaded, nothing could be removed until its arrival at final destination. Thus Airgraph despatch No. 1 could not be extracted and sent onward by another bomber. The result was that Airgraph despatch No. 2 arrived in the United Kingdom fifteen days ahead of despatch No. 1.

The second and third Airgraph despatches, which left Toronto (Airgraph) on November 21 and 25, took ten and twenty-one days respectively to arrive at Canadian Postal Corps Headquarters Overseas. After that the service greatly improved and the elapsed time averaged between eight and ten days.

Toward the close of the Airgraph Service in

<p>The address should be written in large BLOCK letters wholly within the panel alongside. →</p>	<p>Lieutenant General A. G. L. McNaughton Canadian Military Headquarters, London.</p>	<p>The address should be the same as is appropriate in the case of an ordinary letter.</p>
<p><i>Write address in large BLOCK letters in the panel above. Nothing else should be written above this line.</i></p>		
<p><i>The message should be written very plainly below.</i></p>		
	<p><i>Sender's Address</i> W.L. Mackenzie King, Prime Minister, Ottawa, Canada. Date November 9, 1941</p>	
<p>My dear General McNaughton:</p> <p style="text-indent: 40px;">The government, through the initiative of the Post Office Department, is establishing an airgraph message service in order to enable the families of Canadians on active service overseas to keep in closer touch with their loved ones who have answered the call of duty.</p> <p style="text-indent: 40px;">The honour of sending the first message has been accorded to me, and I have much pleasure in sending greetings and good wishes to you, and, through you, to the officers and men of the Canadian Corps.</p> <p style="text-align: right;">Yours sincerely,</p> <p style="text-align: right;"><i>W.L. Mackenzie King</i></p>		

*The first Airgraph message from Canada.*

July 1945 it took, on average, about six days from the date of despatch from Toronto to placement of the prints in the mails. Some times were as short as four days; very occasionally it took as long as twelve or thirteen days.

Early in 1942 arrangements were made to have duplicate films prepared, during bad flying weather, at a cost of \$5.00 for each duplicate roll of microfilm. The original roll was flown across the Atlantic by R.A.F. bomber, the duplicates were sent to New York A.M.F. for transmission by the Trans-Atlantic Air Mail service.

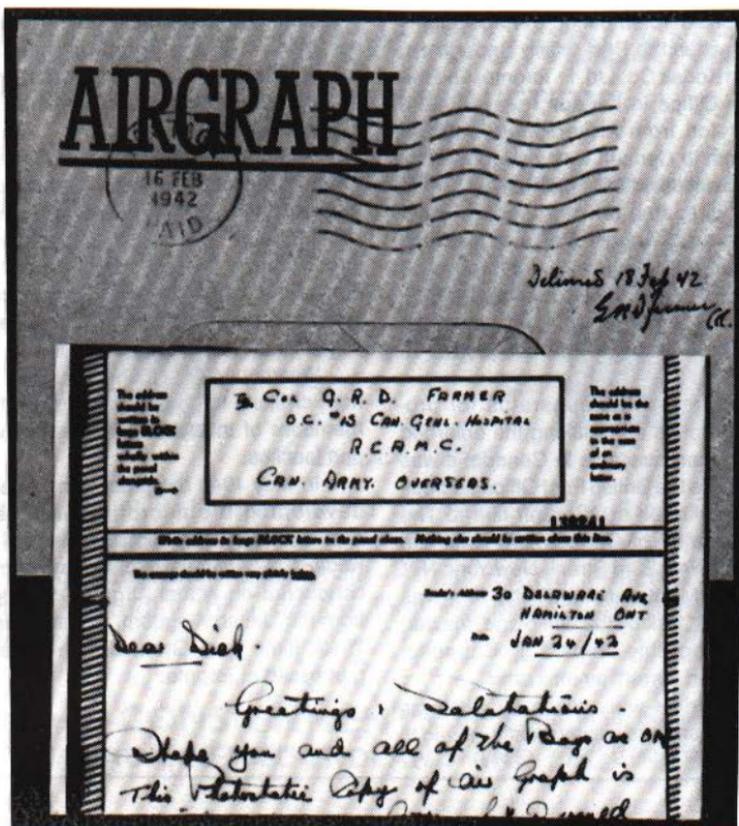
Films for Armed Forces in the United Kingdom were despatched five times weekly — Monday to Friday, inclusive.

#### *To Civilians*

Although the Airgraph Service was originally

intended only for messages to members of the Armed Forces, the public began addressing Airgraphs to civilians. Advices received from Canadian Postal Corps Headquarters Overseas indicated that, up to 24 January 1942, between 3,000 and 4,000 messages directed to civilians had slipped through and been included on the microfilm with messages for the Armed Forces. These were, of course, handled in the usual way overseas, being despatched and delivered through the British civil Post Office.

Representations were received from time to time by the Post Office Department that officers and men of the Royal Air Force stationed in Canada would like to use Airgraphs for communicating with their families and friends in the United Kingdom. Similar applications were made by personnel of the Merchant Navy.



*Airgraph to a Canadian Officer in Britain, with the envelope used in Britain to carry the printed message.*

This resulted in permission being given in April 1942 for the acceptance, from personnel of the Royal Air Force, Royal Navy and British and Allied armed Forces serving in Canada, of Airgraphs addressed to their families and friends in the United Kingdom.

At the same time the District Directors of Postal Services who had under their jurisdiction Post Offices located in places on the Atlantic and Pacific sea coasts were notified that messages written by members of the Merchant Navy might be accepted and forwarded to Toronto (Airgraph) for onward transmission.

When the Armed Forces Airgraph fee was subsequently reduced to six cents, arrangements were made with the Director of Merchant Seamen, Department of Transport, to have messages written by Merchant Seamen endorsed on the back by certain shipping agents, officials of Merchant Seamen Manning Pools and Collectors of Customs, to certify that the

messages actually originated with members of the Merchant navy and were eligible for the reduced rate.

Later, for security reasons, it was found necessary to divert Merchant Seamen's Airgraphs to the Fleet Mail Officer at Halifax for examination before they were despatched by air to Toronto (Airgraph) for filming. In March 1944 arrangements were made to have these messages censored at Toronto, thereby saving time in transmission.

Beginning 15 June 1942 Airgraph service was officially extended to include messages to civilians in the United Kingdom from civilians in Canada. At first, messages addressed to civilians were segregated and placed on the film directly after those to members of the Armed Forces. As soon as quantities received warranted it, messages for civilians were photographed and sent forward on separate rolls from those intended for the Armed Forces.

After a considerable period of negotiations carried on between the Post Office Department and Canadian Kodak Co. Ltd. in Toronto, and the General Post Office in London, a westbound Airgraph service from Armed Forces in the United Kingdom to Canada was inaugurated by the British authorities on 6 August 1942.

The first despatch left the General Post Office, London on 11 August via Royal Air Force Ferry Command and arrived at Montreal on 13 August. The individual prints, numbering 689, were placed in the mails at the Toronto Post Office for despatch to the addressees on 15 August.

As the photographic apparatus for processing the microfilm and making the enlarged prints was not then available in Canada, it was necessary to have the British Post Office address the bags or packages of Airgraph film to The Postmaster General of Canada, c/o Eastman Kodak Co., 235 West 23rd Street, New York, N.Y. Upon reaching Montreal A.M.F. the film was forwarded to New York by the first plane, the bag or package being duly prepaid by Canadian postage stamps at current air mail rates.

Once the prints were made by Eastman Kodak (whose plant was subsequently moved to

Flushing, N.Y.), they were promptly despatched by air to Toronto (Airgraph). There they were folded, placed in special Airgraph envelopes, sealed, postmarked and despatched by air mail to their destinations.

Both the United States and Canada waived customs regulations. Free entry was allowed for Airgraph film from Great Britain entering the United States, and the processed prints coming into Canada, thereby avoiding considerable delay which would have inevitably occurred if the films and prints had been processed through Customs at New York and Toronto.

Westbound despatches included messages from civilians to civilians as well as those from members of the Armed Forces to their friends and families.

In May 1943 the processing equipment for developing the microfilm and making the enlarged prints was obtained by the Canadian Kodak Co. Ltd. at Toronto, and experiments were conducted on actual Airgraph film despatches from the United Kingdom. Commencing 29 May 1943, films from Great Britain were regularly processed at Toronto.

(to be continued)

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# CALENDAR

CALENDAR lists exhibitions and bourses with significant BNA content, and BNAPS Regional Group functions. Information/prospectus must reach the Editor at least 3 months in advance.

**1987**  
**JUNE 13-21, TORONTO, ONTARIO — CAPEX '87**, FIP sanctioned International Exhibition.  
Information: CAPEX '87, P.O. Box 204, Stn. Q, Toronto, ON M4T 2M1.

## SPECIAL CAPEX EVENTS

The exhibition is open until 6PM every day except Thursday & Friday, June 18-19, when it will remain open until 9PM.

The BNAPS table will operate every day. Be sure to stop by and say hello.

Saturday, June 13 — Canadian Aerophilatelic Society Banquet, Royal Canadian Military Institute. Ticket required.

Monday, June 15 — J.N. Sissons Auction, 7PM

Tuesday, June 16 — R. Maresch & Son Auction, 7PM

Friday, June 19 — 6PM-9PM, BNAPS Reception, Room 205, main level of Convention Center (one floor below exhibits). No charge. Cash Bar. All BNAPSers and their guests welcome. **NOTE: CAPEX show ticket NOT REQUIRED** for entry to reception.

Saturday, June 20 — 10AM, Mr. F.J. Van Beveren on 'The Significance of Partially Flown Airmail', sponsored by the Canadian Aerophilatelic Society.

Saturday, June 20 — Evening, PALMARES and Banquet.

**AUGUST 20-23, BOSTON, MASSACHUSETTS — STAMPSHOW '87**, 101st annual convention and exhibition of the American Philatelic Society, Sheraton-Boston Hotel, Prudential Plaza.  
Information: APS, P.O. Box 8000, State College, PA 16803

**SEPTEMBER 23-26, LICHFIELD, ENGLAND** — the Canadian Philatelic Society of Great Britain's annual convention. Information: Brian Stalker, Secretary, 3 Rutherford Way, Tonbridge, Kent, England TN10 4RH

**OCTOBER 16-25, COPENHAGEN, DENMARK — HAFNIA '87**, FIP sanctioned International Exhibition. Canadian Commissioner: R.K. Malott, 16 Harwick Cres., Nepean, ON K2H 6R1

**OCTOBER 17, GUELPH, ONTARIO — GUELPHPEX '87**, Guelph Stamp Club show and bourse. St. James Junior High School, 59 Victoria Rd. Information: D. Odegard, 54 Lyon, Guelph, ON N1H 5C6.

**NOVEMBER 20-22, VIRGINIA BEACH, VIRGINIA — VAPEX '87**, Virginia Philatelic Federation show and bourse. Virginia Beach Pavilion Convention Center. BNAPS' Mid-Atlantic Regional Group Fall meeting. Information: BNAPS — G.H. Davis (address on Regional Group Ramblings page); VAPEX '87, P.O. Box 5367, Virginia Beach, VA. 23455.

## BNAPEX '87

**CHARLOTTETOWN, PRINCE EDWARD ISLAND, September 17-19**, BNAPS' Annual Convention. Rodd's Royalty Inn. Chairman: James C. Lehr, 2918 Cheshire Rd., Wilmington, DE USA 19810

**JUNE 1-12, HELSINKI, FINLAND - FINLANDIA '88**. FIP sanctioned International Exhibition. Canadian Commissioner: David Dixon, P.O. Box 1082, Oakville, ON L6J 5E9.

## 1988-89

**AUGUST 26-SEPTEMBER 4: PRAGUE, CZECHOSLOVAKIA — PRAGA '88**. FIP sanctioned International Exhibition. American Commissioner: Henry Hahn, c/o Artech Corp, 2901 Telestar Court, Falls Church, VA 22042.

**BNAPEX '88: VIRGINIA BEACH, VIRGINIA**      **BNAPEX '89: HAMILTON, ONTARIO**

# AN INTERRUPTED JOURNEY

by G.E. Mac Manus

Several years ago, a friend asked me to have a look at the contents of a large cardboard box which was stored in his basement. I gladly did; to my surprise, the box contained not philatelic material, but a large quantity of old glass photographic plates. Most were aerial shots of different Maritime communities and farms.

One group of plates attracted my attention as the caption on the negative envelopes read "Russian Aircraft On Miscou Island". They were even more interesting to me as I am from New Brunswick and had never heard of such an incident. This started a search, which lasted several years, for information on the subject. After combing through many old newspapers, corresponding with a number of people, and having a 1939 SECRET file in the Public Archives declassified in order to review the contents, a fascinating story unfolded. As a bonus, it also had Canadian philatelic content.

The 1920s and 30s were the heyday of pioneer aviation around the world. Speed, distance and altitude records were broken with great regularity. Along with the other great powers, the Soviet Union was in the forefront of the development of aviation. Two of Russia's best known aviators, Brigadier General Vladimir Kokkinaki and Major Mikhail Gordienko, had established many aviation firsts, including a long distance record on a non-stop flight between Moscow and Vladivostok. General Kokkinaki had already been awarded the coveted 'Hero Of The Soviet Union' medal.

In 1939 these flyers were planning to attempt another long distance record by flying non-stop between Moscow and New York to coincide with the opening of the New York World's Fair. On 10 March of that year, Vincent Massey, then High Commissioner of Canada in London, wrote to the Secretary of State for External Affairs advising that Mr. Maisky, the Soviet Ambassador in London, had approached him requesting permission to overfly Canadian territory on the proposed Moscow-New York route. Mr. Maisky also requested that he be provided with specific details on Canadian airfields, radio navigation aids and prohibited zones along the route.

The Canadian government gave its permission for the overflight, but requested "full techni-

cal description of the airplane, with its equipment and accessories, and full names, titles and status or position of the pilot and crew". Consent was given on the customary understanding that no cameras would be carried on board the aircraft, and that "permission for experimental flight is without prejudice to any future question of regular commercial air services". During these exchanges of correspondence it was also agreed that in future the channel of communications for the flight would be through the Soviet Embassy in Washington.

Once this new channel was established, Mr. Constantine Oumansky, the Soviet Chargé d'Affaires in Washington, wrote to Dr. Walter Riddell of the Canadian Legation in the US capital, outlining in much more detail the plans for the proposed flight. He indicated that it would take place during the second half of April, weather permitting, and that the route would bring the aircraft "across Norway, Iceland (Reykjavik), Greenland, Labrador (Battle Harbour), Canada and Boston to New York".

