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BNAPS For officers and member services see 'Information For Members'.
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BNA TOPICS

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THE EDITOR'S PAGE

by Mike Street

CANADA POST'S UNWANTED CHILD

THROUGH THE LOOKING GLASS

The press releases which announced the splitting up and parcelling out of the rump of the National Postal Museum were full of wonderful words about past activities and good intentions for the future.

Reality, of course, is a far cry from the output of bureaucrats and politicians trying to cover their tracks and protect their posteriors. The good news was that we would have a Postal Archives and a Postal Museum. The bad news, the damage done to a fine institution and to many good people, was ignored. Honesty demands some review, if only to put things into perspective.

THE PEOPLE

The press releases let the world know that no one was going to lose their job as a result of the changes. In fact, the people transferred will have up to two years to decide if they want to stay with the Archives or Museums Canada as federal civil servants, or go back to Canada Post! It was a far different story in 1985 when Canada Post announced that it was dumping the Postal Museum the first time.

In 1985, individuals who had arrived at the Museum only months before were retained, while people who had worked there day and night for years were farmed out to jobs far different from the career paths they had chosen. Highly skilled artists and designers, people who had devoted all or most of their prime years to building the Museum, were cashiered. At least two people who had much still to contribute were forced into early retirement against their wishes. When some asked to transfer to the federal civil service, they were told it was not possible. If it could be done in 1988, it was possible in 1985 - had Canada Post wanted to make the effort.

On the other hand, a look at some of the officials who survived the 1985 'massacre' is enlightening.

Not many realize that in 1985 the Museum people familiar to us all reported to a man named Max Lysack, who was the Post Office Financial Branch's man in charge of the Postal Museum.

Lysack was responsible for the sudden 'transfer' of the original Curator after the theft at machine gun point of the Inverted Seaway sheet in Montreal. On a Friday in 1986 Lysack retired from the Post Office on a full pension after many years of service. *On the following Monday, he reported to work in the same office as a 'consultant', working a full five day week, earning a reported \$175 a day. He is still there!*

Who can forget Monique Beaulieu, the former tour organizer for the Bank of Canada's Currency Museum with an extension course in art at the Sorbonne under her belt. She was parachuted into the Postal Museum as Curator after the then Postmaster General stated clearly, in a speech to a 1981 BNAPS convention gathering, that the person who filled that position should have a philatelic background. Her main claim to fame was spending around \$100,000 to transform part of the museum into an art gallery to display original paintings which had been featured on a Dominion Day miniature sheet of stamps. When she left at the end of 1985, Mme. Beaulieu had the nerve to state in an interview that she had had a number of 'great accomplishments' at the museum, conveniently ignoring the fact that the place was closed and shuttered, except for the Library. What happened to her? *She is living in Paris, at our expense, with her diplomat husband!*

Rene Marin, former Chairman of the Board of Canada Post Corporation, was not one to let the Postmaster General tell him what qualifications a Curator of the Postal Museum should have, and was mainly responsible for Mme. Beaulieu's arrival. The 'Judge', as he liked to be called, also did not like philatelists, or at least those living west of the Ottawa River. It was obvious that he did not understand them. Many are convinced that the 1985 closing was deliberately orchestrated by Marin so that he could purge the Museum of the 'old guard'. Marin was well known for taking trips to exotic places, at taxpayer expense of course, collecting medals and honors, and receiving gifts from foreign philatelic agencies. *After his term as Chairman ended, Marin retained for a time the title of Chairman of the Stamp Design Advisory*

Board, complete with office, car and chauffeur. At last report, he still had these perks, but was not connected with the Post Office.

In 1985 Andre Villeneuve, then a Canada Post Vice President, was the hatchet man, the man who said that people could not stay or could not transfer to the civil service. He continued to be the point man for the Museum, issuing press releases and holding meetings with the philatelic community, promising that the Museum would reopen 'in 3 years'. *His reward was to be named Director of Canada Post's Quebec Region.*

Villeneuve did his job. Some philatelists were led astray. In 1985 we had the spectacle of the then President of the RPSC responding to a plea for her help in organizing concerted action by all interested parties by saying, "I do not believe we should be telling or suggesting to Canada Post or the Government just what they should be doing." The then Vice-President of the RPSC wrote a letter to the Minister Responsible for Canada Post concerning the closure of the Museum, but would not allow it to be reprinted after the sham 'reopening' of the Library was announced. Later, officials of both BNAPS and the PHSC, after meetings with Villeneuve, pronounced that they were pleased with progress towards reopening. Little did they know that discussions with the Archives and Museums Canada were already underway, and that some of the people now in charge under the new arrangement were asked to attend a public Postal Museum gathering in May 1987, a full year before the latest changes were announced.

CONTINUITY - CANADA POST STYLE

In February 1986, during a first anniversary post mortem, an Ottawa wise philatelist said, "If Canada Post really intended to reopen the Museum, why did they get rid of the most experienced philatelic people and all the artistic staff, and why have they now dumped the last philatelists from the Advisory Committee?" (He also made the prophetic statement that until Canada Post budgeted money for the new Museum, it would not be reopened.)

Those words came back when in last April's press releases Canada Post made the point that it was making sure of continuity by transferring 'expertise' to the Archives and Museums Canada. Among the transferred staff there is only one person with significant philatelic credentials. So much for expertise.

Canada Post also said that, "... the Postal Museum Advisory Committee will continue to exist

in its advisory capacity and will also ensure liaison between the recipient institutions and Canada Post Corporation." Rene Marin saw to it that every philatelist on the Advisory Committee was dumped, to be replaced by primarily political appointees. At this writing there is only one philatelist on the Advisory Committee. Unfortunately, his appointment is a bit tainted because he was a vocal supporter of the closing of the Museum in 1985. So much for continuity.

PHILATELIC PROFITS SHOULD NOT GO TO CANADA POST

The same press releases stated, "Canada Post's main business is to provide the best possible postal service to Canadians at the best price. In this context, the National Postal Museum's future development will be better achieved by government institutions whose prime responsibility is the preservation of Canada's Cultural Heritage." In other words, "Leave the Museum to professionals in the field. Our job is to deliver the mail." Fair enough. But can someone please tell me why Canada Post is being allowed to keep the tens of millions of dollars of profit from philatelic sales?

To be sure, Canada Post should be reimbursed for all the costs of printing the stamps and the staff and equipment required to run the Philatelic Service. They should be allowed a reasonable profit from the operation, and an allowance for stamps which will be used on letters. But millions and millions of dollars, *when the vast majority of the stamps sold will never see the inside of a Canadian post office?*

The stamps which will never be used to pre-pay postage, by Canada Post's own new standard, will not become part of the postal service. They will, in fact, become pieces of Canadiana. The profits should revert to the people of Canada, and what better way than in the form of operating and acquisition funds for the National Postal Archives and the new National Postal Museum. Stamp collectors have always paid their way in this fashion. It is time that this was recognized.

A LAST WORD

Some readers will be surprised that this editorial is not full of fire and brimstone. That was the intention when I set out to write it. Reviewing the 4-inch thick file, however, resulted in a depression and sadness that was difficult to shake. Try as I might, the lightning bolts would not come. For a while I thought of trying to fake it, but finally came to the conclusion that Canada Post was not worth the effort.

THE PRESIDENT'S CORNER

by E.A. Harris



As I did last year, I would like to review the highlights of the Board of Directors meeting held at Virginia Beach, VA on September 7, 1988. These points are not in any particular order but do represent important changes affecting the Society's direction and services.

MEMBERSHIP LIST

At the annual meeting in 1987 considerable interest was expressed in making a membership list available to the members. The Board has now agreed that a list should be made available, but that those members who do not wish their address published should be accommodated. A notice will be put in this *TOPICS* advising that if members do not wish address publication, they must so notify the Secretary, in writing, prior to January 1, 1989. Any member wishing to receive a membership list must send the amount shown in the notice on P.10 of this issue to the Secretary prior to cover postage; the list will be mailed in January 1989.

BNAPS FOUNDATION

The new Society name, British North America Philatelic Society Ltd., is now in place and our first U.S. tax return is due shortly. This corporation, referred to as the BNAPS Foundation, is now able to accept contributions and provide a United States tax receipt to donors. We can now proceed with the Canadian counterpart. This has been the dream of Bob Pratt and was implemented through a tremendous effort on his part.

EMERITUS MEMBERS

The Society has for many years awarded Emeritus Member status to those who have been members in good standing for 35 years and have reached the age of 75 years. The Board agrees that the age qualification is inappropriate, and that membership in the Society should be the important criteria. Effective immediately, anyone with 40 or more years continuous membership in good standing will be eligible for Emeritus status. Those who qualify under either of these criteria will be accepted as Emeritus members for the next 5 years. In 1993 and beyond, the 40-year rule will prevail.

MEDALS AND AWARDS

A permanent Medals and Awards Committee has been set up to oversee the awards process in BNAPS. The committee, Messrs. Harris, Whiting, Ludlow, Twichell, and Covert, held their first meeting at Virginia Beach.

BNAPS LIBRARY

The BNAPS Library will, effective immediately, pay outgoing postage and insurance on books borrowed by members. The member will still be required to pay return postage. We expect this additional service to the membership will increase the use of our important library.

V.G. GREENE AWARD

The selection process for the presentation of the Vincent G. Greene award will

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The Committee is working to arrange the following events and tours:

- NIAGARA FALLS and Niagara-on-the-lake (by day)
- Dundurn CASTLE, 19th Century home of Prime Minister Sir Allan McNab
- Niagara Peninsula WINERY (evening reception and tour)
- Royal BOTANICAL Gardens
- Niagara Falls BY NIGHT
- Ancaster OLD MILL (1792) Restaurant (Dutch Treat Lunch)

Information:

Mike Street, Chairman, BNAPEX '89, P.O. Box 7230, Ancaster, ON L9G 3N6

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now be streamlined. The Editorial Board will review all articles published during the year and make a selection of those eligible. This list will then be circulated to all Board members, who will then vote to decide the winner.

BNAPS FINANCES

BNAPS revenues, expenses and assets have grown in size and complexity, to a point where a permanent finance committee is required. This committee had its first meeting at Virginia Beach. Fred Hollenbeck of Texas has been appointed Assistant to the Treasurer.

JOHN L. SIVERTS AWARD

The Board approved this new award, to be given annually to the Editor of the best

Study Group Newsletter in the previous calendar year. The award is to be determined by a committee consisting of the President, the Editor of *TOPICS*, the Librarian, the Study Group Co-ordinator, and the *Study Group Centreline* editor. The form of the award is yet to be determined.

STUDY GROUPS

The Study Group co-ordinator, Jon Johnson, provided a number of guidelines for the operation of BNAPS Study Groups. The Board accepted most of these suggestions. Changes will be implemented at the discretion of the President.

I think you will agree that the 1988 Board of Directors meeting was most fruitful.

LETTERS

NEWFOUNDLAND PLATE LAYOUT QUESTION

The article *Newfoundland Plate Numbers* part 2 (*Topics* Nov-Dec 1987, p.26) makes the novel claim that the 1932 Resources series "1¢ to 5¢ values were printed in sheets of 200 subjects containing two panes of 100 stamps." While it seems possible that this was so, no evidence is offered favouring this claim. An attractive plate block of 1¢ gray, plate 6, is featured without caption at the head of the article and it is interesting because:

- a) it is an example of the type 1b comb perforation, perforated from the right side of the sheet, the reverse of the usual direction, and
- b) the width of the selvage happens to be the same as the spacing of the vertical columns of perforations. I had not previously seen this coincidence of widths resulting in half holes at the left of the selvage.

To establish John Walsh's interesting hypothesis as fact we would need an example of at least a gutter pair. To refute it an example of selvage wider than that shown in his diagram would be convincing. Printer's records could be a determining factor.

The evidence that the illustrated block was perforated from the right is plainly discernible from the small difference in perforation spacing immediately to the right of the vertical columns of perf holes. In the example shown the comb did not quite reach far enough to make all the perforation holes equally spaced.

Derek Paul
Toronto

FIP EXHIBIT RULE CHANGE

I write in connection with the letter in the May/June issue of *Topics* by Trelle Morrow.

Unfortunately, with the changes in the FIP Rules, in order to qualify for showing at FIP sponsored shows an exhibitor must have received at least a vermeil medal from a national show sponsored by the FIP member body. This, unfortunately, means that exhibiting in BNAPS conventions does not qualify one for exhibiting internationally. Needless to say, I regret this change in the rules as prior to the change the Commissioner could certify an exhibit as being of equivalent quality to a national vermeil but this is no longer possible.

Harry Sutherland
Toronto



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NOTES

BNAPS NOW A PRIVATE FOUNDATION IN THE USA

After much hard work on the part of member Robert H. Pratt, BNAPS new incorporation has become a reality. One of the most important parts of the recent changes is that the Society, now officially British North America Philatelic Society Ltd., has also qualified as a private foundation in the United States. This means that BNAPS Ltd. can now accept donations from private citizens and issue income tax receipts in return. Several donations have already been received, and it is hoped that more will be forthcoming. Efforts are underway to obtain similar status in Canada.

GERALD E. WELLBURN FETED IN VICTORIA

On June 5 a gathering of about 150 friends, hosted by Bev and Jack Wallace at the Princess Mary Restaurant in Victoria, honored Gerald E. Wellburn and his devotion to philately. The occasion was the publication, in collaboration with Daniel Eaton and Jack Wallace, of *The Stamps*

and *Postal History of Vancouver Island and British Columbia*, which includes colour photographs of more than 200 covers and 400 stamps and multiples from Gerry Wellburn's fabulous collection.

