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BNA TOPICS



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY LTD.

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The Editor's Page

by Vic Willson

PHILATELIC RESEARCH AND YOU

In this issue is another contribution by Walter Plomish on Canadian airmail postal history. Mr. Plomish has been collecting airmail covers for quite a while, but his are not the early and often rare experimental flights or semi-officials but the apparently ordinary commercial airmail. We think we have all seen it, until we look carefully. Most of what we see as airmails, at least from the 1930's, are first flight covers and airport dedications, properly cacheted. This collecting specialty was immensely popular when it was beginning, and enough covers were created so that prices remain quite modest. Mr. Plomish's covers are almost always commercial covers that show the real use for airmail communication, and they are not so common as you will suppose. Mr. Plomish has taken this interest into all its possibilities - domestic, to the U.S., and to other foreign destinations from the 1920's to the 1950's. I am sure he scoured dealers' boxes, traded, bought large lots of common covers, and the like, to find what he was looking for. After accumulating material and seeking source material on rates and agreements from Canada Archives and Canada Post, he has begun to interpret what he has acquired, giving it permanent new meaning, status, and in some cases great value, but understanding it for its contribution to airmail postal history.

The account above has been repeated many times in the past by other adventurers, those willing to go beyond placing stamps on a preprinted page or matching their needs to a catalog. Most of you have the capability to do the same, simply by asking the question, what is there about this item of mine that stands out or is different from others that I have seen. You need not go to Ottawa to make advances. While it helps to have your own reference books, the BNAPS Library can support your inquiries about a topic. Even if you don't need it right away, finding out what others have already

learned about a topic becomes important to separate the known from the unknown. We have many examples each year in *TOPICS* of such work: Roger Grigson has been publishing his work on Dead Letter Office and Directional Markings by finding examples and matching them with what he has read by others. Even my own examination last year of interprovincial rates was stimulated by seeing Ed Richardson's beautiful collection, looking for examples unrecognized by dealers or auctioneers, and keeping notes on items sold at auction. Here the Library issues of past auctions was invaluable, since no one had previously written an article on the topic. All but a few items in my collection were purchased for under \$50 by keeping alert. Of course, the well-known and prestigious rates simply cannot be gotten in this way, and eventually one needs to decide if the direction can be continued monetarily.

What do you have that is interesting and to you unusual? Have you ever tried to figure it or them out? How do you go about it? One resource is our Study Groups that might be relevant to your area, although often the new and interesting things you are doing will not fit these groups. Another is our Convention, at which are assembled many people who regularly try new ideas - someone may also know something about your topic. Yet another way to get help is to exhibit what you already have, it's the equivalent of advertising. You can also advertise by placing a classified ad in *TOPICS*. Do you remember Jeff Switt's *Muddy Saskatchewan* ads? I don't know how many covers went Jeff's way from it, but he surely was known as collecting them, and other collectors contacted him.

Although it is easier to put things together if you live in or near a major Canadian philatelic market such as Toronto or Vancouver, with time and patience you can do it from anywhere - Ken Ellison has given us interesting information on lots of topics, and I don't think Oyama is all that close to Vancouver. Dr. Covert does quite

(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.

well in Hay River, NWT, also, helping us to understand postal stationery or Express Mail. The subject of our study, the mails, are a connection between you and the entire world. With copy machines ubiquitous today, it is much easier to show people what we are discussing, and for a nickel or dime.

Occasionally I get the sense that some people are unwilling to open up about their material because of a fear that they will lose something monetarily, or that they will be taken advantage of. My own experience is that almost no one in BNAPS who is active will do anything but help someone to interpret or understand their material. Knowledge is power, it is said, but it is also often money in knowing what is exceptional in your collection. When you sell that material, notations to a buyer or auctioneer about the item may move the price upward substantially. Also, having items that have been shown in a journal, catalog, or handbook surely enhances their monetary value.

If you have something you want to find out about and are unsure about what to do, write me

with description and/or photocopy. Your name need not go beyond your letter to me, and I can serve as a knowledge broker. Often, such items are worth noting in our journal, along with an answer by someone expert in the field, or they can become the basis for an article that you write or that you generate for others to write or collaborate with. Knowledge is a plus of our existence and sharing it must be considered a great service. I always rue the passing of a BNAPSer, not only for their friendship but for the unique knowledge that has not yet been passed on by them to others. My good late friend Ed Richardson had the view up to the day of his death that his philatelic knowledge should be passed on. He was at work on a comprehensive military postal history. I saw the notes for its outline. He knew he was fighting time and tried to hurry. His failing eyesight made typing difficult, and he was investigating a new word processor with oral text processing to help him. His determination to work on philatelic writing certainly helped guide his difficult years after wife Mickey's passing, and has been inspirational to me.

BNAPEX '91 UPDATE

(Bev & Jack Wallace, Co-Chairmen)

It looks like there will be in excess of 300 - six page frames as Exhibits.

Dealers participating in the Course will number in excess of a *baker's dozen*.

Our Court of Honour is a display of Stamp Boxes.

Seminars will include titles like - Carving B.C. Jade; Union Steamships of B.C.; Canada's 1st Scheduled International Airmail; Introduction of the Rail Mail Car in Canada, A Victorian Romance.

Study Groups scheduled so far are: Postal Stationery; Blackouts; Military; Newfoundland; Revenues; R.P.O.'s; Duplex; Small Queens; Centennial; Semi Official Airmails; Flag Cancellations.

Other sessions offered are: Crafts & Collectables, featuring the talents of our members and their wives; Meet the Editor of *TOPICS*.

Tours presently scheduled are: Orientation City Tour; Chinatown Experience, hosted by the Chinese Cultural Centre; North Shore Outing. *These are optional extras and the deadline is AUGUST 20th.*

Social Events planned are - Dinner at Brock House; Past Presidents Reception in the Marine Room; and our Awards Banquet.

Birdwatching (no host) is all set for Sunday 7:30 a.m. at the Reifel Sanctuary.

Bob Lee's Auction is scheduled for 11:00 a.m. Sunday.

Revised Show Hours:
Thursday and Friday 9:00 a.m. - 5:00 p.m.
Saturday 10:00 a.m. - 2:00 p.m.

Registration is at the Westin Bayshore Hotel on Wednesday, August 28 from 3:00 p.m. to 8:00 p.m. and on Thursday morning.

THE PRESIDENT'S CORNER

by William G. Robinson, OTB



How many of you writers or budding writers have experienced that black-out of ideas and words commonly known as *writers block*? I'll wager that most of you have known the feeling at some time. At any rate, that is the way your President has felt during the past few weeks. There are so many things going on, about which much should be written, but how to start, and what to say on what subject? The Editor's deadline eventually takes over, however, and something must be written - so here goes!

One subject which requires comment is the continuing increase in the average age of our membership. You may have noticed obituaries for long-time members Leo Lafrance and Thurlow Fraser in the past several months. This time it is the turn of Stewart Kenyon, for many years a stalwart of B.N.A. collecting in Edmonton. In order to even remain at our present level of membership we need to recruit an additional younger member for every one we lose to death or disinterest. Have you done your part as an active member?

Sickness is also claiming a toll. Past President Lew Ludlow is still hanging on, and is somewhat brighter since his doctors reduced the amount of sedative he takes. Your President and his wife had the pleasure of visiting the Ludlows twice recently. Mac, who is a trained nurse, had opted to look after Lew herself at home, and he has certainly received marvellous care in familiar surroundings. This is tiring and demanding work, and Mac has certainly done wonders in the past year. Lew appears to understand much of what he is told,

but has very limited power of expression or reply. The paralysis has not improved, and he is still completely bed-ridden.

We should also report that our efficient Secretary has been under the weather recently, and was hospitalized for about a week. If he has not responded to your enquiries with his usual despatch, this may help to explain why. His doctor has recommended taking it easier for the next while, so don't despair if routine transactions take a little longer.

To break this cycle of doom and gloom, let me report that I visited the spring meeting of the Calgary Regional Group (the oldest continually functioning Regional Group, as they like to point out). Attendance was good - with representation from Edmonton, Washington, and B.C. as well as those active Calgarians. There were several main speakers, and then a group of five-minute presentations on all sorts of B.N.A. subjects. A fine dinner rounded out the day. My thanks to this Group for a fine experience.

By the time you read this, you should be either on the point of leaving home to attend the 1991 Annual Meeting in Vancouver, or it may be a matter of history by then. In any event, we know that those who attend will receive a fine western welcome, that the deliberations of the executive will produce a better Society, and that the exhibits will include state of the art research on many facets of B.N.A. philately. I hope that we will have the pleasure of greeting many of you there, and that you will return home with new ideas, and memorable experiences. All the best!

BNAPEX '91

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More Sketches of BNAPSers

by Dr. R.V.C. Carr

SKETCH No. 239

Kenneth V. Ellison

A sketch of Kenny Ellison is away overdue as Ken is the coordinator of our Study Groups and all will want to know more of him. A native of British Columbia, he served his time in the military and then went back to college - the University of British Columbia graduating with his B.S. in Agriculture. From school to the B.C. Dept. of Agriculture for a time, and then onto his present farming business (details he did not give).

Stampwise, he was, as so many of us, a childhood collector with British Empire interests. The great B.C. postal historian, George Melvin, got Ken interested in the postal history of British Columbia and that brought him into BNAPS in 1963. He was very active in his local philatelic organization and held various offices. But it was in 1973 that the Canadian Military Mail Study Group was formed and this was his forte. He became Editor of their publication in 1982, and now is Chairman. Ken is also very active in the Pacific Northwest Regional Group and was Chair-



man with much encouragement of our own Lew Ludlow.

Want to hear more of you at Vancouver, Ken.

SUPPORT YOUR REGIONAL GROUP

FROM THE TREASURER

Notice to Members Caught in the *Transcontinental Gap*

Past due notices were erroneously sent to several members. These unfortunate members were caught in the *Transcontinental Gap*. The *Gap* is the period of time that it takes notice of dues payments to flow through the mail from the Treasurer, in West Virginia to the Secretary in Vancouver, B.C. Being caught in the *Gap* is rarely terminal and the symptoms of irritation usually pass quickly. Many thanks for your prompt response to the errant notice and regrets for the inconvenience.

Sincerely,
Art Klass



The RPO Cowcatcher

A Guest Column by William G. Robinson, OTB
5830 Cartier Street
Vancouver, B.C. V6M 3A7

One of the frequently heard criticisms of the specialized Study Groups of the Society is that they are too specialized and always dealing with the technical details of their Study. This and succeeding columns will be an effort to explain to beginners some of the main features of the study and collecting of Canadian Railway Post Office philatelic material.

The period of use of Canadian Railway Post Office markings covers most of the time when steam trains flourished - from 1854 to 1971 - and many R.P.O. collectors commenced by being interested in the steam trains. The transportation of mail by train in Canada generally replaced the earlier conveyance by stage-coach, wagon, or lake and river steamers. It was much faster and cheaper than the earlier methods, and the Railway Mail Clerks became the idols of small boys - much like the astronauts in a later period of swift technological change.

The first markings were used by *Mail Conductors* on the St. Lawrence and Atlantic Railway, near Montreal, in 1854 and 1855. As the railway network spread throughout eastern Canada, many more markings appeared. These early markings are well documented in *Canadian Mail by Rail, 1836-1867* published by Lionel F. Gillam in 1985. Collectors started listing R.P.O. markings in about 1926, and Jarrett showed many of them in his 1929 book. T.P.G. Shaw published his first specialized catalogue in 1944, and another major edition in 1963. The current authority on these markings

is *The Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks* published by Lewis M. Ludlow in 1982, to which have now been added nine annual Annexes listing new findings. A study of this book and the Annexes is essential to an understanding of Canadian Railway Post Office markings. A basic study of the history of Canadian railways is also requisite, and Gillam's *A History of Canadian R.P.O.s* reprinted in 1979 by the American Philatelic Society, can be recommended.

Most of these publications are still in print, and can usually be obtained through the B.N.-A.P.S. Book Department.

The catalogue is divided regionally, and also has sections for coastal steamers, railway depots, and emergency markings - so you may collect as broadly or as narrowly as you wish.

Generally, any Canadian cancellation with an ampersand or & in the middle will be a Railway Post Office marking. The & joins the names of the terminals or main stations along the route of that particular R.P.O. run. A run is the route along which a specific crew of railway mail clerks worked in a railway mail car, or a special compartment of a baggage car. Canada pioneered in the development of such cars and Tom Hillman of the National Archives of Canada has been researching their development for some time.

We'll start to study the details in future columns.

ARE YOU COMING TO BNAPEX?



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Notes

EDMONTON BNAPS GROUP STAGES SPRING REVIVAL

With a little help from their friends from across Alberta and Western Canada, Edmonton BNAPSers had a strong presence at the annual Edmonton *Spring National*, held March 15-17 at the famous West Edmonton Mall.

The purpose of the exercise was to raise the profile of BNAPS in Edmonton and to re-establish the group which had met so actively in the past. Co-chairman Wilf Walker undertook a mailing to BNAPSers in the West and met with a tremendous response.

A Saturday morning seminar on the **state of the market**, presented by Saskatoon's John Jamieson, created a great deal of interest and drew a full house. *Strong, especially for good stuff* was the message from John who also reviewed the recent Archives sale from his perspective as a major participant.

The seminar was followed by a luncheon hosted by the Edmonton group, with kind assistance from Sam Nickle - and no, he didn't make the sandwiches! A full house again - which proves that next to stamps come BNAPS tummies!

The luncheon provided an opportunity for our Calgary friends to promote their activities and for the dynamic duo of Jack and Bev Wallace to remind all of the forthcoming Vancouver festivities.

All in all, a great Edmonton show and a grand time for BNAPS fellowship. Area collectors and touring BNAPSers should give Wilf Walker a call at (403) 452-6209 about further Edmonton Group activities.

REVENUE STUDY GROUP NEWSLETTER HITS #200

The upcoming August issue of the Revenue Study Group *Canadian Revenue Newsletter* will be the 200th edited by Bill Rockett. This is certainly an outstanding accomplishment as anyone who has tried their hand at such an endeavor will attest. Bill is a guiding force behind Canadian revenue collecting, and BNAPS as well, as his perfect attendance at Annual Meetings also demonstrates. Our congratulations to Bill for his longterm contributions to Canadian philately and revenue collecting.

NEW REGIONAL GROUP - ST. LAWRENCE SEAWAY REGIONAL GROUP

Those living in the Kingston, Ottawa, Montreal, and Upper New York State areas have a new regional group they should join. The fellowship, knowledge, and fun that such groups provide make them an important aspect of one's philatelic enjoyment. Please send \$5 dues (Canadian funds if you live in Canada, U.S. funds otherwise) to Rich Toop, P.O. Box 9026, Ottawa, ONT, Canada K1G 3T8.

NEW STUDY GROUP - PHILATELIOGRAPHY CANADA

This is a group devoted to BNA philatelic literature. The group will help to understand, locate, and evaluate BNA works related to stamps, postal history, etc. You can join by sending C\$12 or US\$10 to Paul Burega, Box 15765 Merival Depot, Nepean, ONT Canada K2C 3S7.