In the same letter much more information was requested of the Canadian government. The Soviet airmen were quite naturally interested in



General Kokkinaki (in white boots), Major Gordienko and an unidentified Soviet official on the wing of the 'MOSKVA'

receiving as much information regarding navigation along the proposed route as they could. Queries included geographical coordinates, daytime and nighttime power and frequencies of the radio stations of Quebec City (CRCK), Sydney (CJCB) and Fredericton (CFNB). They also wanted to know if CFNB could act as a radio beacon by starting to operate four hours before the aircraft approached the city, and whether CFNB could play records, if possible Russian opera, with an agreement beforehand with the Soviet Embassy as to the exact order of the playing of the records. They requested that the program be interrupted every ten minutes for a station identification.

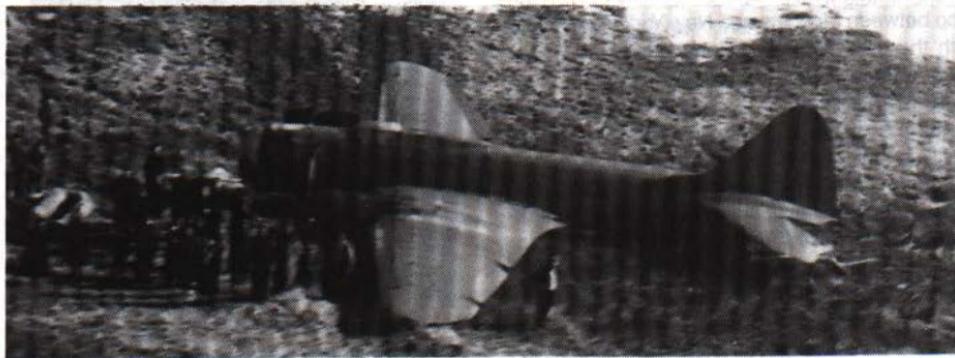
In a letter to Dr. Riddell three weeks later, Mr. Oumansky requested that CBA (Sackville) transmit its broadcast continuously for a period of six hours before the aircraft approached Fredericton, with its station identification repeated in Russian every ten or fifteen minutes. Mr. Oumansky hoped to airmail a recorded announcement of approximately 30 seconds duration, in Russian, to CBA. Failing this, he suggested the use of a Russian-speaking person to give the announcement, or that CBA send it in Morse Code if an announcer were not possible. Very great pains were taken on both sides of the Atlantic to ensure the success of this historic flight.

Just prior to departure, General Kokkinaki wrote a letter of greetings to Mr. Grover Whalen, President of the World's Fair Corporation. The same thing was also done by Mr. Alexander Kirk, United States Chargé d'Affaires in Moscow. These two letters, plus one to President Roosevelt, 32 to the Amtorg Trading Corporation, plus a few cards to some important company buyers were postmarked MOSCOU, 28 4 39, and loaded onto the aircraft.

In the early morning darkness of Moscow's Tshelkovo airport, the two flyers walked around their modified DB-3 bomber on a pre-flight inspection. The aircraft was painted in red enamel, with the exception of the letters *MOSKVA* (for Moscow) in white on the underside of the wings. They were well dressed for their flight, which they knew would take them into sub-zero temperatures. In addition to very heavy flying clothing, General Kokkinaki wore a prized pair of knee-high white wolfskin flying boots which he had worn on previous record-breaking flights. Satisfied that all was in readiness, they climbed on board their aircraft and began takeoff preparations. General Kokkinaki taxied out to the runway, lined up on the centreline and pushed both throttles forward. The heavily laden aircraft slowly picked up speed and, at 4:20 AM Moscow time, lazily lifted off the runway into the approaching dawn.

After successfully crossing the Arctic wastelands, the Soviets met with solid overcast while flying between Labrador and the Gulf of St. Lawrence. They climbed to 27,000 feet in order to get above the cloud, but then had to battle strong headwinds. The outside temperature at that altitude and speed was minus 120°F. The automatic pilot had broken down almost at the beginning of the flight and their oxygen supply was dwindling. After being airborne for nearly 23 hours they were lost and very fatigued. Despite the fact that the engines were still running smoothly and that they had plenty of fuel left, General Kokkinaki decided to land.

As the aircraft broke through the base of the cloud cover, they found themselves flying low over a desolate marshy landscape sparsely covered with brush and patches of snow. They circled around until they spotted what appeared to be a suitable landing site. The aircraft sunk lower



*Aerial view of the downed DB-3 Bomber*



*Miscou Island Lighthouse*

and lower until stunted trees flashed past. The pilot eased back on the control column. The nose of the aircraft rose slightly and then started to sink. With a sickening metallic screech the propellers dug into the swampy wasteland. Just as quickly the engines stopped, the propellers bent grotesquely backwards over the cowlings. The aircraft continued to slide forward on its belly, shaking the crew and deafening them with a hollow banging noise. It came to a stop resting on its port wingtip.

The dazed crew were enveloped in silence as they prepared to leave their ship. They had just landed on New Brunswick's Miscou Island, which is at the eastern end of the Baie de Chaleur, about 25 miles from Caraquet. Darkness had fallen when the flyers climbed out of their downed aircraft. General Kokkinaki was slightly injured, having received a couple of bruised ribs in the forced landing. They decided to remain with the aircraft overnight before attempting to find help. The circling aircraft had

not, however, gone unnoticed by residents of Miscou Island. The first person to arrive at the crash site was Lawrence Vibert, who faced a revolver when he approached the Russians. They had no idea of where they were or who he was, and it was only through the use of sign language that they were able to communicate. They requested food, which Mr. Vibert and other local residents brought.

News of the crash landing electrified the world. From Washington, Mr. Oumansky immediately sought the assistance of the Canadian government and the Royal Canadian Air Force. When it was first reported that the aircraft had gone down in waters off Prince Edward Island, plans were hastily made to despatch the ice-breaker *Montcalm* to go to its aid. These were cancelled when it was learned shortly afterwards that the aircraft had gone down on land. The Commanding Officer, RACF Station Dartmouth, was telephoned immediately and instructed to send a flying boat to the search area. These

search plans were also subsequently cancelled when it was learned that the aircraft had landed on Miscou Island.

The RCAF did order an investigation flight; a Stranraer flying boat was despatched from Dartmouth on the morning of 29 April, arriving at Miscou Island shortly after noon. On board, in addition to the crew captained by Wing Commander Gandy, were Group Captain N.R. Anderson, Officer Commanding Eastern Air Command, a medical officer and a Russian interpreter. The only suitable landing site was a strip of ice-free water on the eastern shore of the island. The aircraft touched down there and dropped off its passengers, with the request that they return by 6:00 pm in order to leave before deteriorating ice conditions prevented them from doing so.

Road conditions on the island were terrible. The RCAF party had to borrow fishermen's rubber boots from a local lobster fishery in order to cope with the deep mud and wet snow. After a trip of six miles over bad roads, through a swamp and over sand dunes, the Soviet aircraft was finally reached around 4:00 PM.

Although the Stranraer aircraft was the first to reach the island, the first outside help arrived at the site of the crash via a Moth landplane from Moncton owned by Canadian Airways. It had carried a doctor and a Soviet representative from New York, and had landed on a small field about one mile from the Soviet aircraft. The doctor examined General Kokkinaki and found that he had not suffered any serious injury. Upon the arrival of the RCAF party a short time later, Group Captain Anderson offered to take the Soviet airmen to Halifax by flying boat. The offer was declined as the Russians had not received permission from Moscow to leave their aircraft.

A third aircraft arrived on the scene. A Grumman amphibian landed beside the Stranraer, carrying a party of four Soviet officials and mechanics from New York. It was intended to use this aircraft to fly out the Soviet airmen. The weather intervened, however, and both the Grumman and the Stranraer took off without their intended passengers. Both the RCAF and Soviet groups were forced to spend the night on the island, with the Russians staying at the Miscou Island Lighthouse. It was here that General Kokkinaki received a long distance call from Moscow. He stated that the reception was surprisingly good, despite the fact that the island was served with only a single wire party line. It was also here that the mail on board the aircraft received a



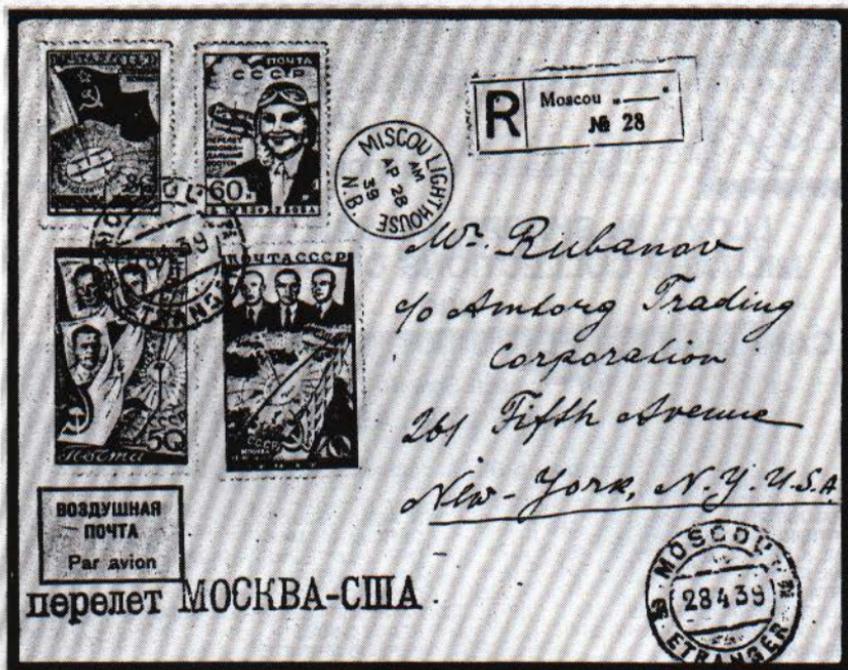
*The RCAF Stranraer at anchor  
of Miscou Island*

MISCOU LIGHTHOUSE/N.B. circular date-stamp postmark dated AM/AP 28/39. This post office (0 - 1 Jul 1878; C - 31 Dec 1962) was operated by Mrs. Elizabeth Vibert.

At 1:00 PM on 30 April, a Stearman aircraft from Canadian Airways, piloted by H.S. (Junior) Jones, arrived at Miscou Island. It was followed by a second aircraft, piloted by Joe Anderson, who worked for the same company. Between these two aircraft, the Soviet airmen were ferried to the Moncton Airport. At first the Russians were skeptical about flying out of the small meadow in the light aircraft, but when it was explained to them that this was the only way that they would reach the New York World's Fair by the opening time, they agreed to go. General Kokkinaki was the first to be ferried out. During his stopover at Moncton, some ardent souvenir hunter made off with his wolfskin boots. Fortunately, they were later located and sent to the Amtorg Trading Corporation for forwarding to him.

A twin engined aircraft was chartered by the Soviet government, from Harold S. Vanderbilt, to transport the Soviet party from Moncton to New York. After a short customs clearance stop in Bangor, Maine, the party proceeded on to their destination. There they were met by Mr. Oumansky. The next day they were presented to Mr. Grover Whalen, to whom they gave one of the letters.

The flight of the Soviet airmen was indeed a heroic attempt and, despite the fact that they did not complete their mission, they received the following message from Joseph Stalin, Premier of the USSR, and Vyacheslaff Molotov, President of the Council of People's Commissars: "We ardently congratulate you on the accomplishment of an outstanding flight from Moscow to North America. Your flight of 8,000 kilometers covered in 22 hours and 56 minutes proved that courageous, daring Soviet airmen can solve successfully the most difficult problems in world aviation. We embrace you and wish you good health and



One of the covers addressed to the Amtorg Trading Corporation. (The Miscou Light House cancellation has been enhanced in the illustration.)

ardently shake hands. On behalf of the Government of the USSR — J. Stalin, V. Molotov”.

The damaged aircraft was left on Miscou under the guard of RCMP personnel from Shippegan. In late May a team of Soviet technicians arrived to dismantle the bomber. It took four days of strenuous work. One member of the team was later quoted as saying, “We got the ship off Miscou just in time. It was late in the afternoon of 30 May that we finally completed the job of dragging the parts 500 feet over the marsh to the barge. Next morning we had a heavy storm that

would have ruined our chances”. The dismantled aircraft was loaded on a barge which was towed to Halifax by the tug *Banscot*. Upon arrival at Halifax, the aircraft was given a protective coating against possible salt air damage on a sea voyage across the Atlantic. In early June it was loaded on the Soviet freighter *Alma Ata* which, with General Kokkinaki and Major Gordienko on board, set sail for Leningrad.

(Editor's Note: A 'non-philatelic' version of this article appeared in the March 1983 edition of the *Atlantic Advocate*.)



