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WHOLE NO 464



FEATURING:

NEWFOUNDLAND'S 1897 1c POSTAL SHORTAGE

BY NORRIS R. DYER

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BNA TOPICS



 OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY LTD.

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(continued on page 84)

Collecting For The Future (And Selling In It)

While I have discussed aspects of this topic in past editorials, I have not pursued it in detail. There are several aspects to explore, and most of them have to do with your current age.

For those senior collectors who put together their material several decades ago, and have perhaps added to it more recently, the immediate future looks mixed to me. For really good material, sale prices seem strong. Have you noticed how little good classic material has come on the market over the last few years? Except for the Nickle sales there have been almost no really massive, comprehensive collections of BNA in the last decade. Where is the good Large Queen material, for example? For common stuff the market is poor and is unlikely to really improve, it seems to me. Why? Because there are simply not enough new collectors entering BNA. Sure, we get the dribble of young men and women, but they are collecting topicals, really inexpensive material. They do not appear to be moving over into better material or into more detailed philately, whether it is classical or Centennial. I have noted in previous commentary the competition from everything from sports cards to phone cards that is siphoning off money from philately. The current senior collector will realize a mixed result from his collections, depending on quality. If he (and the overwhelming majority of senior collectors are male) got a case of the "gotta haves" in the last few years the return may be even worse, as insufficient time has passed to lay off the 100% markup from dealers.

For the next tier of collectors, age-wise, how they will fare depends greatly on what and how they collect. I think the ultimate result will be much like what goes on with long-term investment strategy. Those who mix up their portfolio have both winners and losers. They may not get as much as if they happened to pick the really hot area, but they will not take as bad a bath as they would if they picked the dogs of the investment world. A mix of bonds, stocks, real estate, and tangibles precludes the potential loss due to specialization. I would expect that to hold true in philately also, as long as the material collected is absolutely first rate within its category. Buying a few commercial semi-official Canadian covers will do much better in the long run than a thousand first flights. There are simply too many of the first flights chasing too few collectors to amount to anything in any foreseeable future. Look at a non-BNA dealer's stock of Canada, and what will you see? First days and first flights. That is a pretty good clue for what not to collect if you expect to do anything but give them away at 10 cents on the dollar. Sure, collect them if you want, but do not expect any return on them. Thus, if you review what I and others have written over the last few years, you will get a picture of the portfolio notion.

There are whole areas of BNA collecting that are supported by a few dealers who keep the market from total collapse in those areas. In some instances it is because they have substantial holdings that will fizzle if they don't keep their bids in at auction. It is your job to be at least conversant with long-term trends. Ask yourself why some areas are thriving and others are not. Usually the answer is because there is something to learn in a thriving area. Collectors who really pay money for things do so because the items they want fit into niches that tell a story. Often these collectors are creating the story in a new way. Also, it is the last few items needed to tell the story that produce the high bids. Like all

searches the first items are relatively easy to find. As the holes fill in, the last ones take longer and longer to find, since so many are eliminated for every item in the group that is located. Thus, when a new one is found, it is considered by many worth the cost to get it rather than wait even longer for another to turn up. That's why senior collectors pay so much for things — they don't have the time. The less senior group can afford to wait. If they are patient they can build at much less cost, because they can sit out those with the "gotta haves" and run across the same or similar lot elsewhere. Clearly, the items must eventually sell for less, or we would have no dealers able to survive competition from collectors.

The basic dilemma collectors have, then, is the need to play with material, to have something to do, versus the economic imperative to buy good things over bulk. One hundred first flights will never equal one good commercial cover, even though the initial cost is the same. Over the coming decades the two realizations for the two lots will continually widen. How do I know? It has been true in virtually every sector for the last 400 years of modern society. The future has been predictable in very global ways, and my statement is very global. The limitation is, I believe, that the pool of good material will constantly shrink rather than expand. BNA material has a very small base of classical material, much smaller than U.S., Britain, or other widely collected areas. Thus, the good stuff will be pulled off in collections that are cream — they may not even be primarily BNA or British Commonwealth. Once that is gone, what's left may not be very interesting. Let me make my case by reviewing classic Canada covers. There are about 2500 pence covers, but 70% are nondescript 3d domestics. That leaves perhaps 750 good items, a ridiculously small number to parcel out worldwide. Once collectors figure out the scarcity, those items will be gone and will not show up very much. I think this is already happening. The remaining covers simply do not have much of a story to tell. They are too pricey to really spend a lot on and won't appreciate for the same reason. One can estimate the same thing for Large Queen covers (different numbers, same result). Early foreign destination Small Queen covers, same story. While stamps continue in the doldrums, the good BNA pieces, the multiples in mint, will exhibit the same principle, leaving the rest to sink without a trace.

So what is the middle tier of collectors to do? Concentrate on interesting, scarce material that tells an interesting story but can be acquired without mortgaging the farm. That means Leaf and Numerals, Edwards, and Admirals, perhaps Scroll issue. A lot more is going on generally in covers than stamps, although there is at least some interesting possibility with stamps in those areas. Newer material is fun, just don't expect the return unless your story is a good one.

The youngest tier of collectors have the most difficult problem. Much classical material is going out of reach and the rest is mostly dull unless the right angle is developed. A bright young person can do it, as witness some neat collections being shown today of BNA organized in nontraditional ways. With much more modern material having been produced, the very abundance keeps prices down. Why pay a lot for something modern when the chance remains of finding it in common lots? I and others have listed many collecting topics over the last few years, and I will stick by most of the suggestions. They all played a different angle to the material. If the young collector is wealthy, I recommend getting all the good BNA material that shows up, but it must be absolutely first rate. My own failing occurs chiefly because I ignore this dictum when I see a scruffy piece that I know is rare or unique. I love what it represents, but from a hardheaded economic perspective I would be better off leaving it alone — there are always nice items that are just as unusual. The puzzle is to put them together in a coherent way.

I know already the replies to this column. It's a hobby, and economics are unimportant.

That simply won't wash, anymore than not bothering to keep score in a hockey game. The nature of the modern world is that we need some return when the amount of money spent is more than trivial. If a trivial amount is spent, the return in almost every case is nothing economically, and that is fine and as it should be. Most who read this journal, however, have crossed the economic line and have enough sunk in their collections to attempt to recoup or even better the investment. The old line that the hobby should ignore such crass concepts is a holdover from the nineteenth century, and like amateur sporting concepts, is dead for the twenty-first. We may not like it, but reality doesn't change because of our likes. Spend sensibly and with a plan. I believe both the enjoyment and reward will be greater.

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Postal Usage during Canada's Decimal Period

Part 9 - Allan Packet Covers to Ireland and Scotland

George B. Arfken and Arthur W. Leggett

The Allan Line. In 1855, to carry mail between Canada and the U.K., the Canadian government contracted with the Montreal Ocean Steamship Co. (the Allan Line) to run 14 fortnightly trips to Canada during the summer and 5 monthly trips to Portland, Me. during the winter [1, 2]. Service began with the "*North American*" sailing from Liverpool April 23, 1856. The Canadian terminus was Quebec during the summer, meaning when the St. Lawrence was not blocked with ice. The ice free winter port, Portland, was connected to Montreal by rail. The British port was Liverpool. The Allan Line mail service became weekly in April 1859.

Allan Packet Covers to Ireland. Until December 1859, Allan packets usually bypassed Ireland and steamed directly to Liverpool. The Cunard and Inman steamers made an intermediate stop at Queenstown (now Cobh) on the southern coast of Ireland. For eastbound mail, there were two advantages to the stop in Queenstown. (1) Irish mail could be offloaded in Ireland instead of being carried to Liverpool and then sent back to Ireland. (2) Mail for England, Scotland, and Wales could be sent from Queenstown to Liverpool, mostly by rail, faster than a ship could carry it. The map of [Figure 1](#) illustrates the Irish ports and the rail and packet routes to Liverpool, England, and Glasgow, Scotland. This map has been reprinted, with permission, from a map shown by the Duckworths [3].

[Figure 2](#) shows a double rate cover from Quebec, L.C., Oct. 29, 1859, addressed to New Ross (Ireland). The Allan "*New Briton*" carried this cover directly to Liverpool with no stop in Ireland. The cover received a red PAID LIVERPOOL COL. PACKET NO 12 59 transit stamp. This Liverpool transit stamp is shown enlarged in [Figure 3](#). The "COL." of course, stands for "colonial." From Liverpool, the cover was sent west across the Irish Sea to Dublin and then south some 70 miles to New Ross. There are Dublin and New Ross backstamps.

This cover is a folded letter which offers an opportunity to read what was being written 135 years ago. The Quebec writer was informing the New Ross firm that the Barque Marion was on its way to them with "a cargo of wood goods." Payments were to be handled through "Liverpool friends."

The last Allan packet to steam directly to Liverpool before the schedule called for a stop in Queenstown was the "*Anglo-Saxon*" that left Portland December 17, 1859. The first Allan packet to make the regularly scheduled stop at Queenstown was the "*Nova Scotian*" that left Portland December 24, 1859 and stopped at Queenstown January 4, 1860.

[Figure 4](#) shows an 1863 mourning cover to Ireland that was landed in Ireland instead of being carried to Liverpool. This cover was posted in Peterboro, C.W., April 8, 1863. The "*Nova Scotian*" carried it out of Portland April 12, and delivered it to Ireland on April 24. The cover was actually landed at Moville, near Londonderry, on the north coast of Ireland. (The shift from Queenstown to Londonderry is discussed when we take up covers

Figure 1. A map showing the Irish ports of Queenstown and Londonderry, also Dublin and Belfast. The railway connection between these cities and the packet routes to Liverpool and Glasgow are marked.

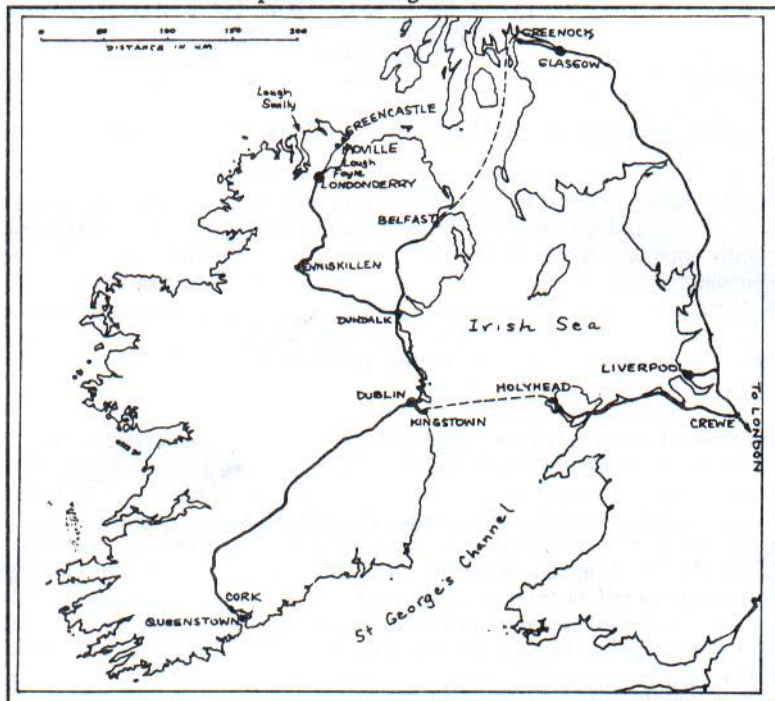


Figure 2. A double rate cover from Quebec, L.C., OC 29 59, addressed to New Ross, (Ireland). The Allan "New Briton" carried the cover directly to Liverpool. There is a red PAID LIVERPOOL COL. PACKET NO 12 59 transit stamp. Backstamps show that the cover was sent to Dublin and finally to New Ross.



Figure 3. An enlargement of the transit stamp:
PAID LIVERPOOL COL. PACKET NO 12 59.

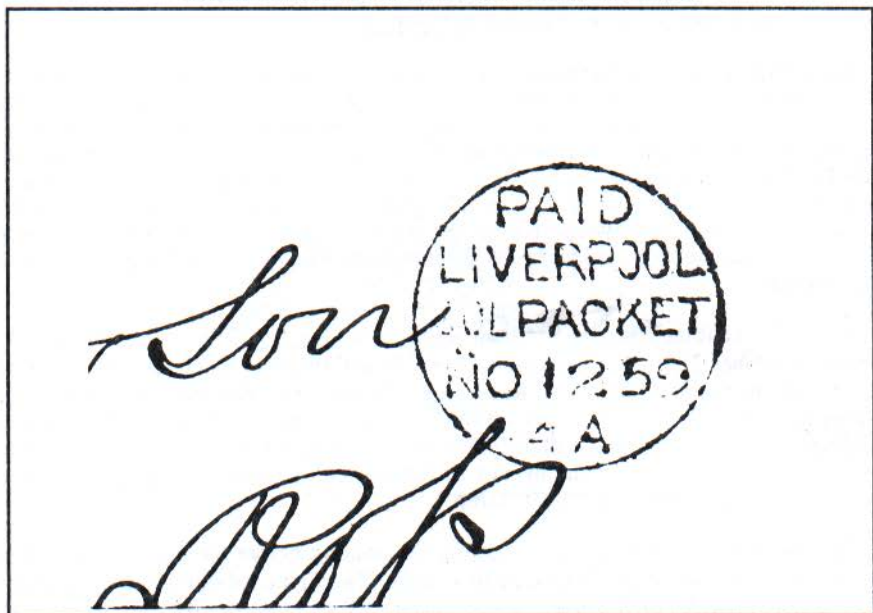


Figure 4. A mourning cover posted in Peterboro, C.W., AP 8 1863, and addressed to Navan, Ireland. The cover was offloaded at Londonderry (Moville) on April 24. There is a red PAID DERRY COL. PACKET AP 24 63 transit stamp and a NAVAN AP 25 63 backstamp.



to Scotland in the next paragraph.) There is a red PAID DERRY AP 24 63 COL. PACKET transit stamp shown enlarged in Figure 5.

Allan Packet Covers to Scotland. Allan packets leaving the St. Lawrence would have had a shorter route to Liverpool if they stopped at a port in northern Ireland rather than at Queenstown in the south. Also, a stop at a northern Irish port would avoid the competition with the Cunard and Inman steamers at Queenstown. The Allan Line decided to use Londonderry with its port city Moville on the northern coast of Ireland instead of Queenstown. As shown on the map of Figure 1, Londonderry had good railway connections to Dublin and, with a short ferry voyage (Kingstown to Holyhead) across the Irish Sea, good connections to Liverpool. Londonderry became a year around stop for the Allan packets.

An early Canadian cover to Scotland is shown in Figure 6. This cover was mailed in Montreal, October 21, 1859. Franked with two 5¢ and three 1¢ Decimals, the cover was actually ½¢ overpaid. The Firby Recording lists only five Decimal covers with this franking [4]. The Allan "*Indian*" carried the cover from Quebec, October 22, directly to Liverpool. There is a red PAID LIVERPOOL COL. PACKET 3 NO 59 transit stamp. From Liverpool, the cover went by rail to Edinburgh, Scotland. Figure 7 shows an enlargement of the Liverpool transit stamp.