Jim Karr receives a silver for his *Railway Post Office Ornaments of B.C.* exhibit.

RESPONSE

Dear Editor: (with apologies for the length)

Your St. John's, Newfoundland, irregular correspondent has blessed you with another of his interesting and provocative speculations about the printing methods of the Perkins Bacon firm (see May/June 1990 TOPICS, pp. 8-10). With one exception, his latest formulation, is plausible but not probable. If Perkins Bacon had used the procedure he has offered, the resulting coloured, perforated devices would not adhere to an envelope or other material, as the stamp paper was never shown to be gummed.

John Walsh has secured an interesting segment of watermarked paper, evidently prepared for Newfoundland stamps, unmarked except for a date (22 JUN 1932), some black right angle lines and a remark *Cut new working sheet 22 inches x 26 5/8 inches*. It is a segment with 400 Newfoundland Coat of Arms as the watermark, arranged in a rectangle of four groups, with 100 watermarks in a group. The date seems to have no significant meaning, as the paper had been in use since 1929 and continued to be used into the 40's. This piece is the basis for his most recent venture into creating a situation around which his imaginative postulation could flourish.

Mr. Walsh reports that there were several black lines, that appear in the form of a street intersection, on his piece. He calls them positioning lines. He also states that these lines are there in order to *set up* the four panes of watermarks, by the papermaker. There is no way that the *dandy roll*, which impresses the watermark into the paper slurry during its manufacture, could be made to adapt to these *street crossings*. The reverse might be true, provided the indicator marks were removed from the sheet prior to Mr. Walsh obtaining it. His marks are there to furnish cut lines, first to separate the larger paper into four individual sheets (the cut is made in the middle of the sheet), probably after gumming and before printing in the *dry* process, so that each sheet will accommodate a plate of 100 stamps, and finally for trimming the perforated sheet to delivery size.

An interesting article in the *London Philatelist* of March 1964, Vol 73, #855 Page 44 included a reference to the paper used by Perkins Bacon. *The size of the 1¢ stamp (including margins) is 30mm x 24 mm - say 1 3/16" x 31/32" - the 4¢ being about 1/8" shorter than the others, 28mm x 22 mm - ie 1 3/32" x*

7/8". Our Croxley Special Postage Paper is 26" x 34" (stretch 34" way) and cuts six out of either of both sizes.

If the sheet Mr. Walsh secured, came from the Perkins Bacon, it is possible that it was cut from the Croxley sheet or one like it, as it is approximately 2/3 of the 34" dimension. This would verify the instructions to *cut new working sheet*. If on the other hand, the paper came from the Mill supplying the paper, it would be an instruction on how to set the *sheeter* which would cut the sheets for the printer from the mill roll. There is no indication as to why the instruction was given. It may relate to the gumming process or the printing process. The sheet might also have been kept by the firm of John Dickinson & Co., the agents for both the Mill and Perkins Bacon, and the source of the paper for Perkins Bacon.

This same article also states that *Plates: 17/6/29 1¢, (110 on); 17/6/29 2¢, (scrapped); 20/6/29 3¢ (100 on); 24/6/29 replacement of 2¢, (100 on); 9/7/29 4¢ (100 on); 20/8/29 5¢, (100 on)*. Thus the printing plates in 1929, which used this same watermarked paper, contained only 100 stamps per plate. A separate note states that the Post Office in Newfoundland *deals with about 4,000,000 letters and post-cards and about 4,000,000 newspapers and parcels a year*. Another figure in the letter gives a quantity of 3,000,000 1¢ stamps as the base for a quotation. This probably is a years supply, as tenders were normally expressed in that manner. Based on this data, orders probably would be placed twice a year and stamps would be normally secured in increments of 50,000 to 1 million depending on the need and the value of the stamp. A million stamps will result from 10,000 *pulls* from a plate of 100, a figure well within the life of a printing plate.

There is a further note in this article that in 1933 certain of the dies were recut so as to make them better adapted to *machine* - rotary press - printing. The printing plates for intaglio rotary press work were all made in an initial flat state and then curved to fit the press cylinder. Large plates in any dimension would be difficult to handle, and depending on the diameter of the cylinder, might be too large to be precisely curved to fit the machine. If the work were not precise, some stamps would be dark (overinked) and others not recognizable. One should remember that when the initial flat plate, prepared from the original die roller, was curved to

fit the rotary press printing cylinder, the lines in the direction of the curvature would be lengthened. The percent elongation can be easily calculated from the formula $((Dcy'' + 2 (\text{ht. plate}''/Dcy'') - 1) \times 100 = \text{el } \%$. Simplified this appears as $((2 \times \text{Ht.P1}''/Dcy'') \times 100 = \text{E1}\%$. Rotary press stamps were not laid down from a new die. *Make ready* could save some of the misprints, but this was a detailed and time consuming job, and most expensive as a master printer would be needed.

While this all relates to 1929, there would not be a significant difference between 1929 and the early thirties. Some small increase in quantity would be indicated.

Mr. Walsh has not mentioned how he would print the stamps. Two methods were in use in the early 30's - the older, the *wet* method, and the more modern the *dry* method. In the first case the paper was haphazardly moistened by the printer or his *devil* to an undefined moisture content, never predictable or constant or measured, suitable for the printing ink to be transferred from plate to paper. It is obvious that gumming of the paper could not take place until after the printing ink dried. Thus another unregulated infusion of moisture during gumming could cause expansion or *stretch* of the paper and contraction or *shrink* as the paper dried. In Paragraph 4 it was shown that the *stretch* ran in the direction of the 34" side. This would be the axis of the grain of the paper and would have the maximum *stretch*. Cross grain *stretch* would be at a minimum. Perforation took place after gumming was complete. There was no indication of the resultant moisture in the paper at perforation time and as it dried further, the perforation gauge would change. This variable *stretch* is the basis for the numerous reported variations in perforations for the 1929 series stamps. There were only two or three machines of fixed gauge used by Perkins Bacon, but the variable moisture content of the paper at perforation time and the incident shrink, falsely indicated that many machines may have been involved. In the case of the dry printing there would not be excess moisture in the paper and gumming would have been accomplished prior to printing. The final perforation would conform to the machine used, with minimal shrink caused only by storage conditions. It is important to know which type of printing took place. The flat bed press was preferred for the *wet* printing, but could also be used for *dry* printing.

Having established some of the necessary criteria, consideration of time-cost and the

economics of printing is indicated. A flat bed press probably ran at a speed of 30 printed sheets per minute. An order for 1,000,000 stamps from a plate containing 100 stamps (100 up) would therefore be run off the press in 333 1/3 minutes. This is 5 Hrs 33 Min. Set up time on the press and *make ready* probably consumed another 1 Hr and 30 Min, and take down and clean up at the end of the run, the same time. The total *overhead* was 3 Hrs. which must be added to the press time for total time needed. In this case 8 Hrs 33 min - a little over a days work. A rotary press, a type introduced in the mid 30's, on the other hand would produce printed sheets at a faster rate, probably 60 sheets per minute. Speeds are estimated, based on operations I have observed and are for sheet fed as opposed to web fed presses. Numbers could vary according to operator desire, plant experience, press condition, weather and other factors. Those chosen were selected only for comparison, but are within normal speeds. The overhead for the set up and take down should be the same for both presses, but press time is one half for the rotary press, or 166 2/3 min - 2 Hrs 47 min. Total time involved for 1,000,000 stamps would be 5 Hrs 47 min. as opposed to 8 Hrs 33 min. a saving of 2 Hrs 46 min. Note that the overhead and press time on the rotary press are about equal, which is acceptable. However if the press time became shorter than the overhead time, it would not pay to use the rotary press. Think what would happen if, as Mr. Walsh suggests, the plate was 400 up instead of 100 up the press times would be cut to 1/4 of that shown, namely approx. 83 Min. for the flat bed and 41.5 Min for the rotary. If the overhead remained at 180 Min., which because of the size of the plate is problematical and might be larger, it now takes more of the press time than printing the stamps and would be considered too burdensome.

In order to gain a perspective on printing runs it is necessary to refer to the excellent booklet produced by Robson Lowe Ltd., 90 Pall Mall St., London SW1Y 5JZ in 1978. It is titled *The Last Stamps of Newfoundland* and is by John Aysford. Detailed press runs for all of the various stamps produced for Newfoundland by Waterlow & Sons from 1942 (after the bombing) to 1949 when Newfoundland became absorbed into the Dominion of Canada. The 1c stamp which has already been considered is chosen for comparison. May 1942, 2,000,000 printed; July 1942, 3,000,000 printed (This was the catchup period after the bombing and with

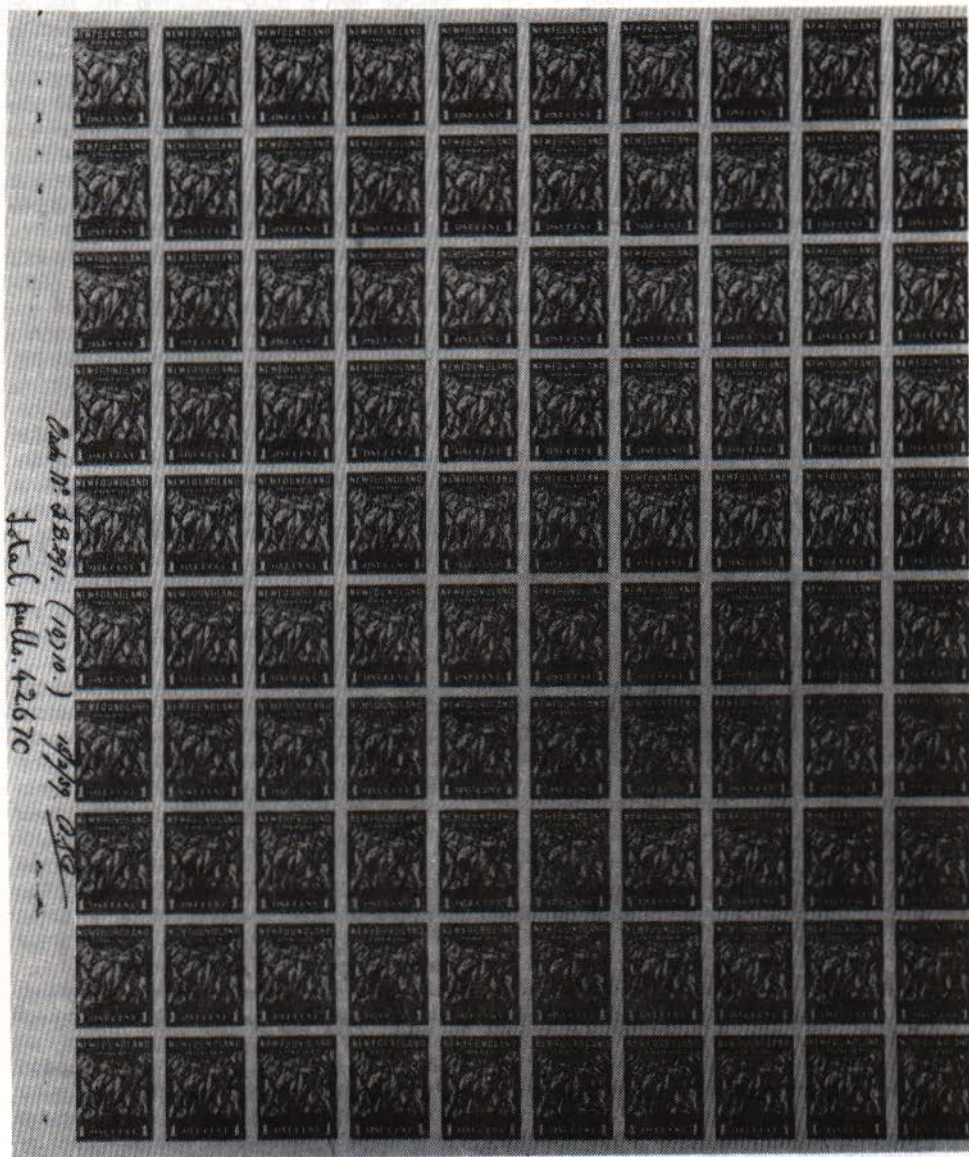


Photo number 1

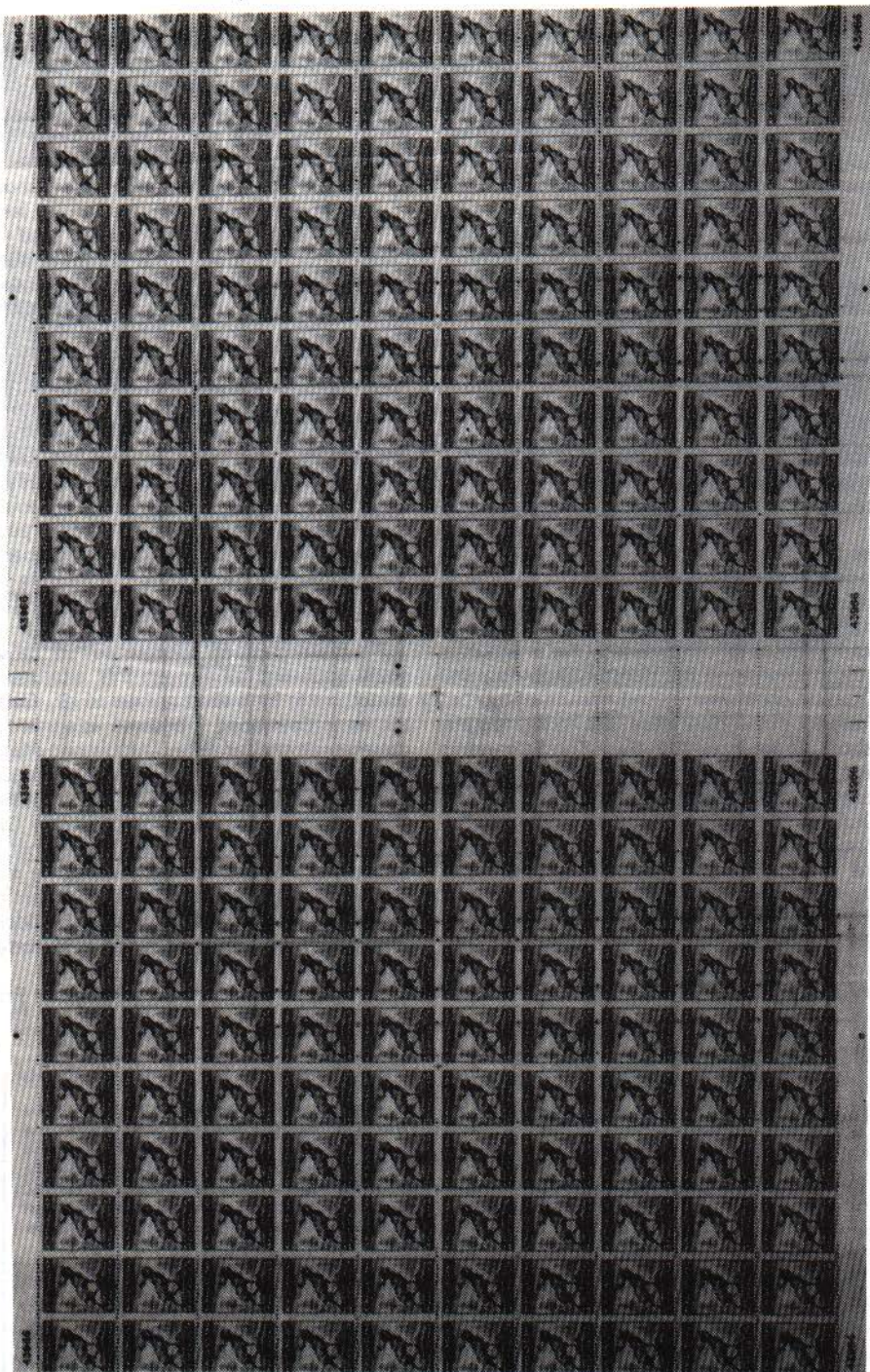


Photo number 2

insecure ocean transport); March 1943, 50,000, (Total Plate # 41711 - 5,500,000 stamps, 55,000 pulls); March 1944, 2,000,000 printed; November 1944, 1,500,000 printed; September 1945, 1,000,000 printed; January 1946, 1,000,000 printed; November 1946, unknown quantity, (Total Plate # 42430 - more than 6,500,000 stamps, 65,000 pulls); August 1948, 3,500,000 stamps printed from a duplex plate, # 43965 (200 up). This ends the printing of 1¢ stamps. The adventure into duplex (200 up) plates ended almost as soon as it began. Newfoundland stamps were replaced by those of Canada in 1949. It was only in the last moments that printing runs became long enough to support the duplex plates. There was no economic advantage in using them prior to that time, as needs were insufficient to support the additional cost of plate preparation and overhead.

