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Editorial Page

by Vic Willson

ECONOMICS AND STAMP COLLECTING

While the economic bubble has burst in the U.S. after a long bull market, we in philately know that ours burst in the early 1980's. Perhaps we should become leading indicators for economists. For us I believe that was a healthy thing, since collectors largely drive the market today. Prices are not so subject to portfolio accumulations, speculation, and ignorant buying, John Sununu notwithstanding (why would you buy a set of damaged Zeppelins when sound ones are available so cheap?). The economy will have longlasting consequences for our hobby, however, and we should plan for them.

First, don't put all your financial eggs in the philatelic basket. Stamp prices can and do go down, and they may stay down for decades. Those in California and New England who thought that real estate would never drop have reaped the rewards of that misconception. Before those in Toronto and Vancouver make the same mistake, they should look at their southern neighbor's history. Take advantage of markets, surely, but don't be greedy and anticipate the downturn that will come. In philately it is foolish to say that investment is meaningless if one has put more than nominal amounts into one's collections. If you are willing to consider your costs "sunk", that's fine, but most want to realize some portion back, if not turn a profit. What are the tried and true precepts?

Quality, quality, quality. Buying one stamp of great beauty and pristineness will always result in better return than an equal purchase of ten lesser stamps. If quantity is important to you, select a sideline that permits quantity without great cost, at least initially. My experience is that most collections begin with a few items and little cost and escalate as the better pieces are sought. Start with the best you can afford at the best quality you can find. I am constantly

amazed how patience can be rewarded. Passing up a piece with flaws is hard, especially when you can see the hole in your page where it goes, but a better one will come along eventually. Dealers and auctioneers always say, buy it, you may never see another. That is true for a small percentage of items for the most advanced collectors.

The mitigator against waiting for some is time. Someone advanced in years simply does not have the decade to wait for the better item to surface. That will probably lower the return unless the material is kept for a long time. My friend Ed Richardson clearly knew he was fighting time in trying to assemble his comprehensive military collection. His goal was to write from it a philatelic history of the Canadian military from 1790 onward. Unfortunately, his eyesight and advanced years prevented that. While he was able to buy major collections of military philately, some at excellent prices, he also paid top dollar for many items, which are now being resold at auction, some for much less. He was often the prime buyer for such material and sellers knew all the conditions described above. Economics includes the human element, desire.

Knowledge is the second ingredient in economics and stamp buying. I met a young Ph.D. candidate a few years ago who was well aware of this. He concentrated not on U.S. 19th century covers, his interest, but on books on 19th century postal history. He built his library first, and armed with the knowledge made score after score at stamp shows. He prowled book stores in every major city he could get to, also making great finds in philatelic book rarities. Economics is the battle between the knowledgeable and the rest. If someone makes money on a deal, someone else lost by not making the deal. How many times have you gone through a dealer's stock and found a valuable item that has been overlooked by

(continued from page 2)

MANUSCRIPTS can be submitted to the Editorial Consultant in three formats: electronic with a paper copy, typewritten in double spacing, or neatly handprinted. Electronic formats include 5 1/4" floppy diskette for IBM (or IBM compatibles) with ASCII format; 3 1/2" hard diskette for IBM of any current system in ASCII format; or Macintosh 3 1/2" 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.

hundreds before you? I have - my goal is to find a \$500 item for \$30 at every show I attend. I don't always accomplish it, but it is due to my lack of knowledge, not lack of material. No dealer can know everything. Dealers who specialize are usually harder to cherry pick until they get out of their specialty, and they almost always do. General dealers are the easiest, because they cannot or will not spend the time to gain in-depth knowledge. A few years ago I picked up a used Sc. 16 in the chocolate brown shade for \$10, after driving the price down from \$20. The dealer should have spent time looking at a few collections over the years to recognize that it was not a #17.

The corollary to knowledge is focus. Collections that sell well usually have a depth to them that is recognizable. While big name collections usually have no trouble drawing attention, a focused collection that has won some high awards at shows can get attention needed to draw buyers. Collections that ramble with some nice items mixed with ordinary or poor material covering a wide span of time or issues will be lotted or sold in ways that hurt sales. Again, collecting flowers on stamps is fine, just don't expect any return on the cost beyond pleasure.

Marketing is clearly another aspect of eco-

nomics. The more money going into advertising, the more the seller must charge to make a profit beyond the advertising. Advertising creates a market up to a certain point, and there is an interaction between good advertising and return. At some point, however, one must realize that fancy multicolor auction catalogs are expensive, and volume can only do so much to offset costs. Where does the return come from - a collector whose collection was divided in a few lots since the per lot minimum became huge? On the other side, it is possible to market one's own material. Many of our better collectors are or have been philatelic writers. Sure, they shared their knowledge on a topic, but they also created a market by their writing. Ed Richardson was a past master at creating new markets for collecting specialties. He had the wit to find new things to collect, items that mainline collectors of the 1930's and 1940's turned up their noses at. Many others have done this, and almost anyone with a developing expertise can do the same.

If economics had nothing to do with stamp collecting they wouldn't put the prices in the catalog. Help yourself and your beneficiaries by becoming economically literate.

More Sketches of BNAPSers

by Dr. R.V.C. Carr

SKETCH No. 242

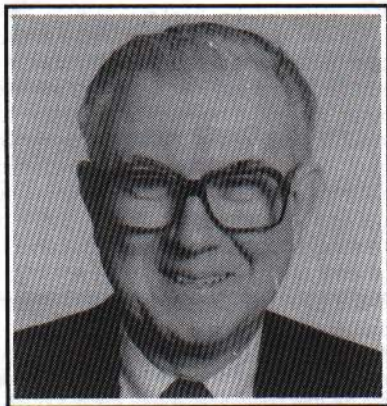
Ed F. Christman Jr.

Now to meet one of our Texas members, Ed Christman, the former Editor of the *Texas Philatelist*.

Ed was raised in Kansas City, MO, but left for Texas over 30 years ago. He and his wife Audree have two daughters and all live in Houston. He is Executive Director/CEO of the Family Service Center which is a Children and Mental Health Center.

Philatelically, Ed was a teenage collector, then on and off till the 50's when he left the whole world collecting for British Colonies, and then Canada with its semi-official air mails, some small queens, and various back-of-the-book studies. He still dabbles in the stamps of Gambia and the Seychelles Islands.

Ed belongs to many stamp organizations with the Prairie Beavers Group and the Semi-official airmail study group being his BNAPS inter-



est. Some years ago he was honoured by the Texas Philatelic Asso. with its distinguished philatelic award.

THE PRESIDENT'S CORNER

by William G. Robinson, OTB



We have reached the start of another year, and I hope you have all enjoyed the holiday season. Perhaps Santa even cooperated by leaving an elusive philatelic item, or a new publication for your enjoyment.

Now is the time at the start of another year to dust off that resolution to write the article on that oddity you picked up at a flea market, or bought at an auction. I'm sure that our Editor can use any amount of new writing. How about it?

Speaking of writing, this is a hobby - and by definition it is supposed to be for our enjoyment. Why, then, do some writers insist on using sarcasm or running down their colleagues when there is a difference of opinion? The pages of this journal are for the use of the membership in expanding knowledge of our specialties - not for ego trips or self-agrandisement at the expense of others. There is no objection to genuine differences of opinion when backed by evidence or even by using inference or deduction. There is definite objection to the use of derogatory or defamatory language, or to the questioning of the genealogy of anyone who doesn't agree with you. By all means, let us have intellectual freedom and active questioning of theories and supposition - but let's keep it on a high level without descending to the bite of sarcasm or invective. Enough said!

Preparations are well under way for the 1992 Convention at St. Charles, Illinois, but I inadvertently erred regarding the 1993 show in my last column. Reference was made to the Toronto Committee consisting of members of the Golden Horseshoe Regional Group. Appar-

ently this should have read *ex-members*. Your President is perennially optimistic, and hadn't realised that this Regional Group is having such severe problems. Why are they having them? This area contains one of the larger concentrations of active BNAPS members - including Officers, Directors and Officials. Surely they can infuse some life into the Group, and ensure that all members within southern Ontario are active members of the Regional Group. Otherwise, they're missing a lot. Surely someone will volunteer to reactivate the Group. I'll be glad to hear from anyone regarding this or any other Regional Group which requires assistance.

Another part of the Society which requires help is the Study Groups. Too many of these Groups depend completely on the efforts of one or two members, and they wither or disappear when these few persons are unable to function. Jon Johnson, our Study Group Coordinator, sensed this some years ago and has insisted that each Study Group have at least two active Officers. This has avoided the problem in some cases, but in other cases the second Officer is merely an inactive figurehead. Other Groups have become inactive following the publication of a handbook, and should perhaps be wound up, at least temporarily. Still other Groups suffer from the dead hand of a leader or leaders who have been in place for too long. May I suggest that any Study Group Chairman or Editor who has been in place for more than about five years should examine his place in the Group. Is he too set in his ways? Is he promoting new thought, or perhaps stifling progress? Give it some thought.

PROMOTE THE SOCIETY WEAR YOUR BNAPS PIN



The RPO Cowcatcher

A Guest Column by William G. Robinson, OTB

5830 Cartier Street

Vancouver, B.C. V6M 3A7

So far in this series we have covered the general outline of RPO cancel collecting, the language used, and the layout of the Ludlow Catalogue. This time we will consider the identification of the Catalogue listings. There are some 14 divisions listed. Five of these are geographic - Newfoundland, Maritimes, Quebec, Ontario, and Western. The remainder are functional - Railroads and Routes, Registered, Ticket Stamps, Steamers, Depots, Emergency, Ornaments, Royal Trains and Centennial Train.

Most RPO markings contain an ampersand & joining the names of the two terminals. Once this is established, decide what terminals are on the marking. The next step in identifying a Railroad marking is to decide in which geographical division the originating terminal belongs. For example, if the wording is *Tor. & Mont.* - the abbreviations for *Toronto & Montreal*, the listing should be found in the Ontario section of the Catalogue. If the wording is reversed, eg. *Mont. & Tor.*, then the listing should be found in the Quebec section.

If there is no ampersand in the marking, but you think it is an RPO for other reasons - eg. the lettering R.P.O. or M.C. - then we will have to look in the functional sections. The Railroads and Routes section will contain many of these, with abbreviations or full Railroad names - eg. Albert Railway, B. & L.H.Ry., C.P.Ry. Registered markings usually contain the word *Registered* or a large block *R*. Ticket Stamps are usually self-explanatory, and are normally listed

only when used as postal markings - cancelling stamps. Many of these exist as railway office receiving or despatching marks, and are not listed. Steamer markings usually contain the ship name. Those which contain only the terminal names can usually be found in the *Routes* section.

The Depot section markings usually contain abbreviations or full names of railroad or railway stations or depots - eg. Calgary C.P.R. Depot; C.N.R. Station, Hamilton, Ont.; Bonaventure Station, Montreal, P.Q. Many non-railway markings may contain the word *Station* so we must discriminate between such postal station or town markings and railway station markings. Most large cities have non-railway postal stations - eg - Toronto, *Station A*, and many small towns formerly incorporated the word *Station* in their names - eg - Brooks Station, Alberta (now the town of Brooks).

The Royal Train section contains markings used during Royal visits to Canada during 1939, 1959, and 1973, and is a separate area for specialization - as are the markings used on the 1981 Centennial Train in Newfoundland, and the 1979 B.C. Discovery Train.

This leaves only the ornaments. These are peculiar to British Columbia, and are varieties of Western listings. If you find a B.C. listing which has pound, dollar or cents markings, musical signs such as sharps, flats or naturals; bars, arcs, crosses, diagonals, asterisks or swastikas - look in the ornament section.



GEORGE WEGG

FRPSC

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IN MEMORIAM

HAROLD LLOYD BANNER

by William E. Topping

Harold Lloyd Banner, better known as Lloyd, died November 2, 1991 at the age of 86 after a lengthy illness. He was one of the early members of BNAPS, joining in 1948, with membership number 460. Lloyd together with his wife, Margaret, attended many of the early BNAPS conventions including the first, held in Buffalo in 1949.

He was born in Runcorn, Cheshire December 3, 1904 and came to Canada in March 1924. Shortly afterwards he became a salesman for the United Cigar Company with home base in Calgary. His territory covered from the Lakehead to British Columbia and he travelled extensively by train and although forbidden to do so also by plane. Lloyd always had an interest in aviation and could not resist the chance to fly. The result was he became friends with many of the pioneer pilots of the west, including Wop May, Russ Baker, Ginger Coote, Paul Calder and many others who provided him with considerable information on the early companies.

In 1935, Lloyd took over a United Cigar Store in Vancouver and had time to revive his interest in philately. Lloyd had always been interested in stamp collecting and as he travel-

led with these early pilots he was introduced to many of the pioneers of the semi-official air mail companies, a field that he spent the rest of his life researching. Although he researched all the semi-official companies, and was recognized in the 1950 American Air Mail Society Catalogue for his contributions, his favourite company was Yukon Airways. In June 1962, he produced a 35 page booklet on the company based on original research.

In addition to his semi-official airmail collection Lloyd also collected the admiral issue, Newfoundland, the Falkland Islands, and Austria. In each of these fields he built up excellent collections which he occasionally showed.

During his lifetime Lloyd shunned recognition and despite his many contributions to philately he failed to receive the recognition he deserved. Shortly before his death he told his wife he did not want notices of his death published, nor did he wish any form of memorial service.

As a fellow collector of semi-official airmails and great admirer of the contribution of Harold Lloyd Banner to Canadian philately I have written this, despite his wishes, to provide him with a little of the recognition I consider he so rightly deserves.

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"GROW WITH THE ROYAL"

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.

1992

- FEBRUARY 8, BURLINGTON, ONTARIO - BURLPEX '92.** The 11th annual exhibition and dealer bourse sponsored by the Burlington Stamp Club will be held at the Appleby Mall (corner of Appleby Line and New Street, Burlington). Hours: 9:30 am - 5:30 pm. For further information, write Frank Haller, 430 Belvenia Road, Burlington, Ontario L7L 2G6
- MARCH 14, OAKVILLE, ONTARIO - OAKPEX '92.** Riveroaks Recreation Centre, 6th Line, Oakville. The Oakville Stamp Club's Annual Exhibition and Dealers' Bourse. Free admission and parking. 10 AM - 5 PM. Information: Mel Kertcher, P.O. Box 524, Oakville, ON L6J 5B4.
- APRIL 4, LONDON, ONTARIO - LONPEX 100.** The 100th anniversary exhibition and bourse of the London Philatelic Society will be held at the Great Hall, St. Paul's Cathedral, Richmond St. N., London, Ont., Canada. Hours: 10:00 am - 5:00 pm. Free admission. For further info contact A. Benjaminsen, 298 Neville Dr., London, Ont., N6G 1C3 Canada or telephone 519-438-3114.
- APRIL 11, WATERLOO, ONTARIO - KITCHENER-WATERLOO STAMPFEST '92.** Albert McCormick Arena, Parkside Dr., Waterloo. Annual Exhibition, 20 dealer bourse. Youth activities. 10 AM - 4 PM. Information: Betty Martin, Box 1676, Kitchener ON N2G 4R2 (519-578-7782).
- JUNE 19-21, SPOKANE, WASHINGTON - PIPEX '92.** West Coast Ridpath Hotel. 52nd Pacific International Philatelic Exhibition sponsored by the Northwest Federation of Stamp Clubs and the Inland Empire Philatelic Society. WSP show. Information: PIPEX Committee, P.O. Box 192, Valleyford WA 99036.
- 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. Information: Bob Schlesinger, 523 Highland Grove, Ill. 60089
- SEPTEMBER 30 - OCTOBER 3, PERTH, SCOTLAND - CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN CONVENTION.** Annual meeting in the heart of Scotland, fishing, golf, near Glasgow, Edinburgh, Inverness. Information: C. A. King, 10 St. Leonard's Rd., Claygate, Esher, Surrey KT10 0EL UK.