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BRITISH COLUMBIA POSTAL HISTORY  
CENTENNIAL (1967) ISSUE  
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DUPLEX CANCELLATIONS  
EDWARD VII ISSUE  
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FORGERIES  
INTERNATIONAL MACHINE CANCELLATIONS  
JUBILEE ISSUE  
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MANITOBA POSTAL HISTORY  
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MAPLE LEAF ISSUE  
MILITARY POSTAL HISTORY  
MOON, MOTO & POCON CANCELLATIONS  
NASCOPIE POSTAL HISTORY  
NEW BRUNSWICK POSTAL HISTORY  
NEW BRUNSWICK STAMPS  
NEWFOUNDLAND POSTAL HISTORY  
NEWFOUNDLAND STAMPS  
N.W.T. POSTAL HISTORY  
NOVA SCOTIA POSTAL HISTORY

NUMERAL ISSUE  
OFFICIAL STAMPS  
OFFICIALLY SEALED STAMPS  
O.H.M.S. PERFINs  
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PATRIOTIC COVERS & POSTCARDS  
PENCE ISSUES  
PERFINs (PRIVATE)  
PLATE BLOCKS  
POSTAGE DUE ISSUES  
POSTAL HISTORY COLLECTIONS & LARGE LOTS  
POSTAL STATIONERY  
PRECANCELS  
P.E.I. POSTAL HISTORY  
PROOFS  
QUEBEC POSTAL HISTORY  
QUEBEC TRICENTENARY  
RAILROAD POST OFFICES  
RATE COVERS  
REGISTERED COVERS  
REGISTRATION STAMPS  
REVENUES  
ROYAL TRAINS COVERS  
SASKATCHEWAN POSTAL HISTORY  
SEMI-OFFICIAL AIRMAILS  
SHIP CANCELLATIONS, MARKINGS & VIEWCARDS  
SLOGAN CANCELLATIONS  
SMALL QUEEN ISSUE  
SPECIAL DELIVERY STAMPS  
SPECIMEN OVERPRINTS  
SQUARED CIRCLES  
STAMP COLLECTIONS & LARGE LOTS  
STAMPLESS COVERS  
VARIETIES  
VIEWCARDS  
WAR TAX STAMPS  
YUKON POSTAL HISTORY

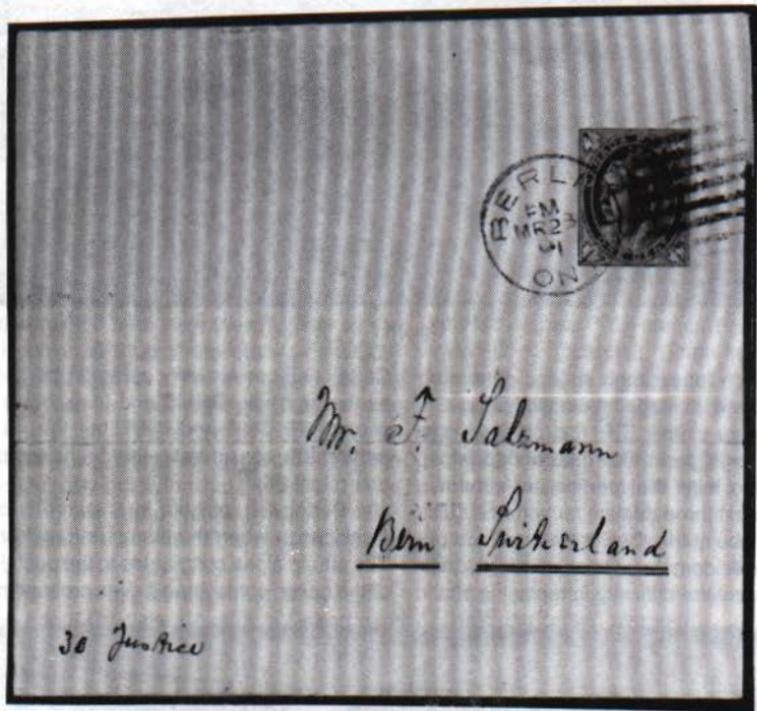
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## 19. INTERNATIONAL PRINTED MATTER RATE



Open ended wrapper used to mail a newspaper to Switzerland

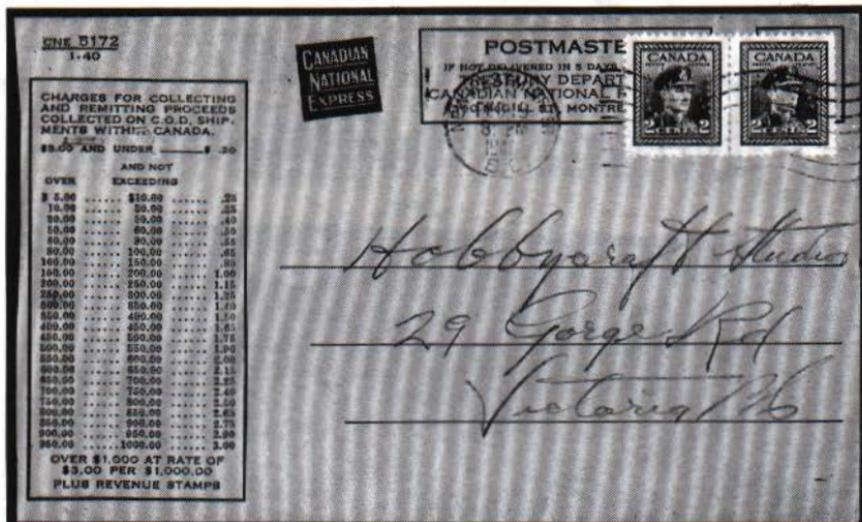
1. The rate on printed matter generally, newspapers, books &c., addressed to Postal Union Countries, is 1c. per 2 ozs. Such matter should be fully prepaid, and will not be forwarded unless at least partially prepaid. Any deficiency in the prepayment will, as in the case of letters, give rise to a double charge on delivery.

2. The following is a list of the principal articles which may be forwarded to Postal Union Countries at printed matter rate: —  
Newspapers, periodical works, books (stitched or bound), pamphlets, sheets of music (printed), visiting cards, address cards.

3. Every packet of such matter must be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise) or in an open cover so as to admit of the contents being easily withdrawn for examination; otherwise it cannot be forwarded and will be sent to the Dead Letter Office. For the greater security of the contents, however, it may be tied at the ends with string; postmasters being authorized to cut the string in such cases, although, if they do so, they must again tie up the packet.

# HOLE HUNTING

by Jon Johnson

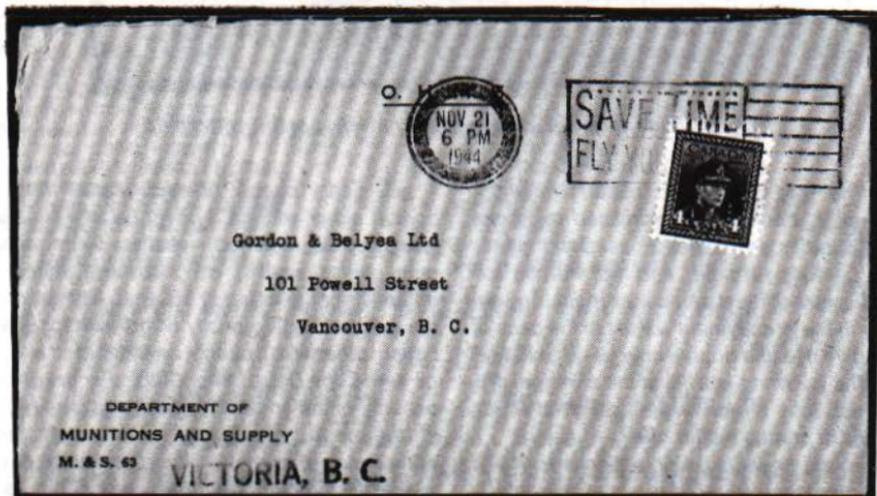


Cover 1

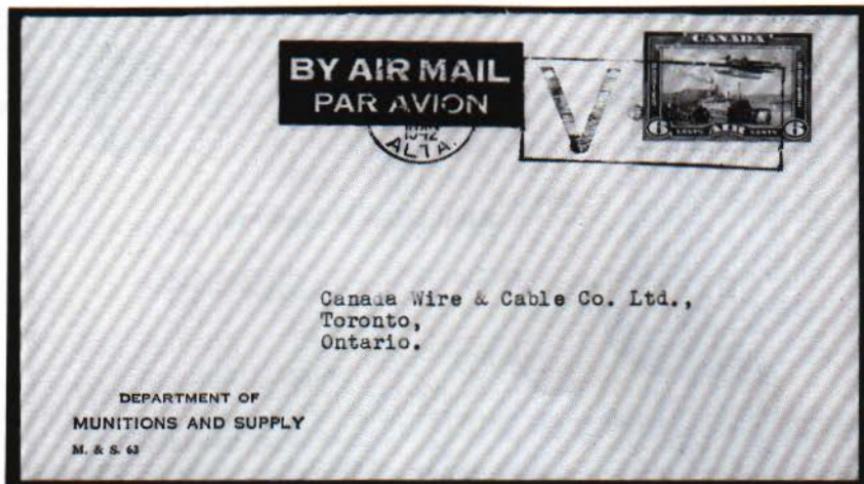
The search for postage stamps generated within corporate postage security systems is neither easy nor simple. The first problem is to find stamps with perforated insignia (perfins). For those who think that perfins are common, just ask the next three dealers for some. A quick discovery will be made. Dealers who do sort out their perfins seldom have many, due to their prompt sale and the difficulty in replacing stock.

Certainly there are very common perfins, such as the four hole OHMS and (depending on the stamp) BT, CNR and CPR, but the remaining perfins are considerably harder to locate than one might think.

Perforated insignia in a stamp is of great significance when the stamp is found on cover. The stamp alone contributes to the postal history of the cover; sometimes it even creates the story



Cover 2



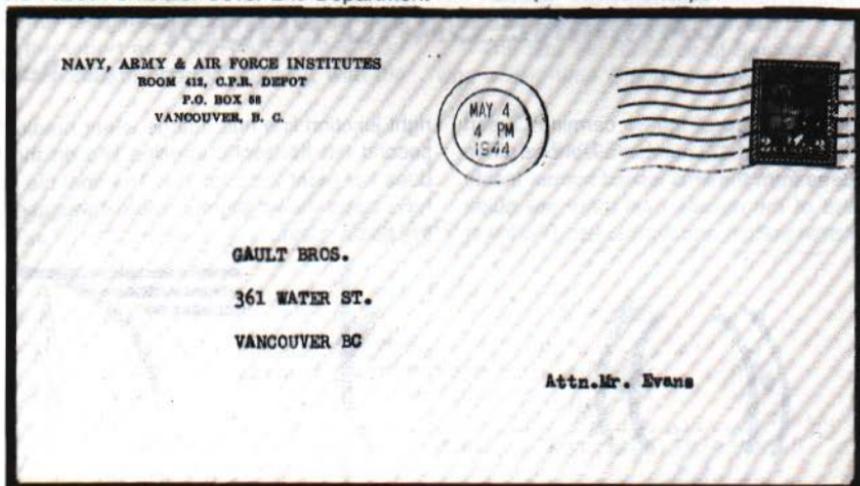
Cover 3

in the first place. As an introduction to perfin collecting lets look at some covers that illustrate this.

Cover 1 is a Canadian National Express envelope mailed from New Westminister to Victoria. Hobbycraft Studios obviously sent a COD parcel via CN Express to the lady whose address is on the reverse. This envelope was used to remit the outstanding charges to Hobbycraft from the office which delivered to parcel. Only the stamps give any indication that the delivery office was actually the Great Northern Railway office in New Westminister. The pair of stamps are perforated GN, perfin Type G10.

Covers 2 and 3 are part of an ongoing discussion about Officials. Cover 2 is Department

of Munitions and Supply, Victoria, BC OHMS stationery addressed to Vancouver, with a Victoria Blackout cancel. At this time all Government offices were supposed to be using OHMS perforated stamps. The stamp, however, is perforated CPR, Type C53. Dated two years earlier, Cover 3 is also Department of Munitions and Supply stationery, sent from Calgary to Toronto on 12 February 1942. In this case the stamp is again perforated CPR, but Type C52 this time. In both cases the perfin type is correct for the city where the envelope was mailed. Did the Canadian Pacific Railway have an agreement to supply particular Government Offices with perforated stamps when they ran out of their own OHMS perforated stamps?



Cover 4



Cover 5

Cover 4 is similar in that the stamp is perforated with CPR, Type C53. Obviously this cover originates from an office located within the CPR Depot in Vancouver, but why was the CPR supplying perforated stamps to the Navy, Army and Air Force Institutes? It should be kept in mind that the CPR was and is a private company, unlike the CNR which is Government owned.

Cover 5 will appear familiar as W.J. Gage was the first user of perfin in Canada. This cover would delight any perfin collector except for one little problem. The stamp doesn't have any holes. There isn't even a dent in the paper to make it

respectable. Why isn't this stamp perforated when the practice was maintained by Gage from 1887 through 1937?

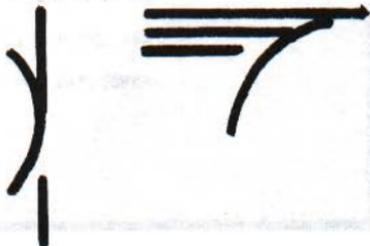
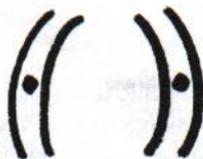
As you can see from these examples, while the perfin may add to the postal history it doesn't always provide all the answers. This should explain why many perfin collectors enjoy this aspect of philately. Due to a lack of documented information, collectors within the BNAPS Perfin Study Group are slowly reconstructing parts of the history of perfin, through study of the companies that perforated stamps and review of the stamps and covers in each collector's hands.

## A 3 CENTS MAPLE LEAF CARMINE CARD PROOF

by Hans Reiche

A proof on card of the 3¢ carmine Queen Victoria Maple Leaf, CS number 59, shows different features from the final issued stamp. Inside the centre of the outside oval there are guide dots on both the left and right sides. The lower

right junction line has a large, clear break. The second left horizontal shading line on the top does not meet the oval line. The final die must have been altered slightly before it was used for the actual plate.





# The RPO Cowcatcher

Lewis M. Ludlow, OTB  
5001 - 102 Lane N.E.  
Kirkland, Washington 98033

## UNKNOWN TRACK NOW KNOWN

by W.G. Robinson  
Guest Columnist

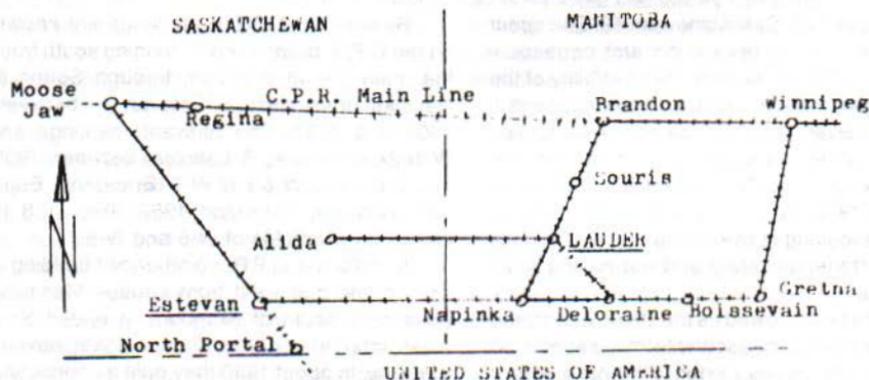
In the January-February 1987 *RPO Cowcatcher*, Lewis M. Ludlow reported that Alex Price and Lionel Gillam were puzzled by W-66E, which was reported by Ludlow in the 1970 Addendum to T.P.G. Shaw's fine work on Canadian RPOs. This was reported, and has been listed ever since, as 'L.DER & ESTON R.P.O./No.' This has been the main cause of the problem. In the recent column Lew moved to correct this by stating that he now believes the second terminal should be 'Estevan' rather than 'Eston'. In doing so, he opened up a whole new ball game.