Two additional items can be considered and then the lesson will be finished. In 1976 I had the good fortune to observe and to be able to record by inventory and some photographs, the contents of a large portfolio of Newfoundland stamp sheets which came from the effects of a person involved in the Perkins Bacon picture. The first photo reproduced here is of the 1¢, Plate #5, of the 1932 issue. It is an imperforate record sheet from the files. The interesting feature is the note written in the margin of the long side, opposite the Plate Number. It reads *Order # DB 291, (10,710), 15/2/39, A.S.A. - Total Pulls 42,670.* The figure 10,710 refers to the press run just completed, or 1,071,000 stamps. When retired the plate had produced 4,267,000 stamps. Other data from the picture - the page photoed had the approximate dimensions 11 1/4 inches by 12 3/4 inches, which could have been quartered from Walsh's sheet

of 22 inches by 26 5/8 inches. Orders for stamps are thus seen to still be in the 1,000,000 class as late as 1939. The inventory states - 1¢ Grey Codfish - type 1932 - paper, Machine wove, .0035", back printed herring bone Red, bookend material - Plate of 100 - Plate #5 (U.R.) - and then the information shown above.

The second photo is of the 5¢ Caribou, issue of 1948. The remarks in the inventory read - 5¢ Caribou - Violet - sheet of 200 stamps (2 plates of 100) - Plate # 43966 all four corners of each plate - cut (guide) marks at all four corners - Plate # 43966 in middle of gutter top center - offset on gum over entire sheet - imperforate vertically - Identity marks, large double size period and rotated 90 degrees T each plate 5th row in margin left and right and 6th column top and bottom. Dimensions between cut (guide) marks vertically 12 3/4", between edges of paper 13 3/8", between cut marks on double side (bottom) 21 5/8", between edges of paper 22 3/4". There is no indication of number of stamps printed.

In Conclusion

Please accept my condolences for having made you read all through this exercise. It started out to be a short answer to Mr. Walsh, but as it developed I became interested in slaying once and for all this reappearing dragon that intrudes upon rational thought at irregular intervals. Let's put an end to this nonsense about duplex plates from Perkins Bacon. Only a very active mind could dream up the continual excursions into the maybe-never-never land that insists they were prepared. Mr. Grimm did a wonderful job of creating fairy tales for kiddies - I think we have uncovered a new, and modern Mr. Grim.

Robert H. Pratt.

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STUDY GROUP NEWSLETTER EXCERPTS

from THE CANADIAN RE-ENTRY STUDY GROUP, Vol. 9, No. 4

THE 10¢ ON 1¢ NUMERAL - FOUND ON THE PROOF SHEET IN OTTAWA

by Ralph E. Trimble



Photographed by R. Trimble from the collection of the CANADIAN POSTAL ARCHIVES (received O.K. from Cimon Morin to use).

The above stamp has been reported on in three earlier issues of the Re-Entry Study Group newsletter, numbers 20, 27 & 28. The stamp next appeared in *TOPICS* in Sept.-Oct. 1987 in Dr. Warren Bosch's article, *MISPLACED ENTRIES ON THE ONE CENT NUMERAL*, p.28-31, Photo C. This was followed by my letter in *TOPICS* in March-April 1988, p.7, in which I further put forth the opinion that this is indeed a 10¢ entry on the 1¢ design, similar to the famed 5¢ on 6¢ Small Queen. The stamp next appeared in *TOPICS* in Sept.-Oct. 1988 in John Hillson's article, *A REVIEW OF RE-ENTRY BASICS*, p.44-45. In his article, Mr. Hillson stated *Photo C worries me*. He went on to express concern about the chamfered corners of the outer edges of the misplaced design and near the end of his article he said, *I wonder if the ink of the variety has been checked for compatibility with the underlying stamp.*

Well, I am more than overjoyed to report that Mr. Hillson can put his mind to rest and need worry no more! This past August, Bill Simpson and I made a pilgrimage to the Canadian Postal

Archives in Ottawa to do some research on the 6¢ S.Q. material held by the Archives. While there, I was also able to examine all twelve proof sheets of the 1¢ Numeral, and there, in all its glory, on the black proof sheet of Plate 1, Right Pane, Position #82, was this stamp! Of all the re-entries and misplaced entries found on the 1¢ numeral, for *this* one to be found on the proof sheet is truly a remarkable discovery!

As to Mr. Hillson's concerns about the chamfered corners of the misplaced design, the issued stamps, perhaps being slightly worn, may give this impression. However, the crisp, clear black impression on the proof sheet does indeed show slight evidence of the vertical framelines, and in both corners, as well. (This may or may not show up on the accompanying photos, but the lines *are* there.)

In fact, the black proof impression is so clear that I do believe I can detect slight traces of the left 10.

A further observation has to do with the dates of issue of the 1¢ and 10¢ stamps: Scott Canada Specialized gives the date of issue of

the 1¢ as June 21, 1898 and the 10¢ as Nov. 5, 1898. For those of you who may ask how the design of the 10¢, which was not issued until over four months after the 1¢, could possibly get on to the 1¢ plate, it is interesting to note that there is a hand-written notation on the proof sheet of Plate 1 that reads: *Re-enter Dec. 13, 98* followed by *Cancelled*. This clarifies that the 10¢ transfer roll was indeed in existence at

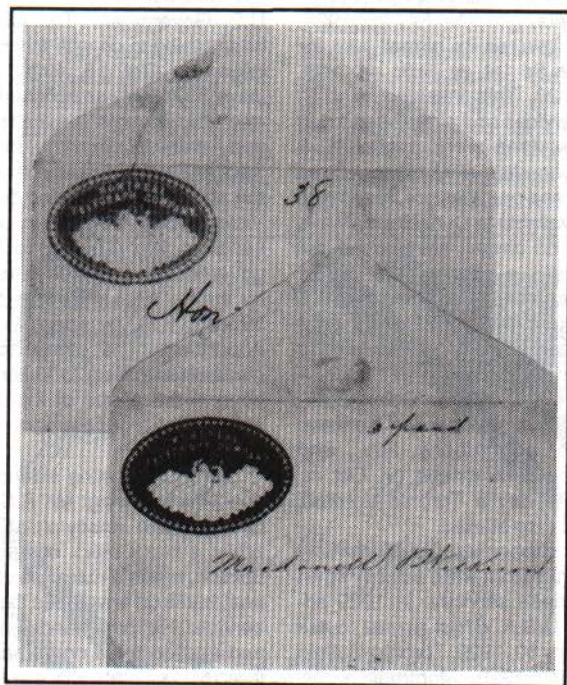
the time of the re-entering of the 1¢ Plate 1.

Now, as to the questions of how and why the design of the 10¢ came to be partially impressed on the 1¢ plate is intirely another matter. Who knows??? But then we still do not know for certain how the delign of the 5¢ Small Queen came to be on the 6¢ plate either. And yet another differint 5¢ on 6¢ has surfaced! But that's another story.

A STUDY OF THE TELEGRAPH COVERS OF CANADA

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

MONTREAL TELEGRAPH COMPANY



Type IX. Embossed in Red or Blue, large Oval design. Sans-Serifed letters. Embossed with company seal on flap. White Laid. Circa 1860?

AIRMAIL TO U.S.A.

by Walter Plomish

Mail Flown From Canada on Both Canadian and U.S.A. Airmail Services 1928-1946

This article will be divided into two parts:

Part One will explain the time period from Oct 1, 1928, when airmail was first flown from a Canadian city to a U.S. city with connections to U.S. airmail service.

Part Two will explain the time period in which airmail flown from Canada to the United States was flown via U.S. airmail service to west coast seaports for steamship connections to Oceania, Australia, and the Far East.

Foreward

After negotiations were concluded in 1928, Canada agreed with the United States postal authorities to an airmail rate of 5¢ 1st oz., 10¢ ea. addl. oz., for airmail services in the United States and Canada, where available. The United States issued a five cent airmail stamp, Scott C11 for this purpose. On July 25, 1928, the United States lowered its airmail rate for domestic service to 5¢ 1st. oz., 10¢ ea. addl. oz., on Aug 1, 1928. This included all U.S. domestic airmail services and airmail service in Canada where services were available. A circular issue to Canadian post offices dated Aug. 7, 1928, informed postmasters this airmail service was now available to Canadians. At this time Canada had no airmail stamp, and the issuance of one was a priority. After a few problems were overcome, a Canadian airmail 5 cent stamp was issued on Sept. 21, 1928. Prior to this, regular Canadian postage was used to pre-pay airmail service to the United States. A contract was given to Canadian Colonial Airways to operate an airmail service between Montreal, Canada, and Albany, N.Y., and return. This service commenced on Oct. 1, 1928. On the same day a Toronto-Montreal airmail service was also started.

I have carefully chosen examples from my collection for this article that were actually flown from Canada on these services. In 1929 additional Canada to U.S.A. direct airmail routes were opened: on July 10, 1929, Toronto-Buffalo service; on July 10, 1929, Montreal-Detroit. Other air routes were opened in Canada to connect with these direct air routes to the U.S.A., notably Montreal-Windsor on July 15, 1929; Moncton-St. John-Montreal on Dec. 10,

1929; and Montreal-Quebec on the same day. These services accelerated eastern Canadian mail, but mail from the west was still slow. A prairie air mail service was inaugurated on March 3, 1930, connecting Winnipeg-Calgary-Edmonton. Gains of 24 hours across the prairies and between Montreal and Windsor, and of 18 hours from Moncton to Montreal indicated the need for a transcontinental air mail service in Canada. This service did not materialize until March 1, 1939, when Transcontinental Airlines (T.C.A.) opened a transcontinental service. Until this time Canadians had to rely on sending their airmail via U.S.A. air routes.

At this time, I should mention the Seattle-Victoria Seaplane Service before everyone gets out pen and paper to write the editor and point out that this was the first international airmail service between Canada and the United States. The service is F.A.M. Two, a United States operated airmail service under contract with the U.S. Government. The Canadian post office had nothing to do with this service. The service began on Oct. 15, 1929, and operated until June 30, 1937, established to convey mail to and from steamships, calling at Victoria, B.C. and Seattle Washington, for points to and from the Far East. It took about two days by the time the steamships travelling between Seattle and Victoria, B.C., stopped in port, picked up passengers, etc. This gave the United States government post office extra time to collect mail for the Far East in Seattle, and have it flown to Victoria, B.C. by seaplane before the ships' departures. The same applied to incoming steamships calling at Victoria. Further detail is beyond the scope of this article as it was a strictly U.S. government contracted airmail service.

As an interesting sidenote, I will add however, the following: Mr. A.C. Roessler an East Orange, New Jersey philatelic dealer and generally a black mark on aerial philately in my opinion, made a nuisance of himself in creating postmarks on envelopes that were flown on this service. He had handstamps manufactured, and applied them on airmail covers, then sold them to his clients. Care should be exercised in purchasing these sea-plane covers. A series of in depth articles on the Seattle-Victoria Seaplane Service are printed in series commencing with the August 1989 issue of the *Airpost Jour-*

Air Mail Service

Effective October 1st, 1928, a daily except Sunday air mail service will be established between Montreal, P.Q. and Albany, N. Y., on the following schedule:—

Effective October 1st, 1928.

South-bound Read down	Daily except Sunday	North bound Read up
2.30 p.m.	Montreal	11.15 a.m.
4.50 p.m.	Albany	8.45 a.m.
	Albany	8.30 a.m.
	New York	7.00 a.m.

Figure One.

nal. Faked cancels and markings along with genuine markings are explained and examples shown.

End of forward.

Part One

Canada issued its first airmail stamp on Sept. 21, 1928, in a 5 cent denomination to coincide with the recent issue of the U.S. C11 5¢ Beacon stamp. Both were issued to pay the 5¢ 1st. oz., 10¢ ea. addl. oz., airmail rate from Canada to the U.S.A. and vice-versa. The first international Oct. 1, 1928, Montreal-Albany route was the first time Canada's new airmail

stamp could be used on a cover actually flown from Canada (Fig. 1). On the same day a domestic airmail service was started from Montreal to Toronto. This put both of Canada's 2 largest cities in airmail all-the-way service to Albany, New York, and greatly accelerated Canadian business and personal mail over surface transportation to American airmail terminals. The United States airmail network was expanding rapidly at this time, and it was very advantageous for Canadians to utilize these services. The Montreal-Albany route provided an air connection to U.S. airmail route No. 19 south via New York, Wash., D.C., and

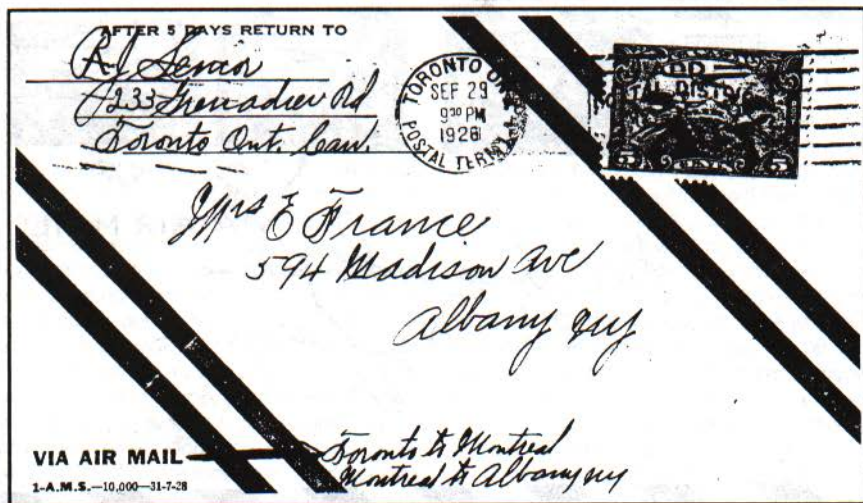


Fig. two: Posted at Toronto, Ontario to Albany, N.Y. on Sept. 29, 1928 via Montreal.

