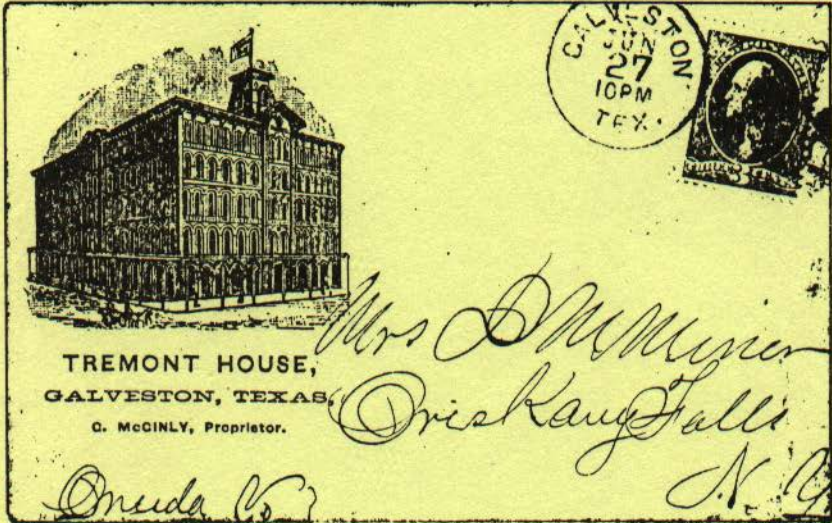


47



BNAPEX '90 GALVESTON

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BNAPS

For officers and member services see 'Information For Members'.
Regional Groups and Study Groups are listed in their respective columns.

BNA TOPICS

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The Editor's Page

by Vic Willson

A SURVEY ABOUT TOPICS

At our recent Prairie Beaver's August meeting one member opined that one third of the membership in BNAPS never even reads *TOPICS*. My first reaction was to protest such a large fraction, but perhaps it is true. I have met collectors who subscribe to various journals through society membership for the purpose of placing the issues on the shelves of their libraries, unopened. These are the same kind of people who buy first editions of books and never cut the pages. Do you read *TOPICS*? What do you read or not read? What do you like - long articles, short features, columns, classifieds, the Secretary's Report? Is *TOPICS* too long, too short, or just right? Please photocopy the questions listed below, answer them, and mail the page to me. I will provide a summary in the Jan./Feb. issue.

BNAPLEX 90 - GALVESTON

This is the last issue before BNAPLEX 90, and your last reminder to get in your reservation for the Tremont House in Galveston. On site registration will be in the lobby of the hotel or nearby, and signs will direct you to it. Elsewhere in this issue you will find a schedule of events. If you haven't made up your mind I hope the interesting activities will persuade you to come. Meeting BNAPSers at the Annual Meeting is a lot of fun. There will be a 24 hour social suite where you are liable to run into interesting people at any time. Don't miss this one, or the next, or the next...

As usual Murphy's Law prevails, and we get a series of oil spills in Galveston Bay and the Gulf near Galveston. The beaches on the open side are fine, and there are no beaches in the Bay, so oil should not cause our convention any problems.

TOPICS Questionnaire: Mail in a nice #8 envelope with current definitive or commemorative to Vic Willson, P.O. Box 10420, College Station, TX 77842 USA (I'll send batches of the covers to a random sample of respon-

dents).

1. Rate each form of article with a check or X:

	Too few	About Right	Too many
Long Articles	___	___	___
Short articles	___	___	___
Fillers (1/4 page or less)	___	___	___
Regular columns/series	___	___	___
19th century material	___	___	___
20th century material	___	___	___
Stamps	___	___	___
Covers	___	___	___
Postal History	___	___	___
Cancellations	___	___	___
Proofs/Essays	___	___	___
Revenues	___	___	___
Other: _____	___	___	___
Other: _____	___	___	___
Other: _____	___	___	___

2. Rate each regular column with a check or X:

	Needs Improvement	O.K.	Excellent
The Editor's Page	___	___	___
The President's Corner	___	___	___
Regional Gr. Ramblings	___	___	___
Study Gr. Centerline	___	___	___
Letters to the Editor	___	___	___
Notes	___	___	___
BNA A Century Ago	___	___	___
RPO Cowcatcher	___	___	___
Stories Behind	___	___	___
My Covers	___	___	___
Literature Review	___	___	___
Study Group Newsletter	___	___	___
Excerpts	___	___	___
Telegraph Covers	___	___	___
For A Penny or Two	___	___	___
BC Hotel Covers	___	___	___
BC Exhibition Covers	___	___	___
Rambling Through the Archives	___	___	___
Other: _____	___	___	___
Other: _____	___	___	___
Other: _____	___	___	___

3. Should the Information For Members be printed

- ___ a. every issue ___ b. every other issue
___ c. twice a year ___ d. once a year

(continued from page 2)

diskette for IBM (or IBM compatibles) with ASCII format; 3 1/2 inch hard diskette for IBM of any current system in ASCII format; or Macintosh 3 1/2 inch diskette using a major word processing system currently available. All electronic text should be typed flush left margin with right margin left free (no right margin justify). Do not indent paragraphs, an extra line between paragraphs is optional. Do not use special print characters for italics, bold, or underscore (indicate on hard copy in pen or pencil), and do not use automatic footnoting. Diskettes will be returned promptly.

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THE PRESIDENT'S CORNER

by Lewis M. Ludlow, OTB



A Guest Column by Bill Robinson, O.T.B., First Vice-President

Unfortunately, this column is being written again by your first Vice-President. While President Lew is now at home being cared for by his devoted wife, Mac, he is still not at all well and progress is slow. We hope that progress will continue and that Lew will be able to assume his Presidential duties again.

This column is being composed during the middle of July while we are enjoying lovely weather on the Pacific coast. It's difficult to work much on an indoor hobby under such conditions, or to concentrate on writing a column which will appear in *TOPICS* just in time for BNAPEX '90 at Galveston. I have made air reservations for the trip there, and last week received a confirmation of our hotel reservation. Have you taken these essential steps yet? We know that the Prairie Beaver Regional Group who are running the show have many very competent and experienced members, and that we can look forward to an excellent convention. Let's make the show Committee's job a bit easier by making our reservations as early as possible so they will know how many will attend.

It seems that the old adage about hiring a busy man to get a job done is very true for this convention. The General Chairman, Victor Willson, is well-known as the Editor of *TOPICS* and also of the Prairie Beaver Regional Group

Newsletter - **Beaver Chatter**. In addition, he holds down a demanding full-time job! How does he do it?

We will all be looking forward to the usual fine exhibition of first-class British North America philatelic material, the appearance of some new specialized publications, and to the usual parade of high-powered Study Group seminars. In addition, we must not forget that the Directors and Officials of the Society will be meeting to decide our future direction, and that the members will be attending the Annual General Meeting - at which the Officers will render an account of their stewardship for the past year.

We also expect a report from the Long Range Planning Committee under the chairmanship of Dr. Earle Covert; and a draft of an Officers' Guidebook from Immediate Past President Ed Harris. There is much work going on throughout the Society and we hope some of the results will come to light at Galveston.

My sincere thanks are expressed to the Officers, Directors and Officials of the Society - volunteers all - for the way in which they have pulled together and assisted during the serious illness of President Lew. I hope to see them all at Galveston - along with as many of you as possible - so that we can thank them personally.

ALL ABOARD FOR THE GULF COAST!

FRONT COVER - Tremont House advertising cover from 1880's, Galveston to New York, courtesy *Prairie Beaver* Gordon Bleuler. Gordon will show a part of his extensive Texas collection devoted to Galveston postal history at BNAPEX '90.

More Sketches of BNAPSers

by Dr. R.V.C. Carr

SKETCH No. 235

Jeffrey Switt

I quote - *Joined BNAPS in 1970 while in the Army in Germany. Someone named Carr was President of the Society, but I joined anyway. We have comedians all over! He claims that he spent all of his last Army paycheck on a refrigerator and all of the books that BNAPS had to offer at that time.*

Jeff did not say where he was born but that he had been a Texan for over 20 years. He graduated from the University of Texas with both a BBA and BFA. He was a partner in an advertising agency but lately started his own company. He and his wife of 20 years, Susan, have two sons and live in Fort Worth.

Jeff is chairman of our Slogan Cancel Study Group. His interest has always been postmarks including *Mail Order* cancels of the Victoria era along with Queen Victoria memorabilia. In addition there are many small items that form *Back-of-the-book* collections.

He has been very active in the Prairie Bea-



vers and is a charter member. He has made 9 of the last 10 BNAPS conventions and is publicity - printing committee chair for BNAPEX 90 in Galveston.

Literature Reviews

BNA Philately in Print

by Vic Willson

Most books reviewed are available from the BNAPS Book Department or from *TOPICS'* advertisers who carry large selections of literature, such as Jim A. Hennok Ltd., Saskatoon Stamp Centre and George S. Wegg Ltd.

A HANDBOOK OF THE AIRMAIL SLOGANS OF CANADA: D. G. Rosenblatt; available from Jeff Switt, Chairman of the Slogan Study Group, BNAPS, 3962 Belford Ave., Ft. Worth TX 76103; 1990. Soft cover, 40pp, \$10 post-paid.

The Slogan Study Group has published on its own its first monograph. This useful work lists all known airmail slogan cancels types (24), dies (111), dates of use or earliest and latest known usages, and relevant information. I did not count, but it appears that all dies are illus-

trated, and the copying is good. Only a couple of covers are illustrated, in the interest of saving space. The organization is chronological. My only quibble with the whole work is that a reference list of previous articles would have been, while not crucial, helpful.

This reference work is helpful, straightforward, and usable. All proceeds will support the study group. The group, and especially Dan Rosenblatt and Jeff Switt, are to be congratulated for their energy in increasing the available BNA reference list.

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BNAPEX 90

October 18-20

Tremont House, Galveston, Texas

Galveston, Texas, shares the history of three countries, Mexico, the Republic of Texas, and the United States of America. Built from an island frequented by pirates such as Jean Lafitte, Galveston became the gateway to Texas. After the Civil War it reached its economic, architectural, and social pinnacles as the major port for Texas cotton, wheat, and sugar. Galveston's long decline at the hands of Houston began after the turn of the century. The terrible hurricane and flood of 1900 simply punctuated that decline.

Fortunately, the same decline in economy preserved the Victorian architecture of Galveston's heyday, and much of its grandeur is available for view today. The commercial center, known as the Strand, is intact, and due to longstanding interest by wealthy families such as the Moodys and Mitchells, has been restored. The Tremont House, at which our annual meeting will be held, is an example of restoration and new use of one of the Strand's buildings. Antique stores, boutiques, and restaurants have replaced most of the older commercial purposes of the buildings.

HARBOR TOUR. A great way to appreciate both the past and present of one of America's busiest harbors will be the dinner/dancing tour of Galveston Harbor aboard the paddleship **COLONEL**. This sternwheeler has three deck levels, one open to the air, the others completely enclosed, all of which afford excellent views of port activities during the evening. You will see the tall ship *ELISSA*, monstrous grain ships loading in a cloud of grain dust, the Todd Shipyard drydocks, some of the largest in the world, the U.S. World War Two ships in Seawolf Park, the mosquito fleet of shrimp boats, and many other sights. Dancing? There is a jazz or Dixieland band for after-dinner entertainment.

VILLA TOURS. A few blocks from the Strand lie neighborhoods of Victorian houses, villas, and mansions. A number of the larger mansions are available for touring, and BNAPEX registrants will have the opportunity to sign up for tours of the Bishop's Palace and Ashton

Villa, as well as observe some of the best examples of post-bellum architecture in the South.

From the late 1800's until World War Two trolleys conveyed people from the train station on the Strand to the beach hotels about a mile to northward across the island. Once again the trolleys roll and for a dollar you can ride to the beach, either to sit in the sand or just see the Galvez Hotel and various seaside attractions. The trolley runs right by the Tremont House.

NASA TOUR. Venturing further afield, the National Aeronautics and Space Administration's (NASA) headquarters and command station are 30 miles inland at Clear Lake City. Busses will be chartered to shuttle BNAPS registrants to the museum during the day. They will have several departure and return times so as to be able to decide how much time to spend in the various areas open to the public. Walk the length of a Saturn Va, well over a hundred yards, or see mission control. View the mockup of the Shuttle or the proposed Space Station. Spend time in the Museum. You will certainly enjoy time at NASA.

TRAVEL ARRANGEMENTS

AIR TRAVEL - Delta Airlines is the Convention's official airline. Call 1-800-221-1212 with file reference number H10179 and ask for a Special Booking Agent for discounts on flights to Houston Intercontinental or Houston Hobby Airports. Hobby Airport is closer to Galveston by about 45 minutes in normal traffic.