The last eastbound Allan packet to stop at Queenstown before the shift to Londonderry was the "*Palestine*" out of Quebec on June 9, 1860. The first eastbound packet to stop at Londonderry (Moville) on the new schedule was the "*Nova Scotian*" on June 27, having left Quebec on June 16, 1860.

When eastbound Allan packets began stopping at Londonderry, a new route to speed the mail to Scotland became possible. Covers for Scotland were sent by rail to a rail junction at Dundalk and then to Belfast. The covers went by mail packets to Glasgow (Greenoch), Scotland. The Duckworths have determined that the GLASGOW PACKET handstamp on the cover of Figure 8 was applied to covers that had not been sorted by the ocean mail clerk [3, 5]. Covers that had been sorted received only the postmark of the final destination.

One of these unsorted covers to Scotland is shown in Figure 8. Posted in Bradford, October 10, 1861, this cover was carried by the Allan "*Bohemian*" to Londonderry. The cover went by rail to Belfast and then by the Glasgow packet to Glasgow. With black ink, the cover was stamped GLASGOW PACKET COL. PAID OC 24 1861. From Glasgow, the cover was sent by rail to Edinburgh.

From GLASGOW PACKET COL. PAID to GLASGOW PACKET PAID. The earliest Glasgow packet handstamps on Canadian Decimal covers were almost always GLASGOW PACKET COL. PAID. There were some rare exceptions. Hubbard and Winter [2] (p.134) illustrate a U.S. cover to Scotland with a GLASGOW PACKET PAID SP 26 1860. One similar Canadian cover has been reported. Figure 9 offers an enlargement of the GLASGOW PACKET COL. PAID with an OC 9 1861 date. The latest date with COL. PACKET that we know of is JA 15 1863 [6]. We have seen references to four covers with 1862 Glasgow packet handstamps. All four markings included the "COL."

By mid May 1863, the Glasgow packet handstamps appear to have dropped the "COL." Figure 10 offers an enlargement of the new form with a JU 15 1864 date. A GLASGOW PACKET PAID handstamp dated MY 14 1863 [7] has been found, and the cancel

Figure 5. An enlargement of the transit stamp:
PAID DERRY COL. PACKET AP 24 63.

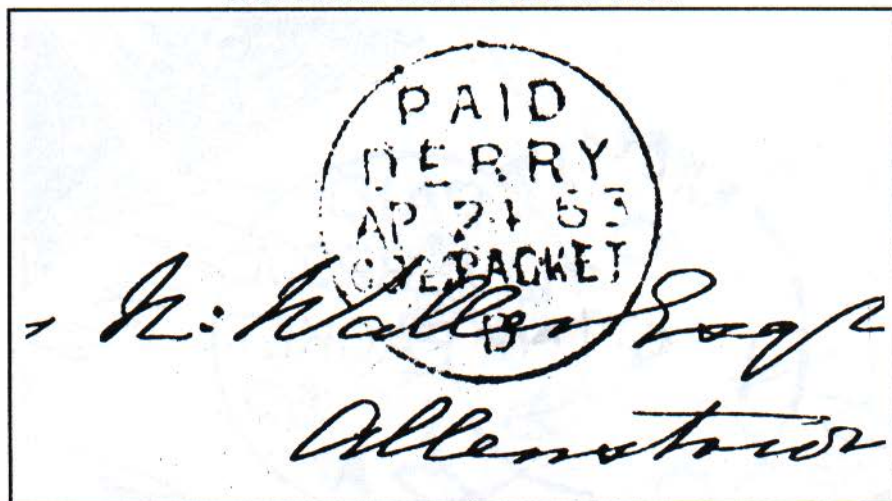


Figure 6. Paid for Allan packet with two 5¢ and three 1¢ Decimals. Mailed in Montreal, L.C., OC 21 59 and addressed to Edinburgh, Scotland. The stamps are cancelled with the Montreal 4-ring 21. There is a red PAID LIVERPOOL COL. PACKET 3 NO 59 transit stamp and an (Edinburgh) NO 4 59 backstamp.



Figure 7. An enlargement of the transit stamp:
PAID LIVERPOOL COL. PACKET 3 NO 59.

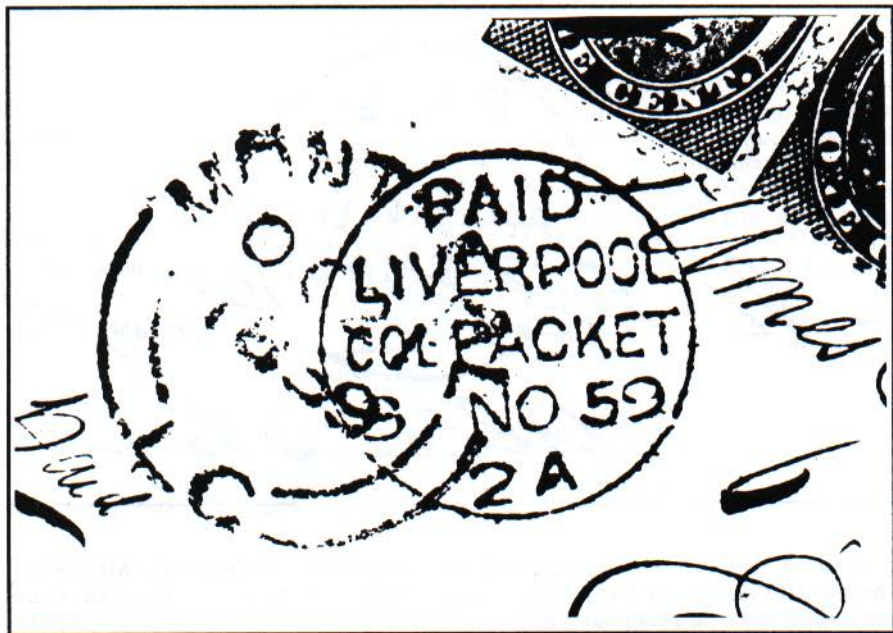


Figure 8. This cover was posted in Bradford, OC 10 61 (faint date stamp below the 12½ Decimal) and addressed to Edinburgh, Scotland. The Allan "Bohemian" left Quebec October 12 and carried the cover to Londonderry. The cover went by rail to Belfast and then by Glasgow packet to Scotland. EDINBURGH OC 24 61 backstamp.

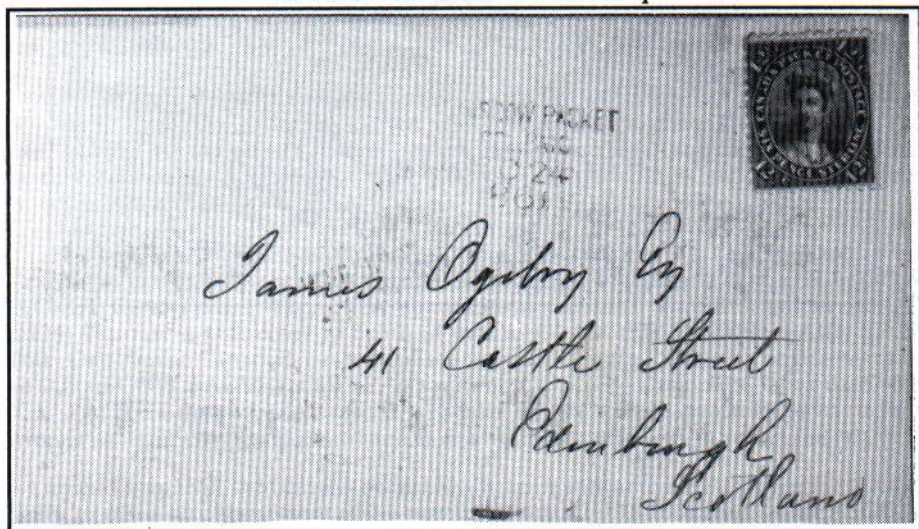


Figure 9. An enlargement of an early Glasgow packet handstamp:
GLASGOW PACKET COL. PAID OC 9 1861.

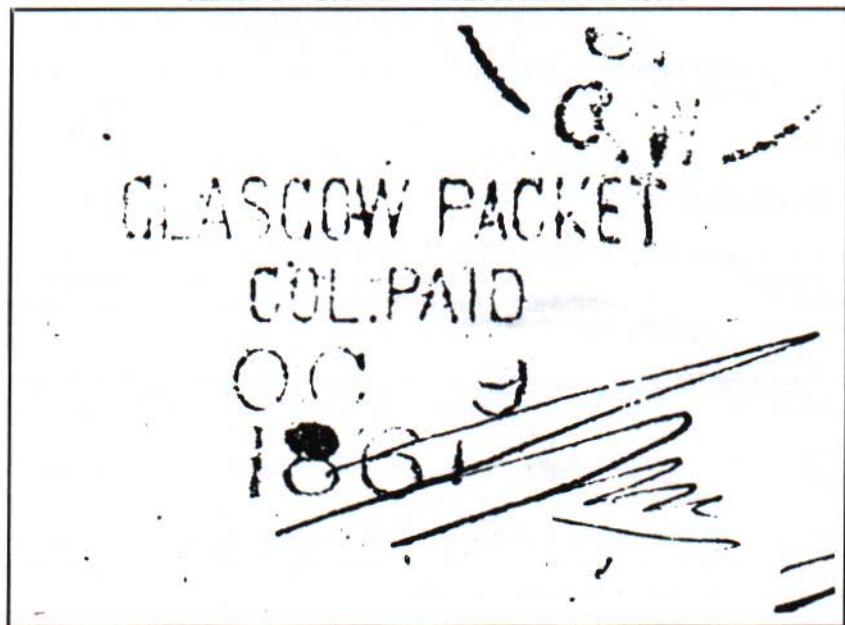
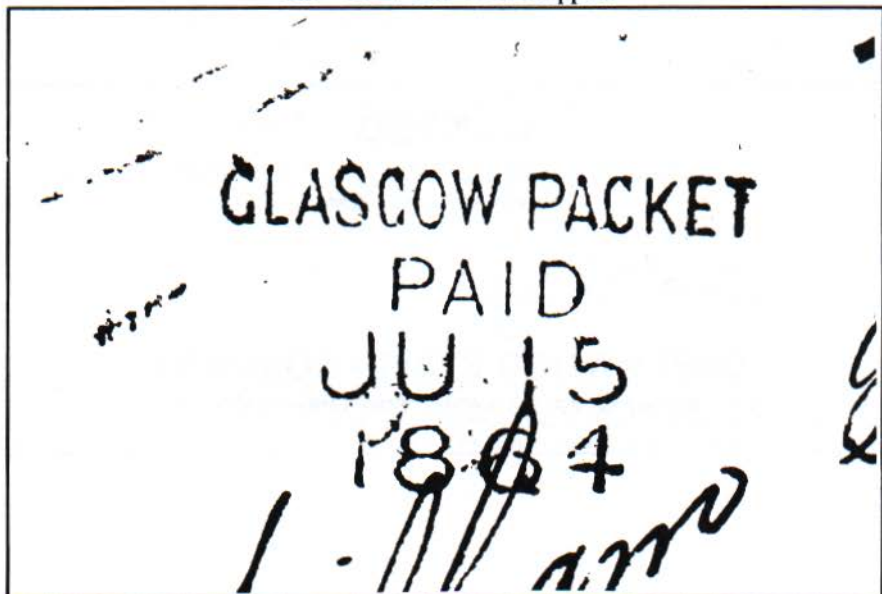


Figure 10. An enlargement of a later Glasgow packet handstamp:
GLASGOW PACKET PAID JU 15 1864.
The "COL." had been dropped.



including "COL." does not appear thereafter. We conclude that the change in style, dropping the "COL.," probably occurred in early 1863, sometime after January 15.

The authors are grateful to H.E. and H.W. Duckworth for their permission to use their map, p.337 of reference 3.

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- [1] Atlantic Mails, J.C. Arnell, The National Postal Museum, Ottawa, 1980.
- [2] North Atlantic Mail Sailings, 1840-75, Walter Hubbard and Richard F. Winter, U.S. Philatelic Classics Society, Inc., 1988. Hubbard and Winter list stops at Queenstown and Londonderry. The names of the first Allan packets to stop at these Irish ports and the last packets not to stop have been taken from this listing.
- [3] The Large Queen Stamps of Canada and Their Use, 1868 - 1872, H.E. & H.W. Duckworth, The Vincent G. Greene Philatelic Research Foundation, Toronto, 1986.
- [4] The Postal Rates of Canada: 1851 - 1868, The Provincial Period - A Recording, Charles G. Firby, 1984.
- [5] "The 'Glasgow Packet Paid' Handstamp," H.E. and H.W. Duckworth, *Maple Leaves* vol. 17, pp. 145-147, Aug. 1979; "Canadian Packet' Handstamp" (continued), D.M.C. Prichard, *Maple Leaves* vol.20, p.4, Oct. 1985.
- [6] The Sam Nickle sale, Christie's, March 19, 1993, lot 564.
- [7] The Sam Nickle sale, Christie's, March 19, 1993, lot 565.

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Stories Behind My Covers

Jack Arnell

22. Illegal Carriage of Letters

The British Post Office always maintained that it alone had the right to carry the Mails and embodied this principle in successive Post Office Acts. While some exceptions were made, such as letters carried by a friend, one group that was specially included in the prohibition was "Passengers or other Persons on board any such Ships, Vessels, Steam Boats or Packet Boat". The "such" in the above would have included the Cunard steamers. In the days of the high postage rates, the number of letters sent illicitly was large, as merchants would send bundles of letters privately to forwarding agents at ports such as New York and Liverpool, who would in turn give them to a sailing packet captain to carry across the Atlantic.

With the coming of steam and the large increase in correspondence, the practice certainly continued. In January 1843, Thomas Stayner, deputy postmaster general for the Canadas, wrote to London that

notwithstanding the very considerable number of letters thus sent thro' the Mail — I am persuaded that an equal number at least (notwithstanding the present low rate of postage) is sent clandestinely by passengers — via Boston and New York to Liverpool — more especially from the Cities of Montreal, Kingston and Toronto. It is well known that Travellers by that Route carry Portmanteaux filled with letters. I understand that many of the largest Mercantile Establishments send all their letters in this way. — How the letters escape discovery and seizure at Liverpool and London I cannot tell.

When this was referred to the Liverpool postmaster, he replied that there were notices in every cabin relating to the penalties for conveying letters and requiring that any such be delivered to the Admiralty Officer in charge of the Mail on each steamer; and that 300-600 letters are recovered each trip. As to portmanteaux of letters, he discounted this on the grounds that the Customs examine all luggage and packages of arriving passengers. The Custom House was equally certain that few, if any, letters got past them. This prompted the secretary of the Post Office to comment to the postmaster general "that Mr Stayner's suspicions as to the extent to which the illegal conveyance of Letters from the Canadas is carried on must be unfounded."

While I have not collected "private" transatlantic letters as such, I have accumulated quite a few, among which is only one which I am reasonably certain was intercepted at Liverpool and charged as a packet letter. This is shown in Figure 1. It was written by R. L. Lusher, a missionary in Montreal, and dated 20 January 1842. It was taken privately to Boston and on the *Britannia*, sailing on 1 February to Liverpool on 14 February. It was either turned in to the Admiralty Officer on the steamer or found by the Customs at Liverpool, and turned over to the post office, where it was backstamped with a double oval "AMERICA/L" and rated 1/- Stg. as a packet letter.