Atlanta, GA. A connection was also provided with the 20th century limited to points west via Chicago, and connecting lines east and west of New York City. Part one will examine airmail covers flown from Canada, utilizing the Oct. 1, 1928 Montreal-Albany route and subsequent routes from Canada.

Fig. 2 is a classic example of the utilization of this route showing its full potential. The sender used a stylized envelope and a 5 cent airmail stamp to immediately draw attention to the fact that airmail service was desired. The sender also expressed his desire that the letter be flown on the Toronto-Montreal airmail service by endorsing it so on the cover bottom, adding *Montreal to Albany*, and by drawing an arrow from via airmail to the above endorsement. This letter was held at Toronto for airmail service on the Oct. 1, 1928 9:45 a.m. flight to Montreal. It is backstamped on Oct. 1, 1928 Montreal Canada. 3 p.m.

The Oct. 1, 1928, flight from Montreal to Albany left Montreal at 2:30 p.m. The letter was flown to Albany on Oct. 2, 1928, on the 2:30 p.m. flight arriving Albany at 4:50 p.m. The cover is backstamped Albany Oct. 2, 6:60 p.m. 28. Ordinarily, by missing the connection it would have been sent by surface means to Albany, N.Y., but because it was endorsed for the airmail route desired, it was held and flown as endorsed. This is also the reason no 1st flight cachet appears on the letter. I have a similar cover flown from Toronto endorsed via

Montreal on Oct. 1, 1928, at 3 p.m., missed the Oct 1, flight to Albany, and was held until Oct. 2, 1928, and then flown to Albany from Montreal on the 2:30 p.m. flight. The letter arrived at Albany, N.Y. at 4:50 p.m. and was backstamped Albany Oct. 2, 6:30 p.m. N.Y. The cover has no 1st flight cachet for this reason. I prize these covers as they are commercial mail. Most of the Oct. 1, 1928, cacheted flight covers on the Montreal-Albany flight were sent to or from collectors seeking souvenirs. There is nothing wrong, I suppose, with collecting 1st flight covers if that's what you want, but my personal opinion is that the real challenge is in locating 2nd flight and on commercial mail. Some of this airmail though not rare, is exceedingly hard to locate.

Posted at London, Ontario, to Prescott, Arizona on July 9, 1929, Fig. 3 shows a double rated airmail letter paying the five cents 1st oz., 10 cents each add. oz. with three C1 five cent airmails. The reason for the very high rate of 10¢ for ea. addl. oz. was to discourage airmailing small packets etc., or parcels. For this reason airmail covers exceeding one ounce are seldom encountered. This letter was routed as follows: by train, London, Ont. to Toronto; airmail from Toronto to Buffalo, N.Y. and into the U.S. airmail system to the closest Arizona connection for delivery. The Toronto-Buffalo airmail service was started on July 10, 1929, one day after the letter was mailed. Whether it made this connection is unknown due to the



Fig. 3: Double rate cover, 5¢ 1st oz., 10¢ 2nd oz.

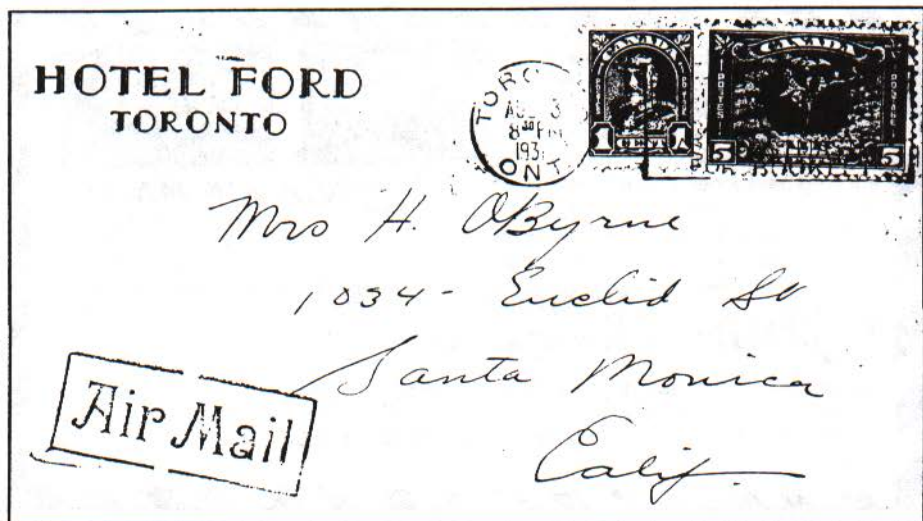


Fig. 4: Six cent rate to U.S. after July, 1931.

absence of backstamps or transits. It should have, since trains ran at this time carrying mail day and night. It should be noted that in the 1928 to 1946 time period backstamping, except on registered mail, was the exception, not the rule. This makes it rather difficult to prove beyond any skeptics doubt how these airmail covers were flown. I can only rely on official post office schedules and regulations for airmail services.

On July 1, 1931 the airmail rate to the United States was changed to 6¢ 1st. oz. and 10¢ ea. addl. oz. At this time I shall note that the Canadian airmail 5¢ stamp C1 issued on Sept. 21, 1928, and C2 issued on Dec. 4, 1930 were the only airmails available for sale at Canadian post offices. The C3 airmail which was a 5 cent C1 surcharged 6 for six cents postage, was not issued until Feb. 22, 1932. This meant that you had to use a C1 or C2 with a supplemental franking of a one cent definitive, to make up this new six cent 1st oz. airmail rate. Another option was to use no airmail stamps, but all definitives, which was allowed for franking airmail covers. As there was no Canadian six cent stamp, you still had to use a one cent definitive with a five cent definitive, or some other combination. After collecting Canadian airmails for some time now, I find this was not the case, and most covers are franked with C1 plus a 1¢ definitive until the issue of six cent C3.

Fig. Four, posted at Toronto, Ontario to

Santa Monica, Calif., on Aug. 3, 1931, correctly paid 6¢ for the 1st. oz. airmail rate to the U.S.A. It is franked with a 5 cent C2 airmail and one cent definitive, which is unusual as most C2 airmails are on philatelic or cacheted 1st flight covers. Only 900,000 C2 airmail stamps were printed, and 500,000 of these were surcharged 6¢ and issued to commemorate the Imperial Economic Conference held in Ottawa. They were issued on July 12, 1932 with a 6¢ value, Scott C4. Again, most of the 6¢ C4 airmail stamps are not found on commercial covers but on philatelic mail.

On Aug. 1, 1932, the airmail rate to the United States was increased to 8¢ 1st. oz. and 13¢ ea. addl. oz. This again caused the same franking problem. On Feb. 22, 1932, the six cent C3 was issued which paid the current 6¢ 1st oz. airmail rate for Canada and the U.S.A. Supplemental frankings of definitives were again required. There were two eight cent definitives in the Arch issue, which were current at the time, but the public, or even philatelists, rarely used these stamps to pay the 1st. oz. 8¢ airmail fee to the U.S.A. Most airmail covers I have seen are franked with a C3 six cent airmail and a two cent arch definitive, or after Dec. 1, 1932, a two cent medallion issue.

Canadians almost always franked their airmail letters with at least one airmail stamp until about 1943, when you start to see many airmail rates paid with all definitives. Also, on airmail covers to places with very high postage

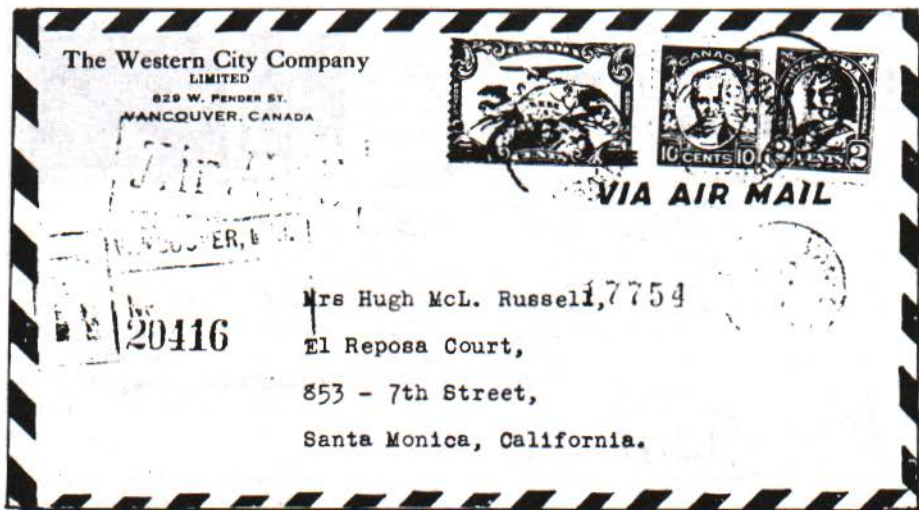


Fig. 5: August, 1932 8¢ airmail rate to U.S., with additional registration.

rates, even in the early days of airmail, Canadians seemed to place at least one airmail stamp if possible on the envelope. Good habits die hard I suppose.

Fig. Five, posted at Vancouver, B.C. to Santa Monica, Calif. and registered, shows a cover correctly paid at 10¢ registration and 8¢ for the 1st oz. airmail rate to the U.S.A. The cover's rear displays the following: two strikes

over flaps, Vancouver Mar. 6, 1935, of the same cancel, tying the stamps on the envelope front, a Portland, Oregon, Mar. 7, 1933, reg. transit; and a Santa Monica, Calif. Mar. 8, 1933 reg. receiver. The Mar. 7, 1933, Los Angeles *Arcade Annex* reg. hammer shows where air service ended. *Arcade Station* was the Los Angeles clearing station for U.S. airmail services. All U.S. hammers on the cover rear are

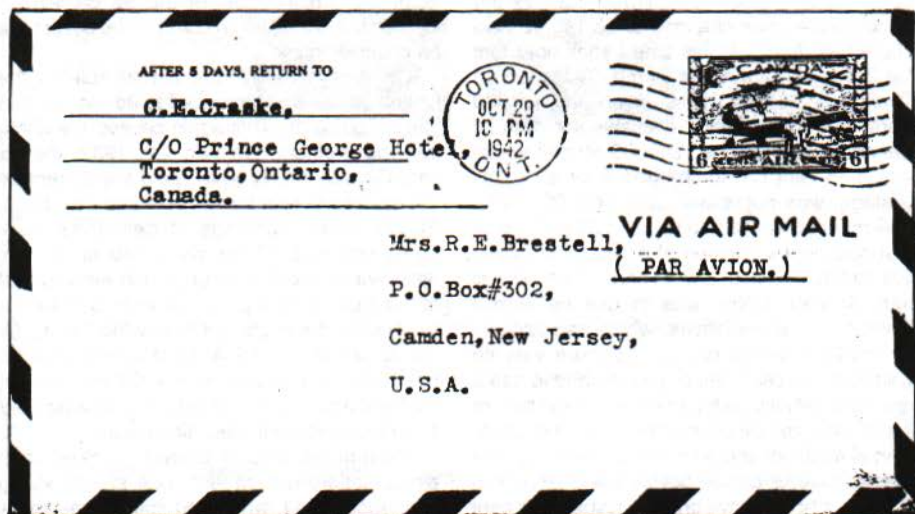


Fig. 6: Six cent per oz. rate to U.S., July, 1942.

struck in purple or violet ink. The Canadian boxed *Air Mail* hammer strike is also in violet ink. On July 1, 1934, the airmail rate to the U.S.A. was reduced to six cents per oz. For the first time the airmail charge to the U.S.A. was the same for both the 1st oz. and each add. oz. The 6¢ C3 issue of Feb. 22, 1932, was in use until June 1, 1935, when a new 6¢ Canadian airmail stamp was issued in a new color, red brown, an improvement over the drab olive brown issues. Why these airmail stamps were issued in such a drab colour is hard to understand. On June 15, 1938, a blue 6¢ airmail stamp was issued, and all airmail issues from this date were issued in blue, including the airmail special delivery stamps.

Fig. Six, a cover posted at Toronto, Ontario, to Camden, New Jersey on Oct. 20, 1942, is franked with the last six cent airmail stamp of Canada. On July 1, 1942, a new six cent airmail stamp C7 was issued and one is shown on the above mentioned cover. This airmail stamp however, had a rather short life as the airmail rate to the U.S.A. was raised to seven cents 1st. oz. and six cents ea. addl. oz. on April 16, 1943.

A seven cent airmail stamp C8 was issued April 16, 1943, the same design as C7 but with seven cents in the value tablet. This airmail rate stayed in effect until the end of 1946.

Fig. Seven, a cover posted at Watson Lake, Yukon registered and sent to Seattle, Wash. on Jan. 22, 1944. On arrival at Vancouver, B.C. the letter was opened to verify the contents in

accordance with the requirements of the Foreign Exchange Control Board. The letter is correctly paid at ten cents for registration, and seven cents 1st. oz. airmail fee. An official perforated label was applied after inspection on the right hand side of the cover. It was then signed by the examiner and struck with a Vancouver, Jan. 24, 44 boxed purple handstamp tying the label to the cover on both sides. Two Jan. 24, 1944 blackout strikes are on the cover rear, plus a Seattle, Wash., receiver dated Jan. 25, 1944 struck in purple. Registered letters from Watson Lake, Yukon are not easy to find.

Fig. Eight, a postcard posted at Van., B.C. to Los Angeles, Calif. on Nov. 21, 1946. A seven cent war effort issue airmail, correctly pays the seven cent 1st. oz. airmail rate to the U.S.A.

Postcards for which the sender desired airmail service were paid at the 1st oz. airmail rate. This was true right from the Oct. 1, 1928, airmail flight from Montreal to Albany, the reason being that you were paying the extra fee over surface charges, for the acceleration of your message by airmail. Airmail postcards are not common but can be found with patience.

Without showing multiple examples of each rate, with every airmail stamp possible, I have tried to cover the 1928 to 1946 time period of airmail usages to the U.S.A., without making the article too lengthy or hard to digest. In closing it should also be noted that in the Oct., 1929, circular issued to Canadian post offices in regards to airmail regulations the following is listed under Section 8: *Canadian air mail for*



Fig. 7: Seven cent 1st oz. airmail rate to U.S., April, 1943.



Fig. 8: Postcard showing airmail service.

points in Canada may be dispatched via U. States airmail routes, whenever airmail posted in Canada addressed for points in Canada can be expediated by routing via U.S. air mail services, it should be sent to the nearest U.S. exchange office for transmission by U.S. airmail services to the Canadian exchange office

nearest to the point of destination.

