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BNA TOPICS

ISSN 0045 - 3129



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY LTD.

Vol. 46, No. 3

MAY-JUNE 1989

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BNA TOPICS

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©1989 by the British North America Philatelic Society Ltd.

Published bimonthly at Ancaster, Ontario by the British North America Philatelic Society Ltd.

Printed at Dundas, Ontario by Standard Forms

Opinions expressed are those of the writer and do not necessarily represent those of the Society or BNA TOPICS

SUBSCRIPTIONS are available only as part of membership in the British North America Philatelic Society Ltd. For information contact the Secretary, Chris McGregor, 6312 Carnarvon St., Vancouver, BC, Canada V6N 1K3. MANUSCRIPTS should be double spaced - typewritten if possible, but legible handwriting is quite acceptable - and addressed to the Editor. LITERATURE FOR REVIEW should be addressed to the Editor. MISSED OF DAMAGED COPIES - contact the Circulation Manager (listed above). CHANGES OF ADDRESS should be sent to the Secretary (see Subscriptions, above).

THE EDITOR'S PAGE

by Mike Street

A MESSAGE TO ALL BNAPSers

WHERE HAS THE TIME GONE?

Over the years, when asked if it was difficult to find something to write about in this column in each issue, I've always said "No.", because there is always something in the passing philatelic parade which merits a word or two - or three.

Now, faced with my last editorial for *TOPICS*, things are no different - there are problems in organized Canadian philately; stories about turf battles and contracts continue to emanate from the new Postal Archives; and Canada Post is charging citizens extra if they use stamps to mail a parcel - while for the same parcel businesses pay less if they use meters!

Three juicy editorials, and only one left to write! Will he give in and do just one more? ... No. I'm retiring. It's time for a few acknowledgements, and some thoughts aimed at trying to make my successor's load a bit lighter.

THANKS

In my annual report to the Society, I always acknowledge the help of the authors, the Advertising Manager, the Circulation Manager, the Printer, our advertisers, the members who help out directly with *TOPICS* and the elected Officers of BNAPS. The contributions of these folks are obvious, but there are also people behind the scenes who deserve special mention.

Though the Editor is the only Officer regularly in touch with all the members, the communication is largely one way. With other Officers and the members spread all over the map, the job of putting together each issue is accomplished mainly in isolation. I haven't been alone, however.

Three people in particular have made a point of phoning often. At first I thought it was nice that they were keeping in touch so actively on society affairs. Then I realized that, without saying so, they were also simply being around in case I needed something - advice, help, a sounding board, a wailing wall, or just a chat. Whatever a situation required, they have provided it. The consideration and

friendship of these three (and the character who calls less often but usually starts off with "How are you doing, you old @\$%*&.") has meant a lot to me.

Most letters to the Editor have been destined for the Letters column, but some have simply carried kind words about the effort going into *TOPICS*. These too have been greatly appreciated. Strangely enough, this kind of letter often arrived in the middle of some crisis or other when, although the writer had no way of knowing what was going on at my end of things, I was not in a particularly happy frame of mind. The most memorable was a simple note, with the words 'THANK YOU' in dark letters about an inch high. That one made the the sun shine the day it arrived, I'll tell you.

With constant magazine deadlines to be met, not to mention the requirements of family and employer, an Editor's personal collection does not get much attention. Looking at one's stamps and/or covers is a luxury, and finding a moment to work on them is a lost cause, but the most difficult thing is to get out and find material. Three dealers in particular, once they knew my interests, made a point of sending items directly, or putting things away and handing me an envelope when I turned up at one show or another. Their thoughtfulness, too, has been much appreciated.

AUTHOR, AUTHOR!

The authors deserve a extra special mention. As I've pointed out many times, without them there would be no *TOPICS*. Of all that I am leaving to my successor, I feel the most important is this group of people who are willing, even anxious, to put interesting and often important information on paper for the benefit of their fellow members and the hobby.

Were the authors tough to deal with? No, just the opposite. The number of prima donas has been surprisingly small for a specialist group like ours. My biggest difficulty has been getting the articles into print fast enough to please them. Even so, many writers took the time to drop me a note after something of

theirs had been printed; of these, the ones that meant the most were those with comments along the lines of, "I was a little concerned about your making changes, but (the article) read and looked great." One wrote, "Thank you for fixing it up, you really made clear what I wanted to say." The sun shone brighter that day too.

HELPING THE EDITOR

Officers of the society can help the Editor by making sure matters affecting *TOPICS*, which they are supposed to look after, get done promptly and properly, and that any disputes relating to *TOPICS* are settled quickly. By definition, the Editor must keep an eye on all aspects of the journal's operation; if others don't do their jobs, it takes lots more of his time and saps much energy. There was a bit too much of this during my tenure; in my new role I will do what I can to see that it is minimized.

What can you do to help Vic Willson? Glad you asked. The answer is simple, "Do whatever you can to save the Editor time." If you are writing to describe something philatelic, for example, ask yourself if you could save him the time required to read a thousand words by sending a photocopy. If so, get one. (Most libraries, and many financial institutions and photo shops now have copying machines available for public use.) It may be a bit inconvenient for you, but it could be a whole lot convenient for the Editor.

Need the Editor to relay a message to a member whose address you don't have? No problem, but be sure to send it in an envelope already partially addressed, and stamped if possible. Need an answer? Yours may not be the only query he received today, it could be one of a dozen, so allow sufficient time for a response. Keep things simple. If you have a question, try to frame it so that a

simple yes or no, or similar short reply will suffice. Don't look for a long answer unless it is really necessary. Keep in mind that in addition to *TOPICS* he has a family and a job to look after, but like you he only has 24 hours in a day.

Above all, every once in a while, find a way to let the Editor know you appreciate his efforts on your behalf. Other than personal satisfaction, thanks are the primary reward for doing the job. And if you should run into the Editor's spouse and family, be sure to thank them too. They put up with a lot for BNAPS.

SEE YOU AT BNAPEX

Eight years of *TOPICS* - was it worth it? The kindnesses mentioned above, and the satisfaction of seeing each of my 48 issues come off the press, made up for a lot of annoyances. The amount I've learned about BNA philately and about people goes a long way to compensate for the long hours, late nights and early mornings. I made a point of meeting as many members as possible, and I've made many new lifelong friends; through some of these people I've gone into new areas of interest, not all of them philatelic.

My family and I have been invited into the homes of members in all corners of this continent - from Nova Scotia to California, Florida to Washington and British Columbia, the Northwest Territories to Texas - and both ends of Great Britain. How many people can go just about anywhere in these three countries, pick up a phone, and talk to someone they've met or corresponded with? Of course it was worth it!

Finally, to all BNAPSers not specifically mentioned above, a sincere thank you for allowing me to come into your homes as Editor. Please make an effort to come to at least one of your society's conventions, and be sure to stop and say hello. I won't be hard to find.

CHANGE OF EDITORS - BNA TOPICS

Please note that effective with the mailing of this issue, the new Editor of BNA TOPICS is Victor L. Willson. Except for book reviews, all matters normally handled by the Editor should be directed to him at the following address:

Victor L. Willson
Editor, BNA TOPICS
P.O. Box 10420,
College Station, TX
USA 77842.

Literature for review should be sent to Literature Reviews, BNA TOPICS, P.O. Box 7230, Ancaster, ON Canada L9G 3N6.

THE PRESIDENT'S CORNER

by Lewis M. Ludlow, OTB



The British North America Philatelic Society Ltd. is a specialized society, whose members have a limited range of common interests. Within the total scope of BNAPS, these interests have been further narrowed in perspective into specific areas, which we call 'Study Groups'.

Study Groups are opportunities - not obligations - for all of our members. For a while now I have felt that perhaps some have not been taking advantage of these opportunities. At the present time, we have over 20 Study Groups. (For a complete list, refer to Frank Waite's *Study Group Centerline* in each issue of *BNA TOPICS*.) Some Study Groups, such as Revenues, R.P.O.s and Postal Stationery, are very active and annually issue 5-8 Newsletters dealing with their particular area of specialization. Some groups are quite large, with 80 - 120 members. Others are more modest in size, 25 - 55, but still issue 3-4 newsletters per year. Others still represent a combination of the two, with modest size but producing very substantial and meaty newsletters, such as the Slogan and Klussendorf Study Groups.

Working with Study Group Coordinator Jon Johnson, I have been engaged in a program of evaluating participation by all BNAPSers in the various established Study Groups. Jon requested copies of the membership list of each group, and the majority have already sent him the information. Those that have reported in so far have been entered on a master list in my computer, and the results are very interesting.

The interim summary shows that about 1/3 of the total membership of BNAPS belongs to one or more Study Groups. Paul Burega is the most active BNAPSer, since he belongs to 13 different groups. Those currently participating in this aspect of BNAPS' activities, on average, belong to just over one and a half Study Groups per individual, so most people are not satisfied with only one. We are a diverse society! We stress again that this is just an interim report, and when final tabulations are in, the results should be even more positive.

At the same time, however, roughly 2/3 of BNAPS' membership are not availing themselves of the advantages of Study Groups. I hope those in this category will rethink their positions. If you are specializing in any of the listed Study Groups and can contribute, I am sure the Editors of the various newsletters will welcome publishing your efforts. Conversely, if you want to specialize but cannot contribute, these newsletters are gold mines of information which will enhance your knowledge.

If there is no Study Group for your specialty, let Jon Johnson know of your interest. Through publicity in Frank's *Centerline* column in *TOPICS*, we will try to help form a Study Group meeting your needs.

All of our Study Groups are led by dedicated BNAPSers who are very devoted to bringing their specialization to their members. They are ever in need of other points of view to share. Don't let these opportunities go by the board.

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LETTERS

INDEX TO ALL VOLUMES OF BNA TOPICS

With the help of a few members, I have begun indexing the entire run of *BNA TOPICS* - from Volume 1, Number 1 to the present - on an IBM compatible personal computer. It is anticipated that the project will take another 3 to 4 years to complete.

Under each subject heading the index will list all articles assigned to that heading, and will indicate the article's title, author(s), volume, date, issue, page number, length, and information related to whether or not the article has illustrations, a bibliography and/or tables.

Additional items being considered for inclusion in the index are: a personal name sub-index to *all* names appearing in *TOPICS*; a listing of columns and series and when they appeared; and a glossary of philatelic terms pertinent to BNA philately.

More volunteers, who can give at least two to three hours a month, are needed to assist in the project. Each volunteer will receive a list of the subject headings being used and will then be asked to double-check the subject terms that have been assigned to the articles in a specific issue of *TOPICS*. To volunteer and/or receive more information please write to me at the address below. Include your name, address and telephone number, and a list of the issues of *TOPICS* you own. Please note that it is not essential to have a computer to take part in this project.

P. Charles Livermore
100-08 Ascan Avenue
Forest Hills, NY
USA 11375

(Editor's note: the group working on the TOPICS index project will have a scheduled meeting at BNAPEX '89.)

REVISION TO THE AMERICAN AIRMAIL CATALOGUE

The American Air Mail Society has commenced work on the 6th revision of its world famous *American Air Mail Catalogue*. I have the honour of serving as the Chairman of the revision of the sections on Canada and Newfoundland. We have seven committee members who would be pleased to receive any recommendations for changes to these two sections. All correspondence should be directed to R. K. Malott, Chairman, AAMC Revision Committee, Canada and Newfoundland Sec-

tion, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1, Canada.

Recommendations should be sent to me by 1 August 1989. The Committee will dedicate the revision of the Newfoundland Section to the late Cyril H. C. Harmer, the noted researcher and collector of Newfoundland aerophilately. For the Canadian Section five noted Canadian deceased aerophilatelists will be recognized - James N. Sissons, Major Ian C. Morgan, W. R. Patton, Narcisse Pelletier, and O.W.R. Smith. An appropriate portrait photograph of each of the Canadian aerophilatelists is being sought. Anyone who may be able to provide a photograph of any of these five Canadians (one of Cyril H. C. Harmer has been obtained) is requested to contact the Chairman of the Committee. Your support would be appreciated.

R.K. Malott FRPSC,
Nepean, ON

NEWFOUNDLAND 5¢ CARIBOU PLATE SUBJECTS

The January-February 1989 *TOPICS* carries a Letter to the Editor from John Walsh, in which he rebuts some points made by Robert Pratt in an earlier article, *The New Professionals and Us*. An illustration of a block of four of the 5¢ Caribou, which has a line of perforations to the left of and parallel to a vertical lathe mark line, is given as proof that this stamp was printed in sheets of 200, with a center gutter.

Unfortunately, in the January-February issue Mr. Walsh is doing exactly what Bob Pratt is accusing 'The New Professionals' of doing, drawing conclusions without adequate fore-study. The 5¢ Caribou with lathework in the left margin used to illustrate his point does not prove it at all. The 1932 Resources issue was printed by two firms, both named Perkins Bacon. The original Perkins Bacon firm was a failing company during the 1930's. It officially went out of business at the end of 1935. A new firm using the same name and much of the same equipment, but with new management, immediately started-up. The archives of the original Perkins Bacon firm eventually went to the Royal Philatelic Society, London. Nowhere is it documented that the original Perkins Bacon firm used 200 subject plates for the stamps of Newfoundland. With all the proof material from this era around, a plate

proof with a center gutter would surely have turned-up. The successor Perkins Bacon firm was managed by a stamp collector, John Hubbard, who was president of the Royal Philatelic Society, London for a time. So far, no center gutter plate proof is known to have come from his holdings. All this does not disprove Mr. Walsh's assertion of a 200 subject plate with a center gutter between the two panes, but it does make it suspect.

Without any corroborating evidence of a 200 subject plate, I offer the following explanation of the extraneous perforations to the left of Mr. Walsh's 5¢ Caribou. It is normal to place lathework at the edge of a plate, not down the middle of a gutter. More importantly, this 5¢ Caribou is comb perforated with the teeth pointing to the left. The comb perforator that both Perkins Bacon firms used was a single comb which advanced one stamp after each stroke. The left margin of Mr. Walsh's 5¢ Caribou was so wide that an extra stroke of the perforator was required to free the sheet from the perforator. It is not misperforated. This explanation is consistent with the known production techniques of the two Perkins Bacon firms.

C.A. Stillions
Washington, D.C.

(Editor's note: C. A. Stillions has submitted an article which offers an explanation of another Newfoundland stamp with an apparent center gutter. It will be printed in TOPICS in the near future.)

MISLEADING PHOTOGRAPHS

Photographs of early covers can often be very misleading. Two remarkable examples have been featured in the last two issues of *B.N.A. TOPICS*.

The letter from D. Lacelle (March/April) illustrates a 15¢ Large Queen cover to India posted from Cobourg in May 1870. Each of its two stamps appears to have a different two-ring numeral strike.

The concept of this small office using two distinctive Numerals, '20' and '29', is imaginative but, in my view, totally incorrect.

Even were this to be remarkably true, why would the stamper cancel one of the stamps with '29' and the other with '20'? From the impressions made, which are at precisely identical angles, they must have been applied in quick succession. If two different devices had been used, then their state of wear would

differ, apart from the angles, whereas both strikes are well-worn and badly inked.

All the many Cobourg covers of this period that I have owned show the same 2 ring '29' and never a 2 ring '20'. Meanwhile Port Hope at this time was using its own distinctive numeral type.

This cover has two strikes from the same '29' device, one of which has ink distortion to give the eye the impression of a figure '20'.

The second, perhaps even more remarkable cover illustration creating an optical illusion, is featured in the Jan-Feb '89 issue of *TOPICS*, where, on page 19, C.R. McGuire illustrates a re-directed letter posted from Hamilton.

The cover front has an apparently clear strike of a London W.C. Squared Circle receiving mark dated JU. 16. 03. This date ties with the Hamilton posting date of JU. 4. 03.