Jack Wallace gave a short talk on how the book came into being, making special mention of the part played by Dan Eaton, and outlining the trials and tribulations involved in publishing a book of this kind. Gerry then thanked his friends, entertaining them with stories of how, as a teenager, he had listened to stories of ex-sourdoughs then living in the local old men's home. Their stories led to his interest in the history of his province, and then to its stamps and postal history, and ultimately to the magnificent collection portrayed in the book.

Out-of-town BNAPSers present were George Wegg and Harry Sutherland from Toronto, Jim Pike and Alex Price from Vancouver, and Stew Kenyon from Edmonton.

WINNER'S CIRCLE

BNAPSers led the way at several spring exhibitions. Among medal winners at ORAPEX were: Guenter Jansen, Gene Labiuk, Dick Malott, Eric Manchee, Bob Smith, Ritch Toop and Fr. Larry Walker. In Winnipeg, at ROYAL '88, winners included: Paul Burega, Guy des Rivieres, Dan Eaton, Marguerite Fortin, Cliff Guile, Bob Jamieson, Stew Kenyon, Bob Lee, Dick Malott, Peter McCarthy, Sam Nickle, David Pritchard, Alex Rosborough, Allan Selby, and Ritch Toop. At FINLANDIA in Helsinki, the following were honored: Guy des Rivieres, Dave Dixon, Cliff Guile, Horace Harrison, Jim Haskett, Jim Hennok, Mike Madesker, Dick Malott, Kimmo Salonen, and Don Welsh. Congratulations to all.



NOTICE TO MEMBERS 1989 DUES

At the annual meeting in Virginia Beach, the Board of Directors voted to maintain the annual dues at \$20 Cdn. The US dollar equivalent was set at \$17 US. Members may pay in either currency. Dues notices will be mailed in early October.

IN MEMORIAM

VINCENT GRAVES GREENE

Vincent Graves Greene, OTB, FRPSC, FRPSL, FRNC, signer of the Roll of Distinguished Philatelists and recipient of the Alfred Lichtenstein award, died on 21 July 1988 at Toronto. He is survived by his sister.

An Emeritus member of BNAPS, 'Vinnie' served as President of the Society in 1959-60 and several terms on the Board of Governors. He was twice host of BNAPEX. Always keenly interested in philatelic literature, he was for many years Chairman of the Editorial Board of BNA TOPICS. He also established the annual Vincent G. Greene Award for the best article or series of articles in TOPICS.

His BNA collections covered a very wide field, from early Canadian Pence issues to Flag cancellations, from Postal Stationery to Military postmarks. The collections were sold at auction by J.N. Sissons in 1975. An acknowledged authority in the areas of Postal History and Proofs and Essays, he served on many international juries, and was Chairman of the Jury at CAPEX '78. He was President of CAPEX '51, and Chairman of both CAPEX '78 and CAPEX '87.

Vincent G. Greene was a major collaborator with Nicholas Argenti in the preparation of the latter's major work on the stamps of New Brunswick and Nova Scotia, and was a co-author of the follow-up work on the postal history of those provinces.

This important philatelist's name will live

on through the Vincent Graves Greene Philatelic Foundation, which he founded to further philately in Canada. The foundation is the leading expertization facility for stamps and postal history of BNA, and also publishes important books on BNA philately.

DR. LLOYD B. MACPHERSON

Dr. Lloyd B. Macpherson, Ph.D., OBE, former Dean of Medicine at Dalhousie University and author of *Nova Scotia Post Offices*, passed away at the age of 74 on 24 April 1988. He is survived by his wife and two daughters.

After a science degree from Acadia University, he received a fellowship from the University of Toronto to work with Sir Frederick Banting. He received his Ph.D. in Biochemistry from the University of Toronto after service overseas during World War II, for which he was made a Member of the Order of the British Empire.

Dr. Macpherson started his teaching career as an Assistant Professor of Biochemistry at Dalhousie in 1952, becoming Assistant and Associate Dean, then Dean of Medicine from 1971-76. He received honorary degrees from both Acadia and Dalhousie.

Lloyd's special interest in postal history brought him regularly to major exhibitions and led to the publication of *Nova Scotia Post Offices* in 1982. He was working on a second volume at the time of his death. He will be missed by his many philatelic friends.

NOTICE TO MEMBERS - PRINTED MEMBERSHIP LIST

In January 1989 BNAPS will publish a list of member's names and addresses. Members who **DO NOT** want their address printed **MUST** notify the Secretary **IN WRITING** no later than 1 January 1989.

Printed membership lists will be available from the Secretary for \$2US or \$2Cdn, according to the country to which it is to be mailed, to cover costs of postage. Overseas members send \$3US or \$4Cdn. Make cheques payable to: The British North America Philatelic Society Ltd.

Write: Earle L. Covert, P.O. Box 1070, Hay River, NT X0E 0R0

Newfoundland Specialized Stamp Catalogue

by John M. Walsh and John G. Butt

ISBN 0-9693434-O-X 1988

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MONTREAL DUPLEX CANCELLATIONS

by Robert Bayes



A Montreal '7' used to cancel a stamp missed by a machine

One would conclude, subject of course to any rebuttal which may be forthcoming, that Henry Bishop started it all in 1661 by using a simple handstamp device to indicate the day and month of receipt of a piece of mail. His idea has grown into what we know as postmarks.

The accumulation and study of postmarks on mail originating in or passing through Montreal has attracted many collectors searching for a satisfying speciality. It is hoped that the notes which follow will help to stimulate more in-depth research by long time collectors of these cancels, and possibly interest others in learning more about the field.

In larger centers, where the volume makes it economical, mail of a standard size and shape is sorted and cancelled by machine. A cover of an awkward size, or with the stamp placed on it in such a way that the machine would miss it, is cancelled by hand with hammer devices such as the Montreal duplexes.

For its part, the Post Office at Montreal stuck mainly to standard types of duplex cancellers - a circular dater with slots for removable type and an attached obliterat-

or, usually oval - and avoided the fancy types used in some other cities.

It appears that on occasion the duplex devices were used to show that special or non-routine service had been rendered to covers on which they had been used. For example, duplexes were often used on World War I Canadian Soldier's letters from overseas, which for a time had postage added on arrival in Canada before being forwarded to their destinations. Unfortunately, documentary evidence to establish their precise purpose beyond a doubt is lacking, so we must assume that at best this is only a theory.



Proof strikes (reduced) of the first '1' hammer (Jan. 1915) and second '7' hammer (July 1917). Note thinner type and side bars conforming to the shape of the '7'.



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~~Julius H. ...~~

C/o R. Woodman
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109

~~Victoria Parkville~~

B. C. Parkville

132

The common '8', scarce '5' and elusive '12' Montreal Numeral Duplexes

NUMERAL DUPLEXES

The main Montreal Post Office has no information as to when the duplex cancellers which incorporated a numeral with horizontal cancelling bars in the obliterator or killer portion were adopted, but the earliest reported date is 17 February 1915.

The microfilm of the postmark proof books in Ottawa shows only four of the original numbered duplexes. Proofs of hammers #1 and #2 are under the date of 23 January 1915, those for #11 and #12 are dated February 1915. Why hammers #3 through #10 are not shown is a mystery. The proof dates do coincide with the earliest reported date, however.

Two years later, four more duplex devices were proofed, #3 & #4 in July 1917, and #7 & #8 in September 1917. Whether these new hammers were made to replace cancellers which had worn out, or to cope with increasing work loads, is uncertain. We therefore have at least two hammers of #3, #4, #7 and #8. In addition, I believe that there are two hammers of #1, and a third of #7.

The proofed second hammers are easy to identify. The numbers are thin compared to the thick originals. The bars beside the numerals of the second hammers are also

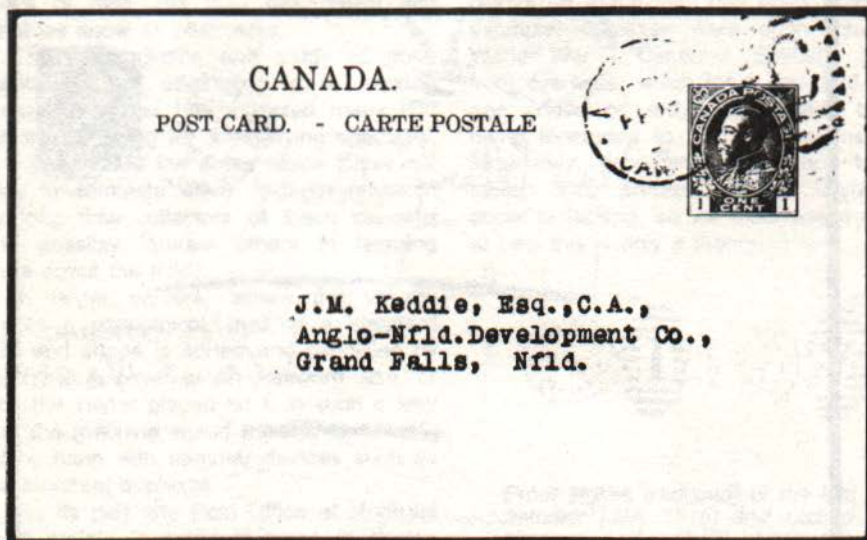


The rare '1' used as a backstamp

thinner and conform to the shape of the numeral. In the original hammers, the five bars are of equal length and almost square.

One difference between some of the duplex daters is that the letter 'C' separates 'Montreal' and 'Canada' on both sides of #1, #2, #7, #8 and #11. On the cancellers with other numerals, dots were used as separators.

The numeral cancels were only used at the main Montreal Post Office. The numeral '8' is probably the most common. For some reason numeral '5' is very scarce; it has only been found on the 1¢ Green, 2¢ Carmine and 2¢ Carmine sidewise roll Admiral stamps. The numeral '12' is also



'C', one of the more difficult letters to acquire



'J' duplexes are also not very easy to find

quite scarce; it is not known on some of the original issue Admirals, but is found on all the colour changes. In some cases, because the second hammer replaced the first before certain of the colour changes had been made, it is impossible to find first hammer strikes on original issues.

Numeral '12' appears to be the last numeral used chronologically, which accounts for its appearance on all the later printings of the Admirals. In his articles on these cancels Willcock suggests that numerals '10'-'13' were added at a later date, but this seems unlikely because of the February 1915 proof dates for hammers '11' and '12'.

LETTER DUPLEXES

In 1920 hammers were introduced which carried a letter instead of a number in the obliterator. The letters were used to identify mail passing through particular Montreal sub-stations.

- 'A' Hammer - Proofed in June 1920
 - Assigned to the Public Service Depot at the Main Montreal Post Office, 571 St. James Street
- 'B' Hammer - Proofed in July 1920
 - 324 St. Catherine St. West at University
- 'C' Hammer - Proofed in July 1920
 - St. Catherine St. East

(Plessis)

- One of the more difficult letters to acquire
- 'D' Hammer - 317 Centre Street
- 'E' Hammer - 1832 Main & St. Lawrence Street
- 'F' Hammer - Proofed in July 1920
 - Pine Avenue West
 - Difficult to find on cover
- 'G' Hammer - Proofed in July 1920
 - Location uncertain
- 'H' Hammer - Proofed in July 1920
 - 688 St. Catherine Street West
 - Probably the most common letter
- 'I' Hammer - Very Short Period of use, appears to have been discontinued prior to 1922
 - Used at the Main Montreal Post Office
- 'J' Hammer - Used along with 'A' and 'I' at the Main Post Office
 - Difficult to find on cover
 - NOTE: this hammer may be in the hands of a private collector

WAVY BAR CANCELS

The Montreal wavy bar cancels were not used during the Admiral period and are mentioned only for the record. The letters in the obliterations vary in size depending on the period of use. The 'S' hammer, with

a 'C' in the dater like some of the earlier numeral duplexes, was introduced around 1935. Probably the most common of the wavy line duplexes, the 'S' hammer was used at the Main Post Office for Special Delivery and Air Mail.

SUMMARY

The following is a breakdown of the Montreal Duplex cancels.

- (1) Numerals - normally enclosed in 11 straight bars, with five bars broken around the numeral
- may also be found with 10 bars.
- used from February 1915 onwards
- found on Admiral, War Tax and Confederation issues.
- numbers run from 1-13
- (2) Letters - normally enclosed in 11 straight bars, with five bars

- broken around the letter
- in use mainly from 1920 until 1928, but known later
- letters run from A-J
- (3) Letters - enclosed in 7 wavy bars, with three bars broken around the letter
- in use mainly from 1930 until 1937, but known later
- Found on George VI Leafs and Pictorials
- Letters are D, E, G, H, S

Comments on the use of numeral and straight bar letter duplexes on specific Admiral stamps were derived from a chart prepared by the author showing all known cancellations on Admirals. Any additional information would be welcome.

Reference:

Willcock, W.M.C., *Duplex Montreal Cancellations - Numerals and Letters*, BNA TOPICS, Vol. 18, Nos. 2 & 11, 1961.