The photograph accompanying the article (repeated here — Ed.) provided the writer with the first-ever glimpse of the strike. It appears that the extrapolation of 'ON' after the 'EST' represented a giant leap of faith which was not substantiated by the actual markings. In this case, Lew appears to have succumbed to the fatal attraction encountered by so many of us lesser mortals — he saw what he wanted to, or what he imagined it must be, rather than leaving the report as 'L.DER & EST ? R.P.O./No.' If it had been reported this way, with the



run number, I wonder how much sooner the problem would have been solved?

The late Bill Richards of Saskatoon, who was a long-time C.N.R. employee and a seri-



**WINNIPEG, BRANDON, SOURIS, ALIDA, LYLETON, ESTEVAN**

123	251	252	3 137 Ex. Sun.	Miles	TABLE 119				4 138 Ex. Sun.	252	251	124
P.M.	P.M.	P.M.	A.M.		Central Time				P.M.	A.M.	A.M.	A.M.
			9 45	0.0	Lv. WINNIPEG	Ar	6 00					
			12 55	133.1	Ar BRANDON	Lv	3 05					
			3 10	0.0	Lv. BRANDON	Ar	2 20					
			3 25	8.1	Kamlay		2 04					
			3 40	16.5	Beresford		1 47					
			3 57	24.5	Ar Souris	Lv	1 30					
			4 10		Lv. Souris	Ar	1 00					
			4 20	29.9	Ar Schwitzer	Lv	12 50					
			4 20		Lv. Schwitzer	Ar	12 50					
			f 4 30	34.0	Menteith		f 12 40					
			4 42	40.6	Hartney		12 28					
			f 4 52	44.5	Emblem		f 12 18					
			5 03	49.9	Ar Lauder	Lv	12 05		Tue.			
				49.9	Lv. Lauder	Ar			f 11 30			
				59.8	Dand				10 50			
				67.9	Regent				10 10			
				74.1	Croll				9 30			
				79.4	Orsham				9 07			
				82.5	Schaffner				8 50			
				86.8	Boissevain	Lv			8 35			
					Lv. Boissevain	Ar			8 20			
				92.1	Cadzow				f 8 07			
				97.3	Whitewater				7 54			
				102.3	Napies				f 7 42			
				106.9	Ar Deloraine	Lv			7 30			
			5 15	49.9	Lv. Lauder	Ar						
			5 40	58.9	Bernice				11 26			
			5 55	63.0	Bede				10 55			
			6 15	68.5	Broomhill				10 35			
			7 00	78.7	Tilston				10 15			
			7 25	84.9	Fertile				9 44			
			8 08	91.6	Sturthoak				9 07			
			8 40	97.2	Nottingham				8 45			
			9 15	103.8	Ar Alida	Lv			8 20			
				49.9	Lv. Lauder	Ar	12 05					
				58.7	Ar Napinka	Ar	11 46					
				77.5	Lv. Deloraine	Ar			7 10			6 05
				86.9	Goodlands				6 33			5 45
				89.0	Granmer				f 6 22			f 5 35
				93.8	Waskada				6 10			f 5 23
				98.5	Dalry				f 5 55			f 5 12
				104.6	Coulter				5 38			f 4 57
				109.0	Cameron				5 26			f 4 46
				123.8	Ar Lyleton	Lv			5 05			4 35
			5 26	58.7	Lv. Napinka	Ar	11 46					
			5 40	67.0	Melita				11 26			
			6 20	74.1	Elva				11 18			
			6 38	81.2	Pierson, Man				10 59			
			6 51	89.5	Gainsborough, Sask				10 43			
			7 08	97.9	Carlevale				10 27			
			7 25	105.4	Carnduff				10 13			
			7 46	115.5	Glen Ewen				9 55			
			8 03	123.0	Oxbow				9 38			
			8 18	130.0	Alameda				9 29			
			8 34	137.8	Frubisher				9 07			
			8 50	145.7	Hirsch				8 51			
			9 11	155.9	Bienfait				8 32			
			9 30	164.4	Ar Estevan C.T.	Lv			8 15			
P.M.	P.M.	P.M.	P.M.				A.M.		A.M.			A.M.

C.P.R. Timetable, September 25, 1938

ous student of Saskatchewan RPOs, spent many an hour in discussion and correspondence with the writer over the possibility of the strike being 'Leader and Eston' in west-central Saskatchewan. Another possibility we looked at was some correction of 'Kindersley and Eston', since the C.N.R. had built a branch line there in 1928-29. All this was to no avail, as we were looking in the wrong place — thanks to the erroneous listing and not having seen the strike.

Once Lew showed us the strike, and stated that he believed the second terminal should be 'Estevan', the pieces started to fall into place.

Railway Post Office markings are known on the C.P.R. branch line — running south from the main line at Brandon, through Souris & Napinka, then west to Estevan — between 1905 and 1957. The relevant markings are W-182A (Winnipeg & Estevan) between 1905 and 1909, and W-8 and W-9 (Brandon & Estevan) between 1910 and 1957. Train 138 is known on examples of W-8 and W-9.

In 1909 the C.P.R. commenced building a branch line due west from Lauder, Manitoba (Mile 49.9 south of Brandon). It ended 53.7 miles later in 1912 at Alida, Saskatchewan. Similarly, in about 1930 they built a connecting

line south-east from Lauder to Deloraine, Manitoba — which was on the original southern C.P.R. branch line through Winnipeg, Gretna and Boissevain to Napinka — where it joined the Brandon to Estevan branch. Please see the accompanying map to sort out the various branches.

As a result of this additional construction, Lauder became an important junction point between trains 177-138 on the Brandon to Estevan run, 251-252 from Lauder to Deloraine, and 252-251 from Lauder to Alida. This state of affairs continued through the 1930s, as the accompanying copy of the C.P.R. Winnipeg, Brandon, Souris, Alida, Lyleton, Estevan timetable for 25 September 1938 illustrates.

For some unknown reason — probably the transfer of sacks of mail between trains 137-8 and 251-2 the Post Office apparently decided to change the northern terminal of their run from Brandon to Lauder for a short period in the 1930s. RPO strike W66E was the result. 'L.DER' is, apparently, a contraction of 'LAUDER'.

According to the timetable, Train 138 left Estevan northbound at 8:15 AM daily except Sunday, passing through Napinka at 11:46 AM, Lauder at 12:05 PM, arriving at Souris at 1:00 PM and leaving at 1:30 PM, and arriving at Brandon at 2:20 PM. There passengers and mail would wait until 3:05 PM for Train No. 4, the eastbound 'Dominion' which would deliver them to Winnipeg at 6:00 PM. A similar schedule operated in the opposite direction by Trains 3 and 137.

It would appear that Lauder did not work out as a northern R.P.O. terminal, and the run soon reverted to 'Brandon and Estevan'. This would account for the rarity of W-66E, with a single copy reported. Perhaps now that we know what to look for, others will show up in collections, mis-catalogued as W-8. At least now Lionel Gillam should be able to get some sleep! (Editor's Note: A more impassioned, less polite, tongue-in-cheek comment on the effect of Lew Ludlow's faux-pas was written by Lionel Gillam. It has been printed in full in the newsletter of the RPO Study Group.)

## THE PRECANCEL SPECIALIST

by Hans Reiche

### Use Of 4¢ and 5¢ Queen Elizabeth Precancelled Stamps

The use of 4¢ and 5¢ Queen Elizabeth stamps, CS numbers 290 and 291, precancelled, caused extensive discussions at the Post Office. The stamps were issued in 1953. During a Regional Director's Conference, the question of how many of the 4¢ and 5¢ stamps would be required by such cities as Montreal, Quebec and Toronto was raised. From previous experience, it appeared that the demand had been considerably reduced through the use of meters, especially on calendars mailed during the month of December. It was pointed out at the conference that a considerable amount of labour could still be saved for the operations staff, who were required to cancel ordinary issue, but not precancelled, stamps affixed to calendars, samples and other odd sized packages mailed in quantity. It was decided that 4¢ and 5¢ postage stamps should be precancelled and issued only to the larger offices that had a definite need. The precancel markings were to be the office numbers of the offices supplied with precancelled stamps,

as a measure of protection for the revenues of the department.

Various quantities were discussed as no clear indication from cities were available of quantities required. For the 4¢ stamp, figures varied from 300,000 to 400,000; for the 5¢, from 200,000 to 300,000. The Director of Financial Services wrote that offices had great difficulties arriving at estimates, and suggested as a final solution that 1,000,000 of each denomination be issued per year and distributed to the cities. In addition, 300,000 of each office number and denomination were to be prepared for philatelic sales.

It is interesting to note that originally someone in the Post Office suggested not handling these stamps in the philatelic section stating, "If firms who buy them sell to collectors, the Department still gets revenue, even if the patron gets a profit."

In view of the fact this issue lasted only one year, prices quoted for these stamps appear low.

# The Study Group CENTERLINE

by Frank Waite

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

**BNA PERFINs:** Michael Hargraft, Trinity College School (Staff), Port Hope, ON L1A 3W2

**CENTENNIAL DEFINITIVES:** D. Irwin, 2250 Lawrence Ave. E., #406, Scarborough, ON M1P 2P9

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

**FLAG CANCELS:** Robert Heasman, 2401-Toronto Dominion Tower, Edmonton, AB T5J 2Z1

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

**MILITARY MAIL:** Ken Ellison, R.R. #1, Oyama, BC V0H 1W0

**NEWFOUNDLAND:** C.A. Stillions, 5031 Eskridge Terrace, N.W., Washington, DC 20016

**POSTAGE DUES:** Calvin Cole, 3839 Ezie St., San Jose, CA 95111

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

**PRINCE EDWARD ISLAND:** James C. Lehr, 2918 Cheshire Rd., Wilmington, DE 19810

**Province of Canada:** Charles Firby, P.O. Box 208, Southfield, MI 48037

**RE-ENTRIES:** Ralph E. Trimble, P.O. Box 532, Stn. A, Scarborough, ON M1K 5C3

**REVENUES:** Wilmer C. Rockett, 2030 Overlook Avenue, Willowgrove, PA 19090

**R.P.O.'s:** W.G. Robinson, 5830 Cartier St., Vancouver, BC V8M 3A7

**SEMI-OFFICIAL AIRMAILS:** David A. York, 1207 Hillcrest Rd., Akron, PA 17501

**SMALL QUEENS:** Bill Burden, P.O. Box 152, Truro, NS B2N 5C1

**SQUARED CIRCLES:** Gary D. Arnold, 10533 Countryside Drive, Grand Ledge, MT 48837

**1972-78 DEFINITIVES & LANDSCAPES:** D.J. Moore, Box 29, Aylesford, NS B0P 1C0

**TRANSATLANTIC MAIL:** Dr. J. Arnell, Box HM 1263, Hamilton, Bermuda

## ON THE FRINGES

"It was a dark and stormy night" – a bit of deathless prose to add a little class to this column. Who knows, perhaps a Pulitzer! At the very least, some of the research presented in study group newsletters deserves recognition.

The **Newfie** newsletter Editor, C.A. Stillions, reminds his members that there are still a few of Bob Pratt's *Info Finders* available. Carl Newswanger has authored an article, *Newfoundland Slogans on Cover*. This is nicely illustrated, and supplies the earliest and latest known dates of usage.

The *Perforator* of the **Perfin** group has a lot of membership input. In this issue Mike Dicketts reports that a perfin (at auction) sold for \$110. Those holes can be expensive. Isaac Oelgart poses a question concerning an illustrated Newfoundland stamp. Jack Benningen contributes data and an illustration proving that W-13, with the Vancouver office code hole, was used in Toronto. A member located a cover and, with a bit of detective work, identified J4 (JEP/SON). Jack Benningen adds a method of identification to separate similar perfins. There were so many additions to last July's list of issues of types of

perfins that a new list, with the additions, concludes the newsletter.

The **Postal Stationery** group also has a busy membership. Webb P18b is a scarce card. Noted are dates of usage of six cards from the collections of Arons, Harrison and Lemire. Bill Pawluk adds a list of orders and deliveries of the 1¢ red card during the recorded period of usage of P18b. Pierre Gauthier has discovered another Lighthouse Service envelope. He also suggests that A29 and A29a may be divided on the basis of paper stock. Colin Campbell, Pierre Gauthier and Bruce McCallum report a number of ERP updates. George Manley illustrates and provides data on three new private precancels. Tom Flynn has found, and illustrates, a private postcard with exactly the same view as Official Pictorial Card #55. Are there others? The newsletter concludes with illustrations of some scarce transportation pictorial postcards.

Ah, the problems of an Editor! Bill Robinson, of the **Railroaders** had so much material that he put out an extra issue! He reports correspondence, with information, from Seymour Blomfield, Warren Bosch, Douglas Hannan, Harry

Machum, Rick Parama, Joe Smith and Don Wilson. Dr. John McCrea is studying the cross border RPOs and TPOs, and sends in some interesting data on the Eastport & Spokane run. Jim Lehr illustrates a nice piece showing DD-96 and DD-98. A member sends in an illustration of a beautiful cover with RR145 — hitherto unreproduced. Illustrations come from: Bruce McCallum, a new clerk hammer; Jim Miller, several new clerk hammers; Tom Southey, a new clerk hammer; and Gerry Carr, a cork in combination with RR66. Ed Maloney supplies a copy of Railway Mail Service Form "27. The first newsletter has bits from Ron Kitchen and some notes on the P.E.I. Railway by Bill Robinson. The second newsletter has notes from Warren Bosch, Ron Kitchen and Dr. John McCrea, but the bulk consists of two articles. The first, submitted by Bruce McCallum, is from *The Postmark* (Post Office employee magazine). It describes the daily work of the Railway Mail Clerk. The second, from Joe Smith, is extracted from the 1890 Post Master General's report, and gives details of the Railway Mail Service in Nova Scotia.