Fig. Nine, a cover posted at Moncton, N.B. to Victoria, B.C. on Aug. 12, 1930, correctly paid at 5¢ 1st. oz. for airmail service in North America where available. This letter is an extreme example of routing an airmail cover from one end of Canada to the other via the United

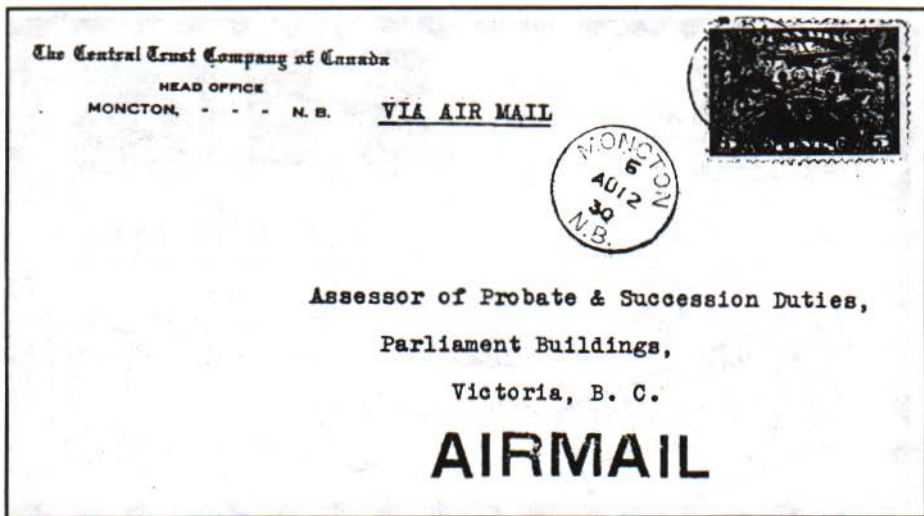


Fig. 9: Cover showing use of both Canadian and U.S. airmail services for Canadian destination.

States and Canadian airmail services. The importance of the routing is apparent when it is noted that a savings of 48 hours was gained over a partially flown all Canadian route. The cover was flown as follows: Airmail service on

the Moncton-St. John-Montreal route; airmail service Montreal to Detroit; airmail service via U.S. airmail system to Seattle, Washington; dispatched by air on Seattle-Victoria airmail service.

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FOR A PENNY OR TWO...

by Allan Steinhart

THE 1¢ RATE TO NEWFOUNDLAND



This card is an example of the Canada 1¢ blue card used May 2, 1874 from Halifax, N.S. to St. John's, Newfoundland. Effective November 1, 1872 the domestic 1¢ postcard rate was extended to include post cards to Newfoundland. This 1¢ postcard rate to Nfld. lasted until January 1, 1877 when the 2¢ postcard rate to Great Britain commenced and the postcard rate to Nfld. was raised to 2¢. The 1¢ rate to Nfld. was the first special postcard rate to a foreign country from Canada. This usage is not easily found.

New Issues

by William J. F. Wilson

Three new issues have appeared since the May-June *TOPICS*, but complete information is available only for the first of these (Primitive Vertebrates). Canada Post has replaced their individual New Issue brochures with announcement cards that say very little, and publishes the complete information only a few times a year in a booklet, *Canada's Stamp Details*. New issues will be listed in this column as the complete information comes available through these booklets.

Please report all variations (perf. and other-

wise) to me, and I will include the results in future columns.

The following data have been obtained from the Canada Post booklet *Canada's Stamp Details*, with the exception of the perforation gauges and number of teeth, which are my own measurements. Stamp size, perfs and teeth are given as (HORIZONTAL) x (VERTICAL). A list of abbreviations is given at the end of the table. For postal stationery collectors, the prestamped envelopes and the air letter are also included in this column.

Issue:	Primitive Vertebrates 4 x 40¢ (se tenant)	envelopes: 40¢ No. 8 40¢ No. 10	air letter: 80¢
Cost: (excl. GST)	40¢	No. 8: 43¢ No. 10: 44¢	80¢
Type:	Commem.	Prestamped	Prestamped
Issued:	5 April 1991	28 Dec 1990	28 Dec 1990
Printer:	A-P	Innova	A-P
Quantity:	15,000,000	continuous	continuous
Size: (mm)	40 x 30	No. 8: 165 x 92 No. 10: 242 x 105	210 x 323 (flat)
Gum:	PVA	N/A	N/A
Paper:	C1S,L Peterborough	No. 2 Offset white wove	No. 1 Offset
Process:	5CL	4CL	4CL
Pane:	20	N/A	N/A
Tagging:	G (4 sides)	1 vert. bar	1 vert. bar
Perf.:	12.5 x 13.3	N/A	N/A
Teeth:	25 x 20	N/A	N/A

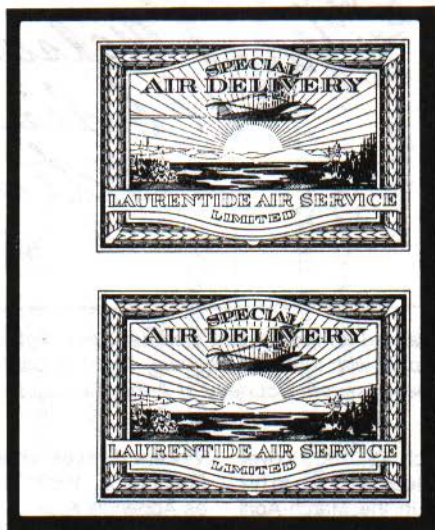
ABBREVIATIONS: 4CL or 5CL = four (or five) colour lithography; A-P = Ashton-Potter; C1S,L = coated one side, litho; G = general tagging; vert. = vertical; N/A = not applicable or information not available.

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A 15¢ Rate but No 15¢ Stamp

by George B. Arfken

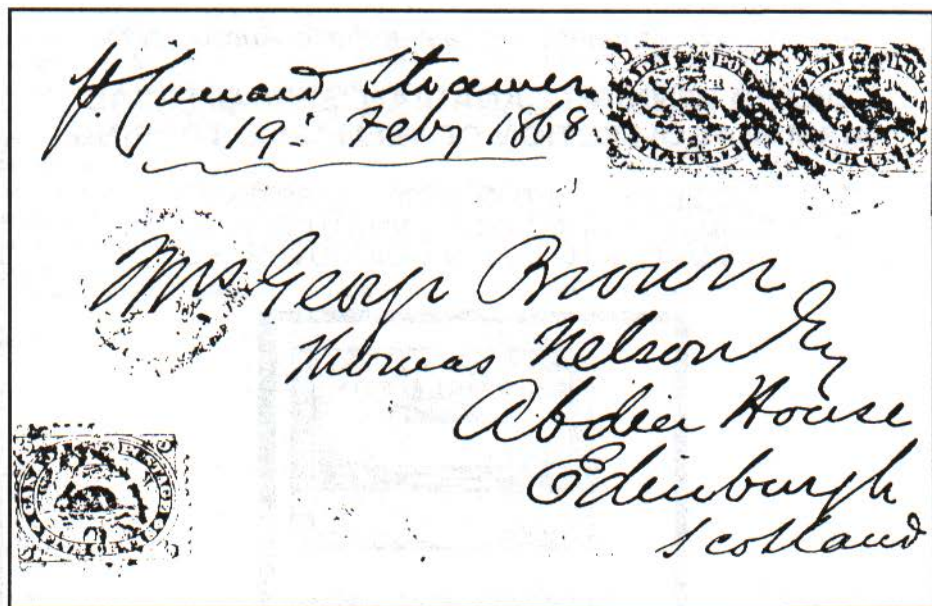


Figure 1. This cover was carried on the Cunard steamer *Java*, February 19, 1868. The 15¢ rate to Scotland was paid with three 5¢ Beavers. The 15¢ Large Queens had not yet been issued. Courtesy of Arthur W. Leggett.

A photograph of a March 23, 1868 cover from Toronto *Globe* Editor George Brown to his wife in Scotland appeared in the March-April 1990 issue of this journal [1]. Brown paid the double 15¢ rate with a pair of 15¢ Large Queens. This was very early use of these stamps. But how would Brown have franked such a cover *before* the 15¢ Large Queens were issued?

[1] *An Early 15¢ Large Queen Cover to the U.K.*, George B. Arfken. BNA *TOPICS* vol. 47, p. 13, March-April 1990.

The 15¢ per 1/2 oz. rate to the U.K. was announced in Department Circular No. 1 dated 16 January, 1868 [2]. The circular promised that *Postage Stamps representing the new 15 cent Packet Rate will be issued as soon as they can be prepared.*

[2] *The Large Queen Stamps of Canada and Their Use, 1868-1872*, H.E. & H.W. Duckworth,

Vincent Graves Greene Philatelic Research Foundation, 1986. This circular is reproduced as Appendix A.

The earliest dated 15¢ Large Queens are dated MR 2 [2, p.29]. So for about six weeks, from mid January to early March, Canada had a 15¢ rate but no 15¢ stamp. George Brown resolved the problem very simply. He used three 5¢ Beavers as shown in Figure 1. The cover is from Arthur Leggett's 1859 collection. While the Canadian date stamp is illegible, Brown dated his covers according to the sailing dates of the Cunard steamers. This cover went on the Cunard *Java* that sailed from New York on Wednesday, February 19, 1868.

This cover is a true rarity of Canadian postal history. Only one other 15¢ rate cover from this non 15¢ Large Queen period has been reported.

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THE POSTAL MARKINGS ST. JOHN'S GENERAL POST OFFICE AND SUB OFFICES 1840 - 1949

by John Butt

The Postal Markings of the St. John's Offices have always intrigued me. These markings have received very little attention from the collectors of Newfoundland Postal History. Except for a few articles by Dr. R. Willan in the *Maple Leaves*, which gave me the impetus for this article, very little has been written.

I am very fortunate to have several friends in the St. John's area who, along with myself, collect Newfoundland Postal History. Their collections, my own collection, a collector friend in Toronto, and a good spread of auction catalogues gave me a good basis for compiling a year to year record of each marking. I would be remiss if I did not mention that although a lot of care was taken in researching this article, other types and years may be found to add to the list.

The purpose of this article is to record all the known date stamps and related markings of the G.P.O. and Sub Offices. This seemed an easy task when I started in 1988. After reading Dr. Willan's articles in *Maple Leaves*, I noticed that different dates and cancels were in my own collection. A photostat of each cancel was put

in chronological order, the information from my friends' collections was added, plus the information from the auction catalogues and a very concise list was made of the G.P.O. Markings. The registry, sub offices, and section markings were organized in the same fashion.

Newfoundland joined the *Imperial Postal System* in 1840. This article is concerned only with the Postal Markings from that year to 1949 when Newfoundland entered into Confederation with Canada. St. John's, which served as the only Post Office in 1840, was issued the first marking, which I call PM#1. All the markings are explained individually because of the difference in size, colour, and so forth.

All markings were in red (prepaid) or black (unpaid) until 1865. This practice was supposed to stop with the issuance of the Cents Issue in 1865. The practice continued until 1876, in which year PM#1 may be found in red and black.

The markings and abbreviations are PM (Postal Marking), MC (Machine Cancel), RM (Registry Markings), SS (Special Section), SO (Sub Offices), and PP (Postage Paid).

ST. JOHN'S G.P.O. POSTAL MARKINGS

PM1: Applied in red for paid and black for unpaid letters. Usage 1840-1846.

PM2: Stamped in black only. 1840-1877.

PM3: Crowned Circle, red only. 1846-1849

PM4: Arcs 6mm long. Black only. 1846-1858.

PM5: Red only. 1849-1877.

PM6: Same as #4, but arcs 13mm long. Black. 1858

PM7: Used as obliterator. Black. 1865-1896

PM8: PM5 with cross cork obliterator in center. Black only. 1871-1881

PM9: PM5 with leaf cork obliterator in center. Black only. 1871-1881.

PM10: First Full Circle. Red only. 1873-1876

PM11: Arcs 4.5mm long. Black and red. 1876-1883

PM12: Arcs 8mm long. 1882-1896

PM13: 28mm full circle. 1884.

PM14: Arcs 2.5mm long. 1886-1895

PM15: St. Johns duplex. 1883-1902

PM16: St. John's roller. First with no number, second numbered 2. 1890-1905

PM17: 24mm full circle. Dots at sides 1890-1894

PM18: St. John's barred circle. 1893-1908

PM19: 24mm full circle. No dots at sides. 1893-1904

PM20: 24mm full circle. Full "T" in St. John's. 1898-1903

PM21: 24mm full circle. Apostrophies between N'F'L'D. 1899-1910

PM22: 24mm full circle. As PM21 but also has dots at sides. 1899-1910

PM23: 24mm full circle: with N.F. after St. John's. 1903-1911

PM24: 22.5mm full circle. 1914-1915

PM25: Large double oval. 1915-1918

PM26: 28mm full circle. 1920 (Pollitz, 137th SALE, 1976)

PM27: 28mm full circle. Violet and black. 1923-1925

PM28: 30mm full circle. 1933

PM29: 24mm full circle. 1933-1934

PM30: 35mm double circle. 1934-1937

PM31: Serrated oval. 1937-1938

PM32: 28mm double circle. 1938-1939

PM33: 36mm circle. 1941

PM34: 30mm circle. 1943-1946

PM35: 30 mm double circle. 1948-1949



1840-1846
PM 1

SHIP-LETTER
NEWFOUNDLAND

1840-1877
PM 2



1846-1849
PM 3



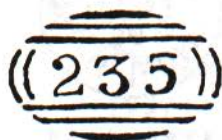
1846-1858
PM 4



1849-1877
PM 5



1858-1876
PM 6



1865-1896
PM 7



1873-1881
PM 8



1873-1881
PM 9



1873-1876
PM 10



1876-1883
PM 11



1882-1886
PM 12



1884
PM 13



1886-1895
PM 14



1883-1902
PM 15



1890-1905
PM 16



1890-1894
PM 17



1893-1908
PM 18



1893-1904
PM 19



1898-1903
PM 20



1899-1910
PM 21



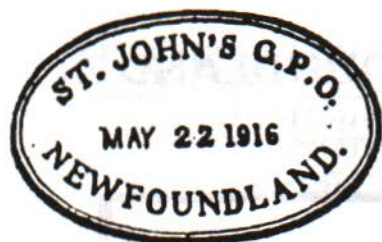
1900-1910
PM 22



1903-1911
PM 23



1914-1915
PM 24



1915-1918
PM 25



1920
PM 26



1923-1925
PM 27



1933
PM 28



1933-1934
PM 29



1934-1937
PM 30



1937-1938
PM 31



1938-1939
PM 32



1941
PM 33



1943-1946
PM 34



1948-1949
PM 35

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by Peter McCarthy

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ON THE FRINGES

It's the month of May as this is being written. It's real garden weather once more in this part of the country. The ROYAL was an excellent show and it was good to meet so many editors and chairmen of the various study groups. BNAPS was well represented. Because of late arrivals for the last issue this one is somewhat long.