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Notes

THE RICHARD K. MALOTT COLLECTION ON THE DEVELOPMENT OF CANADIAN AIR MAIL SERVICES

The bush pilots have always been a romantic part of Canadian history. The Canadian Postal Archives is pleased to announce that it has acquired the Richard Kenneth Malott collection of manuscripts and photographs that document the development of air mail services in Canada, and the role these pilots played. Malott created the 54 box collection during his 30 years of researching, collecting, writing, exhibiting and organizing the Canadian philately and aerophilately.

Major Malott explains *I have collected stamps from an early age. An interest in stamp collecting, and Honours History degree from the University of Western Ontario, and a career in the RCAF all came together in my decision to collect all aspects of Canadian aerophilately including Canadian pioneer, semi-official, and official air mail, crash covers, Canadian aerogrammes and Canadian Forces air letter forms. Starting with an award of participation I slowly worked up to the F.I.P. Championship Class. Thus there was method to my madness.*

The Malott archive will be of value to researchers interested not only in Canadian aviation and philately, but also in promotional art, and in the history of northern and isolated parts of Canada. The papers, photographs, and a few covers were organized in eight series. Perhaps the most valuable is the *Pilot Series* of Malott's correspondence with nearly 200 early pilots. Most of this correspondence was during 1960-1962, and through it Malott acquired copies and

originals of letters, photographs, and newspaper clippings documenting their historic flights, as well as many personal accounts and anecdotes about the beginnings of Canadian air mail service.

Other series document Malott's work with various philatelic societies and his involvement in Canadian and international exhibitions, and another series consists of his philatelic correspondence. One of the more unusual features of the collection is the large number of airline timetables and other ephemera. The most valuable aspect of this material, which is throughout the papers, may be the logos, commercial images, and layout. They allow one to see the evolution of the promotion of aviation. Finally there are three series of files on a broad range of aviation and philatelic subjects: postmarks, stamp design, rates, new issues, first flights, aerogrammes, meter slogans, semi-official air stamps, military post offices, conventions, and commemorative covers. These files, covering a wide range of subjects, will be of interest and use to many philatelists.

For more information on the R.K. Malott archival collection, please contact:

**Canadian Postal Archives,
National Archives of Canada,
365 Laurier Avenue West,
Ottawa, Ontario, K1A 0N3.**

**Telephone: (613) 995-8085
Fax: (613) 992-3744**

Letters

VERNON CORRECTION

I am afraid I must correct an error in a letter to the editor on page 10 of the Nov./Dec. BNA TOPICS under Vernon Information. The Victoria Railway has nothing to do with Victoria as Vancouver, B.C. or British Columbia. The Victoria Railway handstamp R.P.O.'s refer to the Victoria Railway in Ontario named for Victor-

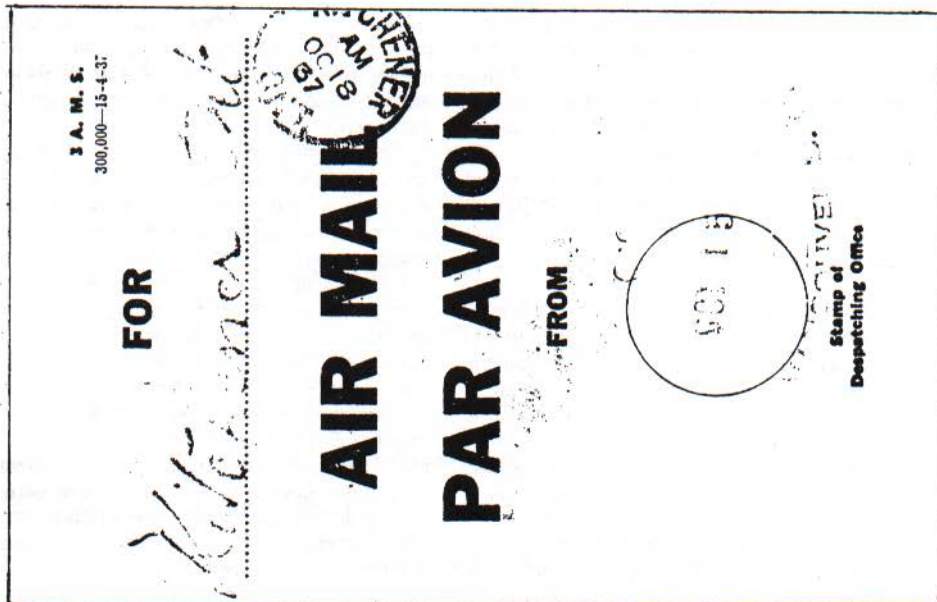
ia County (SHAW R-167 + 167A new numbers RR-179 and RR-180) and therefore it follows cannot stand for Victoria and Vancouver Island.

It is probable the V fancy cancel stands for either Victoria Railway or Victoria County. Thank you.

Allan L. Steinhart
Toronto, Ontario

MORE FORMS, CARDS AND SLIPS DURING THE KING GEORGE VI ERA

Gary W. Steele



3 A.M.S. - Air Mail Facing Slip

A special air mail facing slip - 3 A.M.S. - made of light blue paper is to be enclosed with packages of air mail letters when required. They are used to ensure quick identification and speed the transmission of letters and other articles sent by air mail, from the despatching office and any other intermediate point on the route.

Section 713 of the Postmaster's Information book states:

If air mail facing slips with the name of the office of destination printed thereon are not used, the name of the post office of destination is to be written in at the top of facing slip form 3 A.M.S..

As can be seen, the destination, *Kitchener, Ont.* was written in pencil following the directions of section 713. A Vancouver, B.C. postmaster then handstamped the facing slip, attached it to a package of letters whereby the package was received in Kitchener, Ont. three days later.

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Photograph Collection of the Canadian Postal Archives



A view of the post office at Mossbank, Saskatchewan, 1909. Canadian Postal Archives Collection (POS-2224)

Approximately 40,000 prints and negatives, and a corresponding collection of 35mm slides cover most subjects pertaining to Canadian

postal operations, postal history and philately. Of particular interest are photographs of post office buildings, the transportation and delivery



Joseph Ratcliffe, first postmaster of the Ratcliffe, Saskatchewan post office, 1909-1916. Canadian Postal Archives Collection (POS-2225)



A view of the post office at Glace Bay, Nova Scotia, ca. 1910. Canadian Postal Archives Collection (POS-2237)



The first uniformed letter carriers from the Guelph, Ontario post office, 7 November 1907. Canadian Postal Archives Collection (POS-2226)

of the mails, and stamp production, designers, artists, and the like. These collections are an important resource of visual information for the postal historian. They complement the extensive general photographic collections retained by the Documentary Art and Photograph Division in the National Archives of Canada, the division to which the CPA now belongs.

Researchers are welcome to consult the archival holdings in person, in writing or by phone. Various reference tools and finding aids

to the holdings are available. For more information, please contact:

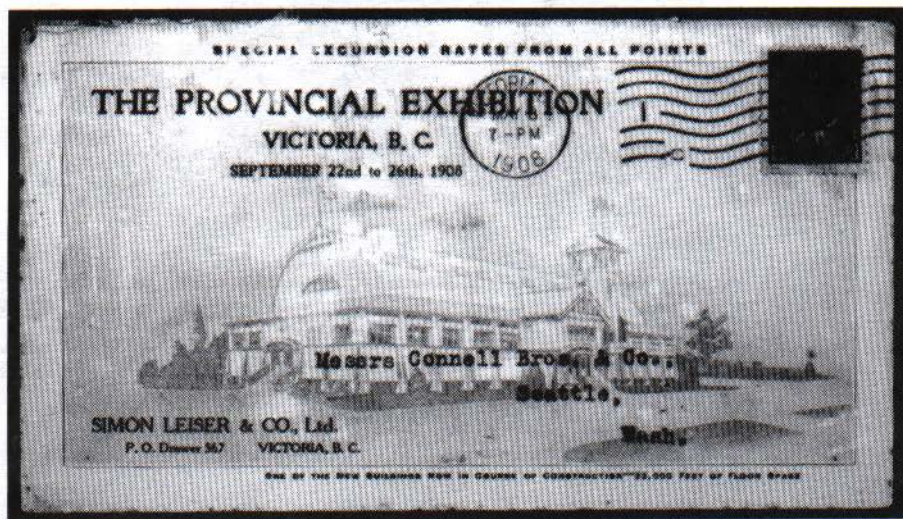
Canadian Postal Archives
National Archives of Canada
365 Laurier Avenue West
Ottawa, Ontario K1A 0N3
Phone: (613) 995-8085
Fax: (613) 992-3744

Photographs have been selected examples of
Photos of the Past

EARLY EXHIBITION COVERS OF BRITISH COLUMBIA

by Kenneth Ellison

VICTORIA EXHIBITION 1908



The 1908 Provincial Exhibition in Victoria was held over five days from September 22nd to the 26th. Fairs at this time were drawing large crowds and the facilities were strained. This *all-over* cover depicted the new 22,000 square foot display building then under construction.

Although the exhibition was not open until mid-September, this cover dated May 8 shows that publicity started early in the season.

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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 such 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 #11 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).

THE POSTAL MARKINGS, ST. JOHN'S G.P.O. AND SUB OFFICES 1840-1949

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

- PM 1: Applied in red for paid and black for unpaid letters. Usage 1840-1846.
- PM 2: Stamped in black only. 1840-1877
- PM 3: Crowned Circle, red only. 1846-1849
- PM 4: Arcs 6mm long. Black only. 1846-1858
- PM 5: Red only. 1849-1877
- PM 6: Same as #4, but arcs 13 mm long. Black. 1858-1876
- PM 7: Used as obliterator. Black. 1865-1896
- PM 8: PM 5 with cross cork obliterator in center. Black only. 1871-1881
- PM 9: PM 5 with leaf cork obliterator in center. Black only. 1871-1881
- PM 10: First Full Circle. Red only. 1873-1876.
- PM 11: Arcs 4.5 mm long. Black and red. 1876-1883.
- PM 12: Arcs 8 mm long. 1882-1896.
- PM 13: 28mm full circle. 1884.
- PM 14: Arcs 2.5 mm long. 1886-1895.
- PM 15: St. John's duplex. 1883-1902.

- PM 16: St. John's roller. First with no number, second numbered 2. 1890-1905.
 PM 17: 24 mm full circle. Dots at sides. 1890-1894.
 PM 18: St. John's barred circle. 1893-1908.
 PM 19: 24 mm full circle. No dots at sides. 1893-1904.
 PM 20: 24 mm full circle. Full T in St. John's. 1898-1903.
 PM 21: 24 mm full circle. Apostrophes between N'F'L'D. 1899-1910.
 PM 22: 24 mm full circle. As PM 21 but also has dots at sides. 1899-1910.
 PM 23: 24 mm full circle: with N.F. after St. John's. 1903-1911.
 PM 24: 22.5 mm full circle. 1914-1915.
 PM 25: Large double oval. 1915-1918.
 PM 26: 28 mm full circle. 1920 (Pollitz, 137th SALE, 1976).
 PM 27: 28 mm full circle. Violet and black. 1923-1925.
 PM 28: 30 mm full circle. 1933.
 PM 29: 24 mm full circle. 1933-1934.
 PM 30: 35 mm double circle. 1934-1937.
 PM 31: Serrated oval. 1937-1938.
 PM 32: 28 mm double circle. 1938-1939.
 PM 33: 36 mm circle. 1941.
 PM 34: 30 mm circle. 1943-1946.
 PM 35: 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



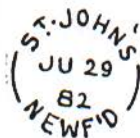
1873-1881
PM 9



1873-1876
PM 10



1876-1883
PM 11



1882-1886
PM 12



1884
PM 13



1886-1895
PM 14



1883-1902
PM 15



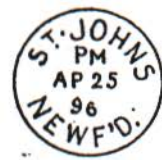
1890-1905
PM 16



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

SECOND DAY CABOT COVER

by Dean Mario



This Cabot registered cover (paying the 3¢ letter rate and 5¢ registration fee) was sent on the second day after issue. Although the 8¢ value would have been more practical, the sender may have wanted to convey a more multi-coloured representation of the series. One may presume that it was sent on official P.O. business, but if so, why wasn't an O.H.M.S. envelope used?

Deacidifying Covers

by George B. Arfken

Some cover collectors have asked about a way of protecting their covers from possible acid deterioration. The paper from which the covers were made may have acid in its structure, a heritage of the manufacturing process. One way to combat this acid threat is to spray the covers with a deacidifying solution such as Wei T'o. The spray transports magnesium ethyl carbonate into the paper. Reaction with the air changes this chemical into basic magnesium carbonate. The carbonate neutralizes any acid

in the paper and arrests the yellowing and embrittlement that built in acids may cause.

Wei T'o is available from University Products Inc. P.O. Box 101, Holyoke, MA 01041-0101. They have telephone numbers (800) 628-1912 and (413) 532-9431 for ordering and (800) 762-1165 for customer service. Their 1992/1993 catalog lists Wei T'o spray no.11 at \$20.95 for a 22 oz (624 grams) spray can. You can write for their 160 page catalog or call for more detailed information.