The **Re-Entry** newsletter's frontispiece, from Ralph Trimble, is of the lower right corner of a 7c Edward showing the major re-entry. Doubling is distinctly visible over the entire corner. Hans Reiche contributes two illustrations of re-entries. One is of the Die II Carmine War Tax, and the other of a 1c Admiral. Fred Moose describes re-entries on the 5c Caribou of Newfoundland. Ralph Trimble presents further data to support his opinion that the misplaced entry, submitted by Warren Bosch, is a 1c Numeral over a 10c Numeral — a foreign transfer to rival the famous 5c/6c Small Queen. Ralph presents six large detailed illustrations of re-entries on the ½c Numeral.

W.G. Burden, the new Editor of the **Small Queens** newsletter, has done a creditable job on his first issue. He needs input. George Arfken describes two misrepresented 8c RLS auction lots. He advises buyers to beware, and to be extremely cautious when buying material of this sort. W.G. Burden presents several pages of illustrations of retouches and re-entries on Small Queens. The chart of the earliest reported usages of the Small Queens is slowly filling out. This is an extremely worthwhile project.

Jack Arnell reports in the **Transatlantic** newsletter that the book is progressing satisfactorily, and that the membership has been contributing valuable information. He uses two

examples to illustrate that a knowledge of vessels, shipping dates and routes is essential to the understanding of Transatlantic mail.

I try to give just enough information about study group activities to whet your interest. If you belong to the study group, you get the details in the newsletters. If you don't — **join**. You should not only join, but you should contribute. The strength of BNAPS is its study groups. The strength of the study groups is you.

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# WEIGHTS AND MEASURES — IMPORTANT FEEDBACK

by Harry W. Lussey, OTB

Form O. 6.

Original, for the Trader.

No. 31409.

CERTIFICATE OF INSPECTION OF WEIGHTS, MEASURES, BALANCES, &c.

W. & M. INSPECTION DIVISION OF *Toronto*

Place *Punjab* Date *Dec 10* 18*87*

The undermentioned weights, measures and weighing machines, tabulated below, the property of *Wm. H. Arnold of Messing* having been found correct within the limit of error tolerated by regulation, have been verified and stamped; and those tabulated as rejected have been withdrawn. The inspection fees amounting to \$*2.15* have been paid and the stamps representing the amount affixed hereto.

On receipt of the Fees due hereon, the stamps are to be attached in this space, and cancelled by the Inspector, writing across the white portion on each the date on which they are attached, with his initials.



CLASS 1 - Weights of Metals															
Verif.	Rej.	1 lb.	1/2 lb.	1/4 lb.	1/8 lb.	1/16 lb.	1/32 lb.	1/64 lb.	1/128 lb.	1/256 lb.	1/512 lb.	1/1024 lb.	1/2048 lb.	1/4096 lb.	1/8192 lb.
✓															
CLASS 2 - Measures of Capacity															
Verif.	Rej.	Bath	1/2 Gall.	1 Gall.	1 Quart	1 Pint	1/2 Pint	1/4 Gall.	1/2 Yds.	1 Yd.	1/2 Ft.	1/4 Ft.	1/2 Ft.	1 Ft.	
✓															
CLASS 3 - Platform Scales															
Verif.	Rej.	1/2 lb.	1 lb.	2 lb.	5 lb.	10 lb.	20 lb.	50 lb.	100 lb.	200 lb.	500 lb.	1000 lb.	2000 lb.	5000 lb.	
✓															
CLASS 4 - Miscellaneous															
Verif.	Rej.	1/2 lb.	1 lb.	2 lb.	5 lb.	10 lb.	20 lb.	50 lb.	100 lb.	200 lb.	500 lb.	1000 lb.	2000 lb.	5000 lb.	
TOTAL															

Notes: - When Weights or Measures, or both, are brought for verification and are found to be correct, no fee is payable, unless they are found to be rejected, in which case the fee is payable. If a weight or measure is found to be rejected, the fee is payable in full, unless the weight or measure is found to be correct, in which case the fee is payable in full, unless the weight or measure is found to be correct, in which case the fee is payable in full.

*J. H. Brown*  
Assistant Inspector of Weights and Measures.

Figure 1 - Document showing use of 1c and 2c Blue stamps

The original article on Weights and Measures Revenue stamps, (TOPICS, May-June and July-August 1986) questioned the inclusion of the 1c & 2c Blue stamps with the 1876 issue, the listing of the 1c & 2c Black stamps with 3/2mm Red controls as an 1878 issue and the treatment

given the No Denomination Red stamp. Mentioned also was the fact that documents showing actual usage of the 1c & 2c stamps would be of great help in establishing when these various stamps were actually placed in use.

One of our members provided me with a

copy he had made of the 14 August 1879 modification of the 1875 Regulations, which established both a 2¢ and an 8¢ rate covering the lineal measuring of lengths of both Metal and Wood. The 2¢ rate applied to measurements of Wood up to 2 feet. The 8¢ rate applied to measurements of Metal from ½ yard to 1 yard with shorter lengths carrying a 2¢ charge. Details of the August 1879 modification appear in the table; there are obvious inequities in the rates set for 0.5 yard versus those for 2 feet, but this has no bearing on the problem under study.

A few days later another member wrote that he had documents carrying the 1¢ & 2¢ Blue stamps, both values of the Black stamps with the 3½mm Blue controls, and a 1¢ Black with the 3½mm Red controls. Subsequently he furnished me with negatives from which I had prints made. A document dated 10 December 1880 with the two Blue stamps (FWM 6 & 7) is illustrated in Figure 1. The other documents are essentially the same, so a description of them should suffice. This additional information from two of our members makes it possible to create a reasonably accurate picture of when these stamps were actually issued.

#### 'NO DENOMINATION' RED STAMPS

There are two known specimens of the 'No Denomination' Red Stamp showing charges of \$4.80 and \$1.60 and carrying dates of 15 August 1876 and 11 February 1877 respectively. These dates are earlier than those carried by any known used examples of the 1¢ or 2¢ Blue stamps. To date the official records have provided no details as to why the Red No Denomination stamp was issued. It is presumed that it was designed to be used when an inspector could not make up an exact rate from the stamps he had on hand. Accordingly, until proven otherwise, we must assume that this Red stamp was issued with the

Black stamps bearing the 4½mm controls in Red at the top or in the center of the design. It is possible that they might have been issued a few months after the Black stamps and were arbitrarily given control numbers from 15000 to 20000. Experience with the Black stamps and the 4½mm controls may have influenced smaller control numbers to fit more easily in the space on the stamps. Since the stamp was in Red, the matter of contrast with the control numbers arose, and Blue was selected.

#### BLUE STAMPS

The 1¢ & 2¢ Blue Stamps have, for the past thirty or more years, been listed with the 1876 Black stamps with the 4½mm Red controls. There are two very valid reasons why this cannot be correct. In the first place, there was no way these stamps could be used until the 1875 regulations were modified in 1879 (officially in 1879, but I believe another modification took place in 1878). Second, if the stamps had been issued in 1876 there would be used copies in existence dated in 1876 or 1877. No such examples are known.

The three specimens shown in Figure 2 provide the necessary support for these conclusions. These stamps prove there was a need for the 1¢ & 2¢ values very early in 1878. The stamp bearing the 4 April 1878 cancel has the very low control number of 000047, indicating usage within a relatively short period after these rates became effective. It is probable that there was an unrecorded modification of the 1875 Regulations, which created the need for the low values, very early in 1878. In any event the accepted date of issuance, 1876, is proven to be incorrect by the facts developed by the stamps themselves.

The other two stamps, which carry dates of 14 February 1879 and 17 March 1879, provide

Construction Material — Fees in Cents

Denomination	Metal		Wood	
	1875	1879	1875	1879
10 Feet	30	25	20	20
6 "	25	25	20	20
5 "	25	25	20	20
3 Feet or 1 Yard	20	8	10	5
0.5 Yard	15	8	5	5
2 Feet	10	2	5	2
1 Foot	05	2	5	2
0.5 Foot	05	2	5	2



Figure 2 – (L to R) 4 April 1878; 14 February 1879; 17 March 1879

further proof that there was need for these values much earlier than the date of 14 August 1879 indicated in the Official records. The control number 07673 on the 3/17/79 item, when compared with that of 19756 on the 12/10/80 document, indicates usage at the rate of about 7,000 per year. This was also the extent of usage during the period from 4/1/78 to 3/17/79. The 1c value was less in demand as it would normally only be used in conjunction with the 5c and 2c values to make the 8c rate. The 1c was not required for the 2c rate, although two singles or a pair may have been used on some documents.

A Weights and Measures form, bearing one of the Blue stamps dated 21 February 1878 has just come to light. This is further evidence of usage early in that year.

### BLACK STAMPS

Next we come to the 1c & 2c Black stamps with the 3/2mm Red control numbers. I have yet to see a catalog record the proper date of issue for these stamps. Some omit the date; others settle on 1878. There is absolutely nothing to support such a date. Working from my own material, the following are the earliest dates for some of the values. The 2c – 29 January 1883 with control #25729; the 20c – 23 May 1882 with control #54197; the 30c – 25 May 1883 with control #64474; and the \$1.00 – 26 April 1883 with control #59138. Late 1883 and 1884 dates are common.

We know that the control numbers on the 3/2mm red items are carried forward from the



Figure 3 – (L to R) 2c Blue; 2c Black; 20c 1876 (control #46838); 20c with 3/2mm Red control numbers

1876 issue and, in the case of the 2c Blue stamps, from the 1878 issue. The following comparisons on the 2c & 20c values shown in Figure 3 should prove interesting.

Control #23964 on the 2c Blue stamp was used on 6/30/83, and control #25729 on the 2c Black with 3½mm Red numbers was used on 1/29/83. How can the issue date of 1878 given in catalogs stand up, when the 2c Blue used in 1879 (see Figure 1) has a control number almost 16,000 lower. Similarly, if control #46838 on the 20c 1876 issue was used on 3/29/81, and #54192 on the 20c with 3½mm Red numbers was used on 5/23/82, the 1878 date in catalogs is incorrect. The correct issue date for the 3½mm Red control stamps is 1882. Usage of the 1c Black with 3½mm Red controls is known on a document dated 2 August 1895, together with a 2c Black with 3½mm Blue controls, for the 8¢ fee on metal linear measure.

## 1887 ISSUE WITH BLUE CONTROL NUMBERS

Finally we come to the 1887 issue with 3½mm control numbers in Blue. The reported issue date appears to be correct. The earliest dates I have encountered are 12 July 1887 on a 30c item, and 15 October 1887 on a \$2.00 value. A problem with this issue is that the Inspectors had become a little careless in cancelling the stamps; dates are frequently missing. A document exists dated 16 December 1897 with a total charge of \$5.68 and bearing copies of the 1c & 2c values with the 3½mm Blue Control numbers paying the 8¢ charge for a one yard linear measure.

It seems well nigh impossible to influence a change in a catalog. Publishers are very reluctant to make changes that might disturb layout or, worse, result in numbering changes. It is too bad that errors made thirty to fifty years ago continued to be perpetuated. Perhaps something will be done.

---

# MORE SKETCHES of BNAPSers

By Dr. R.V.C. Carr

## SKETCH 216

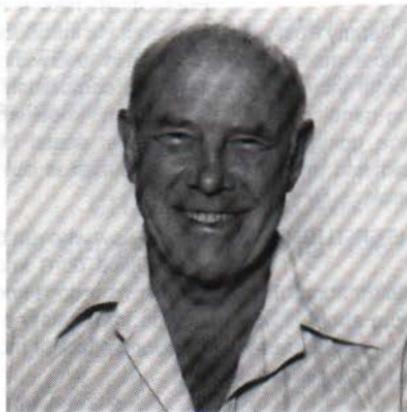
### J.M. (Jack) Wallace

After about three years, I've finally nailed Jack Wallace for a SKETCH. We are kindred souls — we both have the British Columbia collecting bug. Those who attended our convention in Calgary were privileged to see his beautiful collection (I have my eye on one particular Express cover!).

Jack began collecting at the early age of 8 — he spent 3 days and 4 nights (each way) on the Vancouver/Toronto trains with a few packets of stamps and a Gibbons album. He used to collect most everything, then unused British Empire, but now it's beautiful British Columbia and Vancouver Island colonial period, Canadian Semi-Official Airmails, and New Zealand Pigeon Post.

Jack graduated as a Civil Engineer from the University of British Columbia and worked primarily with the Water Survey of Canada, on the Columbia River Basin Study and, later on, compiling stream flow data on B.C. and Yukon waterways.

Jack and his wife Bev just celebrated their



30th wedding anniversary. Since retiring to 'the wilds' of Vancouver Island in 1976, they have missed but one of our conventions, which is a pretty good record.

I hope that Jack will let us see some more of his B.C. goodies at a show of ours in the near future.

# AN INSIDER'S VIEW OF CANADA POST — THEN AND NOW

by Mike Street

In November 1986 Canada Post's internal news watch service included in its regular dispatch to head office personnel the verbatim transcript of a radio interview with former Deputy Postmaster General Walter J. Turnbull.

Seeing the transcript jogged my memory. After digging into all kinds of boxes, I found what

I was looking for — a message from Walter Turnbull to Post Office staff which was sent to all offices in the country as part of the Post Office Weekly Bulletin dated 8 February 1947.

Walter Turnbull's ideas appear to be as valid today as they were forty years ago.

Program: NEWSDAY  
Network/Station: CBC/CBOT

Date: Nov. 5, 1986  
Time: 18:00

## FORMER POSTMASTER OUTRAGED AT CANADA POST

**CBOT:** Today's announcement will fuel one of Canada's favourite pasttimes, criticizing the Post Office. A lot of people think they can do a better job of running things. A 90 year old man in Ottawa is sure he could do better. Walter Turnbull was once a Deputy Postmaster General. He says the Post Office used to work well in his day but now it's a mess. Corey O'Kelly found out what he thinks is going wrong.

**REPORTER:** Walter Turnbull has lost a lot of respect for the Post Office. He's a former Deputy Postmaster General. He introduced regular airmail service in Canada in 1945 without a postal increase. He says the corporation is being handled by people who don't know what they're doing. He calls the latest postal hike stupid and an admission the system is out of control.

**WALTER TURNBULL:** People now who run the Post Office don't know anything about the Post Office. You don't know a thing about it. Any man who from salary and perks gets a quarter of a million dollars or more isn't fit to be in that job.

**REPORTER:** Turnbull, now 90, worked in the Post Office for 40 years, starting out as a clerk and ending up as its top bureaucrat. He says the desire for excellence, which once made Canada Post a model of efficiency, has been replaced with a desire for money.

