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BNA TOPICS

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THE EDITOR'S PAGE

by Vic Willson

STATE OF THE JOURNAL

One of the many virtues of dealing with engineers is that they can be expected to be logical, careful, and organized. Those adjectives can all be applied to our just-retired editor, Mike Street, and to the structure for *TOPICS* that he handed to me a few months ago. Last year, when discussions about my potential editorship began, I listened to a verbal description of the computer-based system that Mike had installed but really did not have a good understanding of how it operated. This spring I received a diskette filled with LOTUS files and was able to appreciate how Mike's computer-based system eases the editorial detail work and organizes each issue. While a certain amount of fumbling on this issue occurred due to my inexperience, the smoothness of the transition is due to Mike's superior organization. I suggest that readers thank Mike Street for his outstanding accomplishment in organizing the journal so well and producing a superior journal over eight full years. Besides, he might get some interesting cancellations from your covers.

The backlog of articles for *TOPICS* is lengthy, generally a healthy sign. On the downside it is probably over a year before authors see their work printed, and they usually write to generate interest or obtain more information on a subject. The working rule for submissions is first in, first out, more or less. There will always be adjustments to achieve subject balance, page limitations, and the like. My own preference in such adjustment is to slip in new authors and new topics a little ahead, if possible. The thrill of seeing your name in print is not unlike that of seeing it on a program or marquee, and once printed, authors usually continue. The result for you, gentle readers, is more material to peruse. This is also a thinly disguised pitch for those of you who have not before tried your hand to write a letter, note, or even lengthy monograph. You will get a good reception. It is an uncontestable fact that most of you who read this have material of interest to many others - that is the nature of collecting. Sometimes all that is needed is a photocopy of an item a-

long with a query to become "published."

The unsung heroes of the backlog are our prolific writers who have come up with many items for print that can be spaced over several years. You know who they are from their periodic appearance, so I will not mention names for fear of omitting one. Their effort is certainly a labor of love - we are not paying them in any currency but thanks, and that is sometimes in small bills, unfortunately.

The title of this job is Editor, and I expect to do that, edit. Articles may be condensed a bit, if necessary, and authors may be asked to explain a point that seems a bit obtuse to the average reader. Occasionally, articles that make controversial conclusions will be reviewed by the editorial board or outside experts, not for censure but to seek the important countervailing perspectives. Companion articles, responsive letters, or rebuttals may ensue. Would-be authors, do not worry, this will almost certainly be reserved for the more-oft published.

One other prerogative that I will take as Editor is to plug occasionally subjects, events, or other matters that I think are beneficial to BNAPS. For example, Librarian Clint Phillips has mentioned to me that the BNAPS Library can always use the donation of a member's philatelic library, including journals, books, and better auction catalogs. What is not needed for the Library can be sold at auction to benefit the funds for purchase of new or old books. Since BNAPS is a nonprofit organization the laws of Canada and the U.S. apply to its status in each country regarding donations. It is best to write the Librarian prior to specific action. End of this month's plug. And away we go...

POSTAL HISTORY AND HISTORY INTERPRETED THROUGH PHILATELY

Ernst M. Cohn, Chairman of the American Philatelic Society Postal History Committee, discussed the definition of postal history proposed by the FIP (Federation Internationale de Philatelie) in his February, 1989 column, *Postal History Notes of The American Philatelist* (p. 159). This definition indicates that

postal history deals with "routes, rates, and/or markings shown on items carried by a postal service, whether official, local, or private; or with the classification and study of postal markings applied to such items." Mr. Cohn pointed out that exhibiting postmarks under many conditions has little to do with postal history, such as showing squared circles alphabetically, or in my own case, exhibiting two ring numerals by number. There is no history of any meaningful sort attached to such collections, even though they may be meaningful in the context of BNA philately. I have no argument with his thesis that the postmarks may be collected for themselves, labelled as such, but should not be confused with postal history as a category for exhibition. What bothers me is that the definition proposed by the FIP is too restrictive altogether.

In his March, 1989 column in the same journal, Mr. Cohn took up the idea suggesting that a broader class, termed perhaps "cover class" or "historical philately class" would more adequately categorize exhibits with themes of history illustrated and interpreted through postal material. Let me give you some examples that fit, I think, this broadened interpretation of postal history. The twice-grand award winner at CAPEXes of G. Wellburn can be considered a history of British Columbia and Vancouver Island illustrated through covers and stamps. That collection could have been reassembled to detail the expansion of those provinces through the gold strikes, the express companies, and the expansion of the postal system. E. Richardson's exhibit of the Riel Rebellions gives another example, as it details the introduction

and movements of the different Canadian units as they marched their way into the history books. Other exhibits also come easily to mind, such as K. Kutz's international gold award exhibit of *Gold Fever*, recently printed in a magnificent full color book. The point is that none of these collections qualifies as a postal history exhibit under the FIP rules. Wellburn's collection qualified under traditional philately, although if one took out the stamps it would not. Richardson's collection, exhibited at Calgary in 1985 in the noncompetitive section, did not need to be classified. Kutz's collection won in the thematic or topical area, I believe. Why should such collections be ignored as postal history when they redefine postal history and cover collecting in a broader framework.

All of this would be academic if the FIP and the national collecting associations, RPSC and APS, did not govern where these collections will be placed and how they are to be judged. Such collections may fare poorly in postal history under current rules. As Cohn notes, the collectors are ahead of the rule givers, and ultimately exhibitions must bow to the desires of collectors and exhibitors. BNAPS has a much greater tolerance for such collections, as President Lew Ludlow recently wrote in *TOPICS*, but BNAPS no longer qualifies exhibits for international competition, another FIP ruling that is a sore point, and the topic for another editorial soon. Our influential members of BNAPS should be lobbied to extend the postal history definition to fit what our trailblazers do and what others to come invent along the way. Postal history is just beginning, so the FIP should not stifle it in its infancy.

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THE PRESIDENT'S CORNER

by Lewis M. Ludlow, OTB



This message to our members will be my final opportunity to urge every BNAPSer to attend BNAPEX '89, from September 22-24, in Hamilton. I have just returned from attending the annual meeting of the Golden Horseshoe Group in Toronto and had the chance to cover all of the plans for this year's BNAPEX with Chairman Mike Street. It is obvious that he will have another outstanding convention. If you have not yet finalized your plans, please get in touch with Mike at your earliest convenience. Remember that the convention is running on Friday, Saturday and Sunday this year, and make your travel plans accordingly.

Bob Jamieson and Elsie Drury met with me at the Golden Horseshoe dinner to confirm a program that we had previously agreed upon. As of July 1, 1989 Elsie is assuming the position of Circuit Manager.

Bob Jamieson, who was appointed Circuit Manager in 1980 at McAllen, Texas, took over at a very critical time. By 1981, he had created order out of chaos and had circuits fully out to the membership.

During part of this period, Bob was assisted ably by Jim Catterick, until Jim's health forced him to give up this effort. Elsie helped Bob with his circuit table at BNAPEX '88 in Virginia Beach, and then took over the handling of the circuits during Bob's absence in Australia visiting family in the first three months of this year.

Elsie Drury is a well known member of our Society who avidly collects all aspects of the Admirals, as well as Postage Dues. A long time member of the North Toronto Stamp Club, she has served on the Golden Horseshoe Regional Group Executive, has exhibited and has attended several BNAPEX conventions.

Due to personal considerations and pro-

posed travel plans, after nine years it is quite understandable that Bob wants to slow down and take a lesser role. Like every good executive, Bob wants to see his efforts sustained; not only did he recruit his own replacement but he has also agreed to act as a continuing backup for Elsie in her new position. Bob, you have done a superb job during your tenure and on behalf of the Society, I extend to you our warmest thanks for work very well done.

Elsie, we are so pleased you have agreed to become our Circuit Manager. I am sure all members join me in wishing you all success in this new venture.

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MORE SKETCHes of BNAPSers

by Dr. R.V.C. Carr

SKETCH No. 230

Howard Twichell

I finally got Howard Twichell to send me information concerning his life. He is like President Bush - born in Mass. and lives in Texas. His introduction to Texas came during World War II when he was a test pilot at an air force training camp - for two years. Later he was in Houston flying C 47's and did so until the end of the war.

After the war came an interest in wood-working machinery which later became a business of his own and now he sells this machinery nationwide.

Howard is married and he and his wife Ruth have 2 sons, and 4 grandchildren. And, he still enjoys flying.

Another protege of Ed Richardson, he joined BNAPS in 1979 and owned Ed's Jubilee collection. He has been collecting since the early 30's following in the footsteps of his father.

At the present Howard has the task of



handling the finances of BNAPS and I can report that our new Treasurer is doing a fine job. He is privileged with a professional accountant's help, to make our books up to par. See you in Hamilton, Howard.

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LETTERS

REPO CANCELS

Recently Canada Post has introduced a new type of postmark bearing an old type of initials, specifically RPO. The new postmarks with RPO in them indicate a Retail Postal Outlet. For many decades, of course, philatelists have collected RPOs from railroad post offices.

Since the old RPOs are extinct, Canada Post has no concern over any possible confusion that might arise with the new RPOs. For postal historians, it is equally unlikely that a new RPO would be mistaken for an old RPO.

In day-to-day conversation, a group of collectors talking over matters such as these might run into a bit of difficulty. I would like to suggest that postmarks from Retail Postal Outlets be known as REPOs (pronounced 'reap - oh'), so as to separate them from the original RPOs. This would not only make conversation clearer but also ease life for indexers of philatelic literature.

REPOs are part of an effort by Canada Post to privatize most of its branches, thereby improving service and reducing costs. As a result, postal historians will be scrambling to keep up with all the changes over the next decade. For those who collect Canada postal history, this field would be an excellent opportunity to jump in and collect while there is still time to get the early material at reasonable cost. REPOs will be the squared-circles of the future.

Dale Speirs
Box 6830, Strn D
Calgary, Alberta

EXHIBITING BNA

For the last year I have been checking the awards lists of the many major exhibitions in

the U. S. - this being in Linns - and to this date, I have seen but one halfway decent award for a BNA collection.

I ask myself "How come?" and, with the word from others, it is the poor judging that we get from judges who do not know our material and will not go to someone knowledgeable and ask. This happened to 8 of us asked to show to make a good BNA showing for our member who was an apprentice judge. Guess what - all 8 received a vermeil! Now surely one was better and one was worse than another. Did the very prominent judges go to our member for advice? No way - he followed them around like a meek puppy and was virtually ignored! Now, am I being petty? But, if I am correct, one can readily see why we do not exhibit. I know that I don't unless asked by a friend as a favor.

I would like to see other members write in to TOPICS, or to me, with their opinions.

Dr. Robert V. C. Carr

SOME COMMENTS

I was a judge at the 1st Canadian National Show, Montreal. Five of us - looking at a Trans-Siberian collection. None of us knew beans about T-S. "Oh, let's give it a silver" - me "No way". Went to Mike Madesker - "Who knows T-S material?" Mike did! It ended up: a very good collection - got a vermeil. (Now that should have discouraged the guy to ever show again.) Showed N.B. years ago at BNAPS - got a gold. Same collection to Denver and got an honourable mention. And had been asked to show! Next year asked to show - FILE 13. Next year - a personal letter from their Prexy. Wrote - told him of the past - "But this is all changed". Sent N.S. which had just won a gold at BNAPS - and got a "second" - whatever that is!?

Dr. Robert V.C. Carr

ARE YOU GOING TO HAMILTON?

BNAPEX '89

SEPTEMBER 22-24

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.

1989

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; U.S. Commissioner: Raymond L. Gaillaguet, 15 Fletcher St., Rumford, RI 02916

BNAPEX '89

SEPTEMBER 22-24 BNAPEX '89, HAMILTON, ONTARIO. BNAPS Annual Convention. Sheraton Hamilton. Bourse (deposit: \$50) and hotel suite reservations are now being accepted. Chairman: Mike Street, P.O. Box 7230, Ancasater, 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 Annahill, Annan, Dumfrieshire, Scotland DG12 6TN UK

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

OCTOBER 14-15, VANCOUVER, BRITISH COLUMBIA - VANPEX '89. BC Philatelic Society show and bourse. South Vancouver Royal Canadian Legion Hall, 727A East 49th Ave. Information: Don Johnson, 4571 Elgin St., Vancouver BC V5V 4R9

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CANADA'S 2 AND 3 RING ORB CANCELS

by Jim Miller



Figure 1. OTTAWA/CANADA Unusual usage of two different 3-ring orb cancel hammers on one cover, 17/JY 17/15 and 8/JUL 28/15.

Much has been researched, written, and published about virtually all of Canada's post-marking devices. The orb cancels seem to have escaped the scrutiny of researchers, which seems rather odd since they rank a-

mongst our more attractive cancels, are in the classic period of usage, are limited to only several of our larger cities, and most are easy to obtain. For years I've saved examples of these postmarks because nobody

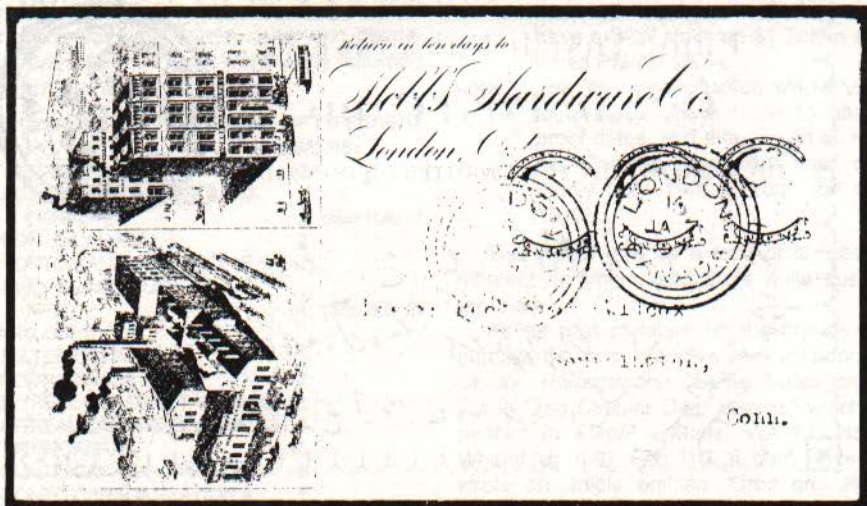


Figure 2. LONDON/CANADA 14/JA 7/97 A pretty advertising cover with one of the more common orb cancels.

else wanted them, and several years ago I started to take a serious interest in them, researching the hammers and useage periods.