We kick things off with two from the **Slogan Box**. Jeff Switt learned of a new slogan from Bob Thorne and John Robertson to promote the 1991 Canada Games while attending PHIL-EX in Toronto last January. The meeting of old acquaintances made for a nice time. Chairman Jeff also heard from Allan Steinhart concerning the BANF 1987 100 years OF POSTAL SERVICE SLOGAN and a FIGHT LUNG DISEASE slogan used in the late 1990 early 1991 period, slogans to watch for. Jeff also reports that Dan Huffman and Vic Willson were guests for the Prairie Beaver meeting. Included in this volume was the missing page to the SLOGAN POSTAL

MARKINGS, 1920 to 1930. Algis Skucas is introduced as a new member to the study group. Bruce Murdock reports on two machine strikes of the CALGARY STAMPEDE, 1990 slogan. More on this later. I hope all you delinquents have paid your dues. The editor, Dan Rosenblat's message is very lengthy and most interesting. Dan talks of material received from new member to be, Mrs. E.M. Drury, John Robertson and Steven Friedenthal, in addition to that which he himself supplies. In his message Dan also reports of having had an operation the day after Christmas for a cataract. He then contacted a severe foot infection that required heavy bandaging and massive doses of antibiotics. All this approaching the age of 70. We can do nothing more than wish Dan a complete recovery, and judging by the remainder of this and the April issue of the SLOGAN BOX, Dan has recovered. Dan writes extensively on the catalogue slogans 6860, 6861 and 6862, PARCEL POST REACHES EVERY-

WHERE. A complete appendix A and B are included. Jeff then adds an article with nice examples on adding interest to slogan cancellations. One of his examples shows a cover with a Calgary direction slogan mailed to Saskatoon Sask. that took a little detour via Amsterdam, Holland. Jeff does another article on one of Canada's most attractive pictorial slogans, HOLIDAY THIS YEAR IN CANADA, complete with illustrations and prices. Dan Rosenblat then does articles on the General Slogan Issue Policies of the 1920-30s and one on the slogan USE POST OFFICE MONEY ORDERS including the cities and towns in which they were used. Dan contributes more by writing on the slogans USE POSTAL NOTES and notes on uncatalogued slogans. Jeffrey Switt contributes slogans in conjunction with Klussendorf cancellations. What a lovely combination. Jeffrey also submits an article on the slogan YOUR POSTMASTER SELLS MAILING LISTS; Winnipeg date hub varieties. Jeff also shows a lovely cover of the slogan EXPOSITION PROVINCIALE DE QUEBEC with opinion. Finally, Jeffrey and Bruce Murdock team up to report on THE INTRODUCTION OF TORONTO'S FIFTH INTERNATIONAL MACHINE.

In the April issue of the Slogan Box, Jeff Switt starts it off with his Chairman's message congratulating Steven Freidenthal for exhibiting wester slogans from 1912 to 1920 at a show in Edmonton. This much travelled chairman enjoyed a visit with Bob Thorne, Doug Lingard and John Robertson while in Toronto. Then it was off to the ROYAL in Dorval and the meeting of more friends. Steve Davis and other members are showing interest in learning how to mount, collect and exhibit slogans. This might be dealt with in future issues. Something to look forward to. Jeff talks of the attractiveness of French slogans complete with illustrations courtesy of Dan Rosenblat. Jeffrey also does several articles dealing with firstly, POST OFFICE C.O.D. SPEEDS BUSINESS slogan complete with illustrations of the different dies. His next article deals with the HOLIDAY THIS YEAR IN CANADA slogan and the acquisition of a new date of 1948. Not all members were happy apparently over the pricing of this slogan. Jeff promises not to repeat the process and keep his opinions to himself. The re-discovery of a 1923 usage of a BUY VICTORIA BONDS slogan is talked about as not having been previously recorded and leads to some investigation as it is twenty years prior to those used in the Second World War. Jeff is grateful to Vic

Willson for making this cover available to him. Dan Rosenblat, the other half of this great team now takes over with several articles of his own. He starts off by discussing the slogan, YOUR FRIEND WILL APPRECIATE A LETTER? WRITE TODAY, with a complete documentation of the dies and the periods and places of usage. He then goes on to the slogan, POST OFFICE MONEY ORDERS COVER THE GLOBE? USE THEM. Here again the slogan is documented as to period and places of usage. In a continuing theme of Postal Directive slogans, Dan next talks of the slogan GIVE YOUR CHANGE OF ADDRESS TO THE POSTMASTER. Dan is looking for photos of the universal die slogan used in Yarmouth in 1944 and the same for Chatham for the period of 1940. The next Postal directive discussed is the MAIL READY AND TAKE ADVANTAGE OF MID-DAY MAILS. Included is a beautiful cover mailed from J.P. Quinn, a Nova Scotia M.P. whose photo is pasted on the reverse. Dan then talks about the usage of the 1928 NELSON FAIR slogan and in particular of a photo of a cover sent in by Mrs. E.L. Drury dated Sept. 10 with the slogan inverted to the dater. This was apparently a new die. John Robertson then sent in a photo of the same die with an earlier strike, August 27, it too was inverted. A recent photo sent in by Leonard Harris shows the same die dated on the last day of the event, Sept. 22, 1928 with an inverted slogan to the dater. The question asked is how this usage of an inverted slogan go so long without being detected by the postmaster. Dan then has a listing of major catalogue errors and omissions. The mystery of the multi-year Golden Jubilee slogan used by Lloydminster, Sask. is explained thanks to member Leonard Harris. Dan then does an article on Notes on World War II slogan use and further notes on uncatalogued slogans. In the wanted column, Jeffrey Switt is looking for Australian slogans on cover card piece from all periods. When these guys put out a news letter, they put out a news letter.

Bob Marcello, the editor of the **Canadian Semi-Official Air Mail** newsletter asks a very serious question of the study group, whether to change to *Air Mail Study Group* or remain as the *Semi-Official Air Mail Study Group*. Bob is looking for one hundred per cent co-operation from the membership on this one. Bob does a good piece on Study groups and the mutual benefits. I do believe Bob should expand the subject and do an article for *TOPICS*. Basil Burrell reports on meeting of the study group at

BNAPEX '90 and moderator Bob Jamieson's presentation. 23 of 138 frames shown were of semi-official air mail material. Bob suggests a good project for the group would be the updating of the '85 report. Bob writes of a piece from the Magazine Final Frontier of the grounding of two astronauts for violation of a rule barring participation in risky activities. Frank Kettle sends in an article written by Donald Parrott entitled *Red Lake Was The Cradle Of Mining Aviation*. It tells of the formation of various airways during the late 1920s and the fact that Red Lake was one of the busiest summer airports in the world in the mid 1930s. Bob writes an article called, *Discovering A Simple Truth*. He talks about the similarities of a Studebaker Drivers Club convention and a stamp show, and what the participation in our hobbies means to us. Everyone should read this very awakening article. For non members of this study group, take my work for it and mail Bob a couple of dollars to cover postage and handling and ask him to please send you a copy of the March 1991 newsletter. You won't regret it. Bob concludes by thanking various BNAPers for making BNAPEX '90 a success and congratulates Major Dick Mallot on the Gold medal award for exhibit of Pioneer Air-mails and the silver for Crash Covers.

Dr. J.C. Arnell, of the **Transatlantic Mail** study group dedicates Newsletter No. 21 of March 1991 exclusively to Transatlantic Letters To and From Newfoundland. This was based on a letter and photocopies from Clarence Stillions. There are some beautifully reproduced covers and letters. It's a good newsletter prompting participation by other members.

The **Klussendorfers** Newsletter of January was received very late. Jim Karr sent in a report of a new K town, Stony Plain, Alberta, A substitute ink probably accounts for the spotty condition of cancel says Jim. The usage appears to have started on December 3, 1990. A year error was noted for this town. Two covers bearing the error of 06 XII 1989-0 was corrected the same day to read 06 XII 1990. The 1990 Klussendorf hit parade are major changes that sparked interest in K collecting. Gary Sangster edits a cumulative list of errors at K towns that takes up three pages. Allan Steinhart sent in some additions, adjustments and corrections for the errors already published. In this issue, members were encouraged to pay their dues. This being a new study group, money needed for printing and postage must come from prompt payment of dues. The present

status of some K towns is listed. This includes the diminishing use of the cancel to the discontinuance at some post offices. 199 errors were common in 1990. This is the omission of the 0 on the dial. The 200 error is similar and was found at a number of towns over the past year. Linns reports a British Klussendorf machine being tested at Swindon. Gordon MacDonald sent in a little more than his dues as his way of helping out. He also reports on the state of the Klussendorf in and around London, Ontario. Dave Hanes reports errors on two Ontario K towns. The master list of errors is referred to as the monster list and occupies six and a half pages of the newsletter. Jim Karr sends in more data on various K cancellations and Alberta time marks. Good illustrations accompany these reports. Three pages of pictures of K errors of various types follow. Time flies for these very busy people. In this January issue, a robin was seen on Gray's street on March 15, figure that one out. Anyway, we can look forward to another busy newsletter due to a lot of material on hand. I'm sure all the members forgive the lateness Gray. That is if they read the last little article about cold/flu. What an exciting new facet to modern philately. If you're interested in cancellations, get in touch with the K group. You won't regret it.

Bill Robinson comes chugging up the hill with a double header of the **R.P.O.** newsletter reporting on the upcoming **Pacific Northwest Regional** study group meeting which was to take place in Richmond, B.C. and hosted by Bill Topping. A postcard of the present Richmond, Quebec railway station sent in by yours truly decorated the front page. Also sent in by yours truly is an illustration of a new registration marking from R.M.S. Nascope. Jim Lehr sends in a change of address. Members J. Malcolm Smith, Jim Karr, and John Edgett sent in various new finds and changes. An article from the fall issue of **MANAGER** sent in by Frank Scheer tells of a R.P.O. exhibit at the Canadian Postal Museum until Fall. We're sorry to hear of the resignations of Maggie Toms, Charles D. Blair and Jean Guy Dalpe. Nevertheless Jean Guy sent in a report on an new emergency hammer which was also discovered by James Jenkins at the same time. Bill also heard from Jean-Pierre Forest, Will Collie Dick & Colberg, Ed Maloney and Dr. Alex Campbell. John Aitkin would like to do more for this group but is very involved with the Centennials. Irvine Rosborough tell of a nice piece of memorabilia involving mail clerk Bill Mitchell, his father and himself. Good memories

are a great thing. Brian Stalker sends in photos of two hammers of the N-39 postmark. Brian is looking for more information concerning this cancellation. John McCrea sends in a story of the Genealogy of R.P.O.s Over The C.P.R. Pheasant Hills Branch with excellent illustrations of cancellations. Ken Ellison sends in a piece of advertising of the Northern and Western Railway taken from the Union Standard of October 25, 1988. John Keenyside sends in items from the maritimes mostly involving Jesse Hoyt of Acadia Mines and Nova Scotia Electric Telegraph. A photo-copy of the registration marking, St. John & Goose T.P.O. N-70 was sent in by Don Wilson. It is the only known reported copy. Ken Ellison sent in another interesting ad from the same paper and date as the previous ad mentioned. Gerry Carr sends in a lovely photo of the former Grand Trunk Pacific train with engine no. 300 taken at Rivers Manitoba.

Bill's April issue was prepared for three spring meetings, ROYAL '91, ORAPEX and PIPEX. The much travelled Bill Robinson intended and in fact was at Dorval and Seattle. The front page of the newsletter is adorned with a lovely postcard of the Imperial Limited Trans-Continental Express, Montreal to Vancouver. Bill reports that Jack Wallace was recently appointed Show Chairman for BNAPEX '91 and his wife Bev as co-chairperson. From the 1881 Postal Guide is a reproduction of the Regulations Respecting The Disposal Of Certain Public Lands For The Purposes Of The Canadian Pacific Railway. From Alex Price comes a photocopy of a postcard illustrating the Trestle Bridge, North Cascade, B.C. Ed Maloney sends in photos of Bag Tags from various R.P.O.s in Ontario and Montreal. Ken Ellison submits photos of the shipwreck of the G.T.P. liner S.S. Prince Rupert also enclosed in an example of a piece of damaged mail. The Campbellton & Levis R.P.O. was the last to operate in Canada. The last run was made on April 24, 1971. COMMUNICATION '71 editor Grant Johnston and Photographer Vic Millar travelled with this R.P.O. from Campbellton to Levis. The story is reproduced in this edition of the R.P.O. newsletter. It's a great piece of history. From Gerry Carr's collection two fine examples of G.W.R. cancellations prior to amalgamation with the G.T.R. Listed is an update of R.P.O. cancellations on Queen Victoria Jubilees. Member Joe Smith sends in reports of new directions and late dates. Jim Felton has undertaken to enter all nine annexes of the catalogue into his com-

puter making one large annex. Ted Bowen and Charles Boubelik are acting as proof readers. Bill and Jim would like some reaction from the membership concerning the elimination of reporters in some instances. Sent in by member Doug Hannan is an item from the C.P.R. watch inspector at Cranbrook B.C. It dates back to 1908. Doug also sends in a fine example of a Royal Train Mail Transfer Bill. Allan Steinhart sends in a photo-copy of an excellent cover illustrating a newer report of the type 5 large Diameter hammers of the Kam & Sask R.P.O. with wax seals of the SASK & P.R. ALBERT R.P.O. The newsletter is ended with a nice picture of C.N.R. Locomotives 6400 and 6401 when new in 1936.

In the March-April issue of the **Canadian Re-Entry** study group newsletter, Ralph Trimble speaks of a major entry on the 2¢ Maple Leaf. The whole was put together with the assistance of John Jamieson. Disagreement; Ralph claims to have found re-entries in two positions on the 2¢ decimal from a proof sheet sent by Kasimir Bileski. This is contrary to the statement made by Dr. Arthur H. Groten in his BNAPS handbook, *Plating Canada's 2¢ Stamp of 1864*. Ralph also reports on another Major Re-Entry on the 1¢ Small Queen from the collection of Hans Reiche. It should appear in Hans updated small queen book due out any time. The final installment of the re-entries on the 6¢ red-brown small queen appears in this edition. It is based on Bill Simpson's block of twelve from the B PANE. Bill illustrates two re-entries on the 20¢ Quebec Tercentenary and claims the photograph in Boggs is not the major re-entry but merely a third re-entry. One of the two illustrations shown in the newsletter is, according to Ralph, the major re-entry. From Hans Reiche comes a report of another re-entry on the 2¢ carmine Admiral. Ralph is looking for previously unlisted re-entries for his book on BNA re-entries. Ralph talks of the Major re-entry on the 1865 Newfoundland 24¢ decimal and will definitely do more on Newfoundland as material becomes available. The study group welcomes two new members; Michael D. Smith and Dr. Michael F. Charette. The study group's new policy is not to publish the complete address of members in order to avoid being bothered by non-members. You can receive an address by writing to Ralph. Ralph talks of ANOTHER WAY OF SEEING - A follow up. It's about the ease of detecting re-entries by having a back-lighting. He recommends Black's Mini-Viewer. Ralph is also looking for copies of the

1¢ small queen illustrated in the issue. This is always a most interesting newsletter.