In contrast is the letter in Figure 2, which was from R. Waddell, Halifax, dated 3

January 1845 and carried privately on the *Acadia* from there on the same day to Liverpool on 14 January, where it was mailed. It was rated 2d Stg. postage due, because it was mailed unpaid. Backstamped at London on the next day.

Figure 1.



Figure 2.



Short Paid to Britain

This card was written at Quebec May 26, 1883 and is addressed to England endorsed Pr Allan Line. The post card rate to Great Britain at this time was 2¢. The August 1, 1878 Canada Postal Guide noted the introduction of the new 2¢ green UPU card and noted "Canada Post Cards can not be forwarded to the United Kingdom or foreign countries." Even if this card was additionally franked 1¢, it would still be an improper use. As a result, a circled T was applied indicating postage due and 4 endorsed. In Britain, it was rated 4d collect. The single letter rate to Britain in 1883 was 5¢. This card was treated as an unpaid letter at 5¢, paid 1¢ and short 4¢ or 2d. In Britain, double deficiency due was charged or 4d collect.



U.S. Card Used in Canada Improperly

This United States Postal Stationery Card was used at Montreal, Que., Nov. 5, 1874 to the USA additionally franked with a 1¢ Small Queen to make the 2¢ post card rate to the USA which became effective July 1, 1873. One rule of the Post Office was that U.S. post card postage was not valid in Canada as noted in the 1875 guide: "United States Post Cards can not be mailed in Canada." This post card was rated as a letter, which rate to the USA was 6¢ paid and 10¢ unpaid single rate. A "10" handstamp was applied indicating 10¢ collect postage for an unpaid letter.



A Registered Post Card / Letter to Britain

The January, 1884 Canada Official Postal Guide under Post Cards said in Rule #8 that "Post Cards can not be registered". Rule #1 in the same section noted that the 1¢ Canadian Post Cards could not be used to Britain, only the 2¢ green card, at Post Card rates. Rule #9 under Registration noted that the Registration fee must be paid by a registered letter stamp. This card was mailed at Halifax on March 29, 1884 addressed to England and was registered with the application of a 5¢ registered letter stamp paying the 5¢ registration rate to Britain and a 5¢ Small Queen plus the 1¢ impressed stamp making 6¢ overpaying the 5¢ UPU single letter rate to Britain. In Britain a blue pencil cross indicating registration was applied along with a Liverpool registered datestamp and receiving datestamp. It is endorsed "Not to be found" and was returned via the Dead Letter office in Canada. This may look like, feel like, and smell like a post card but it is technically a letter.



An Unpaid Letter / Post Card

This United States Post Card was used in Toronto August 28, 1874, addressed to the USA. The special Post Card rate to the USA at this time was 2¢ per card. United States Post Cards were not recognized for use in Canada. As a result, a manuscript "10" was applied indicating a postage rate of 10¢ collect as the card was treated as an unpaid letter. The letter rates to the USA at this time were 6¢ paid and 10¢ unpaid single rate. The card also bears a Toronto 1874 provisional cork duplex.



Improper Advertising

The original Post Office order of 1871 noted that the front or stamped side of the card is to be used for the address only and there must be nothing else written or printed upon it. This rule did not change until the late 1890's. During this period, postal stationery cards with advertising on the face should have been rated at letter rates. This is an advertising card from the daily and weekly advertiser of London, Ont. Used November 5, 1881, with a red circle map with London, Ont. at its center titled "Miniature Map showing location of London", addressed to Chicago, USA. Because there is no written message and although in a post card format, the rate to the USA is correct as a printed circular at the 1¢ single rate.





First Day of Use

Department Order No. 20 dated December 12, 1876 of the Canadian Post Office announced that effective January 1, 1877, a 2¢ post card rate was to come into effect to Great Britain. The January, 1877 Postal Guide noted "Special Post Cards to be used for transmission to the United Kingdom are issued for sale to the public at two cents each." The 2¢ United Kingdom card shown here was cancelled January 1, 1877 at Hamilton, ONT., a first day of this rate and a first day of use of this card. The message on the reverse indicates a commercial non-philatelic use. The manuscript date on the reverse confirms the date of use as Jan. 1, 1877 as does the London JA 13 77 Paid receiving datestamp.



Newfoundland's 1897 1¢ Postal Shortage

Norris R. Dyer

Much has been written about Newfoundland's 1897 postal shortage and the contretemps leading to it. Robert Pratt did a learned study on this topic in 1986, for example. My intent here is not to repeat but to add, focusing primarily upon the October, 1897 adhesives with a census by the five types I describe (one not previously mentioned in any stamp catalogue), delineating their known dates of use during the provisional period, and describing the characteristics of the type most often counterfeited.

"The very gravest inconvenience has been inflicted upon the public by the P.O. being out of the commonest kinds of stamps. There is the worst kind of blundering evidenced in this and it is hoped the authorities will be prompt and secure another supply before long."

- St. John's Evening Herald, Sept. 30, 1897

PART 1: GENESIS OF THE SHORTAGE

With the financial success of United States' Columbian issue of 1892 and Canada's announcement of the 1897 Diamond Jubilee issue to honor the Queen, Newfoundland's Colonial Secretary, Robert Bond, decided his colony should get into the act. Cabot had discovered the island in 1497, and the 400th anniversary provided Newfoundland the opportunity to honor Cabot, publicize the colony, and hopefully reap some philatelic profits. With marching orders in hand, P.M.G. J.O. Fraser set to work.

On June 24, 1897, a 14-stamp set was issued. The 1¢ paid homage to Queen Victoria, and the balance of the set, to the 60¢ value, Cabot, industry, wildlife, and King Henry VII. 400,000 copies of the 1¢ were produced. The plates were destroyed shortly thereafter, preventing additional orders. Although my goal in this article is not to evaluate the success of this undertaking, the overall set did not do as well as anticipated, even given the attractiveness of several of the individual stamps. Some of the higher values were still on sale at the G.P.O. 35 years later!

The low values did sell rapidly. Some lay this at the feet of philatelic speculators, but 1¢ usage, in particular, was high by this time, for local letters, newspapers, and circulars at the third class unsealed rate. Monthly demand was between 75,000 and 100,000! Consequently, by September 10, 1897, there were only 15,000 of the 1¢ left, and with no prospect of reordering, a crisis emerged.

With all 1¢ stamps rapidly disappearing and a different 1¢ issue from the American Bank Note Company somehow delayed, desperate measures were required. It was decided to surcharge the 1890 3¢ Victoria with ONE CENT. The 3¢s were ubiquitous, and dull as well in appearance — an instance of supply exceeding demand. Sometime in September this decision was made, and sometime in October the provisionals were ready for use.

PART 2: THE FIRST PROVISIONALS - TYPE AND CENSUS

The overprinting was done locally in St. John's at the offices of the official newspaper, the ROYAL GAZETTE. 40,000 were done (800 half sheets of 50) but there was not

enough type for exactitude, so a number of different varieties were created. Grey and grey violet stock of the multi-hued Victoria were used. The five different setting types are as follows:

Type I. Short, thick serified letters. Bars between 17.75 and 18.2 mm apart;

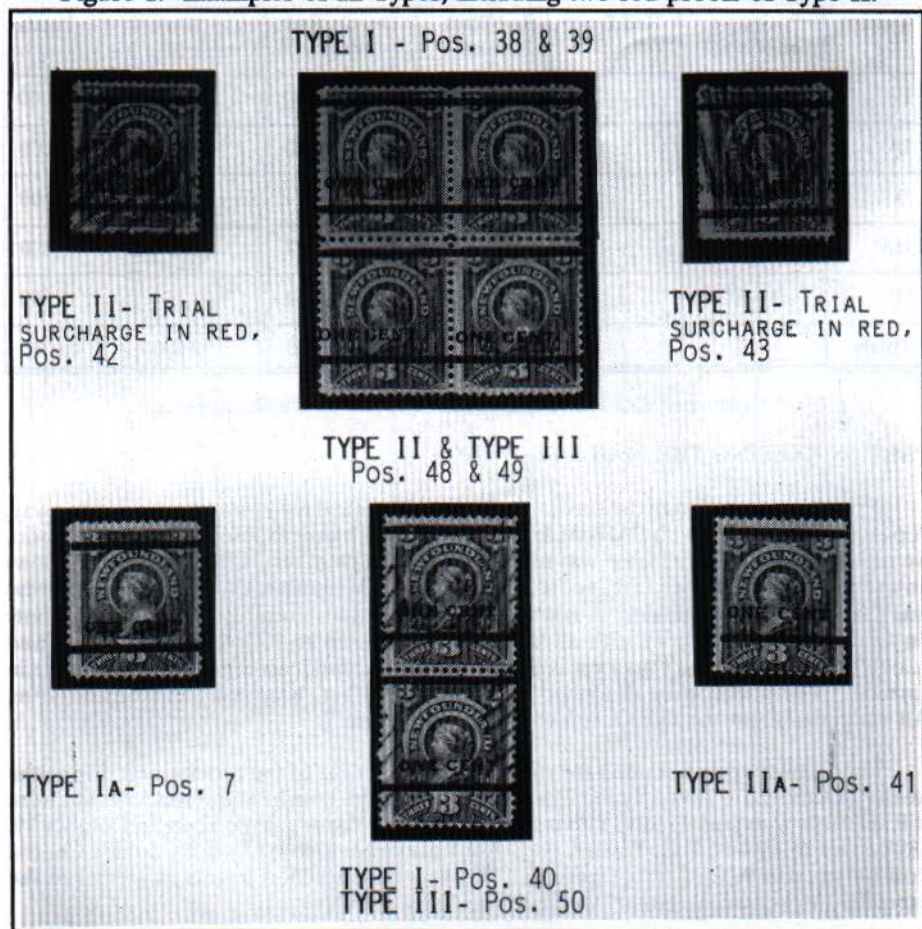
Type IA. Same as above, but bars only 17 mm apart;

Type II. Tall, thin letters, 1.25 mm between ONE and CENT;

Type IIA. Same, but 2 mm between ONE and CENT; and

Type III. Gothic letters (sans serifs).

Figure 1. Examples of all Types, including two red proofs of Type II.



Trial proofs were made in red, doubled red, and red and black. Some of these proofs were given by postal officials to friends, and a few were used on cover. Figure 2 shows a 50-cliche proof sheet in red on buff. It came from a collection sold by Martha Krippner, the elderly daughter of the composer of the Newfoundland national anthem, E. R. Krippner, in San Rafael, California about ten years ago. Krippner and his son (L.L.) sold a number of proof items back in the 1920's, according to correspondence that Robert Pratt cites in his 1986 article. Access to some of this proof material has helped me with plating and measurements (see PART 4).

Table 1 provides a census of the 40,000 overprints, by type.

Table 1.

1897 PROVISIONAL OVERPRINTS *

Type	Position(s) in setting	Red Proof	Red/Black Proof	Double Red Proof	Black	Totals
I	11-40	120	60	60	23,760	24,000
IA	1-10	40	20	20	7,920	8,000
II	42-48	28	14	14	5,544	5,600
IIA	41	4	2	2	792	800
III	49-50	8	4	4	1,584	1,600
Totals		200	100	100	39,600	40,000

* Based upon data from Robert Pratt. See text for **TYPE** attributes.

PART 3: KEEPING THE MAILS FLOWING

Prior to the creation of the surcharged stamps, the need for 1¢ stamps did not go away. A postal rubber stamp with PAID ALL on it was used. Thanks to research by Dean Mario, we now know the rubber stamp was used as early as September 24, 1897. Figure 3 shows an example from October 15th, addressed to E.M. Le Messurier, Chief Postal Clerk, who was a sometime stamp dealer. A bisected 2¢ orange codfish was also used, one day only on October 2nd (Figure 4), with all apparently addressed to P.G. Tessier, attorney and "...one of Newfoundland's greatest collectors and specialists," according to a reference in Jarrett's. The bisects were described as unauthorized but "accepted", in Robson Lowe. All emanated from the G.P.O. -- favors by Le Messurier?

Local newspapers heralded the rush on G.P.O.'s stocks of the provisionals during the week of October 17, 1897. By the 21st, they could not be bought at the windows but were still available with postal clerks affixing them. Figure 5 shows a Type II on an October 19, 1897 cover to (again) P.G. Tessier, Esq. But I also have a cover from St. John's Central Post Office, dated "Oc 5 97" (Figure 6). This may have resulted from a slug error in the canceller, and could be either "Oc 25 97" or "Nov 5 97."

There is uncertainty as to the first day of use of these stamps. The 19th is generally

accepted, but it was a Tuesday. Those of us enamored by these issues are looking for a cover postmarked the 18th, but it either does not exist or simply has been elusive.

Figure 2. Printer's proof sheet of 50 in red on buff paper.

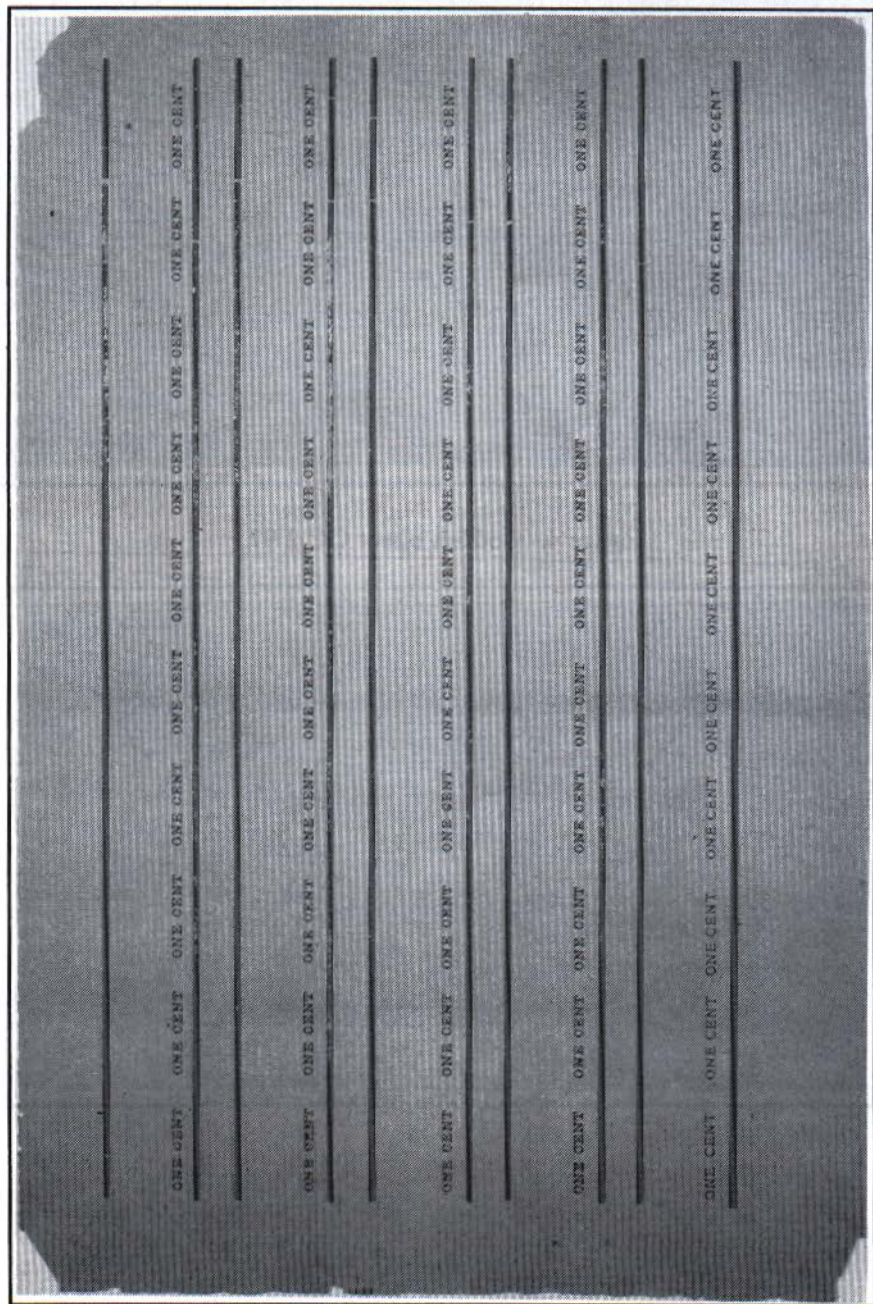


Figure 3. PAID ALL cover, OC 15 97.