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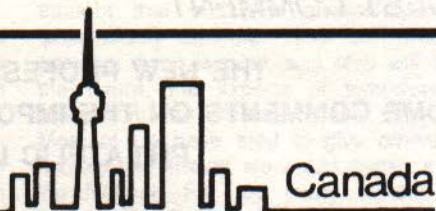
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THE NEW PROFESSIONALS AND US SOME COMMENTS ON THE IMPORTANCE OF PROPERLY USING PHILATELIC LITERATURE

by Robert H. Pratt, OTB

FOREWORD

I am constantly amazed by the glaring mistakes which occur in the mass of auction catalogues, mail sale brochures, articles and other forms of philatelic communication which I receive the mail. Once they have been placed in print, these errors of commission appear and reappear with frightening frequency. All are so unnecessary. Most appear to be the result of a combination a too busy person with lack of a planned philatelic study and education program.

Today our school systems are being scolded for not providing basic knowledge. The emerging product, called 'functionally illiterate', is the result of an inadequate process, rather than an indolent stab at self-education. Similarly, I find that many the new breed of philatelic professionals are singularly lacking in the detailed knowledge required by their chosen calling - they are 'philatelically illiterate'.

WHO ARE US?

Us are the huge mass of people from all walks of life who call themselves Stamp Collectors, Philatelists, Stamp Buffs - you name it. We are legion. We are of all ages, from stripling to octogenarian. We are merchants, heads of corporations, shop workers, sales people, short order cooks, students, part timers - as many avocations as you can think of.

We are rich and poor, and somewhere in between. We can spend a weekly allowance of 50¢ with the same deliberation and enthusiasm and delight in our accomplishment, if that is all we can afford, as later on in life we can buy that rarity, that \$30,000.00 stamp. We can hobnob with royalty, or discuss stamping with a rabid alcoholic. There is never a time when collectors gather that conversation will be

silent. There is always something to learn, something to discuss, something to put away for future study, or new information or data to pass along to others.

How did Us get that way? We all started from an unknowledgeable state of mind which sought a hobby to satisfy our urge to amass something. Kid or Mom or Dad, the small squares of vari-colored paper attracted us. As we became more and more involved, discussions with a small time dealer whetted our appetite and gave us a smattering of knowledge. We were introduced to more affluent dealers, those with greater capacity to impart information, which now became more technical, more detailed and more specialist. We became acquainted with books and stamp publications, as well as advertisements that sold junk stamp lots.

WHO WERE THE OLD PROFESSIONALS?

We were on our way to being introduced to the epitome of dealers, the knowledgeable and influential professionals behind major dealerships and specialty auction houses. These were the people with lengthy files of previous auctions and collections, of shelves of printed matter on philatelic subjects, of specific information willingly passed down so that we too could take part in the discussions and, in time, help in filling out the incomplete matrix of data on a given subject (they were always hungry for more factual and detailed information). These were the wise ones; the oldtimers, the students, the smart traders through whose hands had passed the treasures of the past.

They taught Us, they prodded Us, they kindled in Us the desire to investigate, to learn, to study. They were the ones who inspired Us to display our goodies, first in local shows, then in regional and so on, till

finally we attained International status. They showed Us their secrets, laid bare their files and books, and encouraged Us to form a library of previous writings on our selected subject to go along with our ever expanding collection.

Through them we became members of appropriate clubs and societies, which provided further opportunities to expand our data bank. The discussions became even more detailed and meaningful. Evenings spent in earnest disputation, hunched over a table with a drink in one hand, or perched on a wavering bar stool buying some delightful rarity, or jabbering with others in a smoke filled room became the height of our enjoyment.

We trusted these people. We revered them for their expert knowledge. We sought their advice. In return we shared with them the results of our own dusty research, thus increasing the understanding of both. They would hesitate to give out false information, and never did, because they were sure of their facts and took the time to confirm them. They prided themselves on their veracity and made certain they maintained it.

THE NEW PROFESSIONALS

Where did they come from, this new batch? It would seem that most of them found the lure of possible profit the motivating force. They do not seem to desire to pay their dues, as we did, by starting small, studying, learning all that could be learned, building that library of reference material, and then putting all to good use by filling their sales material with factual information. This venue could be an auction catalogue, a mail-sale brochure, a private treaty offer, a new advertisement, a published discussion or a monograph.

The smart ones could become expert in an area, a subject, a country or a specialty of some sort. This would require diligence, study, constant verbal interchanges with others, and a perpetual craving for excellence in the selected field. It might even involve creating an award winning collection. Sadly, few today give the appearance of attaining those heights or the desire to do so.

This is how I arrived at the dismal

thought that our new professionals are 'philatelically illiterate'. The old order is passing. As it is now, and also will be in the future, the experts of tomorrow will arise from the morass of the unlearned. Most of Us have tried to give others our findings, whenever we could sense a willing listener. Far too many of the 'lets make it now' group have spurned any attempt to be advised. Perhaps this monologue will shock some of them into a learning spasm.

To illustrate my point, consider these recent occurrences:

a) Lots 230-231, *Eastern Auctions Ltd.*, sale of Saturday, June 11, 1988

P #28 12¢ Trial colour plate proof pair on india in orange, VF.

P,B #32 1¢ Orange trial colour plate proof block on india, VF.

See Boggs, *The Postage Stamps and Postal History of Canada*, Volume II, Appendix O, page 1-O, concerning POST CONTEMPORARY PROOFS. In spite of A.T.M.'s comment as to value, though not contemporary they are valuable. They are NOT color trial proofs.

b) Lot 226, same sale

O #22 8d Rose, used, VF

An improper cancel. See Pratt, *The Pence Issues of Newfoundland*, pages 124-125. Valid devices are illustrated and the included transparency showing cancellations makes identification easy. It should have been used before the description was written.

c) Lot 269, same sale

P,B #104 1¢ Cross-gutter trial color plate proof block of 24 in black on thin wove card (?), folded in gutter, the first cross-gutter block we've seen from this issue, a rare and important item, VF..(PH)

See *Additional Data on the Stamps of Newfoundland*, by Robert H. Pratt, *BNA TOPICS*, April 1969 and references cited. While 200-up plates are believed to have been prepared for the lithographed Guy issue, it is not positive that De La Rue could make or print 200-up engraved plates. The

Day Books of De La Rue do not substantiate plates of engraved Newfoundland stamps 200-up being printed. Two plates of 100-up could be printed together, but the gutter would not be constant.

d) Lot 305, same sale

E 15¢ Photographic Essay, complete design prepared for the 1931 permanent issue, very attractive, VF

See *Newfoundland Air Mails* by Dalwick and Harmer (Page 170), and the revised edition by Harmer (Page 171). This essay was made by the Canadian Bank Note Company. NOTE the heading on the stamp - it says it was for a 1940 issue!

e) Lot 147-148, *R. Maresch & Son*, sale of Wednesday, April 13, 1988

P 80-89: 1910 Guy Issue LITHOGRAPHED: 1 to 10¢ (9 vals) **PLATE PROOFS** in Blue in IMPERFORATE BLOCKS of 4 on wove gummed paper with full o.g., RARE
P 90: 12¢ Plate Proof in red in IMPERFORATE block of 4 on wove gummed paper, RARE n.h and v.f.

For a full description of these blocks of four for the Lithographed Guy issue, provided for Newfoundland officials, see *The Collectors Club Philatelist*, Vol. 47, No. 1, January 1968, and subsequent issues. They are NOT plate proofs.

f) Lots 287-288, *R. Maresch & Son*, sale of Wednesday June 15, 1988

P 87: EIGHT CENT, PROOF block of 4 in color of issue on gummed wove paper.

P 90: EDWARD VIII, the 12¢ value, 5 COLOUR PROOFS, 4 IMPERF in different colours and one perforated in matching green, n.h., v.f.

See e) above - all except the 12¢ perf green, are from the same lot of color trials.

g) Lots 800-802, *F.E. Eaton & Sons*, sale of Saturday, July 30, 1988

p Newfoundland, 1865-1894 small group of Trial Color Plate Proofs, 19 stamps including 2 pairs with many different colours and shades, mostly on India paper, *though*

several finished perforated proofs are included on wove paper, condition is fine though some faults do exist, a valuable lot (19)

p #27, 10¢ blue, perforated trial color plate proof, gummed, v.f. and scarce (1).

p 10¢ lime green, perforated trial color plate proof, v.f., (1)

See the *Essays and Proofs of BNA* by Minuse and Pratt, pages 177-180. The story about the American Bank Note Trade Sample Sheets shows that some were perforated.

h) - *Newfoundland Travelling Post Office Cancellations*, Cyril Kidd & Philip Cockrill, Cockrill Series Booklet No. 48, 1987 Newbury, England

A series of major errors makes one suspicious of the entire publication:

* Page 3 - "Sir William Whitelaw ---", Should be "Sir William Whiteway as Attorney-General, --"

* Page 19 - "A recent check of road maps (1987) shows that there is still no road crossing the country between East and West." Strange, as the Trans-Canada Highway, Route 1, has carried traffic from Port-au-Basques to St. John's since being completed in 1966!

* Page 41 - "TRINITY BAY T.P.O. (St. John's to Trinity)" and others. All of the Bay T.P.O.'s ran within their Bays, delivering mail to towns that could not be serviced by the larger Coastal ships.

See *The Nineteenth Century Postal History of Newfoundland* by Robert H. Pratt, Collectors Club of New York, on various related subjects; *BNA TOPICS*, May-June 1988, page 23, *Caveat Emptor*; the BNAPS R.P.O. Study Group also have much to say about this peculiar publication.

i) *BNA TOPICS*, November-December 1987, Vol 44, #6, page 26, *Newfoundland Plate Numbers*, by John M. Walsh.

"What I have found is that the 1¢-5¢ values were printed in sheets of 200 subjects containing two panes of 100 stamps. The two panes were separated by a 24 mm gutter. When perforating the sheet of stamps the perforations would run across the gutter, thus making two types (inside

or outside) of the same plate number."

No other references or data are provided to substantiate the claim that plates of 200 subjects with a constant gutter were prepared. It is known that Perkins Bacon made their flat bed stamp plates '100-up' or 100 subjects to a plate. While printing at '200-up' with two plates could be and was sometimes done, the gutter would not be constant, and the location of the plate numbers either 'inside' or 'outside' would be happenstance. No criteria, other than perforations extending to the outside edge of one side of a stamp sheet, are provided so that other collectors can identify their plate blocks in like manner. This extension of perforations beyond either left or right edge (or for that matter top or bottom edge) is normal for many of the then existing COMB TYPE perforators, which were adjustable for width or height, and were not dedicated to one size stamp. There are no known standard inside/outside denominators.

j) *BNA TOPICS*, May-June 1988, Vol. 45, #3, page 32, *An Intriguing Newfoundland Air Mail Cover*, by John M. Walsh.

An interesting cover, not reported by Dalwick-Harmer. Probably correct, however the receiving date stamp at St. John's is not mentioned, or shown so that its authenticity could be checked. (It could be a Jy with a truncated tail which would look like a Ju, or a Jn which was a normal designation for June, or an upside down 'u' which would look like an 'n', or Ju which could also be July). No reference to newspapers is given to prove that a mail ship landed at St. John's on the date marked by the St. John's receiver, or the previous day. Transit from London on 26 June to St. John's in a minimum of five (5) days or a maximum of seven (7) days is certainly a possibility, but should be checked and substantiated. In discussing these finds every means of checking and proving the data correct should be carefully evaluated and reported. Note that *The Newfie News-*

letter, May/June 1988, *The Dornier DO-X Flight of 1932*, by Bert Warr Jr. mentions a cover with the same date.

k) Lot 356, *Sissons Stamp Auction*, July 1988

1965/96, 1/2c/24c FIRST CENTS COLLECTION, mostly much above the average and almost all OG and VG-VF (24-7, 28A-52, 55-60)

First, 1965 should be 1865. Second, the First Cents Issue ends with Scott #40. From there on (1880) the stamps were prepared by the British American Bank Note Company, and are no longer from the First Cents Issue. See Boggs, Newfoundland.

And so it goes, ON and On and on.

SO, WHAT'S IT TO YOU ?

Well - if you are one of *Us*, or even if you are one of 'them', if you buy or sell philatelic material, or if you do both, or even if you are just an observer at any stamp show, you will find that your best friend is *detailed and factual knowledge* of your selected area of interest.

One of the best ways to obtain this security is to study the philatelic literature. The most comprehensive listing of printed material that I know of, for British North American stamp issuing colonies, is contained in Cimon Morin's two volumes, published by the National Library of Canada, *Canadian Philately Bibliography and Index 1864 - 1973*, and its sequel, *Canadian Philately Bibliography and Index - Supplement*.

With this source as a guide, it will be possible to form your own library. Your bookshelves can be filled by adding suitable material from the *Bibliography*. Many auctions list books, catalogue groups, article reprints, and other philatelic reading material for sale. Bidding on these lots is a good way to obtain literature directed toward a specific area. Your town library may contain volumes of interest.

What ever means is taken to have written material (facts) at hand, the time to peruse it and the money to secure it will be well spent. One can never have too many facts (but be sure that they are in-

deed true facts). They can be money savers as well as nodes for conversation.

All this reminds me of a story I once heard about a city man, new to farming, who was sold a 'superb heifer', only to find out later that it was, in fact, a goat. Wrong information in philatelic publications, the contents of which are often taken as gospel, could easily result in a collector owning a goat. Caveat emptor!