**TURNBULL:** A worker never does anything worse or better than his boss. His boss is in it for the money, he's in it for the money. If he's in it for the sake of the job itself then the worker is also trying to do a decent job.

**REPORTER:** Turnbull says he'd love another stint in the Post Office, he says people there would be wishing him dead after the first week. He says he'd get rid of group mailboxes, stop expensive perks for department heads and rollback the price of a stamp to 20c. Turnbull says he'd make another guarantee that if you mailed a letter one day it would be delivered the next. It was done 30 years ago, he says it could be done again.

## 8 February 1947

### A message from W.J. Turnbull, Deputy Postmaster General

Good, sound workable ideas are the foundation of progress and efficiency — and our Postal Service itself is a concrete example of constructive thought and planning put to work.

The growth of Canada has gone hand in

hand with the seeking out, and the development of our natural resources and experience has shown that there is always a place for the man with a sound idea. Indeed, Emerson himself wrote that if a man made a better mousetrap

than his neighbour the world would beat a path to his door.

Let us not be too complacent in the Post Office; we might ask ourselves whether we were really developing our natural resources or whether, through lack of original thinking on our part, we are ignoring golden opportunities, because we do not prospect for ideas among our employees of all levels.

Such ideas are part of the Post Office's natural resources and we should remember that no single person or any particular group ever has "a corner" on them all. Like the gold mine up north which may lie unnoticed beneath the prospector's feet, these ideas are just waiting to be brought to light.

More and more it is becoming apparent that the round table discussion — the Staff Conference — holds an unequalled place as the clearing house for the exchange of views, the development of ideas — the settling of knotty points and the promotion of intelligent and constructive interest of personnel generally in postal matters.

In my visits to various Post Offices it occurred to me that our executives and our supervisors should be prospectors themselves — ever seeking to develop the wealth of ideas which lies all around them. That is why the Training Programme places such stress on group discussions.

Postmasters and high executives should call in their supervisory officers for free discussion, and supervisors in turn should never fail to get round the table with officials of lower classifications or seek out their individual opinions.

As you know the Round Table discussion is not only a bolster for the morale of a junior ranking officer but it is sure to increase his interest in his work by making him conscious that his opinion may be valuable, and that he is far more than a mere cog in a great and impersonal machine.

Men who are not asked their opinions are frequently, because of diffidence, etc., quite unlikely to volunteer them, and yet they may be full of good workable ideas which need only be encouraged to be brought out.

An old timer, for instance, working at the same sorting case year after year, following some traditional process — perhaps long since obsolete — he might not be able to tell you why he does his work in that particular way — but he might tell you how that work could be more efficiently arranged in view of changed conditions. Many a time a junior can supply a fresh viewpoint.

The chilling thought may occur to a supervisor that to ask the opinions of subordinates — or if one is a subordinate — to offer an opinion or suggestion — might imply a criticism of existing methods of management. It must never be thought that the Post Office has already reached perfection in its operations, and that it would regard any constructive criticism as a challenge of the existing order — and not far short of a form of heresy. No system, however sound, is beyond improvement and no criticism, offered in a constructive manner is something which we must shun at all costs.

On the contrary the whole history of our civilization — including our present democracy has been based on change, innovation, new ideas, and the courage to scrap old ideas and put new ones into practice.

"Old order yieldeth changing place to new" expresses this thought in its clearest sense.

If the Post Office had feared criticism on the grounds of innovation postal service would have stopped before the post chaise succeeded the mounted courier, or the steam vessel the slow old sailing packet, but today we see ourselves in the age of Air Mail, new methods — new procedures, and new ideas.

Since the Postal Service as a whole does not fear any constructive idea which will improve its facilities, no executive or supervisor should object to any critical suggestion which will improve the work of his division or section. By all means let us develop the round table conference and also encourage our personnel, as individuals, to offer constructive opinion anywhere and at any time.

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# RAMBLING THROUGH THE RECORDS

by Allan L. Steinhart, OTB

*Editor's Note: In the course of his extensive research into Canadian Postal History, Allan Steinhart has perused thousands of documents relating to the operation of the postal system.*

## The Nesbitts

Post Office Department

Department Circular No. 18 February 1, 1860

1. "Letter Envelopes impressed with medallion stamps bearing the Effigy of Her Majesty, and equivalent to the prepayment of postage to the amount of 5 cents and of 10 cents respectively, are now being issued for sale to the public.

2. "When a letter covered by a stamped Envelope is posted, it is to be treated, as respects the claim to prepayment, as a letter prepaid in money, or by ordinary postage stamps, to be the same amount as the impressed medallion stamp would be.

3. "The impressed medallion stamp must be immediately and effectually cancelled when a stamped envelope is posted, and if this duty be omitted by the mailing Postmaster, the error must be reinforced by the forwarding or delivering Postmaster. . .

*In this issue we begin a regular column of short excerpts from these documents. We think that the information, on a wide variety of subjects, will be of interest to our members.*

4. "Any Postmaster can, upon application to the Dept. obtain a supply of stamped envelopes for sale.

5. "The 5 cent envelopes will be issued to Postmasters at Four Dollars per 100 and are to be sold by them to the public at the rate of Five Dollars and a half per 100 or 66 cents per dozen. The 10 cent envelopes will be issued to Postmasters at Eight Dollars per 100, and are to be sold by Postmasters to the public at the rate of Ten Dollars and a half per 100 or \$1.26 cents per dozen.

9. "A stamped envelope cannot be twice used nor can the medallion stamp be accepted in prepayment of postage if separated from the envelope of which it may have formed part.

10. "When a stamped envelope letter is posted for a destination to which the proper postage rate exceeds the impressed stamp, the balance of postage required to complete the prepayment may be made up either in money or by ordinary postage stamps."

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## CORRECTION — NS OVERPRINTS



*Type B*



*Original*

In *The N.S. Overprints on the Third Bill Issue* in the last (March-April 1987) *TOPICS*, the captions on the two photos were inadvertently reversed. For clarity, they are shown again above. The used 'Type B' stamp (dated, with initials) is on the left. The unused 'original' is on the right. It is suggested that members mark the article in the last issue to indicate the correction. Our apologies to author Harry W. Lussey, OTB and to our readers for this error. — *Ed.*

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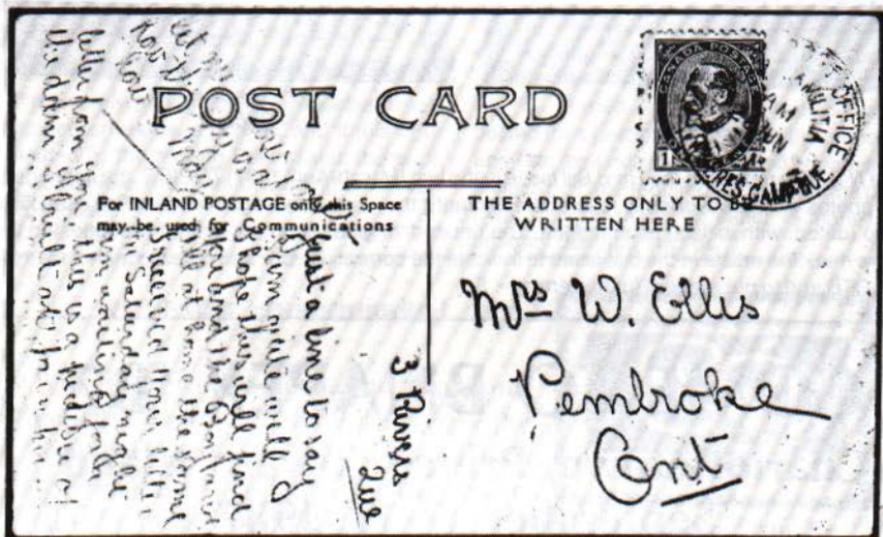
# RARE MILITIA CANCEL FOUND

Not often does one come across a strike of the rare Trois Rivières Militia Camp marking. This 29 mm hammer was proofed 3 June 1911, as illustrated. Usage is now recorded on 28 June 1911. The camp was open for militia training during 1911, but precise dates of operation that year are unknown at this time. During 1915 the Post Office was again utilized, opening 1 August and closing 1 December.

An October 1980 survey by the BNAPS Military Mail Study Group turned up only one strike of this elusive marking, used during Jun/Jul 1914. It is most interesting that, 75 years after the hammer was proofed in 1911, only two strikes have been recorded.

Thanks to the Greenwood Stamp Company

of Carleton Place, Ontario, which purchased this item recently from James W. Brennan of Ottawa, it now graces a page in the Militia Covers collection of E.R. (Ritch) Toop.



## SUPPORT TOPICS' ADVERTISERS

# REGIONAL GROUP RAMBLINGS

by Jim Goben

**REGIONAL GROUP COORDINATOR:** Dr. Robert V.C. Carr, 117 Robin Hood Way, Youngstown, OH 44511

**REGIONAL GROUP REPORTER:** Jim Goben, 304 W. Lincoln St., Bloomington, IL 61701

**PRAIRIE BEAVERS:** Howard Twichell, 5200 Keller Springs, No. 530, Dallas, TX 75248

**CALGARY:** Phillip Wolf, 636 Woodbine Blvd. S.W., Calgary, AB, T2W 4W4

**NORTHERN CALIFORNIA:** Garvin Lohman, 1541 Sacramento St., Apt. 3, San Francisco, CA 94109

**MID-ATLANTIC:** G.H. Davis, Box 7, Fawn Dr., Lebanon, NJ 08833

**GOLDEN HORSESHOE:** Eugene Labiuk, P.O. Box 1193, Stn. B, Mississauga, ON L4Y 3W5

**DETROIT-WINDSOR:** Mike Barie, P.O. Box 1445, Detroit, MI 48231

**MANITOBA-NORTHWESTERN ONTARIO:** Robert Lemire, P.O. Box 549, Pinawa, MB, R0E 1L0

**PACIFIC-NORTHWEST:** Brian Plain, 230 Robson Rd. W., Kelowna, BC V1X 3C8

The **Prairie Beaver** chapter reports their January meeting, hosted by Ed Richardson, was another success. This weekend started with an open house on Friday evening, followed by a Saturday meeting and dinner. A Sunday breakfast and lunch finished a fun-filled weekend.

On a sad note the passing of Donald Maki-nen was reported in the same newsletter. As most of us know, Don was the BNAPS Librarian. His death brought about an editorial concerning the importance of leaving directions for your heirs on disposal of one's collections.

The March meeting was hosted by Fred Hol-lenbeck, Preston Johnson, and Harry Dingenthal in North Dallas. Jim Hennok, the well-known Toronto dealer, was the speaker and discussed fancy cancels.

One of the benefits of belonging to a regional group is the newsletter. The last two issues of the *Beaver Chatter* contained articles on Close-up Photography used in philately, International Express Mail, Timemark Practices of the 1890's in Sherbrooke, Que., and Hamilton 2-ring duplex cancels. Good information to add to your personal library.

The **Mid-Atlantic** group met at Springpex in Springfield, Va. the last weekend of March. The call went out for members who planned to attend to bring some items from their collection for discussion. Leo LaFrance won a Vermeil at

Aripex 87 for his exhibit on 'Cross Border Covers'. Congratulations Leo.

The **Golden Horseshoe** group gives room in its newsletter for want ads. A good idea and a good way to keep dues down. Another sad note from this group: Boris Morgau, a columnist on Canadian philately, has passed away.

The program for the February meeting was given by Gray Scrimgeour, who spoke on 'Mails of the Yukon Gold Rush'. The current membership is now 43, a growing and vital group.

The **Manitoba-Northwestern Ontario** group met Feb. 21 in Winnipeg. Beverlie Clark spoke on the 'Postal History of the 1898 Map Stamp of Canada'. A good time was had by all.

Next issue we will have a full report from the **Pacific-Northwest** group's March meeting in Everett, Washington. I understand that they had a terrific turnout. They are gearing up (already!) for their October 3-4 meeting at the Lodge Inn in Kelowna, BC. Bob Lee will again hold an auction in conjunction with the meeting, an extra added attraction greatly appreciated by the group.

Don't forget that we have deadlines to meet. Information for the July-August issue should be on the way to me right now. For the September-October issue, the deadline is July 15.

Join a group — if one is not near form one.

## BNAPS WANTS NEW MEMBERS!

# The Canadian Re-entry Study Group

by Ralph E. Trimble

## A BELATED DEDICATION

When I'm feeling 'down', or going through a particularly bleak period of 'finding nothing at all', one thing that never fails to revive lagging interest is to sit down with a pile of back issues of journals and re-read what has been written about various re-entries over the years.

I found myself doing just that recently, and thoroughly enjoyed 'rediscovering' all the terrific information that lies buried in these small treasures. I particularly enjoyed re-reading Peter Hurst's articles on the Small Queens. His extensive work on the 6¢ yellow brown Major re-entry, when attempts were still being made to plate it, comes to mind, not to mention his columns on a multitude of 2¢ re-entries, including the Major and the latents. I have to admit his many articles, with actual photographs of the stamps being discussed, really attracted me and helped to pave the way for my own interest in stamp photography. When I reached the bottom of that stack of journals I made a note to myself to look up Mr. Hurst's address and drop him a line.

My thirst still not quenched, I decided to look through the last few volumes of *TOPICS* and *MAPLE LEAVES* just to be sure I hadn't missed anything on re-entries. (There was a really busy time a year or so ago when I found I hadn't time to read them carefully, if at all.) It was then that I discovered something that really saddened me, something I had missed at the time.

In the April 1984 issue of *MAPLE LEAVES*, on the page titled 'Amendments to Membership to 6th February 1984', Peter J. Hurst was listed as deceased. Here I had been enjoying a relaxing afternoon reading his articles, only to discover that he had passed away and I didn't even know it!

But why didn't I know it? Surely after all those years of writing terrific articles for *TOPICS*, there would have been an announcement or tribute of some kind! Had I missed that too? I immediately checked through 'From the Secretary' in *TOPICS* right back to 1983, but found no mention in the 'Deceased' sections. I double checked, but still nothing. I decided to go further back, and then discovered, in the July-August 1982 *TOPICS*, that Hurst had been dropped from the rolls of BNAPS "for non-payment of 1982 dues".

What a thing to happen to such a prolific writer, a man who made a tremendous contribution to our hobby. *CANADIAN PHILATELY, BIBLIOGRAPHY and INDEX 1864 - 1973*, and its *SUPPLEMENT*, list 48 articles by Hurst! There are only ten other authors with more articles to their credit in the whole book! And his passing was missed simply because his membership had lapsed!