One of the fascinating aspects of orb cancels comes from the fact that the orbs predate the earliest squared circle (except the 1880 Ottawa precursor), and even predate the earliest barred circle precursors. Toronto was the first post office to use the orbs, with the first 2-ring orb proofed 10 AM/FEB 19/91 and the first 3-ring orb proofed 12 AM/FEB 19/91. Apparently the early 1890's were a time of postmark experimentation. While the orbs do not resemble the squared circles, there could be a close link with the thinking of the creator of the barred circle precursors. In the case of the barred circle, there are three straight lines above and below the dates. Could this be a reflection of the orbs, with their two or three rings around the town and date?

Another characteristic common to the orbs, squared circles, and barred circles is that they are all larger in size than the more standard CDS and split circle postmarks. As has been pointed out by Moffatt and Hansen in *The Squared Circle Postmarks of Canada*, the squared circle was an attempt to eliminate the useage of two different hand canceling devices on the same cover-the town

and a killer. Of course the duplex cancellation device had already long been in use, so, perhaps the 1891-1893 invention and use of the orbs, barred circles, and squared circles was an experimental attempt designed to eventually replace the duplex devices.

It is with the above thinking that I propose the orb cancels should also be considered precursors to the squared circles. The barred circles saw a short life, restricted in use between proof dates in 1892 through to the last reported useage in 1904. Squared circles began use in 1893, and none was proofed in the Twentieth Century, although some did enjoy late useage, a few even into the 1950's. The orb life span is much greater, with proof dates existing as late as 20/JUN 16/39 for a Winnipeg hammer. Later proof dates could possibly exist, as I have not checked beyond this date. The latest postal useage I have is for Winnipeg, dated 12/25 JY/71.

The next question is to define the orbs. There are a number of 2-ring rubber devices, which proliferated since the 1950's to date, mostly intended for registered mail and parcel mail useage. While these are fascinating too, I wish to restrict this study to the steel hammer types only. Within the steel hammer types there are some specialty devices which will be dealt with some time in the future. The

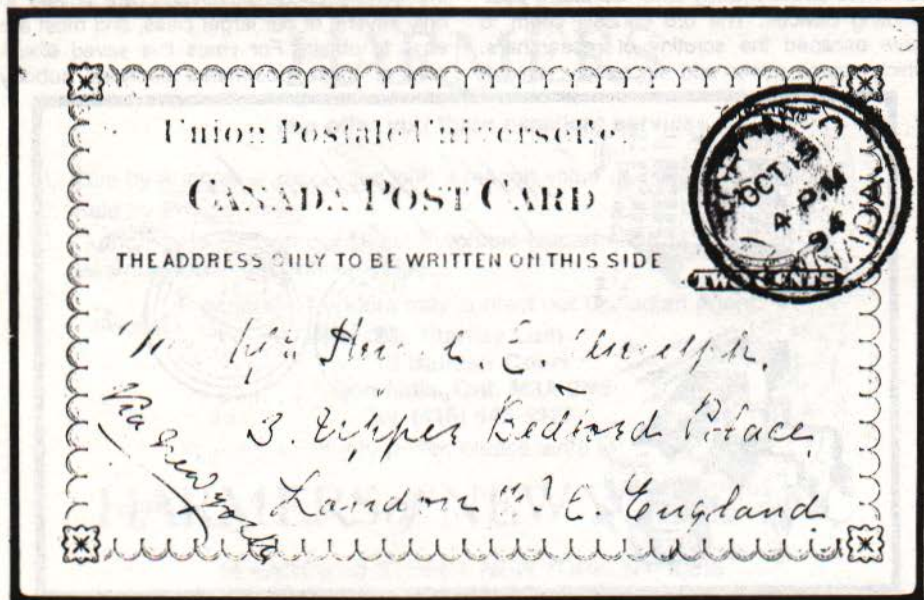


Figure 3. TORONTO/CANADA OCT 15/4 PM/94 A nice example of the two-ring orb cancel on a UPU postcard to England.



Figure 4. MONTREAL CANADA/STATION B 08/APL 17/10 One of the scarce three-ring orbs with only a few examples known.

'Royal Train' hand cancelling devices have been very well studied and identified by Graham Noble, and their description is contained within Lew Ludlow's *Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks*. Then there are the several 2-ring orb-like WWII "blackouts", but these have diameter sizes similar to standard CDS postmarks with outer ring diameters of 25mm. or less. If I restrict this study to steel hammers only over 25mm. outer ring diameter, I have been able to identify the following different towns and hammers:

2-RING ORBS: NUMBER OF DIFFERENT HAMMERS:

OTTAWA/CANADA	2
DEAD LETTER OFFICE/OTTAWA CANADA	2 (See note 1)
TORONTO/CANADA	3
TORONTO CANADA/STATION F	2
HARVEY ROAD P.O./ST. JOHNS NFLD	1 (See note 2)

3-RING ORBS:

HAMILTON/CANADA	1
LONDON/CANADA	2
MONTREAL CANADA/STATION B	1
MONTREAL CANADA/(STATION C)	1
OTTAWA/CANADA	10
TORONTO/CANADA	5
TORONTO CANADA/STATION A	1
TORONTO CANADA/STATION B	1
TORONTO CANADA/STATION C	7

3-RING ORBS: NUMBER OF DIFFERENT HAMMERS:

TORONTO CANADA/STATION E	1
VANCOUVER CANADA/STATION A	1
WINNIPEG/CANADA	11+ (See note 3)

Note 1: Two identical proof strikes AM/MR 10/13, so possibly two hammers exist.

Note 2: This curious 2-ring orb is 27mm. wide and definitely is a steel hammer. I have a SON strike on \$1 Totem #321 dated PM/AU 25/54.

Note 3: The Winnipeg situation will require a lot of study. I have noted 11 different proof dates, and there could be more as Winnipeg orbs were used commonly from 1909 through the early 1970's.

This would give us a total of at least 52 different hammers, and there quite possibly are more.

As for past literature on the orb cancels, perhaps the most definitive work was done by Dr. W. Hollingsworth "Some Notes on the Three Ring Circular Date Stamps" which appeared in *Maple Leaves*, Vol 14, No. 8, Whole No. 140, Feb. 1973. Max Rosenthal wrote an article entitled "Orbs and Postal Stations" which appeared in *BNA Topics* Vol. 27, No. 11, Whole No. 296, Dec. 1970. Dr.

Hollingsworth wrote a short article entitled "Freak Duplex of 1901 and the Two Ring Datestamp" for *Maple Leaves*, Vol. 11, No. 1, Whole No. 97, Oct. 1965. David Handelman wrote and article "Toronto's Two and Three Ring Orbs" for *BNA Topics*, Vol. 30, No. 3, Whole No. 322, April 1973.

Beyond several articles on study group circles, I have not seen any other attempt at cataloguing the orbs. I have been corresponding with several other collectors, and

perhaps there could be enough interest to form a study group. Much research is needed, especially to sort out the various hammers and identify their periods of useage. I would be willing to coordinate a study group and publish a newsletter. I would invite everybody to join, including those with a keen interest in the squared circles since there are such close links with the squared circles. Those interested can contact me at: Jim Miller, Box 3005 M.P.P., Kamloops, B.C. V2C 6B7.

EARLY EXHIBITION COVERS OF BRITISH COLUMBIA

by Kenneth Ellison

	<p>OCTOBER 6th, 7th, 8th, 9th, 10th, 1903</p> <p>Provincial Exhibition</p> <p>- AT -</p> <p>VICTORIA, B.C.</p> <p>BE SURE AND COME</p> 
<p>THREE DAYS</p> <p>Great Horse Racing</p> <p>- AND -</p> <p>Grand Attractions</p> <p>DAILY</p> <p>Cheap Excursion Rates</p>	<p>From J. H. TODD & SONS, - - - VICTORIA, B. C.</p> <p>Mrs C. A. Phair,</p> <p>Lillooet, B.C.</p>

VICTORIA EXHIBITION 1903

When the Victoria exhibition resumed operation in 1901 it was called the "Provincial Exhibition" denoting its hoped for sphere of influence. The same idea was used in New Westminster but the emphasis there was Dominion, a much larger sphere.

The main fair building at the Willows Park, as shown on the cover, boasted a 56 foot high roof and this was surmounted by a 100 foot tower with an open cupola.

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THE CENTENNIAL DEFINITIVES STUDY GROUP

FLAWS ON THE 1967 - 72 CENTENNIAL DEFINITIVES

by Mike Painter



Figure 1. Right side short printed.

A recently discovered constant plate flaw, the "extra spire" on the 8¢ library stamp (Scott #544), was reported in the January-February 1989 issue of *TOPICS*. This follow-up article illustrates a few of the other more noticeable flaws which occur in the Canadian Centennial issue.

On November 1, 1968, the British American Bank Note Company re-entered the Canadian stamp production scene, joining the Canadian Bank Note Company in the printing of the Centennial issue. The emergence of a new printer, coupled with changes and experimentation in papers, perforations, gum, tagging and fluorescence, produced one of the most varied and philatelically interesting issues of all time. It also provided a large



Figure 2. Moon over library (left roof).



Figure 3. Airplane in sky (below P of Postage).

number of constant plate flaws and other errors, several of which are every bit as striking as such classics as the "scarface" (#208) or the "weeping princess" (#211).

Several of these flaws have been reported in specialized literature such as *Canada, the 1967-73 Definitive Issue* by Keane and Hughes (second edition edited by Irwin and Freedman), or articles such as the *TOPICS* ones by Doug Irwin in March/April 1983 and July/August 1984, or by Kenneth Pugh in several 1973 issues. The accompanying illustrations show some of these better known varieties and several which are not yet widely recognized. This is just a sample. A couple of hundred constant varieties have been discovered on this issue, with new ones still turning up. If the ones shown here whet any appetites, more information can be obtained by joining the Centennial Study Group which is listed elsewhere in this issue.

Figure 1 shows the rare 8¢ short printed on the right side. This is not a plate flaw, but a variable misprinting of stamp R4/2 from booklet #70. It is one of the most noticeable of the Centennial varieties. Four other well known flaws are shown in Figures 2 to 5. The "moon over library" is at R4/6, plate 4 of the 8¢ sheets. The "airplane in the sky" is on the 1¢ at R2/2 of booklet #69. The "dot on the chin" occurs at R10/6 of plate 4 of the 8¢. The "dot on the arm" or "vaccination mark" is



Figure 4. Dot on chin (to right of mouth).

also from plate 4 of the 8¢ (usually reported at R6/7, I think there may be two occurrences,



Figure 5. Mole on arm (above D in Canada).

with the one at R6/7 being a little to the right of the dot illustrated here).

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NEWFOUNDLAND POSTAL STATIONERY

Some Additions and Corrections to the Pratt Articles

by William C. Walton

Part IV

P6/6a (The 2¢ plus 2¢ card of 1892) (Mar-Apr 1985, 42, 2, 406)

Background of the Issue:

The explanation Pratt offers for the background of this card is very misleading. His misconstruction is completely understandable, however, because of his restricted focus on those source documents which have survived in files in St. John's. Unfortunately, a broader postal history context is necessary to understand this issue.

Pratt discusses the origin of the card in terms of "a new(1882) venture of the British Postmaster General" - a reply paid international post card - and explains that "it was the intention of the (British) Post Office to use these cards between the United Kingdom and those colonies and foreign countries which were members of the Universal Postal Union." He does *not* explain why the colonies (and particularly why foreign countries) should have felt obliged to honor the reply (or return) half of these cards, carrying an imprinted *British* stamp, as postage paid to *their* post offices.

The origin of these cards (the Newfoundland card, and the British one Pratt took to be its predecessor) is neither in St. John's nor in London. It lies in the Postal Union Congresses, particularly the 1878 (Paris), 1885 (Lisbon), and 1891 (Vienna) Congresses.

As already discussed, the 1878 Congress established the issuance of single post cards for international use by 1879. The same 1878 Congress defined the idea of a *double* or *reply paid international reply post card*, and sought recognition by members of the reply halves as properly franked to prepay the return postage to the country of origin, without levying additional charges. However, *the issuance of such cards was left on a voluntary basis for all members.*

Some countries, which had promoted the idea of these cards, voluntarily issued them in 1879 along with their issue of single UPU cards; two such were France and Germany.

In this hemisphere, Argentina issued a UPU reply card in 1879, followed (between 1880-82) by seven more Latin American republics and Cuba (still a Spanish colony). Around the rest of the world many other countries were following suit as well.

By 1882, Great Britain decided to join the parade. Having come to this decision for its own Post Office it began, through the Colonial Offices, to encourage those colonial administrations which had been admitted to the UPU to follow suit. (An incidental benefit of this to Great Britain lay in the lack of adequate security printing capabilities in most colonies; such contracts were most often filled in England.)

This is the background to Blackwood's 1882 letter to the Colonial Office, and that Office's communication to St. John's. Both of these are referenced and discussed by Pratt, but not quoted. There is consequently no way to actually determine whether one or both of the original documents actually represented the forthcoming British card as a British innovation.