Astute readers will see what seems to be the numerals '25' at the base corners of the Squared Circle. The number '25' is a Post Office identification for this particular hammer whenever used, to distinguish it from other very similar hammers of the same office.

Keen collectors of British Squared Circles will know that a June 1903 date for this clearly Type I (three arcs) hammer is totally impossible. My recently published book on G.B. Squared Circles (page 362) shows that this hammer was so completely worn by late January 1902 that it was recut down to a Type II (two arcs) by April 1902.

As my co-author, Daniel Rosenblat, another keen BNAPS member, recently wrote me, "If this cover were true, we would have to rewrite our book." Fortunately the solution is quite a simple one.

By carefully comparing the minute design differences, it is found that the cover strike is not '25' at all, but exactly fits the very similar die that has the numerals '26'. The dates for this type I die are shown to be AP. 02 to DE. 03, so that the cover is correctly within those dates.

The photograph distorts the figures '26' so that they both appear to be '25' almost without question. But the photograph really only accentuates the difference, which will be there on the cover itself, caused through under-inking and worn characters as well as a slightly smudged strike.

"What the eye beholds"

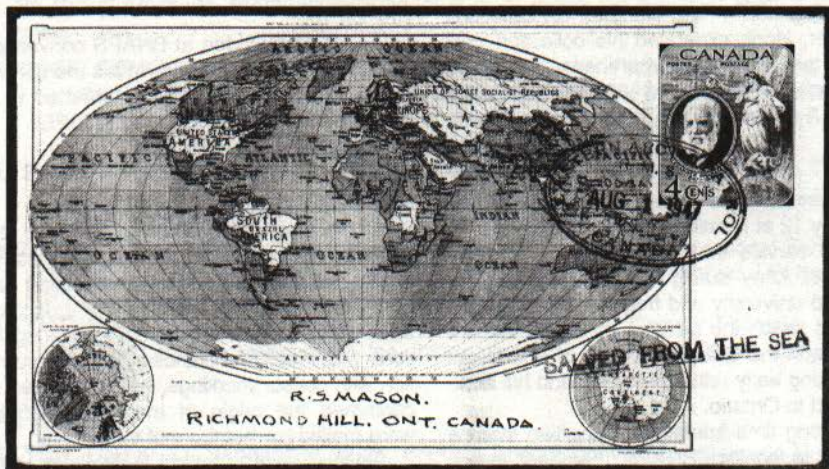
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IN MEMORIAM

Henry G. Lubke Jr.

Henry G. Lubke Jr. passed away on February 15 after a sudden collapse. A successful businessman in the export of equipment for brewing beer, he had travelled much of the world and had fascinating stories to tell of moving equipment around in remote areas. He is survived by his wife Peggy and their children.

Starting with 4-Ring Numeral cancellations on cover, Hank expanded his collection until he had built the most comprehensive assembly of Canadian Pence and 1859 era rate covers known. A member of the Texas Prairie Beaver

Regional Group of BNAPS, he was especially proud when his 4-Ring Numerals received the Ed and Mickey Richardson Award at BNAPEX '85 in Calgary.

Constantly improving the exhibit, he went on to win the Reserve Grand Award at BNAPEX '86 in Dearborn, a place in the World Series of Philately in 1987, and a Gold at CAPEX '87.

A regular attendee at BNAPS conventions, Hank's absence will be noted. In his memory, the Henry Lubke Fund will be established to further regional group activities in BNAPS.

Robert N. Wyse

Robert N. Wyse of Burlington, Ontario died February 12 at Hamilton after a long illness.

After service in both the RCAF and the Canadian Army during World War II, he returned to university and began a career which saw him reach the position of Senior Administrator with the Quebec Ministry of Education. After taking early retirement, Bob and his family moved to Ontario.

His long time interest in Canadian stamps led him to contact BNAPS members in the area, many of whom were active in the postal history field. This, coupled with an equal interest in Canadian military history, resulted in his collecting focus turning largely toward Canadian

Military Postal History.

At the time of his passing, Bob had done considerable research into the postal aspects of the activities of the Royal Canadian Army Medical Corps during World War I, including such difficult areas as Casualty Clearing Stations and Field Ambulances. Through correlation with censor markings, he had located and confirmed the origin of many covers which were mailed by members of these units.

Always ready to talk to local clubs and organizations about his studies, Bob will be missed by his many friends and acquaintances. He is survived by his wife Barbara, daughters Susan and Jane, and their families.

John F. Ayre

Funeral services were held in St. John's, Newfoundland on December 17, 1988 for retired businessman John F. Ayre, who passed away in his 81st year. He was the former Chairman of the Board of Ayre and Son's Ltd., Ayre's Ltd. and Giant Mart Ltd.

Born in St. John's, Mr. Ayre was educated at Bishop Field College and Leys School, Cambridge, England. He began employment with Ayre and Sons Ltd. in 1925 and worked in various capacities over the years until his retirement in 1966. He was active in the Air Cadet League of Canada and had also served

as President of the Newfoundland division of the Canadian Mental Health Association.

Mr. Ayre was also an internationally known stamp collector who had won numerous awards for his collections of the stamps and postal history of Newfoundland and of the island of St. Helena. Shortly before his death his St. Helena collection had been consigned to Harmer's, where it proved to be a highlight of a major spring auction. An active supporter of Canadian philately, he attended many of the larger annual exhibitions until his health limited travelling.

David Bastedo

David Bastedo, founder of the highly successful PHILEX stamp bourses, collapsed during the closing hours of the January event and died later that evening.

In 1981, acting on the belief that collectors

wanted regular access to large numbers of dealers, without the distraction of displayed collections in competition, Bastedo started an annual bourse in Toronto.

In the interests of promoting philately, he

offered seminars on various subjects and free space for major clubs and societies to publicize their activities. In addition, he actively used the resources of PHILEX to encourage youth philately. This philosophy, coupled with a well thought out publicity campaign for each bourse, resulted in enough response for PHI-

LEX to become a semi-annual event, with attendance increasing each time.

A full time teacher, David was Assistant Head of the Mathematics Department at Jarvis Collegiate Institute in Toronto. He is survived by his wife Gaye, and son Christopher.

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.

JUNE 23-25, EDMONTON, ALBERTA - PIPEX '89, Northwest Federation of Stamp Clubs show and bourse. RPSC and APS accredited, National level. BNAPS Regional Group participation. Coast Terrace Inn. Information: PIPEX '89, Edmonton Stamp Club, Attn. D. McKay, P.O. Box 399, Edmonton, AB T5J 2J6

JUNE 23-25, TORONTO, ONTARIO - STAMPEX '89, exhibition and bourse. Metro Toronto Convention Center, Front Street. Information: Stampex '89, P.O. Box 204, Stn. Q, Toronto, ON M4T 2M1

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

1989 OCTOBER 6-8, CALGARY, ALBERTA - CALTAPEX '89, Calgary Philatelic Society show and bourse. Marlborough Inn. Information: P.O. Box 1478, Stn. M, Calgary AB T2P 2L6

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, Westerlea, 5 Annanhill, Annan, Dumfrireshire, Scotland DG12 6TN

1990-1991

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The Strand Of Hair Revisited

by H. Reiche and M. Sendbuehler

What must be considered as the major contribution to the study of the well known variety, 'The Strand Of Hair', on the one cent Small Queen issue, is the article which appeared in *BNA TOPICS*, Vol. 13 (1956) No. 9, *The Plate Position of the Strand of Hair Located*, by P.J. Hurst. From a complete sheet of the one cent, the 1892 Ottawa printing Plate C, right pane, Hurst located the variety on subject No. 13. Earlier, in *TOPICS*, Vol. 9, No. 1 (1952) *The Strand of Hair Variety On the 1c Small Queen*, Hurst mentioned that the damage to the plate may have occurred prior to October 1895. The earliest copy known at that time was dated 14 October 1895.

In 1958 he again found some new information, and in *TOPICS*, Vol. 15 No. 11 he reported *Two Strands of Hair Identified One*, the so called long strand previously reported, and a short one, with a re-entry at the bottom of the stamp. Both of these he located on a single sheet, position 13 with the long strand and position 26 with the short strand.

In 1970, in his last article, he followed these data up. In *TOPICS*, Vol. 27, No. 9, *Strand of Hair Varieties* identified not just two strands, but four strand varieties. No. 1 is a long strand, with some additional dots just below the strand, dated from 13 July 1896 to 1897. No. 2 is the medium strand which had been located on position 13. Then there is another so called medium long strand, dated 19 Dec. 1895, which is slightly higher than the previous one and does not reach the diadem. No. 4 is a short strand, known to come from position No. 26. He also mentions a large multiple with the exact re-entry as on subject 26, but no strand. It appears that position exists in two stages.

Further research now indicates that more can be added to these data. This information, developed by the two authors, should be of interest to all Small Queen collectors.

Basically, seven different types of strands can be identified, all of them with features making it clear that they come from different positions. In addition, some constant plate varieties have been found in the hair of the Queen. These are also described in this article, and will be listed in the updated Small Queens variety handbook when it is published.

J. Hillson, in his book on the Small Queen

stamps, mentions minute vertical lines below the strand which appear to be part of letters. R. Trimble suggests that the strands were caused by a re-entry; he indicates this in correspondence and in some of his Re-entry Newsletters.

The seven strands, plus the other varieties in the hair of the Queen, can best be described as follows:

1. The long strand of hair with an arc measuring 6.2 mm in length is believed to come from a position between 93 and 100 on a sheet. The strand goes through the diadem between the 2nd and third pearls, about one third below the second pearl. The stamp shows a group of small vertical lines just in the centre of the head, one touches the strand, the other two on the right side do not.

Dated copies: 13 Jul. 1896 to 2 Nov. 1897

Paper: horizontal

Perf.: 12 X 12.2

2. The medium long strand of hair with an arc of 3.8 mm in length is from position No. 13, right pane, of the Ottawa C plate. The strand goes through the diadem but stops just short of the forehead. It is located exactly between the second and third pearls.

Dated copies: 14 Jan. 1896, 14 Oct. 1895

Paper: horizontal

Perf.: 12 X 12.2



Strand No. 1



Strand No. 2



Strand No. 3

3. The medium long strand of hair with an arc measuring 3.6 mm in length. The strand touches the diadem but does not project into it. Its location is through the centre of pearl two and three. In addition, the letter T of CENT and the numeral One are clearly joined at top.

Dated copies: none

Paper: horizontal

Perf.: 12 X 12.2

4. Another medium short strand of hair, with an arc of 3.5 mm in length. The strand does

not reach the diadem and is slightly lower in position than the long strand of hair, No.1.

Dated copies: 19 Dec. 1895

Paper: ?

Perf.: ?

5. A short strand of hair with an arc of 3.00 mm in length which comes from position No. 26, right pane, Ottawa plate C. The strand does not reach the diadem; its location is almost in the middle between the two top pearls. In addition this stamp has an extensive re-entry at the bottom in the letters ONE



Strand No. 4



Strand No. 5



Strand No. 6

CENT and the bottom frame line. These features serve to separate this one from No. 4. This stamp also shows small vertical lines and dots below the strand.

Dated copies: 25 Nov. 1895 to July 1897

Paper: ?

Perf.: ?

6. A short strand of hair with an arc of 1.5 mm in the middle of the head of the Queen. The strand is far away from the diadem. Dated copies: squared circle, Grimsby, Ja. ?



Strand No. 7

Paper: horizontal

Perf.: 12.0 X 12.0

7. This strand of hair is in two parts. One part has an arc of 3.5 mm, the other one is 1.2 mm in length. The strand does not touch the diadem. This stamp shows a re-entry in the bottom left oval, above the E of Cent, a dot below C of Cent, doubling of the top of T and parts of the bottom frame line. This stamp also shows some short vertical lines or dots below the strand.



Variety a



Variety b



Variety c



Variety d

Dated copies: ?
 Paper: horizontal
 Perf.: 12.0 X 12.2

There is one extremely short line, 0.9 mm in length, which is located higher than all the other strands described above, in the centre of the hair, just in line below the P of Postage. It is not yet clear if this is a constant variety or not. Dated copies and paper are not known. The perforation is 12.1 X 12.0.

It will be noted that types No. 1, 5 and 7 all have short lines or dots below the strands which may be part of a re-entry. These features could not be noted on the other types, but each type has its own characteristic.

Correspondence with Mr. David Mayerovitch and our research identified some other

interesting lines in the hair varieties.

- a. In a vertical strip of three stamps a major scratch, which runs from the top of the head through the entire stamp down to the bottom of the next stamp and ends at the foot of the left numeral one, was located. The strip is dated 7 Feb. 1881 Montreal.
- b. A kind of blurred flaw is constant at the top of the head, below the O of Postage.
- c. One very short vertical stroke shows up near the top back part of the head. Only one copy has been noted, but this appears likely to be a constant flaw.
- d. A kind of hair clip, in the form of a small triangle, is located near the back of the head. The date for this variety has been suggested around 1873 to 1874, from a Montreal plate. A number of such copies have been found.

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BNAPEX '89 NEWS

BNAPEX '89 AWARDS BANQUET ON SUNDAY NIGHT - MEMBERS SHOULD CHECK TRAVEL PLANS

Early returns of Hotel Reservation forms included in the last issue of *BNA TOPICS* indicate that some members have forgotten or otherwise missed the fact that this year's convention is on **FRIDAY, SATURDAY and SUNDAY**, September 22-24. The show will close around 3:30PM **SUNDAY, September 24**, to allow the room to be set up for the Awards banquet, which is scheduled to begin about 6:30PM. There will not be a guest speaker at this year's banquet. *Members with airline reservations should double check that their flights will allow them to remain for the show closing and banquet.* Exhibits will not be available before 4PM on Sunday.

EXHIBIT ENTRY FORM IN LAST ISSUE

Members interested in exhibiting at BNAPEX '89 will find the exhibition rules and classifications, and an entry form, on page 24 of the March-April issue of *TOPICS*. Applications should reach the Exhibits Chairman, P.O. Box 7230, Ancaster, ON Canada L9G 3N6 by June 15. Entries arriving after that date will be accepted only if there are frames available. See below for information on the makeup of this year's exhibition Jury.

SATURDAY NIGHT - WINE TASTING, DINNER AT NIAGARA FALLS

BNAPEX '89 Chairman Mike Street is very pleased to announce that arrangements for the Saturday night of the convention have been finalized. Buses will first take registered guests to the Hillebrand Estates Winery at Niagara-on-the-Lake. There members will divide into two groups; one group will tour the winery while the other enjoys a session of wine tasting with cheese tray accompaniment. The first tour group will then enjoy the wine, while the first tasting group tours.

After leaving Hillebrand, the buses will then go to Niagara Falls. Members will enjoy a buffet dinner at a restaurant overlooking the cataracts and take in what some people think is the most spectacular view of the falls - when they are lighted at night.

DAY TOURS FEATURE ROYAL BOTANICAL GARDENS, TWO NIAGARAS

Current plans call for day tours on Friday and Saturday, September 22 & 23. The Friday tour will take non collecting guests (and members who wish to go) to see one of the wonders of the world, Niagara Falls, and then on to the charming town of Niagara-on-the-Lake which, in the late 17th century when it was called Newark, served as the capital of Upper Canada. A tour of Fort George, which changed hands during the War of 1812, is also scheduled.

Plans for the Saturday tour, still being arranged, include a visit to the world famous Royal Botanical Garden, a dutch treat lunch at the Ancaster Old Mill Inn, and a visit to Dundurn Castle, home of one of Canada's pre-Confederation Prime Ministers, Sir Alan McNab. Dundurn is furnished in the period, and decorated according to the seasons.

Tour costs for registered guests will be nominal. **The committee would appreciate advance reservations** (c/o BNAPEX Tours, P.O. Box 7230, Ancaster, ON Canada L9G 3N6). Payment can be made on arrival.