Ian Robertson, in his summation of an article in the *Canadian Stamp News* of June 21, 1988, where he advocated learn

ing our hobby by reading available literature, said:

"The best lessons I learned from my experiences were:

* Never assume anything, including a friend's knowledge.

* Be patient and willing to spend time examining and researching.

* You'll enjoy the hobby more by reading."

I think he has said it all.

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.

OCTOBER 14-16, CALGARY, ALBERTA - CALTAPEX '88, Calgary Philatelic Society show and bourse. Marlborough Inn. Information: P.O. Box 1478, Stn. M, Calgary AB T2P 2L6

OCTOBER 15, GUELPH, ONTARIO - GUELPHPEX '88, Guelph Stamp Club show and bourse. St. James Junior High School, 57 Victoria Rd. N. Information: D. Odegard, 54 Lyon, Guelph, ON N1H 5C6

OCTOBER 15-16, VANCOUVER, BRITISH COLUMBIA - VANPEX 1988, British Columbia Philatelic Society show and bourse. South Vancouver Royal Canadian Legion, 727A E. 49th Ave. Information: L. Upton, 607 E. 6th St., North Vancouver, BC V7L 1R4

OCTOBER 22, LONDON, ONTARIO - MIDDPEX '88, Middlesex Stamp Club show and bourse. White Oaks Mall, Wellington Rd. S. Information: Middpex '87, 177 Millbank Dr., London, ON N6C 4V6

NOVEMBER 18-20, VIRGINIA BEACH, VIRGINIA - VAPEX '88, Virginia Philatelic Federation show and bourse. Virginia Beach Pavilion Convention Center. BNAPS' Mid-Atlantic Regional Group Fall meeting. Information: VAPEX '87, P.O. Box 16361, Alexandria, VA 22302

DECEMBER 3, STONEY CREEK, ONTARIO - Stoney Creek Stamp Club show and bourse. Fiesta Mall, Hwy. 8. Information: P.O. Box 9343, Stoney Creek, ON L8G 4S1

1989

JANUARY 13-15, TORONTO, ONTARIO - PHILEX, International dealer's bourse, seminars. Sheraton Centre. Information: David B. Bastedo, Box 980, Stn. K, Toronto, ON M4P 2V3

JULY 7-17, PARIS, FRANCE - PHILEXFRANCE '89. FIP sanctioned International Exhibition. Exhibition Park of Paris, Porte de Versailles. Canadian Commissioner: J.E. Kraemer, 17 Commanche Dr., Ottawa, ON K2E 6E8

BNAPEX '89

HAMILTON, ONTARIO, September 22-24, BNAPS' Annual Convention. Sheraton Hamilton. Bourse (deposit:\$50) and hotel suite reservations are now being accepted. Chairman: Mike Street, P.O. Box 7230, Ancaster, ON L9G 3N6

OCTOBER 4-8, AYR, SCOTLAND - the Canadian Philatelic Society of Great Britain's annual convention. Station Hotel. Information: John Hillson, 52 Stamperland Gardens, Clarkston, Glasgow, Scotland G76 8HG.

1990-1991

BNAPEX '90: GALVESTON, TX

BNAPEX '91: VANCOUVER, BC

LITERATURE REVIEWS

BNA Philately in Print

CANADIAN REVENUES, Vol. 1, Federal Bill and Law Stamps; Edward Zaluski, privately published, Ottawa, 1988. Soft cover, 138pp, \$17.50Cdn (plus postage - Canada \$1, USA \$1.75). Available from the author, 2777 Springland Dr., Ottawa, ON K1V 9X2.

This volume is proof positive - if anyone still requires it - that an important and valuable book does not require hardcover bindings, gilt trim, professional typesetting and thick glossy paper. Spiral bound, printed from copy prepared on a dot matrix printer with a well-inked ribbon - who cares? What is important is the amount of information on Federal Bill and Law stamps, much of it new, gathered together for the first time in one location.

The Introduction gives some background on Revenues and Revenue collecting, then presents 'CARIS', the Canadian Revenue Identification System, a new numbering system proposed for these stamps. How CARIS will be received by the collecting community remains to be seen. The system appears cumbersome, but has been well thought out - each identifier carries a lot of information.

Chapters on the Bill and Law stamps themselves include information on the legislation underpinning their issue, paper and perforation varieties, proofs and essays, gum varieties, and even court fee structures. The author makes considerable use of tables - 24 in the Bill stamp chapter alone - to convey information ranging from proof colours to known serial number spreads. The Law stamp chapter includes a history of use of the 'In Prize' stamps, complete with pictures of some of the ships involved.

The only problem lies in the quality of the photographs, which often suffer from poor lighting and/or less than sharp focusing, apparently from use of an inappropriate camera lens. This is unfortunate, because the defects take away from a novel approach - the photos of stamps are bordered on all four sides

by rulers. The author promises to improve photo quality for the next volume.

Ed Zaluski plans six more volumes on Canadian Revenues, one to be issued each year at the ORAPEX show in Ottawa, where a corresponding exhibit will be on display. It is likely that he will find himself pressured by other collectors to advance the schedule as much as possible. Well done!

THE CANADIAN MILITARY POSTS, Vol. 2, Between the Wars and World War Two - 1920 to 1946; W.J. Bailey & E.R. Toop; E.B. Proud, Ed.; 1988, Heathfield, England. Hard cover, 368 pp, \$60. Available from G.S. Wegg Ltd., Toronto and F.E. Eaton & Sons, Vancouver.

The greatest frustration in collecting World War II Canadian Military postal history has been the lack of a solid reference book. For years the few available photocopies of the Guertin manuscript, which the National Postal Museum was supposed to publish but never did, and the newsletters of the BNAPS Military Mail Study Group provided the only information people could get their hands on. No longer! Now there is a book which will answer not only most questions a military postal historian might ask but will also, if consulted, provide some insight for a general historian researching the activities of Canadian Military Forces in World War II.

The first part of the book gives an overview of the military postal service and the units which made up the various components of the Canadian armed forces in WWII. Army, Navy, or Air Force, serving in Canada, France, Newfoundland, Hong Kong or wherever (even the tunnelers in Gibraltar are mentioned), this information is essential in putting together the story of any cover. Special attention is paid to the Commonwealth Air Training Plan, which saw great numbers of people from all parts of the world brought to Canada for training well away from the combat areas.

The postmark listings give the dates of use of the different markings and, more important, the units to which the devices were assigned. If the cancellers moved with the forces, as so many did, time frames are given for the areas where they were located. The listings are divided into MPOs in Canada, CAPOs outside Canada, RCN markings, and overseas Field Post Offices (serving mainly Army and Air Force units). A section on miscellaneous markings (Did you know that there were tobacco depots?) rounds out the listings. There is also a chapter on Prisoners of War which combines history and post marks.

Production of the volume, the second of three planned in the series, is generally good, although the authors suffer from the whimsical way that the publisher has placed advertisements in the main body of the book. The price is high, reflecting overseas printing, but it will be quickly recovered in time saved by having so much information so readily available. A lot of work has gone into this book, and the authors deserve much credit.

A CHECKLIST OF MANITOBA POST OFFICES; W.G. Robinson & W. Topping, Eds.; privately published, Vancouver, 1988. Soft cover, 48 pp, \$10.00. Available from W. Topping, 7430 Angus Dr., Vancouver, BC V6P 5K2.

The publishing march of the team of Robinson and Topping has finally reached its eastern boundary. Publication of *A Checklist of Manitoba Post Offices* means that collectors now have guides for each province west of Ontario. (They are not finished, however. A checklist of northern post offices is in the works.)

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Following the format of its predecessors, the Manitoba checklist includes: Names of offices, with changes of name where this occurred; location; opening and, if applicable, closing dates; and known cancellations. A rarity factor, based on the number of reported markings, regardless of type, is given for each office.

Anyone studying Manitoba post offices, or who looks through large numbers of covers, will be grateful to the authors. The large number of offices listed as unreported or with few cancels known indicates that there is still lots of fun to be had by an enterprising postal historian.

TO BE REVIEWED NEXT

POST DATES 1987; Kenneth Wood; Van Dahl Publications, Box 10, Albany, OR 97321; 1987. Hard cover, 256 pp, \$US postpaid.

FUN AND PROFIT IN STAMP COLLECTING; Herman Herst Jr.; Linn's Stamp News (Amos Press), Sidney, Ohio; 5th edition (1st revised edition), 1988. Hard cover, \$15US, soft cover, 168pp, \$7.95US. Available from the publisher, P.O. Box 29, Sidney, OH 45365.

OLYMPLEX 88, catalogue of the Olympic Stamp Exhibition; Olympic Arts Festival, Calgary, February 1988. Soft cover, 52 pp, \$6.00. Available from the Calgary Philatelic Society, P.O. Box 1478, Str. M, Calgary, AB T2P 2L6.

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THE FIVE CENT REGISTERED LETTER STAMP LETTERS TO THE USA, 1876-1877

by Harry W. Lussey, OTB and George B. Arfken



Figure 1. A registered letter stamp - receipt combination devised by Post Office Inspector J. Dewe, March 1865.

The concept of unique and distinctive registered letter stamps originated at least in 1865, if not earlier [1]. On 31 March 1865 Post Office Inspector J. Dewe wrote to Postmaster General M.P. Howland proposing an ingenious two part registered letter stamp and receipt. The stamp-receipt would be printed in a bright color to catch attention and mark the letter as registered. Both stamp and receipt would have a number to identify the particular letter. Dewe had prepared a number of these stamp-receipt combinations and enclosed nine of them, numbers 220 - 228, with his letter. Figure 1 shows registered letter stamp-receipt number 220, believed to be the only example of Dewe's essay now in private hands.

The next day Dewe wrote to Deputy Postmaster General Griffin. Dewe enclosed a cover with one of his registered letter stamps, number 229, attached and the receipt separated to show how his stamp-receipt system would work. Boggs [1] illustrated these two items.

Dewe's concept of a registered letter stamp-receipt had merit but new ideas take time to work their way through a bureaucracy and they may be modified in the process. The idea of an attached receipt was dropped. Finally, in late 1875, the concept of a unique, easily recognizable registered letter stamp (RLS) became a reality. The October 1875 *Official Postal Guide*, Vol.1, No.1 of the new series of postal guides, included Section XV - Registration on p.vii

and xviii.

Quoting two pertinent sections:

1. *On every letter and packet posted for registration, should be affixed, in addition to a stamp or stamps defining the postage, a registered letter stamp as follows:*

3. *On a letter addressed to any place in the United States, a registered letter stamp of the value of five cents.*

This was all very well but the registered letter stamps were not yet available.

Department Order No. 17, 8 November 1875, announced:

1. *For the convenience of prepayment of the registration charges on letters posted in Canada for registration, and the better to secure such letters from the risk of omission to observe the mark of registration upon them whilst passing through the mails, Registration Stamps of a conspicuous shape and color have been prepared, to be affixed upon letters intended for registration, and are now ready to be issued for use by the public.*

2. *These stamps are of three denominations: - Red, of two cents value each, for the registration charge within the Dominion; Green, of five cents value each, for the registration charge on letters to the United States; Blue, of eight cents value each, for the registration charge on letters to the United Kingdom.*



Figure 2. Canada's 5¢ registered letter stamp, 1875-1894.

A week later, on 15 November 1875, the unique and distinctive registered letter stamps appeared. [1, p.469]

Part of the reason for issuing these registered letter stamps was given in Section 1 of Department Order No. 17 quoted above. The Post Office wanted a very special stamp that would figuratively cry out "This is a registered letter," and help ensure that the registered letter received the special treatment to which it was entitled.

The second reason was covered in Section 2. The stamps were color coded

according to the intended destination: 2¢ (orange) red for domestic letters, 5¢ green for letters to the USA, 8¢ blue for letters to the United Kingdom. Figure 2 shows the 5¢ RLS with a straight line REGISTERED cancel.

The Post Office had set up a nice simple color destination code, and in the October 1875 *Official Postal Guide* had already taken steps to sabotage the code!

6. *Parcels may be registered by affixing thereto a five cent registered letter stamp, in addition to stamps rep-*



Figure 3. Registered to the USA, ST. CATHERINES, ONT., JU 16 76. A very early intentional and required use of the 5¢ RLS.

resenting the postage. (p. xiii)

5. On a parcel or packet of pattern or samples addressed to any part of Canada, a registered letter stamp of the value of five cents. (p. xvii)

These statements were repeated in the January and April 1876 *Official Postal Guides*. Department Order No. 18, 7 January 1876, signed by Postmaster General L.S. Huntington, tried to straighten things out:

4. It is essential that each denomination of Registration Stamp should be used only in registering for the destination for which it is provided, and to assist in securing this object, distinctive colors have been given to these Stamps - red to those for use on letters within the Dominion; green on letters for the United States, and blue on registered letters for the United Kingdom.

The implication was that the 5¢ green RLS should not be used for registering parcels (domestic mail). There was a partial correction in the July 1876 *Official Postal Guide*, when the Registration section was brought into agreement with Department Order No. 17, but the Parcel Post section still called for the 5¢ RLS!

There was a second problem threatening the color-destination code. Some Canadians recognized that a 5¢ stamp would cover the 3¢ postage and the 2¢ registry fee on a domestic letter. A few registered domestic letters are known franked only with the 5¢ green RLS. Department Order No. 18 very emphatically tried to put a stop to this abuse.

1. With respect to the use of the Registration Stamps recently issued, Postmasters are warned that these stamps should be used exclusively in prepayment of the Registration charges, and are not intended to be used under any circumstances for prepaying any ordinary postage rate.