Pratt's discussion of the British reduction in post card rates from the 1876 level may be hard for some to follow, because he speaks of a reduction to "2¢," rather than expressing it in pence. This discussion, however, is more or less irrelevant to his text, and misses the point that the UPU in effect reduced the international rates for Britain (and everyone else) at the 1878 Congress. Britain simply complied.

Although the 1891 (Vienna) Treaty still did not clearly mandate reply card issuance, it was widely reported in the philatelic press of the period that it did, and many modern students still believe this to have been the case. In fact, there does seem to have been considerable pressure on postal administrations which had not yet issued UPU reply cards to do so.

Pratt's article actually includes an indirect reference to this, although its meaning seems to be misinterpreted. Again paraphrasing a

source document, he references a letter from the Colonial Secretary to Fraser (Newfoundland's Postmaster General), informing Fraser "that the Crown Agents had stated that it was necessary for the colony to issue reply post cards in accord with an enclosed price list and design."

No doubt the Crown Agents *were* quick to inform the Colonial Office that such cards were now necessary. The Crown Agents would perhaps have been willing to assist the colony in making contractual printing arrangements. Pratt's reference to an "enclosed price list" is harder to understand, unless one assumes the Crown Agents were dictating prices in advance of a contract -- but the cards did have to be *franked* at a predetermined face value, as well as follow a general design and language format.

An ERP for one version of this card (P6a) is recorded for March 16, 1892, and the message on the card refers to it as "just issued." Though this is hardly definitive, it agrees with Pratt's suggestion of issue "early in 1892." It was chronicled as a new issue in the March 1892 issue of The Postal Card (Vol. 4, No. 92).

(It may be of interest that by the time of Newfoundland's issuance in 1892, almost every UPU member in this hemisphere had *already* issued an international reply card. One notable exception was the U.S.A., which came in a year later with an 1893 issue. Haiti, a member since July 1881, did not issue a reply card until 1898. In this hemisphere, only Ecuador and Canada never issued UPU reply cards; these two countries may have felt the experiment would not last. Sure enough, at the 1969 (Tokyo) Congress, it was agreed to cease recognition of UPU reply cards effective as of July 1, 1971, and Quito and Ottawa were vindicated in their judgement - only ninety years after the experiment began.)

Printing of the Issue:

The *first problem* in Pratt's discussion of the printing of this card relates to *how* it was printed. *This issue is not lithographed, as Pratt states. Examination shows it was printed from relief plates ('typographed').*

Pratt's use of 'lithographed' is further confused later in the same installment, when he is attempting to justify his hypothesis that these cards were printed by one of two pos-

sible Canadian firms. He does so by citing their ability to print by *typography*. Everything about the two processes -- right down to the final matters of the plate, the ink, and how the ink is transferred to the paper -- is different. The use of 'lithographed', in view of this, may simply have been a slip of the pen.

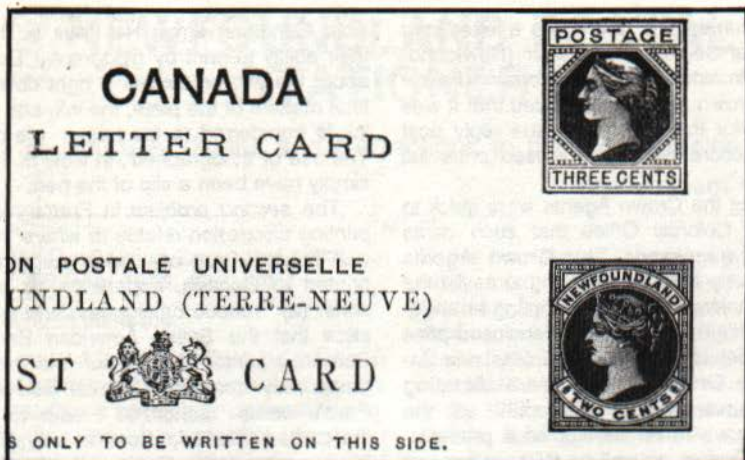
The *second problem* in Pratt's reply card printing discussion relates to *where* this issue was printed. Pratt concludes the cards were printed in Canada, apparently for two reasons: (a) "various catalogues, and Boggs --- state that the British American Bank Note Company printed the cards," and (b) a letter (apparently from the Colonial Secretary), in Pratt's words "authorized Fraser to procure the cards in Canada, from an unknown company, as the price there was cheaper than from England."

Pratt also concludes the cards were probably printed by British American Bank Note "at the facilities of the old Canada Bank Note Co." On the other hand, he does note that "the stamp, however, appears to be more the work of (the British firms) De La Rue or Harrison's than the Canadian Company." Somewhat cryptically, he adds, "It is also presumed that these cards were of a type utilized by other colonies and that they could have been procured through the office of the 'Agents for the Crown Colonies'."

There are two other related observations made by Pratt. First, Newfoundland's postage stamps were at the time being printed by British American (as were the 1¢ and 2¢ cards, P3 and P4), while her "regular issue railway bonds were obtained from the Canadian Bank Note Company." Second, "the vignette on the Canadian letter cards of 1893 and 1895 -- is the same as the one utilized on the 2¢ Newfoundland reply card of 1892."; since those Canadian letter cards were supplied by British American, Pratt feels this helps confirm his hypothesis.

The case Pratt makes is interesting - particularly the use by British American of the Canada Bank Note facilities. The question of what happened to those facilities after British American bought the company in 1891 has apparently never been examined. Nevertheless, some of his points require a closer look.

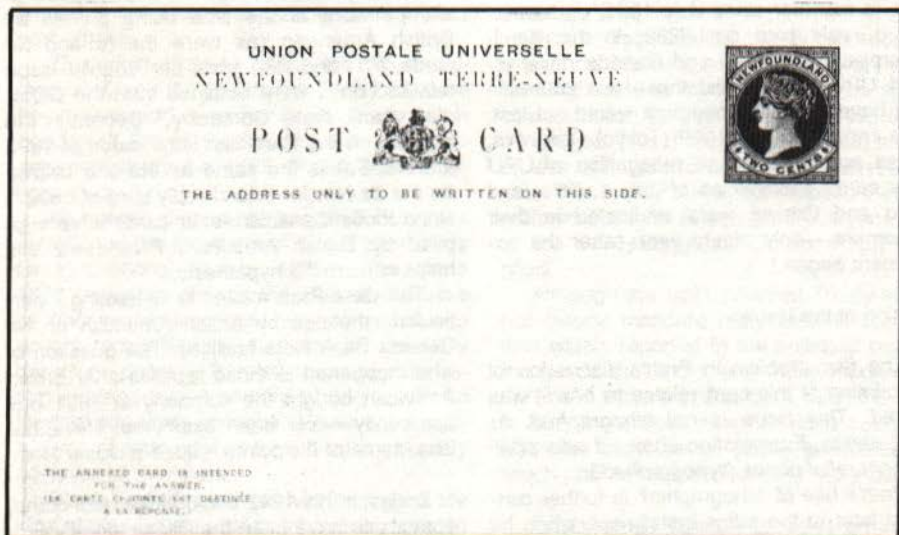
1. Boggs, in his 1942 book on Newfoundland, appears to have been the first to identify British American (or *any* firm) as the printer of this card. Subsequent authors - surely includ-



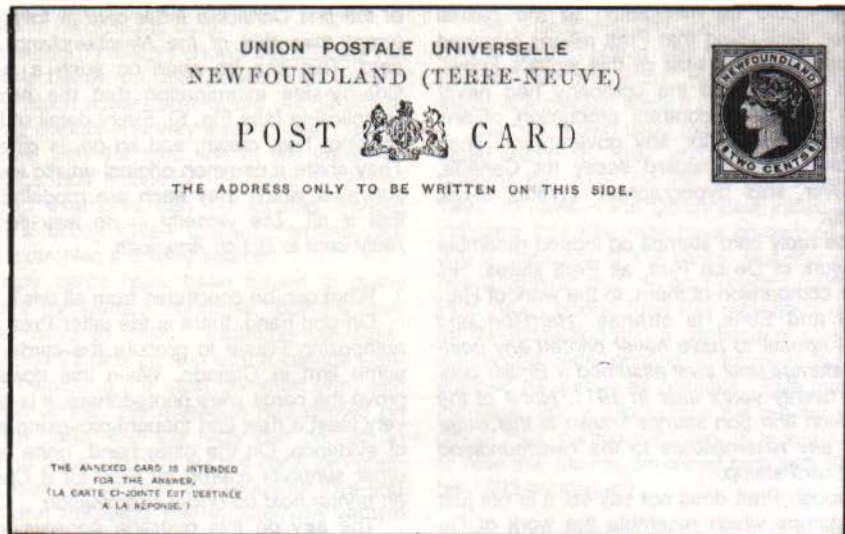
5. The Canadian Letter Card stamp (upper) and the Newfoundland Reply Card stamp (lower).

ing the "various catalogues" Pratt mentions - obviously took their attribution from Boggs. However, *Boggs is a terrible information source for postal stationery*, as his book on Canada shows; he never understood this field, and included it only for completion. Furthermore, in 1942, *Boggs was still somewhat vague about Canadian printers*; as an example of total inaccuracy on the subject, his Newfoundland book (p. 64) describes British American as a subsidiary established by

American Bank Note of New York so they could satisfy "the desire of the British North American Colonies to have their stamps printed in the British Empire." This is rather obviously a questionable source at best. None of the specific book or article references that Boggs listed in his bibliography deal with the printer of this card, and he had no apparent access to Post Office or printer files; in all likelihood he assumed it was British American since they were printing the current 1c and 2c



6. The likely first plate (P6a) for the Newfoundland U.P.U. Reply Card.



7. The likely second plate (P6) for the Newfoundland U.P.U. Reply Card.

cards. The Boggs attribution, and that of the subsequent catalogues which copied it, have no weight at all.

2. The letter to Fraser, authorizing him to "procure the cards in Canada," is the only point Pratt makes supporting the Canadian hypothesis that holds up, as the following paragraphs will continue to show. Since it is at least a clear indication the cards could have

been printed in Canada, the actual text of the letter assumes greater importance, and may be worth publishing.

3. While it is true that these cards were 'typographed', and that both British American and Canada Bank Note had this capability, by 1891 so did the vast majority of security printers around the world. The statement that "Canada Bank Note produced typographed



8. A reply half of P6, detached and used as a single card, with the 'REPLY' notation hand deleted in purple ink.

cards" could be misleading to the casual reader, assuming that Pratt means stamped postcards; to the best of this writer's knowledge, at this time the company had never gone into direct contract production of any postal stationery for any government. Their Widow Queen postcard essay for Canada, however, was "typographed" (Webb, P-E5, p.118).

4. The reply card stamps do indeed resemble the work of De La Rue, as Pratt states. His other comparison of them, to the work of Harrison and Sons, is strange. *Harrison and Sons appear to have never printed any postage stamps until they assumed a British contract twenty years later in 1911. None of the Harrison and Son stamps known to this writer bear any resemblance to the Newfoundland reply card stamp.*

5. Though Pratt does not say so, it is not just the stamps which resemble the work of De La Rue. *The layout or composition of the entire card, from a graphics art viewpoint - as well as the inscriptions, the arms, and the lower left reply half notations - unmistakably resemble the known UPU reply card production of De La Rue during the 1890's, and only De La Rue's.* The card is either a De La Rue production, or a deliberate copy of that firm's work. Presumably, however, if De La Rue produced the card, Pratt would have found evidence of in the very very complete Day Book of the Company, which he cites for later post card issues. This leaves only the possibility of an imitation.

6. Although Pratt singles out the stamp alone as looking like the work of De La Rue, *the stamp is the one element in the card which might most strongly hint that it was printed by another firm imitating De La Rue's work.* Both the frame and the vignette resemble, but do not match, other De La Rue efforts; the vignette, for example, is similar to the vignette used by De La Rue for the 1889 Newfoundland wrappers, but differs in many details. The printing of the stamp is also much less finely executed than most of De La Rue's postal stationery output.

7. When Pratt identifies British American and Canada Bank Note as contemporary suppliers to St. John's, he is supporting his Canadian case for the reply cards. However, he neglects to mention that *beginning in 1889 the British firm of De La Rue was Newfoundland's printer for envelopes and wrappers.*

8. Contrary to Pratt's observation, *the vignette*

of the first Canadian letter card is totally different than that of the Newfoundland reply card. This can be seen on such a casual side-by-side examination that the error is inexplicable (see Fig. 5). Every detail of facial shading, hair, crown, and so on, is different. They share a common original artistic inspiration after which they each are modeled, but that is all. *The vignette in no way ties the reply card to British American.*

What can be concluded from all this?

On one hand, there is the letter Pratt cites authorizing Fraser to procure the cards from some firm in Canada. While this does not prove the cards were printed there, it is at the very least a new and thought-provoking piece of evidence. On the other hand, *none of the other supports offered by Pratt for a Canadian printer hold up under examination.*

The jury on this question appears to be out, and may be out for quite some time, unless new information comes to light.

The third and final question in Pratt's P6/6a printing discussion relates to the *number of printings.* Pratt believes there were two printings, based on the different measurements in the lower left inscription on the message half of this card. This is the traditional point of distinction between P6 and P6a, but it is perhaps not the best one -- it does not allow identification without measuring, and it does not allow separated reply halves to be classified.

Pratt also describes two 'subgroups' in which the last E of UNIVERSELLE is to the right or the left of the U of NEUVE below it. Finally, he lists one color, ruby red. As presented, these points are more confusing than helpful, and can be clarified. The two 'subgroups' are actually another way to differentiate P6 and P6a, and the two are also markedly different in shade:

P6a (see Fig. 6) always shows the E to the right of the U below, on both halves of the card. The printing is in a very dark red and might be called 'deep scarlet'. The parentheses around TERRE-NEUVE on both halves, and around the lower left French inscription on the message half, are so thin as to be hard to see. (This is the card with the third line of the lower left message half inscription measuring 34mm.) P6a is much scarcer than P6 unused; *used* examples of P6a are among the major BNA rarities, with only two

examples recorded to date.