A request has been made for a tour of one of Hamilton's steel mills. Anyone interested should also write to the above address.

EXHIBITION JUDGES NAMED

To accommodate an expected large number of entries, the Jury at BNAPEX '89 will be made up of four knowledgeable collectors. W. C. (Bill) Walton of Califon, NJ has accepted the position of Jury Chairman. W. G. (Bill) Robinson of Vancouver, BC, George B. Arfken of Clearwater, FL and W.S. (Bill) Pawluk of Calgary, AB have agreed to serve as Jury members.

The new approach to judging a specialist exhibition which was begun at last year's BNAPEX in Virginia Beach will be continued. In addition to the usual criteria, the Jury will be placing special emphasis on two other factors: 1) sound, original research and study; and, 2) the presentation of material difficult to assemble, without reference to its cost. All exhibits will be judged on their own merits, with past performance not being a factor. There will be no set distribution of awards,

i.e. it will be theoretically possible for all exhibits, or none at all, to receive a gold award.

The Jury members have a broad range of knowledge of BNA philately. Should an exhibit present special difficulties, however, a non-exhibiting collector or dealer knowledgeable in the field may be consulted, at the discretion of the Jury members.

All exhibitors are invited to meet with the Jury and enquire about their exhibit at the judging critique, time and location of which

will be listed in the convention schedule. Non-exhibitors who wish to learn more about the process will, as usual, be welcome to attend the critique.

EXHIBITORS, PLEASE NOTE: All exhibitors will be required to submit a photocopy of the title page of their exhibit to the Exhibits Chairman by August 15. Copies will be distributed to all the judges to assist them in preparing for the exhibition.

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

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

MID-ATLANTIC: G.H. Davis, 9 Queen St., Mayfair, London W1X 7PH, England

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 **Prairie Beavers** met April 1 in Dallas. There were several highlights to this meeting. Jim Felton gave a presentation on Squared Circles, followed by a donation auction which was very successful, and to top the event there were two presentations by our President, Lew Ludlow. The first was (what else) 'Canadian R.P.O.'s' and the second was 'Improving BNAPS'.

The *Beaver Chatter* reported the sad news of the passing of Henry G. Lubke Jr.. Henry was a classic philatelist who will be missed by all who knew him.

Included in the current newsletter is a continuation of the article *Interprovincial Rates*, consisting of three pages of illustrations and information worth saving. Jim Felton presented an article, *The Age of Strathroy, Ontario*. *The Age* is the name of a newspaper; the article shows three covers from 1920, 1936, and 1947, giving the beginnings of the story of a company. Jim is looking for additions to fill in the blanks. The last item presented was the current membership list, showing 35 members.

The **Golden Horseshoe** group met on Sunday, March 12, in Toronto. The speaker was Tony Shaman, who presented 'Square Circles on the 3 Cent Jubilee'. This is a popu-

lar collecting area for squared circle enthusiasts.

Their current newsletter also reported sad news; Bob Wyse has passed on and left another void in our ranks.

Andrew Chung, while editor of this newsletter, started the practice of sending copies to other regional groups. Colin Campbell of the Pacific Northwest group has responded to this effort. I support this idea. Passing information, ideas, and articles to each other is always a part of our hobby.

Another good idea appeared in this issue. A list of members and their collecting interests, to enable those of similar interests to get together.

March 10-12 was the weekend for the meeting of the **Pacific Northwest** group. Once again the much travelled Lew Ludlow met with a regional group and spread the good word about BNAPS. Saturday was given to seminars and eats. John White gave a seminar I would like to hear, 'Do It Yourself Journal Binding'. This would be profitable as professional binding is expensive and, in my area, quite slow.

Again this group's newsletter brought bad

(continued on p. 20)



The RPO Cowcatcher

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

ANNEX VII - CATALOGUE of CANADIAN RAILWAY CANCELLATIONS - 1989

This year we are publishing Annex VII with only eleven months of data; this decision was made partly to assist in the transition phase of our change of Editors. Allowing for a month less than a full year, we still seem to be following the 'Law of Diminishing Returns' which started to apply itself in our last annex; All categories, except 'New Listings', show a decreased flow of new information.

Still and all, Annex VII is significant. Contributions have been made by eight new reporters and twenty old reporters. I am delighted to advise that a substantial portion of Annex VII has been received from P. R. Grey of England, one of our very first reporters, #3, and reflects a thorough and detailed examination of his extensive collection after several years of being on the shelf with ill health (he was unable to participate in our sample inventory compiled by the late Joe Purcell over ten years ago). Our most sincere thanks go to Grey for his efforts.

In summary, we have 36 new listings, 70 new earliest and latest years, 22 new Train Numbers and 7 new direction/time marks; we also have one confirmation each of a cancellation known only from its proof strike and a listing previously shown as 'unconfirmed'. Finally, we have 8 corrections to the catalogue reflecting our objective of improving accuracy by changing minor errors.

The input for this Annex has diminished significantly from previous supplements. As we look forward to the future, we will need to examine again whether there is sufficient incoming data to continue Annexes on an annual basis or, as urged by an about-to-be ex-Editor, it is time for a revised catalogue. We have now started on Annex VIII and will see where the next year leads us.

NEW REPORTERS

Eight new reporters have been added since the last annex; this makes 68 new reporters since 1982.

Reporter 275 - J. W. White	Reporter 279 - A. D. Carman
276 - A. Corgeron	280 - R. C. Willey
277 - S. M. McDonald	281 - S. S. Kenyon
278 - B. Noble	282 - D. W. Mario

NEW LISTINGS

This annex records 36 New Listings, about the same level as the 35 of last year. While the bulk of these are clerk's strikes, some quite rare, TS-90k, S-132A and S-140 are particularly outstanding. As before, in entering these new listings in the catalogue, remember to cross reference the Clerk and Train Number Sections. American dates - month/day/year - are used.

Listing #	Cancellation	Type	Tr./Dir.	Period	R.F.	Reporters
MA-83A	HALIFAX & CAMP. R.P.O. / F. H. DICKSON	6E	3	6/30/27	500	279
MA-89A	HFX. & CAMP. / V. G. BLOIS	3D		1/27/71	500	3
Q-32C	LA-M & QUE /	22		no date	500	151
Q-45Db	J. E. BERNIER / LEVIS & MONTREAL	6G	34	9/ 3/11	500*	142

Listing #	Cancellation	Type	Tr./Dir.	Period	R.F.	Reporters
Q-54A	TRAIN No. / Malone & Mont. R.P.O.	5I	S.	4/9/19	500*	142
Q-79A	MONT. & DUNDEE /	22		1c Num.	500*	173
Q-120L	MONT. & N. B. / P. F. JANKUN	12A	2	10/24/50	500	3
Q-148Z	TRAIN No./MONT. S.FALLS & TORONTO / J. JORDAN	21N	35	4/9/29	500	16
O-73A	Change O-73A to O-73Ah					16
O-73Ac	FT. WILLIAM & W'PEG R.P.O. / C. A. HIVES, R.M.C.W'PEG	7B	2	5/31/15	500*	16
O-74A	FORT WM. & WPG. R.P.O. / W. G. PEARCE	17O	8	4/6/50	500	3
O-103C	HAMILTON - MEAFORD R.P.O. / AUSTIN R. BAKER	5H		5/4/??	500	20
O-107L	HAM. and OWEN SD, R.P.O. / K. N. IVISON	5H	174	12/22/??	500	3
O-190G	N. B. & FT. WM. / L. A. WINTERS	12A	2	9/15/28	500	151
O-191C	NORTH BAY & FT. WM./CHAS. J. BEATON	5H		10/12/??	500	151
O-261C	OTTAWA & TORONTO / ALEX. McGill	12A	34	6/18/31	500	3
O-272D	Change O-272D to O-272Dc					16
O-272Df	P&K / THORNELOE	22H	176	4/7/50	500	3
O-342F	TOR GUE / & OSD / D. R. REID	22C	172	10/24/??	500	3
O-350A	Change O-350A to O-350Af					16
O-350Ad	TOR. HAM. & LON. / E. F. DEANE	12A	80	10/24/??	500	3
O-350E	Tor. Ham. & Lon. / A. R. Trott	22H	80	10/23/??	500	3
O-379L	T. & N.F. / C. E. PORTER	1E	101	10/24/50	500	3
O-413M	T. S. & L. / G. F. MCKAY	22H	40	1/14/57	500	3
W-27C	CAL. & VAN. / ___ ELLIOTT	7C	1	1/31/??	500*	156
W-84Ae	MOOSE JAW DISTRICT / W. J. KERWIN	7B	328	[3c br.Adm.] 12/3/54	500	3
W-84B	Change W-84B to W-84Bm					16
W-84Be	MOOSE JAW DISTRICT / A. ELLIOTT	12A	56	2/14/56	500	151
W-97Y	NELS. & MID. R.P.O. / R. J. D. KERON	17O	11	7/3/20	500*	157
W-145E	Sask. & Pr. Albert R.P.O. / No.	5C	N	5/3/21	500*	142
W-196Ce	WPG. & M. JAW R.P.O. / S. J. TUMMON	17O	8	10/23/50	500	3
DOMINION ATLANTIC RAILWAY COMPANY						
TS-74	DOM. ATL. RY. CO. / KENTVILLE, N.S.	1K		12/26/50	500	260
TS-90k	INTERCOLONIAL RAILWAY / ST. FLAVIE	3		4/1/79	500*	3
TS-184c	NFLD. RY. / BADGER BROOK	1E		3/5/38	500	16
TS-184hh	NFLD. RY. / CATALINA	1E		8/22/41	500	278

(The TS-184 group of Ticket Stamps have been reported from three different usages - as postal cancellations, as markings on Bills of Lading and on tickets themselves. We list based on the first two of these categories but not on the last.)

S-105	Change to S-105A					16
S-105	Canadian National Railways / MV. CLARENVILLE	1A		5/27/55	500	151
S-132A	CAN. PAC. RY. CO. / B. C. C. Service / Steamer Princess Mary / PURSER'S DEPT.	1L		7/12/11	500*	151
S-140	BRITISH COLUMBIA / COAST SERVICE / PURSER'S OFFICE / S/S PRINCESS ALICE	1J		7/12/17	500*	151
E-66	DISTRICT / QUEBEC - EST / TIMBRE / TEMPORAIRE	3K	OPK	(6/23/81)	-	145
E-67	DISTRICT / QUEBEC - EST / TEMPORAIRE	3K	OPK	(7/20/81)	-	145

ONLY PROOF KNOWN [O.P.K.] LISTING CONFIRMED

Here is yet another listing, previously known only from its proof strike, that has now been confirmed. This is quite a modern rarity. Now that we know this one exists, surely more will appear.

Listing #	Cancellation	Type	Tr./Dir.	Period	R.F.	Reporters
MA-34	CHARTOWN & MONCTON / R.P.O.	17H	39	9/12/39	500	268

'NO REPORT' LISTINGS CONFIRMED

The single listing below was noted in 1982 as 'No report, unconfirmed'. It has now been confirmed, giving us 33 changes in this category since the 1982 catalogue.

Listing #	Cancellation	Type	Tr./Dir.	Period	R.F.	Reporters
O-384Aa	TOR., NORTH BAY, R.P.O. / W. LYNCH	7B	46	3/ 9/60	500	20

CORRECTIONS TO THE CATALOGUE

Although most of the following corrections are minor, all are included for the sake of accuracy.

Page No.	Correction / Addition	Reporters
22	N-94, change LEWISPORTE to LEWISPORT	3
47	Q-129A, change listing to read: MONT - RIG. & OTTAWA R.P.O. / R. G. COURTENAY	179
65	O-76Ac change 'MACKENZIE' to 'McKenzie'	16
77	o-307, change 'St. THOS.' to 'ST. THOS.'	273
92	W-15D, after 'SASK.', add 'R.P.O.'	3
98	W-30A, change RF to 500 to agree with that on Page 138	16
99	W-52, add a mid-vertical dot between 'JAW' and 'R.P.O.'	239
157	RG-20, change 'H. & T.' to 'H. & T'	95

REGIONAL GROUP RAMBLINGS (continued from p. 17)

news, as it reported the passing of John W. Robb, another worker in organized philately who has left some large shoes to be filled.

The newsletter also reports a paid up membership of 70, with 25 yet to send in their dues. It concluded with a nice profile of a member, R. Thurlow Fraser. The last item was an illustration of two postmarks, Fort Steele, B.C. and Brigade Lake, B.C., with a brief history of each.

The report from the **Mid-America** group is good. After our second meeting we are up to 17 paid members. This meeting turned out to the good even though several events tried to jinx the effort. First our speaker was in California on business and then the weather revolted. Those of us in central Illinois could not make the trip to Milwaukee due to sleet that caused icy roads, and north of the ice was a considerable amount of snow. Our planned speaker was replaced by Chuck Firby. He talked to the group about being the host for

BNAPLEX '92. The group has taken the idea under advisement and interest is being shown. The next meeting was scheduled for COMPEX in Chicago in late May.

The **Manitoba-Northwest Ontario** group met March 18 in Winnipeg. Don Fraser gave a program on 'Red River Covers and Other Early Manitoba Postal History'. This is another group that presents interesting and well presented programs.

The **Calgary** group held its third annual all-day philatelic meeting. This is a day filled with seminars and stamps. If you live anywhere near Calgary, watch for this group's events, join up and have some fun. The day after their meeting the Calgary Philatelic Society hosted Stamp Day '89 with a dealer bourse, exhibits, and events.

Remember to have your newsletters or other information to me by June 15. If your newsletter is a short one, send me some notes on your members and their activities.

The Study Group CENTERLINE

by Frank Waite

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SEMI-OFFICIAL AIRMAILS: Robert Marcello, P.O. Box 961, Boston, MA 02103

SLOGAN CANCELS: Jeff Switt, 3962 Belford, Fort Worth, TX 76103

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

SQUARED CIRCLES: Gary D. Arnold, 10533 Countryside Dr., Grand Ledge, MI 48837

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

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

NEW GROUPS FORMING

GEORGE VI RATES: Dave Dixon, P.O. Box 1082, Oakville, ON L6J 5E9

ON THE FRINGES

Hamilton, here we come! There is about three months lead time for this column, so when you read this, your plans should be well along. It's a wonderful time - warm hospitality, old friends, new friends and stamps.

Dave Lacelle is the Editor for the **Fancy Cancel** group. His newsletter states the goal of the group - a book. He defines a fancy cancel, and discusses classifications. His system is based on Day and Smithies, but he notes that Dave McKain has developed a system (appended to the newsletter) that may be superior. Revisions to the last newsletter are listed. Numeral, town name and mail boat fancies are reviewed. A list of town name cancels is presented. I've been interested in these for forty years, but had no idea there were so many. This fine newsletter concludes with two pages of illustrations.

The *Flag Pole*, Editor Tom Almond, is the

newsletter of the **Flag** group. The Editor lists items that should be of interest to the members, and asks for contributions - articles, photocopies or problem summaries. Doug Lingard presents an article on the 1939 Royal Train flag cancel in purple. An illustration of a damaged Montreal flag cancel comes from Fred Hollenbeck. Tom Almond closes the newsletter with two nicely illustrated articles, *Time Marks of the 1927 Diamond Jubilee Flags* and *Comments on the Saskatoon Exhibition Flags*.

Gray Scrimgeour edits the *Klussendorfer* for his group. He details, and often illustrates, scarce **Klussendorf** strikes, errors, time marks and postmaster interviews - contributed by himself, Ray Bradbury, Denis Cottin, Wally Gutzman, Dave Hanes, Robert Meek, Geoff Newman, Bill Robinson, George Sangster and Ernie Ward. Post offices with Klus-

sendorf cancels and slogans, with the EKU and LKU, are listed. There is also an extensive list of post offices with new timemarks reported since the last newsletter. An interesting item is an illustration of a Listowel K-cancel with a slogan for North America's Largest Irish Festival.