Clearly, registered letter stamps were not valid for prepaying ordinary postage charges.

While it is interesting to read the contradictory statements in early documents and interesting to collect 'contrary to regulation' covers, the simple color-destination code actually worked quite well for a little

over two years, through December 1877. Then, on 1 January 1878, the 8¢ registration rate to the United Kingdom was reduced to 5¢, payable by the 5¢ green RLS [2]. The color-destination code still had the 2¢ orange red for domestic letters, but the 5¢ green was no longer restricted to USA bound letters.

The 25 month period when the full color-destination code was effective has been called the 'classical period' of the registered letter stamps. The scarcity of 8¢ RLS covers to the United Kingdom during this classical period is well known. [3] What is not so well known is that 5¢ RLS covers to the USA during this classical period appear to be even scarcer than the 8¢ RLS covers! The authors have been able so far to track down only nine 5¢ RLS covers showing the proper and intended use to the USA during 1876 and 1877, and none for the month and a half in 1875. The nine covers are listed in Table 1.

The second cover listed in the Table is illustrated in Figure 3. Note the spelling, 'ST. CATHERINES' instead of 'St. Catharines', in the circle date stamp.

The scarcity of these covers is difficult to understand in view of the numbers of 5¢ and 8¢ registered letter stamps issued during the years 1876 and 1877. Boggs [1, p.786] gives the total of the 8¢ RLS issued for these two years as 89,000, and the total for the 5¢ RLS as 367,000, over four times as many. Yet only half as many 1876-1877 5¢ RLS covers have been located.

The authors would welcome information about any more 1876-1877 5¢ RLS covers to the USA.

References:

[1] *The Postage Stamps and Postal History of Canada*, Winthrop S. Boggs, 1945. Quarterman reprint, 1974, p.463-468.

[2] *The Date of Reduction of the 8¢ Registration Fee*, Allan L. Steinhart, *Maple Leaves*, vol.19, p.190-191, August 1984.

[3] *Postal Usage of Canada's 8¢ Registration Stamp*, George B. Arfken, *Canadian Philatelist*, vol.37, p.112-116, Mar-Apr 1986. Also, Supplement No. 1, vol.37, p.432-434, Nov-Dec 1986. These two articles list 17 8¢ RLS covers to the U.K. during the classical period.

Table 1 - 5 RLS Covers to the USA, 1876-1877

| | Date | Origin | Destination |
|----|----------|----------------------|----------------------|
| 1. | JU 6 76 | St. Catharines, Ont. | Buffalo, N.Y. |
| 2. | JU 16 76 | St. Catharines, Ont. | Buffalo, N.Y. |
| 3. | JA 17 77 | Toronto, Ont. | Rochester, N.Y. |
| 4. | FE 13 77 | Hemmingford, Que. | Plattsburg, N.Y. |
| 5. | MY 3 77 | Harrow, Ont. | Mill Village, Penna. |
| 6. | MY 11 77 | Pictou, N.S. | Boston, Mass. |
| 7. | SP 27 77 | Ottawa | New York, N.Y. |
| 8. | NO 26 77 | St. Catharines, Ont. | Buffalo, N.Y. |
| 9. | DE 26 77 | Souris East, PEI. | Boston, Mass. |

On all covers the postage was paid with a 3¢ Small Queen



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PROOFS OF MANITOBA LAW STAMPS

by Ian McTaggart-Cowan



1. Plate proof, series of 1877. MLP 5 (or 108)

The addition to a revenue collection of examples of the stages through which a stamp progressed, from the first concept to the finished product, adds an interesting dimension to one's knowledge of that stamp. For this reason many philatelists seek to include in their collections representative proofs and essays.

Every engraved stamp goes through a series of stages between the initial artist's drawing and the printed and gummed stamp. The essential elements, from the standpoint of the collector, are well exemplified in Kraemer's description of the design and production of the 1938 6¢ airmail stamp (*Canadian Philatelist*, vol.39, #4: 264-270). They include an original design, a proof to permit approval of the die (die proof), and a press proof sheet (plate

proofs) to permit checking the plate for accuracy.

It often happened that decisions on the colour in which the stamps were to be printed were left until the design was approved. Sometimes either die proofs or plate proofs were produced in alternative colours to facilitate the choice of final colour. Proofs in colours other than the one chosen are thereafter referred to as colour trials. Less frequently, proofs were struck of stamp designs or values that were not used in the series. These are designated as essays.

By their nature proofs and essays are somewhat scarce and more difficult to find than the issued stamps, and present an interesting challenge to the collector. There is remarkably little information about proofs of revenue stamps; what exists is scattered in less available literature. The series of publications embarked upon by Ed. Zaluski will do much to remove this problem. His volume covering Federal Bill and Law Stamps includes impressive detail about the proofs of these stamps.

I have been interested in the law stamps of the western Provinces of Canada and have been seeking proofs of the various Provincial issues. Hunting for proofs is a task in exploration; new items are being discovered almost every year. There is no reliable catalogue of what stamps are represented by proofs, or to indicate the number of examples in collectors' hands of the proofs that are known. In principle a minimum of one die proof for each design and one sheet of plate proofs, generally 50 subjects, are all that are required. It is known, however, that in some instances several die proofs and plate proof sheets were printed and may have survived.

Manitoba provides an example of what may be available. The first law stamps of the Province of Manitoba were produced by the British America Bank Note Company in 1877. There were six values: 10¢, 20¢, 25¢, 50¢, \$1.00 and \$2.00. Between



2. Small die proof of an essay for the series of 1885. No \$2.00 value was issued for this series.

the date of issue and 1892 none of these stamps was used without first being overprinted 'L.S.' or 'C.F.'. Thus the basic nine scallop design was not seen in use until 1892, when the need for overprinted stamps no longer existed.

In 1885 the Government of Manitoba changed its printing order to the Bishop Engraving Co. of Winnipeg. This company produced its own version of the law stamp design, featuring six scallops down the side of the frame rather than nine. Five values made up the series: 10¢, 20¢, 25¢, 50¢ and \$1.00. Initially, all were overprinted CF before being released for use. The Bishop version did not appear without overprint until 1897 and continued in use until 1901 when the use of law stamps was discontinued.

The time lags between original design and the end of overprinting have led to the convention of assigning the proofs identification numbers related to the 1892 issue of the nine scallop law stamps, rather than to the time of their printing 15 years earlier. Proofs of stamps originally designed in

1877 and first used unoverprinted in 1892 are usually assigned the numbers MLP 104 to 109. The 1885 series bears Van Dam numbers MLP 110 to 113. The 20¢ value was never issued without overprint and has no catalogue number, even though it exists in proofs. Proofs in both series are of the basic design, without overprint, and were certainly produced at the time each was being designed, in 1877 and 1885 respectively. The most useful description of the Manitoba Law Stamps and their history that I know of is that in the catalogue/album printed in colour by Bileski in 1959.

The *Essay Proof Journal* (numbers 30-33 of 1951) records that the existence of the following proofs of the BABN series had been verified. Unless otherwise stated all die proofs were 'small' and were on India paper: MLP 104, 10¢-die proofs in trial colours of red, blue and black, as well as the colour of issue, green. There was also a plate proof in green. The same



3. Small die proof of 20¢ for series of 1885. i.e. MLP 52. The 20¢ value was not issued when the series was released unoverprinted in 1897.

colour was used in all plate proofs. MLP 105, 20¢-a die proof and a plate proof each in green. MLP 106, 25¢-die proofs in trial colours of orange, blue and violet and a plate proof. MLP 107, 50¢-die proofs in trial colours of red, orange and black, and a plate proof on woven bond paper. MLP 108, \$1.00-a die proof in brown and on bond paper in green. A plate proof was said to be on India paper. MLP 109, \$2.00-die proofs in red, orange and green. A trial colour plate proof on card is printed in blue.

In sum, for this series the Essay Proof Society knew of 17 die proofs and six plate proofs. It is interesting to note that the Maresch Catalogue of the Richardson sale, March 4, 1981 lists as lot 1027 17 plate proofs of the 1877 series but no details are given. If the two sources of information were using the same criteria for differentiating die proofs from plate proofs, the Richardson collection had at least eleven plate proofs that were not in the Essay Proof list. I have not examined any of the proofs of this series.

Proofs of the 1885 series are listed in the *Essay Proof Journal* as: MLP 110, 10¢-die proofs in trial colours of red, orange and black. The 20¢ value in trial colour die proofs of red, orange, brown and green, also a plate proof on yellowish soft paper. MLP 111, 25¢-die proofs in trial

colours of orange, blue and black. MLP 112, 50¢-die proof in orange; MLP 113, \$1.00-the same in red and blue. In addition, there are \$2.00 essay die proofs in orange, blue and green.

Van Dam, in his catalogue for sale #34, lists a proof of the 20¢ in green as an essay. It is probably a plate proof of the basic design for ML 52.

I think that all the above proofs should be assigned to the stamps for which they were actually the proofs, that is ML 1-6 for the 9 scallop series and ML 51-55 for the six scallop series. The subsequent overprinting of the design is irrelevant to the production of the proofs and the related stamps.

There is no information as to how many of each of these proofs are available in the market. In a few cases it is known that more than one copy of an item has appeared. Manitoba proofs seldom appear in the sales lists or auctions. For example, over the period 1975 to 1988, the auction lists issued by Erling van Dam, by far the largest dealer in Canadian revenue material, show only 13 Manitoba proofs offered.

If scarcity along with attractive designs and striking colours can add zest to the hunt, the proofs of Canadian revenue stamps can provide plenty of it, along with research opportunity that adds fun.

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Although it has taken some time, I am pleased to report that we have under development a new catalogue for the BNAPS Library holdings - one that will facilitate member use and enjoyment. In this endeavor I wish to acknowledge the invaluable assistance of Vic Willson, who knows computers as well as philately. At the annual meeting in Virginia Beach I hope I will be able to report substantial, if not complete, success in this major project.

Thanks to the kind cooperation of the coordinators of all our study groups, the Library now has all the back issues of their newsletters. In addition, F.E. Eaton & Sons, Earle Covert and Bill Walton, Ed Harris, Bob Carr, Bill Robinson, Lew Ludlow, Mike Street, Dave Lacelle, Dr. Tom Nemeč, and Jim Felton have made special contributions of various items such as books, personal notes/records, postal guides and reprints of journals. I must also recognize the great support I have received from Dave Clare, who has provided the Library with numerous books from his department that the Library did not have; from Al Steinhart, who makes things happen; and from Howard Twitchell, who acts like a Treasurer ought to act, i.e., very helpful. To all of you (and anyone I inadvertently left out) a heartfelt thank you on behalf of the Library Committee (Ed

Richardson, Ed Christman and Vic Willson), myself, and especially Library users, present and future.

One final very important expression of appreciation needs to be made. When I took over the Library I discovered that it contained numerous duplications. With the permission of your officers and Board of Directors, we are going to dispose of these duplicate materials by auction. Bob Lee has graciously offered to handle this important event and charge no commission, so a special thanks to Bob. When the materials come up for auction, please bid wildly. You will help a good cause. Proceeds will be used to buy new materials, bind old items, some of which are in bad shape, and also bind journals that have not been bound in recent years. Incidentally, anyone who would like to adopt a year or two of journal issues for binding please contact me. I have a handsome acknowledgement I will be pleased to affix to such journals.

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Allen, D.J., ed., *Post West*, Journal of the Western Canada Postal History Society, 14 Issues published in the mid-1970's

Arnell, Jack, *Transatlantic Stampless Mail to and from the United States of America*, Hennok's Series of Postal History Collections/4, 1987

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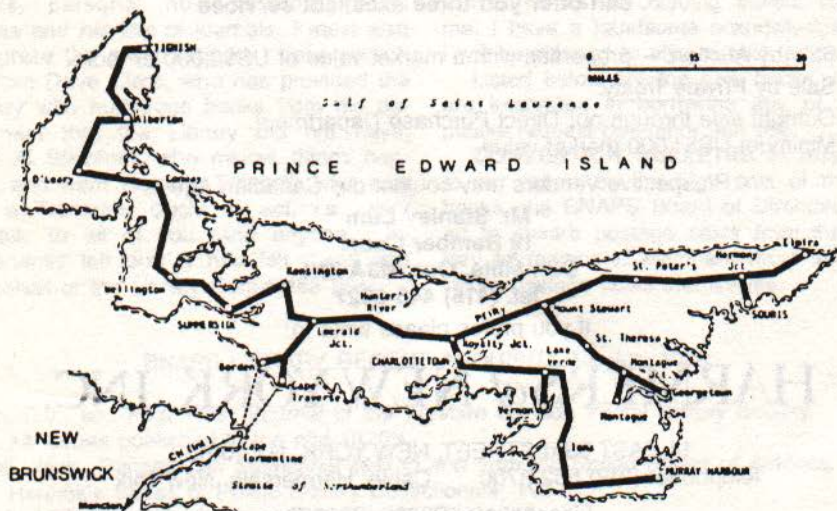
by G. Douglas Murray

A paper delivered at the R.P.O. Study Group Annual Meeting in Charlottetown, P.E.I., September 1987

The Prince Edward Island Railway was conceived in the midst of extensive political discussion over the entry of the province into confederation with the Dominion of Canada. PEI, long the reluctant bride of the Maritime colonies, not only had no interest in union in 1867 but in 1868 was actively negotiating reciprocity with the United States which was interested in fishing rights and inexpensive produce. Britain and Canada were very concerned, but their efforts at enticing the colony to join Canada were either ignored or declined.