P6 (see Fig. 7) always shows the E to the left of the U below, on both halves. The printing is in a much softer carmine red. All parentheses are distinct and very easy to see. (This is the card with the third line of the lower left message half inscription measuring 32mm.) Unused examples can be located without much difficulty given current demand, but used examples are fairly scarce.

Reply cards have been issued in many formats by various countries, but the only format used in BNA - including the Newfoundland 2c plus 2c and all the various Canadian cards - is the most common one, with the fold at top, the message half printed on the first page, and the reply half printed on the third page. To print such a card, two printing bases (or 'plates') are required. The first prints the message half in alternate vertical spaces; the card stock must then be turned face down, so the second can print the reply half on the back of the alternate blank spaces.

Examination of P6 and P6a quickly shows that new or substantially altered plates were used to print one of them. Different type slugs were clearly used for the two different cards (both message and reply halves). These cannot represent different plate positions, since - aside from anything else - the printing shades of the two are consistently and dramatically different. *Pratt is thus unquestionably right that there were two different printings of this card.* No speculation is required.

The question is *why another printing from new or altered plates was made.* Pratt's suggestion that one (P6a) may have been an essay is incorrect, since it is known used.

The two known used examples of P6a are dated March 16, 1892, and April 11, 1892. At present the ERP for P6 is September 7, 1892, to Java in the Dutch East Indies. This indicates that P6a may have comprised only a first shipment of the cards. Robert Lemire has suggested that the poor printing quality of P6a (much poorer than P6) may have created dissatisfaction and a consequent need for a new and better printing, to be executed and shipped as quickly as possible. This may be the case, and would explain the greater scarcity of P6a, particularly used. (It is interesting to note that Moens described both varieties in his 1893 catalogue.)

Because UPU reply cards were so little used, various countries found it expedient to sever some of the cards and sell the separated halves as single UPU cards. This sometimes included overprinted obliterations, or hand obliterations by local postmasters, of inscriptions which were no longer appropriate to a single, i.e. non-reply, card. Both halves of P6 are known with hand deletions of the lower left note on the message card or the reply notation on the reply card, used as UPU single cards (see Fig. 8). It remains for future archival research to determine whether St. John's ever authorized or ordered such a procedure for remaining post office stocks.

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THE SELKIRK CENTENNIAL POSTMARK OF 1912

by J.C. Campbell

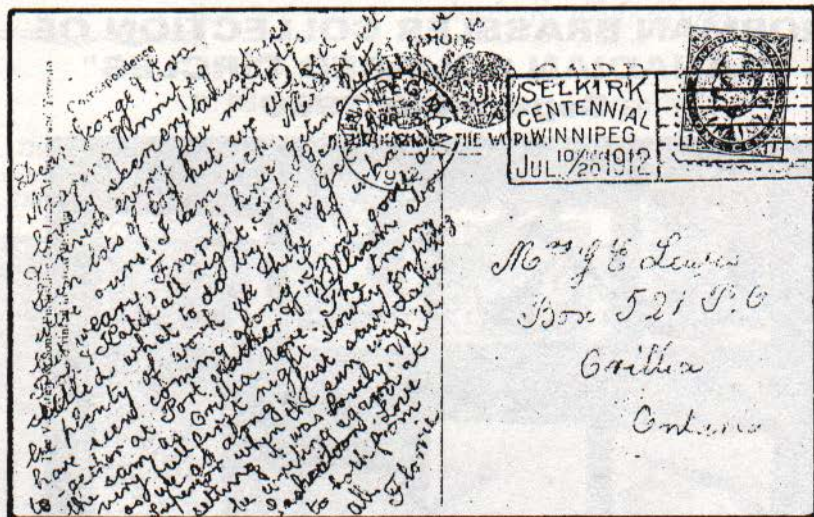


Figure 1.

Point Douglas (Winnipeg) was founded by Lord Selkirk in 1812. One project to celebrate the centenary in 1912 was a special slogan cancel.

Figure 1 shows the most frequently seen die used, in this case, to an out of city address. Note the relationship of the lettering of

CENTENNIAL to WINNIPEG.

Figure 2 illustrates a different die canceling the stamp on a postal stationery card to a city address.

Perhaps other postmark collectors would check their Selkirk Centennial cancels for the Figure 2 die or a die other than the two shown.

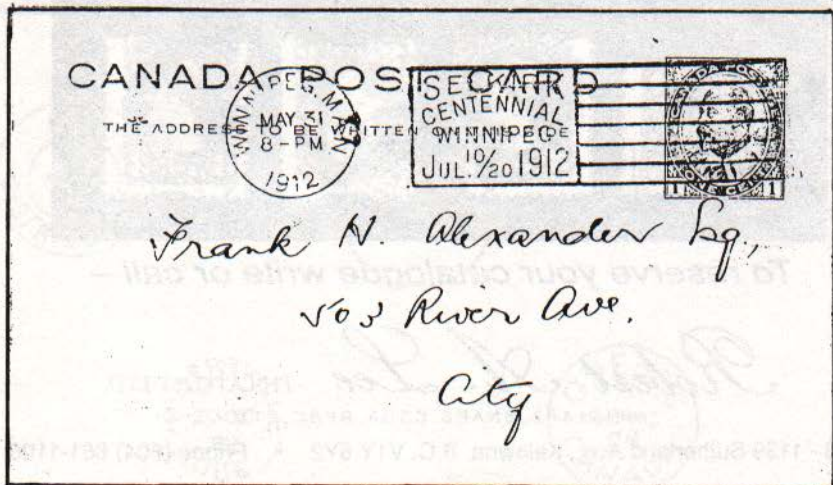


Figure 2.

BNAPEX '89

SEPTEMBER 22-24

SHERATON HAMILTON HOTEL

Hamilton, Ontario. The word 'steel' immediately comes to mind, bringing with it an attendant image of dirty smoke belching from multiple smoke stacks. Another image which might occur is that of the rough and tough Tiger Cat football teams - and their supporters - of the 50s and 60s.

Things have changed. Depending on the route taken into the city, and the amount of exploration done on arrival, a visitor in 1989 could be hard put to find either. New methods of making steel and pollution controls have improved the atmosphere, and with it the reputations of both the city and the big companies; a worldwide shift away from shows of strength is reflected in the softening of both rough edges and the Tabbies.

Located at the very west end of Lake Ontario, halfway around the 'Golden Horseshoe' between Toronto and Niagara Falls, the city was somewhat slow to develop in the 19th century. The first main settlement, Ancaster, at the top of the Niagara escarpment to the west, was gradually eclipsed by Dundas, in the valley below, when the latter's canal link to the lake became important commercially. As shipping and the railways developed, however, Hamilton's fine harbour drew more and more activity and the city quickly became the industrial center of the whole area.

Visitors not taking part in the exhibition, bourse and seminars will have plenty to do. The Sheraton Hamilton hotel is part of a major shopping complex containing over 250 stores, ranging from small boutiques to a newly renovated and expanded major department store.

Across King Street from the hotel is the Hamilton Art gallery. On the other side of the next thoroughfare, Main Street, is Hamilton's City Hall. To one side of City Hall is the Canadian Football Hall of Fame; behind it and open to view is Whitehern, the early 20th century home of the McQueen family. The principal local attractions, Dundurn Castle, home of pre-Confederation Prime Minister Sir Allan MacNab, and the Royal Botanical Garden, will be included in a day tour of the city. At press time, the possibility of a Friday night tour of a steel mill was being investigated.

Come to BNAPEX '89. STEEL YOURSELF FOR HAMILTON!

BNAPEX '89 TENTATIVE Program

(All activities are at the Sheraton Hamilton Hotel unless otherwise indicated)

Thursday, September 21

- 9:00AM - Board of Directors Meeting (closed)
- 3:00PM - Setup of frames
- 5:00PM - Registration, Tour reservations, Welcome of Members
- 6:00PM - 10:00PM Mounting of exhibits

Friday, September 22

- 7:15AM - Texas Prairie Beaver Convention Warmup Breakfast
- 7:30AM - **Judging of Exhibits begins**
- 8:00AM - Registration, Tour reservations (see notes below)
- 9:00AM - Official Opening of BNAPEX '89, Exhibition and Bourse open
- 9:30AM - Study Group Meeting: Revenues

Chairman: Bill Rockett

Program: To Be Announced

- 10:00AM - Day tour to Niagara Falls and Niagara-on-the-Lake (reservation required - see note below)
- 10:15AM - Study Group Meeting: Roller Cancels
Chairman: Bob Lee (Program TBA)
- 11:00AM - Project Meeting: Cumulative Index of BNA TOPICS
Chairman: P.C. Livermore
- 11:45AM - Study Group Meeting: Transatlantic Mail
Chairman: Jack Arnell (Program TBA)
- 12:30PM - Study Group Meeting: Slogan Cancels
Chairman: Jeff Switt (Program TBA)
- 1:15PM - Study Group Meeting: Newfoundland
Chairman: C.A. Stillions (Program TBA)
- 2:00PM - Study Group Meeting: Duplex Cancels
Chairman: Bob Lee
Program: Jim Karr - Berri Cancels
- 2:45PM - Study Group Meeting: Prince Edward Island
Chairman: Jim Lehr (Program TBA)
- 3:30PM - Study Group Meeting: Flag Cancels
Chairman: Doug Lingard (Program TBA)
- 3:30PM - Day tour returns
- 4:15PM - Meet your *BNA TOPICS* Editor - Vic Willson
- 5:00PM - Study Group Meeting: Elizabethan Stamps
Moderator: Jon Johnson
Program - Is there enough interest to form a group?
- 5:00PM - Exhibition and Bourse close
- 7:00PM - Tentative: Steel Mill Tour
(reservations required - see note below)
- Evening - Enjoy Hamilton

Saturday, September 23

- 7:30AM - Order of the Beaver Annual Breakfast Meeting (closed)
- 8:00AM - Registration, Tour reservations (see notes below)
- 8:45AM - Study Group Meeting: Small Queens
Chairman: Ron Leith (Program TBA)
- 9:00AM - Exhibition and Bourse open
- 9:30AM - Study Group Officers Meeting:
Chairman: Jon Johnson
Program: Open discussion on BNAPS Study Groups
- 10:00AM - Day tour to Dundurn Castle, Ancaster Old Mill Restaurant (Dutch treat lunch), and Royal Botanical Gardens
(reservation required - see note below)
- 10:15AM - Study Group Meeting: Map Stamp
Chairman: Whit Bradley
Program: Jim Brown; Re-entries, Varieties & RPOs on Maps
- 11:00AM - Jury's Critique of the Exhibition
Chairman: Bill Walton
- 11:45AM - Seminar: Canadian Varieties - Leopold Beaudet
- 12:30PM - Study Group Meeting: Re-entries
Chairman: Ralph Trimble
Program: Misplaced entries in Canadian stamps
- 1:15PM - Study Group Meeting: Military Mail
Chairman: Ritch Toop
Program: John Tyacke; WW2 civil censorship - military, internee & POW

- 2:00PM - Study Group Meeting: Postal Stationery
Chairman: Robert Lemire (Program TBA)
- 2:45PM - Study Group Meeting: RPO Cancels
Chairman: Lew Ludlow (Program TBA)
- 3:30PM - Study Group Meeting: Centennial Definitives
Chairman: Douug Irwin (Program TBA)
- 3:30PM - Day tour returns
- 5:00PM - Exhibition and Bourse close
- 6:00PM - Bus trip to Hillebrand Winery for tour and wine tasting
- 8:00PM - Continue bus trip to Niagara Falls for dinner at the Victoria Park Restaurant
- 10:15PM - Return to Sheraton Hamilton

Sunday, September 24

- 8:45AM - BNAPS' Annual General Meeting
- 9:00AM - Single Day Registration
- 9:00AM - Exhibition and Bourse open
- 10:15AM - Study Group Meeting: Canadian Klussendorfs
Chairman: Allan Steinhart (Program TBA)
- 11:00AM - Study Group Meeting: Fancy Cancels
Chairman: Dave Lacelle
Program: Lifting cancels from stamps
- 11:45AM - Seminar: Thomas A. Hillman, National Archives Canada
Program: Activities with RG 3, Records of the Post Office Department
- 12:30PM - Study Group Meeting: BNA Perfins
Chairman: Mike Hargraft (Program TBA)
- 1:15PM - Study Group Meeting: Postage Dues
Chairman: Cal Cole (Program TBA)
- 2:00PM - Golden Horseshoe Regional Group Meeting
Secretary: Eugene Labiuk (Program TBA)
- 2:45PM - Seminar: Cimon Morin, National Postal Archives
Program: The Canadian Postal Archives - A Research Place for Philately and Postal History
- 3:30PM - Exhibition and Bourse end
- 3:45PM - Dismounting of Exhibits
- 6:30PM - Reception
- 7:00PM - Awards Banquet
- 9:00PM - Windup social in banquet room (coffee available)

NOTES: a) BNAPEX '89 Registration includes entry to exhibition and bourse, Saturday evening wine tasting at Hillebrand Estates Winery & dinner at the Victoria Park Restaurant in Niagara Falls, and the Awards Banquet on Sunday night. (Registration price not yet available.)

Payment in advance for registration is not required, but any BNAPS member not staying at the Sheraton Hotel who intends to register for the convention is asked to advise the Convention Chairman of the number of registrants as soon as possible at the address below.