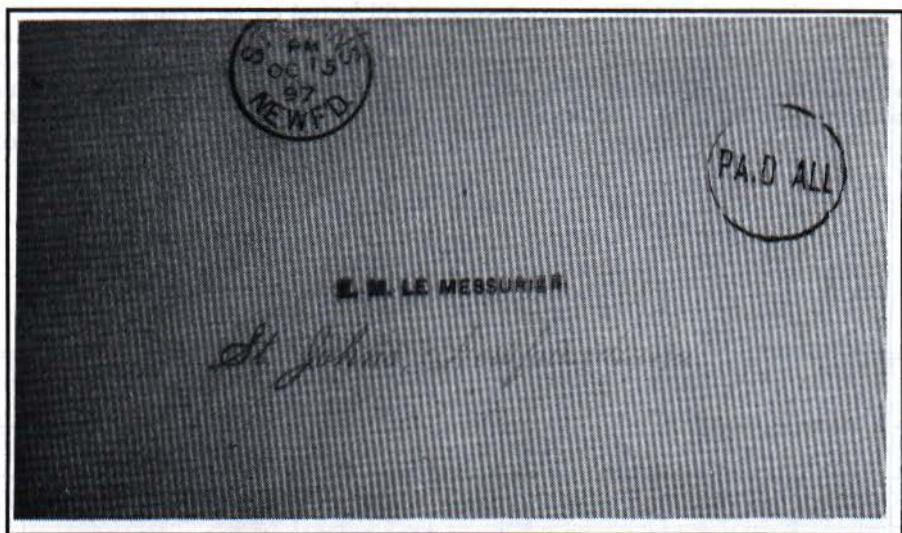


Figure 4. Codfish bisect OC 2 97.



Figure 5. Type II on first day of use, OC 19 97.



Figure 6. Type I used OC 5 (?) 97.



Pratt suggested a search for usage dates, and I have done that, with the help of other BNAPS members, and articles in the NEWFIE NEWSLETTER. Table 2 is the result.

Table 2.

1897 USE OF PAID ALL & PROVISIONAL ISSUES UNTIL
AVAILABILITY OF 1¢ VICTORIA ON SATURDAY, DEC.4.

PAID ALL	SCOTT #75-77 USAGE	SUNDAYS
9-24	10-19	9-26
9-27	10-20	10-3
9-29	10-21	10-10
10-1	10-22	10-17
10-2	10-23	10-24
10-12	10-25	10-31
10-13	10-27	11-7
10-14	10-29	11-4
10-15	11-1	11-21
10-16	11-2	11-28
10-18	11-5	
10-20	11-8	
10-21	11-10	
11-3	11-11	
11-4	11-12	
11-26	11-22	
11-27	11-27	
12-4	12-3	

PAID ALL used exclusively through 10-18. Provisionals used **solely** on 10-19.
PAID ALL used to supplement them from 10-20.

It chronicles the use of the **PAID ALL** rubber stamp and the surcharged stamps. I am now convinced that the 19th is the first day. Note the use of the rubber stamp through the 18th, **not** on the 19th, but again starting the 20th. I believe this means there were enough stamps available on the 19th to satisfy postal needs (and instant speculators), but already, by the 20th, the **PAID ALL** was needed to supplement the adhesives. This, of course, constitutes "evidence" but not "proof". The issue is still open, and readers of this may still be able to solve this century-old question.

The 1¢ rate was needed for newspapers, drop covers and the circular rate. Figure 7 provides an example of usage of Type I on a wrapper. Figure 8 shows the scarce Type III on a third class (unsealed) letter to Montreal. Heaviest documented usage is from late October. While purchases of the stamps became heavily controlled by late October, there was nothing stopping previous purchasers from using the adhesives whenever they wanted. This can explain the continued, but declining examples. Table 2. shows neither **PAID ALL** nor provisionals on cover for various periods in November (e.g. November 13-20), however. One would then assume there should be more specimens of covers with the **PAID ALL** rubber stamps for November but we find no known examples between

November 5th and the 22nd. Why is that?

Figure 7. Type I on wrapper (undated).

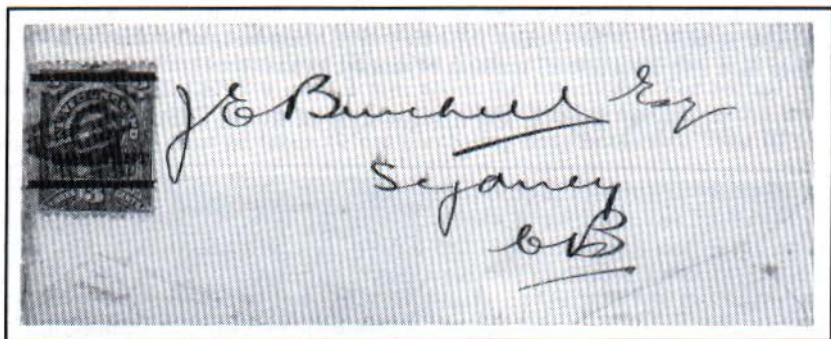


Figure 8. Type III, OC 22 97.



The provisionals remained in use until early December, when the 1¢ red Victoria of the new Royal Family set finally arrived. Pratt says the issue arrived on Saturday, December 4, 1897 along with the 2¢ orange Prince of Wales (2¢ stocks were rapidly being depleted also). Yet, as Table 2 shows, at least one more cover had the PAID ALL applied that day. Pratt says the new stamps were used on outgoing mail on the *S.S. Portia*. I have not yet seen a cover with the new 1¢ from that date. Figure 9 shows late usage of December 3, 1897 within the provisional period, from Greenspond with a left margin strip of three Type I's.

PART 4: FORGERIES APLENTY

There are a lot of forgeries of the provisionals around, especially Type III. Ed Wener, whose price list, *INDIGO*, often contains articles on Newfoundland forgeries, states that

at least half the copies he's examined are forgeries. Most are used since used copies of the 1890 Victoria are so cheap, compared with used examples of Type III. This differential has existed a long time. I note a 1931 GIBBONS CATALOGUE listing the 3¢ Victoria used at 6 pence, but TYPE III at 8 pounds. Even today, according to my 1991 version (in U.S. funds), a used Victoria is listed at for \$1.25, compared to \$555 for a used III. As early as March of 1898, mint Type III's were being bought by dealers for \$10, or 1000 times face and a significant amount of money, at that time!

Figure 9. Type I, left margin strip of three, DE 3 97.



With care one can plate any of the provisionals. All blocks of 50 were surcharged with the same type setup. Flaws in the red proofs are repeated in the final black versions. Note, for example, the upper right Type I, in the block in Figure 1. The N in ONE has a damaged serif at top left. This is a quick way to verify blocks of the three types, by the way. Although the distance between bars vary on Type I's, they are very close on the Type III's, positioned at 49 & 50 in the setting. Ed Wener, John Walsh (co-author of the NEWFOUNDLAND SPECIALIZED STAMP CATALOGUE) and I have closely measured legitimate Type III's. Measurements should be taken at far left and far right and averaged. These show differences between bars as being between 17.5 mm and 17.6 mm. Another critical measurement is the distance between ONE CENT and the lower bar. This should be between 2.2 and 2.3 mm's. The scarce red proofs measure somewhat more since the thickness of the red bars is less than the black. From one of the red proof sheets on buff (ex-Krippner) I measure the bars at about 18 mm apart and the space under ONE CENT as 2.5 mm.

The instant inflation in value of the Type III's led to instant forgery. The first forgers were arrested in 1898, but finally let go when it was decided that the Post Office was not defrauded by someone turning 3¢ stamps into 1¢ stamps! L.L. Krippner stated that the forgeries were on the brown lilac version of the Victoria. Based upon the various statements made at that time I believe a fair summation is that 100 of the Type III's were forged with the ONE CENT about 4.5 mm above the lower bar, and the bars spaced further apart than in the authentic copies. One of the six forgeries Wener showed in a price list article of several years ago might well be one of these early forgeries. He

measures the bars at 19.1 mm apart and the ONE CENT 4.5 mm above the lower bar.

Many forgeries have been made since the 1898 version, encouraged by the cheap availability of the 3¢ Victoria. Although Pratt states in his comprehensive 1986 article that he has never seen an "authentic forgery", forgeries are quite common. Just this year I have seen photographs in the catalogues from two of the largest British Commonwealth auction houses clearly showing forged Type III's. One block version showed the bars only 15 mm apart and the ONE CENT a mere 1 mm above the lower bar. The second, red trial version, had the bars 17.2 mm apart and the ONE CENT 3 mm above the lower bar. Obviously, caution must be taken before purchasing unauthenticated Type III's.

This completes my survey of the 1897 postal shortage. I would like to provide a caveat at this point. I have only been studying the subject a few years, and truly believe more discoveries will be made — perhaps even an OC 18 97 cover with one of the surcharged Victoria's. While writing this article, for example, and discussing it with the dealer friend who bought the Krippner material mentioned earlier, I found he had the scarce red proof sheet I show in Figure 2 (it now appears three escaped destruction in 1897), and had filed it away not knowing what it was. Its discovery provided him a good sale and a welcome addition to my collection. The irony is that it has been brought back to light only because I decided to write this article.

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The Printing of Canada's 15 Cent Large Queen Stamp

S. J. Menich

The goal of this article is to help the collector learn more about the 15¢ L. Q. stamps so as to have a better understanding of how to allocate a stamp to its correct printing or period, and to determine its genuineness. The foundation comes from intensive specialized information prepared by M. A. Studd (1932) and L. Gerald Firth (1924 and 1963) together with this writer's fifteen year examination and study of L. Q. stamps in general and the fifteen cent value in particular. The approach is to retain and use as much as possible of earlier and other studies, terms, and conventions in common use, except where new information indicates changes are necessary. The "Classification of Printings" contained in the 1963 Firth monograph "Canada: the fifteen cents of 1868" was brought up-to-date using these principles.

Over a period of twenty-five years 2,400,000 fifteen cent L. Q.'s were printed in changing locations, in small batches, and were in use for over thirty years. Wide variations in shade, perms., gum, paper, and sharpness of the plate impression developed. As a result it almost seems that no two stamps are exactly the same, and errors in identification are regularly found in the stock of collectors, dealers, auctioneers, and in stamp catalogues and journals. However, there are characteristics that help identify a 15¢ L. Q. and determine its genuineness. These characteristics have boundaries, and so by a combination of its important properties, a stamp can almost always be allocated to its correct printing or period. The Classification of the 15¢ L. Q. printings given in this study is based on this practice.

Since determination of the kind of paper, colour, shade, perms., gum, and sharpness of the plate impression is a matter of personal judgement, a problem in identification exists. This means that the collector must come to know the limits of the boundaries that exist, and in the meantime corroborate stamp identities by comparisons with previously authenticated copies.

Colour terms and definitions used:

There are many ways of describing colour in terms related to physics, chemistry, and colorimetry, but these are beyond the objective of most collectors. For examining philatelic items the universal convention used is to describe colour in terms of "hue", "value", and "chroma".

Hue is a colour quality such as red, yellow, green, blue, etc., or an intermediate between any contiguous pair of these colours, such as blue-green.

Value is defined by adjectives placed before the hue name, such as light, medium, dark, very dark, etc. Examples are light red, dark blue-green.

Chroma (saturation) is a quality of colour combining hue and saturation. As the Chroma increases adjectives such as greyish, moderate, strong, and vivid are used to denote higher and higher levels of chroma, as in greyish purple, vivid purple.

Shade is a colour slightly different from the one under consideration or a colour produced by a pigment or dye mixture having some black in it.

The last colour named in a sequence is considered to be the original colour (hue). For example, reddish purple, dull brownish purple, both indicate that the basic colour is purple.

Colour is a phenomenon of light, as red, brown, pink or grey, or visual perception that enables one to differentiate otherwise identical objects.

There are considerable colour variations through the 25 year printing period. Apparent is a lack of uniformity in ink from printing to printing, or perhaps the shades were less important to the printer as long as the general colour was in the same family. The intensity of the inked surface, whatever colour, was affected by the quality and condition of the paper just prior to the printing operation. There is also a tendency of certain printings of this value to discolour with age, with the colour change intensifying with age. Some of the colour variants fade upon prolonged exposure to sunlight. Because of these facts, this study is limited to identification of major colour variations within a printing or period.

All shades of the 15¢ are definitely dull. A term such as 'brighter' as applied to the 15¢ shades must be considered as relative and not absolute. Brighter lilac purple is 'brighter' only in the sense that it is so when compared with the dull shades of the same stamp.

The determination of colour can be a barrier to the interchange of information needed to identify a printing. Certain colour names have been in use among collectors and stamp catalogues for many years, and some are definitely incorrect. An attempt has been made here at describing colours by matching unused stamps with examples from the "Stanley Gibbons Stamp Colour Key", chosen because it is readily available from most suppliers of stamp accessories.

Paper: Information supported by accurate measurements of study material confirms that there is a much broader range of thickness of the same kind of paper than indicated in most stamp catalogues, handbooks, and journal articles on L. Q. stamps. This means that a collector should not differentiate between papers on the basis of thickness alone, but rather use appreciable and significant variations of paper to assist in classifying 15¢ L. Q. stamps.

The thickness range given for each of the 15¢ Classification Groups is the most usual or expected for that group, and allows for practical variance from the manufacturer's standard or "nominal value". Variant thicknesses that are unintentional and owe their existence to imperfections of production are occasionally found. These are sizes that fall beyond the nominal value and are of no support in themselves in identifying a printing or Firth Group.