Ken Ellison edits the **Military** group newsletter. An article, with illustrations, *CF - Canadian Forces Cachets for the Navy* is courtesy of DND D post and Ritch Toop. These are listed, and discrepancies between use, as described officially, and actual findings are presented. Another well illustrated article, *Canadian Blackout Machine Slogan Postmarks of WWII* is edited from a *BNA TOPICS* article (May '69) by Harold Dilworth. Though quasi-military, these cancels are of interest. A check list is supplied. The Military newsletter is always interesting. This one presents a novel idea. It details how to number the pages consecutively from Newsletter 1 to Newsletter 87. This is 629 pages. The new comprehensive index will refer to whole pages. A huge task, but they will provoke the envy of all other study groups.

The *Newfie Newsletter*, Editor Clarence Stillions, opens with a question by Dean Mario. He has sent in for identification a copy of *Newfoundland Scott #245* on piece with a fancy cancel. The Editor responds with a picture of a cover with the same or a similar cancel, but no town mark. Palmer Moffat updates the 'Boxed' and 'Oval' cancellation study. The bulk of the newsletter consists of a fine piece by Derek Paul, *Five Cent Caribou Die I - Waterloo and Sons' Plate 4207B-Printings March 1943, March 1944; Perforation 12 1/2 Line*. This is a scholarly bit of research.

Bill Robinson edits for the **Railroaders**. As usual the newsletter is full of information. The frontispiece is a Christmas card scene, from Frank Scheer, depicting CNR Locomotive 6218 steaming through wintertime northern Ontario. Correspondence is noted from Stan Kalabza and Joe Smith. Alex Price supplies a photocopy of a letter (June 2,'86) notifying the Postmaster at Ashcroft Station to expect to change mails twice daily with mail clerks on trains. Ted Bowen reports that *Modern Maturity* (Fe-Mr,'89) mentions a 'Steam Passenger Service Directory' to be published in May '89. The *Toronto Star* of Nov. 30, 1988, is the source of an article on the Rogers Pass Centre, at Rogers Pass on the CPR line. Cecil Coutts sent in a picture of a regis-

tered cover that really traveled. I counted 37 back stamps, including eight RPOs. John McCrea continues his cross - border story with a piece, *Cornwall Bridge Gateway*. Much of the newsletter is devoted to Ross Gray's article on RR-53 and RG8. He questions the 'East' notation and illustrates some lovely covers.

Doubled Dogs! On the front page of Ralph Trimble's **Re-entry** newsletter is a picture of the extensive re-entry on a copy of *Newfoundland Scott #238*. He also has splendid pictures of re-entries on a half cent Small Queen, one cent Numeral, two cent KE7 booklet (thanks to H. Reiche) and of a misplaced entry on a one cent KE7. Ralph's illustrations are fabulous. The last of the newsletter is a detailed criticism of John Hillson's recent *TOPICS* article, *A Review of Re-entry Basics*.

Bill Rockett keeps the **Revenuer's** newsletter alive. As Editor, he doesn't seem to get much input from our largest study group. He lists future meetings, auctions of revenues (with some nice prices), dealers and a page of adlets.

The *Slogan Box* only has 38 pages this time. Perhaps Editor Dan Rosenblat owns a paper company. The first page is devoted to Chairman Jeff Switt's ramblings on **Slogans** and other things. It seems that he'd rather be in Kansas - probably normal for a Texan. It has been decided to leave the Klussendorf slogans to the K-group. Jim Felton contributes the 'Year-at-a-Glance Calendar'. A tool for Postmark studies, this is an ingenious device that enables him to pursue dates and timemarks without carting around cumbersome records of what he already possesses. Jeff Switt gives us a checklist for Proulx slogans 275 and 6855, the English and French versions of the Parcel Post Insurance slogan. Dan Rosenblat authors a number of articles, *Related Canadian Slogans Pertaining to Airmail; Slogan 2625, Do Not Place Money in Unregistered Mail/ Slogan 6045, Ne Mettez Pas D'Argent Dans Les Lettres Non Recommandees; Slogan 55, Advise Correspondents of Your Correct Address, and Slogan 45, Address Your Mail to Street and Number/ Slogan 4767, Bilingual French Before English, Indiquez le No. et la Rue Sur Vos Envois*. Each of these provides checklists of usages, and, like Jeff's article, is profusely illustrated. The previous articles on *Canadian Slogan Usage* in 1917 and 1918 are contin-

ued. Updates are provided for 1913,14 and 16. Records of the issuance of postal advertising die slugs for Calgary, Charlottetown and Chatham are listed. The newsletter closes with a membership list. This is one of our finest newsletters - perhaps the best. Jeff and Dan should be proud.

Gary Arnold is editor of the **Squared Circle** newsletter, *The Round-Up Annex*. Ted Kerzner discusses the Kingston 'Blank' peculiar to Sept. 2 and 3,'97. Gary reproduces a copy of the rules for a study group as outlined by Jon Johnson. Jim Miller corrects the geographical descriptions of several B.C. towns as presented in the handbook. Rick Parama passes along some notes on the Innisfail marking, and Tony Shaman does the same for Brantford. Ted Kerzner reports a third example of the Victoria Hammer III. Jim Felton and Ted Kerzner corrected several discrepancies in the Oct., 1988 *Annex*.

Jack Arnell's newsletters for the **Transatlantic** group are fascinating. Susan McDonald furnished a cover which revealed cooperation between the Cunard and Collins lines, in transatlantic service, as a Crimean War by product. A cover, with handstamps used at

Halifax, shows new rate markings. Two unusual forwarding agent letters are discussed. The previous items are illustrated with wonderful covers. *North Atlantic Mail Sailings 1840-75*, by W. Hubbard and Dick Winter is reviewed and enthusiastically recommended. An updated handbook, by Jack Arnell, is to be printed in the very near future.

It has been suggested that I serve as a bulletin board to give notice that a study group is in danger of dissolution. The P.E.I. study group has asked to be dissolved due to lack of interest; if you feel that the P.E.I. group should continue, let Jim Lehr know that you will support the group.

The viability of any group is measured by its leadership, the enthusiasm of the members, contributions of the members and the regularity of its meetings and newsletter. How does your group measure up? When you plan your meeting at Hamilton, do not use the entire allotted time for a program. Allow ample time for a discussion of goals and views of the membership. There is no better time. See you at Hamilton!

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PRIORITY POST COURIER MAILERS

by Earle L. Covert, M.D.

INTRODUCTION

Priority Post, the latest non-electronic 'SPECIAL SERVICE' introduced by Canada Post, is usually an efficient method of getting mail delivered reliably and quickly. It was introduced to compete with the ever expanding private courier services.

Special mailers, which will be discussed below, are available for Priority Post users. Items can also be sent in a regular envelope, or within certain weight limits wrapped as a parcel, using a special label. In the years since the service was introduced there have been many labels; those currently in use have optical bar codes, for use with scanners, which allow an item to be tracked by computer.

Initially stamps or a meter tape were applied to the mailer, envelope or package to pay the Priority Post fee. In 1987 regulations were changed to require the postage to be applied to the back of the top portion of the multiple part label, which is retained by the Post Office. This means that Priority Post items no longer carry any form of postage, whether stamps or meter tape.

Other changes arrived with the introduction of the bar-coded labels. Although the date and time the item is handed in at the originating post office is on the copies of the labels retained by the sender and Canada Post, *this date does not appear anywhere on the portion of the label which travels with the item to its destination.* In addition, it appears that at this time Canada Post dropped the requirement that dated postmarks appear on Priority Post mail. It seems obvious that these changes form part of an attempt to keep the addressee from knowing how long an item has taken to arrive. This is a major departure from the policy which has been in place since the origin of postal service in Canada.

The charge for the small volume Priority Post user is high, but it can drop to a fraction of that cost for a large volume user. One such customer, the Government of Ontario, has a special arrangement which allows it to use special labels, but so far as can be determined there are no special mailers.

THE FREE MAILERS

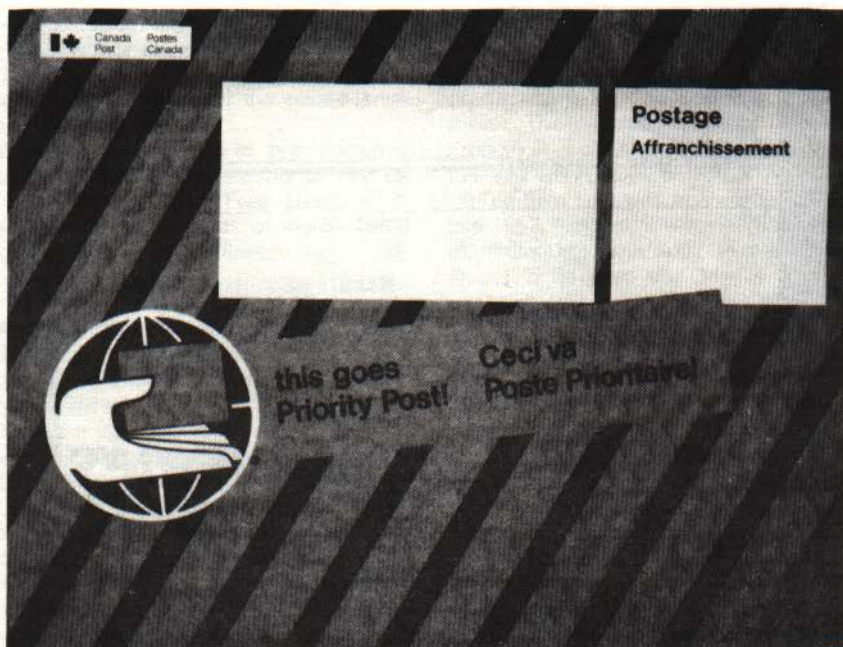
Author's Note: In this article the word 'mailer' is used to denote all containers prepared and issued by Canada Post for use by customers wishing to send mail via the Priority Post system. To date, all mailers issued by Canada Post have been envelopes, either paper or cardboard or plastic, in different sizes. The use of the word 'mailer' is required because Canada Post calls one size of envelope an 'ENVELOPE', while a larger size envelope, of different construction, is called a 'PACK'. A second reason for using this term is because it is possible that in the future Canada Post may introduce specially marked cardboard boxes and mailing tubes as the United States Postal Service has done. Details of all known mailers are given in the Table which accompanies this article.

When the Priority Post service was initiated, Canada Post made specially printed mailers available for use by customers. With their large size and bold colours, the mailers were intended both to clearly mark Priority Post mail and also as a way to publicize the service.

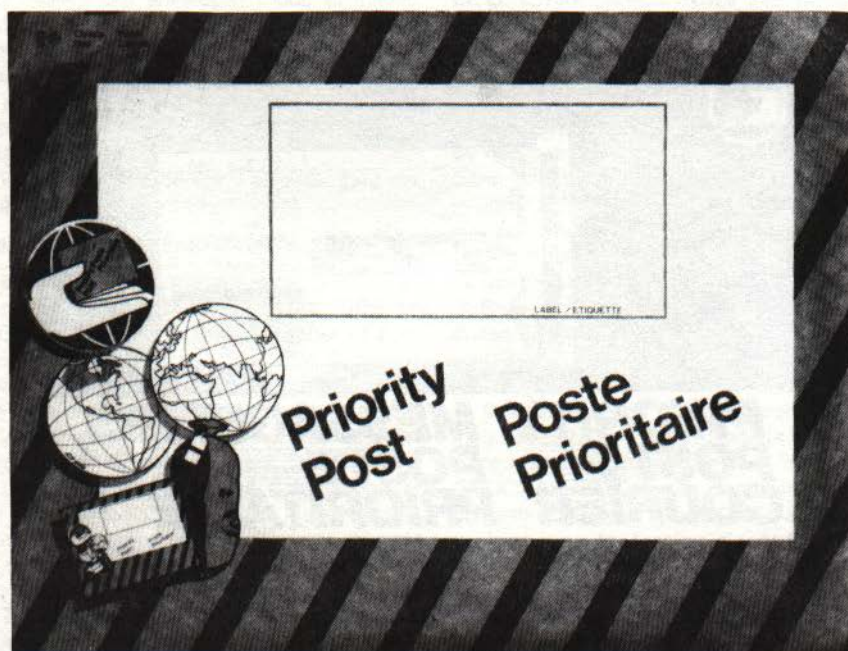
Initially there was no charge for the special mailers. The fee for the service was paid, by stamps or meter tape attached to the mailer, at the time it was passed across the post office counter for transmission to the addressee. The free special mailers, use of which was not mandatory, were in short supply initially and at times were very hard to find.

There were two styles of free mailers. The first, a large paper envelope, had a single seam in the center of the back. The flap was at the right end and there was adhesive on both the flap and the back. A smooth paper was supplied to separate the adhesive covered edges before use. These mailers were of thin tough paper with a 'chicken-wire' pattern of reinforcement embedded in the paper. There were two different printing designs (Figures 1 & 2).

Subsequently larger plastic envelopes appeared (Figure 3). These came in a number of slightly different sizes, several with the same form date. The plastic mailers did not



1. The first 'Free' Priority Post mailer.



2. The second 'Free' Priority Post mailer.



3. The first plastic envelope 'Free' Priority Post mailer.



4. An early use of the OVERNIGHT ENVELOPE. Note the absence of 'TM' in a circle.

have overlapped seams. The flap at the right end had a very sticky self-adhesive area covered by a peelable strip. There have been three different printings of the plastic envelopes.

With the introduction of prepaid envelopes, production and availability of free paper envelopes stopped. Free plastic envelopes are still available (as of March 1989), although not at all Post Offices.

THE PREPAID MAILERS

As the Priority Post system grew, Canada Post introduced a system of prepaid mailers. The price of the mailer includes the service. It is not necessary to apply postage to the mailer or the top sheet of the label. Two sizes of prepaid mailers were made available:

The 'PACK' Style, the larger of the two, is an envelope similar to the original free mailers, made of thin tough paper, with a 'chicken-wire' pattern of reinforcement in the paper. It has a single seam in the center of the back. The flap is at the right end. There is adhesive on both the flap and the back. It is supplied with a smooth paper to keep the adhesive covered edges apart.

The 'ENVELOPE' Style - the smaller prepaid mailers are envelopes made of thicker card stock with no reinforcement in the paper. They have a seam at the top on the back. The flap is at the right end. The adhesive is on the flap only. There is a piece of smooth paper to keep the flap from adhering to anything.

When form numbers are present, they are on the back of the mailer.

The 'OVERNIGHT' Prepaid Series

Initially, prepaid mailers were only available as an 'OVERNIGHT' ENVELOPE or PACK, and only at a limited number of post offices with high volume use, and then only when bought in minimum quantities of ten. The prices charged varied considerably depending on the number purchased and on special sales. The prepayment for an OVERNIGHT mailer was good for transmission of the item across Canada, but there were a number of restrictions on the areas, mostly major population centers, between which these mailers could be used.

The two OVERNIGHT styles have each appeared, progressively, in three types. Initially, they carried a globe/hand/mailer logo in the upper left corner (Figure 4), and below, in

large type, a two line bilingual 'PRIORITY POST COURIER/OVERNIGHT ENVELOPE' (or PACK), first *without* the familiar 'TM' (trade mark) in a circle anywhere on the mailer. The second type saw 'TM' ('MC' in French) in a circle added after both 'COURIER' and 'ENVELOPE' or 'PACK'.

The third type was apparently prepared in late 1987, although it was not made available immediately, apparently to allow existing stocks to be used up. On this type, still in use, the designation 'EMS COURIER/MES-SAGERIE' has replaced the bilingual 'PRIORITY POST COURIER' in the two line identifier. 'TM' in a circle appears only after 'ENVELOPE' or 'PACK'. The globe/hand/envelope in a circle logo was replaced by a bilingual three line 'PRIORITY POST COURIER' in small type, and a form number/date was added on the back.