LIMOUSINE SERVICE - Galveston Limousine Service runs between both airports and the Tremont House on a regular schedule. You may reserve a space by calling 713-223-2256. From Intercontinental the shuttle runs from 8 AM to 10 PM every two hours with an extra run at 11 PM, cost \$18 one way. From Hobby Airport the shuttle runs every hour from 8 AM to midnight for \$15 one way.
BE SURE TO ATTEND BNAPEX 90 AT GALVESTON, TEXAS

BNAPEX 90 SCHEDULE

Wednesday, October 17

9 AM - 5 PM	Board of Directors Meeting (closed)
4 PM - 7 PM	Frames setup
4 PM - 10:30 PM	Dealers setup
6 PM - 8 PM	BNAPEX 90 Registration open
7 PM - 10:30 PM	Exhibits setup
10:30 PM - onward	Hospitality Suite, Tremont House

Thursday, October 18

8 AM	Judging begins
8:30 AM - 4 PM	BNAPEX 90 Registration open
9 AM - 5 PM	Study group meetings
9:15 AM	Official welcome, opening ceremonies
9:30 AM - 5:30 PM	Exhibition hall and dealer's bourse open
6 PM	Past Presidents' Reception
All day and evening:	Hospitality Suite, Tremont House

Friday, October 19

8 AM	Order of the Beaver Breakfast
Morning	Villa Tour
Morning	Tour bus to NASA
9 AM - 5 PM	Study Group meetings
9:30 AM - 5:30 PM	Exhibition hall and dealer's bourse open
9:30 AM - 4:30 PM	Registration for BNAPS members and public
Noon	Tour bus to NASA
Afternoon	Villa Tour
Afternoon	Tour bus returns from NASA
6:45 PM	Assemble and walk one block to COLONEL
7 PM - 10:30 PM	COLONEL dinner/dancing harbor tour

All day and evening: Hospitality Suite, Tremont House.
Join the group after your tour for nonstop conversation and libations

Saturday, October 20

9 AM - 10:30 AM	BNAPS Annual General Meeting
9:30 AM - 4 PM	Exhibition hall and dealer's bourse open
9:30 AM - 3 PM	registration for BNAPS members and general public
10:30 AM - 3 PM	Study Group meetings
Morning	Villa Tour
4 PM	Exhibition hall and dealer's bourse closes

4 PM - 5 PM	Exhibit dismantling
5 PM - 5:30	Frames dismantling
6 PM - 7 PM	Reception
7 PM - 10 PM	Awards Banquet
10 PM onward	Hospitality Suite, Tremont House

Sunday, October 21

Morning: Bird Watching- Dr. Mike Austin of the Houston Audobon Society will lead a 2-4 hour tour. All interested see Mike Street during the Convention for details and meeting place

NOTES

1. BNAPEX 90 Registration includes entry to the exhibition hall, study group meetings, and the dealer's bourse, two drink tickets that may be used at either reception, dinner and harbor tour aboard the COLONEL on Friday evening, and the Awards Banquet dinner with wine on Saturday. Registration price is \$85 US. Advance registration is not required.

2. BNAPS members who do not register for the Convention but who wish to attend Study Group Meetings, receptions, or visit the exhibition hall or dealer's bourse will be charged a \$10 per day fee. General admission for the public will allow only attendance at the exhibition hall and dealer's bourse at \$2 per day for Friday and Saturday only.

3. Convention Hotel: The Tremont House
2300 Ships Mechanic Row
Galveston TX 77550-1520
1-800-874-2300

Mention BNAPS in making reservations direct with the hotel.

Those who drive into Galveston via Interstate 45 should exit at the Port Industrial Boulevard and follow it to 23rd Street, turning right and travelling two blocks to Ships Mechanic Row. Parking is available through the Hotel at a guarded lot across the street.

Limousine Service is available from both Houston Intercontinental Airport and Hobby Airport by the Houston - Galveston Limousine Service with service every 2 hours and 1 hour respectively. Telephone: 713-223-2256

4. Convention Chairman: Vic Willson
P. O. Box 10420
College Station TX 77845
409-696-0193

Vic will be at the Tremont House on Oct. 16 for last-minute needs.

Where was Sawbill, Ontario?

By Nicholas G. Escott



Fig. 1 A cover advertising the northwestern Ontario gold rush in the mid-1890's. It is postmarked RAT PORTAGE ONT MY 18 97. Rat Portage became Kenora in 1905.

Robert C. Smith in his recent book *Ontario Post Offices* (Unitrade Press 1988) gives comprehensive listings of all Ontario Post Offices, both alphabetically and by county or district. Sawbill is listed in Kenora District, with the comment in *ALG [Algoma] or KNR [Kenora]*? In this article I pinpoint the exact location of Sawbill, which was in neither Kenora nor Algoma District, but was in fact in the District of Rainy River.

Gold fever hit northwestern Ontario in the 1890's (fig. 1). Prospectors scoured the wilderness staking claims, and many small mines sprang up between Lake Superior and the Manitoba border. One of these was the Sawbill Mine.

Every summer the Ontario government sent an inspector to tour all mining areas and submit a report. These summaries were published in the annual *Report of the Bureau of Mines*. Most of the information in this article comes from these Reports.

The first mention of Sawbill is in the fifth Report (1895). The inspector, Dr. A.P. Coleman, states *After our arrival at Port Arthur, one of the Messrs. Wiley gave me several very rich*

specimens of quartz from a vein on Sawbill Lake.... As its discovery had not been reported when we passed through, we had no opportunity to visit the locality.

In the sixth Report (1896), Dr. Coleman writes of his visit to Sawbill Lake, and describes in detail the 2 new mines there, the Sawbill Mine (mining locations 313X and 314X) and the Hammond Reef Gold Mine, which commenced operations in August 1895.

By 1898 there was a total work force of 50 men at the Sawbill mine, and at the Hammond Reef Mine, 77 men in the summer, 30 in the winter.

The Sawbill Post Office opened March 1 1898. The postmaster was Mr. W. F. Fortune of Port Arthur, and the post office was in Mr. Fortune's general store at Sawbill Mine. Communication with the rest of the world was by way of Bonheur, a stop on the CPR main line in Kenora District (fig.6). Mail was brought on a stage down a 33 mile tote road from Bonheur, daily in the summer, and every two days in the winter. At the end of the road, a canoe had to be boarded for the last 2 miles down the lake to the mines. The road was very rough, and the

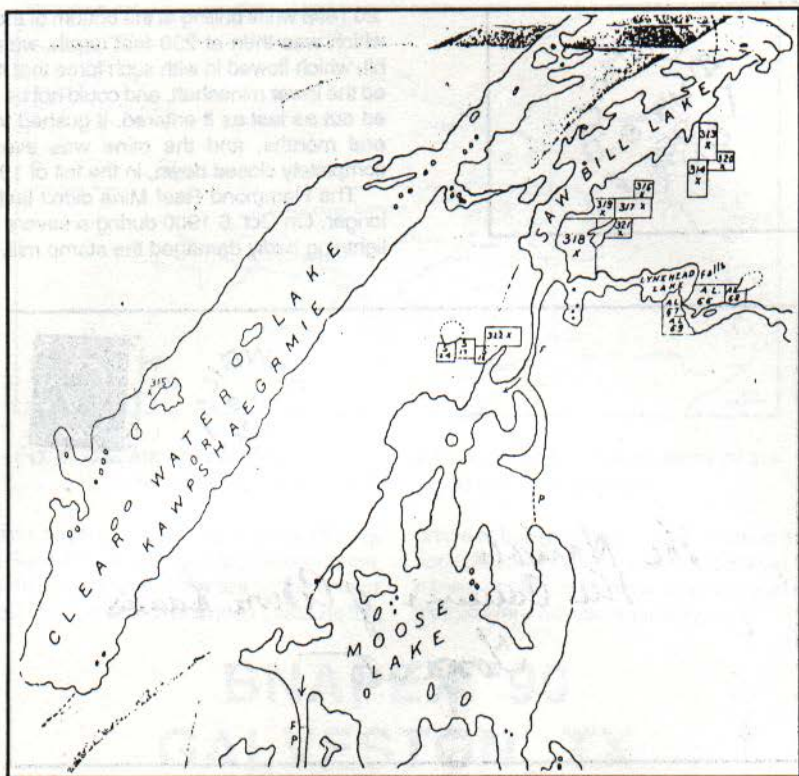


Fig. 2 Map gives locations of Sawbill & Hammond Reef Gold Mines. All lakes shown disappeared with creation of Marmion Lake (see fig. 6). This map included with 1898 Report of Bureau of Mines.

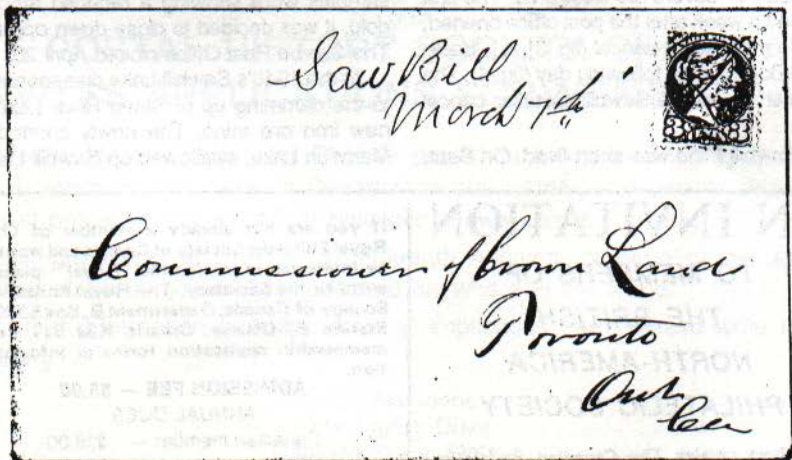


Fig. 3 A cover with a Sawbill manuscript cancel, dated one week after the Post Office opened (March 7 1898).



20 1898 while drilling at the bottom of the shaft, which was then at 230 feet depth, water was hit, which flowed in with such force that it flooded the lower mineshaft, and could not be pumped out as fast as it entered. It gushed for several months, and the mine was eventually completely closed down, in the fall of 1899.

The Hammond Reef Mine didn't last much longer. On Oct. 6 1900 during a severe storm, lightning badly damaged the stamp mill. As a

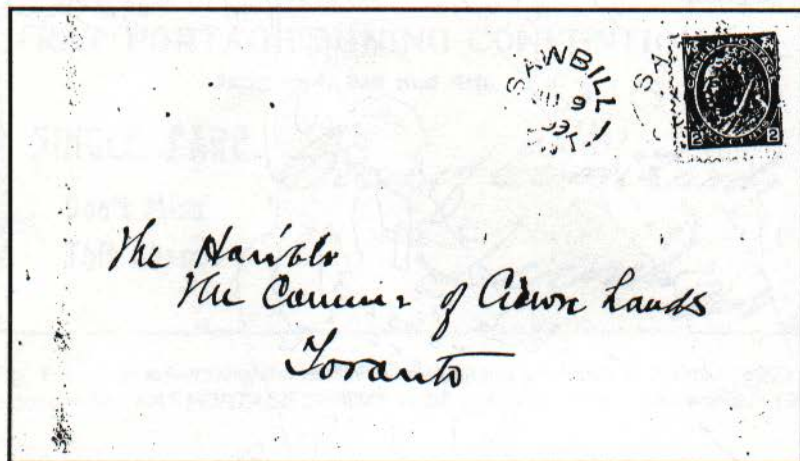


Fig. 5 A cover showing the Sawbill split ring cancel, dated SAWBILL ONT JU 9 99.

trip was a hard day's work.

Two Sawbill covers are illustrated. The first was mailed a week after the post office opened, and has a manuscript cancel (fig. 3). It is back-stamped Bonheur the following day (fig. 4). The other cover shows the Sawbill split ring cancel (fig. 5).

The Sawbill Mine was short-lived. On Sept.

result of the accident, and also because ore samples were showing a reduced amount of gold, it was decided to close down operations. The Sawbill Post Office closed April 20, 1901.

In the 1940's Sawbill Lake disappeared due to the damming up of Steep Rock Lake for a new iron ore mine. The newly created lake, Marmion Lake, swallowed up Sawbill Lake

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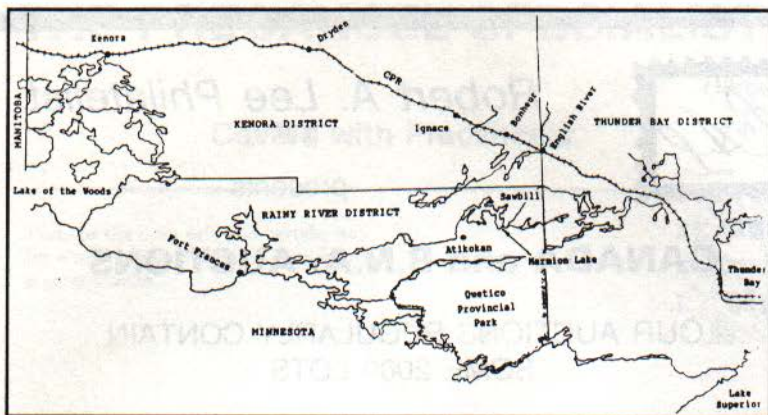


Fig. 6 This map of present-day northwestern Ont. shows the locations of the two discontinued Post Offices, Sawbill and Bonheur.

along with several others, as it grew (fig. 6). The old Sawbill mine sites are still recognizable, accessible only by boat. They are on the shores of Sawbill Bay, an arm of Marmion Lake. As this

article is being written, modern mining exploration companies are re-examining the old Sawbill mines, hoping to discover valuable gold deposits that were missed a century ago.