SOCIEDAD COLOMBO - ALEMANA DE TRANSPORTES AEREO (SCADTA) USAGES FROM CANADA

by Walter Plomish

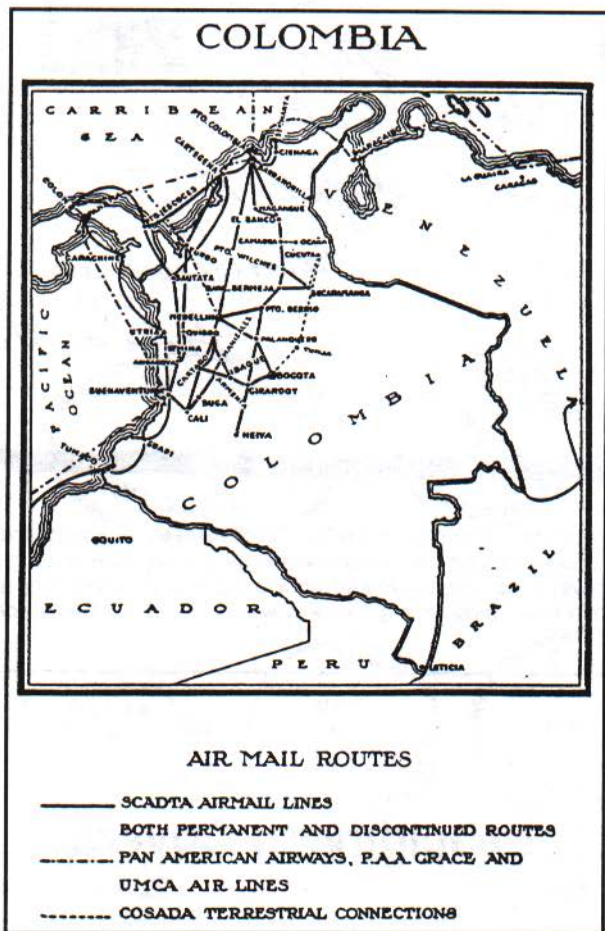


Figure One

A most unique area of Canadian airmail Postal history is the usage of Colombian airmail postage stamps affixed in Canada, to prepay airmail service into the interior of Colombia. Mixed franking of Canadian, Colombian, and in some cases Canal Zone airmail stamps, were required to utilize the S.C.A.D.T.A. airmail service. *Fig. one* (map)

Airmail services via S.C.A.D.T.A. Airlines to points in the interior of Colombia could only be prepaid with S.C.A.D.T.A. stamps until June 15, 1931 when the stamps of the U.S.A. were excepted for airmail transmission in Colombia. These Colombian airmail stamps were made available to the public through Colombian Embassy locations, and Colombian business

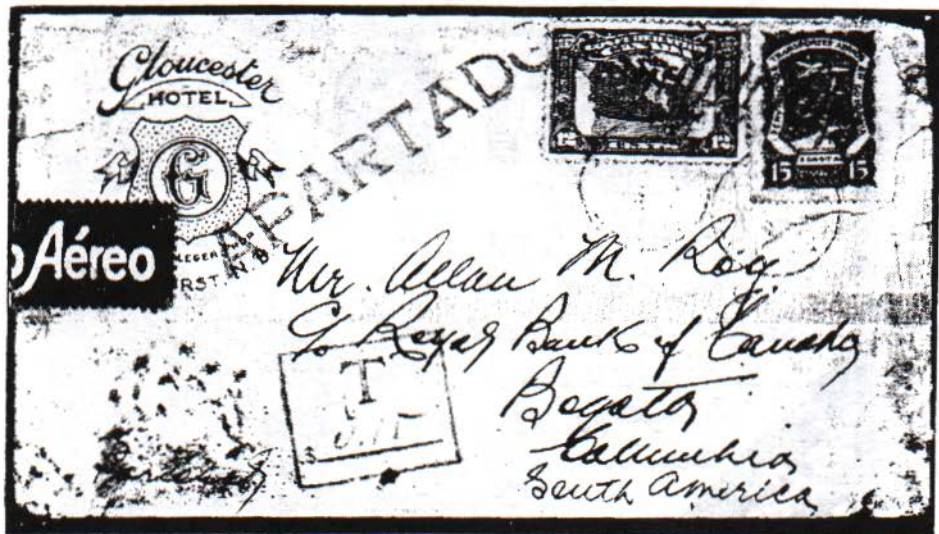


Figure Two

agents in Canada and abroad. The 1923 Colombian airmail issue was sold in twenty-two foreign countries. The stamps were overprinted with initials of the country they were sold in. The initials for airmail stamps sold in Canada were C.A. These stamps are known as consular overprints. They are listed in the back of the *Scott Specialized Canadian Stamp Catalogue*. Envelopes franked with these consular C.A. overprints are known used from Canada. They are very Rare on commercial mail. Canada had very little commerce with Colombia at this time, and most envelopes were not saved since collectors at this time did not seek out these stamps or envelopes, the main reason for their not being listed in most stamp catalogues of the time. Surface mail to points in the Colombian interior was very slow because of the mountainous terrain. It was advantageous to utilize the S.C.A.D.T.A. system, as a savings of two to three weeks in the delivery of mail greatly helped foreign commerce with Colombia. *Fig two*: A commercial usage of the consular overprints from Canada. The letter was prepaid by Canadian postage at 8¢ 1st oz. U.P.U. rate to Colombia, and 4¢ for the 2nd oz. the Colombian postage required was 30 centavos, but only a 15 centavos stamp was affixed in Canada. the letter was taxed on arrival and flown to destinations where air services were available. S.C.A.D.T.A. did not charge double deficiency on shortpaid mail, thus the 15¢ due charge only. This is the only non-philatelic early C.A.

overprint cover from Canada I know of, but others may exist. I saw this envelope at CAPEX in Rosemary Nickle's exhibit of these issues. It is interesting to note it was the only cover in the very fine showing of these consular stamps with C.A. overprints. This article however, is not about consular C.A. overprints. I will cover the time period from Oct. 1, 1928 when the Montreal - Albany airmail service was opened to provide an airline from Montreal to Miami, Florida. The first mention of an airmail service to Colombia is in the July 1929 *Canadian Postal Guide Supplement*. The service was weekly, and the airmail rate was listed at 40¢ per 1/2 oz. plus regular Canadian surface postage. The routine was Miami, Cristobal, Cartagena, and Barranquilla (Colombia). This service did not include S.C.A.D.T.A. airmail service into the interior of Colombia from Barranquilla. The S.C.A.D.T.A. service is not listed in the *Canadian Post Office Guides or Supplements*, but is, however, listed in the *U.S. Postal Guides*. The *Commercial Intelligence Journal*, a publication issued by the Canadian Trade Commissioner in Ottawa for Canadian business concerns, lists the S.C.A.D.T.A. services in the April 20, 1929, issue. It is directed at Canadian companies to inform them of ways to improve their communications to foreign countries. In that article it was stated that Canadian mail could be accelerated for final delivery in Colombia by utilizing the S.C.A.D.T.A. service. The airmail fee to be pre-affixed in Canada with



Figure Three

Colombian airmail stamps was 30¢ per 2.3 oz. in addition to Canadian postage. Airmail letters should be endorsed *Via Miami* and *By Air in Columbia*. Green Colombian airmail stickers should also be applied. Also stated was the fact that these Colombian airmail stamps and airmail stickers could be obtained from Colombian Consulates in Canada, and Messers. Guy Tombs & Co. Montreal and Messers Wood Flemming Co. Toronto.

Fig. Three: The earliest cover I know of franked with both Canadian and Colombian airmails was sold by C. Firby Auctions on March 18, 1986, as Lot 229. Posted on November 20, 1928, at Montreal to Colombia, it is correctly paid in all respects as follows: 5¢ 1st oz. for airmail services in North America where available, 8¢ 1st oz. U.P.U. surface rate to Colombia, and 30 centavos per 2.3 oz. for airmail in Colombia where available by S.C.A.D.T.A. The New York 11-21 1928 foreign oval cancel ties the Colombian airmails to the cover contrary to regulations. The airmail stamps of Colombia should have been cancelled on arrival there. This is the only Canadian flown cover I personally know of franked with the 4th issue of Colombian airmail stamps. The cover was flown in Colombia as evidenced by the S.C.A.D.T.A. transit, and receiver on the front and back.

Airmail service to Colombia is next mentioned in the March 1, 1930, *Weekly Bulletin* of

the *Canadian Postal Guide*. A two part listing of services is as follows: airmail service in North America only where airmail services are available, then surface means to destination, at .07¢ 1st oz. 12¢ 2nd oz. This is actually the reduced preferred foreign rate effective from December 24, 1929, from 8¢ 1st oz. to 2¢ per oz. to countries in Central and South America, plus the 5¢ 1st oz. airmail rate in North America only all rolled into one. The second part of the March 1, 1930, listing was a .35¢ per 1/2 oz. airmail rate to Colombia. This was for all airmail services available in North America and in country of destination. The key word here is *available*, as it was not until June 15, 1931, that Colombian S.C.A.D.T.A. airmail stamps not required to be affixed in the U.S. United States airmail stamps were then accepted by S.C.A.D.T.A. for prepayment of airmail in Colombia. This is explained in *The First 50 Years of Air Mail in Colombia* by Eugenio Gebauer and Jairo Tamayo. This book was edited and published by Avianca Airlines of Colombia. It is very informative and worth reading if you wish to expand your knowledge beyond my humble offering. What this all means is that if you wished to have your Canadian letter flown in the U.S.A. and Colombia you had to have both Canadian and Colombian airmail stamps on your envelope until June 15, 1931.

Fig Four: Posted on March 18, 1930 from Vancouver, B.C. to Giradot, Colombia. This

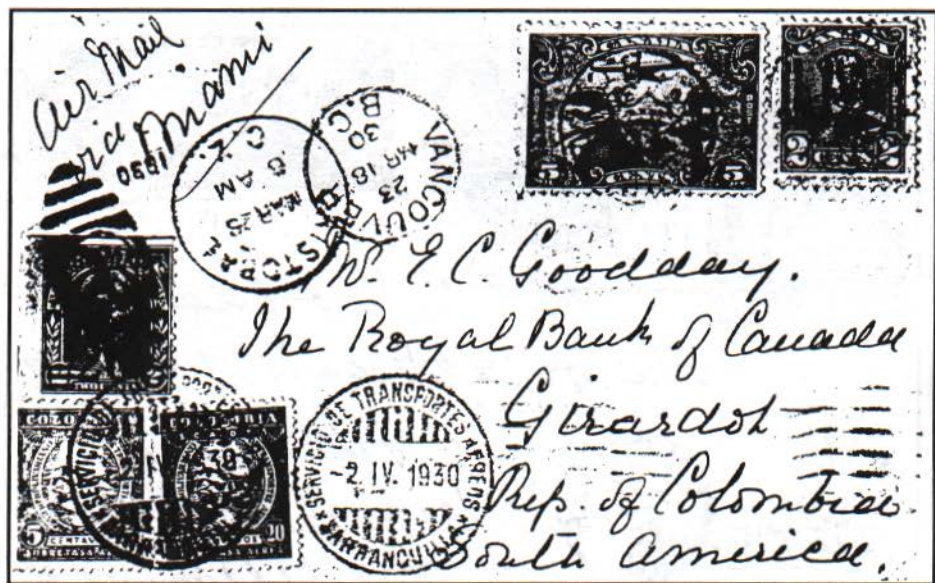


Figure Four

cover graces my collection and is most interesting as it has a three country legitimate airmail franking. The Canadian 5 cent airmail and two cent Scroll issue pay the March 1, 1930, first listing for airmail in North America only where services are available, in this case to Miami. The twenty and five centavos airmail issues of June 1, 1929, pay the airmail fee for S.C.A.D.T.A. services to Girardot, Colombia. The Canal Zone airmail 20 cent stamp paid for airmail service from Miami to Cristobal, Canal Zone. S.C.A.D.T.A. had an office in the Canal Zone and both S.C.A.D.T.A. Colombian airmails and Canal Zone airmails were sold there. The Canal Zone stamp is cancelled March 25, 1930, at Cristobal, and there is a Canal Zone machine cancel on the rear. Pan-American Airways and S.C.A.D.T.A. ran a combined service to Miami. The Canal Zone airmail was affixed along with the Colombian airmails in Vancouver and not cancelled as per regulations. The Colombian airmails are cancelled at Barranquilla, and the envelope was flown to Girardot. I know of three similar covers from the same correspondence, which warrant a few comments. The first sold in Lot #671, C. Firby sale on September 1, 1986. It is the same as mine but the Canal Zone airmail is cancelled by a large X. The second was also sold by C. Firby in Lot #2722 on September 17, 1989. It is basically the same except the 5c and 20c Colombian stamps were can-

celled in Vancouver, contrary to regulations. What is really significant about this cover posted in Vancouver on January 13, 1931, to Girardot, Colombia, is the fact that the 20c Canal Zone airmail is also cancelled in Vancouver. This proves the Canal Zone stamp was affixed in Vancouver and was also most likely affixed on all the 3-country airmail frankings described. The last cover was in R.A. Lee's Auction in February, 1990, as Lot #300. It is interesting as it is the same as (fig. 4), but dated Vancouver, March 4, 1930. It is franked with a 20c and 10c Colombian airmail stamp. The airmail rate for interiors service was .25c per 1/2 oz., so it was overpaid 5 centavos. The Canal Zone and Colombian airmails are both cancelled March 13, 1930, Canal Zone. A Barranquilla 18 III 1930 receiver transit is on the cover front. Why it is not on the Colombian stamps is a mystery. A Girardot 19 March, '30, receiver graces the envelope's rear.

Fig. Five: Posted at Vancouver, B.C., on October 21, 1930, to Girardot, Colombia. This envelope was flown to Miami and went by surface means to Barranquilla. From there it was flown to Girardot. A Barranquilla 30 x 1930 cancel ties the Colombian airmails, and an October 31, 1930, Girardot Receiver is on the rear. I acquired both Fig. 4 and Fig. 5 covers at a small stamp show in Vancouver, B.C. A Seattle dealer handed me a box of unpriced covers



Figure Five

and said *have a look at these*. Most were addressed to Nicaragua and a few to South America. My hands were shaking badly when I asked him *how much?* He looked them over both sides and said *How about twelve dollars Canadian?* I was probably visibly shaken as I

paid him and left. The old cover box we have all looked through without success, yielded two of the rarest and most attractive covers in my collection. I still don't believe it happened.