The introduction of the third type of OVERNIGHT mailer was part of a step to bring Canada Post's service and materials in line with the UPU system. The letters 'EMS', which in English stand for 'Express Mail Service', have been chosen as the international name for the service, which now operates between most of the major countries in the world. (Even Canada Post's free plastic envelope was reissued with the 'EMS' identifier.)

Apparently a fourth type of OVERNIGHT mailer has been prepared, or at least designed. Since early 1988 an illustration of this version, which has an unshaded outline of Canada in a circle (consistent with the logos in the GEOGRAPHICAL series, discussed next) has been carried in Canada Post's rate brochure for the Priority Post service, but as of March 1989 none have been seen. The illustration from one of the brochures is reproduced as Figure 5.

The 'GEOGRAPHICAL' Prepaid Series

Concurrent with the preparation of the third OVERNIGHT type, Canada Post introduced a new set of prepaid mailers, the GEOGRAPHICAL series. A mailer for a new domestic category, the REGIONAL, and several for use to foreign destinations, the U.S.A., the EUROPE, the PACIFIC and the INTERNATIONAL, all in both ENVELOPE and PACK styles, became available over a period of several months.

The REGIONAL was for domestic use in a more local area, i.e. not across Canada, than

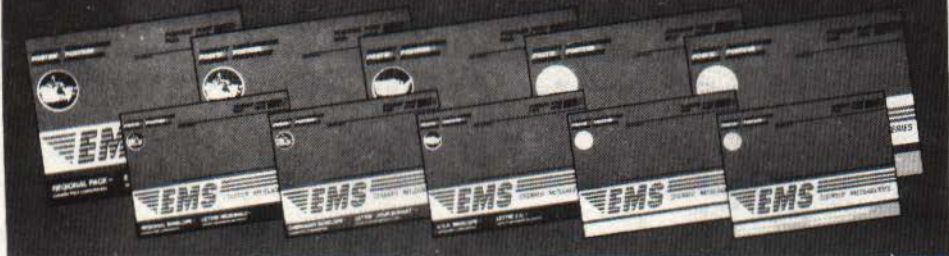
PRIORITY POST COURIER MAILERS

Description	Size	Form number	Colour
FREE (postage added by sender)			
no name given	36.8 x 30.4 cm	no number	orange & blue (stripes)
no name given	36.8 x 30.4 cm	33-086-393	orange & blue (stripes)
no name given, plastic	39.2 x 32.6 cm	33-086-393 (3-86)	orange & blue (stripes)
no name given, plastic	41.8 x 32.6 cm	33-086-393 (7-87)	orange & blue (stripes)
no name given, plastic	40.1 x 31.5 cm	33-086-393 (7-87)	orange & blue (stripes)
no name given, plastic	39.4 x 31.6 cm	33-086-393 (6-88)	orange & blue (stripes)
no name given, plastic	39.2 x 32.7 cm	33-086-393 (1-89)	orange & blue (stripes)
PREPAID OVERNIGHT ISSUES (no additional postage required if mailed to serviced destination within Canada)			
OVERNIGHT ENVELOPE/LETTRE "JOUR SUIVANT"	30.7 x 22.9 cm	no number	orange & blue
OVERNIGHT PACK/ENVELOPPE "JOUR SUIVANT"	39.8 x 30.6 cm	no number	orange & blue
OVERNIGHT ENVELOPE TM/LETTRE "JOUR SUIVANT" MC	30.7 x 22.9 cm	no number	orange & blue
OVERNIGHT PACK TM/ENVELOPPE "JOUR SUIVANT" MC	39.8 x 30.6 cm	no number	orange & blue
OVERNIGHT ENVELOPE TM/LETTRE "JOUR SUIVANT" MC	30.7 x 22.9 cm	41-016-230 (8-87)	orange & blue
OVERNIGHT PACK TM/ENVELOPPE "JOUR SUIVANT" MC	39.8 x 30.6 cm	41-016-229 (8-87)	orange & blue
OVERNIGHT ENVELOPE TM/LETTRE "JOUR SUIVANT" MC	30.7 x 22.9 cm	41-016-230 (6-88)	orange & blue
OVERNIGHT PACK TM/ENVELOPPE "JOUR SUIVANT" MC	39.8 x 30.6 cm	41-016-229 (6-88)	orange & blue
OVERNIGHT ENVELOPE TM/LETTRE "JOUR SUIVANT" MC	30.7 x 22.9 cm	??? IN BROCHURE	orange & blue
OVERNIGHT PACK TM/ENVELOPPE "JOUR SUIVANT" MC	39.8 x 30.6 cm	??? IN BROCHURE	orange & blue
PREPAID GEOGRAPHICAL ISSUES (no additional postage required if mailed to destination within region)			
REGIONAL PACK TM/ENVELOPPE REGIONALE MC	39.8 x 30.6 cm	41-016-248 (11-87)	orange, blue, purple
REGIONAL ENVELOPE TM/LETTRE REGIONALE MC	30.7 x 22.9 cm	41-016-249 (11-87)	orange, blue, purple
REGIONAL PACK TM/ENVELOPPE REGIONALE MC	39.8 x 30.6 cm	41-016-248 (1-88)	orange, blue, purple
REGIONAL ENVELOPE TM/LETTRE REGIONALE MC	30.7 x 22.9 cm	41-016-249 (1-88)	orange, blue, purple
REGIONAL PACK TM/ENVELOPPE REGIONALE MC	39.8 x 30.6 cm	41-016-248 (6-88)	orange, blue, purple
REGIONAL ENVELOPE TM/LETTRE REGIONALE MC	30.7 x 22.9 cm	41-016-249 (6-88)	orange, blue, purple
U.S.A. PACK TM/ENVELOPPE E.U. MC	39.8 x 30.6 cm	41-016-254 (11-87)	orange, blue, brown
U.S.A. ENVELOPE TM/LETTRE E.U. MC	30.7 x 22.9 cm	41-016-255 (11-87)	orange, blue, brown
U.S.A. PACK TM/ENVELOPPE E.U. MC	39.8 x 30.6 cm	41-016-254 (1-88)	orange, blue, brown
U.S.A. ENVELOPE TM/LETTRE E.U. MC	30.7 x 22.9 cm	41-016-255 (1-88)	orange, blue, brown
EUROPACK TM/ENVELOPPE EUROPE MC	39.8 x 30.6 cm	41-016-252 (11-87)	orange, 2 blues
EUROPE ENVELOPE TM/LETTRE EUROPE MC	30.7 x 22.9 cm	41-016-253 (11-87)	orange, 2 blues
EUROPACK TM/ENVELOPPE EUROPE MC	39.8 x 30.6 cm	41-016-252 (1-88)	orange, 2 blues
EUROPE ENVELOPE TM/LETTRE EUROPE MC	30.7 x 22.9 cm	41-016-253 (1-88)	orange, 2 blues
INTERNATIONAL PACK TM/ENVELOPPE INTERNATIONALE MC	39.8 x 30.6 cm	41-016-250 (11-87)	orange, blue, green
INTERNATIONAL ENVELOPE TM/LETTRE INTERNATIONALE MC	30.7 x 22.9 cm	41-016-251 (11-87)	orange, blue, green
INTERNATIONAL PACK TM/ENVELOPPE INTERNATIONALE MC	39.8 x 30.6 cm	41-016-250 (11-87)	orange, blue, green
INTERNATIONAL ENVELOPE TM/LETTRE INTERNATIONALE MC	30.7 x 22.9 cm	41-016-251 (11-87)	orange, blue, green
INTERNATIONAL PACK TM/ENVELOPPE INTERNATIONALE MC	39.8 x 30.6 cm	41-016-250 (1-88)	orange, blue, green
INTERNATIONAL ENVELOPE TM/LETTRE INTERNATIONALE MC	30.7 x 22.9 cm	41-016-251 (1-88)	orange, blue, green
PACIFIC PACK TM/ENVELOPPE PACIFIQUE MC	39.8 x 30.6 cm	41-016-256 (4-88)	orange, blue, turquoise
PACIFIC ENVELOPE TM/LETTRE PACIFIQUE MC	30.7 x 22.9 cm	41-016-257 (4-88)	orange, blue, turquoise

PRIORITY POST COURIER MAILERS

Logo on front of envelope	Comments
Canada Post & Globe/Hand/Envelope Canada Post & Globe/Hand/Envelope + East & West Hemisphere globes + Mail bag + replica of the envelope globe/hand/envelope as part of Priority/Post logo globe/hand/envelope as part of Priority/Post logo globe/hand/envelope as part of Priority/Post logo PRIORITY POST COURIER TM, small at front top EMS WORLD-WIDE NETWORK/ RESAU MONDIAL at top left	This goes Priority Post, boxes for postage & label Priority Post, box for label Priority Post Courier TM, large at front bottom Priority Post Courier TM, large at front bottom Priority Post Courier TM, large at front bottom EMS COURIER/MESSAGERIES, large at front bottom PRIORITY POST COURIER PRIORITAIRE MC, large at bottom
Globe/Hand/Envelope Globe/Hand/Envelope	No TM, no Canada Post Corporation No TM, no Canada Post Corporation
Globe/Hand/Envelope Globe/Hand/Envelope	TM, no Canada Post Corporation TM, no Canada Post Corporation
No EMS, no logo No EMS, no logo	TM, no Canada Post Corporation TM, no Canada Post Corporation
EMS EMS	TM, Can Post Corporation on 2nd line from bottom TM, no Canada Post Corporation DO NOT MOISTEN NE PAS MOUILLER under flap
EMS, Outline of Canada in circle EMS, Outline of Canada in circle	TM, Can Post Corporation on 2nd line from bottom TM, Can Post Corporation on 2nd line from bottom
EMS, Outline of Canada in circle (the provinces shaded) EMS, Outline of Canada in circle (the provinces shaded)	Canada Post Corporation on bottom line Canada Post Corporation on bottom line
EMS, Outline of Canada in circle (the provinces shaded) EMS, Outline of Canada in circle (the provinces shaded)	Canada Post Corporation on 2nd line from bottom Canada Post Corporation on 2nd line from bottom
EMS, Outline of Canada in circle (the provinces shaded) EMS, Outline of Canada in circle (the provinces shaded)	Canada Post Corporation on 2nd line from bottom DO NOT MOISTEN NE PAS MOUILLER under flap Canada Post Corporation on 2nd line from bottom
EMS, Outline of USA in circle EMS, Outline of USA in circle	Canada Post Corporation on bottom line Canada Post Corporation on bottom line
EMS, Outline of USA in circle EMS, Outline of USA in circle	Canada Post Corporation on 2nd line from bottom Canada Post Corporation on 2nd line from bottom
EMS, Outline of Europe in circle EMS, Outline of Europe in circle	Canada Post Corporation on bottom line Canada Post Corporation on bottom line
EMS, Outline of Europe in circle EMS, Outline of Europe in circle	Canada Post Corporation on 2nd line from bottom Canada Post Corporation on 2nd line from bottom
EMS, Stylized Globe EMS, Stylized Globe	French error, Can Post Corp on bottom line French error, Can Post Corp on bottom line
EMS, Stylized Globe	French error, Can Post Corp on bottom line with a green self adhesive parallelogram printed with a line to cover the base of the "L", the missing "E" and a "MC" in a circle to cover errors
EMS, Stylized Globe	French error, Can Post Corp on bottom line with a green self adhesive parallelogram printed with a line to cover the base of the "L", the missing "E" and a "MC" in a circle to cover errors
EMS, Stylized Globe EMS, Stylized Globe	French correct, Can P Corp 2nd line from bottom French correct, Can P Corp 2nd line from bottom
EMS, Volcanic mountains & rising sun in a circle EMS, Volcanic mountains & rising sun in circle	Canada Post Corporation on 2nd line from bottom Canada Post Corporation on 2nd line from bottom

THE NEW LINE OF CONVENIENT PRE-PAID ENVELOPES AND PACKS



5. An illustration from a Canada Post rate sheet showing the as yet unissued fourth type of OVERNIGHT mailers, and some of the other GEOGRAPHICAL mailers.

the OVERNIGHT. The U.S.A. mailer is good for service to all fifty states; the EUROPE for Great Britain, Ireland and continental Europe; the PACIFIC for the major countries of the Pacific Rim; and the INTERNATIONAL for all countries which have the EMS service and are not covered by the other mailers.

With the introduction of the GEOGRAPHICAL series the globe/hand/envelope in a circle logo was replaced (see Figure 5). The REGIONAL, U.S.A. AND EUROPE mailers

have in a circle a map indicating the area served by their prepayment. The PACIFIC logo is a rising sun behind volcanic mountains in a circle, and the INTERNATIONAL is a stylized globe. In the illustration of the fourth version of the OVERNIGHT envelope, the map of Canada is the same as that used on the REGIONAL, but in a different colour.

Starting in January 1988 (1-88), new versions of the various ENVELOPES and PACKS have slowly appeared. The major



6. The INTERNATIONAL/INTERNATIONALE error.

difference, aside from new form dates, is that 'CANADA POST CORPORATION' and the French equivalent have been moved from the bottom line to the second line from the bottom. In addition, the PACK issues dated 6-88 have an outline block letter 'DO NOT MOISTEN NE PAS MOUILLER' on the back, under the self adhesive. This printing is covered when the flap is closed.

ERROR ISSUE

Initially the INTERNATIONAL issue, in both styles, was sold only in packs of 10. Starting 16 November 1987 these were available in three test markets, Toronto, Montreal and Ottawa. The form date on the back was 11-87. On 18 November 1987, however, these mailers were withdrawn because an error had been discovered in the French spelling - 'INTERNATIONAL' instead of the correct 'INTERNATIONALE' (Figure 6). Early in 1988 both styles were reissued, with the French word corrected, other slight changes and a new form date (1-88).

Early in 1989 the original error issue mailers (identified by the 11-87 form date) reappeared, with a small green self adhesive sticker, in the shape of a parallelogram, added to correct the error. The printing on the sticker has a bottom line to cover the horizontal portion of the original 'L', plus the missing 'E' followed by 'MC' in a circle. Stickers were applied on both the front and back. This required the production of two different sizes of labels as the front and back printing was done in different sizes.

As of early 1989, the Priority Post service is available at Post Offices in all large cities and most towns with a population over 1000 in all areas of Canada, although there are many areas where the special mailers are not being sold. The reason given is that the rates are higher from these areas and the mailers are mainly intended to allow discounts to high volume users.

Watch for more issues of Priority Post mailers.

MORE SKETCHes of BNAPSers

by Dr. R.V.C. Carr

SKETCH No. 229

A. S. 'SANDY' MACKIE

It's taken a long time, but with the help of Mike Street I finally nailed A. S. 'Sandy' Mackie for a SKETCH, although he modestly feels others deserve this more than he.

Sandy was left an orphan and was brought up by his aunt and uncle. His uncle introduced him to stamps, which led him to join his local stamp organization, the Aberdeen and North Scotland Philatelic Society, as a junior in 1931. (He is now the oldest member in years of membership). Later he became the President and is now a Fellow of the group.

An interest in British Commonwealth led to a study in detail of Indian Postal History with emphasis of the Indian Postal Administration of Zanzibar.

The strong local group of the Canadian Philatelic Society of Great Britain interested Sandy so he joined, and THEN started to collect Canada - the Admirals, the Map stamp and Flag cancels, among others. He is a Past President and also a Fellow of the CPS of GB.

As a member of the Territorial Army, San-



dy was called up for World War II. He was evacuated from France one month after Dunkirk, then went on to participate in the capture of Madagascar, and then on to India and Burma where he finally finished up with the U. S. Army's General Stilwell.