BNAPEX '90 GALVESTON, TX



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CINDERELLA MATERIAL
DEAD LETTER OFFICE
DISASTER COVERS
DUPLEX CANCELLATIONS
EDWARD VII ISSUE
EXHIBITION & FAIR COVERS
FANCY, NUMERAL & SPECIALTY CANCELLATIONS
1859 FIRST CENTS ISSUE
FIRST DAY COVERS
FLAG CANCELLATIONS
FOREIGN COVERS
FORGERIES
INTERNATIONAL MACHINE CANCELLATIONS
JUBILEE ISSUE
LARGE QUEEN ISSUE
LEGISLATIVE MARKINGS
LITERATURE
MANITOBA POSTAL HISTORY
MAP (1898) ISSUE
MAPLE LEAF ISSUE
MILITARY POSTAL HISTORY
MOON, MOTO & POCON CANCELLATIONS
NASCOPIE POSTAL HISTORY
NEW BRUNSWICK POSTAL HISTORY
NEW BRUNSWICK STAMPS
NEWFOUNDLAND POSTAL HISTORY
NEWFOUNDLAND STAMPS
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NUMERAL ISSUE
OFFICIAL STAMPS
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O.H.M.S. PERFINs
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PATRIOTIC COVERS & POSTCARDS
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Covers with stamps are always of interest, because they often tell a story. Covers with precancelled stamps are not plentiful, probably because the stamps were removed by collectors. It may not always be possible to identify with certainty if the precancelled stamp really belongs to a cover, as no other cancel ties the stamp to the cover. Covers with the early precancels, such as the Small Queens, the Map or Jubilee stamps are not common at all. The

George H. Lees Company, jewelry manufacturers in Hamilton, published a little advertising brochure for many years. This brochure was called *Lees Bulldog*. Once a month another issue was released. All the brochures seen have a precancelled stamp from Hamilton. The one shown has a non-constant flaw with a so-called nailhead dot on the left side. Such covers make a very nice addition to any precancel collection.



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Those Miniature Rubber Handstamps - IV

by Jim Miller



Fig. 1 An example of proper usage of the mail bag tag cancels.
TORONTO, ONT./1963/7 VIII/Air Mail Sec.

Back in 1957, the Canada Post Office began to introduce small size square or nearly square rubber date stamp devices, intended for internal use, namely to date mail bag tags (Figure 1). As such they should not be found cancelling stamps nor used as backstamps on covers. Through improper usage however, some began to appear on mail, thus arousing a collecting interest. Three different articles have appeared in *TOPICS* along with one letter to the Editor.

Joe Purcell first wrote about them in the Jan./Feb. 1977 issue, Page 41. He titled his article *Miniature Rubber Handstamps*. In the Sept./Oct. 1986 issue, page 49, Bruce Murduck wrote about their proper usage with an article titled *Those Miniature Rubber Handstamps are Mail Bag Tag Label Daters*. Bruce describes well their proper usage on mail bag tags as well as adding some towns to Joe's original listing. Lawrence Walker followed up with a letter to the editor, Jan./Feb. 1987, page 7, with his listing of towns. Finally, Bill Robinson added more information and again expanded the town list with his article *Those Rubber Handstamps - III* which appeared in *TOPICS* Mar/Apr. 1988, page 45.

Having purchased Joe Purcell's collection several years ago to add to mine, I embarked upon contacting the other authors to co-ordinate a listing of all known mail usage. The goal was achieved by successful correspondence with all

the writers. I have put together a computer listing which identifies over 125 different hammer known with mail usage, the dimensions, and dates of use.

The question of their unauthorized usage on mail requires an analysis of the known strikes on covers and stamps. Several definite patterns emerge, some of which were identified by Bruce Murduck:



Fig. 2 The London machine cancel applied at 10 PM/NOV 9/1963 missed the stamp, so was put aside and cancelled with a mail bag tag cancel the next day. LONDON/10/XVIII/1963/ONT.

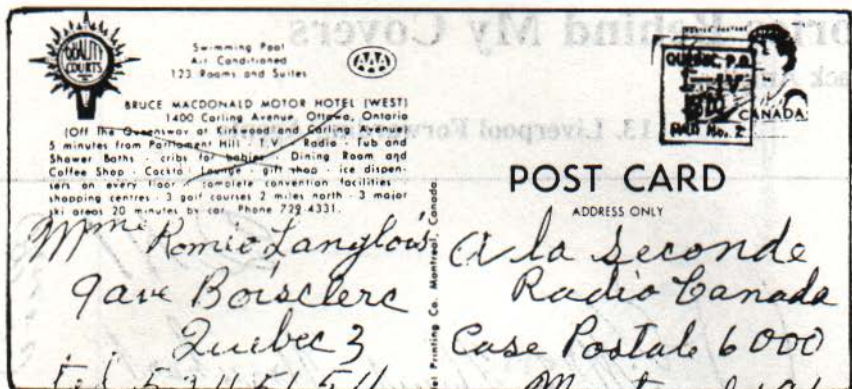


Fig. 3 A special usage mail bag tag cancel used on ordinary mail.
 QUEBEC/1 IV/1970/FWD No. 2

1. Stamps on covers which were missed by the machine cancellation have been later cancelled by the closest available device. A number of the known covers exhibit the machine cancel on the cover back, or at the bottom, or somehow completely missed the stamp (figure 2).
2. Odd-size or bulky covers which might have trouble going through the machine cancelling device have been handstamped in the mail sorting room without going through the machine. This is evidenced by the large number of odd value or higher value stamps found with these cancels. Examples include heavy cardboard or film processing packages where ordinary cancelling devices were too large or clumsy. Another possible reason for these cancels on higher value stamps could be that a wicket clerk accepted a parcel, franked it, and put it into a bin for cancelling later when he/she was not too busy. Forgotten, it was later found by a clerk in the sorting room. This still is quite a common practice as I often receive parcels that are uncanceled!
3. Many of the small square cancels have been produced for some special function, such as Registration, Airmail, or Forward-

ing (Figure 3). Some of the larger cities have multiple hammers with clerk numbers. These special usages make up about 1/4 of the cancels in my collection, mostly as back stamps on Registered or interrupted mail.

4. Though not overly common, a number have been reported on facing slips, and in a few cases on money order or postal services receipts.
5. A few are *philatelic* usages, though this is far from being common.

Murdock conjectures that their era of usage may have passed. It would be interesting to find out what post offices may still use such a hammer. Very few have been reported for the latter 1980's.

Since most of *These Miniature Rubber Handstamps* are quite scarce, this offers us a real challenge in modern postal history, to obtain something that is scarce to rare yet we do not have to mortgage everything to obtain them. Anyone who would like a copy of the computer listing can obtain it by sending a 80c. stamp to Jim Miller, Box 3005 MPP, Kamloops, B.C. V2C 6B7. New reports are welcome and will be added to future listings. Correspondence is also welcome.

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Stories Behind My Covers

by Jack Arnell

13. Liverpool Forwarding Agents

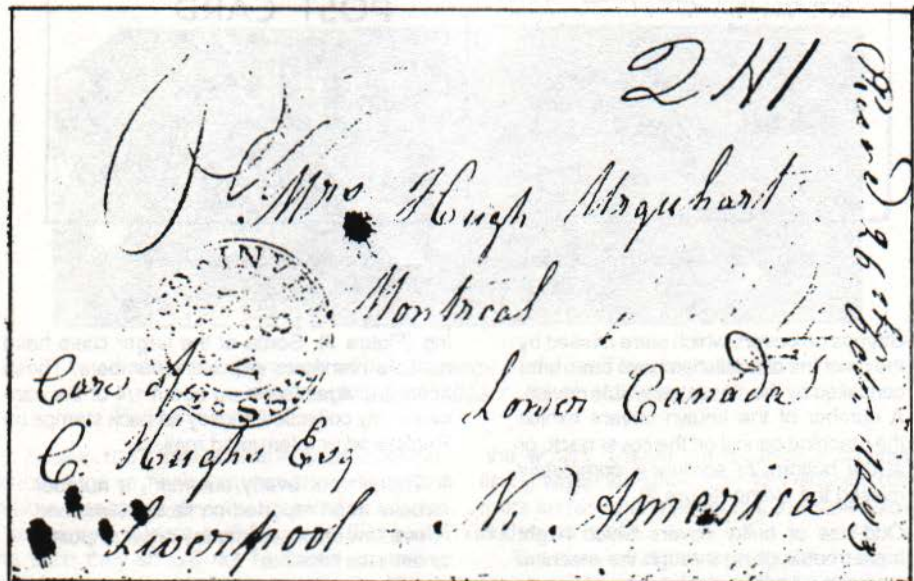


Figure 1

With the introduction of regular American sailing packet services between New York and Liverpool following the War of 1812, Liverpool became the main port for the transmission of transatlantic mail. As a result, letters from all parts of Great Britain began to be sent to forwarding agents at the port to ensure that they would be put aboard the first packet or, on occasion, trading vessel to sail. A number of letters are discussed below to show the diversity of such forwarded letters.

The first letter was from A. Grant, Inverness, dated 26 October 1823, was mailed on 8 November with 1/2 Stg. postage prepaid to C. Hughes, Liverpool. It was struck with PAID as it passed through Edinburgh two days later. It appears that the letter was sent to Halifax on a private trader, as the 2/1 Cy. postage due at Montreal is correct for a Halifax ship letter, even though there are no supporting markings.

The second letter was from Ann McIntosh, Redcastle, near Inverness, dated 31 July 1824. It was mailed at Beauuly as an unpaid double letter with 2/8 Stg. postage due to Liverpool.

This was also addressed to C. Hughes, who would have paid this postage. Having deleted his name, Hughes sent the letter by an American packet to New York, where it was struck with a SHIP and date stamped on 21 September, and rated 20 1/2 cents U.S. postage due (2 cents master's gratuity + 18 1/2 cents inland postage). At Montreal, this was converted to 1/1 Cy. and 6d Cy. added, consisting of 1 1/2d border transfer fee and 4 1/2d inland postage, for a total postage due of 1/7 Cy.

The third letter was written by R. Burton, London on 30 October 1828. It was taken privately to Liverpool and delivered to Thomas W. Evans, who backstamped it with his framed: *Forwarded by Y.O.S. Thos. W. Evans Liverpool* and noted: *p. packet 1 Nov.r*, which would have been a Black Ball packet. The New York markings are as above, except the postage due was increased to 20 3/4 cents, while Quebec added 1/- Cy., consisting of 1d border transfer fee and 11d inland postage, for a total postage due of 2/1 Cy.