Wilmer Rockett's **Revenueurs** want you to know of their mini convention in Willow Grove, Pa. In this April Issue Wilmer congratulates Jeffery Ward on his Vermeil award for the showing of Yukon Law Stamps at Springpex '91. R. Moulton has resigned from the study group because he no longer collects revenues and the study group mourns the loss of Kirk Liggett who passed away on February 18 after a lengthy illness. Kirk had joined the Canadian Revenue Society in 1944. The editor thanks those members who made generous donations in 1991. The adlet page is busy with people looking for and others looking to sell. The newsletter encourages members to look to the dealers listed who support the Revenue group. Harry Lussey has sent in a further study of the 1868 Third Issue Bill Stamps - Overprinted N.S. with excellent illustrations including a cover mailed to London England franked with a 10¢ Bill Stamp overprinted N.S. The May issue of the Canadian Revenue Newsletter again starts off by advertising the mini-convention in Willow Grove, Pa. The itinerary is enclosed for the day's events. Two new members are welcomed to the group. They are John H. Perry Hooker and Peter MacDonald. Bruce Barnes sends in a change of address. Ed Zaluski lists several book titles on various Canadian Revenue Stamps that he has for sale. Wilmer publishes the highlights of the VanDam Revenews. Once again Wilmer asks that you encourage those dealers that support the group. John Harper sends in an excellent article on *The First War-time Tax-Paid Overprints*. This is a very interesting group that seem to enjoy themselves thoroughly.

The April issue of **The Round-Up Annex**, the newsletter of the **Squared Circle** study group deals with the Orbs. It's an article by Jim Miller and deals with the second part of the Toronto 2 ring orbs. Jim lists a few up-dates prior to the actual article. David Robinson undertook an enormous task by listing the means of identifying Partial Strikes with Canada at the Base. There are great illustrations of the twelve squared circles with Canada at the Base. This is a must for article for collectors of squared circles. The final installment will appear in the next newsletter.

Ken Ellison of the **Canadian Military Mail** study group starts things off with an Easter greeting card in the March issue from the Rich Toop collection. Ken then goes on to comment

on military Christmas and Easter cards. There seems to be a friendly little division over the validity of this material as postal history. That's healthy. The study group advises the passing away of long time member R. Thurlow Fraser. The study group welcomes Dr. George A. Vanderburgh who rejoined the group after some years of absence. At the beginning of the conflict in Iraq, I had mentioned that this would rouse the interest of Military Mail collectors. In this issue of the newsletter, Wilf Whitehouse does an excellent article on Canada's Ships In The Gulf complete with covers and postmarks. It's only a matter of time before much more will be published on this era of Military Postal History. There's quite an amount of excitement over newsletter 100 due out for BNAPEX '91. It will contain 200 plus pages. Help Vic, how do I handle that? Volume III of *The Canadian Military Posts - 1947 to 1989* by Bailey and Toop is out and available through George S. Wegg in Toronto at a cost of \$69.00. A lovely Easter postcard is illustrated having been sent by a soldier from FPO SC4 in England to his mother in Canada in April of 1943. *Non-Transmissible Blue Airmail Letters* is the title of Walter Plomish's article which appears in this edition of the newsletter. It's a first installment. There's a contribution of these markings by Rich Toop. In the previous newsletter there appeared an article on the subject of Postage Paid. Allan Steinhart was one of several responding to the article with illustrations. Is there a subject in Philately that Allan is not well versed in? From Hank Narbonne comes a letter with the title Military MOODS. It concerns the Camp Borden MOOD cancellation. From Allan came some *GULF* covers of military personnel paying their bills. A nice little item from Colin Pomfret entitled *Delayed Transmission From Canada - WWI* rounds out yet another great newsletter from the military people.

Tom Almond, the editor of the **Flag Pole** promises to keep his remarks to the minimum. Tom does encourage member to try and enroll new enthusiasts in this extremely attractive part of philately. The chairman, John Robertson, plans to review the updated Broulx Slogan Catalogue in the next issue of the newsletter. John and Doug Lingard are constantly in touch over the progress of their *Flag Book*. No date yet but I'm sure it will be a must for collectors of BNA philately. John suggests the auction route for new material. David Sessions submits an article entitled *Notes On Various Flags*. It includes the Ottawa Bickerdikes and the George

VI Coronation Flags. John Robertson reports that he has found a nice copy of the scarce Fort William flag on card. Jeff Switt has a late date for the Medicine Hat Flag (35-04) March 20. Tom almond submits an item on the Enlist Now Flags with a couple of nice illustrations. How about this group. They occupy the last page of their newsletter to list all the study groups within BNAPS as listed in *TOPICS*. If that's not encouraging people to join another study group, I don't know what it is.

Clarence Stillions is both Chairman and editor of *Newfie* Newsletter. I recently found out that he prefers C.A. so, that's what it will be. He starts the newsletter with an interesting article entitled *With and Without Watermark On 1937 Coronation Issue*. The article gives a short sketch of the papermakers and the printers of the stamps of this era and the water marks which appear on one stamp only of a pair. C.A. welcomes additions to the discussion. C.A. reviews the Scott 1991 catalogue in the new publications section. The group welcomes new members James M. McCabe, Robert E. Thompson, William P. Taylor and Arthur W. Sprague. News from other groups dealing with Newfoundland material is mentioned with the addresses of the editors for members to inform themselves. Members are asked to support the dealers within the study group and you are reminded that there are still some Infinders available. Bob Pratt is donating all profits to the study group. G.H. Davis does a story on Newfoundland Special Delivery and shows a companion cover to one previously shown in Newsletter 26. A reproduction of a post office circular dated Thursday, 7th September, 1939 is shown and deals with Communications With Persons Detained or Residing In Enemy Territories, Emergency Regulations and Censorship Regulations. Palmer Moffat submits an article on World War II Civel Censorship in Newfoundland, When Did It Begin? Palmer Moffat shows a cover with a September 2 date and a PASSED BY CENSOR inscription. It makes for good research. Dean Mario reports an early date for the 1897 PAID ALL handstamp. The newsletter is ended by a wanted article; more material for the newsletter. Help your editor out people.

Robert Lemire, editor of *Postal Stationery Notes*, the newsletter of the *Postal Stationery* study group writes of Dick Staecker reporting the availability of the latest Priority Post envelopes and packs. Earle Covert has replied to John Aitkin's article which appeared in Volume

9 by forwarding photocopies of two cards with comments. Next is a continuation from Volume 9 of *A SEQUENTIAL OVERVIEW OF REGULAR ISSUE ADMIRAL POST CARDS*. The article is pre-cluded with corrections to the article in Volume 9. Paul Burega reported that Canada Post proposed issuing special stationery envelopes at ORAPEX '91. Robert talks of an early date to the WEBB EN37 and an Unlisted 1c orange lined hair die special order envelope. Both articles should prompt some activity among members and possibly some good responses.

In the April issue of the *Small Queens* study circle, Bill Burden starts things off by asking members to pay their dues. They have gone up but so has everything else. Ron Leith plans to submit lots of articles. Newer member Sam Rock is finishing a master index of all articles from Vol 1 #1 to vol. 15, #3. Bill's Notes and Photos show a number of varieties that should send members on a treasure hunt through their surplus stock of small queens. Bill Simpson and George Arken have done a very interesting article on the Small Queen Counters. Will there ever be an end to this era of Canadian Philately? It's amazing what comes from the small queens. A detailed report on the meeting at Galveston is published here and it looks as though there could be some major projects in the works by the membership. Ron Leith submits new information on Small Queen perforations. The article is the culmination of a great deal of intensive research and will be of great help to the student of Small Queen philately. Ron welcomes correspondence on the subject. Cork cancellations on Small Queens and the problems they pose is another interesting article. The Wardsville Ontario cork is used as an example illustrating the deterioration form new cork to 250,000 strikes. Ron Leith does an article on the Toronto Cork Cancels by entering new data from the membership. Contributors were John Hannah and Ted Nixon. It all ties in with the previous article. In an article titled *POSTAL CLERK EFFICIENCY* we learn how certain cancelling devices came about and how Imperial Mail Marking Company went about advertising the features of their machine cancelling device. Ron provides notes on the 1c strand of hair variety with illustrations. New discoveries are reported on the 5c on the 6c major re-entry. There are three different varieties. Types 1 and 2 are in the Bill Simpson collection while the illustration of the third type comes from an anonymous enthusiast. That

ends the newsletter.

That's it for this edition of the CENTERLINE

except to say, how can one not be interested in more than one facet of BNA philately, so join another study group.

BNAPEX '91, VANCOUVER, B.C.



THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

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From the Secretary

CHRIS MCGREGOR
6312 Carnarvon 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: 15 June 1991

APPLICATIONS FOR MEMBERSHIP

Objections MUST be filed with the Secretary IMMEDIATELY upon publication

- R4985 GRIMWOOD-TAYLOR, James L., Sitwell Street, Derby, DE1 2JP, United Kingdom
C/D G.B., Transatlantic related
Proposed by: A. Steinhart, 2010
- R4986 WHYTE, Ronald S., 9113 Evancio Crescent, Richmond, BC, Canada V7E 5J2
C BNA perfins, revenues
Proposed by: C. McGregor, 4454; Seconded by: F.v Hausen, 4836
- R4987 RICHARDS, Kenwyn G., 829 Huntingwood Drive, Agincourt, ON, Canada M1T 2L8
C MNH Canadian, FDCs, Canadian provinces
Proposed by: Secretary
- R4988 SHARPE, Maj. (Ret) N. Keith, 76 Bayview Cr., Cobourg, ON, Canada K9A 4C6
C Centennials
Proposed by: W.J. Bailey, 2765; Seconded by: G. Jansen, 3465
- R4989 SPITZER, Philip R., P.O. Box 14346, Tallahassee, FL, USA 32317
C Canadian Revenues, Newfoundland, Canada
Proposed by: W.C. Rockett, 249
- R4990 GIROUX, Michel C., 10 Parkdale Avenue, Fairvale, NB, Canada E2E 3P1
C Cancels, re-entries & varieties, covers
Proposed by: A.N. Peatman, 518; Seconded by: P.C. Prebble, 4662
- R4991 LAKUSTA, Albert C., 9725 75 Avenue, Grande Prairie, AB, Canada T8V 4X1
C Large queens (U), Klussendorf & other cancels, Jubilees
Proposed by: A. Shaman, 4305
- R4992 BAILEY, Ken R., 256 Montrose Street, Winnipeg, MB, Canada R3M 3M7
C Canada
Proposed by: Secretary
- R4993 FABIAN, George P., 230 Fir, Park Forest, IL, USA 60466
C Essays & proofs, mint & used stamps
Proposed by: Secretary
- R4994 MITCHELL, Kenneth G., 56, Downswood, Carlton Road, Reigate, Surrey, RH2 0JH, United Kingdom
C Semi-official Airmail stamps and F/F covers, Canada to 1908, B.O.B.
Proposed by: R.W. Marcello, 2636; Seconded by: J.H. Davis, 4698
- R4995 MacFARLANE, Stan P., 306 - 450 Simcoe Street, Victoria, BC, Canada V8V 1L4
C Canada, British
Proposed by: Secretary
- R4996 PIERCEY, Chris G., 155 Tullamore Court, Brampton, ON, Canada L6T 3Z2
C Newfoundland - postage and revenues
Proposed by: Secretary

NEW MEMBERS

R4938 AYLMEER, Richard J.

R4973 LOWELL, Mark L.

R4950 GOTTESMAN, Michael R.	R4974 CAMERON, Douglas R.D.
R4953 DESJARDINS, Robert	R4975 HOORENS, Emile R.
R4956 THOMPSON, Robert L.	R4976 ZIRINSKY, Steven G.
R4964 CONSENHEIM, Eddy	R4977 NESBITT, Bruce
R4965 ZOGRAFOPOULOS, Kosmas	R4978 GRACEY, Jim
R4966 WELLS, David J.	R4979 WILLIAMS, John T.L.
R4967 PERCEY, Madeliene Eva	R4980 NEWTON, Andre S.
R4968 BURKLOW, Duke H.	R4981 DUTTON, Douglas
R4969 MARCUS, Stephen H.	R4982 MOSS, James R.
R4970 MUSSAR, Keith J.	R4983 ANTHONY, Wilfred L.
R4971 DEUR, Charles. J.	R4984 DOWD, Keith J.
R4972 GERLACH, William H.C.	

DECEASED

E0257 TRACE, Elmer C.	R1907 KUHLMAN, Fred
E1167 FRASER, R. Thurlow	

RESIGNATIONS

R4074 MORGAN, Charles W.	R4931 STORM, Herbert H.
R4444 LA FORCE, Walter P.	

DROPPED FOR NON-PAYMENT OF DUES

R1139 CRANE, David B.	R4380 HALLER, Martin
R1367 CRUMMEY, Clarence B.	R4401 JEFFERSON, W. Thomas
R1430 SATTINGER, Richard H.	R4468 PRESBER, Tim C.
R1474 COHEN, Stanley	R4502 McFARLANE, Laurence R.
R1675 HOYER, Paul H.	R4514 FOWLIE, David I.
R2084 GALWAY, Paul G.	R4517 SPRINGATE, Gordon L.
R2179 EISENBERG, A. Marc	R4546 HASKETT, James P.
R2296 FURNIER, Peter L.	R4547 SMITH, Jr., William F.
R2307 PEPPAR, David	R4547 HARRIS, Bradley
R2396 JEPHCOTT, William C.	R4554 SHELFON, Stephen B.
R2428 TODD, Elizabeth M.	R4555 PAQUETTE, Marcel
R2471 LEGGETT, Arthur W.	R4560 OELGART, Isaac
R2524 TOWNSEND, L. J. Len	R4601 WOODRING, John
R2616 WESINGI, U.H.	R4602 LAFONTAINE, Jean
R2739 THOMPSON, George C.	R4622 MATHEWS, Barry L.
R2884 TALMAN, John H.	R4630 LARAWAY, John E.
R2957 GREENWOOD, William R.	R4642 LUKASIK, Jack Gary
R3034 BERMAN, Elliot A.	R4658 SEYMOUR, Roland B.
R3085 BEATTY, G. Walter	R4665 PILKINGTON, James Edward
R3163 MIDDLETON, Erick	R4674 HOBDEN, David L.
R3252 DROZD, Victor B.	R4703 CREECH, David R.P.
R3401 KIEFER, Dooley S.	R4707 CHASE, Marvin C.
R3549 PENTON, Henry	R4709 BARASCH, Alan R.
R3551 HERMES, Alfred P.	R4711 KUKSTIS, Paul J.
R3556 DAVIS, Brian	R4725 MEEK, Robert W.
R3582 McKEE, Thomas Douglas	R4726 FISCHER, Ralph V.
R3583 DUCKWORTH, Harry William	R4731 GEDNEY, Ronald W.
R3601 MURATA, Taketo	R4736 ROBERTSON, Peter A. T.
R3607 EAGLES, II, Alexander	R4745 HODGETTS, Geoffrey M.
R3629 DANEAU, Normand	R4762 LUDIN, John B.
R3671 ARNDT, F. Jeffrey Scott	R4768 EINKOPF, Jerome W.