Sandy retired from the Northern Co. of the Scottish Bus Group in time to attend CAPEX '87, where he was able to meet many of his correspondents.

EXHIBITING AT BNAPEX

by Lewis M. Ludlow, OTB

The British North America Philatelic Society (BNAPS) is a specialist society. One of the objectives of BNAPS is to encourage individual members to share their special interests with the other members of the Society. There are two major avenues for such sharing:

1. WRITING - Articles in *BNA TOPICS*, specialized handbooks, and presentations in study group newsletters are important vehicles for conveying philatelic knowledge. This is particularly true if the work presents the results of new or previously unknown research and scholarship. BNAPS strongly encourages and supports the efforts of all its members in philatelic writing.

2. EXHIBITING - Presenting the results of the specialist's work is done equally well - sometimes better - by exhibiting the actual philatelic material. Seeing often leads more quickly to believing than words on a printed page, although the two - writing and exhibiting - are frequently interwoven and sometimes inseparable. This article will be confined to the subject of exhibiting.

In putting together an exhibit, the philatelist must consider a number of things. The following points are not necessarily in the order of their importance, rather they are given more in the sequence in which an exhibit is conceived and put together.

SUBJECT MATTER AND CONTENT - Define the philatelic area that is to be shown, and see that this definition is fully encompassed in the title of the exhibit or on the introductory page of the exhibit. The viewer must know what you are trying to show - not only what is to be seen but also, by inference, what is not going to be presented. It is a fact that many exhibitors do not give this matter proper consideration, leaving the viewer confused regarding the scope and objective of the exhibit.

Pointers:

1. Define the exhibit to fill the number of frames allotted with the material available.
2. Given a choice, it is better to narrow the scope of the exhibit rather than to enlarge it.

3. In writing up the exhibit, be sure the viewer can clearly recognize the message the exhibitor wishes to convey.

PRESENTATION OF AN EXHIBIT - For an exhibit to be enjoyed by viewers it must be neat and orderly, and should flow in the same manner as telling a story. Be sure the material is shown in an understandable sequence and that its presentation is attractive to the eye. Colours, symmetry and the amount of material in a given space should all be considered. The exhibit should be devoid of such negative distractions as illegible handwriting, crossed out words, bad spelling, erasures and spaces left vacant for future acquisitions.

Pointers:

1. Unless the exhibitor is an artist and/or beautifully proficient with pen and ink, consider the alternatives of preparing the exhibit pages on a typewriter or computer printer.
2. Before beginning the first page, lay out the complete exhibit and do a rough draft of the wording for each page, and ensure that the exhibitor is being told the full story clearly.
3. Condense the wording and description on each page as much as possible without leaving out vital information; less is better. In an exhibition of many frames, most viewers only have time to read brief captions and sentences, not full paragraphs. Such condensation is an art form and requires practice.
4. Use collateral material to enhance the presentation or explanation of the material. For example, if the exhibit concerns small towns, or routings between small towns, maps which will enlighten the viewer are in order. CAUTION - never let collateral material overpower the philatelic content of the exhibit.
5. Where possible, particularly with stamps, vary the layout from page to page. An identical format on all pages tends to mesmerize the viewer.
6. In being artistic, which is a matter of personal taste, do not distract the viewer from the philatelic material being presented.

TOTALITY OF THE PRESENTATION - Within the definition of the subject that has been established by the title and introductory page, it is desirable to have a showing that is as complete as the exhibitor can make it. There are, of course, some limitations to completeness in every exhibit; however, the more of the defined subject that can be shown, the more the viewer will learn about the philately being presented. Totality can be a trap; if, for instance, an exhibit concerns only a single issue and the objective is not well defined, then it might be expected that not only stamps but also proofs, essays, covers, cancellations and rates of that issue will be shown.

Pointers:

1. Unless there is an obvious attempt to avoid the difficult part of a subject, the extent of completeness of an exhibit is controlled by the definition established by the exhibitor.
2. "Don't bite off more than you can chew!" Areas to be collected and exhibited should be selected to suit the exhibitor's interests, time and circumstances.
3. Declining to exhibit on the grounds that an exhibit is not absolutely complete is a mistake. The viewer will appreciate seeing what has been accomplished and will recognize where there is room for improvement.
4. The exhibit should represent a challenging goal that has been or is in the process of being fulfilled by the exhibitor. Viewers will recognize such challenge and accord greater respect to the exhibit.
5. Scarce and rare items enhance an exhibit. In this statement, the terms 'scarce' and 'rare' refer different things. A 'rare' stamp on cover costing thousands of dollars may be more easy to obtain than a scarce rate cover which would retail for ninety percent less. The presence of rare or scarce material in an exhibit usually reflects the length of time it has taken to form. A unique item can only rest in one collection.

CONDITION OF MATERIAL - As a general statement, 'better is best'. The exhibitor does not want to offend the sensibilities of the viewer. Torn or damaged stamps, off-center issues and dirty covers are very negative distractions to the serious philatelist. There are

exceptions - if the exhibitor has a unique cancellation on a damaged stamp, for instance, it still can be shown as a one-of-a-kind example and identified as such. In the main, viewers want to know that the exhibitor has made a serious effort to develop a showing to the same high philatelic standards as theirs.

Pointers:

1. Set high standards for collecting and exhibiting.
2. Where something better is available, improve on the collection and the exhibit.
3. Unique or rare items in poor condition can be included in the exhibit, but the reason for their inclusion should be delineated.
4. Spurious material - counterfeit stamps, faked covers, forged cancellations - must not be included in an exhibit unless they serve a specific purpose in the defined subject, and then they they must be identified for what they are.

PHILATELIC KNOWLEDGE - Philatelists are not merely collectors of stamps. They are students, engaged in the study and research of their particular area of interest, who wish to become experts in their field. The extent to which they succeed should be conveyed to viewers of their exhibits.

Pointers:

1. Study all available literature in the particular field and reflect such study in the exhibit.
2. Where study leaves unanswered questions, try to initiate and present original research on the subject.
3. Becoming expert in any philatelic field is not an overnight accomplishment. Exhibit as you learn - the success will be more rewarding.

PHILATELIC SIGNIFICANCE - In international exhibitions, "one man's meat is another man's poison." In that forum, classic issues are considered paramount, and all other philatelic areas suffer by comparison. This fact of life should be evaluated before entering an international exhibition. Conversely, for the annual exhibition of BNAPS, a specialist society, any area of British North America philately that is of merit and significance to the exhibitor will be of interest to our sophisticated viewers. BNAPS is a research society, an amalgamation of students and study groups,

and exhibiting under its auspices is an opportunity to show the results of these academic efforts.

Pointers:

1. Do not hesitate to show any specialized area of British North America philately, but be sure the exhibit reflects your expertise - or aspiration to become an expert - in that particular field.
2. The more ambivalent viewers are likely to be about the importance of the specialized field that is being shown, the greater is the necessity to demonstrate its particular philatelic significance.
3. Original research enhances philatelic significance.
4. Every exhibitor is encouraged to show BNA material in general at non-BNA shows, in the hope of educating other philatelists to beauty of a British North America collection.

SUMMARY

The comments above represent one man's opinion. Readers should bear in mind that those called on to evaluate exhibits come from a wide range of backgrounds and experience, with different appreciations for what are considered to be the standards of philatelic exhibiting; it follows therefore that the conclusions these individuals reach can and will vary. It is the writer's view, however, that any exhibit adhering to the points raised in this article will do well.

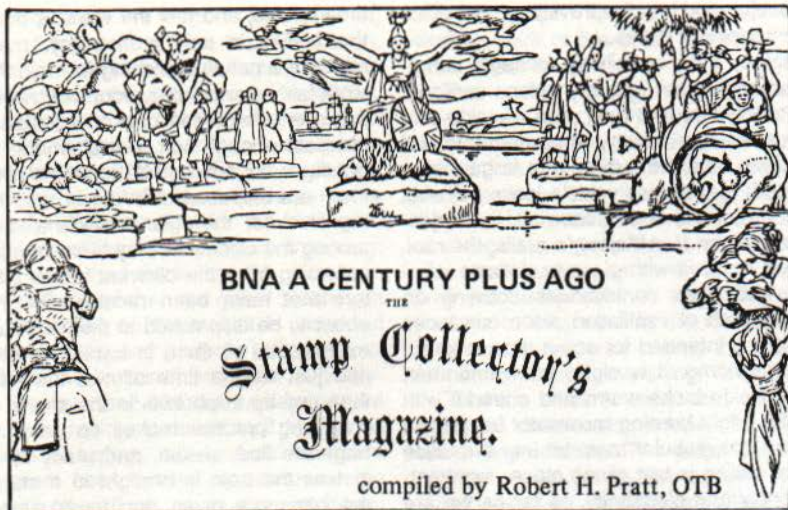
Exhibiting can be a joyful experience. When a viewer says, "I did not know of that particular point", the exhibitor becomes a teacher. If the viewer advises, "I have something you may wish to study", then an exhibitor continues his learning experience. In either case, philately in this field is expanded and the meaning and purpose of the British North America Philatelic Society is enhanced.

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Vol. 2, Jan. 1, 1864, Page 10

THE TRAVELLING POST-OFFICE

We must ask our readers to follow us in imagination - as they would have some difficulty in doing so in *propriid persond* (sic)- on a journey in the travelling post-office, which we propose making, entirely for their benefit.

The railway mail service, which has been gradually developing itself during the last twenty years, has now assumed gigantic proportions: year by year the estimates for conveying mails by railway have largely increased, with a corresponding decrease in the expenses for their means of conveyance. The railway post-office, applied at first to one or two of the trunk lines diverging from the metropolis, is now, or shortly will be, extended to every considerable line of railway in the kingdom <<Great Britain - Ed.>>; and by means of different junctions throughout the country, an admirable adjustment is maintained between every large district in the kingdom. The successful working of this post-office machinery, as well as the immunity it enjoys from serious derangements, is due in great measure to the absence of the ordinary railway traffic during the time chosen for the conveyance of mails. This traffic disposed of, and ordinary business hours over, the serious work of the post-office in our largest towns may said to commence; and through the long night a score or two of iron horses are whirling through space, besides an immense amount of finished work securely sealed up, a couple of hundred officials of different grades,

busily engaged in all the various operations incident upon the reception and despatch of the national correspondence.

The railway post-office proper comprises a number of divisions or sections, and these, generally, are named from the locality through which they extend; as the Bangor and Leeds Division, the Carlisle and Perth Division. These divisional parts have distinct officers allotted to them, the number regulated by the amount of work to be performed. The length of the divisions - the extent of one of which form a post-office journey - varies slightly, averaging about 170 miles; the average length of time taken to perform the journey being between five and six hours. It may be imagined that a proper control of this vast machinery of operations, with its scattered staff of officials, will be difficult; but the efficient working of the whole is, nevertheless, thoroughly and promptly maintained. The entire direction of the travelling-officials rests with the mail office at St. Martin's-le-Grand, presided over by an inspector general of mails, with a deputy, and to which office is attached a considerable staff of clerks. The connection between the different branches of the travelling-office and the controlling-office is kept up by a number of travelling mail-inspectors.

Suppose we are at one of the many termini of railway operations - the hour close upon midnight - and that time is up, and we

have just jumped into the travelling post-office to commence our duties.

Imagine, then a railway-carriage somewhat larger than an ordinary saloon-carriage, about twenty-two feet long, and as wide and spacious as the railway arrangements will allow. Seen from the outside, the large, heavily painted, windowless vehicle looks more as if intended for the conveyance of Her Majesty's horses than Her Majesty's mails; the roof, however, covered with glass or delicate wire-gauze, and other contrivances, forming an admirable plan of ventilation, soon convinces you that it is intended for some description of the *genus homo*. It is night, you remember, and the inside looks warm and cheerful with its row of bright burning moderator lamps - to which the old globular lamp let into the office from the ceiling is fast giving place - contrasting strongly and pleasantly, as far as we are concerned, with the dimly lighted station, through which the cold night-air is rushing. The reader must abstain, however, from imagining anything like luxury in the internal fittings; everything there is requisite for accomplishing the work in hand, but there is no provision for any kind of indulgence; and spacious as the place seems, there would not be found, by looking narrowly, a single foot of spare room. Along the whole length of one side of the carriage, and encroaching materially upon its width, a number of tiers of boxes are arranged for the sorting operation; the smaller ones for the letters, and the larger ones in the centre of the office, more like shelves, for the newspapers and all the vast variety of articles forwarded according to the rules of book-post. Every available inch of space is covered with upright wooden pegs, in recesses made in the carriage-sides, upon which are hung the bags - made of canvass, with the names of towns legibly painted upon them - to be used in the course of the journey. These recesses, as well as the ends of the office, are well padded over, to secure the safety of the officers.

The work has begun; a pile of bags, one from each considerable town in the neighborhood, has been thrown into the office; one of the clerks is busy opening them, and the rest - each standing opposite to a distinct set of boxes, labelled with the names of different towns on the route - are rapidly sorting away the letters that have been handed to them from the bags. The clerks look rather sleepy, and this is natural enough, for the hour is a

drowsy one, and half the world is dozing; but the feeling is only momentary, merely the result of a patient watching for train-time. The work fairly started, they soon warm with it and the scene becomes one of animation and a pleasant enough sort of excitement, till every bundle is cut open, and the letters comprising them are disposed of in the boxes. The sorting finished, there is at once a movement among the clerks, as they busy themselves in collecting from the different boxes all the letters that have been received for the bags about to be dispatched at the first station; the examination of them is careful or more hurried just as the time allows; the letters are then tied up in packets in the sharp, decisive way long practice makes so easy; and the bags are tied, sealed, and ready for delivery just as the train is brought to a stand. Here the bags are given out; fresh supplies are received from three or four towns in the immediate district, and we are again on our journey, and in our second stage. The bags received are at once opened; the same process of dispatching for the next and all subsequent postal stations is repeated, just as we have described.

During this our second stage, and before we stop again, we pass two or three important towns; not being among our great centres of population, however, they are not important enough for the mail train to do them the honour of stopping; so other arrangements have been made for them, and the exchange of letter-bags is effected by machinery whilst the train is progressing at its usual speed. This ingenious contrivance deserves a word in passing, especially as it is now being called more and more into requisition. We will just step out into the adjoining van over the iron gangway that connects it with the post-office carriage. The guard is looking out for the familiar object, such as a bridge, river, or cluster of trees, by which he tells his whereabouts with almost mathematical precision. Whilst he is busy finding his position, we will take the time to explain that the machinery is arranged so as to secure, simultaneously in most cases, both the receipt and dispatch of bags. For the purpose of receiving bags, a large strong net is fixed to one side of the van, to be drawn down at the proper moment; and close to the door, on each side of it, securely fixed to the carriage, are hollow iron bars inside of which, working by means of a rope and pulley, an iron arm is

fixed, upon which the bags to be delivered, securely strapped in a thick leathern pouch, are suspended; and where the exchange has to be effected at the station we are nearing, the arrangements are just the counterparts of this. A net is spread to catch each pouch from the extended arm of the carriage, and pouches are hung from iron standards in the ground, of sufficient height for the net in the train. The operation itself is just commencing; the door is pushed back into the groove in which it works, and then the guard touching a spring that holds up the net, it is loosened from its supports, and projects over the carriage-sides; the iron arm, acting on its pulley-rope is drawn round into the carriage where the pouch is rapidly fastened to it by means of a catch or spring - but in such a manner that a touch from the net apparatus at the station will bring it off - and then let down, remaining by virtue of its own weight at right angles to the door. A moment of waiting, and then all the machinery acts its assigned part properly; the pouch disappears from the arm, or arms (if the bags have been heavy enough for both to be used), with a whack; the latest arrival lands in our net with another, and all is over and quiet as before. We mean, of course *comparative* quiet, as much as is possible amid the din and endless rattle of a train speeding away at forty miles an hour. We make our way back into the other carriage, the guard bringing with him the treasures we have watched him pick up by the wayside; and these bags opened, and contents sorted off in the orthodox way, we are at the end of another stage.