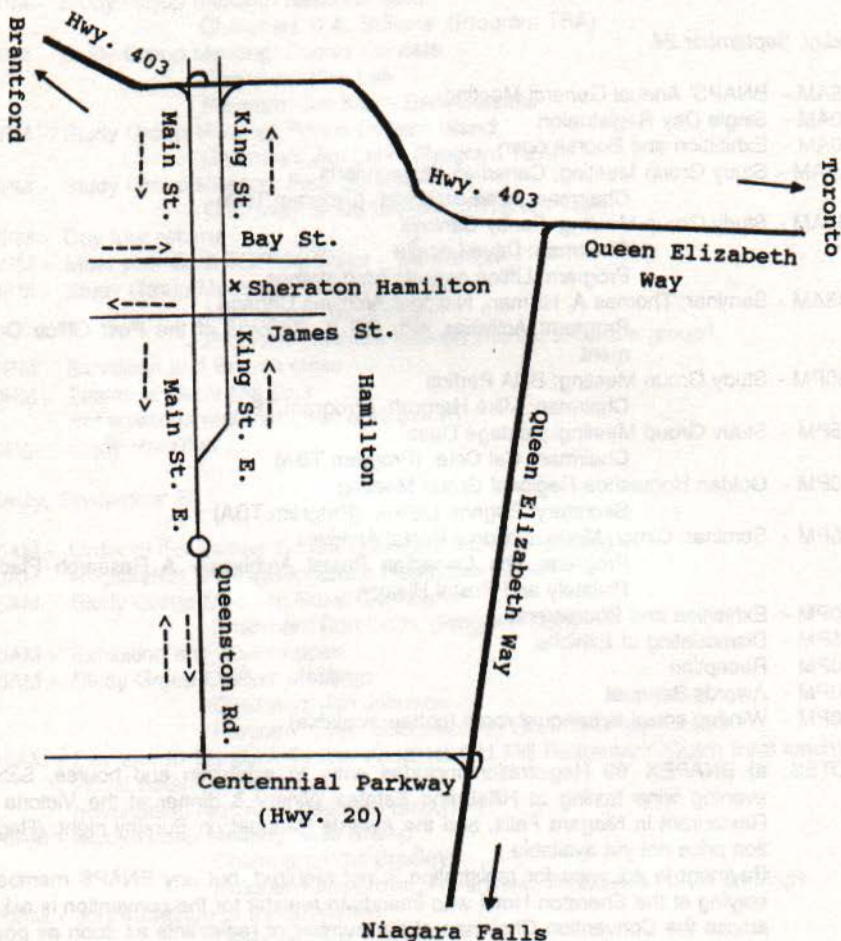
b) In order to estimate transport requirements, advance reservations for the tours are requested. Please write BNAPEX Tours at the address below. Registration for tours at the time of the convention may be limited to space available on buses already booked.

c) Study Group Chairman wishing to have the title of their meeting program printed

in the convention booklet must have this information to Study Group Coordinator Jon Johnson no later than August 31.

d) There will be a daily charge for BNAPS members who do not register for the convention but wish to visit the exhibition and bourse and/or attend study group meetings.

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Gary W. Steele

M.O. No. 50 1/2 P.M.

RECORD OF APPLICATION FOR THE ISSUE OF A DUPLICATE MONEY ORDER

TO BE COMPLETED, PLACED ON FILE, AND KEPT FOR TWO YEARS

Office of issue Red Bank Office No.

Serial No. of Order 05680 Date of issue Sept 13 1939

Form M.O. No. 15 P.M., despatched to office

..... 1939, or Form M.O. No. 15 P.M., despatched to Money Order Division in envelope M.O. No. 15(a) P.M. 193.....

Issuing, Paying

Date
Stamp

POUR LE FRANÇAIS VOIR AU VERSO

Figure 3. Record of application for the issue of a duplicate money order.

M.O. No. 50 1/2 P.M. RECORD OF APPLICATION FOR THE ISSUE OF A DUPLICATE MONEY ORDER

The 1938 -1939 Postal Guide states: "Money Orders lost or destroyed are replaced by duplicates without extra charge."

"A Duplicate Order is not issued before the expiration of forty-five days from the date of issue."

As seen in Fig. 3 the Postmaster from Red Bank, N.B. filled out a small card designated M.O. No. 50 1/2 P.M. "Record of Application for the Issue of a Duplicate Money Order". The original money order serial number being 05680 was issued on Sept. 13 1939. However, no duplicate money order was made out as Form M.O. No. 15 P.M. was never completed, therefore the original must have been recovered within the forty-five day waiting period.

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STORIES BEHIND MY COVERS

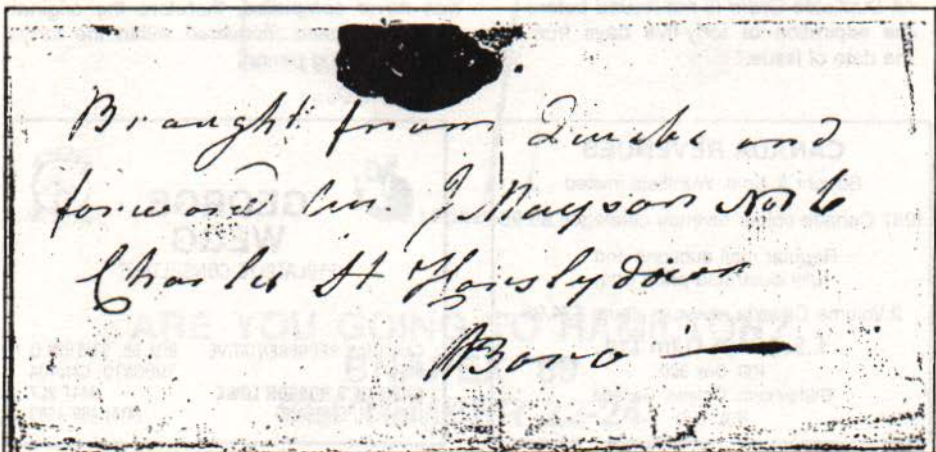
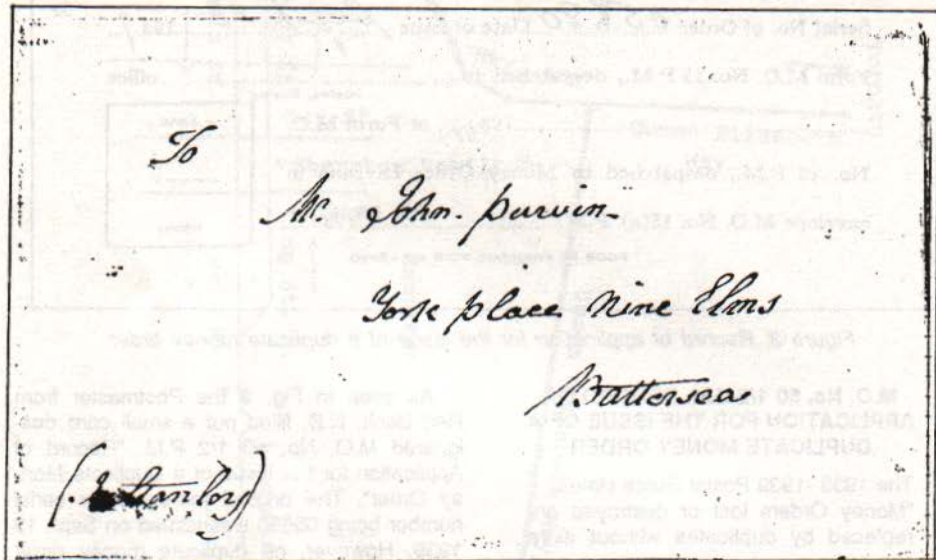
by Jack Arnell

10. A Rather Personal Letter

Often early letters are as interesting for their contents as for the external markings. Such a letter is illustrated here. John Stanley wrote from Quebec on 17 September 1799, acknowledging receipt of "your favour". The significance of this is reflected in the post-script, which read: "You say you have wrote me every year. I did not receive any till last year but have wrote you every year regularly."

One might assume that the "favour" was seeking the settlement of an outstanding debt, for the letter described an impecunious situation as the reason that no remittance had been forthcoming:

"my present Circumstances will not admit of making you a remittance having Engaged in the Tannery Business in this Town in partnership with a person in this town who has left me in great distress by



his misconduct which I hope will suffice at present but as soon as it is my power shall make you a remittance of such sums of money as my Circumstances may admit of till such time I must beg your patience as I mean to deal honestly by you and every other person if this will not suffice I am ready to deliver up my property to pay you as far as it may go I am likewise very much distressed by the death of my wife who departed this life last Decem-

ber 1798 -"

A note at the end of the letter stated that "the Bearer of this letter can acquaint more fully than I have wrote."

The bearer of the letter was a person returning to England on a trading vessel, who, living near Battersea, undertook to deliver the letter personally. This shown by the notation on the back: "brought from Quebec and forwarded by J Mayson No 6 Charles St. Horslydown Boro-".

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The RPO Cowcatcher

Lewis M. Ludlow, OTB

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From time to time your columnist is asked about the difference between 'Listing' and 'Hammer' as these words apply to RPOs. In this column we will cover this question; in so doing we hope we can open up a whole new area of collecting for railway aficionados.

In the RPO catalogue, the 'Listing #' uniquely identifies the exact wording, as defined under the column 'Cancellation', which delineates a particular RPO. For example, the Cancellation of Listing # O-369 reads 'TOR. & MONT. G.T.Ry. / #' (where '#' equals a whole number, such as '1', '3' '5', or whatever).

'Hammer', on the other hand, defines the device or devices which carried the same exact wording defined by the Listing #. It is possible for there to have been only one hammer made which carried the wording. It is equally possible for there to have been a dozen or more hammers made, all carrying the exact same wording.

Sometimes, when multiple hammers were made, such as for a large volume RPO, a clear method of distinguishing between hammers was provided. O-369 is a good example. The accompanying illustration of proof strikes shows that twelve different hammers were made on 9 December 1890. All of these hammers are covered by the one Listing #, O-369, and are differentiated by the number at the bottom.

For the sake of good order we must advise that, in addition to the original twelve hammers, two more hammers were made during the life of this listing. We speculate that the original '1' hammer, the latest known strike of which is dated 14 March 1893, was damaged, lost or otherwise taken out of service. On September 24, 1984, a new hammer was made; this hammer has 'No. 1' at the bottom and is obviously different from the original '1' hammer.

On 2 March 1909 another new hammer was made, this one with '10' at the bottom. Standing alone, the differences between this hammer and the original '10' hammer are not apparent. When seen together, however, the difference is obvious. The original '10' is large and fat, while the second '10' is obviously much smaller. Thus we have a total of 14 distinct hammers for the one listing, O-369.

O-369, along with its direct counterpart, Listing Q-165, 'MONT. & TOR. G.T.Ry. / #' (for which there are 15 hammers) is one of the most common of all 19th Century RPOs. We recommend the pursuit of all 29 hammers of these two listings as a fun exercise that can be indulged in without great expenditure. While searching for different numbered hammers, one can also be alert for different Direction Marks for each hammer. Common direction marks for O-369 are 'NE' and 'DE'; some of the uncommon marks are '3E', 'E', 'N', 'NO', and Trains '2', '6', '8', '10', '18', and '19'.

Q-165, proofed on the same day as O-369, also had 12 hammers numbered in similar fashion. Three additional hammers were made in the life of the listing - a '3' hammer (narrower than the original), a '4' hammer ('No. 4' at bottom), and a second '10' hammer ('No. 10' at bottom). For Q-165 the most common Direction Marks are 'NW' and 'DW'. Uncommon marks include '2W', '4W', '5W', 'W7', 'WN', and Trains '5', '7', '9', '10', '18', '19', '58' and '59'. Of considerable scarcity is Direction Mark 'NE' on May 31, 1915; this mark should only have been known on O-369.

Would that all hammer separations were as easy as O-369 and Q-165. Alas this is not the case, but that will be the subject of another column. Many listings, however, are simple, easy and much fun. Give collecting RPOs by hammers a try; you will enjoy it!



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PERFORATING MACHINES: A LOOK AT A SHEET-FED LINE PERFORATOR

by Dale Speirs

In the study of perforations one can best visualize how the perforating machines operate by looking at perf freaks such as fold-overs and crazy perfs. By trying to figure out how a certain freak occurred, one can learn a great deal about the process of stamp-making. This article discusses one particular machine, the Rosback perforating machine, and the possible types of errors it could have produced.

The Rosback, illustrated in Fig. 1, is a sheet-fed line perforator. The example shown was photographed at CALTAPEX 87 in Calgary, ALTA. The manufacturer was the F.P. Rosback Co. of Benton Harbor, Michigan. The machine was patented February 2, 1915.

In Fig. 1 one can see a horizontal table on the right side of the machine. This is where the unperforated sheets were placed. They were then fed into the machine, passing underneath the perforating wheels and exiting out the left side and down onto a tilted table.

The perforating wheels were movable and

could be adjusted to any position on the axle shaft. The smallest separation of the wheels was equal to the thickness of the wheels. The perforating pins were placed along one edge of the wheel. If, for example, a wheel were two centimetres thick, then the smallest stamp that could be perforated would be two centimetres wide. This is why many older stamps are so badly centered; the perforators could not be adjusted to the correct width because the wheels were too thick. The wheels could be added or removed in the same manner as adding or removing weights on a barbell.