Groups V and X are rare paper examples in Canadian philately. Both vertical and horizontal grain structures are found during their printing period. This is a result of the way the paper was cut up by the papermaker or the printer, and is not another variety of paper.

Perforations: An in-depth study of the perforations of the L. Q. stamps of Canada by this writer is presented in the fourth quarter of the 1993 issue of *BNA Topics*, Vol. 50, No. 5, Whole No. 457. It contains information to help the collector understand the importance of perforations in allocating a 15¢ L. Q. to its correct printing or period, but the details

are not repeated in this article.

Gum: As may be expected, gum varied considerably over the 25 year printing period of the 15¢ L. Q. issue. Eleven different gums have been identified in the revised Classification, the descriptions expanded from the Firth text in an attempt to serve the 15¢ L. Q. specialist. However, for most collectors five different gum groups, as follows, may be sufficient:

Period in use	Firth Group	Printed at	Characteristics
1868-1874	I, II, III, IV	Ottawa	thin, clear, white to yellowish
1874-1878	V, VI	Montreal	dull, sometimes streaky, brownish
1879-1880	VII	Montreal	very smooth, shiny, yellowish
1880-1894	VIII, IX, X, XI, XII, XIII	Montreal then Ottawa	smooth, bright, yellowish, sticky looking
1896	XIII(A)	Ottawa	bright, yellowish, streaky, sticky looking

Unused 15¢ L. Q.'s issued prior to Gr. IX are scarce, and rare with original gum. As a result, re-gumming vies with re-perforating as the easiest and most common way to attempt to produce a more valuable stamp. Re-gummers want to improve a stamp's condition to satisfy the demand by a process where gum is replaced on a stamp without gum.

All of the L. Q. issues were printed on paper that was gummed after printing, and then perforated. Consequently original gum does not normally exist on the paper "wall" within the perf. holes. Re-gumming will almost unavoidably result in gum appearing on the wall.

Other gum problems that affect the commercial value of a stamp are:

Redistributed original gum — a gum which has been moistened and re-spread to present the appearance of a non-hinged surface.

Disturbed original gum — a stamp on which the character of the gum is substantially changed, with no intent to cover defects or hinging.

Plate Impressions: Consideration of plate impression wear as one of the five important characteristics that identify a printing is generally overlooked. Yet, a knowledge of the impression quality and size is significant, and sometimes a key to classification. In unused copies with gum for example, it is almost impossible to distinguish the stamp paper type, thus eliminating one of the key means of identification of the printing. In this case the appearance of the impression may provide the answer. There is considerable difference in the sharpness of the plate impression and richness of the shades through the life of this issue, varying with quality and condition of the paper just prior to the printing operation, as well as from irregularities during the printing process. Usually the difference is readily seen, but the use of a five times magnification aid will help greatly.

An awareness that stamps shrink more across than along the grain structure was noted years ago by philatelic students. Recognizing this makes it easier to understand that the impression size is an added useful reference to help distinguish one printing or issue from another, again especially for stamps with gum. It was the practice of the printer of the L. Q. stamps to dampen the paper immediately before printing, the effect being to give a better impression. A stamp produced by this method shrinks in drying, the contraction being more across than along the grain. As a result, the direction of the grain, if any, determines the ultimate ratio of the height to the width. Stamps with a vertical grain paper are somewhat taller and narrower than those with a horizontal grain. The impression size found to be the nominal, or most usual for each of the 15¢ L. Q. printings is included in the Classification as new information.

Conclusion: This study identifies groups of the 15¢ L. Q. printings together with sub-varieties within the group in a balance judged to be between a simple classification and a very elaborate one covering minor variations. Five areas of research – colour, paper, perforations, gum, and plate impressions, supported by accurate measurements of study material – were used to establish the changes deemed necessary to the Firth Classification. These changes together with new identification information are considerable.

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Classification of 15¢ Large Queen Printings — Revised October 1994 S.J.Menich

Date in use	Printed at	Perfs.	Group	Characteristics
Mar 2, 1868 to about 1869	Ottawa	11.9 x 11.9	II	(B) Dull greyish-purple, light to medium shades.
Apr 2, 1868 to about 1870				(A) Deeper, dull, slightly greyish-purple shades (not as grey as II (B)) Paper: fairly thin to medium, .0028" - .0032" (.071 - .081 mm) hard (or crisp), semi-transparent to opaque, horizontal grain structure vague to medium. Impression of the design blurry to moderately sharp. Gum: Thin to clear. Image size: (20.4-20.5) x (24.6-24.8) mm.
Mid. 1868 to early 1870	Ottawa	11.9 x 11.9	I	Reddish purple shades, medium to deep shades Paper: Same as II but Impression mostly moderately sharp. Gum: Thin and clear. Image size: (20.4-20.5) x (24.6-24.8) mm.
Late 1868 into 1870	Ottawa	11.9 x 11.9	III	(A) Dull purple shades (some slightly brownish-purple) (B) Dull grey-violet shades (like some shades of Group VII) Paper: "Bothwell" watermark printings. Vertical structure with a vertical diamond pattern, hard (or "crisp"), fairly thin to thick, .0028" - .0035" (.071 - .089 mm), rather opaque. Impression: Not sharp. Perfs. do not separate clearly. Gum: Thin, smooth, clear, sometimes streaky. Image size: (20.0-20.3) x 25.0 mm
Feb 1869 into 1873	Ottawa	11.9 x 11.9	IV	(A) Pale or 'washy' lilac purple shades (commonly mis-named 'Red-Lilac')
Sept 1870 to 1875				(B) Brighter or deeper shades

Feb 1873 into 1874				(C) Brownish-purple Paper: Medium, .003" - .0032" (.076-.081 mm), crisp, smooth, horizontal grain, usually toned, rather opaque. (This paper is found on the 1¢ orange-yellow Large Queen). Impression: Clear to unclear. Gum: Somewhat thicker than Groups I, II, & III. Image size: 20.5 x (24.7-24.9) mm.
All the above were printed and delivered to the P.O. Department prior to June 30, 1869.				
1875 & 1876	Montreal	11½ x 12	V	Dull rather 'muddy' brownish purple to dull brownish purple. (A) Horizontal grain. Image size: 20.5 x (24.6-25.0) mm. (B) Vertical grain. Image size (20.0-20.2) x 25.0 mm. Paper: Thin to medium, .0025" - .0033" (.064 - .084 mm) grain structure faint to medium, crisp, semi-transparent to opaque Perfs. Do not separate cleanly. Impression: Weak Gum: Dull, streaky, blotchy
Late 1876 to 1879	Montreal	11½ x 12	VI	(A) Dull brownish, greenish or purplish grey Paper: Stout, .0035" - .004" (.089 - .102 mm) Pronounced horizontal grain & showing diagonal ribbing, hard, opaque Impression: Unsharp to fair. Image size: (20.4-20.5) x (24.5-24.6) mm Gum: Dull, sometimes streaky, brownish. (B) Dull grey to dull brownish grey Watermarked 'Alexr. Pirie & Sons' in script letters Paper: Thick to stout, .0032" - .0042" (.081-.107 mm) Horizontal grain with light diagonal ribbing, hard, toned, opaque Impression: Blurry. Image size: (20.5-20.6) x (24.7-25.0) mm Gum: Dull, sometimes streaky, brownish.

1879 into 1880	Montreal	11½ x 12 or 12 x 12	VII	Rather pale to deep dark grey violet Paper: Medium to thick, .003" - .0035" (.076-.089 mm) Horizontal grain with diagonal ribbing, smooth, hard, toned, rather opaque Impression: Blurry. Image size: (20.4-20.5) x (24.5-24.6) mm Gum: Smooth, shiny, yellowish
1880	Montreal	12 x 12	VIII	Deep dull violet (A) Very thick, .004"(.102mm) white 'carton' paper, faint vertical grain, smooth, hard Impression: Good to near proof quality. Size: (20.2-20.5) x 25.1 mm (B) Medium to thick wove, .003" - .0035" (.076-.089 mm) Horizontal grain, hard, opaque Impression: Good. Image size: (20.4-20.5) x 24.6 mm Gum: Smooth, shiny, yellowish, gluey looking.
1881 & 1882	Montreal	11½ x 12 or 12 x 12	IX	Deep slate-grey to bluish-grey (with a faint trace of violet) Paper: Medium wove, .003" - .0035" (.076-.089 mm) Horizontal grain with diagonal ribbing, crisp, semi-opaque to opaque Impression: Average to good. Image size: 20.5 x (24.6-24.7) mm Gum: Clearer, smooth, bright, yellowish, sticky-looking.
Starting early in 1882 with the Montreal printing of Firth Group X (A) through to the end of the second Ottawa printings, perfs. of 12.0 x 12.0 became regular. Variations randomly gauging from 11.9 to 12.1 are found, sometimes within the same printing order.				
After Feb. 1882 the paper of the 15¢ is fairly uniform, of medium thickness, with a rather rough surface, giving a less clear impression than most earlier printings.				
1882 to 1885	Montreal	12 x 12	X	Grey to bluish-grey shades, also slate-grey to slate-blue (violet trace has disappeared) (A) Horizontal grain. Image size: (20.4-20.5) x (24.5-24.6) mm

1885 to 1889				(B) Vertical grain. Image size: (20.0-20.1) x (25.0-25.1) mm Paper: Medium wove, .003" - .0035" (.076-.089 mm), hard ("crisp"), a bit transparent, rather rough surface Impression: Unsharp. Gum: Smooth, bright yellowish, sticky-looking.
1887	Montreal	12 x 12	XI	Greyish or greenish blue shades to blue shades. (No slaty trace) Paper: Medium wove, .003" - .0035" (.076-.089 mm), crisp, vertical grain, rough surfaced, rather opaque. Impression: Blurry. Image size: (20.0-20.1) x (25.0-25.1) mm Gum: Bright, sticky-looking, yellowish.
1888 to 1890	Ottawa	12 x 12	XII	Slate-violet shades (dark) Paper: Medium wove, .003" - .0035" (.076-.089 mm), crisp, vertical grain, rough surfaced, rather opaque. Impression: Blurry. Image size: (20.0-20.1) x (25.1-25.2) mm Gum: Bright, sticky-looking, yellowish.
1891 to 1894	Ottawa	12 x 12	XIII	Slate-purple shades (light) Paper: Medium wove, .0028" - .0035" (.071-.089 mm), crisp, vertical grain, rough surfaced, rather opaque. Gum: Bright, sticky-looking, yellowish Impression: Blurry. Image size: (20.0-20.1) x (25.0-25.1) mm.
1896	Ottawa	Imperf.	XIII(A)	Dark brown-purple Paper: Thin, .0025" (.064 mm) wove, opaque, grainless. Impression: Proof quality. Image size: 20.5 x 25.0 mm Gum: Bright, sticky-looking, yellowish, .001" thick. Appearance of a typically hand-gummed operation, done with a brush.
1894 - 1901		12 x 12	XIV	Period during which remainders of Groups X, XI, XII, and XIII were used up.

Type 'E' Lathework of Plate 77, Admiral Issue 3¢

Robert Bayes

Of the 772 plates used to print the Admirals only 294 had lathe design and of these only one, Plate 77 of the three cents brown had Type 'E' lathe design. Imprint plate pieces exist from the upper panes but lathe design of this type has not been reported.

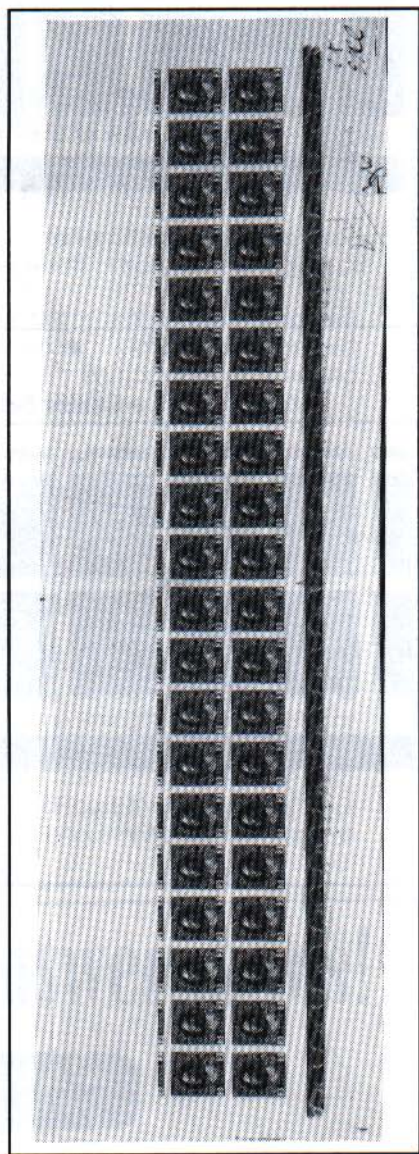
The enclosed half tone shows the design in its entirety as well as the approval date of April 6, 1920. On the right are the initials of E. H. Clayton and O.K. above it indicating the plate was approved.

As very few collectors have seen this lathe design and fewer yet have seen a strip of 40 with this design, I thought it might prove interesting to print this if some means could be found to show it intact with plate number and approval date as well as the initials.

[Enlarged sections of the plate appear on the next page.]

*Compliments
of
(your name)*

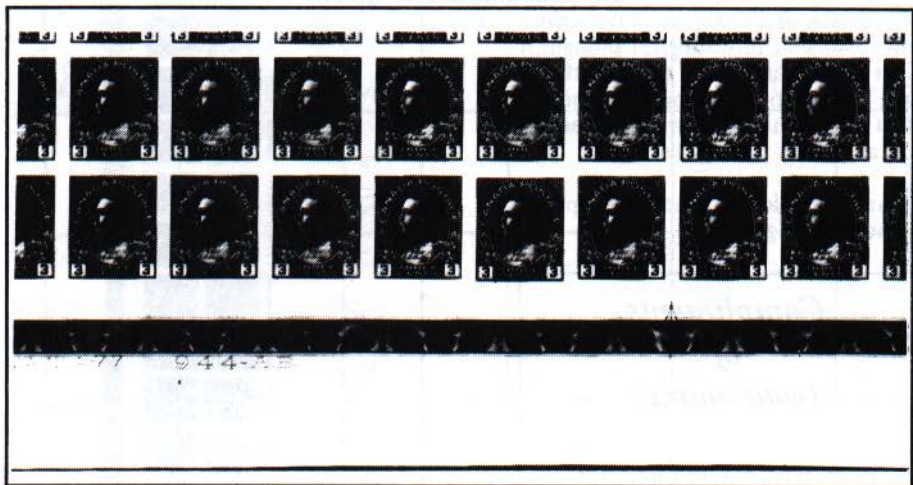
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Lower Right corner of Plate 77



Center Section of Plate 77



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Those PASSED FOR, APPROVED FOR, and AUTHORIZED FOR EXPORT Markings

Jeffrey Switt

Following Canada's entry on September 10, 1939 into World War II, the Foreign Exchange Control Board (FECB) was established by Order in Council No. 2716. Its duties as they pertained to postal operations were to govern the importing and exporting of currency and securities through the mail. The act in general suspended the free market in foreign exchange, appointed chartered Canadian banks as authorized currency dealers, and gave local postmasters censoring responsibilities to ensure that exchange restrictions were being met.