Fig. Six: Posted at Vancouver, B.C. on July 7, 1931, to Girardot, Colombia. The airmail rate

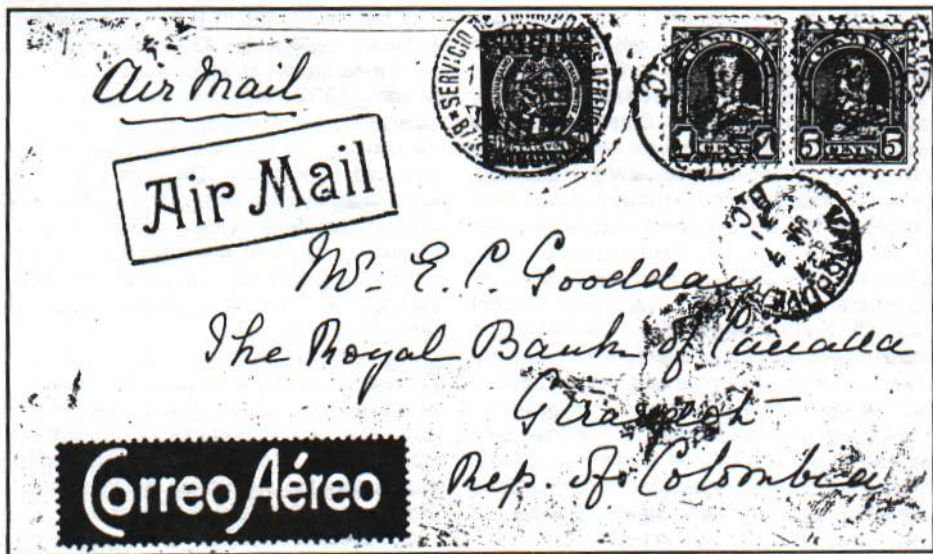
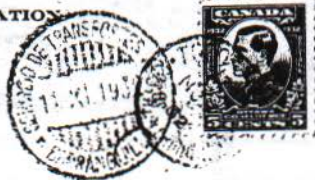


Figure Six

ANDIAN NATIONAL CORPORATION
LIMITED
44 VICTORIA STREET
TORONTO 2



Air Mail

Mr. J. A. McKellar,

Tropical Oil Company,

Cartagena Colombia.

PERSONAL.

VIA AIR MAIL

Figure Seven

was raised to 6¢ 1st. oz. for airmail anywhere in North America where services were available. The C1 Canadian airmail and 1 cent Arch issue pay this fee. The required surface postage from Miami to Colombia of 3¢ per oz. is missing, and the cover is not taxed. The airmail fee for airmail in Colombia was paid by a 30 centavo airmail stamp. The Colombian S.C.A.D.T.A. rate was raised to 30¢ in 1931. The envelope was flown from Barranquilla on July 15, 1931, and arrived at Giradot on July 16, 1931. After June 15, 1931, it was no longer necessary to have both Canadian and Colombian stamps on covers for which airmail service in Colombia was desired. Later usages of Colombian airmails are known on envelopes mailed in Canada, but most are philatelic origin. In the *Canadian Monthly Supplement* effective February 2, 1931, a uniform set of airmail rates from Canada to South America are listed. The rate for air-

mail to anywhere in South America was .45¢ per 1/2 oz. in all Canadian postage. This included all airmail services enroute and in country of destination. For Colombia, this was after the June 15, 1931, date when Colombian stamps were no longer required for airmail in Colombia.

Fig. Seven: My earliest cover franked .45¢ per 1/2 oz. for all inclusive airmail services, was posted at Toronto, November 7, 1932, to Cartagena. A November 11, 1932 Barranquilla S.C.A.D.T.A. cancel shows where it entered airmail service in Colombia. A Cartagena receiver is shown cancelled on the same day. It is nice to see the 5 cent commemorative used on an envelope to a foreign country. These S.C.A.D.T.A. cancels can be found on Canadian covers flown in Colombia until around 1935. At this time they were discontinued, thus ending a most interesting era of Canadian airmail postal history.

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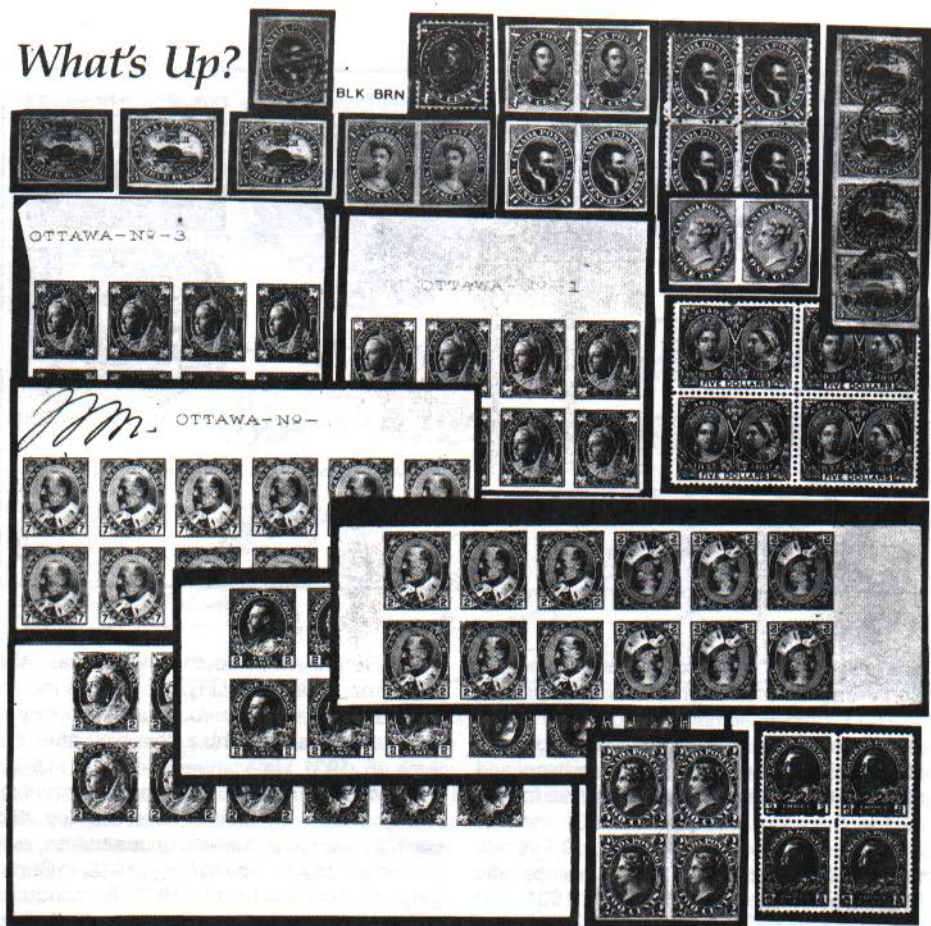
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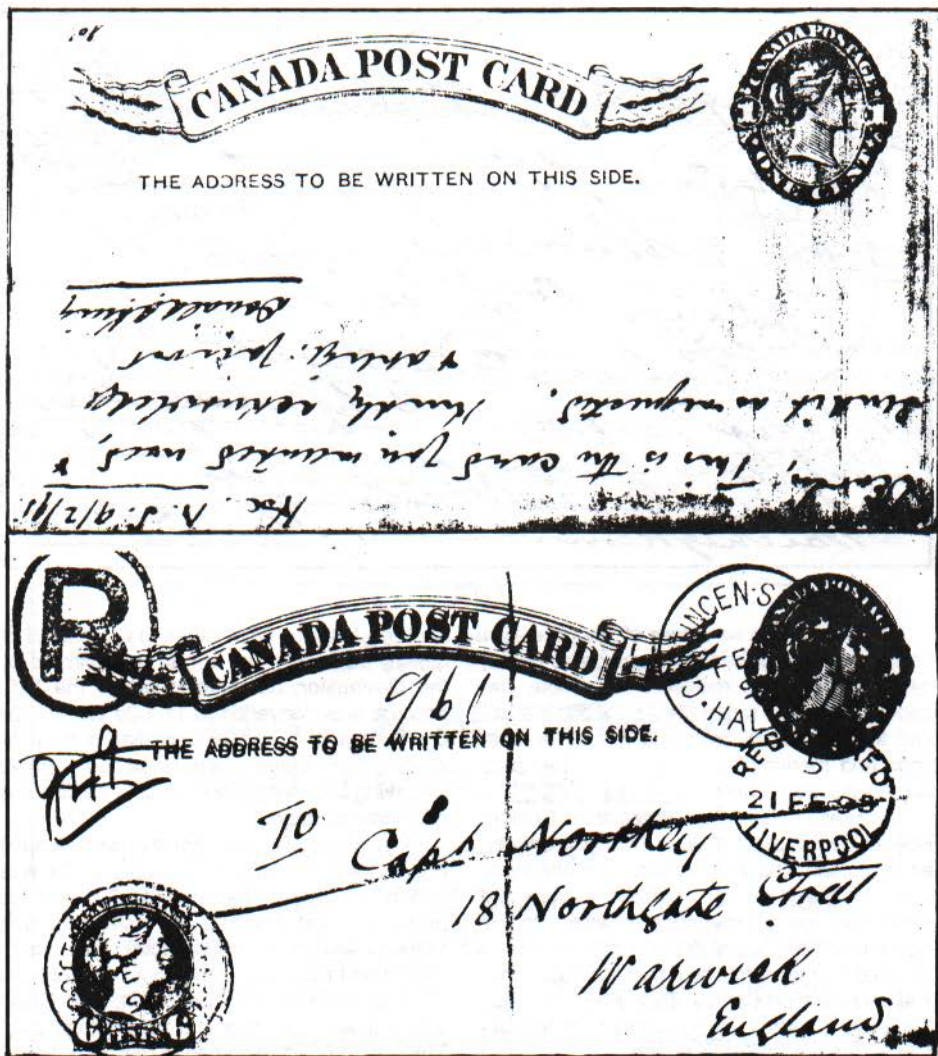
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FOR A PENNY OR TWO...

by Allan Steinhart

A REGISTERED MULTIPLE IMPRESSION CARD



This card is an example of the 1887 1c multiple impression Canada Post card (WEBB P7E) used. The card has two impressions on the front and one on the reverse. An additional 6c small queen was applied to make the 2c U.P.U. post card rate to England plus 5c for registration. This is a very unusual use and franking and possibly unique. Much questioning has been done as to the source of these cards. Part of the answer may lie with the message from stamp dealer and post office official Donald King, *This is the card you wanted used + send it as requested.* It appears King was the source for some of these cards and maybe all. Where he got them is open to speculation.

Stories Behind My Covers

by Jack Arnell

17. Early Routing to St. Clair River Country

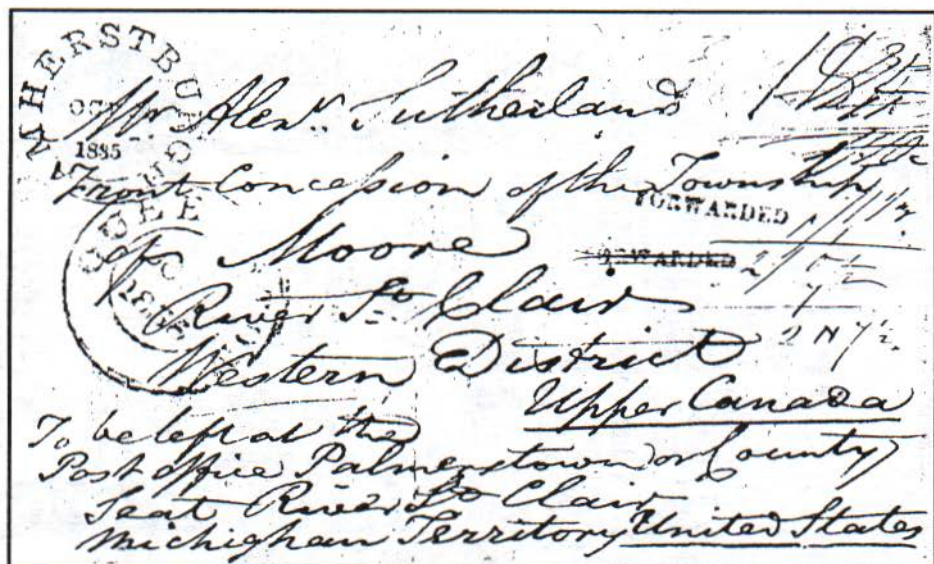


Fig 1-17

While one may be aware of the difficulties early settlers and their correspondents had in getting their letters delivered to remote settlements from the many written accounts referring thereto, covers reflecting this in its notations and markings are very rare. One such letter is illustrated here.

It was written by John Grimes at the Custom House, Liverpool on 19 June 1835 and entrusted to his son who was crossing the Atlantic to head for the American midwest. Clearly the writer had some experience in writing to the Sutherlands and knew of the difficulties, for he directed that the letter *be left at the Post Office Palmerstown or County Seat River St. Clair Michigan Territory United States*, in the absence of a post office in Moore.

A manuscript marking on the back shows that the letter was mailed at Steeles, Ind. on 4 October, where it was rated 18 3/4 cents postage due to the Canadian border. In view of the destination, it is not surprising that the son carried it into the interior, rather than mailing it on the east coast when he arrived there. However, it is surprising that the U.S. post office

sent the letter to Queenston, U.C., instead of directly to Detroit. The former is confirmed by the Queenston datestamp, where the U.S. postage was converted to 11 1/2d Cy. and 2d Cy. ferrige and 11d Cy Canadian postage to Amherstburg added for a postage due of 2/01/2 Cy., with *FORWARDED* struck beside the additional postage.

At Amherstburg, the letter was datestamped on 24 October, where an additional 7d Cy. was added for a total postage due of 2/7 1/2 Cy. It is presumed that the delivery instruction was followed and the letter sent across the river to Detroit and taken along the south side of Lake St. Clair to somewhere on the St. Clair River, where it was collected and the postage paid. The last 7d Cy. is assumed to represent the 10 cents postage through Michigan Territory. This is undoubtedly another example of local arrangements between postmasters on both sides of the border to accommodate each other and their customers, both in ensuring that letters were delivered and the postage due collected.

The post office at Moore was opened in

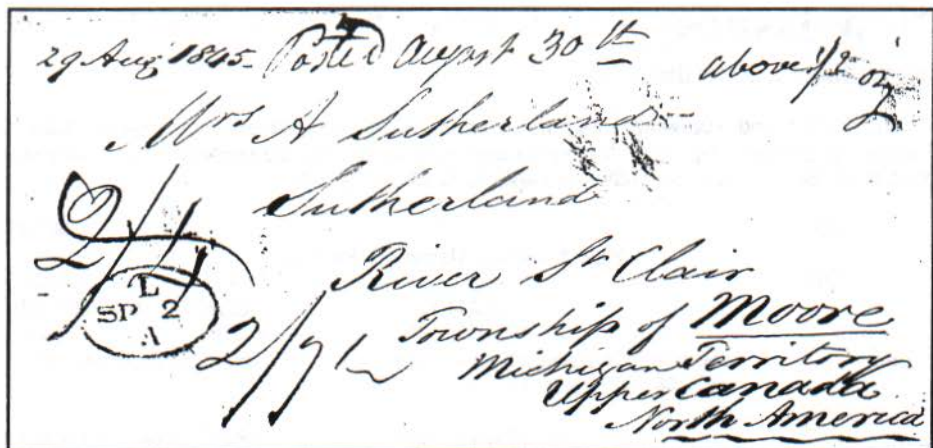


Fig 2-17

1837. Some years after acquiring the first letter, I was pleased to find a second (also illustrated) addressed to the Sutherlands dated August 1845. This originated at Sculthorpe and lacks a datestamp, having a red manuscript *Posted August 30th* instead. It was backstamped at London on the next day and rated 2/4 Stg. post-

age due as an *above 1/2 oz.* letter. It was carried by the *Britannia* from Liverpool on 4 September and arrived at Boston on 19 September in a closed bag for Toronto, where the sterling charge was converted to 2/7 1/2 Cy. and the letter sent along the Canadian route to Moore.