Fig. 2 shows a closeup of the perforating wheels in action, with the paper dropping down as it comes out from beneath the wheels. Each wheel is calibrated in inches. Because of the history of philately we measure perfs as the number of holes per two centimetres even though the manufacturers of stamps measured in holes per inch. This is why measuring perfs is often so frustrating

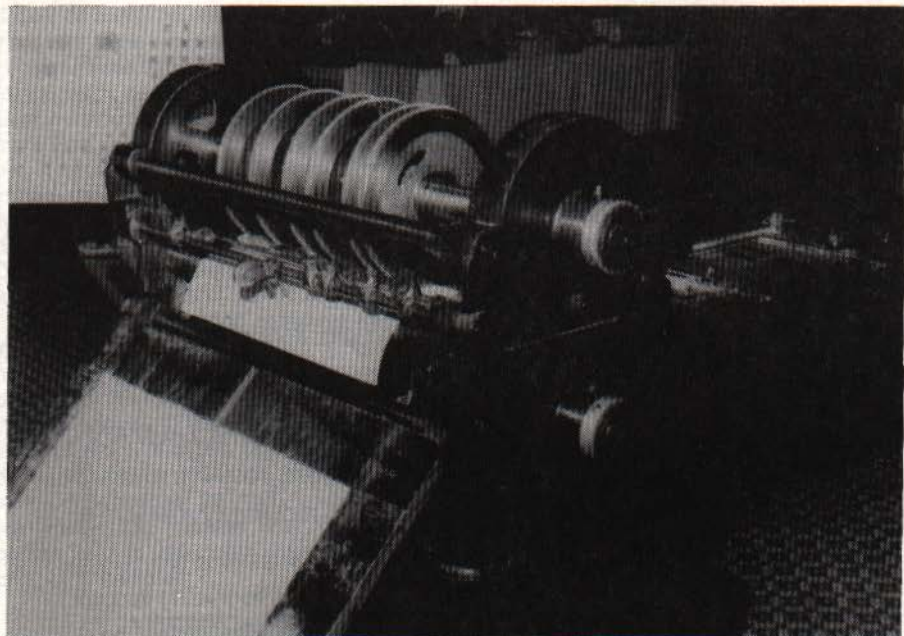


Figure 1. The Rosback perforating machine.

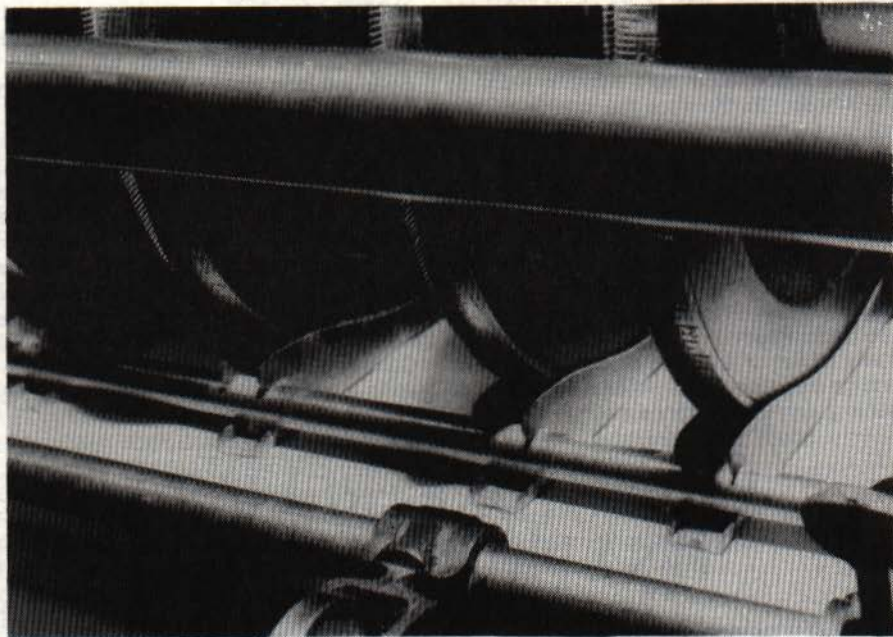


Figure 2. Close up of the perforating wheels in operation.

and error-prone, particularly when one starts talking about fractions of a perf.

As the perforating wheel rotates the pins go down, through the paper, and lift up and out. If a pin is broken off short it will not touch the paper and will therefore leave a missing hole in the line of perforations. Through normal wear or because of a broken tip, the pins may be just long enough to touch the paper but not long enough to penetrate it, thus leaving a mark instead of a hole, a "blind perf." If the wheels are not properly stored and handled, but are carelessly stacked on top of one another when off the machine, the pins can be bent or broken. If a pin is bent slightly to one side the hole it leaves will be out of line from the others. If the pin is strongly bent to one side, then it will not touch the paper and will fail to perforate. A missing hole in a line of perfs can thus be due either to a broken or badly bent pin. When the machine is run at high speed the pins are a blur and cannot easily be inspected if any break during a run. Likewise, the finished sheets, if produced in quantity at high speed, cannot be given more than a quick glance to see how the perforations are turning out.

If a sheet of paper is not properly lined up when fed into the perforating wheels, it is

easy to see that the perforations will be at an angle to the design of the stamps and not down the margins or gutters. The feed table has a device to square the paper as it is fed in. It would be difficult to feed a sheet in at a large angle, such as 45 degrees, since even a bored and careless machine operator would notice such a drastic misfeed. A small angle would be less likely to be noticed. An analogy may be made with feeding a sheet of paper into a typewriter, in which a small deviation from vertical is not noticed, although a gross deviation would be easy to spot.

Anyone who has ever used a photocopier will have had the experience with one major problem of sheet-fed machines - jamming. A serious paper jam will immediately call attention to itself by plugging the perforating machine. The wheels will either stop turning or will tear the paper to shreds and spit out chaff. In both cases loud noises will usually accompany the misfeed and will quickly bring someone to the scene. A minor misfeed may go through without any problems. The most common type of misfeed is a sheet of paper folded over. If a foldover occurs it will almost invariably occur at the corners of the sheet, which are more likely to catch on something and bend. Another common type of misfeed

occurs when one side of the sheet is twisted by unequal forces applied to it, with wrinkles or tears in the middle. The part of the sheet already perforated is held firmly in place by the wheels, so therefore the wrinkle or tear will be on the unperforated portion still being fed in. The perforations will be made across the wrinkles, and if the sheet is later smoothed the result will be an irregular line of perfs.

Perforating wheels are generally set very close to the machine table but can allow several sheets of paper to pass underneath at one time. Paper is compressible so that as many as five or six sheets can stick together and go through without notice. If the pins are set to a very fine tolerance they will only pen-

trate the top few sheets, leaving the others unperforated. Even if someone is watching the output the imperf sheets will possibly escape detection since they may be covered by the properly perforated sheets.

The larger and more noticeable the error in perforating a sheet of stamps, then the more likely it is to be noticed. Minor shifts in perforations may be noticed but considered unimportant and thus allowed to reach the public. Quality control has played a role in such detection, and the pride of producing a uniformly high quality product probably led to the relatively few errors found in classical Canadian stamps. As quantities increase so does the probability of errors slipping past inspectors.

LITERATURE REVIEWS

BNA Philately in Print

by Mike Street

CANADIAN REVENUES, Vol. 2 - Federal Inspection, Unemployment Insurance and the "America" Duty Stamps; Edward Zaluski, privately published, Ottawa, 1989. Soft cover, 138pp, \$19.00Cdn, \$17US, postpaid. Available from the author, 2777 Springland Dr., Ottawa, ON K1V 9X2.

Volume 2 of this series proves once again that "an important and valuable book does not require hardcover bindings, gilt trim, professional typesetting and thick glossy paper." (The quote is from the review of Volume 1.) Top quality spiral binding holds heavy stock pages printed from copy prepared on a computer. This time a laser printer was used; most people will be unable to tell that it was not typeset.

The Introduction reviews information on the Canadian Revenue Identification System (CARIS), the new numbering system for these stamps instituted by the author. Reception of CARIS by the collecting community must have been positive because it is still in use. The system still appears cumbersome, but has been well thought out - each identifier carries a lot of information.

The chapters on the Inspection stamps - Weights and Measures (scales) & Gas and Electricity (meters) - and Unemployment stamps include information on the legislation underpinning their issue, varieties in paper and perfora-

tion, proofs and essays where known and, most important, fee structures. The author makes considerable use of tables to convey pertinent information.

Duty Stamps were originally embossed on documents by Customs personnel. Refinements in the technique eventually led to handstamps which printed the same information, and this method continues to be used in some countries today. The 'America' of the title refers to the fact that the word appears above the crest in the seal. Britain did not distinguish between any of the colonies on continental North America or in the Caribbean - they were all 'America', and documents for goods sent to any of them received, initially at least, the same stamps.

The main problem with the first volume lay in the quality of the photographs. The author has kept his promise to improve photo quality for Volume 2. Photos of stamps again include rulers as borders on all four sides.

A very important point to be noted by all revenue collectors and dealers is that *this volume includes 16 pages of corrections, updates and new information for Volume 1 of the series, which covered Bill and Law stamps.*

The author plans seven volumes on Canadian Revenues, one to be issued each year at the ORAPEX show in Ottawa, where a corresponding exhibit will be on display. Two down, and five to go - again, well done!

The Study Group CENTERLINE

by Frank Waite

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STUDY GROUP REPORTER: Frank Waite, 110 E. McMillan St., Newberry, MI 49868

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ON THE FRINGES

For those who are tired of my constant exhortations, I offer the following not too profound thought. The next time you visit a dealer, glance at his selection of used Large Queens. Notice how few can be described as sound, fresh, nicely centered and lightly cancelled.

Bob Lee's *Duplex* newsletter provides a financial report and a membership list. Bill Barry sent in his inventory and much new information of Saskatchewan duplexes. Doug Murray submitted enough information to warrant the new print out for P.E.I. John Levy and Tom Southey reported first recorded strikes. The DBC-39/398 list enclosed has been clarified by Chris McGregor, Bill Robinson and Bill Topping. To conclude Jim Karr, with data from Bob Lee, has provided a list, with data, for Calgary A9(DAB-78-8).

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

newsletter of the *Flag Group*. It has an ad page for its members. John Robertson and Bill Angley report and illustrate new EKDs and LKDs. Angley, Hollenbeck, Lingard, Robertson, Rosenblat and Sessions collectively established EKDs and LKDs for the inverted year in Quebec 44-2. Two articles by David Sessions, *Royal Train French Letters* and *The Royal Purple* discuss the question of the purple and black inks, and the purple cancels in particular - well illustrated.

The newsletter of the *Map Stamp* group edited by Whit Bradley is delightful. He mixes personal news and map data in such a manner, that you don't realize you are receiving and education. He, with the cooperation of Cimon Morin and Ken Johnson (Canadian Postal Archives) and also Jim Kraemer, is attempting to determine if plate V is a re-entered plate IV. Jim Kraemer authors an ex-

tremely interesting article, *The Model for the 2¢ Map Stamp*. Several nice illustrations accompany this, and the article on plate IV, a map of S.E. Asia, relates to *The Compass Point & Arc: The Gulf of Tong-King, Isld of Hainan and Isld at Formosa* by Tomlinson is used to position individual stamps of each plate. Whit also notes bits from his extensive correspondence.

Ken Ellison edits the newsletter of the **Military group**. This newsletter presents a page from the collection of Bill Robinson. It pictures and describes a WWI cover of the Canadian Forestry Corps. An interesting article, *The Royal Navy on the West Coast of Canada 1846-1910*, is by Wilf Whitehouse with help from Ken Ellison and Bill Robinson. Some pretty covers are illustrated. Ritch Toop pictures some covers, and discusses, the United Nations Iraq/Iran Military Observer Group (UNIIMOG). Dean Mario contributes a nicely illustrated article, *Canadian Patriotic Stationery of the South African Boer War*. Ritch Toop expects to have the newsletter index to #87 available at Hamilton. The editor has some data and an illustration of *British Datestamps Used by the Canadian Army in WWI*.

An illustration of a proof impression of a 2 cents setting to overprint the five cent Caribou definitive in 1946 is the lead article of the *Newfie Newsletter* edited by Clarence Stilions. Reasons are given why the 30¢ Memorial University was overprinted rather than the Caribou. The bulk of the newsletter is an excellent and well illustrated piece *The Alcock & Brown Flight June 1919*, by Bertram C.J. Warr, Jr.

The **Perfin** newsletter, the *Perforator*, is edited by Michael Behm. A new discovery is pictured as the lead item. A cooperative study of perfins has been instigated with the **Centennial Definitives and Map Groups**. Tables are presented of the data so far received. It's wonderful to see the increase in cooperation between study groups in areas of common interest. There is a list of updates of hand-book information. Auction 2 is listed with illustrations. This is a nice way to augment the study group treasury and also present a service to members. Mark Fennell supplies some additional data on the S2 perforator. An index supplement is provided. Mike Dicketts gives some information on old perforators.

Bob Lemire, **Postal Stationery** editor, can be depended on for regular newsletters. Two

of them are digested here. Bob notes the release of three new pieces of Canadian postal stationery, and also gives some notes on the 5¢ Wilding Form 95 Election Envelopes. Bill Walton continues his series of illustrations of C.P.R. Pictorial Post Cards. He also serves up Puzzle #5 - the number of subjects in the printing plates for the Victorian BABNC Post Cards (Webb P5-P12). George Manley, from information supplied by Mark Arons and Earle Covert, presents, *Additional Notes on Privately Precancelled Post Cards*. Bill lists additions to, *The Canadian Precancelled Postal Stationery Envelopes Used During the Reigns of K.G.V and K.G.VI*. He also pictures a Dominion envelope specimen from John Aitken, and solves Bill Walton's Puzzle #2 on the source of the Old Berkshire Mills 1881 watermark. Bob Lemire comments on the watermark on Webb EN63b and EN69c, and also on oddities and questions on Cameo envelopes. Don Wilson contributes, *The Newfoundland Formula Registered Envelopes / Notes From The Newfoundland Post Office Circular*. An index is appended.