Here, evidently, comes the tug of war. We have arrived at one of the principal mail-junctions in the kingdom, and an immense number of bags is awaiting our arrival. These bags have been brought, somewhat earlier on, by other mail-trains arranged to effect junction with us; and these, in their turn, have met with other trains running across the country in transverse directions. Bags from towns near and towns remote, with letters for places all along our line of route, as well as letters just passing *in transitu*, from this office to some other, are here stowed in, till we can scarcely find standing space. The work, however, is resumed with more energy than ever, and it is surprising how soon, by persistent activity, we come to feel comfortable again. The necessity there is for a certain amount of work being accomplished at a certain point

acts as a spur upon us, and we feel the working-spirit of the office has to be exerted to its fullest extent.

The country through which we are now travelling is only thinly supplied with towns and, consequently, the number of letters received into the office is much smaller. The clerks produce from their hiding-places under the blue cloth covered counter a round kind of swing-seat attached to it, which turns outside ingeniously upon a swivel, and for some time are seated at their work. We take advantage of this break in the character of the duty to observe more closely the various letters the clerks are examining.

That the office is conducted on the most approved democratic principles is a fact patent to any onlooker. The same sort of varieties that marks society, here marks its letters: envelopes of all shades and sizes; handwriting of all imaginable kinds, written in all shades of ink, with every description of pen; names the oddest and names the most ordinary, and patronymics to which no possible exception could be taken. Here is a envelope stamped with the escutcheoned signet of an earl; another, plastered with cobblers wax, with an impression that makes no figure in Debrett, and which indeed, bears undeniable evidence of having been manufactured with hob nails! They are all mingling, for a few hours at any rate, in common fellowship - tossed about in company, honoured with the self-same knocks on the head, sent to their destination locked in loving embrace, and sometimes, in the case of the cobbler's, exceedingly difficult to part at all. Some of the addresses are amusing in their ambiguity; some are absolutely blundering; some say too little, others too much; some give the phonetic system with *malice prepense*, others because it is nature's own rendering, and they have never known school, in which cases the work of examination is necessarily deliberate, hesitating or slow.

We are at our destination at last; with a feeling of dreamy wonder that something has not happened to us; that, considering the noise and the whirl, our brain is not tied up in a knot somewhere in the head, instead of swimming; and that our tympanum is not permanently fractured. Dusty, hungry, tired, sleepy, we hurry through the streets, with day just breaking.

Of course this post-office machinery, necessarily in some parts so delicate, is very

liable to derangement, does get out of order, and has to depend, as we said at the commencement, to a great extent on the proper carrying out throughout the country of an infinite number of railway arrangements. This was clearly seen during the last severe winter, when delays were almost of daily occurrence, and accidents frequent. It is scarcely possible, however, that, so far as prospective arrangements can be made for changing seasons, we shall have a repetition of the failures and delays of last winter. Railway accidents are fruitful sources of discomfiture to the post-office department. It is surprising, however, how fortunate the majority of mail-trains have been in the immunity they have hitherto enjoyed from serious calamities of this nature. When any such calamity does overtake them, it very seldom happens that the post-office arrangements suffer, except on the particular journey wherein the accident occurred. Fresh supplies of men and *materiel* are summoned with a speed that would, or ought to, surprise some other commissariat departments, and work proceeds as if the equilibrium had never been disturbed.

Reader, you have doubtless read our paper impatiently; you don't like the way the post-office is managed; you never did, in fact, since you lost that last letter of yours containing a coin or something else of value, and couldn't get it back by demanding it of the secretary! You haven't faith in us post-office officials, and long for some rival establishment - spirited individuals to take the matter

up, and get the monopoly squashed! In the meantime never send such letters through the post in this way again. Pray, remember that in all large departments there will always be some few liable to temptation and who will not take pains to resist it. As the Money-order Office was established on purpose to meet your case, we ask you, in the name of the ninety-nine honest men, not to *tempt* the hundredth, who will have sins enough to answer for some day!

But you are indignant that a certain letter you ought to have had is not to hand at the proper moment. However, just think how many letters you do get, which come to your desk as true as the needle to the pole; just listen to the old gentleman yonder, as he tells how long the same business letter from the old-established house used to be in arriving, and what was paid for it when it did arrive; above all, pray, think of the travelling caged officials - those wingless birds of the post-office - and of what they go through o'nights in order that you may have your letter or your newspaper - posted yesterday in some quiet corner of the country, four hundred miles away - with your buttered toast at breakfast in town! - *Chambers's Journal*

(Written over one hundred twenty years ago - and it does sound very familiar today. As yet we do not have a travelling post-office in the air. The letter cost 1 pence (2 cents) to mail. Nothing but the price seems to be new. - Ed.)



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NEWFOUNDLAND POSTAL STATIONERY

Some Additions and Corrections to the Pratt Articles

by William C. Walton

Part III



Figure 3. P3 postmarked MY 21/81.

P3 (The 1¢ Card of 1880) (Jan-Feb 1985, 42, 1, 405)

The 1883 issue date suggested for this card by Pratt is also in error, by a wide margin. At present the ERP for this card is February 11, 1881, and other usages in 1881 are also known (see Fig. 3). As already noted, the Philatelic Society, London, established a definite date of July 1880 for P3, and this will almost certainly prove to be correct within one month. Pratt's lack of early usages of this card appears to be another of the bases for his hypothesis that it followed P4.

Pratt also based his "1883 or 1884" date for this card on an ambiguous quote of Le Messurier (Chief Clerk for the Post Office) in 1883 (in the first installment of the article, found in *BNA TOPICS*, Vol. 41, No. 5, September-October 1984, p. 18). It is now apparent because of the issue of P3 earlier than Pratt realized, that *this aspect of Le Messurier's remark was misinterpreted in Pratt's article and referred to*

both 1¢ cards (P1 and P3).

Pratt's article describes the card as printed in green on three different stocks. The comments made in reference to P4 in the previous installment of this (*i.e.*, *Walton's - Ed.*) article should also apply here.

P3 was also printed from recessed plates, making possible the plating of the card ('plating' in the true sense of reconstructing the plate format, not just identifying isolated plate positions). This is always a challenge in postal stationery, except for 'engraved' cards, because multiple pieces rarely exist. Pratt refers to Daniel Meyerson's plating of P3, but omits one of the most important conclusions to which it leads - namely, *that only one plate was made for the card across its total life span of well over 20 years.*

P5 (The 2¢/1¢ surcharge of 1889) (Jan-Feb 1985, 42, 1, 405)

Much more is known about this card than Pratt suggests. Details on this issue were

given in a letter by Fraser (the Postmaster General), dated June 1, 1892, to George Watson (editor and publisher of *The Postal Card*, Elizabeth, N.J., a periodical for collectors). Watson published the text in his June 1892 issue (#95). The text was also reproduced in full in the May 1984 *Postal Stationery Notes* (Vol. 3, #2, p.13). Among other things, this clearly specifies the quantity surcharged as 700.

Fraser's letter also indicates that "the regular supply (of 2¢ cards) came to hand," (though it does not say how soon), and that "few (of the revalues) were used through the post. ...Collectors bought in what was on hand."

Fraser also specifies an issue date of May 14, 1889 - not June as the Pratt article suggests. An ERP exists for this date, on a card from Le Messurier to the famous York City dealer/collector G. B. (Gus) Calman, apparently in routine reply to a letter received five days earlier (see Fig.4).

Another card (2¢, P4) from Le Messurier, this time to a stamp dealer in England on July 22, 1889, was recently discovered by Allan Steinhart. In response to an order for the revalue, the card states that "the small quantity issued has already been disposed of," and thoughtfully goes on to name the two principal purchasers - G.B. Calman, and N. Ohman of St. Johns. Addresses are supplied,

along with a recommendation to contact them. This information suggests several points.

1. A new shipment of 2¢ cards certainly seems to have arrived by July 22, when Le Messurier used one. This of course presumes that the exhaustion of 2¢ cards was genuine, rather than contrived to justify the issue of a revalue. Surcharged issues at that time were becoming popular with collectors.

2. Since revalue supplies were exhausted by July 22, primarily by sale to speculators, most usage that was not philatelically inspired probably occurred prior to this date.

3. This post card issue was almost certainly manipulated by Le Messurier in conjunction with Ohman and Calman. A rapid response by Calman when he received the May 14 card from Le Messurier may have triggered this manipulation. Trade offerings of the period show that only a few dealers had access to the card, and publicized it heavily; prices for it were immediately very high for that era. (The 'scandal' and official inquiry of 1900 which linked the names of Le Messurier and Ohman to various manipulations is well documented in Pratt's recent opus *The Nineteenth Century Postal History of Newfoundland*. The stamp dealing partner-



Figure 4. P5 used on the day of issue, May 14, 1889

ship of 1889, which included these gentlemen, may well have had its origin in the 2c on 1c 1889 revalued card.)

If in fact a delayed shipment of 2c cards genuinely necessitated this revalue, the delay was likely caused by the disruption British American Bank Note was undergoing in the closing of its Montreal facilities and the consolidation of its production in Ottawa.

Pratt's 'broken T' subgroup has no precise meaning. The left crossbar of the T in CENTS wore progressively, as Bond explained in his 1953 book, *The Postal Stationery of Canada*. Examples can be found showing this progression from barely visible wear to nearly complete disintegration.

No mention is made of the *forgery* footnoted in *Webb*. This, and a more recently discovered second forgery, were illustrated and described in the November 1984 *Postal Stationery Notes* (Vol. 3, #5, pp. 34-35), and may now be found in *Webb* (5th Edition, 1988).

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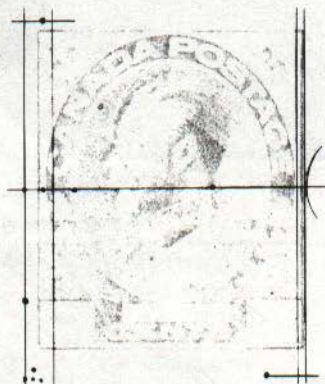
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A STUDY OF THE TELEGRAPH COVERS OF CANADA

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

MONTREAL TELEGRAPH COMPANY



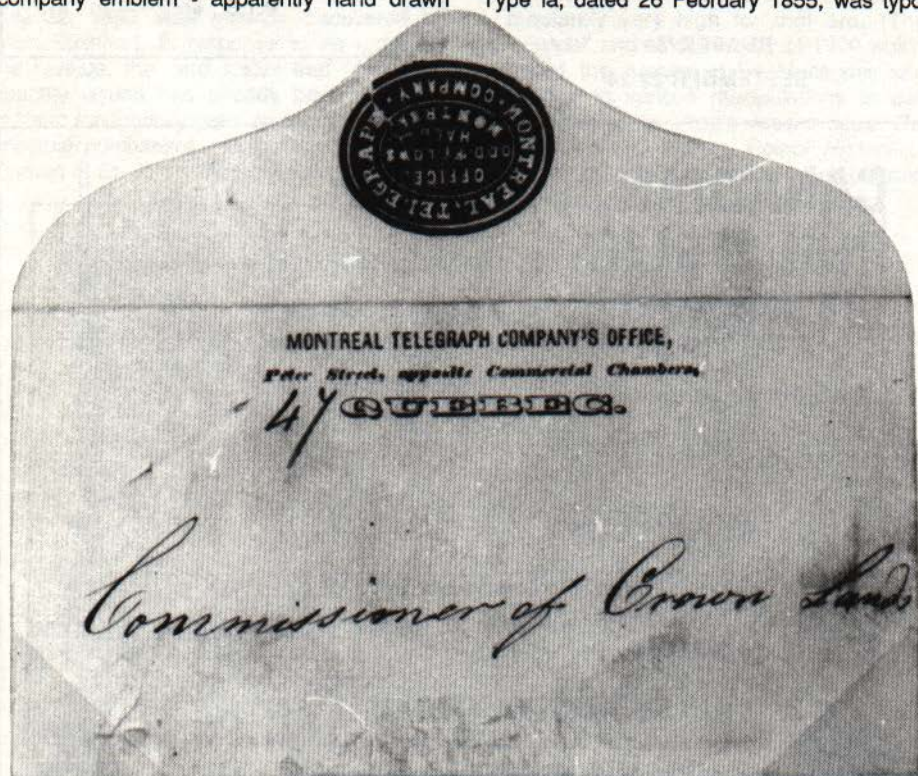
Type I, typographed



Type II, engraved

The first Montreal Telegraph Company cover known is dated 28 April 1849. The Type I cover is identified by a rather simple company emblem - apparently hand drawn

letters inside an oval - typographed in blue on a white envelope. It reads: 'MONTREAL TEL. CO./OFFICE/22/Front Street/TORONTO.'. Type Ia, dated 26 February 1855, was typo-



A Type III envelope

graphed in red.

The Type II emblem appears to have been engraved onto a metal hand stamp. The text, 'FROM THE OFFICE OF/MONTREAL/TELEGRAPH/ COMPANY/-KINGSTON', again inside an oval, was stamped sideways on a neat white cover. Undated, the cancel is in green.

A three line legend on the front, accompanied by an embossed oval seal on the backflap, identifies the undated Type III cover. The legend on the face of the laid paper envelope reads: 'MONTREAL TELEGRAPH COMPANY'S OFFICE/Peter Street, opposite Commercial Chambers./QUEBEC'. In the outer oval of the seal, in white letters on a

blue background, is: 'MONTREAL • TELEGRAPH • COMPANY'. The inner oval reads: 'OFFICE,/ODDFELLOWS/HALL/ MONTREAL'.

Type IV comes in three varieties. Around 1854 the company began to use a scroll design, with the three line legend 'FROM THE OFFICE/OF THE/MONTREAL TELEGRAPH C^o.' in white letters on a red background on the face of a small white laid paper envelope. On the backflap is an embossed albino seal, with the words 'MONTREAL/TELEGRAPH/COMPANY' enclosed. A similar, but larger envelope dated 20 February 1856 is known. Another cover, the same size as the 1856 example, has the scroll in blue.



The backflap of the Type IV cover is similar in shape to that of the Type III

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ALBERTA WILDLIFE CERTIFICATE STAMPS NUMBERS SOLD, 1964 to 1985

by Ian McTaggart-Cowan

Scarcity in any stamp is a product of two factors, the numbers that were produced or sold and the numbers of those that were saved from destruction. A third factor, demand by collectors, results in a value.

The wildlife certificate stamps of Alberta serve several purposes. They are a voucher for the payment of the fee required to hunt each of several different species of wildlife. At the same time they aid the book-keeping processes of the Provincial office responsible for wildlife conservation. The stamps also help to distribute the hunters as to species to be hunted as well as, in some cases, provide for special access to some hunting areas (e.g. YaHa Tinda, Wainright and Zone 1 are areas with special regulations). They serve to limit the hunt to one sex, e.g. trophy (male), or non-trophy (female) sheep. They also serve to designate special weapons, e.g. archery or bow hunting. One stamp serves as a receipt for the charge levied to replace a lost license; another is a receipt for a special, earmarked, contribution for resource development.

Beginning in 1973 everyone wishing to hunt in Alberta had to pay for a Resource Development Stamp. In 1973 this was an adhesive stamp that was applied to a designated space in the licence booklet. From 1974 this stamp has been printed directly on a page in the licence booklet. Since 1985 this stamp has been issued in two forms, directly printed on the license or as a separate adhesive. The latter was initiated to encourage non-hunters to make a contribution to wildlife conservation.

Wildlife Certificate Stamps are sold by all local offices of the Fish and Wildlife Department. At the end of the season all remaining stamps are returned to the head office, along with a remittance to cover the stamps sold. After the book-keeping is complete the remaining stamps are destroyed.