R3693 HUTTON, David Greig	R4770 GREANEY, Thomas G.
R3748 RIDLEY, Brian	R4773 NICOL, David
R3772 WARD, Murray J.	R4783 PARNELL, Donald B.
R3774 HUANG, Eddy	R4790 LAXTON, Robert B.
R3780 COLTMAN, Roberta M.	R4794 NUGENT, John T.
R3808 MacDONALD, Willis A.	R4803 MACKIE, Lorne W.
R3856 GREEN, Kenneth L.	R4805 SMALL, Richard E.
R3915 MARTIN, Joseph R.	R4810 RUSSELL, Gordon J.
R3928 GLADWIN, Michael A.	R4811 STASEWICH, Barry
R3938 GOURDIER, Ms. Joan T.	R4814 PEREIRA, Lionel A.
R4036 LAIRD, Robert W.	R4817 FOSTER, Denis W.
R4039 DE LACY-SPENCER, Roger A.	R4821 POPP, Tim
R4050 ROTH, Edward	R4832 FORDHAM, John N.
R4088 SMITH, Dennis V.	R4845 THOMPSON, Robert E.
R4122 MEWSE, Roy A.	R4852 HAWKINS, Donald L.
R4155 GARVEY, Les	R4853 MEYERSBURG, Elsie R.
R4162 WALD, Kimber A.	R4862 STRIFE, Jeffrey P.
R4165 MEIBOOM, John	R4868 BAHME, Arthur J.
R4173 BEAUPRE, Harold H.	R4874 NORMAN, Sheldon
R4201 CODERRE, Jr., Earle Wm.	R4883 DUNN, James Thomas
R4273 BINNS, Richard W.	R4886 HASKELL, Paul R.
R4301 DORVAL, Pierre	R4893 SIELKEN, Jr., Robert L.
R4331 WARD, Mrs. Kathryn M.	R4896 SHOONER, Hugues-V.
R4336 LEMAY, J.P.	R4901 HOLLEY, Gerald A.
R4354 BEAULIEU, G. Hertel	R4902 VAN BERGEYK, Art C.
R4358 DRYDEN, Dwain E.	R4910 HODGES, William T.
R4363 MURRAY, Joan E.	

CHANGES/CORRECTIONS

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

R2010 STEINHART, Allan L., 35 Church Street - #305, Toronto, ON, Canada M5E 1T3
R2128 ROBERTS, Norman H., 2316 North 128th Street, Seattle, WA, USA 98133
R2190 HODSOLL, E.C., 66 The Kingsway, Etobicoke, ON, Canada M8X 2T4
R2375 BAIRD, Donald W., 10 Elderwood Dr. #14, St. Catharines, ON, Canada L2S 3G5
R2425 MILLS, Guy W., 803 - 744 Wonderland Road S., London, ON, Canada N6K 4K3
R2664 FIRBY, Charles G., 6695 Highland Road, Waterford, MI, USA 48327
R2803 SALONEN, Kimmo, Port Carling Post Office, Port Carling, ON, Canada P0B 1J0
R3229 OLSON, Jr., George T., 23299 Broadmoor Ct., Auburn, CA, USA 95603-8730
R3503 BARNES, Bruce H., Route 1 Box 265N., Leesburg, VA, USA 22075
R3649 LEITCH, Malcolm Fraser, 5609 Dewdney Court, Richmond, BC, Canada V7C 5M6
R3676 WOLF, Philip, 9832 - 19 Street SW, Calgary, AB, Canada T2V 4C3
R3727 REES, Mrs. Dorothy, 41 - 275 Fairford St. E., Moose Jaw, SK, Canada S6H 0E1
R4256 SMITH, Robert W., 5116 Dupont Ave. S., Minneapolis, MN, USA 55419-1152
R4319 BAYES, Robert A., P.O. Box 34512, 1268 Marine Drive West,
North Vancouver, BC, Canada V7P 3N8
R4533 THOMPSON, Fran M., 1225 Linford Lane - Apt D2, Dixon, CA, USA 95620
R4559 PAUL, Gary, 807 Riverdale Avenue, Cornwall, ON, Canada K6J 2L1
R4586 KEENLYSIDE, John S., 622 - 470 Granville St., Vancouver, BC, Canada V6C 1V5
R4647 OLSEN, William K., 5804 - 89 Avenue, Edmonton, AB, Canada T6B 0M9
R4655 STARK, David A., , Annapolis Junction, MD, USA 20701-0400
R4677 SCOTT, Andrew P., P.O. Box 204, Delta, BC, Canada V4K 3N6
R4753 GAUDIO, John J., P.O. Box 280828, Lakewood, CO, USA 80228-0828
R4780 FRANK, Walter, Site 19 Comp. RR#1, Winfield, BC, Canada V0H 2C0

R4823 WOOD, Geoffrey C., 1511 - 260th Street, Aldergrove, BC, Canada V0X 1A0
R4907 MAAS, Milton L., S. 6208 Moran Drive, Spokane, WA, USA 99223-6943

MAIL RETURNED - UNDELIVERABLE

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

R4822 ROLCZEWSKI, Gary, 1 Greensboro Drive, #306, Rexdale, ON, Canada M9W 1C8

MEMBERSHIP SUMMARY

Total membership as at last report	1,426
New members added in this report	25
Deceased	3
Resigned	3
Dropped for non-payment of dues	115
Total membership as at this report	1,330
New applications	12

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.

1991

AUGUST 29-31, VANCOUVER, BRITISH COLUMBIA - BNAPEX 91. Westin Bayshore Hotel, Vancouver BC (1-800-228-3000). Annual meeting of the British North America Philatelic Society. Contact BNAPEX 91, P.O. Box 35442, Vancouver BC CANADA V6M 4G8. Reserve your room as soon as possible due to other demands on rooms in Vancouver that weekend.

OCTOBER 5-6, VICTORIA, B.C. - VICPEX '91. Show and bourse hosted by the Greater Victoria Philatelic Society, Vancouver Island Philatelic Society, and the Victoria Junior Stamp Club at the Garth Homer Centre, Victoria, B.C. Information: Dr. Don Shorting, Box 5164 Station B, Victoria BC V8R 6NR; tel. 604-721-1940.

OCTOBER 25-27, CALGARY, ALTA. - CALTAPEX 91. The Calgary Philatelic Society annual show will be held at the Glenmore Inn, 2720 Glenmore Trail SE, Calgary. Free admission, exhibition, bourse. Contact CALTAPEX Chairman, Box 1478, Calgary ALTA T2P 2L8; tel. 403-251-4109.

NOVEMBER 16-24, TOKYO, JAPAN. - PHILANIPPON '91. FIP World Philatelic Exhibition to be held at the Tokyo International Trade Centre, Tokyo, Japan. Canadian Commissioner is Major Richard K. Malott, 16 Hardwick Cres., Nepean ONT K2H 6R1.

1992

SEPTEMBER 10-12, ST. CHARLES, ILLINOIS - BNAPEX 92. The Pheasant Run Resort, St. Charles, Ill., a suburb of Chicago with transportation from O'Hare Airport. 708-949-5100. More information forthcoming.



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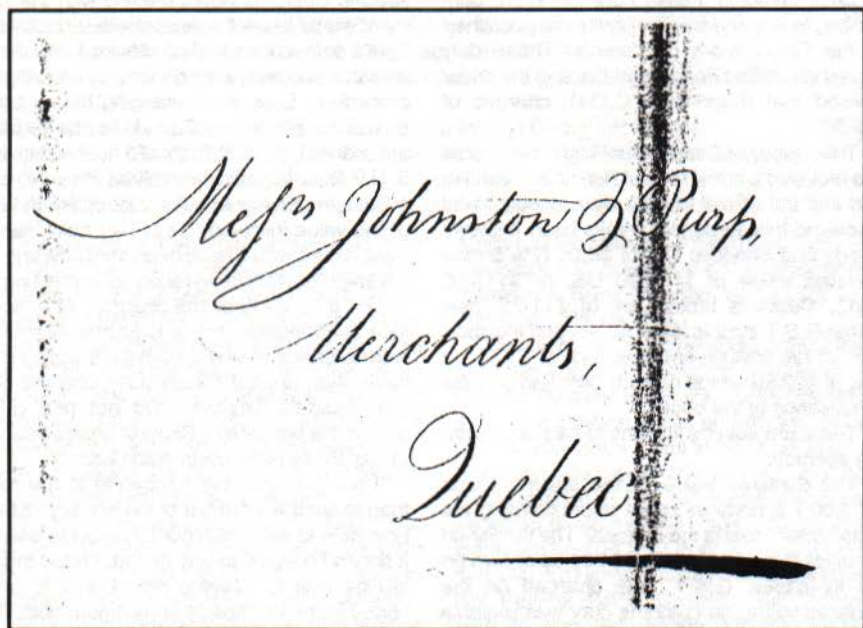
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Stories Behind My Covers

by Jack Arnell

16. An Impostor in Quebec Two Centuries Ago



In my last, I referred to the stories to be found in folded letters and illustrated this with an 1817 Kingston, U.C. letter. Illustrated here is a letter from John Taylor, Greek Street, Soho, London dated 7 August 1787, in which had been enclosed (now missing) an affidavit to be used as evidence to expose an impostor of some kind. This is a different type of letter than the last, as it alludes to the dishonest side of early city life, rather than the finer side reflected in the missionary's letter. Here is the complete text:

Dear Sirs

I enclose you the affidavit of Mrs. Scott & Mr. & Mrs. Stanbridge. If he should attempt to deny himself, & that what you now have is not sufficient to identify him, the Attorney's opinion is, that Mrs. Scotts presence there might put a total end to this disagreeable affair. I am likely to obtain some further evidence from other people which if it should prove material, I will get

properly authenticated & sent by the first conveyance, with the Picture of Scott.

The greatest part of the advertisement you sent me is an exact character of himself & his cunning there seems refined, as he may think it improbable to prove that the J. Scott in Quebec is the person therein spoken of, but from the circumstance of his Wife having sworn that she received a letter from him expressing his intention to depart from the Kingdom, seems a strong presumption of identity in the person.

I had the pleasure of seeing Mr. Lymburner before he set off for Scotland, & he was so obliging as to favour me with his advice in this business.

What was Mr. Scott doing in Quebec to justify the actions mentioned in this letter? Had I access to Quebec newspapers of the day, I should probably have dug out the rest of the story, perhaps some reader might be interested enough to do a little research.

FREE TRADE ?

by W.G. Robinson

It seems that the more Governments try to simplify things the more complicated they become. Recently I asked our Librarian, Clint Phillips, to loan me several books - all published by the Government of Canada. These duly arrived via United Parcel Service, and the driver advised that there were C.O.D. charges of \$22.50.

This appeared somewhat high, but I paid and received a small receipt from the driver. He said that the official invoice would follow - and I received this some two weeks later. It shows Goods and Services Tax of \$8.05 (7% on the declared value of \$100.00 US, or \$115.00 Cdn.), Customs broker fee of \$11.75, plus further G.S.T. on this fee of \$0.95, and a disbursement fee (details not specified) of \$1.75 - a total of \$22.50 on top of what Clint had paid for conveyance of the books.

There are several lessons to be drawn from this episode:

1. The declared value of the shipment was \$100.00 - a nominal figure approximating the replacement cost of the material. The published prices of the books totalled \$4.00 as shown on the fly-leaves. G.S.T. was charged on the declared value, no customs duty was payable on books. Lesson - Declare only the minimum possible value.

2. Clint did not mark anywhere that these were library books on loan, and would be returned to

the U.S.A. There is provision for such loans in the legislation covering the G.S.T. Whether the specific Customs Agent dealing with the shipment would know this is somewhat doubtful. In Clint's defence, he had no previous experience with this process, and no way of knowing the procedure. Lesson - If sending library books across the border into Canada, make sure they are marked, so G.S.T. should not be payable.

3. U.P.S. automatically involved the services of a Customs Broker at quite a steep fee in terms of the value involved. If this had been sent by Post, a card would have been sent advising that the shipment had been received, and telling you to pick it up and pay the charges. At a face to face confrontation with a Customs Agent, and with no Broker involved, perhaps the case could have been argued successfully, and the charges avoided. Lesson - Do not use U.P.S. across the border into Canada unless you wish to pay these hefty costs automatically.

I am glad that this happened to me rather than to another member of the Society - as I am now able to work with our Librarian to see that it doesn't happen to any of you. I hope that we will be able to develop procedures to obtain library loans in Canada at minimum cost. If we can't, then it may be necessary to establish two libraries and avoid cross-border shipments. If anyone has any thoughts on this matter, I would be very pleased to receive them.

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Regional Group Ramblings

by Jim Goben

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

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

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: Ron Leith, P.O. Box 430, Abbotsford, BC V2S 5Z5

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

The **Manitoba Regional Group** met June 15 in Winnipeg. Rick Penko gave a slide presentation on the *Essays and Proofs of the Centennial Definitives*. At the conclusion of the meeting, light refreshments were served. The March 16th meeting was given over to an interesting discussion of cancellations and postmarks. Attendees brought examples of interest in the field. Much of the discussion centered around the proof books and lists of provincial and territorial post offices.

The **Mid-America Group** met on May 25, at *Complex* in Chicago. A discussion of the 1992 convention dominated the meeting. Notices to the dealers have gone out and other arrangements are well underway. As is usual in hosting a convention, there are a lot of things to be done. If you have an urge to help out, contact Bob Schlesinger, he can use your help. The Group will meet in Bloomington, IL, on October 19th. A morning meeting will be followed by an off-the-menu lunch and then a historical tour ending at the Lindburg monument at the site of his crash at Covell, IL.

The **St. Lawrence Seaway Group** met in April in Dorval Quebec. Bill Robinson spoke on military mail. This was a treat as Bill is well versed in this topic. In May the meeting was held in Ottawa with Bob Carr as the speaker. Bob's topic was British Columbia Express Covers.

Again a great program. I had the opportunity to see Bob's B.C. material and it is outstanding. A meeting is being planned for the fall in the Thousand Islands area.

The **Calgary Group** held their annual all-day event on April 27th. A talk by Trelle Morrow on *Special Delivery Stamps to 1945* opened the day. Ian Patterson spoke on how the Canada-US Seaway Issue came to be. After lunch, Bill Robinson discussed the current and future statue of BNAPS. This was followed by six mini-seminars of ten minutes each. The presenters were: Jim Karr (POPCONS); Joe Smith (Jubilee cancels); Ed Harris (Calgary Stampede covers); Bill Pawluk (UPU Covers); Bill Robinson (RPOs); and Sam Nickle (Pig War of B.C.). Sounds like a fun day.

The **Prairie Beavers Regional Group** met on April 27th in College Station. After a book report by BNAPS Librarian Clint Phillips, a fine presentation on Newfoundland stamps was made by Vic Drozd, illustrated with his nice mint material. The morning closed with a Clothesline exhibit of members' new acquisitions. The afternoon included a trading session, silent auction and talk on Admiral-era postal history focusing on the unusual in rates and destinations by Vic Willson. A dutch-treat dinner closed a successful day. The Beavers next meet on July 27th at the Wineburg Philatelic Museum in Dallas.

BNAPEX '91 - VANCOUVER, B.C.

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