The fourth letter was from Mary Ann Small-

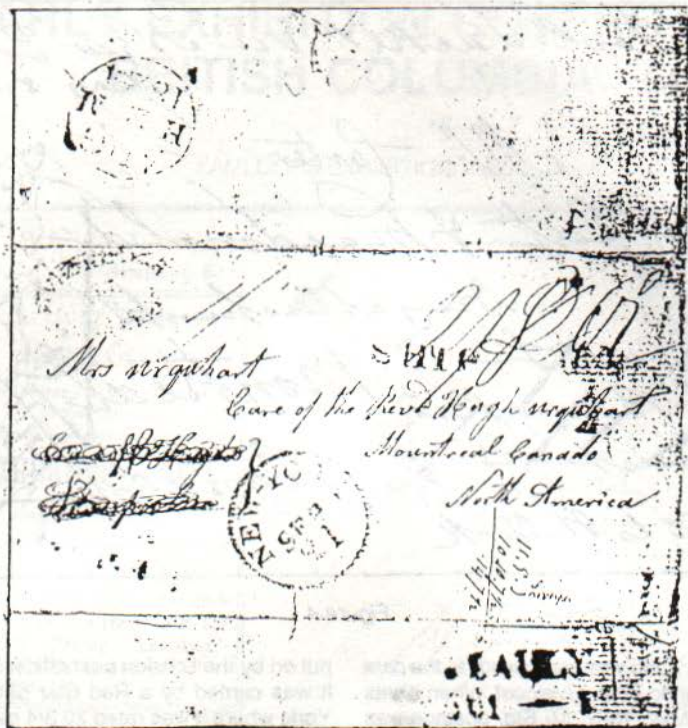


Figure 2



Figure 3

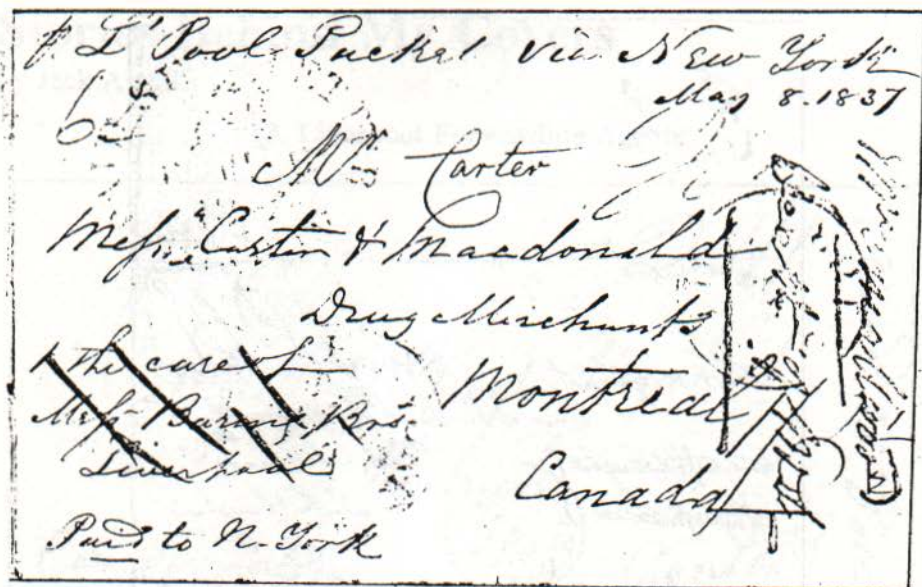


Figure 4

wood, London, and was addressed: *to the care of Messrs Baring Bros. Liverpool*. When it was mailed on 5 May, 1837, 1/- Stg. postage was paid as an Outgoing Ship Letter, instead of the 11d Stg. inland postage to Liverpool. Because of this, it may not have been handled by Baring Bros. and the notations: *p. L'Pool Packet via New York May 8 1837* and *Paid to New York*

put on by the London post office. In any case, it was carried by a Red Star packet to New York, where it was rated 20 3/4 cents postage due. As the 1 1/2d Cy. border transfer fee charged at Montreal was discontinued on 6 March 1837, only 4 1/2d inland postage was added to make 1/5 1/2 Cy. total postage due.

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by Kenneth Ellison

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This cover of August 22, 1903 was postmarked with the Calgary and Vancouver Railway Post Office cancellation having been handed in at the Kamloops C.P.R. Depot.

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Canadian Interprovincial Rates 1851-1873. Part 1

by Victor L. Willson

Among the various rates of Provincial and Dominion Canada, those to other provinces during the first few decades after the introduction of adhesives have received very little attention. It will be perhaps surprising to some to find out how scarce examples of many of those rates are, and that some have never been reported. The period considered in this article extends from July 1, 1859, to the entry of Prince Edward Island on July 1, 1873. We have chosen not to do more than report some bare facts about the earlier periods, due in part to the nonexistence of material to study or collect, at least during the adhesive period, 1851 - 1859, and partly since our collecting interests center on the Cents issue.

The provinces are treated separately, with known quantities reported for most rates. The numbers are based on the work of Firby (1984), augmented by our own observations. Far less is known about stampless than stamped covers. Additions to what is reported are eagerly sought and will be shared with correspondents and in print.

PENCE PERIOD

The rates to PEI, Nova Scotia, and New

Brunswick via Quebec and Halifax were the same as domestic rates for letters (3d) and printed matter (1/2d). The letter rate to Red River was the same as the U.S. rate (6d), while to Newfoundland the letter rate was 7 1/2d in 1851 via Quebec and Halifax, 1 shilling via Boston and Halifax. Similarly, letters to PEI, NS and NB via Boston and Halifax were 7 1/2d. The rate to California, Oregon, and on to British Columbia or Vancouver Island was 9d. Additional charges for carriage by coastal steamer were collected on arrival at VI. Printed matter to the West Coast via Quebec and Halifax was 1d per ounce, magazines or books 1/2d per ounce. Prepayment was optional except for printed matter to the U.S. Neither stamped nor stampless covers are anything but rare. Firby (1984) reported no more than 29 interprovincial stamped covers between 1851 and 1859, including perforated pence. All covers he reported were sent to PEI (2), Nova Scotia (6), New Brunswick (20), and Red River (1). The Red River cover is from Red River to Canada franked with a pair of 3d, a well-known cover from DeVolpi's collection. Only one printed matter rate cover, 1/2d, from Canada to PEI, is recorded, and there is



Fig. 1 Quebec to Nova Scotia, 1864, paid with stamps, 5c per 1/2oz.



Fig. 2 Yorkville, UC to Nova Scotia, 1865, paid cash, 5¢ per 1/2oz.

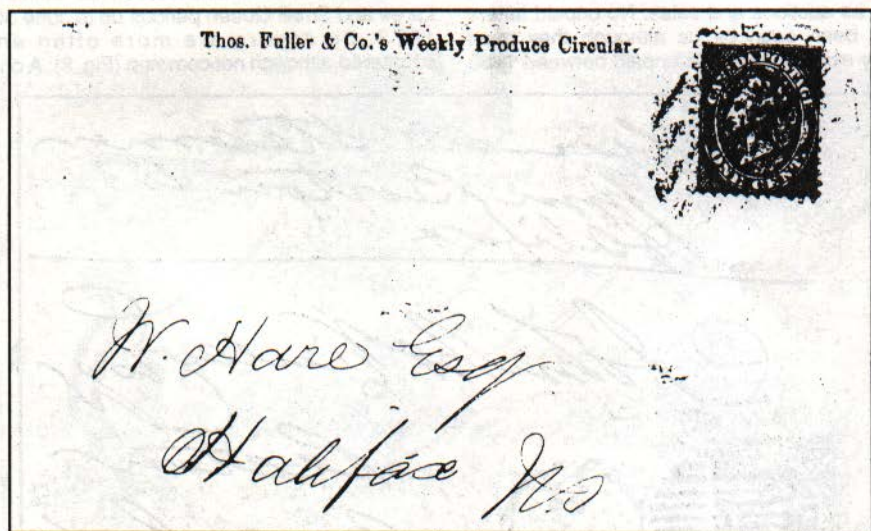


Fig. 3 Printed Matter rate, Montreal to Halifax, 1866, 1¢ per oz.

one 1/2d from NS to NB, an illegal usage. The other covers are rated 3d (21), 6d (1), 12d (2). No stamped covers are known to BC, VI, or Newfoundland. Stampless covers during the period do not seem to be common either, and we have noted only a few over the last six years of search. All of those have been to New Brunswick or Nova Scotia at the 3d rate.

CENTS PERIOD

To NOVA SCOTIA, July 1, 1859 - June 30, 1867. Fig. 1 shows the 5¢ rate to Marsh Point, NS, prepaid with stamp. This rate was simply the cents equivalent of the 3d rate already in effect. Fig. 2 shows the rate prepaid with cash. The number of stamped covers reported is fewer than 20, although it is quite likely more exist, unrecognized. The printed matter rate of 1¢ per ounce is shown in Fig. 3. Fewer than twenty entires have been reported, although a large find of fronts exists, several dozen at least. In Fig. 4 is shown the Boston-Halifax coastal rate to NS, 12 1/2¢, with nine examples reported. Save an odd 17¢ rate and a double rate (2¢) printed matter items, no other covers have been reported. It should be noted that paid cash items appear to be just as scarce as paid stamp covers, although the reporting of stampless material is less careful in sources such as auctions and sales. No unpaid letters have been seen by us although they must surely exist, either at 5¢ unpaid between 1859

and 1861 or 7¢ unpaid between 1861 and 1867.

To NEW BRUNSWICK, July 1, 1859 - June 30, 1867. Just over 20 5¢ stamped covers to New Brunswick have been reported, as well as at least 7 double weight 10¢ covers. Of great interest is the 5¢ unpaid rate, shown in Fig. 5, of which a single correspondence has turned up four. No other 5¢ unpaid covers to PEI, NS, or NB have been recorded, although they ought to exist. Apparently the 5¢ unpaid rate was soon (1861?) changed to 7¢ unpaid, since domestic unpaid letters were 7¢ from 1859 and there was some inequity in being charged more for a cover mailed internally than to a different province. Also known are printed matter entires (about 10) and a lone 12 1/2¢ coastal rate cover, as well as one double coastal 25¢ rate cover. Registration to PEI, NS, and NB, as well as Newfoundland, was 2¢ per letter in this period, and the only recorded registered letter to any of them is shown in Fig. 6.

To PRINCE EDWARD ISLAND, July 1, 1859 - June 30, 1873. As might be expected mail to PEI is very scarce. In the Cents period, 1859 to 1868, six 5¢ covers (Fig. 7) have turned up, while only about 4 printed matter entires and two double rate covers have been found. In the Large and Small Queen periods up to June 30, 1873, 3¢ covers are more often encountered, although not common (Fig. 8). A one



Fig. 4 Coastal rate via Boston from Montreal to Halifax, 1862, paid stamp, 12 1/2¢ per 1/2oz. (Richardson collection)

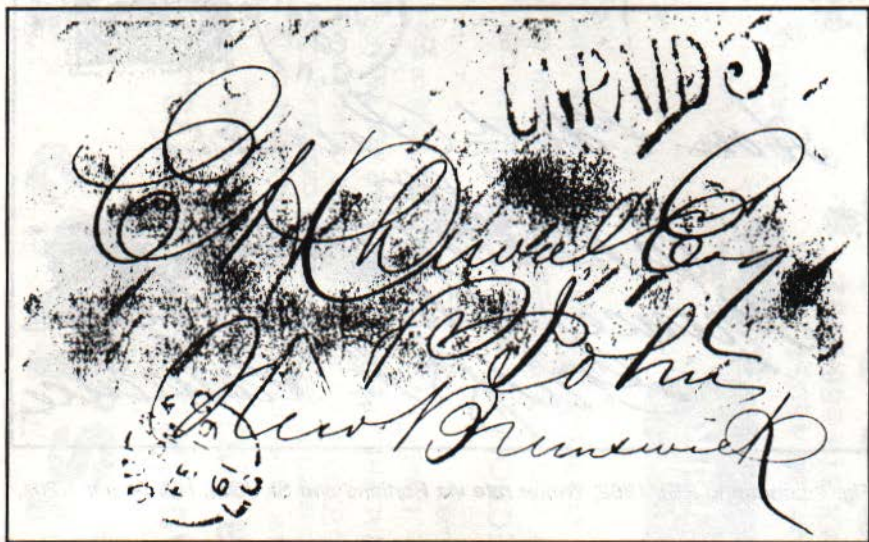


Fig. 5 Unpaid 5¢ per 1/2oz rate, Quebec to New Brunswick, 1859-1861

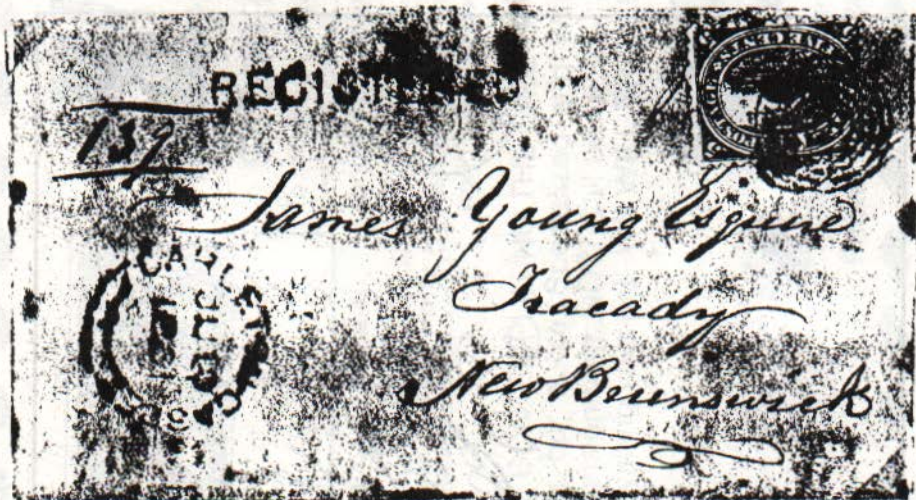


Fig. 6 Registration from Canada to New Brunswick, 1861, 2¢ per letter



Fig. 7 London to PEI, 1862, Winter rate via Portland and St. John, NB, 5¢ per 1/2oz.

cent orange Large Queen prices current was recently auctioned, and Jim Lehr (personal communication) reports the existence of both Large and Small Queen 1¢ circulars to PEI prior to Confederation. These must be rare in either Large or Small Queen period. Perhaps multiple

rate letters and registered covers exist for this period but we have not seen them. Similarly, unpaid covers, at either the 7¢, up to March 31, 1868, or 5¢ rates, in either the 1859 -1861 period or 1868 - 1873 period, could exist. (to be continued)