This is pure speculation, but I can't help wondering if health problems were responsible for his not keeping up his BNAPS membership? I don't know the exact date of his death, but based on the *MAPLE LEAVES* listing, it was likely sometime in mid to late 1983, not very long after his membership lapsed.

Well, Mr. Hurst, this may be rather late, but I would like to sincerely thank you for all the fine work you did which inspired me and a great many others to collect re-entries. Your contribution to the philatelic world, and Canadian re-entries in particular, form a fine legacy for which you and your family should be quite proud. I know I speak for all re-entry collectors when I say that we shall miss you.

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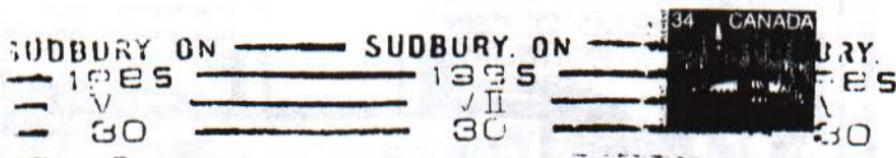
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# IMPLEMENTATION OF TWO-LETTER PROVINCE AND TERRITORY SYMBOLS ON CANCELLING DEVICES

by Mike Street



In the late 1970s cancellation collectors noticed that Canada Post was beginning to change a long standing practice. The traditional abbreviations for the names of provinces and territories were being replaced by new abbreviations consisting of only two letters, for example, ON for Ontario and PE for Prince Edward Island.

Postal officials, when questioned, related this change to postal mechanization. Sources revealed, however, that the 'symbols' were actually the result of a compromise. In the continuing effort to use both of Canada's official languages equally on just about anything owned or produced by the Government, a stumbling block was the fact that French and English abbreviations for the names of the provinces and territories are not the same.

Since there is only a limited amount of space on a mail cancelling device, 'two-letter symbols' were devised; the theory was that if something totally new was invented for the purpose, no one would be offended. The fact that these were not *new* abbreviations was stressed by the Post Office, ever conscious of peoples' tendency to resist tampering with patriotic identifiers.

Cancellers with 'two-letter symbols' are known as early as November 1979, and the list of symbols given below was contained in the 1-1-82 Canada Postal Guide. It appears, however, that not all the troops were informed about the changes right away. The list is followed by correspondence dated mid-1984. It is believed that these memos constitute the first official notice to Canada Post employees in the field that use of the 'two-letter symbols' was now official policy.

Canada Postal Guide 1/1/82  
Topic: Address Abbreviations  
Key Subject: Addressing

## Section 3.32

Province and Territory symbols are: \*

- |                         |     |
|-------------------------|-----|
| • Alberta               | —AB |
| • British Columbia      | —BC |
| • Labrador              | —LB |
| • Manitoba              | —MB |
| • Newfoundland          | —NF |
| • New Brunswick         | —NB |
| • Northwest Territories | —NT |
| • Nova Scotia           | —NS |
| • Ontario               | —ON |
| • Prince Edward Island  | —PE |
| • Quebec                | —PQ |
| • Saskatchewan          | —SK |
| • Yukon                 | —YT |

1984-06-15

To: All Divisions

## DATE STAMPING EQUIPMENT

The Official Languages Office has requested that we provide information on the use of non-standard date stamps in the system and a tentative replacement schedule.

Their concern is with those stamps where the provincial symbol is not consistent with that shown in the Canada Postal Guide, Section 3.32. There is no doubt that some offices still have date stamping equipment which does not conform.

We already know that the recently acquired Klussendorf machines all have the correct two letter symbols. We also know what impressions are in use in the offices which have CFC's.

There remains to be surveyed such equipment as Pitney Bowes Model G & GG, Model K, Model HD2 cancelling machines as well as steel date stamp hammers, roller daters and rubber date stamps.

To enable us to respond to the enquiry, would you please undertake a survey of your offices to determine the location and number of items in use which do not conform, and when they are due for replacement. This is needed to determine the duration of the phase-in and associated costs.

Any date stamping equipment which is being replaced must be ordered with the two-letter provincial symbol and not the conventional abbreviation.

H.O. Byleveld  
Senior Director  
Mail Processing Systems

1984-06-22  
To: Official Languages  
NON-STANDARD DATE STAMPS

This is to confirm that we are tackling the above problem in the following stages:

1. All new equipment will be ordered with the new approved symbols.
2. All existing machines will be surveyed during June/July for conformity of stamps; any non-conforming dies will be replaced on a failure basis. This will take a maximum of 2 years.
3. A survey will be made simultaneously for hand stamping tools. Frequently used ones will be replaced over a period of 2-3 years. There will, however, be stamps in very small offices that escape our survey. Their use should be minimal and it will take years before they come to the surface. They will be replaced on an on-going basis.

H.O. Byleveld  
Senior Director  
Mail Processing Systems

1984-July-04  
TO: Managers, Postal stations and  
Depot Supervisors  
Superintendents: Counters/Fleet/  
Lettercarriers  
Counter Supervisor Station A  
Superintendents: Maintenance/Day  
Processing/Evening Processing/  
Night Processing

Re: DATE STAMPING EQUIPMENT  
The following request has been received from Huron Division:  
"From time to time we review our stamping equipment which should have the Provincial

Symbol shown in the Canada Postal Guide Section 3:32.

Would you review your equipment such as Pitney Bowes Model G & GG, Model K, Model HO 2 cancelling machines as well as steel date stamp hammers, roller daters and rubber date stamps to ensure conformity.

Any date stamping equipment which is being replaced must be ordered with the two-letter Provincial symbol and not the conventional abbreviation."

Would you please forward your replies to Room 420 by July 10, 1984, for onward submission to the Division. Your co-operation is appreciated.

(Mrs.) M.E. Miller  
Manager, Finance and Administration  
Hamilton, Ontario

\* Some Canadians, both within and outside Quebec, were offended that the 'symbol' for that province - PQ - was also the initials of the separatist party then in power in the province. In 1985 a campaign to get Canada Post to allow the letters Qc to be used as an alternate for PQ as the symbol for Quebec was successful.

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# CIVIL CENSORSHIP IN CANADA DURING WW I — AN UPDATE

by Allan L. Steinhart, OTB

## APRIL 1916 NEUTRAL CENSORSHIP

Since the publication of my book *Civil Censorship in Canada during WWI* sixteen new pieces from the first 1916 censorship to neutral countries have been reported. All were to or from the United States. The period of their censorship falls within the period established in our study, i.e. April 1916. Seven were from Canada; nine were to Canada.

Type 1 tapes were found on two covers to the USA and on one from the USA to St. Thomas, Ont. This fits in with previous theories. The cover to St. Thomas has the tape over the top; the other two, mailed at Toronto, had tapes placed normally, over the end. The two Toronto covers carry pencil manuscript censor's numbers, #187 and #411.

Type 2 tapes were found on six of the pieces, one each from Quebec (Montreal) and British Columbia (Greenwood) to the USA, and four from the USA to Canada. The incoming covers bearing Type 2 tapes were addressed to Saskatchewan, Quebec, Northwestern Ontario (Port Arthur) and Waterloo, Ont. This information does not change any earlier theories. The cover from Montreal has a manuscript censor number '355' in pencil; the tape on this cover was placed flat on the reverse, while on the other five the tapes were over an end.

The cover with a Type 2 tape from Greenwood, B.C. to the USA, carrying a manuscript pencil '179' censor's number, is another example of free registration. It is endorsed 'Cheque 5.60/172' on the reverse, with an R in an oval and Canadian and United States registration numbers. The cover is franked 3 cents. It was censored at Vancouver, and a Vancouver datestamp is over the censor tape.

Six new covers, all postcards, have CENSORED handstamps. One of these was sent at the printed matter rate, the rest are normal first class rated postcards. Two are from Canada to the USA; four, including the printed matter item, were mailed in the opposite direction.

The last piece from this period is a bit unusual. It is a #10 envelope from Quebec to the USA, with a damaged Post Office label used

provisionally as a censor tape. There is a CENSORED handstamp on the label, and a pencil endorsement 'Opened by Censor'. Only two other provisional censor tapes used in this period have been found. The 31mm x 5 mm handstamp is in turquoise.

Except for this provisional usage and the free registered cover, all our new 1916 censorship reports fit into previously reported data.

## APRIL 1917 GENERAL CENSORSHIP

Thirteen new covers from the April 1917 general censorship to neutral countries, have been reported. All were sent from Canada to the United States. Covers from Toronto and Hamilton were found with Type 1 tapes. Type 2 tapes were found on covers from Alberta, Quebec, New Brunswick, British Columbia, Saskatchewan, Nova Scotia and Manitoba. One cover from Winnipeg was found with a CENSORED handstamp which is similar to one previously reported in this period. One item was a postcard with a CENSORED handstamp from Quebec.

The Type 1 tape cover from Toronto was registered. It carries two Toronto censor's handstamps, 'TO-407' and 'TO-406'. It is the only reported 1917 period Type 1 tape registered cover, and the only one from this period with two different censor handstamps. Both are new censor numbers. The Hamilton Type 1 cover also bears a new censor number, 'No. 21 - HN'.

Censored covers with TYPE 2 tapes have now been reported from the Edmonton and Saskatoon censorship stations; 'EN' was the code used for Edmonton, and 'SN' for Saskatoon. This fits in with our previous theory on the censorship station code. Among these covers the following are the censor numbers found: No. 3-EN, No. 51-ML, No. 15-SJ, No. 21-SN, No. 22-VR, No. 1-W, No. 67-OA, No. 29-HX, No. 5-CY, No. 43-WG and No. 15-WG. All are new except the No. 15-SJ which was previously reported. The TYPE 2 Winnipeg cover is similar to previously reported covers with two different censor's handstamps.

One most unusual cover, cancelled at Lipton, Sask. and addressed to New York State, was not censored in Saskatchewan or anywhere

out West, but was censored in Ottawa. It bears a No. 67-OA censor's handstamp. Normally a cover was censored at a local district censorship station and not sent this distance for censorship. Was it spotted en route or was it referred to Ottawa for some other reason?

A second cover in this group has some unusual features. Originating at Donald, Alta. on 30 March 1917, it was censored at Saskatoon with a No. 21-SN censor's handstamp, and censored again at Winnipeg where a No. 1-WG censor's handstamp was applied. The cover also bears a Winnipeg Apr 4 Branch Dead Letter Office oval datestamp and is endorsed — 'Opened in error — suspected to contain coin' — with two different sets of censor's initials. There is no indication if the cover was forwarded to its destination or was returned to the sender under cover. It was probably forwarded to the addressee.

### 1917-1919 GENERAL NEUTRAL CENSORSHIP

In regard to the censorship to neutral countries in general which commenced in 1917 and lasted until 1919, 13 new pieces have surfaced. Addressed to Switzerland, Brazil, Spain and Panama, they have Type 3A censor tapes. Panama and Spain are countries to which censored covers were not previously reported. The cover to Panama carries the tape of Censor 211, which was previously reported used to Brazil and Mexico; the cover to Spain has the tape from Censor 205, previously reported to Holland, Denmark and Switzerland. Among the new tapes recorded were censors 208 and 217, both on covers addressed to Switzerland.

Sweden was also a new country to which a censored cover with a type 3A tape was found; Censor 203, previously recorded used to Denmark. Censor 210, which was previously recorded to Holland and Denmark, was recorded also used to Brazil and Switzerland. The C. 210 Type 3A censored cover to Switzerland was from Dashwood, Ontario dated 4 May 1918 and was registered, only the fourth such registered cover.

Two pieces from this censorship were found with CENSORED handstamps. One was a postcard from Montreal to Holland dated 29 March 1919 in purple, 34mm x 4mm. The other was a cover to Holland from Toronto, in purple, 45mm x 4mm. This last was a printed matter rated envelope with two strikes of the CENSORED handstamp, one on the reverse.

Thirteen new pieces to and from the Orient

were found censored. Five of these were postcards from the Japanese offices in Moukden, China to New York, with the CENSORED handstamp, in purple, 46mm x 6mm. Five pieces had Type 2 tapes; two from China, one from Japan and two from the United States Postal Agency at Shanghai, all addressed to the United States. Vancouver censors No. 56, 77, 80, 104, and 112 in purple or blue were used. One piece from China to the USA was found with a Type 3A tape, censor number C. 343, used in July 1918. Four additional pieces were found with Type 3B tapes, C. 413 on a cover from Canada to China, C. 370 and C. 332 on covers from China to the United States, with the C. 332 cover being registered, and C. 458 on a cover from Japan to Canada.

This last cover is one of the most interesting civil censored covers we have run across. It is dated in March 1919 and is from a member of the Canadian Expeditionary Force to Siberia, mailed in Japan through the civilian mails. A second cover from the same correspondence, mailed from Siberia with the Canadian military Siberia datestamp, accompanied it. In addition, a Type 4 tape, Censor 444, was found on a cover dated 11 November 1917 from Japan to the United States.

### UNUSUAL ITEMS

Several unusual things have come up in this new material, to add to my handbook study of Canadian Civil Censorship in WW I. One of these was a postcard from Bridgewater, N.S. to the United States, dated 1 July 1917, with a manuscript endorsement 'Passed by Censor', which was circled and initialled 'EMO' by the censor. This card does not fit into any time period of censorship to the USA and does not fit into any other category. It stands by itself unless it is a forgery, but it does not appear to be so.

Another piece which is unusual is a postcard from Halifax to Edmonton, Alta., dated 31 October 1914, from a Canadian soldier going overseas. On the reverse is a photoview of Halifax harbour and a troopship and naval vessel. There is a blue handstamp PASSED BY CENSOR with script 'A.S.D.' underneath, measuring 33½mm x 15mm overall and 33mm x 3½mm on the top line. Whether this was a civil censor or a military censor remains to be solved; it was probably a military censor.

### PRISONERS OF WAR

A number of covers to and from Prisoners of

War and internees in Canada were obtained. These had civil censorship handstamps and/or tapes, in addition to other censorship markings. One item was from a German P.O.W. in Morrisey Camp, B.C. to Switzerland in 1918 with a 'Passed by Internment Censor, Morrisey, B.C.' censor handstamp and a Type 3A C. 217 civil censor tape applied flat on the reverse.