Until its dissolution on December 14, 1951, a variety of postal markings and pseudo-postal markings were used by postmasters, banks, insurance companies and the FECB examination centers to demonstrate that certain mail passing through their areas of responsibility was "legal" per FECB guidelines.

Passed for Export

This three-word marking was used primarily by postmasters to indicate that the contents of an envelope did not contain monetary contents in excess of legal export limits. In a document titled "Instructions to Postmasters Regarding their Duties Under the Foreign Exchange Order" postmasters were instructed thus:

"The Postmaster will satisfy himself as to the contents of a letter or parcel by questioning the mailer and will accept his answers unless there are grounds for doubt. In case of doubt the mailer is to be requested to prove the contents by opening the letter or parcel."

If such a letter proved to be without question, either from examining prior to sealing, or if the person mailing the letter was known to be truthful and of good character, the postmaster would mark on the face of the envelope "Passed for Export" and apply his initials close to the marking. Figure 1 shows four envelopes with the marking in manuscript. As the covers date February 27, 1940 or earlier, it is likely these are examples prior to the issuance of a hand stamp to the postmasters.

The standard issue Passed for Export marking in slightly condensed block capital letters followed by a period was in use in most larger offices. An English/French version is noted used in Montreal post offices.

If the contents of an envelope were suspect (or were of a few classifications of mail which required mandatory examination), the envelope usually was sent to the closest District Director or District Superintendent of Postal services at 21 FECB examining offices across Canada. These were established at Calgary, Charlottetown, Edmonton, Halifax, Hamilton, London, Moncton, Montreal, Moose Jaw, Niagara Falls, North Bay, Ottawa, Quebec, Regina, Saskatoon, Saint John, Toronto, Vancouver, Victoria, Windsor, and Winnipeg.

Envelopes were opened for inspection, resealed with a special FECB label, date stamped, initialed by the examiner, and occasionally marked Passed for Export by the

FECB examiner. Figure 2 shows a rather ordinary appearing postal stationery envelope posted Edmonton March 27, examined the same day, sealed, date stamped "District Superintendent Postal Services Edmonton, Alberta // EXAMINER F.E.C.B." and the standard issue "PASSED FOR EXPORT", both markings in black.

Figure 1. "Passed For Export" in manuscript by postmasters prior to the issuing of hand stamps.



Not all postmasters used the standard issue Passed for Export marking. Figure 3 shows 5 covers with lettering in different styles. Colors are in shades of turquoise and purple.

Figure 4 reproduces a portion of a cover with the earliest date known to this writer of a Passed for Export marking. Dated September 22, just 7 days into the period, it is from Toronto Station F, and is unusual for the inclusion of the post office name in the marking.

Figure 5 shows a portion of a cover with a personalized hand stamp incorporating the initials of a postmaster and his title "E.J.R. P.M. -- E. J. Rotherham, Postmaster of Princeton B.C., Following dissolution of FECB examination activities on August 15, 1945, much mail posted to the US and abroad continued to receive a Passed for Export hand stamp. A most unusual example is shown in Figure 6, an airmail registered envelope

addressed to H. R. H Princess Elizabeth at Buckingham Palace.

Figure 2. "Passed For Export" hand stamp applied by FECB examiner at Edmonton.



Authorized for Export

The Order in Council which created the FECB declared that...

"Every bank incorporated under the Bank Act shall be an authorized dealer in Canada, and every Canadian branch of such a bank shall have the powers and duties of an authorized dealer pursuant to this order."

Instructions to Postmasters (May 11 1940) lists 54 banks as authorized dealers who had the authority to self-approve for export all outgoing mail provided it met regulations and was marked on the face the return address of the institution and an endorsement which read: **Authorized for Export by Foreign Exchange Control Board.** When initialed by a company officer, all such mail was to be allowed to proceed without delay.

Figure 7 is such a cover, meter-franked from the Canadian Bank of Commerce, Toronto, addressed to the Dutch East Indies, service suspended. Note that although it was "Authorized for Export" it was still subject to censorship.

An example of apparent unauthorized use on personal mail is shown in Figure 8. Regulations were specific that each envelope had to bear the return address of the financial institution. Given the date of this cover, December 7 - close to Christmas, the greeting card size of the envelope, and that it is registered, these factors give strong indication that the trust empowered to an officer of an unnamed financial institution was abused to let pass personal correspondence likely containing monetary contents as a Christmas gift.

Figure 3. Non-Standard "Passed For Export" hand stamps.
Bottom cover to Mauritius.



Figure 4. Earliest known use of "Passed For Export" hand stamp,
Toronto Station F September 22, 1939.



Figure 5. Personalized "Passed For Export" hand stamp of E. J. Rotherham, P. M. of Princeton, B.C.

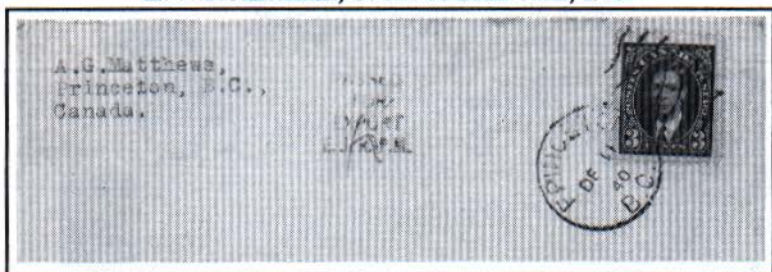


Figure 6. Non-Standard "Passed For Export" hand stamp on envelope addressed to H. R. H. Princess Elizabeth, Buckingham Palace.



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Figure 7. "Authorized For Export..." on Canadian Bank of Commerce to Dutch East Indies, Mail Service Suspended.



Figure 8. Unauthorized use of "Authorized For Export..." hand stamp on personal mail.



Approved for Export

The aforementioned Instructions to Postmasters also lists 257 insurance companies and 13 other financial institutions as authorized dealers. These companies also had the authority to approve for export all outgoing mail providing it met regulations, was marked on the face with the return address of the institution, and endorsed **Approved for Export on Behalf of the Foreign Exchange Control Board**. And when initialed by a company officer, all such mail was to proceed without delay.

Figure 9 is a properly endorsed envelope from the Confederation Life Association at Toronto. The additional date stamp of Toronto Postal Terminal A, the **PASSED FOR EXPORT** hand stamp, and initials of the postmaster were not necessary. But as this cover is just over a month into the FECB regulatory period, confusion over the regulations can be expected. As with the Authorized for Export markings, these markings vary in style, type fonts, and colors from institution to institution.

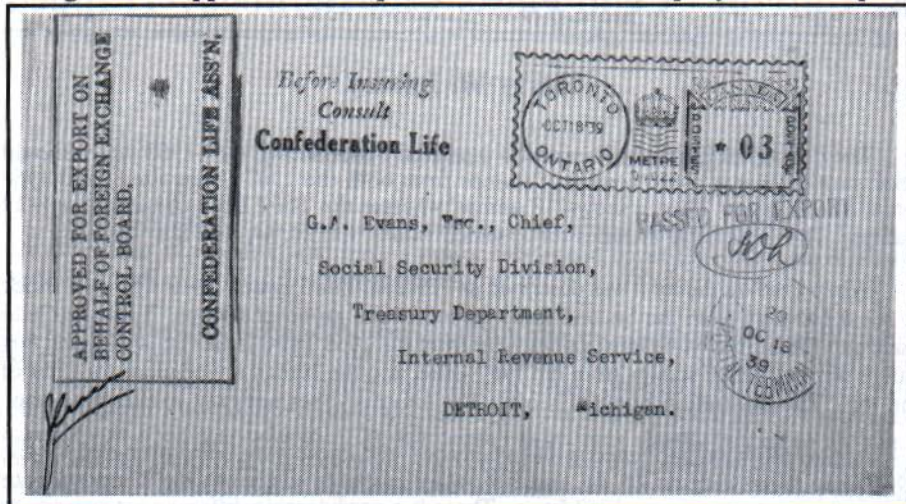
The "Authorized for", and "Approved for" markings are pseudo-postal. What I mean by this is they were applied by the mailing institution prior to entry into the mails. It is somewhere between amazing and amusing the descriptions I have been given by non-BNA dealers as to the relevance and scarcity of these "auxiliary" markings as they call them. But while not postal in nature, they were responsible for the expediting of mail from two Canadian industries which controlled the financial helm of Canada during the war, and afterwards until the end of 1951. On December 14 1951 the FECB was terminated as documented in a December 21 letter from L. Rasminsky, FECB Chairman (Alternate) to the general managers of all branches of chartered Canadian banks:

"As advised to you by telephone on December 14th, we telegraphed at the close of business on that day to all Canadian branches of the chartered banks as follows: 'As announced by Minister of Finance regulations have been passed which have the effect of discontinuing exchange control.'"

At that time, the currency controls dictated by the events of W.W. II came to an end and all residents of Canada regained their freedom to transfer funds freely to non-residents, to borrow from or lend to non-residents, to export goods or securities without conditions as to the method of payment, and to deal in foreign exchange freely with other residents and non-residents.

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Figure 9. "Approved For Export..." life insurance company hand stamp.



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Be Careful - Cello Packs Can Be Booby-Trapped

Harry W. Lussey

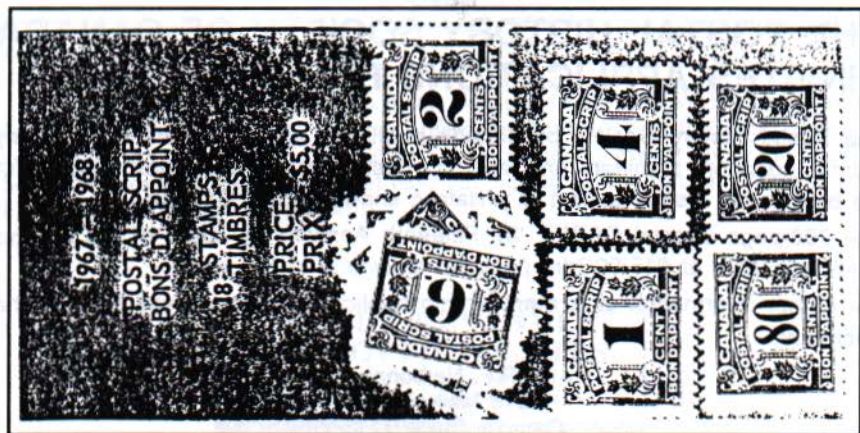
The Cello Pack illustrated carries two warnings! First it shows '1967-1968' which should be a warning that it could consist of stamps from both the 1967 (large sized) and 1968 (small sized) issues. Then it shows '18 stamps' whereas the Third Issue consists of only 17 stamps. The 1968 Issue includes three scarce values, the 2¢, 4¢, and 80¢ values.

When I bid on the lot it was described as FPS 58a, Third Issue. It was a bit of a shock to see a 6¢ value from the Second Issue on top of the group of stamps. I slit the Cello Pack and found that while most values were from the 1968 Third Issue the 2¢, 4¢, and 80¢ values were all Large stamps from the 1967 Issue, and the 2¢ had a nice piece torn out of the top. The illustration brings this out. The 1¢ value does not exist in the small size.

Apparently what happened is that when the Cello Packs were being prepared for the 1968 Issue there were no 2¢, 4¢, and 80¢ values available so the set was filled out with these values from the Large 1967 Issue. There is a considerable difference in scarcity as van Dam lists the 1968 2¢ and 4¢ values at \$25.00 each in his latest Price List and omits the 20¢ and 80¢ from the listing.

It is possible that Cello Packs do exist with complete sets of the 1968 Small sized stamps. In my two experiences, however, the scarce values had been substituted for.

BE EXTREMELY CAREFUL WHEN BUYING FPS 58a or 58b!!!



Collecting Canada

John Burnett

Always Look At That Cover Carefully

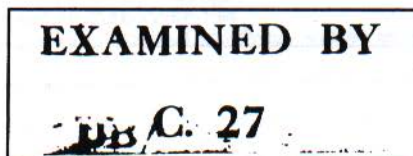
This month's topic concerns understanding the cover you have in your hand. I have a rule, when I'm at a bourse, and have a reasonably priced cover that has a lot of postal markings, most of which I don't understand, buy it!

Once you have that totally confusing cover, you have to think about what resources you can call on to help you decipher the mystery. First you have your philatelic friends, you have the public library, and hopefully, over time you have built up a reference library on your specialty. I would also remind you that if you can identify some specific reference material you need that your local library doesn't have, they usually belong to an inter-library lending group that can search out your needs for you at various libraries around the country. In my latest search for specifics, our local library didn't have the piece I needed, but they found it at the University of Maine.

Let's look at this month's cover. I was totally confused by this piece of mail. How did it move through the mails to its destination when a world war was ongoing? The 90¢ rate was new to me. Some of the markings also confused me. I sent a note off to a dealer friend, and Allan was able to give me the following: a post office pamphlet dated 1942 gave him some rate information. This pamphlet was found in the Canadian Postal Archives, by the archivist who researched the request for information. (I can now bypass Allen and go straight to the Archives myself in the future.) It seems the 90¢ rate was for a ½ ounce letter sent via airmail to either Syria or Lebanon. The route was through the U.S.A. to Miami, to Rio de Janeiro, Brazil, West Africa, and Egypt. Allan was also able to clarify a couple of the other markings. The strike with "Censorship" (on the front near the stamps) was an Egyptian censor hand stamp and the one with the "CP" and a "patriarchal cross" is a Free French censorship hand stamp. The markings 12 ___ and C + 16 hand stamps are unknown. Finally, the "EXAMINED BY DB/C 27" is a common Canadian censor sealing label used to reseal an inspected envelope. There is a nice Beirut receiver showing an April 10 arrival date. Upon close examination of the sending roller cancel we can read a Feb. 27 sending date. This cover was forty-two days en route via airmail! We can readily see by that time that the mail service was anything but speedy during the war.

If any of you can tell me what the unknown markings on my cover are, I would appreciate it. You see you represent a valuable philatelic resource to me.

Folded out from the left side of the cover on the next page.





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Postal Beginnings North of Edmonton

Max Rosenthal *

"The MacGregors - Mother, Dad, and I - arrived in Edmonton in October 1906. At that time the city, huddled in a crescent close to the old fort, contained 11,000 souls. We came as immigrants, with eyes wide, doubtful and staring at the strangeness, the newness and the rawness of this frontier civilization. Our problems as newcomers - at least Dad's and Mom's problems, since I was one year old at the time - were complicated by a difference of outlook. This coming to Canada, this idea of a quarter-section of free land, of 160 acres of waving wheat fields and peach trees (so the literature said), was all Dad's."

So begins J. G. MacGregor's book, "North-West of 16", published in 1968 by M. G. Hurtig Ltd., Edmonton. "About a week went by, and then, one evening, Dad came back to announce that after travelling north and west for three days into the valley of the Pembina he had selected a homestead. On the morning of October 18, all was ready, and we set out on the last leg of our journey.

"What will our new address be?" asked Mother. "I'll write home to Dolly and tell her, and she can let the others know."