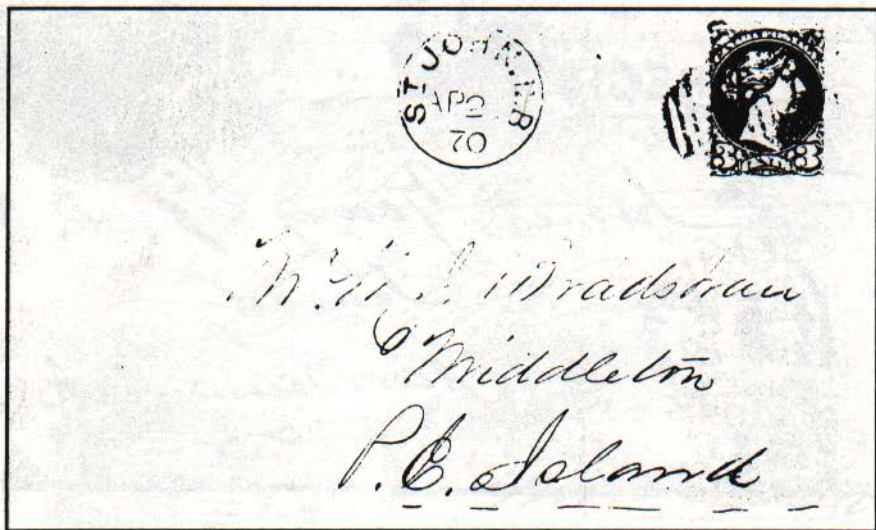


Fig. 8 St. John, NB to PEI, 1870, 3¢ per 1/2oz., paid stamps

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The RPO Cowcatcher

A Guest Column by William G. Robinson, OTB
5830 Cartier Street,
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In the last column we discussed a U.S. RPO marking used in Canada on a cover franked with Canadian stamps. Here is another example of a similar item. The U.S. duplex marking inscribed B.L. GLENWOOD & ST. P./R.P.O. (W-6A in the R.P.O. Catalogue) is known with Canadian usage from 1909 to 1913. This R.P.O. operated from the International Boundary at Emerson, Manitoba, through to St. Paul, Minnesota, and was an extension of the Boundary Line & Winnipeg R.P.O. operating from Emerson to Winnipeg over the C.P.R. branch line south from the main line at Winnipeg. This was one of the earliest C.P.R. branch lines, being opened in January, 1879, and with R.P.O. service commencing from Winnipeg to St. Vincent, Minnesota in 1882 (see W-134 and W-134A in the R.P.O. Catalogue). The adjacent photo shows use on northbound Train 109, March 27, 1909, and is the earliest date presently known. Note the doublefranking with both U.S. and Canadian stamps - rather like the man who wears belt and suspenders in case one

doesn't work.

Like many of our specialties, the study of Canadian R.P.O.s is attracting numerous new collectors who require considerable coaching in the fine points in order to really appreciate them. Recently one such novice wrote excitedly enclosing a photo of what he thought was RR-186 - the Wellington, Grey and Bruce Ry. - used some ten years after the latest reported date. As this hammer had been replaced by RR-187 at about the time of the latest reported use of RR-186, such a late use appeared highly unlikely. On checking, we found that the photo actually showed RR-187 - which has a solid rim. RR-186, on the other hand, has a split-circle rim. The moral of this story is always check your cancel type carefully against the drawings in the back of the Catalogue before jumping to conclusions about new dates, etc.

Who says there is nothing new under the sun? New R.P.O. hammers, particularly those used by Railway Mail Clerks showing their names, are turning up quite frequently. Many of



them have been in old-time collections undiscovered for many years. The accompanying photo shows such a marking. It is an oval Type 3C marking inscribed M.JAW & CAL./O.L.CHRYSLER, dated April 6, 1931, Train 4, backstamping a registered cover from Prince Rupert, B.C. to Lethbridge, Alberta. This marking will be recorded in the Catalogue as No.W-86J with an R.F. of 500* as this is the only example recorded to date. Happy Hunting.

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PART 3. THE POST WAR YEARS



Fig. 1 Canadian National steamship, Canadian Victor

In a message to R.C. Vaughan, president of Canadian National Railways, in July, 1947, Canada's Prime Minister wrote: *I am pleased to learn that the Canada-West Indies Service of the Canadian National Railway system is to be resumed with the sailing from Halifax on Saturday, the 19th of July, of the Lady Rodney whose fine war service we all recall with pride. To the Canadian National Railways System and to yourself I extend warm congratulations upon the resumption of this service. I shall be pleased if you will convey to the captain, officers and members of the crew and all who sail on the Lady Rodney my best wishes for Saturday's voyage and for all the voyages to come. Signed: W.L. Mackenzie King*

On July 19th, 1947, following an extensive refit, the *Lady Rodney* sailed for Boston, her first call on the voyage to the West Indies, with a passenger complement in excess of 120 and carrying 1,500 tons of freight. She was followed a month later, on August 20th, by the only other surviving *Lady* ship, the *Lady Nelson*. Both

vessels re-entered the service on the Eastern route, which took them via Boston to Bermuda, St. Kitts, Antigua, Montserrat, Dominica St. Lucia, Barbados, Trinidad and Georgetown. The round trip lasting about a month.

In actual fact, Canadian National Steamships had been providing a limited passenger service prior to the sailing of the *Lady Rodney*. Three new vessels had been built in 1946 for service to the West Indies, primarily for freight, but each had accommodation for twelve passengers. The ships were the *Canadian Cruiser*, *Canadian Challenger* and the *Canadian Constructor*, and they replaced the older *Colborne*, *Chomedy* and *Connector*, which were sold in 1947. Five smaller vessels, designed to carry general dry cargo, also served the Canadian National (West Indies) Steamships routes to the West Indies beginning in the immediate post war years. These were the *Canadian Observer*, *Canadian Conquerer*, *Canadian Highlander* and the *Canadian Victor*.

Though the service was profitable in the post war years, increased competition from other

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Fig. 2 Posted on board the Canadian Cruiser. Entered the regular mails at Bermuda where struck with the Bermuda paquebot, DE 17 1951.

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176034
NET 1640
GROSS 2 65



O. Hendry

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Fig. 3 Mailed on board the S.S. Canadian Highlander on July 1, 1947
Note the missing Number in the ships tonnage marking.

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travel can be accommodated.

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service.

As the post war *Canadian* boats were primarily freight carriers, little mail with ship markings is available, and most of that appears to be of philatelic origin. Nevertheless, they are worthwhile additions to a Lady Boat collection.

The author invites readers to provide any additional information on Canada's West Indies service, including ship markings and earliest/latest dates.

Acknowledgement

Ship markings, with the exception of those indicated, were provided by Michael Rego.

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steamship lines and from the airlines industry made the operation increasingly un-economic. In 1952 the Canadian Government released the Caribbean colonies from their trade agreement commitments and in October 1952, the *Lady Nelson* and the *Lady Rodney* were withdrawn from service and sold to Egypt. In the summer of 1967, the *Lady Rodney*, which had been renamed the *Mecca*, was scuttled in the Suez Canal during the short war between Egypt and Israel. The remaining ships continued to sail between the Canadian ports and the Caribbean for another five years but competition from other private shipping lines ultimately forced Canadian National to cancel the West Indies

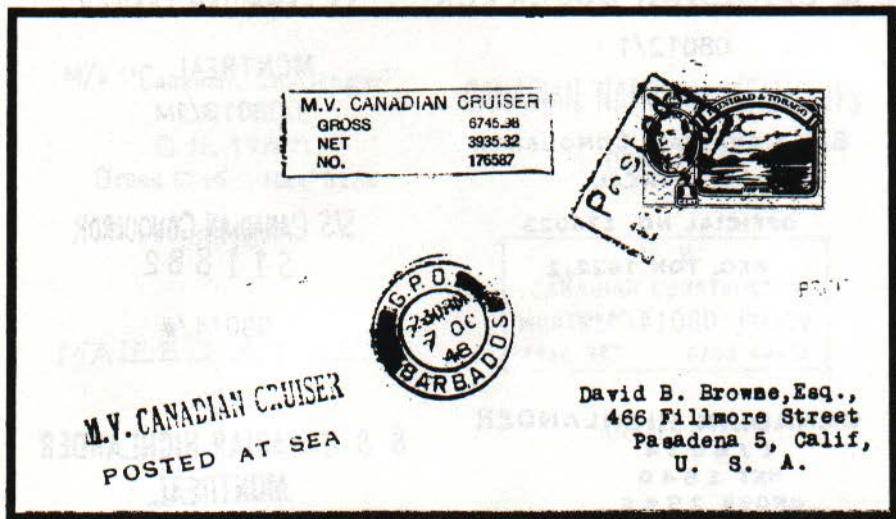


Fig. 4 Posted on board the M.V. Canadian Cruiser. Ships handstamps struck in purple. Landed at Barbados on OC 7, 1948, where it received the Barbados boxed Posted on Board handstamp.

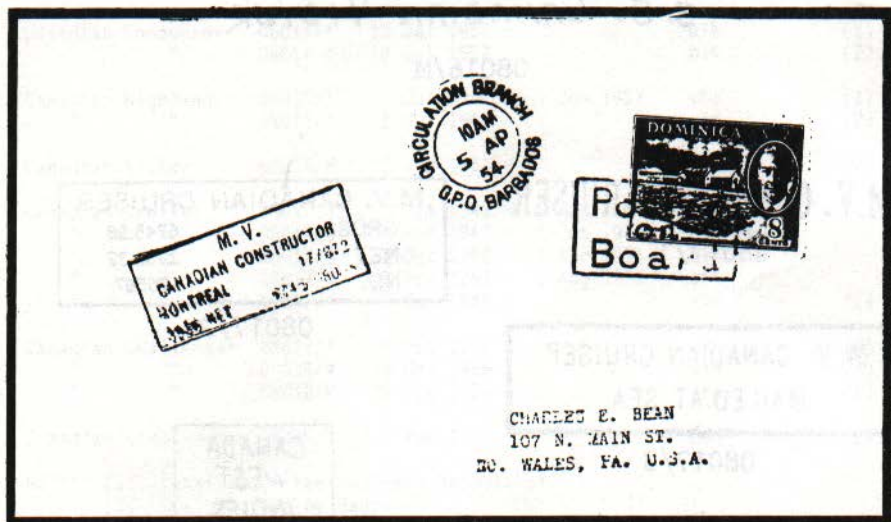


Fig. 5 Mailed on board the M.V. Canadian Constructor and taken off at Barbados on AP 5, 1954. Ship marking struck in red.

B. S. CANADIAN OBSERVER

08012/1

S/S CANADIAN CONQUEROR
MONTREAL

OFFICIAL NO. 176023

REG. TON 1622.2

08014/*

CANADIAN HIGHLANDER
176034
NET 1640
GROSS 2966

MONTREAL

08015/1

SS CANADIAN LEADER

MONTREAL

08013/1

S/S CANADIAN CONQUEROR
511882

08014/#

S S CANADIAN HIGHLANDER
MONTREAL

JUL 1 1947

08015/*

S. S. CANADIAN VICTOR

08016/M

M.V. CANADIAN CRUISER

08017/1

M.V. CANADIAN CRUISER	
GROSS	6745.98
NET	3935.32
NO.	176587

08017/2

M. V. CANADIAN CRUISER
MAILED AT SEA

08017/3

**CANADA
WEST
INDIES
MAIL**

POSTED AT SEA

08017/*

08017/4

M/V "Canadian Challenger"
MONTREAL
O. N. 177871
Gross 6745 Net 3936

CANADIAN NATIONAL STEAMSHIPS

08018/#

08018/*

MAILED AT SEA

08018/@

M. V.	
CANADIAN CONSTRUCTOR	
MONTREAL	17/872
3936 NET	6745 GROSS

08019/*

SHIP NAME	TYPE	RECORDED DATES OF USE	COLOUR	NOTES
Canadian Observer	08012/1	15 Aug 1954 -	pur	
Canadian Leader	08013/1	10 Apr 1954 - 29 May 1957	blk	(1)
Canadian Conqueror	08014/*	10 Jul 1957 -	blk	(2)
" "	08014/#	10 Jul 1957 -	blk	(2)
Canadian Highlander	08015/1	1 Jul 1947 - 5 Jun 1957	vio	(1)
" "	08015/*	1 Jul 1947 -	vio	(2)
Canadian Victor	08016/M	12 Jun 1951 -	mss	(3)
Canadian Cruiser	08017/1	7 Oct 1948 - 5 Aug 1954	vio blk	
" "	08017/2	1 Mar 1947 - 7 Oct 1948	red vio	
" "	08017/3	7 Oct 1948 - 9 Apr 1951	blk vio	
" "	08017/4	9 Apr 1951 - 5 Aug 1954	blk	
" "	08017/*	7 Oct 1948 -	vio	(2)
Canadian Challenger	08018/*	29 Oct 1956 -	grn	(2)
" "	08018/#	29 Oct 1956 -	grn	(2)
" "	08018/@	29 Oct 1956 -	grn	(2)
Canadian Constructor	08019/*	5 Apr 1954 -	red	(2)

- NOTES: (1) Consists of two separate handstamps.
(2) Not recorded by Rego.
(3) 08016/M is a Ship Instruction Marking, not a ship mss cancel.