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New Issues

by William J. F. Wilson

The 1¢, 2¢ and 10¢ Small Mammals stamps were released on a new paper (Coated Papers) on October 25th, 1991. Both mint and used stamps can be separated from the earlier printing on Slater paper, as shown in Table 1.

TABLE 1. Small Mammals Papers.

	SLATER	COATED PAPERS (CP)
paper:	warm off-white tone (slight brownish tint.)	much purer white.
gum:	warm off-white tone.	much whiter, with a slight greenish tint.
fluorescence:	dull, but noticeably brighter than CP paper.	very dull.
tagging:	10¢ 4-sided tag.	10¢ untagged.

The 1¢ and 2¢ are untagged on both papers. The two 10¢ releases will undoubtedly be catalogued separately because of the tagging. I have no information on whether different degrees of fluorescence have been found within each paper type, but as the various denominations which I have on Slater paper are identical to each other in fluorescence, and similarly those on Coated Papers stock, I am listing the difference as standard in Table 1. Reports of different results are welcome.

The 40¢ Queen has also been printed on two papers, as described in earlier columns. Mint stamps are separable by the gum, which is slightly greenish on the Peterborough paper compared to the Harrison paper, but there is no easy way that I am aware of to separate used copies.

By way of another cataloguable difference, the 40¢ Basketball stamp was issued both as a regular sheet stamp and as one of three (40¢, 46¢ and 80¢) stamps on a souvenir sheet. The regular sheet stamp includes the name "James Naismith" in the four vertical lines of printing under the "40", whereas the stamp on the souvenir sheet does not have the name and so has only three vertical lines.

Canada Post has issued bulk postal stationery (envelopes and post cards) with a flag stamp imprinted on them in colour, but with no denomination. The words "post paid" are printed under the stamp. I have seen only two used copies, and am not aware of any official release date. Because they are intended for bulk mailings, they may not be available through the Philatelic Service.

The following data have been obtained from the Canada Post publication Canada's Stamp Details, with the exception of the perforation gauges and number of teeth, which are my own measurements. Stamp size, perms and teeth are given as (HORIZONTAL) x (VERTICAL). A list of abbreviations is given after the data on the Basketball souvenir sheet, following.

Issue:	Queen's University 40¢	Basketball 40¢	Christmas: 35¢, 40¢, 46¢, and 80¢	Total War 4 x 40¢ (se tenant)
Type:	Commem.	Commem.	Commem.	Commem.
Issued:	16 Oct 1991	25 Oct 1991	23 Oct 1991	8 Nov 1991
Printer:	A-P	A-P	A-P	CBNC
Quantity:	5MM stamps	SH: 15MM	(see below)	15MM
Size: (mm)	30.5 x 24	26 x 40	35¢: 40 x 26 40¢, 46¢ and 80¢: 30 x 36	48 x 30
Gum:	PVA	PVA	PVA	PVA
Paper:	C1S,L (CP)	C1S,L (CP)	C1S,L (CP)	C1S,L (CP)
Process:	5CL	7CL	5CL	5CL
Pane:	Prestige booklet of 10 stamps	50	SH: 50 SP: 35¢, 40¢: 10 46¢, 80¢: 5	16
Tagging:	G (4 sides)	G (4 sides)	G (4 sides)	G (4 sides)
Perf.:	13.1 x 12.5	13.1 x 13.5	13.3 x 13.3 (35¢: 12.5 x 13.1)	13.3 x 13.3
Teeth:	20 x 15	17 x 27	20 x 24 (35¢: 25x17)	32 x 20

Quantities for the Christmas stamps: 35¢: 7MM stamp packs; 40¢: 55MM stamps in sheets, 2MM stamp packs; 46¢ and 80¢: 11MM in sheets, 400,000 stamp packs.

Basketball Souvenir Sheet: same data as for the regular sheet stamp listed above, except: one each of 40¢, 46¢ and 80¢, se-tenant; Quantity: 500,000 sheets; Process: 8CL.

ABBREVIATIONS: 5(7,8)CL = five, seven or eight colour lithography; A-P = Ashton-Potter; CBNC = Canadian Bank Note Company; C1S,L = coated one side, litho; (CP) = Coated Papers; G = general tagging; MM = million; SH = sheet stamp; SP = Stamp Pack; SS = souvenir sheet.

BNAPS NEEDS NEW MEMBERS

Perforations

by George B. Arfken

The general adoption of measuring perforation as the number of perforation holes per two centimetres has been very unfortunate for the study of nineteenth century Canadian stamps, specifically for the Large and Small Queens and for the Registered Letter Stamps. Despite what one reads in catalogues, hand-book and journal articles, these stamps were not perforated 12. Some were perforated 12.1, some 11.9 but not 12. Nor were these stamps perforated 11.5. Some were perforated 11.6 but not 11.5.

A part of the trouble is that serious collectors have carefully measured perforations of 12.1 or 11.9 and then simply reported their results as 12. The 12.1 and 11.9 perforations were produced by two different perforating machines, often used for extended but different periods. To report the measurement as 12 is to throw away useful information and to limit the value of the report. Sadly, this has happened.

For nineteenth century Canadian stamps, the traditional two centimetre scale has no rational basis. Nineteenth century Canadian machinists did not use centimetres; they used inches. These machinists did not layout holes per two centimetres; they measured centre-to-centre distances in thousands of an inch [1]. Building upon (1) this use of British units and (2) the use of centre-to-centre distance, Richard Kiusalas developed a different perforation scale (with a rational basis) and a gauge [2].

[1] *Early American Perforating Machines and Perforations*, Winthrop S. Boggs, 1954, Unitrade reprint 1982.

[2] *Specialized Perforation Gauges*, Richard A. Kiusalas, U.S. Spec. vol. 37, pp. 60-61, Feb. 1966.

First, the scale. Kiusalas assumed that the perforating machines used in Canada would be built with a centre-to-centre pin spacing of 63 thousands of an inch or 64 thousands of an inch, etc. In decimal form, these spacings become 0.063, 0.064, etc. It is convenient to multiply these decimal numbers by 1000 and express the centre-to-centre spacing as 63, 64, etc. These Kiusalas numbers define a perforation. To convert a Kiusalas perforation value to perfs per 2 cm., start with the number of cen-

timeters per inch as 2.54 (exactly). Then the number of inches per centimetre is the reciprocal of 2.54 or 0.39370 and the number of inches in 2 cm. is 0.78740. Multiplying both this number and the centre-to-centre spacing by 1000, for convenience, the equivalence between the two perforation scales may be written:

$$\text{Perfs per 2 cm.} = 787.40/K$$

where $K = 63, 64, 65, \text{ etc.}$

Table 1 lists these equivalences for the perforations found on the Large Queens, Small Queens and Registered Letter Stamps. It should be understood that the perfs per 2 cm. values are mathematical equivalences. Few people claim to measure perforations on the traditional scale to better than 0.1.

Table 1. The Kiusalas Perforation Scale and the Corresponding Traditional Values.

Kiusalas scale	Metric scale
63	12.50
64	12.30
65	12.11
66	11.93
67	11.75
68	11.58

A Kiusalas gauge and a rare 10¢ Small Queen are shown in Figure 1. The perforation is 63 on the Kiusalas scale or 12.5 on the traditional scale. The stamp should be moved very slightly to the left for a perfect register. (The vertical perforation is 64). Figure 2 displays a 2¢ RLS on a Kiusalas gauge. Here, the perforation holes have been filled with the Kiusalas dots. The perforation is 68 or 11.6. It is not 11.5. (The top and bottom perforations are 66. They are not 12.)

The real test of the Kiusalas scale and the Kiusalas gauge is - Does this system work? Do these nineteenth century Canadian stamps come with perforations that match closely one of the series of dots on the Kiusalas gauge? The answer is a resounding YES. Simpson, working with the Small Queens, has found excellent agreement between the Small Queen perforations and the Kiusala gauge. Lussey, working with the Large Queens and the Registered Letter Stamps, has found the same excellent agreement [3]. As a corollary, the continued



Figure 1. A 10c Small Queen. The top perforation teeth match the dots for 63 on the Kiusalas gauge. Courtesy of William L. Simpson.

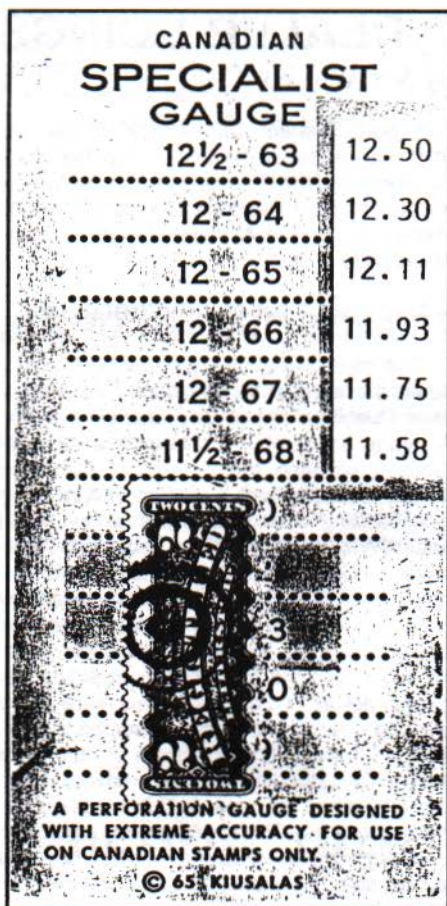


Figure 2. A 2c RLS. The end perforation holes match the dots for 68 on the Kiusalas gauge. Courtesy of Harry W. Lussey.

use of perf 12 1/4, perf 12 and perf 11 1/2 becomes an oversimplification.

- [3] *Perforations on Canadian Stamps*, Harry W. Lussey, *BNA TOPICS* vol. 33, pp. 32-33, Mar.-Apr. 1976.

There is one significant limitation to the direct use of the Kiusalas gauge. With black dots on aluminum, it is not suitable for direct measurement of the perforations of stamps on cover. For stamps on cover, one can use some off cover stamps to form secondary standards. Holding these secondary standard stamps against the on cover stamps provides a quick and accurate determination of the perforation.

For those wishing to use an Instanta gauge, two precautions are suggested: (1) Check the reading of the Instanta gauge against a Kiusalas gauge or against a stamp of accurately known

perforation. The plastic of the older Instanta gauges may have shrunk resulting in erroneous readings. This writer's own 16 year old Instanta now reads about 0.1 too low. (2) Mark the Instanta gauge with the values shown in Table 1: 12.50, 12.30, 12.11, 11.93, 11.75 and 11.58 and forget about the arbitrary numbers 12 1/4, 12 and 11 1/2.

I am grateful to William L. Simpson and to Harry W. Lussey for their help and for many fruitful discussions.

DEALER DOINGS/AUCTION ACTION

by Vic Willson

(Ed. note: dealers and auction houses are invited to send material for inclusion that will be of interest to BNAPS members. The emphasis should be on noteworthy transactions, finds, dispersements, etc. All material will be reviewed for editing.)

FIRBY AUCTION OF NOVEMBER, 1991

The most extraordinary postal history auction of the last decade, if not longer, took place near Detroit in November. Charles G. Firby Auctions assembled an incredible array of material covering many areas of Canadian military postal history, including military mails (emphasizing Boer War, militia camps, WWI and WWII), classic Pence and First CEnts covers, flag cancellations, and foreign rate postal cards. The auction was characterized by both the wealth of covers available and the strong U.S. prices realized. Much of the material came from the Ed Richardson estate (although not all of Ed's collections were found after Ed's death, with some presumed to be in relatives' hands). The first items of note were several Canadian Nile expedition covers sold in the \$900 range (all prices in U.S. funds without 10% surcharge). The enormous amount of Boer War material for sale there was a potential to both saturate the market for years and depress prices. It is apparent that neither happened, as known rarities commanded good prices: 1st Contingent "en route," \$850; Can. Cont. parcel tag (for ostrich feathers!), \$250; Col. Otter letter, \$850; letter to soldier in CCSA, \$800; CC oval cancel for 1st Cont., \$275; "en route," 2nd Cont., Jan. 31, 1900 (unique), \$6500; Rhodesian field force, \$650 and \$1200; cc oval, 2nd Cont., \$160; 3rd Cont. "en route," \$250; 4th Cont., "en route," \$250; last use, CC oval, \$950; "RECOVERED FROM THE WRECK OF THE MEXICAN," \$225.

Camp cancellations: Levis, \$275; Trois Rivieres, \$475; 10 assorted, \$100; Valcartier, \$180; St. Jean, PQ, \$475;

World War I: Internment Censor cancel, Banff, \$375; same, Vernon, BC, on POW letter, \$190; CEF Canadian Corps, 25 covers plus notes, \$375; North Russia PB cancels, \$600 and \$400; Siberia 002 cancel, \$300; Siberia Type I cancel, \$700; Siberia Type III, \$400.

World War II: MPO colln, over 600 cover and stamps with cancels, \$425; C Force cover, \$400; C Force POW letter, \$450.

Pence covers abounded in this sale, many from previously in name collections: 1/2d circular, \$2000; 1/2d block of 6 on cover, \$15,000; 3d perf., advertising, \$1200; 6d bisect, \$10,500; 6d slate violet 1st day of use, \$15,000; 4d to NB, \$950; 6d to NB, \$1250; 4d pair from Red River with Pembina cancel, \$8500; 6d perf. to US, \$4000; 7 1/2d to England, \$2750; 3 x 3d + 2 x 1/2d to England, \$12,500; 2 x 6d + 3d (all first issues) to Wales, \$12,500; 10d + 2 x 3d Crimean War rate, \$9500; 6 x 6d to England, \$12,000.

First Cents Issue covers included some domestic mails but emphasized rates to foreign destinations: 2c printed matter, \$1900; 2 x 1c circular to NS, \$500; 2 x 10c to Newfoundland, \$3250; 4 x 12 1/2c to BC, \$4000; 5c + 10c (black brown) to Calif., \$4750; 2c to UK, \$2500; 5c + 10c to UK (Cunard rate), \$2850; 22c to Gibraltar, \$4250; 33c to Norway, \$8500; 33c reg. letter to England, \$6500; 34c to Holland, \$3000; 35c to China, \$5000; 38c to Norway, \$4500; 62 1/2c reg. letter to UK, \$2750; \$1.50 rate to UK, \$1800. Condition as well as rarity seemed to change prices for these covers greatly.

Large Queen covers: 15c to UK, 1868, \$1200; 6c + 2c to UK, \$275; 12 1/2c to Newf., \$900.

Small Queen covers: 2 x 3c + 2 x 2c + 5c reg. to UK in 1879, \$275; 2 x 5c to Japan, 1887, \$275.