It was noted in the response to one of

these overtures, in 1869, that the BNA act contained a clause excluding Dominion involvement in building railroads which did not connect two or more provinces. The Dominion could also not help with PEI's largest political difficulty, that of absentee proprietor land ownership. This problem was created a hundred years earlier when Britain first acquired the island and granted it in segments to friends of the crown. Catholic schools were the only other issue in the local election of 1870; it seemed there was absolutely nothing to be gained from PEI joining Canada.



Fate, however, had other plans. The Provincial Liberal Party leader resigned over the schools issue, and the Conservative Party leader formed a coalition government. He saw the potential for a railway connecting all the isolated centres of population and promoted the idea. It received an extremely enthusiastic response in public meetings around the province. This led to legislation being passed on 17 April 1871 providing for a rail line from Georgetown to Cascumpeque (Alberton). The terms of the Railway Act were, however, to find the government quickly in trouble and the colony requesting union with Canada.

The construction contract which had been signed in September of 1871 stipulated only a cost per mile; it failed to specify a maximum length or the precise route it was to follow. This fact opened up quiet negotiations with the contractor all over the colony to divert the line to pass through many more communities and eventually resulted in an additional 28 miles of track, increasing the cost by at least 15%.

While the hue and cry over this issue brought down the government in March 1872, the new Liberal government was also committed to the railroad because of public pressure. It not only pushed ahead with the contract, but also added branches to Souris and Tignish in a second contract. An anti-confederation government thus took the single most important decision which led to the confederation of PEI with Canada. The total outlay anticipated for the two railway contracts was 3 1/4 million dollars. This debt was to force PEI to seek union, and caused the fall of yet another government at the polls before PEI joined Canada without enthusiasm in July 1873. The choice had been increased taxation or union; it was not an auspicious beginning for a new province.

Despite all this political upheaval, the railway must have proven a great benefit

to the economy because 65 stations (6 terminal, 12 way, 47 flag), 196.5 miles of track, 119 crossings, 46 bridges, 6 wharves, 8 miles of sidings, fencing, switches, roundhouses and rolling stock were included in the contracts, which were to be completed by September 1874. Five postal cars were among the rolling stock. Construction continued without delay after Confederation, with a federal commissioner monitoring progress.

When the contract was not completed on schedule because of a great many deficiencies in construction, pressure mounted late in 1874 for the Dominion government to take over at least part of the line from the contractor and open it so produce could be taken to markets. The takeover finally happened on 29 December and the line was declared open on 4 January 1875, weather permitting. Another deficiency had appeared, however, as the six engines built by the Hunslet company of Liverpool proved totally inadequate in snow. Snow was abundant enough that year to close the line until spring.

A public notice appeared in the weekly *Examiner* announcing Wednesday the 12th of May 1875 as the opening day for traffic, but passengers were first carried on April 26. Notices also appeared in the *Examiner* for the train schedule and a new schedule of mails. Mail transportation switched to the railway officially on Monday, May 17 according to the notice, but the *Postmaster General Annual Reports* indicate that mail transportation from post offices in Alberton, Barrett's Cross (Kensington), Charlottetown, Georgetown, St. Peters, Souris East and Summerside was paid for ten months and twenty days in the fiscal year 1875-76. This indicates that mails switched to the railway on 12 May 1875, the same day as for passengers, and should be considered the first day of RPO service on PEI. Twenty-six other stations converted on



RR177



RR125



RR122



RR124



RR123

June 1, and five more on July 1.

The initial train schedule at Charlottetown saw two trains daily to Summerside, one of which went on to Tignish; two trains from Summerside daily, one of which originated at Tignish; two trains daily to Georgetown and two from Georgetown; one train daily to Souris East and one from Souris East. The ten daily trains met or passed one another on a complex schedule, providing great passenger convenience considering what Islanders had had previously. The impact of the change must have been enormous, connecting all of the remote population centres.

Four fifths of the province was suddenly within 8 miles of a station on a friendly, leisurely, community railway. Stories about the service abound and Islanders obviously enjoyed telling them. Trains were very slow and station stops frequent. There were 18 stations between Charlottetown and Summerside and 18 more between Summerside and Tignish. To the east there were 11 between Charlottetown and Mt. Stewart, 7 between Mt. Stewart and Georgetown and 15 between Mt. Stewart and Souris East. Many were flag stations but no-one was in a hurry. (PEI is only 144 miles long and Charlottetown is near the centre.)

A friend of mine remembers travelling by train a few miles from home, being dropped at a blueberry barren for part of the day and then catching the return train home. Farmers got a lift with a couple of pails of milk from fields remote from their homes. Another story involves a complaint from a pregnant lady indicating to the conductor that she was about to give birth. When asked why she ever boarded a train in that condition, she replied that she hadn't been in that condition when she had come aboard. An exaggeration, to be sure, but it reflects the spirit of the service. Passenger cars originally had wooden seats and gas lamps. In winter they were heated (or overheated) by coal stoves and were very close and stuffy. Winter trips were often long as heavy snowfalls delayed trains for many hours. Before unemployment insurance was available many people made a good living during the winter shovelling out the trains; the winters of 1905 and 1923 were the worst.

The 196.5 miles of the PEI Railway in

1875 consisted of the main line from Alberton to Georgetown, main branches to Souris East and Tignish and a spur into Charlottetown. It was extended in 1885 when a new branch was built to Cape Traverse. In 1905 a bridge was built across the East River at Charlottetown and the line extended to Murray Harbour. In 1906 a spur was built from the Georgetown line to Montague. In 1912 the Souris line was extended from Harmony to Elmira and finally, in 1917, the Cape Traverse line was changed to Port Borden, the new ferry terminal.

Trains did not cross the strait until 1917 with the arrival of the new ice-breaking ferry, at which time both the Pictou-Georgetown route and the Summerside-Pointe du Chene routes were abandoned in winter. The crossing was not a simple one. The PEI Railway was narrow gauge (42") and the Intercolonial Railway was standard gauge (56 1/2"). Beginning in 1917 a third rail was added to all lines on the island to solve the problem. Standard gauge trains reached Charlottetown by the fall of 1918, but the track conversion was not complete until 1930. In the 1920's old narrow gauge cars followed standard cars on the line making for a very incongruous looking train.

In May 1875 all mail schedules refocused on the new railway; according to the mail cancellations used, mail cars were called travelling post offices. The first cancellation known was used as a backstamp on 2 July 1875 and reads "TRAV. P.O. C&S" (Ludlow RR177/MA50A). C&S undoubtedly stands for Charlottetown and Summerside but with 10 trains daily travelling east and west it is unknown why it was chosen unless this was the only route to carry clerks. A second cancel reading 'P.E.I.R.R. -C&S/No. (1 or 2)' (Ludlow RR125), was issued the same year, with the earliest date of use known being 20 October 1875. Although these may be clerk or instrument numbers and not train numbers, Train No. 1 travelled from Summerside to Charlottetown, Train No. 2 travelled from Summerside to Charlottetown, and both served the ferry route to Pt. du Chene, N.B. in the navigable season. No cancellations are known before 1895 specifically for the Tignish or Souris routes, rais-

ing an unanswered question as to whether these routes carried clerks before that date.

The third cancel to be used dropped the C&S designation, reading simply 'P.E.Island RY/M.C.' (Ludlow RR122), and was used from 1881 to 1885. It was replaced by another reading 'P.E.I.RLY/M.C.' (Ludlow RR124), used from 1885 to 1890. In 1885 the branch line to Cape Traverse was open and off-island mail followed the new route between the capes. A new cancel appeared (earliest known use 1887) reading 'P.E.Island/M.C.' (Ludlow 123), which I suggest was used on this route. A further indication in support of this theory is the fact that it ceased to be used in 1918, when the Charlottetown-Sackville line opened and new instruments were issued. It is the only cancel known at this time to be in use on the PEI Railway in the early 1890's before Georgetown, Souris and Tignish RPO cancelling instruments were adopted and there is much research to be done to complete this picture. Mail clerks

were obviously placed on the steamers after 1896 as indicated by six other cancels used between then and 1917. An extensive review of all PEI Railway cancellations is beyond the scope of this paper; it is sufficient to note that there were four lines operating after rail connections with the mainland were established in 1917, as follows:

- Charlottetown & Sackville - RPO closed 1 Oct. 1968
- Charlottetown & Souris - RPO closed in 1953
- Charlottetown & Tignish - RPO closed 4 April 1964
- Charlottetown & Murray Harbour - RPO closed in 1949

All mail to and from PEI now travels by truck, and the railway is at another crossroads. It appears it may soon be just a memory because agitation for a fixed crossing is again mounting and almost certainly the cost of operating a railroad here will be part of the negotiations.

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The Study Group CENTERLINE

by Frank Waite

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NEW GROUPS FORMING

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ON THE FRINGES

The fuss over the *Scott Volume I* prices for BNA and British Commonwealth stamps has left me unmoved. I recall with genuine regret my early days of stamp collecting. We traded stamps with no thought of value. Our primary thought was their appeal, and whether or not we had them. "How much is it worth," has taken the place of pure collecting. I wish I could return to those days of naiveté. One of the joys of writing this column is the extensive research, reflected by the newsletters which can be appreciated vicariously.

Doug Irwin's *Centennial* group newsletter has photocopies of die proofs of the 25¢ and \$0.50 values as exhibited at CAPEX 87. He also discusses the discovery of mint copies of the 6¢ orange, Winnipeg tagged, on Hybrite paper. The bulk of the newsletter is a scholarly presentation of plate flaws on the 8¢ value.

A very nice study, probably authored by Doug.

New Editor T.E. Almond of the *Flag Pole* discusses his goals for the *Flag* group. David Sessions illustrates an error in the date of a Royal Train cancellation. He requests owners of this error to relay information to him. He and Tom Almond together have an article on the purple Royal Train marking and seek additional information. David Sessions also submits an illustrated article on the rare Type 1 Flag, die K, of Montreal. He also asks questions about the 1902 Type 8 flags of Hamilton. The newsletter concludes with a financial report.

The *Military* group newsletter, Editor Ken Ellison, shows a cover from *H.M.C.S. Crusader*, on active service, courtesy of Mike Street. Wilf Whitehouse sends a copy of an unrecorded Armed Forces Air Letter.

Volume II, 1920-46, of *Canadian Military Posts*, by Bailey and Toop, is reviewed. Colin Pomfret illustrates and supplies notes on the first known cover from Scheveningen P.O.W. Camp in W.W.I Holland. The newsletter concludes with articles on the Canadian Siberian Expeditionary Force 1918-19. George Otty supplied photocopies of two covers. Copies of articles on this force from the *Vernon News* are included, and Robert C. Smith reproduces an article on Catholic Army Hut activities, complete with a lovely patriotic cover from Siberia.

The *Newfie* newsletter, Editor C.A. Stilleons, consists of a comprehensive, well illustrated article on the Dornier DO-X flight of 1932 by Bert Warr, Jr. I've always been amazed by the capacity of this flying boat - unequaled by our commercial planes for many years.

The *Perforator*, Editor Jim Catterick, published in July '87 a list of I.H.C. of Canada *Perfins*. A deluge of comments was received. Should philatelically inspired perfins be listed separately or not at all? Several 10-die perforator illustrations are in this newsletter. M.B. Fennel authors an illustrated article, *Variations on Hole Size of the Same Perfins*. There are additions to the list of 13 I.H.C. perfins. Part II of *Perfins in the 1980's*, by Mike Hargraff, details an attempt to trace an Edmonton perforator from 1980-88.

The *Postal Stationery* group newsletter, Editor Robert Lemire, begins with the report, by Bill Walton, of the discovery of a new Victorian envelope. He also provides ERP updates. Mark Arons reviews the new *Postal Stationery Catalogue of Canada and Newfoundland*. The editors are Earle Covert and Bill Walton. Steven Whitcombe reports and illustrates a newly recognized Dominion Express Card variety. Steven also continues *Canada's First Post Cards - Part III - Dies and Plates of P1*. This is an excellent article.

Again, two newsletters from Bill Robinson of the *Railroaders*. The first is headed by a photograph, from Trelle Morrow, of G.T. Pacific locomotive No. 111 near Prince Rupert. The G.T.R. station at Mt. Clemens, Michigan is again pictured, thanks to John Hornsby. Bill mentions correspondence with Gerry Carr, John McCrea, Allan Steinhart and Don Wilson.

Ross Gray has supplied a detailed itinerary of the Royal Train Tour in 1939. The second newsletter features Annex VI to Lew Ludlow's *Catalogue of Canadian Railway Cancellations*. Can you live on \$4 a year? That was the 1905-06 salary of the Postmaster of Black Tickle, Labrador. Malcolm Smith provides a list of the salaries of all Labrador postmasters for 1905-06 and 1906-07. The newsletter concludes with a 1960 *Saskatoon Star-Phoenix* article on the final C.P.R. Winnipeg-Edmonton passenger run.