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.

1990

OCTOBER 12-14, WINNIPEG, MANITOBA - StampShow '90. Winnipeg Philatelic Society. The Marlborough Inn, 331 Smith Street, Winnipeg, MB. Information: Robin Harris, WPS, Box 1425, Winnipeg, MB R3C 2Z1

OCTOBER 18-20, GALVESTON, TEXAS - BNAPEX '90, hosted by the Prairie Beaver Chapter. Tremont House on the Strand, Galveston, Texas. Information and reservations: Vic Willson, P.O.Box 10420, College Station TX 77842.

OCTOBER 26-28, CALGARY, ALBERTA - CALTAPEX '90, at Glenmore Inn, Calgary, Alberta, hosted by Calgary Philatelic Society. Sixteen 8.5"x11" pages per frame, RPSC medals awarded, *no exhibit fees*. Data from CALTAPEX Chairman, Box 1478, Stn M, Calgary, Alberta, Canada, T2P 2E7

NOVEMBER 10-11, OTTAWA, ONTARIO - BYPEX 90. Skyline Hotel, Lyon and Queen Streets, Ottawa. Nonprofit private sponsorship. Information: Allan Steinhart, Apt. 1910, 45 Dunfield Ave., Toronto, ON M4S 2H3.

1991

AUGUST 29-31, VANCOUVER, BRITISH COLUMBIA - BNAPEX 91. Westin Bayshore Hotel, Vancouver BC (1-800-228-3000). Reserve your room as soon as possible due to other demands on rooms in Vancouver that weekend.

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Letters

DOTS ON 1898 MAP STAMP

I should like to offer small observations regarding two dots on the 1898 map stamp described in *BNA TOPICS*, Vol. 46, No. 5. Both are in the South China Sea group.

For Dot 6, the indication that this was *Papua-New Guinea which was a part of the German Empire until 16 years after the stamp was issued* is misleading. German New Guinea covered only the northeastern part of this island; British New Guinea (later Papua) on the southeastern part of the island had already been a British protectorate since 1884.

Dot 1 is far more interesting. The British Empire did indeed stretch to this remote location. Britain had maintained a number of trading establishments at ports in China since the treaty of Nanking in 1842, the year following its installation in Hong Kong. In time these ports acquired consular postal agencies controlled from London, but from 1868 control was exercised by Hong Kong. These offices remained open until 1922, except Wei-Hai-Wei which carried on until 1930.

During the 1890's, taking the lead from Shanghai where they had been produced since 1865, many of the treaty ports produced their own stamps; these are not recognized by Scott. A couple of these China coast paradigms for the Sand Dunes prompted the new issues editor for Gibbons to blatantly express his wish that the Japanese troops advancing on one would quickly go in and *cancel the postmaster*.

Dot 1 no doubt refers to the port of Chefoo in Shantung province. It was only 45 miles away from Wei-Hai-Wei, but the latter was not leased to Great Britain until 1898, and a British post office was not established there until 1899-09-01.

Ray Saintonge
Richmond BC

AUSTRALIAN LETTER

I have just received my *TOPICS* today, Vol. 47, No. 3 and was delighted to read your column on page 3. Several years ago I promised Mr. M. Street that I would contribute to *TOPICS* when I could find time. As I hope to retire soon (not this year) maybe next year I will consider putting pen to paper. I started collecting in 1945

and after a few years sold my Australian collection to concentrate entirely on Canada from which I have not deviated. Over the years I have given displays to the various clubs and societies here in Australia and in Canada & U.S.A. While I collect Canada in general up to 1970 my main areas are the Large Queens of 1868-1890 and the fine Scroll Issue of 1928-29. I hope to be able to spend more time on these two areas later on. I am also a member of the Duplex Cancellations of BNA.

Next I regret that I am unable to attend BNAPEX this year in Galveston, but I certainly hope to attend Vancouver next year as I have kept clear the dates of August 29-30-31 1991.

Mr. T. R. Morgan

1989 SCOTT CATALOGUE

The ugly spectre of Scott's notorious 1989 Volume 1 catalogue rose from its grave to haunt me, thanks to an unintentionally misleading sentence in Frank Waite's recent *Centerville* column in *BNA TOPICS*. Referring to our study group, Mr. Waite said, *They were successful in getting Scott to adopt their suggestions in the 1989 catalogue*. Heaven help us! Readers might infer from the simplified but ambiguous statement that somehow we were involved in Scott's ill-timed butchering of stamp prices during the rising 1988 market. Our hands are clean. We had no role in instigating Scott's 1989 catalogue fiasco. In fact, I was one of the first to protest publicly (*Throw Out the Clowns*), in *Linn's* June 20, 1988 issue, about Scott's incredible and controversial cuts in the 1989 Volume 1 catalogue values.

Mr. Waite explained at the end of his column, *The great number of newsletters precluded greater detail*. If more space had been allotted, perhaps readers of the column might have learned that our study group was successful in seeing the publishers use our suggestions for improving the *semi-official air mail section* of the 1989 *Scott Specialized Catalogue of Canadian Stamps*. Incidentally, our suggestions corrected some misinformation in the specialized catalogue's descriptions and numbers, but did not include pricing.

Bob Marcello,
Chairman
Semi-official Air Mail Study Group

PHILATELIC TRIVIA

As a world-wide collector (1840-1940) with a special interest in Newfoundland, I particularly enjoyed Robert H. Pratt's *Upcoming ABN Co. Archive Sale*, July/August 1990 p. 14-23. Photo 3 shows the 2¢ value for the Royal Issue with

the portrait crossed out. The royal portrait to be deleted is Brazil's Emperor Dom Pedro as shown on Brazil's 1878-79 set, also a product of the American Banknote Company, an excellent example of the engraver's skill.

Ken Wooster
London, Ont.

ARE YOU COMING TO BNAPEX?

ATTENTION ADMIRAL COLLECTORS

Collector Seeks Information Regarding

Redford Sale, October 1950: War Tax 1916 2c + 1c brown imperf plate proof block of 40(4x10) on stamp paper Imprint OTTAWA-No-A 14. On left sheet margin rubber stamp *Postage Stamp Branch Superintendent Aug 22 1916 Approved R.M.C.*

Vincent Greene Sale, 12 February 1975: War Tax 1916 2c + 1c brown two blocks four one part perforated horizontally the other part perforated vertically, both blocks showing the printing order # 398D in the top margin.

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Dissa - and - Data

by Vic Willson

This column will appear semi-regularly as news about members comes in. It is designed to foster congeniality, for ours is a friendly society, or should be.

Stan Lum, *The Yellow Peril*, was in the hospital recovering from a stroke but is now home. Drop him a line at 19 Bamber Ct., Don Mills Ont., M3A 2N5.

Dr. Ian Taylor reports having heard from

many old friends after our report on his honours. He sent a facinating report of his participation while in high school in The Royal Visit of 1939. He was an escort in Hamilton to the King and Queen, even posing with them. He sent a photocopy of a letter from the Queen Mother's Secretary acknowledging his birthday greetings to her and the photos he sent. What a nice story.

A STUDY OF THE TELEGRAPH COVERS OF CANADA

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

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Type VII, 1 October, 1857

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*Deceased

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Auburnton	Coteau	Francis	Irvine
Audrey	Cotham	Friesen	Josephsburg
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Badgerdale	Cree Hill	Fry's	Kennedy
Battle Creek	Crooked Lake	Gap View	Killaly
Bavelaw	Crystal Spring	Girvin	Kisbey
Beaver Dale	Curzon	Glen Valley	Klczkowski
Bekevar	Cypress	Golden Plain	Kolin
Belle Plaine	Dalrymple	Gordon	Kristnes
Bellegarde	Davin	Gorlitz	Kronau
Beresina	Delisle	Goschen	Kronau
Bethune	Devil's Lake	Gowland Lake	Lac Chapleau
Bienfait - (after Dec 12/03)	Disley (2)	Grand Coulee	Lac Marguerite
Birch Hills	Dongola	Grayson	Lajord
Bladworth	Douglaston	Graytown	Lake Centre
Boakview	Dunleath	Grenfell: Kell Type 3	Lake Valley
Bonnington	Eagle Butte	Grove Park	Landestrew
Briercrest	Eakindale	Gull Lake	Lang
Buffalo Plains	Edelane	Hamona	Langevin
Bunesville	Elkwater	Hazelcliffe	Lemberg
Bulyea	Elm Springs	Headlands	Lippentot
Carnduff - 7mm arc split ring	Elmore	Hednesford	Log Valley
Carson	Eyebrow Hill	Herbert	Loganton
Carssdale	Fairlight	Heron	Logberg
Cateville	Fallowmead	Hildebrand	Malby
Cedoux	Ferndale	Hirsch	McDonald Hills

McTaggart	Steerford	Fulda
Menofield	Stockholm	Gillies
Midale	Stony Beach	Grand Rapids
Millville	Stony Brook	Gully
Montgomery	Sunnymead	Humboldt
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Mortlach	Thingvalla	Killwinning
Moss Lake	Tiree	Kincorth
Mountainside	Togo	Kirkpatrick
Mutrie	Tompkins	Kyle
Neudorf	Tregarva	Lake Park
New Finland	Tulloch	Langham
New Holstein	Tyvan	Leofeld
New Hope	Verna	Llewelyn
New Warren	Viewfield	Lobethal
Newburg	Wadena	Lovell
Oakley	Walsh: (Aug 1/91 - Jan 1/93)	Marcelin
Orcadia	Wauchope	Medona
Ossa	Welwyn Station	Meota (opened Oct 1, 1894)
Otthon	Wheatwyn	Meota (opened Jan 1, 1901)
Paynton	White Sand	Mont Nebo
Pearl Park	Willocks	Muenster
Pengarth	Willow Bunch	Neshem
Percival	Willowbrook	New Ottawa
Pheasant Forks	Woolchester	Norden
Pilot Butte	Barrows, Keewatin (SASK?)	Quill Lake
Pioneer		Richard
Plain View	<u>NORTH WEST TERRITORY</u>	Robert
Poplar Grove	Stobart, N.W.T.	Roelcliffe
Quill Plain	Touchwood Hills, N.W.T.	St. Brieux
Red Jacket		St. Isadore de Bellevue
Redpath	<u>SASKATCHEWAN</u>	St. Julien
Redvers		St. Paul de Metis
Reihn	Aaskana	St. Peter's Monastery
Reynoldton	Aberdeen	Saskatchewan
Roche Percee	Annaheim	Sayers
Roche Percee	Bagley	Shillingthorpe
Romford	Batoche	Silver Grove
Roscoe	Beckett	Sisley
Rose Plain	Carlton - (after Feb 1/90)	South Melfort
Rosemount	Cecil	Spring Grove
Roseview	Cedar Lake	Steep Creek
Rudy	Chellwood	Stringer
Rush Lake	Clark's Crossing	The Pas
Sainte Andrea	Colleston	Tisdale
Saskatchewan Landing	Coxby	Vaander
Seven Persons	Deer Lodge	Vossen
Sheho Lake	Eagle Creek	Wakaw
Skibereen	Emmaville	Waldheim
Sleipner	Erwood	Wardenville
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IMPERFORATE VALUES OF THE SMALL QUEEN ISSUE

by J. Edward Nixon

The imperforate printings of Small Queens have more variety than appears at first glance. Most values appear in more than one shade, some printings are gummed and some are ungummed. Often the gum was quite disturbed and it is known that gum has been washed off some such pairs. There have been various suggestions about when the imperforates were printed - clearly they seem to belong with the Second Ottawa printings. Some have suggested they were the last printings from a plate so they were not necessarily all pulled at the same time. Many have characteristics of 1895 or 1896 printings but others do not. Thus it seems useful to record the printing characteristics of the various values to seek some answers.

One-half Cent - all copies have gum; as expected both panes 1 and 2 produced imperforates. The shade and gum are difficult to pinpoint but probably are about 1895. There is no variety in printings.

One Cent - All printings are similar shade; probably about 1895 and most seem to be gummed although in most cases the gum is disturbed. Some ungummed pairs exist but they could be with gum washed off. Printings are from a small Ottawa Imprint plate.

Two cents - Most printings are from the Large Ottawa Imprint Plate from about 1895, with gum. A scarce printing exists on a whiter paper, shade of perhaps 1892. Simpson has distinguished some prints from another Montreal plate but I cannot confirm them as being distinct.