Postal cards: 32 duplex cancels, \$95; 12 2c cards to overseas, \$325; 1c cards + 1c Small Queens overseas, 10 cards, \$225; 1c cards + 1c Leaf or Numeral overseas, \$225; 6 x 2c UX21 overseas cards, \$190.

Flag cancellations from the Richardson collection (with Richardson handbook #'s): 1-8 on pair 1/2c Small Queens on cover, \$900; 4-3 proof cover, \$600; 4-5 early date cover, \$250; 6-1 cover, \$675; 7-16 early date cover, \$550; 41-1 early date cover, \$190; 52-2a, Royal Train purple on \$1 Chateau on cover, \$400.

This auction had bargains as well as record-setting prices. Canadian classical material is beginning to exhibit the prices their rarity predicts but always lags other countries (such as

U.S. and U.K., etc.) When there are fewer than five examples of an important or exotic rate in classic era material, five figure prices are inevitable - the only bet is how soon. That question has been answered: NOW. The results of the auction clearly indicate high collector inter-

est, economic downturns notwithstanding, for top quality material. The emphasis in Canadian postal history in current markets is real and longlasting. Those dealer prices you decried a few years ago now look like bargains in many cases.

KEN KUTZ BNAPEX 91 GRAND AWARD WINNER

Ken Kutz won the BNAPEX 91 Grand Award with his ground-breaking exhibit of mining in Canada. Ken has forced both U.S. and FIP judges to rethink classifications about exhibits through his worldwide mining collections, that include elements of topicals, history, postal history, and rates. The material he won with at Vancouver included choice rarities of BC gold camps, Ontario mines, Maritimes mining, and the like. It is only fitting that our society clearly

recognized pioneering work that traditionalists have been unwilling to consider worthwhile, both in our society and in others.

Ken is President of the Collector's Club of New York and resides in Connecticut. His name was misspelled in the listing of the November/December issue of *TOPICS*, for which apologies by the editor and BNAPEX 91 Committee are extended.

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AN UNUSUAL POSTMARK FROM OTTAWA... UNRECORDED OR JUST FORGOTTEN?

by Jeffrey Switt



In 1927, from July 27 through August 4, Ottawa was the site of an event called the World's Poultry Congress. This event is known to have been promoted by a machine slogan postmark which is recorded proofed in late December 1926 and assumed used until the end of the event.

Here is a photocopy of a rather unusual copy of a handstamp postmark for the event which reads *World's Poultry Congress/POST OFFICE./OTTAWA, CANADA.* What makes this different from other event handstamp markings is its boxed rectangular format similar in nature to the MOTO handstamps of this time. The inclusion of the words *Post Office* indicates that this was not a promotional postmark used at the Ottawa post office as was the machine slogan, but rather a datestamp from a post office locat-

ed at the site of the congress, wherever that might have been.

This was found in a batch of photocopies of slogan proof strikes which were obtained through the courtesy of J. Paul Hughes as he was working on his books on Canadian split rings. Thus the date of the strike, *Jul 16, 1927*, would be the date that the handstamp was issued. Paul obtained his copies, I believe, through Tom Hillman of The National Postal Museum.

That such an interesting postmark would go unnoticed until now is rather curious. Its apparent limited use during the 9 days of the event can well account for its scarcity. If this event was truly international in scope, a philatelically fertile imagination can conjure up visions of exotic covers, mailed by foreign delegates to friends and family across the world. If a reader has knowledge of its previous report, or actual use, I would appreciate a copy of such a report or use for my records.

The photocopies that Paul sent turned up several other handstamp slogan or event postmarks that are not listed in the Proulx slogan book which I hope to organize in a future article. Furthermore, I would welcome reports of other handstamp event postmarks prior to 1953 to make such an article as complete as possible.

A New Chief at the National Postal Museum

Hull, Quebec, December 12, 1991 - The Canadian Museum of Civilization is pleased to announce the appointment of Francine Brousseau as Chief of the National Postal Museum.

Francine Brousseau has been with the National Postal Museum since 1984 as Curator of the Art Collection, Head of Exhibitions and more recently as Acting Chief.

Francine Brousseau will contribute to the suc-

cess of the Museum with her extensive experience in history, heritage and museology. She holds a Bachelor of Arts in Art History and Canadian Literature and is pursuing studies to obtain a Master's degree in Public Administration.

The National Postal Museum is a division within the Canadian Museum of Civilization.

PROMOTE THE SOCIETY WEAR YOUR BNAPS PIN

VEDDER CROSSING, B.C. CANCELLING MACHINE

by Cecil C. Coutts



Fig. 1. L.R.D. machine use at Ocean Falls, B.C.

Vedder Crossing Post Office opened 1 July, 1913. The first hammer, a Type A Split Circle, was proofed 28 June 1913. Subsequently, three Type C Full Circle hammers proofed in 1952, 1959 and 1964, were put into service. Mail volume at this post office did not warrant issue of an official machine canceller.

A Columbia make hand operated cancelling machine, formerly at Ocean Falls, B.C., was purchased privately by postmaster George Burgess in early 1965. The machine carried Serial No. 4750 and Patent date of 23 October 1917. Last reported date of use at Ocean Falls was 23 October 1964. (Fig. 1)



Fig. 2. Type C impression with die in original state.

A rather interesting story unfolded after this machine arrived at Vedder Crossing. Postmaster Burgess attempted, without success, to obtain a Vedder Crossing Die from the normal supplier. He decided then to make his own Die. He took a Type C hand-held hammer (Fig. 2) and with a metal saw, cut a thin slice (which included the town name) from the head. The Ocean Falls name was burnished from the machine Die and the Vedder Crossing piece welded in its place.

The normally flat Type C die had to be bent on a vertical axis to accommodate the machine,



Fig. 3. Type 3 die in second state - now a machine dater L.R.D. Oct. 17, 1969.



Fig. 4. Steel date slugs. Sep. 28, 1966.

with the result that all impressions from the homemade die appear wider than they are high. (Figs. 3 & 4) Examples of this die have been seen from early 1966 to 17 October 1969. Most cancels are indistinct. The slugs on hand did not properly fit the machine, and many problems resulted. Year date is usually found widely spaced, misaligned, and appears at either the top or middle of the set. PM is located at the bottom, and a wedge is inserted to keep this time indicia in place. Examples in early 1966 indicate the year date may have been rubber. (Fig. 5)

There is once exception in the whole picture. A homemade impression exists which appears to be dated c. July 1965 (Fig. 6) and does not resemble those of 1966-1969 use. This impression is round and the lettering looks more like that found on an earlier Type A hand-held hammer. Burgess could not recall if his first attempt to improvise was with a retired Type A hammer but this possibility is strongly suggested by the author.

George Burgess retired from the post office in September 1969 and while he owned the machine, nevertheless, he left it in use at Vedder Crossing. His successor, who took over a month later, apparently did not wish to retain



Fig. 5. Year date could be rubber rather than steel.



Fig. 6. Possibly a Type A hammer refashioned.

the machine so it was removed by Burgess. He sold it immediately thereafter through a Chilliwack auction firm. In 1988 the author tracked the machine to an unheated barn in the Vedder Crossing area where it had been stored for nearly twenty years with homemade Die intact. It now has a more dignified resting place in my warm basement.

There have been corrections made to official machine dies previously but the author is unaware of another homemade machine die, which could make the Vedder Crossing item unique.

My thanks to BNAPS member William Topping who provided copies of the machine cancellations.

References:

1. *Split Circle Proof Strikes of Western Canada*, Robert A. Lee Philatelist Ltd., Kelowna B.C. 1989.
2. *Full Circle Proof Strikes of Western Canada*, Robert A. Lee Philatelist Ltd., Kelowna B.C. 1990.
3. Author's interview with retired postmaster George Burgess. 1989.

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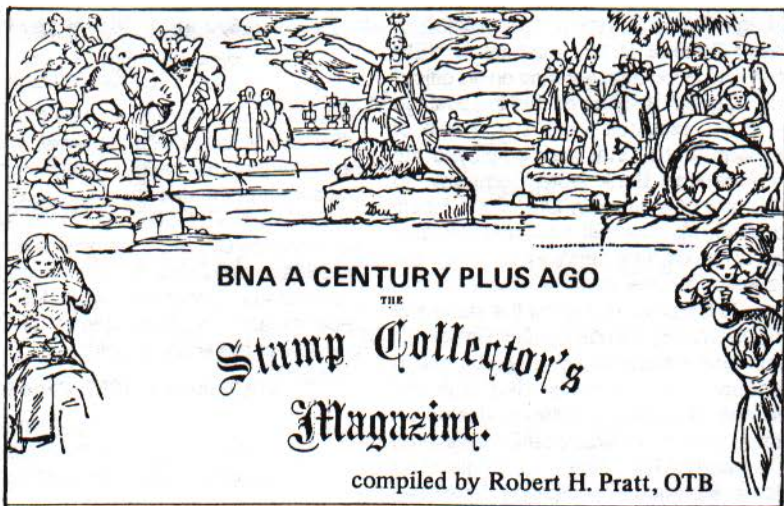


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BNA A CENTURY PLUS AGO

THE
Stamp Collector's
Magazine.

compiled by Robert H. Pratt, OTB

Vol.3, April 1, 1865, Page 64

ANSWERS TO CORRESPONDENTS

NEWFOUNDLAND, Halifax, Yorkshire - St. John's is the capital of Newfoundland, but the green are the only locals, according to our information there. We have never seen one obliterated.

Vol.3, May 1, 1865, Page 75

NEWLY-ISSUED OR INEDITED STAMPS

Our Gallic neighbors have made a slight change in one of their stamps, not unlike our own exploits, the alteration is for the better. The faint washy tint of the 4 centimes is much deeper in hue. The 5 cents of NOVA SCOTIA, on the contrary, is deteriorated into a duller blue, as are the 3, 6 and 9 kreutzer of Baden, from being printed in paler colors.

Vol.3, May 1, 1865, Page 80

A NEW CANADIAN LOCAL TO THE EDITOR OF THE STAMP COLLECTORS MAGAZINE

Dear Sir, - Mr. Bancroft, the proprietor of the City Express, is soon to issue a 5 cent stamp for his own use. He had a woodcut made, but as he was displeased with it he rejected it. Some person obtained an impression from the rejected block and counterfeited it, and has put the counterfeits in circulation. I understand that the genuine Bancroft stamp is to be engraved

on copper and perforated. Yours very truly,
I.A.N. (Nutter) Montreal.

ANSWERS TO CORRESPONDENTS

OVERLY TAYLOR - Our correspondent, Acadia sends us the acceptable information that the flower represented in the lower disc of the old NOVA SCOTIA stamps, that you regretted your inability to identify, is called in the colony the Mayflower. It grows wild, in small white or pink clusters, and yields a most delicious perfume. We would ask if it has been yet naturalized in England, and what is the botanical name?

Vol.3, June 1, 1865, Page 89

NEWLY ISSUED OR INEDITED STAMPS

New sets for the United States, PRINCE EDWARD ISLAND, and other localities, are said to be in course of preparation.

Vol. 3, June 1, 1865, Page 91

THE CONNELL STAMP

NEW BRUNSWICK has the honor of having produced the rarest stamp in the world, viz.; the *Connell*, as it is universally called. Now this stamp is not an essay in any sense of that much abused word; the circumstances are as follows: In the year 1861, the Hon. Charles Connell, a gentleman renowned alike for his

integrity, genius and benevolence, was the Postmaster-General of the province of NEW BRUNSWICK. Soon after entering on his official duties, Mr. Connell discovered that the postage stamps of the province were susceptible of improvement, and to that end, employed the famous American Bank Note Company, to execute a set of stamps in lieu of the labels hitherto used. Mr. Connell furnished designs, the idea of which was certainly original, and which speaks for the excellent taste of that gentleman to the present day; for the stamps of NEW BRUNSWICK are unsurpassed in point of elegance and neatness by any stamps in Christendom. Mr. Connell's idea was the sensible one of putting a different design on each stamp, and to that end, a steam engine on the 1¢, a head of Her Majesty of England on the 10¢, a steamboat (indicating European postage) on the 12 1/2 cents, a portrait of the possible future monarch of England on the 17 cents, and his own portrait on the 5 cents.

The stamps arrived, and were issued to the public, but alas! unfortunate Mr. Connell had, in the eyes of Her Majesty's lieges of NEW BRUNSWICK committed a frightful crime. That he a mortal created man, should dare to engrave his honest countenance on a similar piece of paper to that on which the majesty of that broad domain, on which the sun never sets, was depicted! It was outrageous, it was frightful, it was treasonable! A mass meeting *presided over by a political opponent* of Mr. Connell, was instantly called to express its horror at the dreadful deed, and it was resolved to request Mr. Connell to resign; but, long ere the fumes of the whisky consumed on the eventful night of that mass meeting had evaporated, Mr. Connell has dashed the reins of the post office department back in the face of the Governor, and retired, at once and for ever from the political arena.

The stamp was only used for one day and a number having passed through the post office, it, therefore could not be an essay. - *Stamp Collector's Record (Albany, N.Y.)*

Vol.3, June 1, 1865, Page 93

POSTAL CHIT-CHAT

In CANADA stamps sent by the head post office to the local offices to show what stamps are in official use have a hole punched out of the centre of the design.

FACTS NOT GENERALLY KNOWN - The twelpence CANADA stamp was not an essay but was in circulation for some months. In the Post-master General's report for 1858, the receipts accruing from stamps of that value appears in the financial column.

Vol.3, June 1, 1865, Page 95

BANCROFT'S CITY EXPRESS TO THE EDITOR OF THE STAMP COLLECTOR'S MAGAZINE

Dear Sir:

I have seen the counterfeits of the Bancroft referred to by your Montreal correspondent, in the last number. It is a woodcut, resembling in some respects the newly-issued steel-engraved stamp. The border is filled with the same inscription, except that ST. is there STRT. The portrait in the centre has also a semicircular band above and below, inscribed *Bancroft's City Express*; but apart from the execution, the chief difference lies in the portrait. On the genuine it is that of a middle-aged man, stern and determined, with a large bushy beard and whiskers entirely hiding the lower part of his face, of which only one side is shown. The counterfeit portrait is that of a fashionably dressed young man, full-face, with pendant Dundreary whiskers, and the colour of the stamp is light blue. I hope that no one will be taken in for forgeries, which come from a suspicious New York source.

Another humbug of the same class is the British American College Stamp; a *facsimile* of the lately-issued penny New South Wales, in all except the inscription, green colour.