"There's no post office," stated Dad, who hadn't thought of it before. "Just tell them Edmonton, I suppose."

"But we shall be 60 miles away from Edmonton, you said. Your next [Army] pension cheque will be due in January. There's one due now, if only we knew where it was. How will you get them? How shall we get our letters and newspapers?"

"We'll get them in the spring," said Dad."

The Trip To The Homestead

"It had been a long trip from Riviere Qui Barre to the homestead. We gradually left the good farms behind, and the road no longer ran straight north or straight west. The further north we went, the more closely the forest hemmed it in. Only occasionally was there a little space cleared and fenced with picturesque rails.

"The second night after leaving Edmonton we reached Johnny William's place at Independence. It was a recognized stopping place with a large log house and some log buildings. A small sawmill showed at the edge of the clearing. Independence, even at that time, had a post office, which, if we had realized it, was the nearest one to the homestead. It took Mother some time to find out that usually a post office in Northern Alberta was kept by some homesteader, so that the places marked on the map were not necessarily villages or hamlets at all. In fact, north of St. Albert there were no villages.

"On the third day the road became worse, and our progress slower. We wound through the great belt of timber in the area that is now known as Picardville. There appeared to be no sign of civilization in this area but Sanderson's mill and the ubiquitous cutlines. The next day we did reach it."

Getting Mail

Independence post office had opened in 1903. It seems to have been too far off to be of any help. "As Mother had foreseen, the problem of getting mail was a difficult one. Any mail we might expect came, of course, from Great Britain - letters from Dad's two

sisters in Glasgow and from Mother's sisters in London. As well as this, we had a subscription to the *Glasgow Herald*; and, most important of all, every three months Dad's army pension cheque was due. In those days mail took a month or more to travel from England to Edmonton. There it lay sometimes for months more, until a homesteader emerged from the bush to get it, or a neighbour, returning from town, brought it.

"Eventually a store and post office was opened at Sunniebend, which, if one could have travelled in a straight line, would have been about 10 miles to the north-east, but was many more miles by the trail. In fact, at first there was no trail. During the fall of 1907 or the following winter, A. E. East started his mill over on Section 23. A year or so later, Egar Stanton started his store on North-East of 36, in the extreme corner of the township, and Hazel Bluff post office was opened at the same location.

"Once East's mill was operating, a trail was cut through to it from the north-east. To get to Lett's store at Sunniebend then it was necessary for Dad to follow cutlines until he came on the logging trails leading to East's mill. Beyond that, definite trails led north-east to the post offices of Edgson and Clyde, as well as straight north to Sunniebend. In the winter of 1906-7, before we had Chappie and Charlie, Dad once walked over to Lett's store. A year later, having Chappie to ride, he found this trip much easier to make, so we began to get our mail there."

Clyde was the oldest postal facility in the area, having opened in 1887, named after its first postmaster, George D. Clyde, an early settler. As time passed he carried a small stock of the bare essentials, and his home became a stopping place for early settlers coming into the area.

Eastburg

In 1908 A. E. East opened Eastburg post office. By a year later "the Eastburg post office had been moved to our place; once a week the mail-carrier came, and this meant that many people, whom we would not see otherwise, visited us to get their mail. Its volume was very small, except twice a year when Eaton's new catalogue came out, and at Christmas, when parcels began arriving from the T. Eaton Company in Winnipeg.

"Twice every week Gerry Hoogers delivered the mail. Early every Tuesday and Friday morning Gerry hitched up his horses and drove to Hazel Bluff to meet the stage which pulled in there after lunch. About four o'clock in the afternoon he arrived at Eastburg Post Office with his sacks. Twice a week for years and years Gerry faithfully performed his trust.

"It soon became evident that one of the facts of life in Alberta was that the location of the post office and tenure of office of the postmaster depended on which political party held sway. For some years we had run it; but one year as winter come on it appeared that our political faith proved conclusively that we were no longer fitted to keep the post office. Gerry Hoogers, it seemed, possessed the necessary political fitness.

"The job of postmaster in the bush in those days meant a clear gain of 10 or 12 dollars a year, unless you counted the labour expended on it. But as a question of pride, now, it mattered a lot. Dad wanted the post office. Gerry wanted the post office. In a day or so it became a matter of community pride also, and the community was divided. One half sent in a petition saying that Dad was unfitted to be a postmaster, that the road to our place was a poor one, that — well, I have forgotten what all the arguments were, but the petition proved conclusively that we lacked every accomplishment to run a post office, whereas Gerry, it seemed, had all of these. Our side immediately sent in a counter-petition which demonstrated beyond question, by reference to the roads, the lay of the land, the flow of the creeks, and the direction of the prevailing winds, that no place was

so ideally suited to a post office as the North-West of 16.

"There was no country store in Eastburg. If either Dad or Gerry ran a store, that would be the deciding factor; both sides realized that. Then one day when the advisory committee assembled in our kitchen, the grapevine brought the news that right after Gerry delivered the mail next Friday afternoon he planned to start for Morinville to purchase a stock for his store. In that way he would travel Friday night and would have Saturday and Sunday and Monday before he had to carry the mail on Tuesday.

"Okay, Mac,' said Henry Paulson, 'you'll have to start a store.'

"But I can't lay my hands on more than ten dollars,' said Dad dolefully.

"All right,' said Henry, 'I'll put up a 100 dollars.'

"I'll put up the rest,' said Phillips, 'up to 500.'

"Yes, but where would I put a store?'

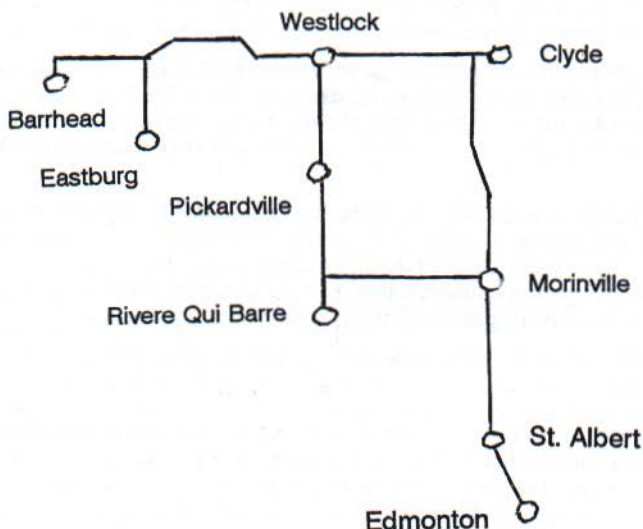
"Well, you've got a lot of lumber, haven't you, and you're going to build a new house. Make it larger and put the store in half of it. In the meantime, put it in the kitchen and move the other room.'

"Chappie and Charlie were to travel through the night to Morinville, where it was hoped to acquire a stock sufficient to start a store. That's how we kept the post office many more years and how Dad, 24 years a soldier and five years a farmer, became a merchant."

However, Wrigley's 1920 Directory of Alberta has this listing:

"Eastburg. A P.O. on S9 T59 R1 W5 in Pembina Prov. Elec. Div. Reached by stage from Westlock, 12 miles northeast, the nearest station. Population about 150 with 35 farmers in the vicinity. G. Hoogers postmaster."

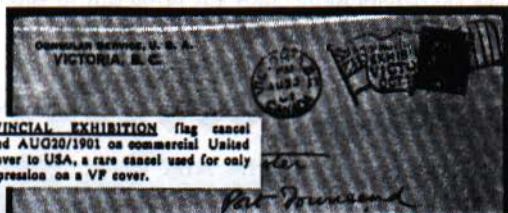
* Deceased.





RON LEITH

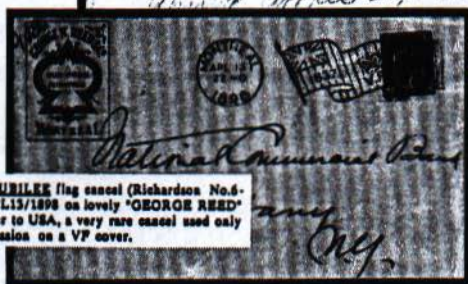
MAIL & PUBLIC AUCTION SEPTEMBER 16, 1995



1891 VICTORIA PROVINCIAL EXHIBITION flag cancel (Richardson No.13-1) dated AUG20/1901 on commercial United States Consular Services cover to USA, a rare cancel used for only 15 days, a superb flag impression on a VF cover.



1894 SQUARE-JACK flag cancel (Richardson No.3-1) dated APR20/1896 on commercially used postcard, a rare machine cancel used for only 15 days with a superb impression on VP card.



1898 QUEEN VICTORIA JUBILEE flag cancel (Richardson No.6-1) earliest recorded date APL13/1898 on lovely 'GEORGE REED' illustrated' advertising cover to USA, a very rare cancel used only 6 days, a superb flag impression on a VF cover.

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Readers Speak

This is a column where the readers of TOPICS can express their views, ask questions, and add information to previously published articles.

Dear Vic: Can you help identify these markings ?

One of our very knowledgeable members has asked what the [boxed large 'D' small 'W'] on an air mail letter means. The hand stamp is purple in color. As evidence these covers were cancelled in Winnipeg, and there is no back stamp. C-1 is dated March 25, 1930; C-3 is February 22, 1932 (First Day). One is on the stamp and the other is not. Any information? Please share with us.

Bas. Burrell



Dear Sir.

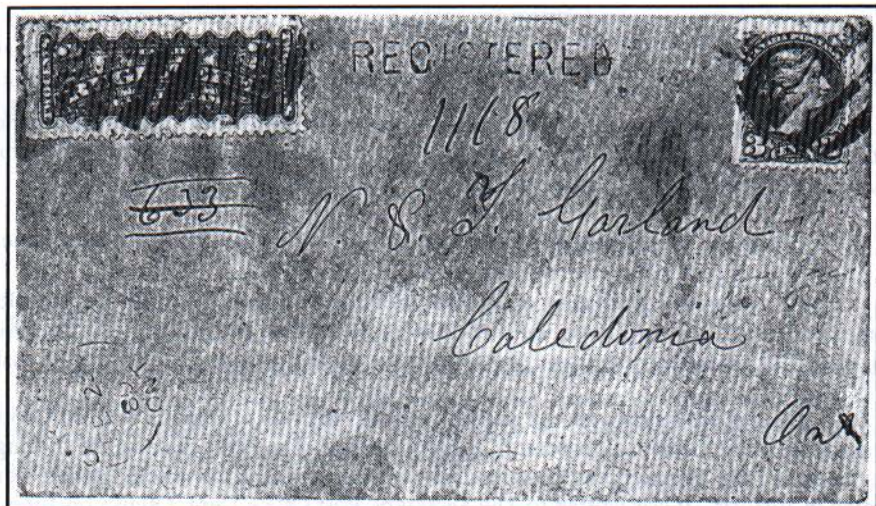
Re. Horace Harrison's Conclusions RG-17 & RG-19 Topics, Vol. 51, No. 4

While discussing Mr. Horace Harrison's article regarding Hamilton & North Western Rail Road cancels with Robert Prince I came across in my collection a registered cover mailed from Garnet to Caledonia, a short distance of approx. 20 km. This cover, dated Feb. 25, 1880, was also addressed to Mr. N. Garland, as is one of Mr. Harrison's covers illustrated in Fig. 3. The backstamps include RR-82 - HAM & NOR. WSTn R.R. NORTH dated Feb. 26, 1880 and RG-19 - REGISTERED H. & N.W.R. along with a faint CALEDONIA, Ont, Canada cancel. This final date is impossible to read.

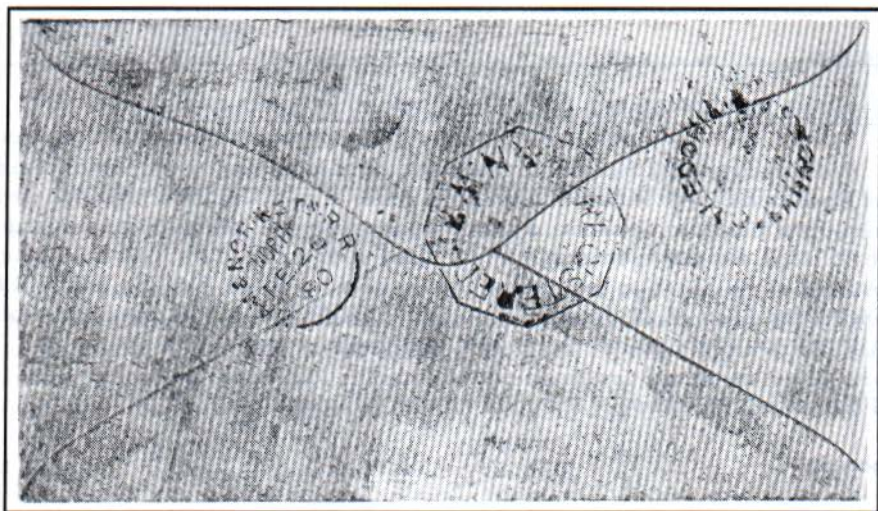
Enclosed is a photocopy of this cover for your information.

Sincerely,

John Rossiter BNAPS #5031



(back of this cover on the next page)



Dear Vic,

Sorry to bother you with a letter to the editor for *Topics*, but I can't find another address for submissions. But it gives me a chance to thank you for all the hard work you've put into the Society's great publication. Thanks for all your years of work.

Could you please pass this letter along to whomever is editing the next issue.

— / —

Harry Lussey's description of his cover from Lake Bennett, B.C. with precancelled stamps added at Victoria (*Topics*, Jan-Feb-Mar pp. 59 and 60) shows a remarkable cover that illustrates a temporary shortage of stamps in the north during the Klondike gold rush.

I found the following letter in the National Archives of Canada Record Group 3 microfilms of the Divisional Inspectors' Report recently. The letter explains the shortage of stamps at Lake Bennett, and describes how similar covers, a few weeks earlier, were treated in Victoria. It was written to The Secretary, Post Office Dept. Ottawa on June 7, 1898 by W. H. Dorman, writing in Victoria for P. O. Inspector Fletcher.

Dear Sir-

The Postmaster at Victoria reports that on the 3rd inst. he received two mails from LAKE BENNETT dated 25th and 28th ultimo. These mails consisted of seven sacks of letters, 1300 of which were without stamps and 120 with United States stamps attached. Cash was received with the mail amounting to \$42.50, which was used to pay the unpaid letters, and the balance as far as possible was used to pre-pay those letters to which U.S. stamps had been attached. The remainder were

treated as unpaid letters, some 60 of those being handled at this office and addressees notified.

Under date of the 2nd ultimo the Postmaster at Lake Bennett informs me that Major Steele has undertaken to transport "a reasonable quantity of mail to and from Skagway." so that I presume there should be no further difficulty at that office.

The matter of the increased Credit Supply however appears to be urgent.

Yours truly, W. H. Dorman, for the P. O. Inspector

A good supply of stamps left Victoria early in June for Lake Bennett, but wouldn't have reached there for a week or so. The archival records show that the post office in Dawson, Yukon also ran out of stamps, in January 1898. The post office in Victoria received a mail from Dawson (dated March 30, 1898) in which all the letters were without stamps. Twenty-two dollars in cash was included in the bag to pay for the postage on the letters. Perhaps one of our members has an unrecognized precancelled cover from this mail.