Three Cents - Several printings exist. An 1891 printing, with gum, in the rose vermilion shade; an early 1895 printing on coarse white paper with no gum, in a finely inked vermilion shade; a late 1895 or 1896 printing, strongly inked orange vermilion shade with gum; a more brownish vermilion from 1895 - 1896 on thin paper with no gum. Thus about 4 separate printings. Plates were Small Ottawa Imprint plates, at least, with letters B and H.

Five Cents - Printings are from both Montreal Plates and also from the Large Ottawa imprint plate. There are 1890 - 1891 printings from the Montreal plates with both gum and no

gum. There are 1895 printings from the Large Ottawa plate in a more heavily inked brownish gray shade with gum.

Six Cents - Most common printing is from 1895 with both gum and no gum; a dark red brown shade, from the Montreal and Ottawa A plate. However a scarce printing in an almost chocolate brown, no gum on a grayish paper exists and probably is about 1891 - but is not the true rich dark chocolate brown of early 1891. Also there is a strip of three in a yellow brown shade characteristic of 1888 on a whiter paper, no gum.

Eight cents - Two printings exist from the single plate. A blue grey shade, with gum from about 1895. A second printing, finely inked on a whiter paper in the dark slate gray shade with no gum appears to be from 1897.

Ten cents - The 1891 printings in the rose carmine shade exist with gum and no gum although the gum may have been washed off the latter. Also 1896 printings in the softer rose pink shades exist with gum and no gum. A third shade which is more brownish than the rose pink shade probably was printed in late 1896 or early 1897.

According to a Jephcott listing in a Holmes catalogue the following quantities were printed. Given our observations of the plate style used an estimate of the number of sheets printed has been added. At this time more investigation of 5c is required because the *Montreal* plate has 100 subjects although it may have been printed as a left and right pane together, while the *Large Ottawa* plate is a single plate of 200 subjects.

Stamp	No. of stamps	No. of sheets
1/2 ¢ black	400	2
1 ¢ yellow	800	4
2 ¢ green	600	3
3 ¢ vermilion	1000	5
5 ¢ grey	800	?
6 ¢ red brown	600	6
8 ¢ grey	800	4
10 ¢ brown red	1000	10

These quantities probably do not include the few oddities such as the 2c on white Montreal paper and the 6c in the yellow brown shade on Montreal paper.

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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CENTENNIAL DEFINITIVES: John Aitken, P.O. Box 2021, Lambeth, ON N0L 1S0

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CANADIAN KLUSSENDORF STUDY GROUP: Allan Steinhart, Apt. 1910, 45 Dunfield Ave., Toronto, ON M4S 2H3

MAP STAMP: W.L. Bradley, P.O. Box 6, Honey Harbour, ON P0E 1E0

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

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ON THE FRINGES

Galveston beckons! Why do we go to the annual meeting-some as part of a vacation, some for the bourse, some for the exhibition, some for the social events and some to meet old friends. Personally, I savor the thought of seeing old friends, and of meeting new friends. Bid me hello, I'd like to know you.

To all of you, always relegated to the rear, whose names begin with J to Z, I dedicate this column.

The newsletter of the **Transatlantic** group, editor Jack Arnell, is always interesting. This one has several illustrations of *Freight money* covers. Some were provided by Allen Steinhart. A cover from Eric Quinn illustrates a case where a letter missed a boat - additional postage was added to secure passage by another route. Two unrecorded rate markings are pictured. The newsletter concludes with tracings of a large number of ship letter handstamps. A new handbook of these is a project of the

editor.

The *Squared Circle* group, editor Gary Arnold, have shared their newsletter with Jim Miller and his *Orbs*. There is the report of new squared circle dates. Illustrated are three nice Map stamp strikes from Stanley Van Allen. A strike from the Gore Bay Hammer is included. Jim Miller appends his Toronto *Orb* information to the newsletter. I hope the S.C. group does absorb the *Orbs*. A membership list is added.

Bill Burden has issued an exceptional **Small Queens** newsletter. H. Reiche continues his notes on precancelled Small Queens with data on the 5c. G. Arfken displays a lovely cover from Yarmouth to Siam. The editor discusses the *Strand of hair variety*. This is a great article and is illustrated with splendid photographs. Ron Leith compares the *Instantia and Kuisalas* perforation gauges. Ron also contributes a wonderful illustrated article as an update to his article on Toronto corks. He acknowledges from

G. Arken, N. Brassler, D. Lacelle, W. Simpson, and M. Woods.

The **Slogan** group has two industrious officers; chairman Jeff Switt and editor Dan Rosenblat. Jeff presents several illustrated articles: *The 1913 Winnipeg Stampede Slogan Die I, Mail Early/Be sure/Your Gifts arrive on Time, Newfoundland Slogans-Unreported Multiple Dies, The Newfoundland Poppy Day Slogan, Nice Newlies and Adding Interest to Slogan Collecting*. All are well done. I especially enjoyed the latter two. There is so little humor in philately. Dan has updated his *Buy War Savings Stamps* article. Cecil Coutts and others furnished data. Poor Dan! After all he has done for Jeff, he reports in *Mind Blowing Poppies* that Jeff showed him two covers that disrupted his coherent *Poppy Days* slogan data. Enclosed with the newsletter is Dan's, *A Handbook of the Air Mail Slogans of Canada*.

The editor for the **Revenuers**, Bill Rockett, describes their June 16th mini-convention. A new find, a Law Library stamp is pictured. The major portion of the newsletter is devoted to an article, *The Money Order Tax Stamp of Newfoundland*, by Ed Richardson, now deceased.

A double locomotive job from Bill Robinson - two newsletters. The frontispiece is a post card portraying the Stoney Creek Bridge, Selkirk Mts., B.C. J. Keenlyside contributes photostats of clippings detailing the 1901 Royal Train visit to St. John, N.B.. Dr. Frank Scheer sent in two drawings, by G. Ledrew, of Newfoundland mail cars of 1949 and 1968. Four post cards are reproduced that show a section of the CPR main line near Glacier, B.C.. Annex VIII of the catalog is included. A picture of Union Station, Regina fronts the second newsletter. A Steinhart contributes some RPO hammer proof dates, and Father L. Walker pictures an interesting cover. Jean-Pierre Forest has composed an excellent article, *The Quebec Central Railway at the Small Queen Era: (1879-1900)*. Beautifully done and nicely illustrated; one illustration leaves me a bit envious. An *Eastern Townships of Quebec* article, submitted by R. Miess, concerns the Champlain & St. Lawrence Railroad. *Notes on Certain Canadian Ship Markings*, by Alfred Whitehead, excerpted from *Popular Stamps* 1946 was sent in by J. Miller. Joe Smith reported a number of new listings and dates for Jubilees.

C. Stillions, editor of the **Newfie** newsletter, pictures a block of Scott 266 used nearly a year before Scott's issue date. The bulk of the newsletter consists of *Box and Oval Cancellations:*

Earliest and Latest Reported Dates, composed by P. Moffat. This is an extensive list compiled by him over a period of time with input from the study group.

The **Klussendorfer**, editor Gray Scrimgeour, has a tremendous list of errors, dates and time marks. Data has come from R. Alary, D. Cottin, J.G. Dalpe, T. Gordon, G. Hutton, J. Karr, J.J. MacDonald, A.N. Pearson, T. Southey and A. Steinhart. The issue is copiously illustrated. There is a long list of time marks. A final page of G. Hutton's listing forms and some adlets conclude the issue.

Tom Almond edits the **Flag Pole**. It is proposed that the group issue a new flag cancel handbook. T. Almond and D. Sessions submit an illustrated article, *The First Montreal Flag*. T. Almond also authors, *Addition of Bars to Type 7 Flags in Toronto*. This is also nicely illustrated. A *Die B* Hamilton with inverted flag is pictured. The issue concludes with an illustrated article, *Hub Varieties of the 1937 Coronation Flags*, by J. Robertson.

The **Fancy cancel** newsletter, of Dave Lacelle, thanks G. Carise of Sudbury for information on RPO corks. Dave notes revisions to previous newsletters. He discusses the Kingston 9s with tracings and dates of usage. He speaks of the *Bogey heads* and pictures some. G. Carr puzzles over what special purpose was a triangle in a circle cancel. Dave finishes with a newspaper excerpt from Westwood, B.C. describing their fight to save their post office.

James Karr is now the editor of the **Duplex** newsletter. D. Lacelle requests information on a Little Current duplex reported to have a fancy cancel killer. Algis Skucas reports three new strikes - one three weeks earlier than the proof date. D. Sessions sends a photocopy of a possibly new St. George Brant unofficial duplex. There are new listings from Bob Lee and W. Robinson. P. Hughes found an unreported duplex in the proof books. The new reports are pictured.

The Centennial Definitives group newsletter, editor John Aitken, presents a clearer picture of the *dot* variety from E. Butler (noted in last issue). G. Jansen sent in examples (pictured) of the split rubber sealing strip used in the Howarine process. He also presents a copy of the 1971 Philatelic Bulletin referring to the Opal booklets. The editor discusses FDCs, and then branches into an illustrated article, *Canada Post Office Replacement/ Presentation FDC*. The illustrations are fine, and a summary of these covers is provided. He also authors, *An Unlisted*

Canada Post Official Cachet. Essays of the 8¢ to \$1 Values is presented and is nicely illustrated. John provides a book review of *Post Mortem - Why Canada's Mails Won't Move*, By David Stewart-Patterson. Information from John Jamieson's catalogs on Elizabethan imperf coils is reprinted. A pretty cover, from S. Traquair,

ends the newsletter.

The night is long, and senility precludes my offering anything intelligent or clever (there is a difference) so I'll just say JOIN ANOTHER STUDY GROUP and SUPPORT YOUR STUDY GROUPS!

PROMOTE THE SOCIETY WEAR YOUR BNAPS PIN

FOR A PENNY OR TWO...

by Allan Steinhart

1¢ POSTAL STATIONERY CARD



This 1¢ Postal Stationery card was mailed Nov. 3, 1877 addressed to Glasgow, Scotland at the 2¢ postcard special rate short paid 1¢. The card was handstamped twice *insufficiently/prepaid* and *returned for postage*. The latter handstamp was crossed out and the cover forwarded to Britain by the Allan Line Canadian

Steamer *Polynesian*. The scarce *Glasgow Packet/Unpaid/Nov. 20/1877*. In Britain the card was rated 4 1/2 collect. The 4 1/2d was made up as follows: shortpaid postcard rerated as short-paid letter at 5¢ plus 5¢ penalty less 1¢ prepaid=9¢ or 4 1/2d. Under the regulations of dept. order #15 effective Oct. 1, 1875.

Regional Group Ramblings

by Jim Goben

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

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

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

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

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

MID-ATLANTIC: To be announced.

GOLDEN HORSESHOE: Marilyn J. Cassie, General Delivery, Port Carling, ON L1S 2T6

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

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

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

Good news! For the second report in a row, it is a pleasure to announce another new regional group. The Eastern Ontario region is now an organized group. As of yet a name has not been chosen but will soon be announced. During ORAPEX '90, Paul Burega, assisted by Bill Robinson, chaired a meeting to determine any interest in such a group. The interest was there and 40 members joined. Paul was elected president, E.R. Toop is Secretary-Treasurer, and Guenther Jansen is Co-ordinator. A meeting is scheduled for November 2-4, 1990 at McCreasy's Beach Vacation Resort on Lake Mississippi near Perth, Ontario. If you are in the area I am sure the Group will welcome you.

Clint Phillips and Vic Willson hosted the August 4, 1990, meeting of the **Prairie Beavers**. Vic gave a book report and a presentation on *Canadian Postage Meters*; and Clint Phillips talked on *Canada's Small Queens*. A clothesline exhibit, a donation auction, and trading sessions made for a busy day that was capped off with a dutch treat dinner. Their current newsletter ends with an interesting article on *King Edward VII - The neglected Area*, which illustrates three nice advertising covers.

The **Pacific-Northwest** Group is chasing new members. They know of 83 active BNAPS'ers in their area whom they are attempting to lure into the fold. The 108 present members need help to have more fun. If you are one of the 83, run do not walk to join in, you won't be sorry. A good time to join will be September 28-30, in Spokane. The five speakers signed up for the weekend will make the trip worthwhile. Jack White will present *Early Trans-Atlantic Mails between Great Britain and BNA.*; Bill Pawluk's topic is TBA.; John Keelyside will discuss the *1870 Small Queen*

Perf. 12 Stamps; Ken Ellison will talk on *Force W - The Canadian Army in Newfoundland and Labrador 1940-1946*; and John Arn's topic is *The Canadian 1972-1977 Difinitive Issue*.