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EDWARD VII ISSUE
EXHIBITION & FAIR COVERS
FANCY, NUMERAL & SPECIALTY CANCELLATIONS
1859 FIRST CENTS ISSUE
FIRST DAY COVERS
FLAG CANCELLATIONS
FOREIGN COVERS
FORGERIES
INTERNATIONAL MACHINE CANCELLATIONS
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LITERATURE
MANITOBA POSTAL HISTORY
MAP (1898) ISSUE
MAPLE LEAF ISSUE
MILITARY POSTAL HISTORY
MOON, MOTO & POCON CANCELLATIONS
NASCOPIE POSTAL HISTORY
NEW BRUNSWICK POSTAL HISTORY
NEW BRUNSWICK STAMPS
NEWFOUNDLAND POSTAL HISTORY
NEWFOUNDLAND STAMPS
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OFFICIAL STAMPS
OFFICIALLY SEALED STAMPS
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PERFINs (PRIVATE)
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POSTAL HISTORY COLLECTIONS & LARGE LOTS
POSTAL STATIONERY
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SMALL QUEEN ISSUE
SPECIAL DELIVERY STAMPS
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by Peter McCarthy

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POSTAL STATIONERY: Robert Lemire, P.O. Box 549, Pinawa, MB R0E 1L0

RE-ENTRIES: Ralph E. Trimble, P.O. Box 532, Str. A. Scarborough, ON M1K 5C3

REVENUES: Wilmer C. Rockett, 2030 Overlook Ave., Willowgrove, PA 19090

ROLLER CANCELS: Robert A. Lee, #203 - 1139 Sutherland Ave. Kelowna, BC V1Y 5Y2

R.E.P.O.'s: W.G. Robinson, 5830 Cartier St., Vancouver, BC V6M 3A7

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

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

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

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

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

NEW GROUPS FORMING

PHILATELIC LITERATURE: Paul Burega, P.O. Box 15765, Str. F, Ottawa, ON K2C 3S7

ON THE FRINGES

Hopefully, by the time you read this, the postal situation will have been regulated. The very institution that created this wonderful hobby of ours certainly doesn't appear as though it wants to continue its existence. In any case, the summer was wonderful, BNAPEX, by all accounts, was a huge success. And now, on to what you really want to read about.

Congratulations are in order to the **Canadian Military Mail Study Group** on the publication of their 100th newsletter. It was a team effort. And now it's on to number 101. You are reminded that the Anthology is available at a cost of \$20 up front. If you haven't ordered by now, it will not be reserved for you. The CMMSG is still looking for a new editor to supply a new direction to the newsletter. More than 32 members attended BNAPEX including John Wannerton from South Africa. This was John's third consecutive convention. More HUBBA HUBBA markings are showing up from the Korean War. The question: how many more

are to be noted? The newsletter is also to be congratulated on receiving the John S. Siverts Award for the best study group newsletter during the year. Eleven members of CMMSG exhibited at BNAPEX of which five were military subjects. Ken Ellison won the top award, a vermeil for his entry, *Hong Kong Force C*. All members who exhibited are listed with their awards mentioned. Eighteen members attended the annual meeting where Ron Leith spoke on the origin and use of blackouts. A business meeting was held and there is no change in the officers. Page one of John Frith's article in the Anthology is missing. Thanks was extended to Bob Lee for the work he did in publishing the Anthology. It's agreed that only Bob can sell the book as payment for his output. The study group has kept 88 of the 250 copies to service the membership. There is an error or two in the Anthology which Ken apologizes for. Bill Robinson sends in a nice CFPO cover from the Gulf. You are reminded that the

Bailey and Toop volume 3 of the *Canadian Military Posts* is now available. The Firby-Richardson auction of November 13 was publicized and John Frith was willing to act as auction agent for any of the membership. Hope some of you took advantage of that. The study group welcomed six new members and asks you to take note of the change of address for Allan Steinhart. Wilf Whitehouse does an excellent piece which is an update on *Canada's Ships In The Gulf* with five illustrations of the CFPO 5071 postmark. It may have been a short war but, I'm sure much will come out of it philatelically speaking. Herb Williams sends in a nice cover of a Postage Paid marking. The postcard photo used to produce the 1989 Royal 22nd Regiment commemorative stamp was sent in by Michel Gagne. Left over from the Anthology and illustrated is a cover with a Fleet Mail Officer marking and a description of his functions. A blurb from Ron Kitchen describing a first mission in a spitfire. From the Moroccan Civil War comes a September 6 update of the movements of the Canadian and American peacekeeping force. More military postal history asks Ken? John Frith gives a very interesting report on *Two Unrecorded WW I C.A.M.C. Transit Markings On The Same Cover* with an illustration. The members ask, the members receive. CMMSG now has a space reserved for advertising: 25 cents per line, maximum four lines. The last page: List of Charter Members of the CMMSG at the coming of the second century. I thought you said this was going to be a dull newsletter Ken.

Included with the *Transatlantic Mail Study Group* newsletter edited by Jack Arnell, is an index of the first twenty three newsletters including this one. Allan Steinhart sends in an interesting item entitled *Two Newfoundland Ship Letters*. When he acquired a Pratt cover and compared it with one of his own, it was discovered that they were letters one and three written by the same person bearing the same ship markings. If Allan could now find the second letter forming a three letter report, he will have found a most sensational piece of postal history. The markings by the way are, SHIPS LETTER/NEWFOUNDLAND. In a second article submitted by Allan a lovely cover with a title: *An Almost Galway Line Cover to Newfoundland*. It has to do with the steamer *Anglia*. Jack writes the final article entitled *Another Example of An Unexpected Find*. The article deals with a letter originating in Martintown,

Glengarry which is a county in Ontario. On arrival in Montreal, the 12½ cent rate to England was deleted and replaced by a red 6 and 7½ in sterling to avoid confusion in England. It's extremely difficult to do justice to the *Transatlantic Mail Study Group Newsletter* without actually reproducing each individual article. So many articles tell more than just postal history. Much research reveals ship history, shipping company history and a great deal of human interest. The three articles in this newsletter are of no exception. One does not have to be a collector of transatlantic mails to appreciate this newsletter. I strongly recommend it to all BNAPS members.

The *Canadian Re-entry Study Group* newsletter edited by Ralph Trimble are congratulated on putting out this their tenth anniversary issue. Ralph opens it all up with a discovery of another major re-entry on the one half penny Scott #8 of 1857. Next, your editor deals with the lesser positions of the five cents on the six cents small queen. This is an ongoing study and two examples of another position were discovered at Bill Simpson's STAMP CAMP this past summer. More on the Stamp Camp later. Ralph continues to supply beautiful detail photographs of all varieties. Ralph reports on STAMP CAMP which was hosted by Bill Simpson and his wife June. In attendance were Bill Burden, Ted Nixon, Tony Maresch and Dave Hobden in addition to Bill and Ralph. Ralph thanks Bill and June for their hospitality. More will be reported from STAMP CAMP over the winter months. The world of Small Queen enthusiasts has just received another boost with the release of the Reiche - Sendbuehler third edition of *Constant Plate Varieties Of The Canada Small Queens*. Ralph gives the publication a raving review and it has already won a vermeil at ORAPEX '91. This highly recommended work by one of the deans of Canadian Philately is available through Ian Kimmery who published the book. Steven Whitcombe has done an interesting story on *Canada's First Post Cards - An Interesting Aspect*. Accompanied with elaborate illustrations, the articles deal in detail with the P-1 on the P-2. The only change in the membership is Ralph's address. Another excellent newsletter.

Now we look at the *Small Queen Study Circle* newsletter aptly edited and put together by Bill Burden. I've done the review next to the re-entry group for a reason which I will mention later on. Bill reports on STAMP CAMP '91 and

the roles played by each member in attendance. Bill gives a good review of *Constant Plate Varieties of the Canada Small Queens* pointing out one or two small errors. He also talks of the 5 cents on 6 cents also mentioned in the re-entry review. Hans Reiche did a nice article on the scarcity of *Small Queen Pre-cancels*. This in itself could become a specialty in Small Queens. In the notes and new portion, Bill extends a hearty thank you to two members: Sam Rock for the preparation of the index for Volumes 1 to 15 which is enclosed with this issue and to Len Kruczynski for his re-compilation of Shoemaker's and Porter's *Three Cent Class* and Mitreit's *Once Cent Classes*. These also appear in this issue of the newsletter. A new cork cancellation numbering system has been introduced by Ron Leith. Ron is requesting suggestions and as he states, the system will soon be cast in stone. Ron does a number of Small Queen articles, the first of which is entitled *Early Small Queens Stamp Consumption*. It deals with the perf. 12.5 gauge and how it came about and how many stamps are used in a given period of time. The next article is a *Toronto Cork Anomalies 1870-1874* with examples of the CDS used to cancel stamps contrary to postal regulations. Ron continues with a Toronto cork cancel update. Some excellent illustrations accompany this article. Two of the illustrations were sent in by John Hannah and George Arfken. In an article entitled *Paper Shrinkage and Paper Mesh*, it has been determined that the mesh indicates the direction of shrinkage and that shrinkage occurs after printing but prior to perforation. In an article entitled *Earliest Recorded Dates*, Ron discusses a 3 cents deep copper-red on A type paper on cover dated January 2, 1870 at Collingwood Ontario. Apparently the postmaster omitted to change the 1870 year indicia indicated by a receiver backstamp. This would make early January 1870 cancelled stamps of this issue suspect according to Ron. From the John Keelyside collection, two lovely advertising covers bearing the three cent perf 12.5 and posted at Saint John, N.B. are illustrated. These are early dates of February 7 and March 31, 1870. Once again Ron has submitted some good material for the novice in Small Queens. Hans Reiche discusses the eight cent pre-cancel, listing the types and the shades they may be found on. The membership is encouraged to add to the data. Finally, from John Burnett a letter describing photocopies of the

front and back of an officially sealed Small Queen cover. Eleven Officially Sealed labels were applied. The reason for having reviewed these two newsletters back to back is to point out the similarities between the two study groups. I really don't see how one can belong to one and not the other. Re-entries and Small Queens seem to me to go hand in hand. In fact, it wouldn't surprise me if someday the two groups merged. In any case, these are two excellent study groups.

The **Perforator** is a newsletter of the **Canadian Perfins Study Group**. Floyd McNey is the editor of the newsletter and chairman of the study group, a position he hoped he would be relieved of come the end of the convention in Vancouver. I hope some of the membership has come to the rescue Floyd. Jon Johnston's seminar at BNAPEX was to be on the C.P.R. perfins outside Canada. Floyd expects to publish his seminar in a future newsletter. I'm sure those who weren't able to attend BNAPEX will appreciate the gesture. Mike Hargraft reports that so far only four people have supplied material for the auction. People who indicated they would send in material failed to do so. Mike feels that at least five people's material was needed before going ahead with the auction. Michael Dicketts comments on perfin B161, Boston Music Company (BMc) and feels that a tentative change be made in the handbook based on present information. Floyd thanks all contributors and asks for more material. Conrar Tremblay did a plating on Perfin T13, Travelers Insurance Company in Montreal. All the stamps used in the plating are listed and they are apparently all roller cancelled. The latest stamp reported is Scott #328, very nicely done. The balance of the newsletter is taken up with Mike Hargraft's *Perfins with a Rarity Factors A to D; Stamps and Positions Known To Exist*. Mike is asking for a little help in locating stamps with certain known perfins. This is a good project for the membership to be involved in.

Wilmer Rockett of the **Canadian Revenue Newsletter** was very pleased with the turnout for both BNAPEX and the Revenue study group meeting where he had the opportunity of meeting several members for the first time. There were three revenue exhibits. Harry Lussey and Ian McTaggart both received vermeil awards for their showing of British Columbia revenues. Wilmer received a bronze for his varieties of the *First Bill Issue*. Congratulations are extended to

all three. The study group welcomes two new members and reminds the membership to take note of two changes of address. The treasurer reports a small surplus which is always nice. And now for the crux of the newsletter. In this issue is Edward Zaluski's third page entitled *In Search of Compound Perforations*. In Zaluski's opinion, they simply do not exist. He goes into great depth discussing perforations and even offers a challenge to collectors of Young Queen Laws to locate a law stamp example which displays a compound perforation other than the normal 12.0 x 11 3.4. Well, its got some blood boiling because, in the same issue, based on the previous two Zaluski articles, E.S.J. Van Dam replies with **Bold face headlines, COMPOUND PERFS DO EXIST** and goes on to explain what a compound perf is. This sounds like it could be an excellent study group debate between these two members. The measurement of perfs and the various devices used is a controversial subject at the best of times. I'm looking forward to this one so, stay tuned for more. If you want in on the beginning of the subject, write to Wilmer and I'm sure for a small fee to cover costs, he will send you the previous two newsletters with the Zaluski articles. Wilmer encourages members to encourage the dealers who support the study group. They are listed. You are also encouraged to take advantage of the space used for adlets. It's FREE! That completes this issue. Wilmer Rockett's second *Revenue* newsletter asks you to take note of coming events some of which will be over as you read this. Wilmer talks of Van Dam's *Reve News* #80. John Burnett resigned because he doesn't collect revenues any more. Remember the adlets, it's free. Harry Lussey has taken advantage of the space by asking to purchase or receive some photocopies of research material. Wilmer is crying for HELP! He needs articles from the membership. Congratulations are in order for two Revenue members, Horace Harrison and Larry Paige as they were inducted into the Order of the Beaver. Again you are asked to contact the listed dealers that support the study group for needed material. The last two pages of *The Quebec Prothonotary Cancellations* appear in this issue. You will recall that the first of three pages was printed in the last issue.