Each time I read a *Re-entry* group newsletter, I find that Warren Bosch has reported another discovery. This time it is a misplaced entry - 0.8 mm high on a 1¢ Edward. As usual, Editor Ralph Trimble has supplied beautiful photographs of this and other items in the newsletter. Ralph locates the plate positions of a group of re-entries from the right pane of the 1/2¢ Numeral. He was aided by two large blocks from Bill Burden. Ralph also illustrates a new re-entry on a Map stamp. Jim Watt discusses the 5¢ on 6¢ Small Queen entry. I believe this variety has inspired more ink than anything else in Canadian philately. Ralph illustrates a re-entry on the 5¢ R.L.S., and the newsletter concludes with a letter from Hans Reiche on smeared impressions.

Gary Arnold, Editor of the *Squared Circle* newsletter, illustrates a postcard, from Gerry Carr, with a Simcoe Squared Circle. There's an update of the frequency of the 'A', 'B', 'C', and 'D' indicia for the Paris cancellation in the years 1893-99 from Jim Felton, Jack Gordon and Geoff Newman. New dates for Squared Circles from various post offices are reported by Ted Kerzner and David Robinson. Two illustrations are from Brian Plain, a beautiful Eastman, Que. strike, and from David Robinson, a Beaverton with a July 234,'95 mark. Gary Arnold, Whit Bradley, Jim Felton, Jack Gordon, Bob McCabe and Gray Scrimgeour supply dates for many Squared Circles to tighten the dates of interrupted usage. A membership list is appended.

Jack Arnell, Editor for the *Transatlantic Study Group*, devotes the newsletter to a detailed discussion of four beautiful Transatlantic covers submitted by Allan Steinhart. These are illustrated and are indeed

lovely.

The study group newsletters continually remind me of the extensive research carried on in Canadian philately. They are

valuable as a permanent record. All of you have some bit of knowledge to impart. Join a Study Group and do your bit. You'll be rewarded.

MORE SKETCHes of BNAPSers

by Dr. R.V.C. Carr

SKETCH No. 225

George Wegg

Born in St. Thomas, Ontario, George Wegg moved to Toronto in 1920, where he was educated at Upper Canada College.

George started collecting stamps in 1922. His initial brush with organized philately came in 1925, when he was chosen as the first President of the Toronto Junior Stamp Collectors Club, which was sponsored by the old Toronto Stamp Collectors Club. A short time after that he also helped organize a stamp club at Upper Canada College, which continued for many years. In 1935 he joined the Toronto Stamp Collectors' Club, by coincidence on the same night as the late Jim Sissons.

His earlier business years were spent as a buyer and purchasing agent. When the war came, he joined and served in the Royal Canadian Air Force from 1939-1945. After the war George and Jim Sissons established the first major public stamp auction house in Canada - the firm of Sissons and Wegg. In 1960 he established his own company, and was President of George S. Wegg Limited until 1980.

Now semi-retired, he devotes 20 to 25 hours a week to his philatelic consulting business. He is also the Canadian representative for Christie's Robson Lowe of London, England. George is a Director of



the Toronto Stamp Collectors Club, a Founding Member and Past President of the Philatelic Specialists Society of Canada, and a Past President of the Canadian Stamp Dealers Association.

An Emeritus member of BNAPS, George has only missed one BNAPEX convention in the last 20 years. His continuing interest in the society extended to accepting a nomination in this year's elections, and we learned at Virginia Beach that he has been elected a Director of BNAPS. Congratulations, George!

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A Talk with Vincent Greene

by Derek Hayter

A late notice in the last issue of TOPICS announced the death on 21 July of Vincent G. Greene. Derek Hayter writes:

He flourished in an age of great men and great events, his sombre calendar marked off by two world wars. Though good fortune sustained him, his old-world values of culture and qualities were fading from the social scene.

Vinnie may be pictured at his deskside; he would sit with thoughtful countenance, recounting many stories of philately and philatelists of his era. His recollections were fresh and invigorating.

A short interlude in human history welcomed his contribution. Once asked by a journalist if he thought about death, he replied with characteristic vehemence, "Life's greatest adventure, my boy!"

Such men are not found today.

Part II

DH: The name Sharpe belongs to the era you're describing?

VG: Yes. Colonel Lloyd Sharpe of Hamilton was a great personal friend. I first met him through stamps. Incidentally, I have met practically all my closest personal friends through the hobby of stamp collecting: Dr Jephcott, Jim Sissons and many others, including the late Colonel Sharpe.

A lawyer in Hamilton, he owned a shop in the Royal Connaught Hotel, called the Stamp and Curio Shop. He had a collection of stamps that his brother, Charles Sharpe, had left him. Lloyd had a man who handled the shop for him. Whether he made any money out of it, I don't know, but he did make one marvellous find. It's one of the great stories which I've told a couple of times at different meetings. As Sharpe told it, he was on the second floor of the old Court House in Hamilton, waiting for a case to come up, when he noticed a ladder against a hole in the ceiling. Being a collector of stamps and other things, he decided to go and see what was up there.

He ascended the ladder. All was in darkness. Lighting a match, he saw in one corner bundles and bundles of paper - envelopes. Flipping through them, he saw stamps by the dozen, stampless covers, old ledgers. He realized that the cache had been stored there by some lawyer many years previously.

He went down to get the superintendent of the building and, he told me, gave the man \$10 - I believed it was only five! The superintendent explained that the Fire De-

partment said they were a fire hazard and had to be destroyed; it was the superintendent's job to see it was done. So Sharpe asked if he could have the stuff. The reply was: "Sure, help yourself." Sharpe immediately went home for two suit cases to carry away at least some of the material. The stuff was addressed to William Laidlaw, Milton. I had some of the covers in my collection; mainly they were small Queens, but some were large Queens. Apparently the correspondence had been gone through by somebody in the 1870's or 1880's because there weren't any Pence issues.

When Sharpe took his suit case home his wife remonstrated with him, asking: "What are all these dirty pieces of paper and envelopes?" Lloyd explained the story, and was about half way through sorting the material at the Court House when he was called to Niagara Camp to do his two weeks' militia training. He planned to go through the balance when he got back from camp. On returning, he went up the ladder into the loft and there wasn't a sign of anything. He asked the superintendent where the remainder was, to be told the Fire Marshall had returned and blamed him for not getting rid of the stuff, which he'd now burned.

I said, "Lloyd, how stupid could you be? Why didn't you get a truck to bag it up and take the stuff out?" Sharpe replied that he would have had to put it somewhere, and his wife said the cellar was full of old covers. Sharpe probably made \$20,000 on

the Laidlaw material. The envelopes I saw had beautiful cancellations... the Small Queens and the Large Queens, combinations. He told me he knew a man in Ireland to whom he sold the 12 1/2 rate and later the 15 Cent rate to England on the Large Queens issue. I think he got \$4 or \$5 each for them.

DH: Where does the renowned Lichtenstein fit in with this colourful period?

VG: Possibly the greatest collection ever formed (outside the Ferrary collection), which contained not only British North America but also specialized stamps of Mauritius, Cape of Good Hope, British Guiana and Great Britain, was formed by Alfred F. Lichtenstein. It's rather interesting to tell the background of Mr. Lichtenstein. I think he was born in the States, and was of Swiss background. He headed a large firm which manufactured printers' dyes and chemicals. During the First Great War the dye industry was concentrated in Germany. When the supply of dyes was cut off, even before the United States entered the war in 1917, Lichtenstein's firm was the only one that provided dyes for stamps, banknotes and other products.

There was no income tax in the U.S. in those days, and Lichtenstein's company made a fortune. He was a keen collector, but at that time the largest collection of worldwide stamps, with the exception of Ferrary, was held by George H. Worthington of Cleveland. Worthington's collection has been covered in a book on the subject by Alvin Good, his stamp curator, published in 1945.

During the early days of the war Mr. Worthington, a very wealthy man, made his money from Beemans chewing gum. He guaranteed some bonds for the Cleveland Railway Company, several million dollars worth. The company went bust and they held his stamp collection, which was by far the finest in the United States at that time, as collateral.

Mr. Lichtenstein went to the trustees of the estate, asking how much they wanted for Mr. Worthington's collection. They said it had been appraised for \$500,000, and Lichtenstein wrote out a cheque for that amount. This purchase turned out to be the foundation of the Lichtenstein collection.

Lichtenstein had a daughter, Mrs. Dale. When her father died suddenly, getting on a bus in New York in 1947, the daughter inherited these magnificent collections. I think in the estate she gave a couple of collections to the Collectors' Club of New York. Lichtenstein was a tremendous man. He gave several thousand dollars to help the Collectors' Club buy their present building in New York. He was a great benefactor to philately. He had a very sound knowledge of stamps.

DH: You've said in an article elsewhere that Lichtenstein shared a friendship with Boggs.

VG: Winthrop S. Boggs was a friend of Lichtenstein, and a stamp expert of considerable knowledge. I've told earlier that Fred Jarrett produced his book in 1929, which Lichtenstein didn't want him to publish. In 1942, Lichtenstein got Boggs to write this book on Canadian stamps, which is really a fantastic work. But it's all based on the collection of Mr. Lichtenstein, and if you read the acknowledgements in the foreword of the book, not one mention is made of Fred Jarrett, although some of the illustrations in Boggs's book definitely have been photographed from Jarrett's book of 1929. Fred told me he'd retouched some of the illustrations of his book in order to make them stand out, and he knew which ones he'd done.

Jarrett told me Lichtenstein had been cool to him for many years, but toward the end they made it up, and were friends again. Lichtenstein was jealous of Fred Jarrett's knowledge of Canadian stamps, although Lichtenstein had this magnificent material. The late Mrs. Dale sold her collection of Canadian stamps, but her daughter still has the fine collection of stamps of Cape of Good Hope and those of British Guiana.

DH: What about your own days of early collecting?

VG: I was a boy of 9 or so in 1902 or 1903, and the first dealer I can ever recall having an association with was Wilson Wilby. He called himself the Weston Stamp Company, because he lived in Weston. Mr. Wilby had quit a beard. He had his office at the corner of Adelaide and Victoria Streets.

I well remember one Saturday morning

going in as a young boy. Mr. Wilby was very busy. He said "Little boy...here is a stamp book. Now you can have any stamp in this book at 2 cents each. I want you to go outside the office because I have a very important client coming."

He told me his visitor was the secretary to a very great collector from San Francisco... W.H. Crocker. He was a wealthy man in California and had built a magnificent collection. This day, his agent was in buying Australian stamps from Mr. Wilby. I must tell you, 40 years later in Harmers sale in London there was a block of four of the 3d on thin, wove paper - mint! It came from the Crocker collection, and I said, "By jove, I'm going to buy that piece if I have to go broke."

DH: And you did?

VG: Yes. Seeing those stamps took my thoughts back to that Saturday morning years earlier when I went in to Mr. Wilby's office to buy stamps at 2 cents each. I thought I paid Harmers an outrageous price for the block, though I forget how much I bid. When I sold part of my collection to Stanley Gibbons through Mick Michael, the Managing Director, I don't know how much they allowed me for that block, but it was a considerable sum. I sold quite a few pieces to Gibbons, but I do know it was perhaps 20 times what I paid for it. That was my dealing with Mr. Wilby. I think I spent 80 cents that day...mother had given me a dollar, so I had to keep 20 cents for lunch, which was ample in those days for a midday meal downtown.

I think the block, on thin wove, is one of two known blocks mint. The other was in the Lichtenstein collection.

DH: What about your early career?

VG: In 1909 I joined the Imperial Bank of Canada - since combined with the Canadian Bank of Commerce. The head office stood at the corner of Leader Lane and Wellington Street, and today is a parking lot. In those days the chartered banks issued their own bills from \$5 up, a practice discontinued in 1935. It was therefore in the banks' interest to have bills circulating on which they paid no interest. To distribute the bills nationally they were packaged, with adequate stamps to cover both postage and insurance.

Mr. McKenzie, an accountant in the

bank, was a stamp collector. He would walk over to George Lowe, a stamp dealer who took over the premises of the Weston Stamp Company at the corner of Victoria and Adelaide streets, and buy high value Jubilee stamps at face value to cover the bank's postage on parcels of the bills. Imagine buying the 1897 Jubilees at face value as late as 1910!

Mr. McKenzie would write to the bank's branches in Vancouver and other points in the west, asking them to return the used stamps. One day he said: "I'm not going to send any more Jubilees to the Calgary branch - they don't return them."

Winnipeg, the fastest growing city in Canada at the turn of the century, played a different role in the Jubilee issue story. It's a role that explains the origin of large blocks of Jubilees with the magenta Winnipeg town cancellation. The Toronto Globe and The Mail and Empire had large circulations in Winnipeg, and both newspapers bought stamps to pay the enormous postal fee.

In due course these stamps were returned by the Winnipeg post office to Ottawa for accounting purposes. Some years later a Mr. Robertson, a keen stamp collector, heard of the existence of these used stamps, and eventually obtained them from Ottawa for cash or by other means.

He lived at the Claridge Apartments on Avenue Road in Toronto, and was a great friend of Fred Jarrett. The friendship eventually led to Fred buying the blocks from Robertson, and I personally bought my used \$3, \$4 and \$5 blocks of four from Fred. He showed me a complete sheet of the \$4, beautifully cancelled in magenta, which likely has long since been broken up.

(To be concluded)

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A REVIEW OF RE-ENTRY BASICS

by John Hillson

The request for articles on the basics of specialties in the November-December *Study Group Centerline* started me thinking about doing such a piece on Re-entries, which I don't think are always understood. Warren Bosch's *Misplaced Entries on the One Cent Numeral* in the September-October *TOPICS*, which reached here later thanks to the Canadian postal strike, reinforced the thought because I don't think what Dr. Bosch wrote about are re-entries, although of course I could be wrong.