The new officers of the group are Jack White, president; Rob Leith, Secretary; and Cecil Coutts is Treasurer. Included in the newsletter is a profile of Cecil Coutts. Cec follows the mold of so many leaders in philately by being active in several areas of interest. Keep up the good work, Cec. The newsletter also contained an interesting article by Ron Leith entitled *Early Toronto Geometric Cork Cancellations*.

The **Mid-America** Group met at Compex '90 in Chicago on May 27, 1990. Further plans for the 1992 BNAPS convention were discussed and this sounds like another BNAPS success story, plan to be there. Since G.W. Davis was visiting in Michigan he decided to drive over and join the meeting. It was nice to meet G.W. and we enjoyed having him attend. The program consisted of each person showing a favorite item. This can be an enjoyable program as you see some really great material. Also a discussion was held on the idea of holding a weekend meeting as many of our groups have been doing. Currently we hold meetings at shows in the area. The next meeting will be in Bloomington, Illinois on November 11, 1990. Hope to see you there.

The **Manitoba-Northwestern Ontario** Group met June 8, in Regina. Bill Pawluk spoke on *Canadian Postal Rates and Postal History 1898-1911*. Bill Robinson discussed the importance of regional groups.

DON'T FORGET TO DROP A CARD OR LETTER TO LEW!

From the Secretary

CHRIS MCGREGOR
6312 Camarvon St.
Vancouver, BC
Canada V6N 1K3

*Please note that the signature of both a proposer and a seconder
on an application for membership will hasten its approval*

REPORT DATE: 22 August 1990

APPLICATIONS FOR MEMBERSHIP

Objections MUST be filed with the Secretary IMMEDIATELY upon publication

- R4911 HART, Richard H., 2918 RR 620 North - #109, Austin, TX, USA 78734
C Canada first flights, etc.
Proposed by: Secretary
- R4912 JAMES, John R., 259 La Cuesta, San Clemente, CA, USA 92672
C Newfoundland, Canada general
Proposed by: Secretary
- R4913 ROTTERDAM, Howard, P.O. Box 836, Melville, NY, USA 11747
C Canada, FDC, Provinces
Proposed by: Secretary
- R4914 TILLEY, Michael G., P.O. Box 186, Canfinch, OH, USA 44406
C All
Proposed by: Secretary
- R4915 CHARETTE, Michael F., 305 - 1635 Rooney, Windsor, ON, Canada N9B 1L1
C Canada mint, booklets and varieties
Proposed by: C.G. Firby, #2458
- R4916 BALL, Frances M.C., 2083 Bear Point, Alpena, MI, USA 49707
C Maritime provinces, perfins, revenues
Proposed by: Secretary
- R4917 CANNON, Brian R., 14255 70A Avenue, Surrey, BC, Canada V3W 2J9
C Definitives (incl. varieties), Xmas 'stick & tick'
Proposed by: Secretary
- R4918 FAIRMAN, Christopher L., 919 Pleasant, Oak Park, IL, USA 60302
C
Proposed by: Secretary
- R4919 LA ROY, Thomas C., 3820 Bennet, Dearborn, MI, USA 48124
C FDCs, mint singles, matched pl. blocks
Proposed by: Secretary
- R4920 WEBER, Richard E., 414 W. Ravine Baye Rd. Bayside, WI, USA 53217-1337
C Canada
Proposed by: Secretary
- R4921 ARSENAULT, Daniel E., 54 Poplar Street, Gloucester, MD, USA 01930
C Canada, Newfoundland
Proposed by: Secretary
- R4922 FRIEDENTHAL, Steven A., 3 Lindbergh Cr., St. Albert, AB, Canada T8N 2S8
C Slogans, flags, booklets
Proposed by: Secretary
- R4923 FRETWELL, John, RR#1, Callander, ON, Canada P0H 1H0
C Canada general, coils, registration system
Proposed by: H.W. Harrison, #1501

- R4924 BLOOMER, Stephen F., P.O. Box 204, Millet, AB, Canada T0C 1Z0
C Small queens, squared circles, rpos
Proposed by: W.G. Robinson, #2882; Seconded by: L. Garvey, #4155
- R4925 DAILEY, David G., 7511 Flint - Apt. C, Shawnee, KS, USA 66214
C US, Canada, FDCs
Proposed by: Secretary
- R4926 PERRY-HOOKER, John H., Doe Corner, Wells River, VT, USA 05081-0662
C Newfoundland
Proposed by: Secretary
- R4927 WILMOTH, Charles D. 39146 Pinebrook Dr. Sterling Heights, MI, USA 48310
C Canada, Great Britain, Germany
Proposed by: Secretary
- R4928 COLE, David E.C., 6144 South Street, Halifax, NS, Canada B3H 1T5
C Postal stationery, modern errors & flaws, booklets
Proposed by: S. Dunfield, #4680; Seconded by: R.A. Lewis, #4366

REINSTATED

- R1305 STOTT, Thomas A., 302-1505 Baseline Rd., Ottawa, ON, Canada K2C 3L4
- R1430 SATTINGER, Richard H., 15F-54 Boerum St., Brooklyn, NY, USA 11206
- R4241 DE LA VERGNE, John N.,
Cooks Mills Rd, RR#2, North Bay, ON, Canada P1B 8G3
- R4730 EVANS, Dale B., P.O. Box 1141, Sturgeon Falls, ON, Canada P0H 2G0
- R4794 NUGENT, John T., One Barrister's Court, Meriden, CT, USA 06450

DECEASED

- R1305 STOTT, Thomas A.
L3058 PREISLER, H. Max
R3434 MARR, Edmund L.

RESIGNATIONS

- R4685 ENGEL, S. Morris

CHANGES/CORRECTIONS

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

- E0089 REALS, Willis B., 73 Clowes Drive, Falmouth, MA, USA 02540-2333
- E0164 HEDLEY, Richard P., 120 Hedge Row Dr., Orchard Park, NY, USA 14127-4430
- R2000 MITCHELL, Wallace B., 163 Church Street, Watertown, MA, USA 02172-4748
- R3128 GIRT, Neil A., 55 Glengarry Road, St. Catharines, ON, Canada L2T 2V4
- R3394 SCHMIDT, John G., 2649 Shadow Court, Fort Collins, CO, USA 30525-2434
- R3398 WILSON, Ross E., 203 - 521 Riverside Dr., London, ON, Canada N6H 5S2
- R3585 BERLINGUETTE, Paul,
c/o R.T. Culling, 30 Indian Rd, Nepean, ON, Canada K2G 1N8
- R3802 MacNEALL, P. Norman, 2020 Coral Cr., Burlington, ON, Canada L7P 3K5
- R4080 CROWTHER, Alan L.,
The Conifers, 3A Chester Road, Holmes Chapel, Cheshire, United Kingdom
- R4111 WEAR, James M., 1806 - 53 Thorncliffe Park Dr, Toronto, ON, Canada M4H 1L1
- R4211 COTTIN, Denis C., 182 Principale Sud, Sutton, PQ, Canada J0E 2K0
- R4254 SMITH, Kenneth W., P.O. Box 104, Don Mills, ON, Canada M3C 2R6
- R4299 BRACKEN, Richard G., 3359 St. Troy Place, Victoria, BC, Canada V9C 3J3
- R4317 GAUTHIER, Pierre, 558 Rue Avila-Legault, Dorval, PQ, Canada H9P 2X4

- R4505 JACKSON, J. Michael, P.O. Box 77, Huntingdon, CAMBS, UK PE18 6TZ
 R4726 FISCHER, Ralph V., 6958 N. Ottawa, Chicago, IL, USA 60631-1107
 R4844 NYMEYER, Maurice W., P.O. Box 87, Schererville, IN, USA 46375
 R4885 FISHER, Paul J., 1147 - 7887 N. La Cholla Blvd, Tucson, AZ, USA 85741
 R4905 BOICH, Mrs Laura B., 4053 Sunnybrook Dr. SE, Warren, OH, USA 44484-4741

Our apologies to the following members who were dropped in error:

- R2782 SANDERSON, Dorothy
 R4771 LEE, Allen T.

MEMBERSHIP SUMMARY

Total membership as of last report	1401
Deceased	3
Resigned	1
Reinstated	<u>5</u>
Total membership as of this report	1402
New applications	18

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LITERATURE

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- ADMIRAL MATERIAL WANTED, singles collections or accumulations of the following: *Proofs, Plates, Lathework, Precancels, Perfins.* Glen Lundeen, 210 840 6 Ave WS Calgary ALTA T2P 3E5. 191
- DATED ROSE CARMINES: 3¢ Small Queens on and off cover. Will buy or trade. Send list or request my want list. Mel Heit 5470 189A St., Surrey BC V3S 4N9. 590
- CANADIAN COMMERCIAL AIRMAIL AND SURFACE COVERS TO FOREIGN DESTINATIONS, 1930-1935. No 1st flight or cacheted covers wanted. James Goss, Suite 500, 801 W. Big Beaver, Troy, MI 48084 292
- CANADA AND NEWFOUNDLAND POSTAL GUIDES - all periods. Highest prices paid. Dave Dixon, P.O. Box 1082, Oakville, Ont. L6J 5E9. 590
- RAILWAY POSTCARDS and items with identical illustrations (corner cards, forerunners, envelopes, commercial postcards). Erick Middleton, 4707 Beaver Creek, Austin, TX 78759. 590
- BARREL CANCELS ON COVER, STAMP OR PIECE - need quantities of these large double circle cancellations (used 1955-62) for hammer study. Buy or trade. Mike Street, P.O. Box 7230, Ancaster, ON L9G 3N6. 690
- NEWFOUNDLAND STAMPLESS G.P.O., 'POSTAGE PAID' covers - 1897 'PAID ALL', 1918-20. Provisional covers. Compiling dates and types. Would also appreciate information on above. D. Mario, P.O. Box 342, MPO. Saskatoon, SK S7K 3L3. 690
- CANADIAN PRECANCELS: Singles, blocks and plate blocks. Will buy or trade. D. Marasco, 2342 140th St, Surrey, BC V4A 4H7. 590
- LOOKING FOR S.O.N. CANCELS for all values of the Admirals. Robert Bayes, Box 86456, N. Vancouver, B.C. V7L 4L1. 690
- 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

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- 2 RING NUMERAL CANCELS on Large or Small Queen stamps or covers. Buy, sell, trade. List of early,late dates, other info for SASE and a 2 ring stamp. Vic Willson, P O Box 10420, College Station TX 77842590
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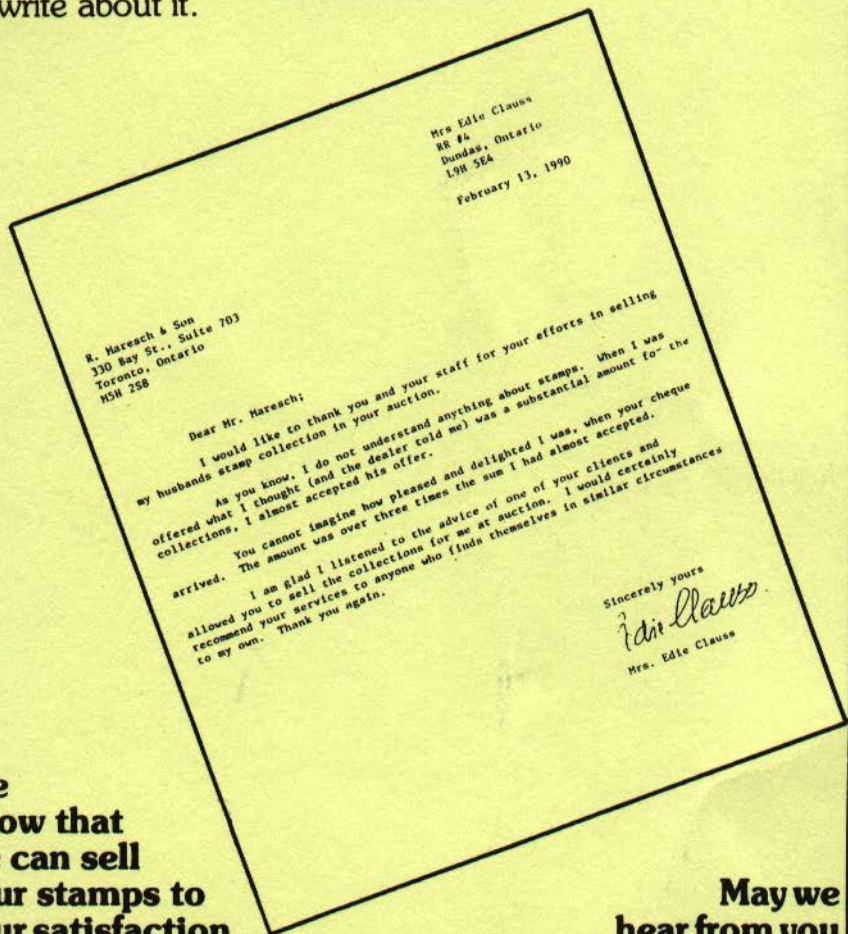
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