Bill Robinson steams in with a double header of the *R.P.O.* newsletter. Page one illustrates a reproduction of a timetable of the first Canadian Railway, the Champlain and St. Lawrence

with a story of the locomotive Dorchester. Bill illustrates photographs from the collection of the Canadian Postal Archives and encourages researchers to consult the archival holdings in person, by writing or by phone for assistance. The address and phone numbers are listed. Some of the photos shown: Railway mail clerks off loading mail in 1938; A photo montage of Railway Mail Service personnel from the Toronto Postal District, 1906. Rick Parama writes from Australia stating that the letters L.B. that appeared in *After the Ampersand* indicate *Lacombe, Breton & Edmonton* and not *Lloydminster, Bonnyville*. That's okay Bill, we'll forgive you this once. Rev. Larry Walder, no he doesn't play for the Expos, sent in a nice illustration of a Mont. & Huntingdon Tr. 79 bag tag with information on several unlisted clerk hammers while Frank Waite sent in an RR 6 cover with the stamp cancelled by a large intaglio star and a strike of RR-195. Ross Gray sent in a hammer study of the Halifax & S.W. R'Y R.P.O. that will surely add to specialists of maritime R.P.O.s. From the *Canadian Civil Engineer* a story of the one hundredth anniversary of the St. Clair Tunnel which runs under the St. Clair River between Sarnia and Port Huron. The accompanying picture of assorted dignitaries also appeared in C.N. Rail's house publication *Keeping Track*. Joe Smith sends in a first reported example of the cancellation C.C.R.Y./B.&O. DIV. M.C. which was previously an only proof known. The hammer was proofed November 23, 1880 the example is dated December 2, 1881. From Alex Unwin comes a nice postcard of the General Offices of the Grand Trunk Railway system located at the foot of McGill Street in Montreal. Frank Sheer sent in an article from *Heritage Magazine* entitled *ON TRACK: The Railway Mail Service In Canada*. Jim Felton sent in a cover with a corner card of the Brotherhood of Firemen and Engineers dated February 7, 1906. It left Grand Forks on that date and it is backstamped Republic, Wash. same date. Also from Jim Felton, a nice card with a fine strike of RR-42 and a late date of the strike Q-167E with the clerk's signature. Bill rounds out this edition with three illustrations of early C.P.R. locomotives. Bill starts the second newsletter out by advising the membership that issue 100 should appear around convention time 1992. The membership is asked to contribute as it would be nice to have every member involved in this very special issue. The CMMSG special issue should give

an idea of what is in mind for the R.P.O. Anthology. Five members of L'Academie Quebecoise D'Etude Philateliques are pictured and congratulated for having been awarded a silver medal at ORAPEX for the seventh annual volume of articles on Quebec Philately. Shown are Guy des Rivieres, Jacques Nolet, L.A. Walker, Jean Guy Dalpe and Lola Caron. Bob Jamieson sent in an interesting illustrated cover of the Travellers Insurance Co. dated May of 1890 along with an insurance policy. Incorporated in the illustration is a steam locomotive. Don Wilson sent in a story that appeared in the *St. John's Sunday Express* of June 16, 1991. It is called *CHOICE COPY: The Momentous First Ride On A Local Ribbon Of Rail*. Illustrated is the locomotive A.L. Blackman. It is three pages long and very interesting. Don also sent in one of the last working time tables of the Newfoundland Railway System. From the east coast to the west coast and an illustration of the C.P.R. Transcontinental arriving in Port Moody on July 4, 1886. The near 3000 mile trip took 139 hours. With a covering article, there is a map of the Canadian Pacific Railway, British Columbia Main Line 1885. Bill rounds out the newsletter by listing the membership as of August 1991 and a financial and membership report for the year.

Gary Arnold of the **Round-Up Annex**, newsletter of the **Squared Circle Study Group**, begins by mentioning the considerable material in the recent Bob Lee auction from the Bill Moffat collection and goes on to pay tribute to Bill who passed away last December 21st. As the founder of the Study Group he will be missed. Tom Southey sends in an up-date on the Ottawa Hammer which includes strikes on large queens not shown in the handbook. Tom also discusses timemarks 1 and 8 and is anxious to hear from members who may be in possession of timemark 8 in 1893, 1894 or early 1895. Ted Kerzner sent in a nice illustration of the Winnipeg hammer IV dated NO 22/04 on a post card. Jim Miller submitted his discussion #3 on *The Orbs* dealing with the London cancels and complete with illustrations. The article occupies the balance of space in the newsletter and is certainly worth it.

Headlining **Postal Stationery Notes** edited by Bob Lemire, is an article by Bill Walton with a question, 'What's wrong with this card?'. It turns out to be a new find of the Newfoundland Post Card illustrated. I hope you belong to the Newfie Study Group Bill. You are going to have

C.A. on your tail. Bob attended BNAPEX '91 and was glad to see so many familiar faces. There were two postal stationery exhibits by Horace Harrison and Earle Covert. The cost of producing the newsletter has gone up so the first dues increase since the study group was founded in 1981 will take effect immediately. Dues will be increased to \$8.00. Bill Walton sent in a nice article with illustrations on the early usage of Webb P33j. George Manly sent in some additional notes on Warbutter's Toggery Cards. Here's a little piece of dedication and generosity. Horace Harrison purchased a number of the Webb EN6f some time ago. They are now being offered to PSSG members at the price of \$75.00 each which is below Horace's cost. As a way to raise money for the study group, Horace is turning over \$12.50 for each copy sold to the study group. That is a real nice gesture Horace. Bob has two articles to round out the newsletter. The first deals with the use of the postal archives in researching a special order of postcards for the city of Cranbrook for which he thanks Tom Hillman of the National Archives for assistance and the second is on the *Use of the Archives for Postal Stationery Research* with observations and suggestions. They are there for your use, take advantage of them.

The **Flagpole**, edited by Tom Almond open up the newsletter by welcoming new member Michael Rixton who joined BNAPS this past summer. Although Tom has material on hand, he encourages members to keep it coming. An editor loves to be able to make a choice. John Robertson, the chairman says much the same in his message. He adds that all members should be exhibiting and talking flags at local clubs. Doug Lingard, the treasurer announces a surplus in the bank which means no dues until March. Aren't you the lucky group. Thirteen members of the study group, including David Sessions and Charles King from England, attended BNAPEX in Vancouver. The same people were acclaimed chairman, editor and treasurer. Several up-dates will be forthcoming and it is hoped that the new handbook will be available in late 1993 or early 1994. Larry Paige and Doug Lingard did an interesting revision to the Handbook on the *Imperial Diamond Jubilee Flag - Montreal and Ottawa only*. Excellent illustrations accompany the article. Fred Hollenbeck and Tom Almond have combined to put out two articles on *Royal Train Cancellations*. That by Tom should interest the R.P.O. group

and just might provoke a story. Could the card be philatelic? Was it cancelled for someone specific? There are address changes to take note of and a couple of adlets of note. Since there was a spare page, Tom enclosed the Doug prepared financial statement.

I've saved the **Newfie** newsletter, edited by C.A. Stillions for last for a good reason. As many of you will agree by reading other newsletters or even by reading these lines, Newfoundland material is extremely popular. I'm almost sure that C.A. would appreciate receiving some of the material that is read in other newsletters. Not that he doesn't put out a darn good newsletter. It's just that it may help out a little. From the Robert H. Pratt collection, C.A. does a nice article on the 1923 - 1924 Pictorial Issue complete with illustrations of the stamps and essays. Students of Newfoundland philately will certainly welcome this article. C.A. has already begun to promote next year's convention to be held in St. Charles, Ill. You're also asked to support the dealers who are members of the study group. C.A. asks for items for the Newsletter. Here's your chance to add to your study group. The editor and chairman are ap-

preciative of Don and Doug for having led a very effective meeting in Vancouver. The financial report is enclosed for all to take note of and the membership increased by twenty-seven over 1989 - 1990. That really is good. Due to financial situations, the membership is asked to submit the recommended dues for this year. You all did better than most, you had a free year. The study group has committed themselves to quite an undertaking - to catalogue all the post marks from the post offices of Newfoundland. John Butt has volunteered to be the recorder. Suggestions are asked for on how to get the illustrations. That should give the membership a purpose for being and a great opportunity to participate in an important piece of postal history. The group welcomes two new members and asks you to take note of one new address. That's about it for the Newfies.

You are not only asked to join another study group but, you are also asked to participate. Remember that the study group is only as good as you make it. So, send in your items and articles no matter how insignificant you may think they are. The editors really appreciate them.



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

REPORT DATE: 15 December 1991

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Objections MUST be filed with the Secretary IMMEDIATELY upon publication

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- R5023 HUNDT, Sharon J., 6713 West Trail, Edina, MN, USA 55439
C Canada M & U, fancy cancels, Newfoundland, France & colonies
Proposed by: Secretary
- R5024 IANNONE, Ronald A., 715 Setter Street, Winnipeg, MB, Canada R2Y 2J3
C Canada mint, pre-confed. provinces
Proposed by: Knapp, A. 4277
- R5025 BURM, John L., 25 Dullaert Str., Hulst, , Netherlands 4561 KA
C Canada M & U & FDC, Newfoundland used, Netherlands
Proposed by: Secretary
- R5026 POINTON, Chris J., 1218 4th Avenue East, Owen Sound, ON, Canada N4K 2P6
C Canada cents issue, large & small queens
Proposed by: Secretary
- R5027 REID, Hoover S., 324 10th Avenue N.E., Calgary, AB, Canada T2E 0X2
C Newfoundland, airmails, revenues
Proposed by: Laws, Peter #4516
- R5028 ATKIN, George H., 7966 Watson Street, Niagara Falls, ON, Canada L2H 1E6
C Canada, USA
Proposed by: Secretary
- R5029 MILKS, John E., 46 Somerset Lane, Stamford, CT, USA 06903
C Canada 1851/97, Ink compositions, small & large queens
Proposed by: Kutz, K. 3981
- R5030 RAPP, William F., 430 Ivy Avenue, Crete, NE, USA 68333
C Postal stationery
Proposed by: Lemire, R. 2975
- R5031 ROSSITER, John Roger, 5 Susan Place, Barrie, ON, Canada L4N 5P3
C/D Canada used, registered covers, Grey & Bruce County covers
Proposed by: Prince, R.W. 3803; Seconded by: Toms, M. 2162
- R5032 RONDEAU, Maurice, 21 May #2, Hull, PQ, Canada J8Y 6T8
C Canada mint, used, varieties
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NEW MEMBERS

- R4992 BAILEY, Ken R.
R4995 MacFARLANE, Stan P.

- R4996 PIERCEY, Chris G.
- R5001 PALMER, Mark Charles
- R5004 GAUDET, Joseph A.
- R5005 INNES, Ross M.
- R5009 ROOZENDAAL, Arnold H.
- R5011 DUNNE, Brian
- R5012 FRALICK, Peter M.
- R5013 MACKEY, James A.
- R5015 RIXON, Michael J.
- R5016 SAUNDERS, Brian H.
- R5018 FISHER, William F.
- R5019 HUTTON, Jr., Alexander E.
- R5020 POPE, William Henry
- R5021 WANAMAKER, H. Leroy

APPLICATIONS FOR MEMBERSHIP PENDING

Applications previously published and awaiting the concurrence of the Admissions Committee

- R5014 PENCO, Livio V.

REINSTATED

- R3928 GLADWIN, Michael A., 40 Elmwood Ave., Willowdale, ON, Canada M2N 3L7

DECEASED

- R2129 SCOTT, Paul A.

RESIGNATIONS

- E0478 BURT, Roland C.
- R1876 NOWASKI, Thomas J.
- R2190 HODSOLL, E.C.
- R2419 BOYD, Barbara
- R3483 EAGER, R.L.
- R3670 KRAWEC, Terry J.
- R3724 KAWAMOTO, Thomas H.
- R3785 TWICHELL, Ruth H.
- R3969 MANLEY, George E.L.
- R4148 FRASER, Robert A.
- R4216 PETERSON, James W.
- R4370 MAYO, Edward
- R4571 PERRY, Michael
- R4573 WISEMAN, James P.
- R4667 WALSH, Donal M.
- R4800 CASEY, Douglas M.
- R4837 BARLOW, Allan E.
- R4884 FIELD, James A.

CHANGES/CORRECTIONS

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

- R1647 DESANTIS, Ricardo N., General Delivery, Bracebridge, ON, Canada P1L 1X6

- R2042 HUGHES, J. Paul, 9458 Braun Crescent, Sidney, BC, Canada V8L 4Y1
 R2090 MURPHY, Brian D., 89 Goulburn Avenue, Ottawa, ON, Canada K1N 8C9
 R2309 WILLIAMS, Earl N., 1275 Sandylane, Apt 605, Sarnia, ON, Canada N7V 4H5
 R2872 BARNES, Hubert L., 21 Lanse Aux Meadows Cr., Apt. 217,
 St John's, NF, Canada A1E 5C1
 R2945 MARCUS, Joel D., 4 Willow Street, W., Harrison, NY, USA 10604
 R3044 POPE, Preston A., P.O. Box 1634, San Bruno, CA, USA 94066
 R3198 PARAMA, Rick, 5511 Grosvenor Square, Houston, TX, USA 77069
 R3252 DROZD, Victor B., P.O. Box 237, Wellborn, TX, USA 77881-0237
 R3511 ALEXANDER, Max M., 2100 Beekmam Place, 3D, Brooklyn, NY, USA 11225-4810
 L3595 LEVITT, Andrew, P.O. Box 342, Danbury, CT, USA 06813-0342
 R3775 FEERO, Ronald, 29 Forsythia Road, Brampton, ON, Canada L6T 2G2
 R3784 TWICHELL, Howard S., 5200 Keller Springs Rd., #3530, Dallas, TX, USA 75248
 L4030 EGGETT, Peter K., 6826 Bilberry Drive, Orleans, ON, Canada K1C 3R4
 R4059 SCHWEIZER, Dietrich H., P.O. Box 124, Stn "N", Etobicoke, ON, Canada M8V 3S4
 R4096 ELLWOOD, Andrew W., P.O. Box 41061, Ottawa, ON, Canada K1G 5K9
 R4177 BOWEN, Edward H., 14 Temi Rd., Holliston, MA, USA 01746-1220
 L4198 PEANO, August J., P.O. Box 5279, Astoria, NY, USA 11105
 R4435 KOHL, Philip H., 2001 Summit Way, Port Townsend, WA, USA 98368-7311
 R4466 RIBLER, Ronald I., P.O. Box 22911, Ft. Lauderdale, FL, USA 33335
 R4542 WASHINGTON, Thomas, PSC 560, Box 820, APO AP, USA 96376-0820
 R4548 CREIGHTON, Richard W., St John's Institute, 11024 82 Avenue,
 Edmonton, AB, Canada T6G 0T2
 R4629 METZGER, Lewis J., P.O. Box 1113, Barrie, ON, Canada L4M 2C8
 R4632 CASSIE, Marilyn J., 12 Duke Street, Box 159, Port Carling, ON, Canada P0B 1J0
 R4671 VAN STADEN, John W., Box 54089, 2640 52 Street N.E.,
 Calgary, AB, Canada T1Y 6S6
 R4689 BARRY, William R., 2926 Kutarna Cres., Regina, SK, Canada S4V 0T3
 R4739 PLOMISH, Walter, 703 - 69 Jameson Court, New Westminster, BC, Canada V3L 5R3
 R4740 FRIDHANDLER, Daryl S., 9924 Patton Road S.W., Calgary, AB, Canada T2V 5G2
 R4780 FRANK, Walter, Site 19 Comp. 27 RR#1, Winfield, BC, Canada V0H 2C0
 R4827 NESS, Howard, South 9 Washington - #510, Spokane, WA, USA 99204-0219
 R4938 AYLMER, Richard J., Quay Fields, Snave, Bantry, Co. Cork, Eire
 R4955 FAIRBAIRN, John D., P.O. Box 387, Fonthill, ON, Canada L0S 1E0

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

APPLICATION REFUSED

- R5000 LEUNG, Lam P., P.O. Box 1372, High Prairie, AB, Canada T0G 1E0
 R5017 DIONNE, Martin, 20 Jean Talon - #308, Repentigny, PQ, Canada J6A 3S6

MEMBERSHIP SUMMARY

Total membership as of last report	1,354
New members added in this report	16
Reinstated	1
Deceased	1
Resigned	18
Total membership as of this report	1,352
Previous application(s) pending	1
New application(s)	11
Application(s) refused	2

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December 16, 1986

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