The **Railroaders** also have two newsletters from Bill Robinson. Charles Towle, of U.S.R.P.O. fame, has accepted an honorary membership in the study group. There are notes and requests from John MacDonald, Carleton Smith and Joe Smith. A card picturing the SEGWUN is from Malcolm Smith. The bulk of the newsletter is devoted to Lew Ludlow's *ANNEX VII*. Peter McCarthy has sent in photo copies of two nice R.P.O. items, and Warren Bosch does likewise with a new clerk hammer. Lew Ludlow presents a hammer analysis of W-129. An interesting account of Capt. Thomas Farrar Smellie, O.B.E., skipper of the H.B.C. ship *Nascope* is clipped from the *Vancouver Courier*. Horace Harrison comments on Ross Gray's question on some G.T.R. markings - East or Express? Colin Campbell sends in a photocopy of a U.S. late mail marking. A large part of the newsletter is a continuation of Joel McCreas' fascinating cross-border articles. This one is *Cross-Border R.P.O.s - The Salmon River Gateway*.

The first page of Ralph Trimble's **Re-entry** newsletter pictures a pair of lovely re-entries on War Tax MR4 from Warren Bosch. Also illustrated are re-entries on the 2¢ Registered, the 1/2¢ Newfoundland Dog, Newfoundland #242 and the imprint on Scott #315. Randall W. Van Someren submitted mats showing re-entries on two 2¢ Admirals, and a \$1 Glacier,

pictured by Ralph, showing a re-entry(?). Hans Reiche reports a new re-entry on the 5¢ blue Admiral.

Bill Rockett edits the **Revenuers** newsletter - two this time. He notes that there will be a revenue seminar at the CRPS Convention (now past), and the Willow Grove Mini-Convention in June. He illustrates a copy of FX19, \$10, with a 6-10-D overprinted Montreal Tobacco Manufacturers number. He cites several auctions and price lists emphasizing revenues. The newsletter carries a number of adlets.

The *Slogan Box* is the organ of the **Slogan** group. That "organ" has two hearts - Chairman Jeff Switt and Editor Dan Rosenblat. They do a fine job. Jeff received a list of K-slogans from the Klussendorf group. He has organized this from a slogan standpoint and lists them with a few illustrations. He also continues his article, with fine illustrations, *Collecting Illustrated Slogan Covers*. He pictures some lovely covers. Dan continues his fine articles with, *Canadian Slogan Usage, 1919*. Also he presents, *1938-48 Air Mail Related Slogan Use*. These are both fine, meticulously researched articles. The newsletter concludes with *Record of Postal Advertising Die Slugs* for a number of Canadian cities.

The **Small Queens** newsletter, editor Bill

Burden, has a letter from the editor in which he cites problems and requests articles and ideas from the members. The newsletter contains fine articles from Hans Reiche, *Small Queen Pre-cancels*; George Arken, *Two Cent Registry Rate of 1888*; Ron Leith, *Early Toronto Cork Cancellations* - particularly well illustrated; Bill Burden, *A Rate 6¢ Variety*; Vic Wilson, *Early and Late Uses of 2 Ring Numerals Update*; and illustrated constant variety diagrams from many members. A very fine newsletter!

Jack Arnell edits the newsletter of the **Transatlantic** group. Freight money covers in a two year period (1838-40) required prepayment of three separate charges. Jack illustrates and discusses some beautiful covers of his own, from Quebec, Queenston, Amherstburg, Kingston, Belleville and Goderich to illustrate this. James Van Der Linden sent in information and pictures on two nice letters between Wurtemberg and Upper Canada. Jack reports that *Handbook Number Two* should be available now.

I'm sure most members read, or know of, the Canadian section in an April *Linn's* which contained articles by many study groups. This was excellent publicity, and contributors are to be commended for their efforts on behalf of the society.

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THE INTRODUCTION OF RURAL MAIL DELIVERY SERVICE IN CANADA

by Thomas A. Hillman
National Archives of Canada

Part 4

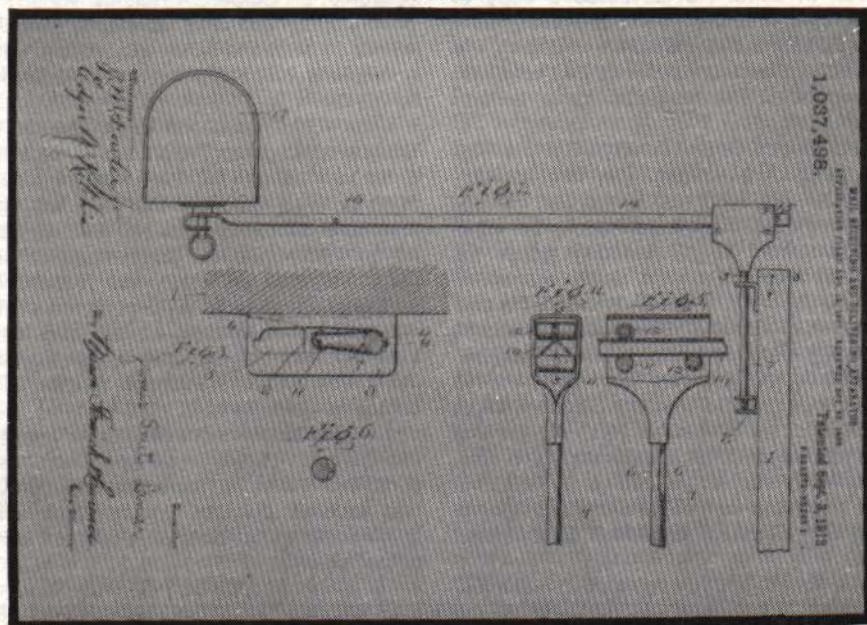


Fig. 8 'Mail receiving and delivery apparatus' - the Lanier mount (Official Gazette of the United States Patent Office)

THE EQUIPMENT

To meet the first demand, Rodolphe Lemieux ordered a consignment of rural mail boxes from the International Mail Equipment Company of New York. In 1910 the order was renewed for an initial fifty thousand boxes, and for a further fifty thousand boxes as required. (28)

The first style of rural mail box was known as the 'King Edward'. It was fixed to a post at the side of the road on a mount patented by James Smith Lanier, of West Point, Georgia. (29) The box was available only from the Post Office Department at a cost of \$3.00.

If properly mounted the courier was not required to leave his horse or vehicle. He carried a hook on a stick and drew the box toward him. Position No. 1, with the box facing parallel to the road, indicated to both the operator and the courier that the box was

empty. Position No. 2, with the box turned perpendicular to the road by either the proprietor or the courier, meant that mail was in the box for pick up or delivery. Position No. 3 allowed the courier to pull the box into his vehicle with the hook and collect or deposit the mail. Position No.4 indicated that the courier had deposited mail, and when the box was pushed away it went to Position No. 2 so the customer could see it. Theoretically, a courier could do each box in about thirty seconds. According to one analysis, "One hundred boxes on a twenty-five mile route can be examined in less than an hour." (30)

Once the Rural Mail Delivery system was in place, the Post Office Department and the Canadian and United States Patent offices were inundated with improvements to the equipment, particularly the roadside boxes. Even George Wilcox tried to capitalize on the mail box industry. He was not pleased with



Fig. 9 Postcard advertising the Wilcox rural mail box (courtesy C.R.McGuire)

the 'Yankee box' and resolved to improve the product (and no doubt make a dollar in the process).

In March 1912, Wilcox went to Ottawa "to interview the government with a view to securing a contract for a new style of mail box." (31) On 11 June 1912, he filed for a patent

on the Wilcox Signal Mail Box. (32) It seems, however, that Wilcox, a known Liberal Party supporter, refused to donate to the Conservative Party coffers and since the Conservatives had come to power in 1911 he was out of luck. (33) Wilcox returned again to Ottawa in May of 1914, but again was unsuccessful in

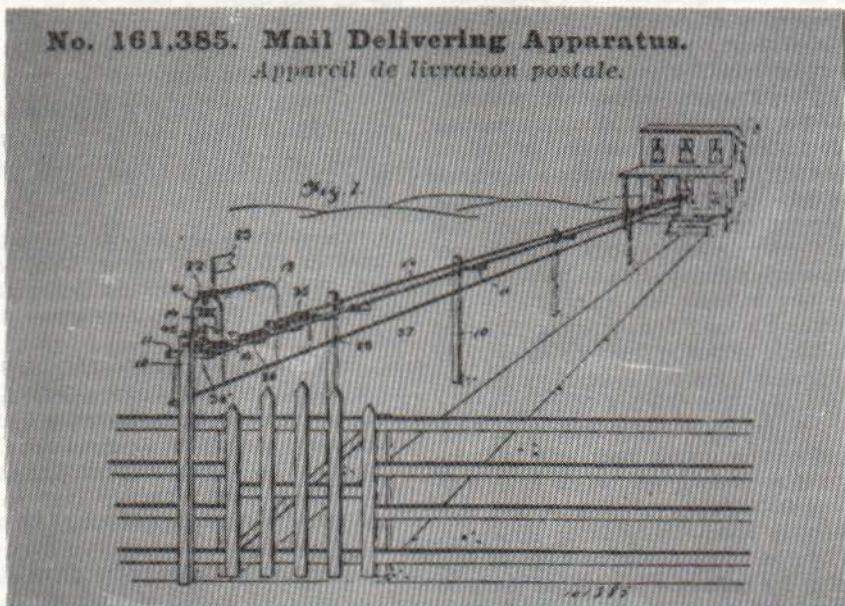


Fig. 10 The Oakwood mail carrier (travelling mail box) system (National Archives of Canada)

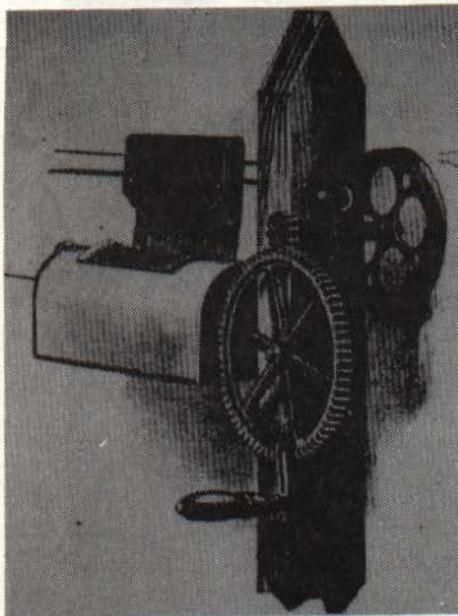


Fig. 11 Residence terminal of the Oakwood mail carrier (National Archives of Canada)

his attempt to land what probably would have been a very lucrative contract. (34)

It is interesting to note the patent language used when referring to the mail box. Initially it was simply a 'mail box', then a 'depository apparatus', then a 'mail receptacle'. The signal became a 'flag', then an 'automatic mail box flag', and then an 'automatic mail box door activating means and signal'.

One of the more ingenious systems brought to the attention of the Post Office Department was the patented Oakwood Mail Carrier - the travelling mail box. (35) This was an apparatus designed for use by the homeowner whose house was situated at a distance from the road. The system consisted of a track wire extending from the roadway to the residence supported by brackets at intervening poles. The mail box was suspended from a carriage, which ran freely on a track wire, and was drawn back and forth by means of an endless wire, on the same principle as a clothesline. The draw wire was handled by special ball-bearing pulleys at each bracket, and operated by a simple gear wheel at the residence end. When operated at a moderate speed, the box would travel a half-mile in about four minutes. A similar ap-

paratus, improved in that it was powered by electricity, appeared in 1914.

The introduction of the Parcel Post system on 10 February 1914 made a change in the size of the rural mail box necessary. The King Edward box was just too small. In April 1914 the Postmaster General issued a circular (36) giving notice that the King Edward boxes were to be exchanged for a larger combined letter and parcel post box worth \$4.50 and manufactured by the International Mail Equipment Company, which now had an office in Toronto. The return of the self-locking device from the King Edward box and \$1.50 was all that was required, since \$3.00 had already been paid for the earlier box. In January 1915, the Postmaster General issued a further circular stating that 15 May 1915 was the absolute deadline for the exchange.

One suggested alternative to the approved larger combined letter and parcel post box was the still larger Parcel Post and Mail Box, patented by James A. Waugh, of Louisiana, Missouri. (37) In this invention the letter box was fastened to the horizontal lid of the parcel post box. When tipped forward on a pivot, the parcel post box lid would open. A hasp and padlock were available to simultaneously lock both the parcel post lid and the letter box lid.

References:

28. PAC, Record Group 2, Records of the Privy Council Office, Series 1, Orders-in-Council, Vol. 1003, P.C. 2388, 25 November 1910; and Vol. 1041, P.C. 1699, 15 June 1912.
29. 'Mail receiving and delivering apparatus,' Patent No. 1,037,498, Patented 3 September 1912. *Official Gazette of the United States Patent Office*, Vol. 182, September 1912, p.109.
30. *Canadian Courier*, Vol. 4, No. 18, 3 October 1908, p.10; and Canada. Post Office Department. *Rural Mail Delivery in Canada; Regulations Approved by the Post Office Department of Canada, 17th September 1908*. Ottawa, 1908, 17pp.
31. *Ottawa Free Press*, 28 March 1912, p.6.
32. 'Wilcox Signal Mail Box', Patent No. 152623, Patented 16 December 1913. *Canadian Patent Office Record*, Vol. 41, No. 12, 31 December 1913, p.4235.
33. Wilcox, George. *History of Rural Mail in*

Canada. [n.p.], 1919, pp.46-47; 'Rural mail delivery'. Scrapbook prepared by George Wilcox. Public Archives of Canada Library, SPB-64, p.202.