The number of licensed hunters in Alberta year by year since 1964 increased from a low of 106,000 in 1966, to a high of 164,000 in 1980. Since then the number has decreased somewhat. In 1973, the year of the first Resource Development adhesive, 132,421 of

these stamps were sold. Between 1974 and 1985 all stamps of this series were printed directly onto the license booklet. The introduction of a new adhesive Resource Development Stamp in 1985, along with the continuation of the printed-on stamp, resulted in very few sales of the adhesive - only 85 adhesives were sold in the entire Province. This will be one of the truly scarce items for the collector. I do not yet have the numbers for 1986 and 1987.

By far the largest number of people purchasing the wildlife hunting stamps in Alberta are residents of the Province. In this article I will deal only with the numbers of species licenses sold to residents. Separate series of stamps have been issued to identify species licenses issued to Canadian hunters who are not residents of Alberta, and yet another series for non-resident aliens. Most of these are exceptionally scarce and will be the subject of a later article.

The numbers of each of the species of game mammals and birds are monitored each year by the Provincial wildlife biologists. If a species shows a significant decline in numbers there may be no hunting season for that species for one or more years and no license stamps for it sold. Table 1 illustrates the sequence of years from 1964 to 1985 for which stamps for the various species were available.

A word about the species and years indicated by an 's' in the table. Some species require special management and a carefully regulated hunting take. For them the number of licenses issued is predetermined, and they are allocated to hunter applicants by lottery.

Antelope has been such a species since 1965. From 1965 to 1969 the antelope stamp was white, about 54 mm X 25 mm, and bore the Alberta coat of arms and descriptive lettering in blue. The serial number was red. Sometime between 1969 and 1980 the stamp design for these special licenses was altered to be the same as all other stamps of the year. I think that the change was made in 1970, but I have not seen an antelope stamp for any of the years 1970 to 1979.

The non-trophy sheep license stamp has

TABLE 1

YEARS ALBERTA SPECIES LICENSE STAMPS WERE ISSUED

Species	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	
Bird game	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
White-tailed deer	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Mule deer	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Moose																							
Moose Zone 1					*	*	*	*	*	*	*	*	*	*									
Big game	*	*	*	*																			
Elk					*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Caribou				*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Male sheep	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Goat	*	*	*	*	*	*			s	s	s	s	s	s	s	s	s	s	s	s	s	s	s
Black bear	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grizzly bear					*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Antelope	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s
Wainwright deer				s	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s
Cougar									*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Non-trophy sheep*	*	*	*	*	*	*	*	*	*	*	*	s	s	s	s	s	s	s	s	s	s	s	s
S 416 - S 418 elk					s	s	s		s	s	s	s	s	s	s								
Antlerless white-tail													*	*	*								
Antlerless mule deer													*	*	*								
Antlerless elk											s	s	s	s									
Sage grouse				s	s																		

* There is discrepancy in sources of information. All licences may have been by special draw.

TABLE 2

NUMBER OF SPECIES LICENSE STAMPS ISSUED

Species	Total Stamps	Years	Mean # per yr.	Highest		Lowest	
	1965-1985			#	yr.	#	yr.
Bird Game	1558368	22	78,035	106,000	80	64,200	66
White-tailed deer	1054139	22	47,915	80,660	85	13,803	64
Mule deer	846365	22	38,471	61,663	83	13,803	64
Moose	829616	17	48,800	65,106	81	34,728	74
Moose Zone 1	42236	8	5,279	7,336	71	3,696	68
Big game	199946	4	49,986	58,581	64	41,748	65
Elk	436557	18	23,919	35,276	84	15,256	77
Caribou	4833	14	345	655	67	54	80
Sheep, Trophy	40526	22	1,842	3,284	84	989	70
Goat (open license)	1724	6	287	300	67	59	69
Goat (Special draw)	649	14	46	88	75	32	85
Black bear	145161	22	7,102	15,915	80	499	64
Grizzly	8575	18	476	1,193	85	162	71
Antelope	33869	19	1,992	5,255	64	798	70
Cougar	1798	15	120	318	80	7	70
Camp Wainwright deer	7981	17	470	774	78	123	66
Antlerless white-tail	13126	3	4,375	5,642	79	2,022	76
Antlerless Mule deer	3206	2	1,603	1,702	79	1,504	77
Antlerless Elk	5618	5	1,124	1,643	79	543	74
S416-S418 Elk	2845	8	356	420	69	281	72
Non trophy sheep	7616	18	423	1,044	85	138	66
Sage grouse	628	2	314	408	67	220	68
Archery (Bow-hunting)	32843	15*	2,737	7,996	84	209	70

* data missing for 3 years.

had a similar history. Until 1969 the stamp resembled the antelope stamp except that the lettering and the coat of arms are printed in black. In 1970 the stamp was added to the series used for all the license stamps for that year.

Through the years the hunting stamps have differed in dimensions, colour and design so as to render the stamp for each species and each year identifiable.

The number of license stamps sold for each species for each year is published by the Game Branch. In Table 2 I have provided the arithmetic mean number of stamps sold for each species each year they were available. Along with this figure are both the largest number sold in one year and the smallest number. For each the year of the event is also given. These figures indicate the relative scarcity of stamps for the different species and years.

The stamps sold in the greatest numbers are bird game, whitetailed deer, mule deer, and moose. For each of these the stamps sold number between 38,00 and 71,000 stamps per year. There is no way of knowing what proportion of the stamps sold survive to be cherished by collectors. In my experience each of the above stamps is common, which

is to say that there may be a hundred examples of it in the hands of collectors.

At the other end of the scale of scarcity are stamps for caribou, mountain goat, Camp Wainwright deer, non-trophy sheep, cougar and sage grouse. For each of them the annual sales have been less than 400. All are scarce, and several of them appear to be extremely scarce; none of them may have survived the garbage can. During ten years of collecting Alberta hunting license stamps I have yet to see an example of sage grouse, antlerless mule deer or antlerless elk, and only one cougar stamp.

Therein lies the challenge. There are hunters out there who save their old licenses as keep sakes, or just because they don't get around to discarding them. There are still discoveries to be made. Perhaps some of the issues I have listed as 'no shows' are in your collection. If so, I would appreciate it if you would let me know. Those of us who collect the wildlife and hunting license series are trying to compile an inventory of those stamps we know to have been issued which are still extant. The government office that produced and issued them does not itself have a master file of its back issues!

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THE INTRODUCTION OF RURAL MAIL DELIVERY SERVICE IN CANADA

by Thomas A. Hillman
National Archives of Canada

Part 3

THE SERVICE

Between 1908 and 1911 the Post Office Department's policy was to establish rural delivery only on existing stage routes when fifty per cent of the eligible residents on the route agreed to purchase and erect boxes. The box could only be purchased from the Post Office Department, somewhat like a telephone monopoly. An eligible resident was any person living on or contiguous to a rural mail route and not within one-quarter mile of the corporate limits of any city, town, or village.

In 1912, the success of the rural mail service necessitated the creation of a new Rural Mail Delivery Branch. Mr. Archelas Bolduc was appointed the first Superintendent on 1 April of that year. (23) The new Branch prepared revised regulations which permitted the creation of special circular routes, laid out so as to take in the greatest number of residents without involving the waste of any travel on the part of the courier.

With the new regulations the Post Office Department received an avalanche of petitions for the establishment of additional routes. Field officers were kept busy laying out routes to the best advantage. Naturally, in settled districts where roads were well made and permanent, it was relatively easy to lay out suitable routes and arrange for satisfactory service.

Before long, however, the system soon extended beyond the well settled areas to the Prairie Provinces, where the roads in many instances were still more or less uncertain and the inter-farm distances much greater. Laying out routes in a district in transition, where the roads were not necessarily permanent and were difficult to travel, particularly in the winter months, made the cost of service very much higher than would otherwise have been the case.

RULES AND REGULATIONS

When Rural Mail Delivery service was inaugurated in 1908, the courier simply deliv-

ered and picked up the mail. Then, in 1912, new regulations required couriers to carry a supply of postage stamps for the benefit of the boxholders, to take applications and accept money for money orders and postal notes, and accept first-class mail for registration. (24)

With the implementation of the Rural Mail service various other rules and regulations were introduced, also to be later amended or revised. One practice which seems to have caught the fancy of boxholders was that of leaving money in mailboxes to pay for postage, thus making it unnecessary to stand around and wait for the courier. The other side of the coin was that the practice was an open invitation to petty thieves, leaving the courier open to accusations of theft. By 1914 the Post Office Department decided that the practice of placing money in rural mail boxes to pay postage on mail matter was "an obnoxious one" and the regulations would be amended when the book of regulations was revised.

Also in 1914, the Department sided with the couriers who had complained that having to supply boxholders with only one and two cents worth of stamps was a great hardship which added much to their tasks. The Department felt the frequent delays reduced the efficiency of the service, and agreed that it was an unnecessary burden. Subsequently, couriers were not compelled to sell stamps in amounts of less than 25 cents. (25)

The regulations of 1927 required the courier to carry stamp stock sufficient to meet the demands of purchasers. This meant that he had to have enough on hand to be able to sell fifty cents worth to any patron without depleting his stock. Couriers were still not required to sell less than twenty-five cents worth of stamps at any one time. If requested, couriers also had to carry a supply of stamped postcards, envelopes and newspaper wrappers, and any other postal supplies necessary to meet the needs of the patrons.

In addition to money orders, postal note applications and first class mail registration,

by 1927 the rural mail courier had to be familiar with the regulations relating to parcel post, Cash on Delivery (C.O.D.) Service and Insurance of Parcel Post, as well as the myriad regulations relating to short paid mail, undeliverable mail, drop letters, and so on. All in all, a very responsible position. (26)

RURAL ROUTE STAMP BOOKS

By 1928 the Post Office Department was faced with objections from rural mail patrons who protested having to pay one cent more than face value for a booklet of stamps, that is, twenty-five cents for twenty-four cents worth of stamps. In March 1929, the Post Office Department announced that it would issue a special rural route stamp book containing 72 cents worth of postage, made up of the following stamps - 18 x 1¢, 12 x 2¢ and 6 x 5¢.

Rural route stamp books were not to be sold at Post Offices, but only to Rural Mail Delivery couriers and Rural Mail Delivery patrons; couriers were allowed to sell single stamps or the whole book if desired. In addition, the couriers were required to carry the regular twenty-five cent stamp book. Within three months of its issue, the Post Office Department was receiving the first reports about the unpopularity of the seventy-two cent booklet. Farmers showed a disinclination to invest seventy-two cents in postage when they had no ready use for 6 five cent stamps. The one cent stamp was not popular either, because the letter rate in 1929 was two cents.

S. Tanner Green, District Superintendent for Quebec, wrote that rural mail box holders, as a rule, would not buy seventy-two cents worth of stamps at a time. They seemed to get their stamps one by one, as they needed them, at the nearest post office. By April 1930 it was generally agreed that the seventy-two cent stamp booklet was an unsuccessful venture. The residue books were sent to the larger city post offices for quick sale through the lobby vendors. The booklet was officially discontinued in November 1930. (27)

References:

23. PAC, Record Group 2, Records of the Privy Council Office, Series 1, Orders-in-Council, Vol. 785, P.C. 76/1133, 3 May 1912; Canada. Post Office Department. *Annual Report, 1911/12*, p. xii; and 2 Geo.[1912], c.16.

24. National Postal Museum. Research File. Transportation, Land - Rural Mail. 'R.M.Coulter, DPMG to R.B.Morris, First Assist. Sec., Post and Telegraph Department, Wellington, New Zealand, 8 April 1919.'

25. PAC, Record Group 3, Records of the Post Office, Series E.7, Rural Mail Delivery, Vol. 1020, 'Circular No. 43', 2 February 1914.

26. Canada. Post Office Department. *Rural Mail Delivery in Canada; Regulations Approved by the Post Office Department of Canada*. Ottawa [1927], 32pp.

27. PAC, Record Group 3, Records of the Post Office. Accession 86-87/396, Box 64, file 13-21-6, 'Rural route combination postage stamp book, 1928-1932.'

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A NEWFOUNDLAND POSTAGE DUE FIRST DAY COVER

by John M. Walsh



What follows is the story of how this First Day Cover came to be, as told to me by the original owner, The Honourable W.J. Browne, former Solicitor - General for Canada.

"On May 1, 1939 I went to the Main Post Office in St. John's to mail a letter to my wife,

who was in Providence, Rhode Island.

"At the wicket I bought the 5¢ Caribou stamp paying the regular postage rate to the United States. While talking to the clerk, he mentioned that a series of Postage Due stamps were being issued on that day. He,



by the way, knew I was a stamp collector.

"Right away my interest was piqued. 'Could I acquire a set?', I asked. 'Yes,' he said, and then he told me that the set had 6 stamps, with 1¢, 2¢, 3¢, 4¢, 5¢, and 10¢ denominations. The cost, he told me, was twice the face value, and the stamps would be placed on the envelope.

"Quickly my hand slid into my pocket, and out it came with all the coins that were in there. Oh, how sad and disappointed I felt when upon counting the handful of change I found that I had the goodly sum of 25 cents. With it I could buy only the 5¢ regular postage, plus the 1¢, 2¢, 3¢, and 4¢ Postage Due stamps."

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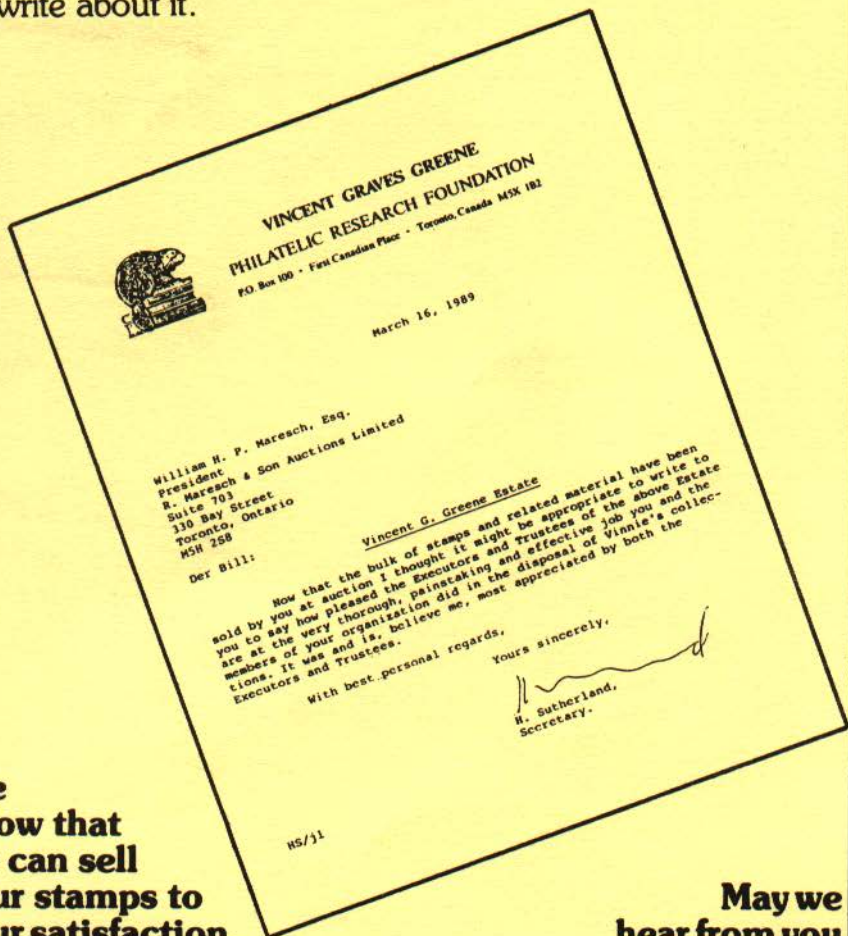
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