First, the DIE is NOT used to repair a plate, nor is it used at any time directly in its manufacture. For one thing, the impressions on the Dies are the same as on the plates. To see what could happen if they could be used to lay down the plate, place two coins side by side, head upwards, and then close them together head to head. When you get them in a 'V' so that you can still see both faces you will find they face in opposite directions. So it would be with a die placed on a printing plate. The tool used to make the plate, and to effect the repair, was the transfer roller. After plates were curved, which was after the Small Queen period, the burrin was used for repair by retouching. More on that later.

The craftsman who did the work was called a SIDEROGRAPHER. The transfer roller was

put in a press which exerted many tons of pressure, which in turn meant that the workpiece had to be securely fixed in position so it wouldn't move under the pressure. The suggestion that the varieties illustrated in the Bosch article could have been caused by a 'momentary' misplacement really is not on.

What exactly is a re-entry, and how and when does it occur? Let's assume a new plate has just been made. A proof sheet in black is taken from it and is examined, among other things, for SHORT ENTRIES, that is impressions that have not been rocked into the plate as deeply as they should have been and are therefore printing fainter than the standard required. Perhaps they were not as critical in the 19th Century as today. The 1/2c Large Queen has a few — the 'White Chinon' variety (ies). Nevertheless, even then some impressions on the plate would not have been up to scratch. Here the impressions would be deepened by putting them under the transfer roller again and rocking it in some more, until the impression was deep enough. If the process was perfectly done, one would never be aware of the fact. If it were not, if the tool had been replaced imprecisely over the first impression so that the lines did not coincide, you would get some doubling of the design. Technically, to distinguish them from repaired impressions, these are called FRESH ENTRIES. The major re-entry on the 6c yellow brown is one example, another is the only known re-entry on the 10c. These varieties are present on the plate in its first state.

RE-ENTRIES happen in the same way, but for a different reason. Repair by re-entry was done either when a subject got damaged, or when the impressions on the plate were becoming worn through use and a general repair was necessary. If in carrying out this work the transfer roller was accurately positioned over the impression to be repaired, so that no doubling occurred, one has what is called a COINCIDENT RE-ENTRY. Unlike undetectable fresh entries, these can sometimes be detected, for example if you have a part sheet with a worn imprint, but fresh clear stamps. The 1/2c Small Queen is a happy hunting ground for these. Where doubling is visible, i.e. where the positioning of the tool has not been quite so precise, they are NON-COIN-



1. Fresh Entry — note curved line through 'Canada Postage' and extra line at bottom

CIDENT RE-ENTRIES, sometimes called double entries. Again, see the 1/2c Small Queen. The two, visible and non-visible, are the same thing, but NOTE, the lines of doubling ARE NOT THE RE-ENTRY, only evidence of re-entry. The stamp is the re-entry, the doubled lines what is left of the original impression underneath the re-entry. This point is vital and is sometimes not appreciated.

The next point is that apart from one skewed re-entered Admiral, I know of no re-entries that are not square on, even if in the wrong place, which brings us to MISPLACED ENTRIES or LATENT ENTRIES, of which there are two on the 2c Small Queen. Note again, not latent Re-entries, which is meaningless and I think an impossibility, though I have been guilty of so mis-calling them myself once or twice (as sloppy as calling imperforate stamps imperforated, which actually means someone has been round the perfs trimming them off). A Latent or mis-placed entry occurs when the siderographer enters the impression in the wrong place, and then re-enters over them in the correct place. In the case of the 2c Latents, the positions are horizontally correct, square on, but half a stamp too high.

The only MISPLACED RE-ENTRY I know of is the 5c/6c Small Queen, which is in the wrong place because the wrong roller was used with wrong locating marks for the plate. But it is still 'square on'.

A TRIPLE ENTRY is not common. It means you can detect the results of two repairs. Geoffrey Whitworth notes one or two on some states of the 5c Beaver, but not the major re-entry which is a double entry.

RETOUCHING is done with a burrin (engraving hand tool). I am to be persuaded this was ever used on Small Queen plates as minor defects went unremarked (but become quite common on Admirals for example). Once curved, a plate could not be re-entered. The pressure exerted in the press would have smashed it, so you had to recut faint or imperfect lines by hand. Since the siderographer would not be as highly skilled as the engraver who produced the original die, recutting or retouching left such imperfections as uneven or even sometimes shaky lines.

KISS PRINTS have nothing to do with plate repair, though sometimes they are mistaken for re-entries or, if extensive, even double prints. An extreme example is in the Milos Small Queen handbook — the 5c described as a 'Double Entry' is not. It is a kiss print, caused after printing



2. Kiss Print — lower portion only repeated down and to right

when, while stripping the newly printed sheet off the plate, part of it is allowed to fall back 'momentarily' and pick up part of a second impression, usually in the wrong place, usually skewed. I would suggest that Photo A and Photo B in Dr. Bosch's aforementioned article are almost certainly kiss prints.

Photo C in the article worries me. Having got the original Re-entry Study Group newsletter where the photo, particularly of the right hand portion is clearer, Ralph Trimble mentioned that some of the detail didn't 'jive'. Well, it doesn't. For example, the baseline of the photo measures 17cm, the 're-entry' 16.7 cm. The outer frames of the design are 'chamfered' at the corners. The 're-entry' isn't at either end, both of which finish square. The Left numeral box base is closer to the frame than the Right numeral box base, which is too far from it. The whole thing is at a slight skew. I wonder if the ink of the variety has been checked for compatibility with the underlying stamp. And that's the other thing, why doesn't the basic stamp design show damage? The pressure of the press would have made that inevitable.

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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

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

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

PACIFIC-NORTHWEST: Colin Campbell, 1450 Ross Road, Kelowna, B.C. V1Z 1L6

MID-AMERICA: Robert Schlesinger, 523 Highland Grove Dr., Buffalo Grove, IL 60089

The **Manitoba-Northwestern Ontario** group held an informal breakfast get-together during the convention of the Royal Philatelic Society in Winnipeg last June. No seminars were held as the ROYAL sponsored several interesting talks. Another good show made better by BNAPSers' participation.

In last issue's note about the April meeting of the **Calgary** group, another success, I forgot to mention that out of 34 in attendance, 12 were out-of-towners. Jack Wallace of Victoria, B.C., Trelle

Morrow of Prince George, Jim Haskett of Lethbridge and Geoff Browning of Ottawa were all there. These BNAPSers do get around.

Calgary's June meeting, the last of the year, started with a half-hour fellowship followed by an hour of games and ended with a barbecue. Sounds like a fun evening.

G.H. Davis reports some bad news for the **Mid-Atlantic Group**. G.H. has moved to London, England, and has to give up his responsibilities as Secretary of the

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group. It is vital that someone take over the job. You can reach G.H. at 9 Queen St., Mayfair, London W1X 7PH, England. G.H., you have done a great job and we are sorry to see you leave. Best of luck for the future. (G.H. was planning to be home for the convention in Virginia Beach.)

The **Prairie Beaver** group will meet October 22, 1988, at the Family Service Center at 4625 W. Lilliam, Houston, Texas. If you are anywhere near this area drop in for a great time. This group always has great speakers, an auction, trading sessions, clothesline exhibits and great eats.

Plans for BNAPEX 90, to be held in Galveston, are well underway and it already sounds too good to miss. The

rates at a great hotel are only \$75.00 single or double. This is just the beginnings of what will be an unforgettable convention.

As usual the *Beaver Chatter* newsletter ends with a couple of keeper articles. Jim Felton wrote *The 'Other' Cancelling Machines, IPS Models H02 and MST*; and Vic Willson has an illustrated article, *Transatlantic Newspaper and Circular Rates*.

Be sure and have your newsletters and other information to me by November 15 so it will reach the Editor in time for the January-February issue. Watch this column for further reports on the new regional group.

INFORMATION FOR MEMBERS

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REPORT DATE: 15 August 1988

APPLICATIONS FOR MEMBERSHIP

Objections MUST be filed with the Secretary IMMEDIATELY upon publication

- R4710 SMITH, Ronald F., RR #7, Comp. 36, Site 3, Fredericton, NB, Canada E3B 4X8
C Canada Mint VF NH, Fancy & early cancels, Re-entries/retouches
Proposed by: Secretary
- R4711 KUKSTIS, Paul J., P.O. Box 300, N. Scituate, MA, USA 02060-0300
D Satuit Philatelics Corp.; Canada SQs, Semi-Official Airmails
Proposed by: R. Marcello, 2636; Seconded by: H. Sanguinetti, 2176
- R4712 THOMLINSON, Robert B., R.R.#1, 4001-35th St., Osoyoos, BC, Canada V0H 1V0
C Canada
Proposed by: Robert A. Lee, 2470
- R4713 BEHM, Michael, 39 Roslin Avenue South, Waterloo, ON, Canada N2L 2G7
C Perfins
Proposed by: M. Street, 3848; Seconded by: E. Covert, L2698

NEW MEMBERS

- | | |
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| R4693 RODAK, Dan | R4701 JONES, Gareth |
| R4694 EGGERTSON, Tom | R4702 BEATON, John M. |
| R4695 SCOOT, Derrick J. | R4703 CREECH, David R.P. |
| R4696 BIALES, Bernard | R4704 FLEISCHMANN, Peggy A. |
| R4697 PATERSON, Ian A. D. | R4705 HADDEN, J. Alex |
| R4698 DAVIS, James H. Jr. | R4706 HUFFMAN, Dan D. |
| R4699 MOULD, J. T. | R4707 CHASE, Marvin C. |
| R4700 BUCKMAN, Darren R. | R4708 NOBLE, Brian J. |
| | R4709 BARASCH, Alan R. |

REINSTATED

Includes previous 'Mail Returned' - address now supplied

- R4043 McINNIS, Dan A., Polaris Stamps, Box 2063, Str. A, Sudbury, ON, Canada P3A 4R8
R4670 JONES, Garth, P.O. Box 941, Russell, ON, Canada K0A 3B0

DECEASED

- E0040 GREENE, Vincent Graves
E0157 PEAREN, Alton W.
R3124 DES BRISAY, Ian G.

RESIGNATIONS

- R2910 AYRE, John Frederick
R3161 LEWIS, Rev. S.E.

CHANGES/CORRECTIONS

*Notice of change MUST BE SENT TO THE SECRETARY -
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- R1514 BURTON, R.L., 751 James St., Delhi, ON, Canada N4B 2C9
R2416 SHERRITT, Norman A., 5768-180th St., Surrey, BC, Canada V3S 4K8
R3247 WRIGHT, William, 2724 Doris Ct., Carmichael, CA, USA 95608
R3503 BARNES, Bruce H., Route 1 Box 323 'G, Leesburg, VA, USA 22075
R3825 WATT, Dr. James H., 188 Pacific Ave., Toronto, ON, Canada M6P 2P5
R3828 THOMPSON, Christopher C., 398 Dorchester St., Newmarket, ON, Canada L3Y 7Z3
L3936 HARPER, J. Stuart, P.O. Box 565, Str. F., Victoria, BC, Canada V8W 2P3
R4103 DAVIS, G.H., c/o CBIS-1, 9 Queen St., Mayfair, London, United Kingdom W1X 7PH
R4196 FIEDLER, Brian C., 205 Greenfield Ave., Willowdale, ON, Canada M2N 3E2
L4292 GOSS, James W., 1040 Bishop, Grosse Pointe, MI, USA 48230
R4344 TOZER, Peter R., 30 Tallawong Rd, Riverstone, NSW, Australia 2765
R4386 MAJORS, Ronald E., 11 Flamingo Ct., Voorhees, NJ, USA 08043
R4427 FORBES, Harold M., 276 Richland Ave., Morgantown, WV, USA 26505
R4449 LARSEN, LCol. Layne R., CFPO 5048 SHAPE, Belleville, ON, Canada K0K 3R0
R4492 LEITH, Ronald Douglas, P.O. Box 430, Abbotsford, BC, Canada V2S 5Z5
R4502 McFARLANE, Laurence R., P.O. Box 123, Port Borden, PE, Canada C0B 1X0
R4513 PARKER, Douglas, 11459 N. 28th Dr. #1024, Phoenix, AZ, USA 85029
R4517 SPRINGATE, Gordon L., RR1 Site 8 Comp 20, Westbank, BC, Canada V0H 2A0
R4632 CASSIE, Marilyn J., 12 Newing Court, Ajax, ON, Canada L1S 2T6
R4640 ROYSTON, David G., #319, 312 Mt. Benson St., Nanaimo, BC, Canada V9S 5K2
R4674 HOBDEN, David L., 241 Woodward Ave., Milton, ON, Canada L9T 1V1

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Last given address shown - please notify Secretary of any changes known

- R3799 CUTHBERT, Ronald W., P.O. Box 78, Hepworth, ON, Canada N0H 1P0
R4195 WELSH, Stephan T., 53 Cardwell St., Orangeville, ON, Canada L9W 2V7
R4543 WHITELEY, David A., 364 Niagara St., Winnipeg, MB, Canada R3N 0V4
R4598 HOOD, Stephen M., 116 John St., Weston, ON, Canada M9N 1J8

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| Total membership as of last report | 1446 |
| New members added in this report | 17 |
| Reinstated | 2 |
| Deceased | 3 |
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