Six covers were from Germany to German POWs at the Prisoner of War Camp at Amherst, Nova Scotia. Three, processed by Censors C. 204, C. 209 and C. 220, have TYPE 3A tapes applied flat on the back of the envelopes, and carry 'Amherst Internment Censorship' handstamps as well.

The other three covers from Germany to POWs in Amherst Camp have CENSORED civil handstamps, all 34mm x 5mm, one in purple and two in turquoise. One of these was struck on the reverse of the cover and the other two on the face. One also bears a United States military censor and is dated 19 December 1918 (after the end of the war), while a second, dated 3 December 1918 has no foreign censor markings. The third piece bears a German military censor handstamp. All three also bear 'Amherst Internment Censorship' handstamps.

In addition to the above there were two items from German POWs which received civil censorship treatment. One was from Amherst Camp to the USA, with the same CENSORED handstamp, 34mm x 5mm in turquoise, on the special POW lettersheet, with an 'Amherst Internment Censor' handstamp added.

The last piece is most unusual. It is from a Prisoner of War or Internee at Kapuskasing, Ontario and is addressed to Toronto, with a 'Kapusking Internment Censor' handstamp. Flat on the reverse is a Type 3A tape from censor C. 214 which is tied with an Iroquois Ont. AM 11 March 1919 datestamp. Censor 214 is a new one. This is the only cover used internally in Canada with a civil censorship tape that I have recorded. Furthermore, the Iroquois datestamp is illogical. If the cover came from Kapuskasing to Ottawa for civil censorship and then was sent on to Toronto, why was it date stamped in transit at Iroquois?

A number of new and significant items in our study of Canadian Civil Censorship in WW I are reported above. I am sure more will surface in the future.

P.S. As always when one finishes an article, one

immediately finds items to add. Most can be left for a future article, but two are of significance. The first, dated 17 April 1916, from the first general censorship period, was mailed at Maple Creek, Sask., addressed to the USA. A blank tape over one end has a blue CENSORED handstamp, 60mm x 6mm, with seriffed letters.

The second cover is unique so far. It is another of the free registered censored covers, mailed at Vancouver 12 April 1916 and franked 3 cents to the USA. It is endorsed 'Cheque 34.46' on the reverse and there are manuscript censor's initials. A Type 2 tape applied over one end is tied, front and back, by Vancouver datestamps. In addition, there is an oval R registration handstamp and proper registration numbers. What makes this cover most unusual is a large black '5' handstamp, which probably signifies 5 cents for registration but which was paid by no one. This is the only cover censored and free registered reported with such a handstamp.



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# THE TRANSATLANTIC STUDY GROUP

by Jack Arnell

## THE IMPORTANCE OF SAILING DATES AND ROUTES

Ever since I first became interested in early transatlantic letters, I was more concerned about the vessels carrying them than in the various markings, which generally could be worked out from existing handbooks, postal tables and other references. This was because I found that some of the instructions on letters regarding the desired routing and carrier were not followed, for a variety of reasons, and the letters went by quite different means. Too often these instructions are accepted by collectors writing up such letters, thus compounding errors from the past.

It was for this reason that my *Atlantic Mails* devoted nearly 150 pages to the sailing dates of the Falmouth packets and the early contract steamers serving Halifax, and that the forthcoming Hubbard and Winter book, *North Atlantic Mail Sailings, 1840-75*, will be so important to postal historians. It is hoped that the gaps in my Falmouth packet dates, those of the American and other sailing packets, and of the pioneer steamers will be collected in the course of time and appear as sections of the handbook which our study group is preparing.

Two examples have recently come to my attention which illustrate the problem of accepting at face value instructions written on letters. They seem worth being described for the information of members.

I was recently offered, at a very high price, a stampless letter from Montreal dated 27 June 1838, but postmarked 29 June, to London, England. The letter was prepaid to New York and carried the instruction: "P Steam Ship Sirius from New York or P first Packet for Lpool". It was datestamped at New York on 2 July, and backstamped with a boxed 'LIVERPOOL/SHIP LETTER' and a London arrival stamp of 23 July.

The accompanying text stated that the letter was "from the eastbound leg of the second voyage and is possibly the only surviving letter from this historic vessel" — hence the price! This unfortunately was not true, as I informed the dealer, because the *Sirius* sailed from New York on 1 July, the day before the letter was datestamped there, for London. She called in at Plymouth, where the Mails were landed on 16 July and stamped as Plymouth Ship Letters, reaching London on 18 July, the same day as the *Sirius*

arrived there.

I have an almost identical 22 June 1838 letter from Montreal (without any instructions on it), which was datestamped at New York on 29 June, which went on the *Sirius* and is backstamped as a Plymouth Ship Letter, with an 18 July London arrival datestamp. This is illustrated on page 90 of Hennek's publication of my B.N.A. transatlantic stampless letters.

The second example shows some creative imagination, when logic should have prevailed. This was a stampless cover from Salem dated 1 June 1840 to Lincoln, England, marked "Per Steam Ship Unicorn". It was datestamped at Halifax on 15 June and rated 1/- Stg. postage due (the newly established British packet rate from either Boston or Halifax). The write-up recognized that the *Unicorn* was sailing from Boston to Halifax on this occasion, but rather than treating the letter as coming from Salem, Massachusetts, it was treated as having come from one of the three Nova Scotian villages of that name. The suggestion was that the *Unicorn* had called at one of them on the way to Halifax (10-12 June), although only that near Yarmouth could even conceivably have been a port of call.

On the other hand, Salem, Massachusetts, is only about 15 miles from Boston. Further, the letter was written on the day that the *Unicorn* arrived at Halifax, a stop on her maiden voyage to Boston. There was much publicity about this, and the arrival two days later at Boston, with banquets, toasts, and much speech-making in Boston. What more likely course for a letter-writer in that area but to decide to send the letter by the first direct mail service to England, which meant taking it to Boston and delivering it to the *Unicorn*.

This is confirmed by the fact that the letter was carried outside the Mails to Halifax and handed in at the post office there. At Halifax, it was put with the rest of the outgoing packet mail, to be datestamped on the day that the Falmouth packet *Peterel* was due to sail. Withholding the stamping until the sailing date seems to have been the general practice at the time and may have been related to the uncertainty of the arrivals and departures of sailing vessels.

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**BNA TOPICS:** See Page 2

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# From the Secretary

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P.O. Box 1070  
HAY RIVER, NWT  
CANADA N0E 0R0

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

**REPORT DATE: 15 APRIL 1987**

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- R4593 SAWATZKI, George H., 41 Rigel Road, Ottawa, ON, Canada K1A 0A1  
C Canada Mint & Used, Military and '39 Royal Train  
Proposed by: A.B. Bowles, 3187; Seconded by: D. Gronbeck-Jones, 2830
- R4594 JOYNER, G. William, #202 5219 52nd Street, Yellowknife, NT, Canada X1A 1T8  
C B.C. Postmarks & Postal History, Admiral & Centennial Issues  
Proposed by: Secretary
- R4595 JEHLE, A.E. Buzz, 31 Park Place, Darien, CT, USA 06820-5304  
C/D Queen Elizabeth II Definitives & Varieties  
Proposed by: Daniel J. Moore, 4255
- R4596 PYTELA, Milos, Namesti 2, Holice, Czechoslovakia 534 01  
C Large and Small Queens, Canada General  
Proposed by: Secretary
- R4597 JOHNSTON, H. Winston, 63 Newland Crescent, Charlottetown, PEI, Canada C1A 4H6  
C Canada, P.E.I., Newfoundland  
Proposed by: Doug Murray, 2949
- R4598 HOOD, Stephen M., 116 John St., Weston, ON, Canada M9N 1J8  
C Canada — Errors and Varieties  
Proposed by: Secretary
- R4599 GORDON, Mrs. Theo P., 441 Helmsdale Ave., Winnipeg, MB, Canada R2K 0W5  
C Cancellations and Tagged Stamps  
Proposed by: Bill Pawluk, 2578; Seconded by: Robert Lemire, 2975
- R4600 GORDON, W. Norman, 441 Helmsdale Ave., Winnipeg, MB, Canada R2K 0W5  
C Ships on Stamps  
Proposed by: Bill Pawluk 2578; Seconded by: Robert Lemire, 2975
- R4601 WOODRING, John, 2194 Glencoe Drive, Orange Park, FL, USA 32073  
C Newfoundland  
Proposed by: Edward Wener, 3591; Seconded by: Al Steinhart, 2010
- R4602 LAFONTAINE, Jean, Box 595, Boucherville, QC, Canada J4B 2C3  
C 1972-6 Portraits & Landscapes, QE II Varieties  
Proposed by: Daniel J. Moore, 4255; Seconded by: Secretary
- R4603 GEOFFROY, Peter, 35 Willow Road, Dunderum, Dublin, Ireland 16  
C Canada — Fancy & 19th Century Cancels, QV Postal Stationery  
Proposed by: Robert Lee, 2470
- R4604 BARKER, Al, Box 1433, Station "B", Ottawa, ON, Canada K1P 5P6  
C Canada — Postal History, Used Blocks and Postmarks  
Proposed by: E.R. Toop, 3400; Seconded by: J.E. Kraemer, 774
- R4605 ARN, John D., 16924 Marlborough Circle, Minnetonka, MN, USA 55345  
C Canada — Mint, Booklets and Prefins  
Proposed by: Secretary
- R4606 DURBANO, Patrick, 34 Dennis Avenue, Toronto, ON, Canada M6N 2T6  
C Perfins, Squared Circles and Small Queens  
Proposed by: J.H. Talman, 2884; Seconded by: V.W. Carmichael, 2941

- R4607 BALES, Dick, P.O. Box 807, Geneva, IL, USA 60134  
C Prince Edward Island, Newfoundland, Nova Scotia  
Proposed by: Secretary
- R4608 NEU, Arthur M., Box 106, New York, NY, USA 10034  
C  
Proposed by: Secretary
- R4609 NUGENT, John Ross, 603 No. Grant Street, Hinsdale, IL, USA 60521-3343  
C  
Proposed by: Gary D. Arnold, 3674; Seconded by: Secretary
- R4610 EULL, William H., 508 Ontario St., Toronto, ON, Canada M4X 1M7  
C Perfins, First Flight Covers  
Proposed by: Mike Hargraft, 4213
- R4611 MANAGHAN, Robert H., P.O. Box 1783, Kitchener, ON, Canada N2G 4R3  
C/D First Flight Covers, Canadian Postal History  
Proposed by: A.A. Shaman, 4305; Seconded by: C.L. Hogg, 3404

#### NEW MEMBERS

- |                           |                           |
|---------------------------|---------------------------|
| R4582 GILLAM, Lionel F.   | R4589 COLLIE, William M.  |
| R4586 KEENLYSIDE, John S. | R4590 RUSSELL, William M. |
| R4588 FOSS, Sandra E.     |                           |

#### APPLICATIONS FOR MEMBERSHIP PENDING

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

- |  |                           |
|--|---------------------------|
| R4526 WOHLGEMUTH, Robert E.            | R4566 BUTT, John G.       |
| R4527 KREUTZER, Frank A.               | R4573 WISEMAN, James P.   |
| R4531 JOHNSTON, R. Barry               | R4574 SMITH, Michael J.   |
| R4533 THOMPSON, Fran M.                | R4575 SLEZAK, Richard J.  |
| R4548 CREIGHTON, Richard W.            | R4576 REMAKEL, John E.    |
| R4551 ROUGERE, John Joe, Major (Ret'd) | R4578 CAMMARATA, Carl J.  |
| R4552 MURDA, Boyd J.                   | R4580 KONING, Steven M.   |
| R4553 GRUNIN, Robert E.                | R4583 KIDD, Terence R.    |
| R4555 PAQUETTE, Marcel                 | R4584 EVANS, Douglas M.   |
| R4558 FALLON, Brad J.                  | R4585 BRACE, L. Stephen   |
| R4559 PAUL, Gary                       | R4587 CRAIG, Gordon       |
| R4562 PIERCEY, John                    | R4591 THOMAS, Gary L.     |
| R4563 SEMSROTT, David O.               | R4592 GUNNARSON, David J. |

#### REINSTATED

*Includes previous 'Mail Returned' - address now supplied*

- R3693 HUTTON, David Greig, 295 Edgewood St., Unit 43, Sarnia, ON, Canada N7S 5A6  
L4274 PETERS, Brian H., Box 576, Shelburne, ON, Canada L0N 1S0

#### DECEASED

- |                            |                          |
|----------------------------|--------------------------|
| E0239 McGUIRE, J.W.        | R4240 MARGAU, Boris H.L. |
| L2372 SQUIRELL, Michael J. |                          |

#### RESIGNATIONS

- |                       |                        |
|-----------------------|------------------------|
| R2057 LONG, T. Mackay | R4387 GAUDET, Peter J. |
| R3804 SINGER, Irving  |                        |

#### CHANGES/CORRECTIONS

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

- R1590 MIFSUD, Austin V., P.O. Box 2008, Murphys, CA, USA 95247-2008

- R1647 DESANTIS, Ricardo N., 119 Huron Ave, Komoka, ON, Canada N0L 1R0  
 L2518 STEGENGA, William, 2014 Swanee Pl. S.E., Olympia, WA, USA 98501  
 R2720 MACHIN, John A., Box 424, Yellowknife, NT, Canada X1A 2N3  
 R2776 HOLDEN, E.K., 2A Clifton Cottages, Oxted Road, Godstone, Surrey, England RH9 8BP  
 R2830 GRONBECK-JONES, David, 4802 Amblewood Drive, Victoria, BC, Canada V8Y 2S4  
 R2980 McLEAN, Raymond, 1285 Richmond Road, Apt. 1204, Ottawa, ON, Canada K2B 7Z4  
 R3097 TURKOWSKI, Robert, 700 S. Clinton St., Clinton Village Apts., Athens, AI, USA 35611  
 R3229 OLSON, George T. Jr., 4905 Lake Forest Drive, Conyers, GA, USA 30208  
 R3491 MILAVSKY, Barry, 1452 Chasehurst, Mississauga, ON, Canada L5J 3A8  
 R4241 DE LA VERGNE, John N., Cooks Mills Road, RR2, North Bay, ON, Canada P1B 8K3  
 R4505 JACKSON, J. Michael, P.O. Box 3, St. Neots, Cambs, England PE19 2H2

#### MEMBERSHIP SUMMARY

Total membership as of last report	1419
New members added in this report	5
Reinstate	2
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Total membership as of this report	1420
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New applications	19

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