34. Woodstock *Sentinel-Review*, 22 May 1914, p.1

35. PAC, Record Group 3, Records of the Post Office, Series C.2, Central Registry, 1903 - 1976, file 3-1-4, Vol. 1, "Suggested improvements for R.M.D.(Inventions, etc)"; "Mail delivery apparatus," Patent No. 844125, Patented 12 February 1907. *Official Gazette of the United States Patent Office*, February 1907, Vol. 2, pp.2499-2505; Drawings, Pt.5,

p.537; "Mail delivery apparatus," Patent No. 161385, Patented 16 November 1914. *Canadian Patent Office Record*, Vol. 43, No.3, 31 March 1915, p.840.

36. PAC, Record Group 3, Records of the Post Office Department, Series E.7, Rural Mail Delivery, 1905-1922, Vol. 1020, p.46, "Circular to boxholders on rural mail delivery routes, 21 April 1914;" and p.76, "Circular No. 76, 1 February 1915."

37. 'Parcel post and mail box', Patent No. 161382, Patented 16 March 1915. *Canadian Patent Office Record*, Vol.43, No.3, March 1915, p.839.



NEWS

From BNAPS' Library



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A REPORT FROM YOUR LIBRARIAN

Members will recall that Bob Lee generously offered to auction a substantial number of BNAPS Library duplicate materials and charge no commission. Most of the items were sold at Bob's February auction and brought a total of \$1550.00--a handsome sum indeed. Please remember to thank Bob not only for his efforts in lotting this material and selling it at excellent prices but also for the donation of his commission.

The proceeds of the sale will be used,

of course, to procure additional materials and to bind existing materials but in the meantime most has been turned over to our Treasurer, Howard Twichell, to earn interest.

Through the good offices of Dave Clare, Manager of our Book Department, we have received recently free of charge several items which are listed below. Also listed are a couple of additional items donated by Jim Feltom and George Dresser and one purchased item.

BNAPS LIBRARY RECENT ACQUISITIONS

Arnell, J. C., *Transatlantic Stampless Mail to and From British North America*, Transatlantic Study Group, Handbook Number Two, 1989

Kenyon, Stewart S., *Pioneer Mail in Western Canada*, Hennok's Series of Postal History Collections/6, 1987

Kutz, Kenneth J., *Gold Fever*, 1987

Minkus, *Specialized American Stamp Catalog, 1988*, 28th edition

Munden, Carl, *Post Offices of Cape Breton, Volume 3, Victoria County*, 1989

Proud, Edward B., *History of British Army Postal Service, Vol. II, 1903-1927*,

Robinson, Howard, *Carrying British Mail Overseas*, 1964

Spencer, Keith R., *Territorial Alberta, The Westhaver-Thompson Collection*, 1989

Stulberg, Fred G., *Upper and Lower Canada Steam-Boat Mail to the 1860's*, Hennok's Series of Postal History Collections/7, 1989

Thompson, John R., *Eastern Arctic Mail Service*, collection formed by author

THE PRECANCEL SPECIALIST

by Hans Reiche

A 15 Cents Large Queen



Recently I was shown a 15¢ Large Queen with precancelled bars. Identification of this precancel appeared to be somehow difficult because the bars did not completely fit Style I or J. Between the bottom second and third

bar there is a larger space than usually found on them. This larger space seemed to indicate a Style I but the rest were close to Style J. Examining the bars more carefully, Walburn and one other collector plus the writer noticed that the bars were not straight but slightly curved with a peak curvature in the centre of each bar. Walburn writes "it is entirely possible with an instrument made of rubber that this stretch might occur." One other possibility is that the roller was slightly moved during the roll in of this row. This may have caused the wider spacing as well. The finder of this stamp suggested that this may be called a substyle of style J. If anyone else has a similar precancel of style J, please let us know about it.

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by Jim Goben

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

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

The **Golden Horseshoe** Group held its annual dinner on June 2nd, at the Officers' Mess at Fort York Armouries in Toronto. Once again our travelling president, Lew Ludlow, was on the road. Lew spoke on his favorite topic - Canadian RPOs. Another favorite subject of Lew's is BNAPS and he spreads the word every chance he gets.

Earlier, on April 1, Lew attended the **Prairie Beaver** Group meeting at the Wineburg Philatelic Library in Dallas. Along with Lew's talk on RPOs was a presentation by Jim Felton on Squared Circles with examples from Jim's nearly complete collection. A clothesline presentation by members, trading session, seminar on improving BNAPS, and dinner concluded the all-day meeting. Articles in recent *Beavear Chatters*, the Beavers' newsletter, included a continuation of a series on interprovincial rates by Vic Willson, an article on "The Age" of Strathroy by Jim Felton, and an article on Czech units' participation in the Siberian fighting against the Bolsheviks and their removal to Canada by Jim Felton. Many thanks to Lew Ludlow for his support of the Regional Groups.

The **Manitoba-Northwestern Ontario**

Group met May 13th in Winnipeg. Rick Penco spoke on "Lithography of the Modern Canadian Stamp." Earlier, a meeting was held on March 18 and twenty members of the Group attended. The programs at the Regional Groups are great, so plan to attend the next one in your area.

On May 28 the **Mid-America** Group met in Chicago. Steve Whitcombe spoke on "Canadian Postal Stationery." Steve was bitten by the PS bug some time ago and he reports it to be nearly terminal. There are now 17 members in this Group, and it eagerly seeks more. The next meeting of the Group will be at Cornpex '89, November 12, in Bloomington, Illinois. The program will focus on Canadian Postal History. All BNAPSers are invited, as the Group invariably has a great time.

The **Pacific Northwest** Regional Group reports that its next meeting will be Sept. 8-10 at Vernon, B.C., and will include a Bob Lee Auction. The April Newsletter of the Group included a profile of Chris McGregor, Secretary of BNAPS. A reprise of the March 10-11 meeting was given, along with a short article on Magazine Binding by John White.

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*Please note that the signature of both a proposer and a seconder
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REPORT DATE: 15 June 1989

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C Canada general, Yukon revenues & covers, NWT covers
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| R4196 FIEDLER, Brian C. | R4707 CHASE, Marvin C. |

CHANGES/CORRECTIONS

Notice of change MUST BE SENT TO THE SECRETARY

Any other office causes delay

- L0622 BARRON, Richard, 79681 Calle Grant, Indio, CA, USA 92201
R1951 MOFFATT, William G., 2 Schuyler Ct., Knox Woods, Clifton Park, NY, USA 12065
R3554 ROSE, Jonathan W., 30 Golf Rd., Pleasanton, CA, USA 94566-9751
R3890 BRAYLEY, W. Grant, Beehive Park Est., RR3, Fenelon Falls, ON, Canada K0M 1N0
R4045 STEINBOCK, Hans, Calgary Stamp Shop, 613 Centre St. S., Calgary, AB, T2G 2T6
R4103 DAVIS, G.H., 6704-C Lee Highway, Arlington, VA, USA 22205
R4241 DE LA VERGNE, John N., Cooks Mills Road, RR#2, North Bay, ON, Canada P1B 8G3
R4385 MOFFITT, Heather S., 8 Ernest Street, Mittagong, NSW, Australia 2575
R4386 MAJORS, Ronald E., 551 Sentinel Road, Moorestown, NJ, USA 08057
R4420 LENNON, Steven J., 866 Banning Street, Winnipeg, MB, Canada R3E 2H9
R4499 AIKMAN, K. Murray, 131 Spring Meadow Crescent, Winnipeg, MB, Canada R2C 4M3
R4504 GRANT DUFF, Brian N., 1860-505 Burrard Street, Vancouver, BC, Canada V7X 1M6
R4739 PLOMISH, Walter, 205-466 East 8th Ave., New Westminster, BC, Canada V3L 4L2

MAIL RETURNED - UNDELIVERABLE

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

- L3058 PREISLER, Rev. H. Max, 505 2nd St, Apt #407, Nelson, BC, Canada V1L 5P2
R4205 DESJARDINS, Debra, 37 Claudia Ct., Sudbury, ON, Canada P3A 4C1
R4404 STONE, Richard E., 23 Southwind Terrace, Oakville, ON, Canada L6L 6A9
R4502 McFARLANE, Laurence R., P. O. Box 123, Port Borden, PE, Canada C0B 1X0
R4513 PARKER, Douglas, 10401 N. 33rd Avenue, #504, Phoenix, AZ, USA 85051

MEMBERSHIP SUMMARY

Total membership as of last report	1460
New members added in this report	15
Deceased	2
Resigned	5
Dropped for non-payment of dues	104
Mail returned	5
Total membership as of this report	1359
New application(s)	24

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Receipt of advertising copy does not constitute acceptance.

AIR MAIL

BNAPS CANADIAN SEMI-OFFICIAL Air Mail Study Group welcomes and encourages other interested BNAPS members to join us. Newsletter every two months. Write: Bob Marcello, Box 961, Boston, Mass. 02103.

AUCTIONS

AUCTION CATALOGUES WANTED. 10¢ Small Queens having all cancel-types required (dated, precancels, squared circles, corks, etc). Don Bowen, Box 1737 Calgary, Alberta T2P 2L7.

REGULAR PUBLIC AUCTIONS including postal history, large lots, accumulations, better singles, sets. Illustrated catalogues upon request. WILDROSE PHILATELICS, Box 1442 Edmonton, AB Canada T5Y 2N5

BNAPS LAPEL PINS

BNAPS MEMBERSHIP LAPEL PINS are now available. Proceeds to BNAPEX '89. Make cheques (\$5.00US or \$6.00CDN) payable to M. Street and mail to P.O. Box 7230, Ancaster, ON L9G 3N6.

EXCHANGE

LET'S SWAP SLOGANS. Send any quantity, all different, covers, 2x4's. Will return similar lot. Will buy collections. Jeffrey Switt, 3962 Belford, Fort Worth, TX 76103

FOR SALE

MOON, POCON, RPO, SQUARE CIRCLE Cancellations; Canada mixtures on paper, also mint, used Canada, Newfoundland. Tatra Stamps, Reg., 5423 Earncliffe Ave., Montreal, Que. H3X 2P8

FOR SALE

DECIMAL MACHINS ALBUM/GUIDE, identification information, three ring (no binder), expansion unlimited, laid acid-neutral paper, \$US 17.50 postpaid. GB Club, P.O. Box 4586, Portland, OR 97208.

CANADA POSTAL STATIONERY SELECT price list free. Also provide early Canada and Germany picture postcard approval service. H. Kahlmeier, P.O. Box 2394, Kitchener, Ontario N2H 6M3.

QUALITY 3-RING QUADRILLE PAGES "Exhibitor" acid free, cover weight, brite white, subtle gray quad, 8 1/2x11, (7x9 3/4 image) US\$15/100, US\$90/700, postpaid. Samples \$1. Jeffrey Switt, 3962 Belford, Fort Worth, TX 76103

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LITERATURE

OLD ISSUES OF TOPICS FOR SALE - Add valuable information to your library. Will do our best to fill want lists. If on hand, issues from #1 on are available on a first come, first served basis. Write to: Paul Burega, BNAPS Circulation Manager, P.O. Box 15765, Stn. F, Ottawa, ON, Canada K2C 3S7.

AUCTION CATALOGUES WANTED. 10¢ Small Queens having all cancel-types required (dated, precancels, squared circles, corks, etc). Don Bowen, Box 1737 Calgary, Alberta T2P 2L7.

WANTED - YOUR OLD UNUSED TOPICS. Will swap for other issues or try to find a buyer. Donations solicited and gratefully accepted (will pay postage, but write first). Send list of available items to: Paul Burega, BNAPS Circulation Manager, P.O. Box 15765, Stn. F, Ottawa, ON, Canada K2C 3S7.

LITERATURE

"MONEY AND EXCHANGE IN CANADA TO 1900." Illustrated hardcover, reg. \$29.95, now \$19.95. Free reference collectables book list. Kahlmeier, POB 2394, Kitchener, Ontario N2H 6M3.

CELTIC ISSUES OF TOPICS WANTED: 1960 Whole No.'s 177 & 178; 1961 Whole No.'s 187 & 189; 1962 Whole No.'s 203 & 207. Preston A. Pope, P.O. Box 5625, San Mateo, CA 94402.

WANTED

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RAILWAY POSTCARDS and items with identical illustrations (corner cards, forerunners, envelopes, commercial postcards). Erick Middleton, 4707 Beaver Creek, Austin, TX 78759.

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BEAVERTON SQUARED CIRCLES - On stamp, card, cover - in quantity, especially July 1895. David Robinson, 139 Northland Avenue, Toronto, Ontario M6N 2E4.

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MUSKOKA POSTAL HISTORY: 1864-1878. Covers with CDS and/or fancy cork cancels from Alport, Bala, Bracebridge, Gravenhurst, Juddhaven, Muskokaville, Point Kaye, Port Carling, Port Cockburn, Rosseau. Also any covers to the above. Send to: Richard Creighton, 303-120 Rosedale Valley Road, Toronto, ON M4W 1P8.

NEWFOUNDLAND TOWN, RAILWAY AND BOAT cancels on cover, card, stamp or piece. Up to Confederation, March 31, 1949. Send your sales list or request my want list. Brian Noble, 11 Trailsmoke Cr., Etobicoke, ON M9C 1L9

LOOKING FOR S.O.N. CANCELS for all values of the Admirals. Robert Bayes, Box 86456, N. Vancouver, B.C. V7L 4L1

NEWFOUNDLAND SLOGAN CANCELS on piece, to 1950. For study, Please, dates of Newfoundland Slogans whether for sale or lodged in your collection. Derek Paul, 392 1/2 Markham St., Toronto, Ontario M6G 2K9

CANADIAN CARICATURES & LANDSCAPES, Scotts #s 586-605, Definitive issue. Commercial covers, single usages, precancels, registered, dues, overseas rates, used in period including any unusual items. No first days. John D. Arn, 17708 Saddle Hill Rd. N., Colbert, WA 99005.

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December 16, 1986

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