Lussey mentions that his cover is an early usage from Lake Bennett. It certainly is. For the record, the earliest cover from Lake Bennett reported to our Northern Canada Study Group is MY 2, 1898, just a month earlier. A cover from Dawson is known with a manuscript postmark of November 8, 1897. The earliest known date stamp marking from Dawson, N.W.T. is MR 2, 1898. The earliest reported Tagish Lake, N.W.T. postmark is AP 1, 1898.

—/—/—

Best regards,
Gray Scrimgeour

Dear Mr. Willson:

In regard to "The Muddy Water 1898 Xmas Stamp" by Bill Pekonen which appeared on pages 32-35 of the Jan-Feb-Mar 1995 issue of *BNA Topics*: Mr. Pekonen's basic thesis about a sulphretted stamp is correct. The color can be restored using hydrogen peroxide. However, some of his points need clarification.

This article states "The brown colour ... (is) actually on the surface of the stamp ...". Elsewhere it states "The original ocean colour has not changed, it was merely covered." The author compares the stamp to "an old oil painting that has hung on the wall and accumulated dust and grime ...". These statements give the wrong impression.

In a sulphretted stamp, the sulphur has combined chemically with the lead in the ink to form lead sulfide. Since this is a chemical reaction, this stamp could be considered a changeling, although that term, as Mr. Pekonen says, is usually reserved for a stamp on which the colors are permanently altered. Moisture in the air (water vapor) can be a catalyst for this chemical reaction.

If this "sulphuretted" was just grime on the surface of the stamp, it should wash off with warm water and detergent. It doesn't. Hydrogen peroxide, however, is a highly reactive chemical. Any time a change occurs while using hydrogen peroxide, you can be sure it is a chemical change. And that is indeed what happens when stamp colors are restored through the use of hydrogen peroxide.

Finally, Mr. Pekonen mentions three other stamps (Scott #41, #69, and #F1) which are sometimes affected by sulphuretted. Please remember that it matters not where the pigment comes from, but whether or not lead is one of the ingredients of the ink.

For further reading on this, one will find a little bit in the chapter on "Inks and Colors" (and in the definitions at the end of the chapter) in *Fundamentals of Philately* by L. N. Williams.

To the editor: keep up the good work. Your efforts are appreciated.

Sincerely,

R. W. Van Someren

Dear Vic,

In successive articles by George Arfken on Canadian letters transiting the United States on their way to the West Indies, etc., he incorrectly assigns the accounting works to the U.S., instead of to the Canadian exchange offices making up the 'closed mail' bags.

By definition, the accountancy works have to be the responsibility of the originating country, for that is where the actual accounts were made up. In the days when letters could be sent either prepaid or unpaid, the accountancy mail would be in red on a prepaid letter to show the share of the postage paid which was due to the transiting country, receiving country or both; and would be in black on an unpaid letter to show the portion of the total postage to be collected which was to be remitted back to the originating country for its handling charges to its border.

The best illustration of the system is that put into practice between GB and the US following the 1848 postal convention. GB practiced it on letters to BNA in the early 1850's, but seemingly gave up after most BNA offices ignored the requirement.

Under the 1848 UK - US convention, the total packet postage was 1/-Stg/24 cents, divided in 1½d/3 cents UK inland postage, 8d/16 cents packet postage, and 2½d/5 cents US inland postage. As either an American or British contract packet could carry a letter, there are quite a few combinations.

From GB by British packet

Paid 1/- PAID in red 5 cents U.S. credit in red

Unpaid 1/- in black

19 cents UK claim in black

By America packet

Paid 1/- PAID in red

21 cents US credit in red

Unpaid 1/- in black

3 cents UK claim in black

From US by America packet

Paid 24 PAID in red

3 cents UK credit in red

Unpaid 24 in black

21 cents US claim in black

By British packet

Paid 24 PAID in red

19 cents UK credit in red

Unpaid 24 in black

5 cents US claim in black

There were recipient country strikes showing either the prepayment or the postage due.

I hope that you find a way to use this information in some form, as there is a surprising lack of understanding of this system. I can sympathize with this ignorance, because when I first began to study the BNA hand struck rate workings and encountered the accountancy marks, I had to figure them out myself, as no notice appeared to have been taken of them.

Hope to see you at Edmonton.

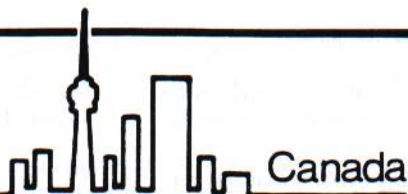
All the best,
Jack (Arnell)

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Current Canadian Definitive Booklets

John G. Schmidt

Several readers and fellow philatelists have been kind enough to send me photocopies of some booklets not in my collection and pointed out some errors that were made in my article that appeared in *BNA Topics*, the APR-MAY-JUN 1995 issue on pages 66 through 71. I would like to pass these additions and corrections along to our readers. Please note that I have assigned a small "x" to a few booklet numbers. These booklets are considered to be varieties of the major booklets and may not be assigned Scott Numbers.

On page 67, add the following two booklets under the heading "43¢ Queen Elizabeth II":

Sc. N ^o	Front	Back	Printer	FDI
Layout + Paper	Inside	Under	Perfs	
43¢ Queen Elizabeth II				
BK 155Bx	2 Large Stamps	800 Phone # Customer Service + ☉ 50%	CBN	—/—/94
10 (H)	43¢, 50¢, & 88¢	Blank	13.1 x 13.6	
BK 155D	2 Large Stamps	800 Phone # Customer Service + ☉ 50%	APC	Apr. 3,'95
10 (C/P)	43¢, 50¢, & 88¢	Blank	13.1 x 13.6	

On pages 69 & 70, change the data on BK 139, correct the ☉ percentages on BK 153B and BK 153C, and add BK 153Ax as indicated:

Sc. N ^o	Front	Back	Printer	FDI
Layout + Paper	Inside	Under	Perfs	
BK 139	4 Stamps + Olympic Symbol	Save \$1.00 Money Order + ☉	APL	Dec. 27,'91
50 + 2L (C/P)	42¢, 48¢, & 84¢	Three Options to Keep Tabs...	13.6 x 13.1	
BK 153B	3 Stamps	800 Phone # Customer Service + ☉ 30%	L-M	—/—/94
10 (C/P)	43¢, 50¢, & 88¢	Blank	14.5 x 14.6	

Sc. N ^o	Front	Back	Printer	FDI
Layout + Paper	Inside	Under	Perfs	
BK 153C	3 Stamps	800 Phone # Customer Service + ☎ 50%	CBN	Nov. 14,'94
10 (C/P)	43¢, 50¢, & 88¢	Blank	13.6 x 13.1	
BK 153Ax	3 Stamps	Xpresspost (46 mm x 40 mm) + ☎ 30%	L-M	—/—/94
10 (C/P)	43¢, 50¢, & 88¢	Looking For Adventure? . . .	14.5 x 14.6	

On page 70, delete Footnote [1] in its entirety.

On page 70, under Abbreviations add — APC = Ashton-Potter Canada (their new name).

On page 70, under "Concluding Remarks:" remove the first sentence.

On page 71, remove the entire paragraph starting with "★ We have come full circle...". This has been added above as BK 155D.

On page 71, add the following: "I do not believe that the following booklets exist with open flap, and tab inscriptions": BK 153B [L-M printing of 10 x 43¢ Flag, perfs. 14.5 x 14.6, C/P paper, and new rates of 43¢, 50¢, & 88¢]; BK 154B [L-M printing of 25 x 43¢ Flag + 2L, perfs. 14.5 x 14.6, C/P paper, and new rates of 43¢, 50¢, & 88¢]; and BK 155B [CBN printing of 10 x 43¢ QE II, perfs. 13.1 x 13.6, H paper, and new rates of 43¢, 50¢, & 88¢]."

The following is a checklist for the various Fruit Tree booklets.

Various Fruit Trees

Sc. N ^o	Front	Back	Printer	FDI
Layout + Paper	Inside	Under	Perfs	
BK 142	2 Stamps + Olympic Sym	Special Letter + ☎	APL	Dec. 27,'91
5 x 48¢ + L (C/P)	42¢, 48¢, & 84¢	CANADA 92	14.4 x 13.8	
BK 143	2 Stamps + Olympic Sym	Special Letter + ☎	APL	Dec. 27,'91
5 x 84¢ + L (C/P)	42¢, 48¢, & 84¢	CANADA 92	14.4 x 13.8	

BK 156	2 Stamps	Special Letter + ☺	APL Dec. 30,'92
5 x 49¢ + L	43¢, 49¢, & 86¢	Come Discover Canada's Stamps	14.4 x 13.8
BK 156A	3 Stamps	Xpresspost + ☺	CBN Jan. 7,'94
5 x 49¢ + L (H)	43¢, 49¢, & 86¢	Looking For Adventure?...	13.1 x 13.1
BK 157	2 Stamps	Special Letter + ☺	APL Dec. 30,'92
5 x 86¢ + L (C/P)	43¢, 49¢, & 86¢	Come Discover Canada's Stamps	14.4 x 13.8
BK 157A	3 Stamps	Xpresspost + ☺	CBN Jan. 7,'94
5 x 86¢ + L (H)	43¢, 49¢, & 86¢	Looking For Adventure?...	13.1 x 13.1
BK 167	3 Small	Xpresspost + ☺	CBN Feb. 25,'94
5 x 50¢ + L (P)	43¢, 49¢, & 86¢	Looking For Adventure?...	13.1 x 13.1
BK 167A	3 Stamps	800 Phone # Customer Service	CBN Nov. 14,'94
5 x 50¢ + L (P)	43¢, 49¢, & 86¢	Looking For Adventure?...	13.1 x 13.1
BK 167B	3 Stamps	800 Phone # Customer Service	APC Mar. 27,'95
5 x 50¢ + L (C/P)	43¢, 50¢, & 88¢	Blank	14.4 x 13.8
BK 168	3 Stamps	Xpresspost + ☺	CBN Feb. 25,'94
5 x 88¢ + L (P)	43¢, 50¢, & 88¢	Looking For Adventure?...	13.1 x 13.1
BK 168A*	3 Stamps	800 Phone # Customer Service	CBN Nov. 14,'94
5 x 88¢ + L (P)	43¢, 50¢, & 88¢	Looking For Adventure?...	13.1 x 13.1

BK 168B*	3 Stamps	800 Phone # Customer Service	APC Mar. 27,'95
5 x 88¢ + L (C/P)	43¢, 50¢, & 88¢	Blank	14.4 x 13.8

* new tagging of Side Bars and Center Bar — OP-2 (5 mm)

Abbreviations:

APL = Ashton-Potter Limited
 L-M = Leigh-Mardon Pty Limited
 APC = Ashton-Potter Canada
 CBN = Canadian Bank Note Co.

C/P = Coated Paper
 P = Peterborough Paper
 H = Harrison Paper
 S = Slater Paper

Again I have assumed that Scott, through Unitrade, will assign capital letters to various new booklets. Scott stops at BK 167; I've added BK 167A which has the change in data on the back cover and BK 167B which has new perforations, a new printer, and a different paper. Scott stops at BK 168; I've added BK 168A which has new tagging and a change in the back cover and BK 168B which has new perforations, a new printer, and a change in data under the stamps (now blank).

If any reader has booklet covers different from the above, it is requested that photocopies be sent to the writer. My address is 2649 Shadow Court, Ft. Collins, CO 80525. I will reply.



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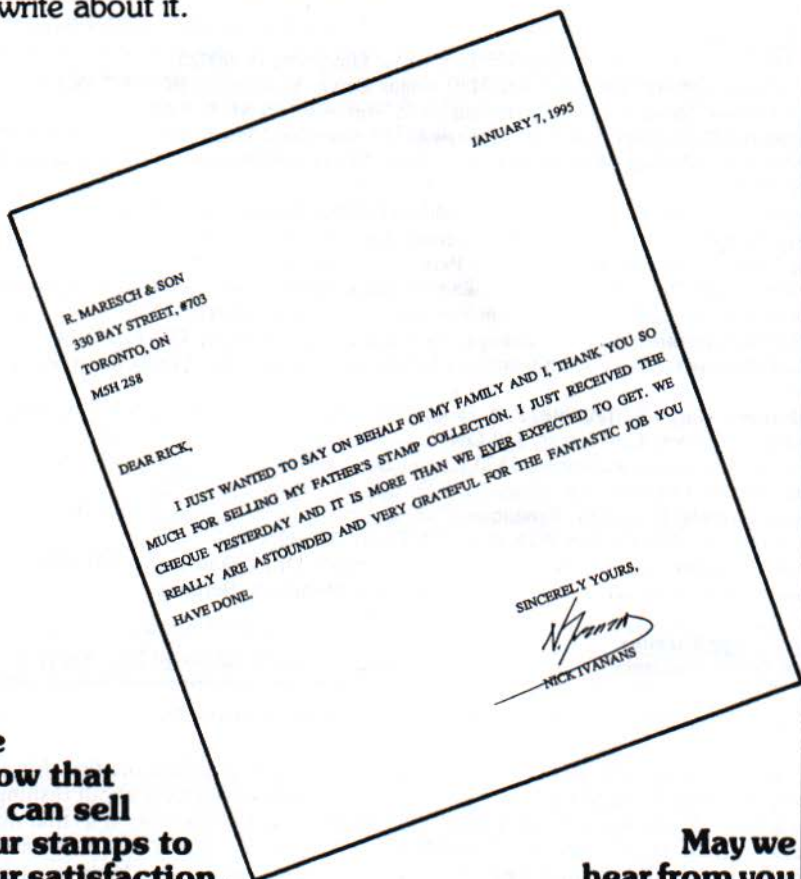
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Study Groups

Air Mail: Basil Burrell, 911 Huckleberry Lane, Glenview, IL 60025

B.C. Postal History: Bill Topping, 7430 Angus Drive, Vancouver, BC V6B 5K2

BNA Perfans: Steve Koning, 29 Balsam Ave., Toronto, ON M4W 3B5

Centennial Definitives: Leonard Kruczynski, 19 Petersfield Place, Winnipeg, MB R3T 3V5

Duplex Cancellations of BNA: Robert A. Lee, 203-1139 Sutherland Ave., Kelowna, BC V1Y 5Y2

Elizabethan: John D. Arn, N. 17708 Saddle Hill Rd., Colbert, WA 99005

Fancy Cancels: Dave Lacelle, 369 Fullerton Ave., Ottawa, ON K1K 1K1

Flag Cancels: John G. Robertson, 10 Pergola Rd., Rexdale, ON M9W 5K5

Military Mail: Ritch Toop (Acting), 2830-B Sandelwood Drive, Ottawa, ON K1V 7P5

Newfoundland: John Butt, 264 Hamilton Ave., St. John's, NF A1E 1J7

Philatelic Literature: Paul M. Burega, 16 Aldgate Cres., Nepean, ON K2J 2G4

Postal Stationery: Steven Whitcombe, 334 Old York Road, New Cumberland, PA 17070-3135

Re-Entries: Ralph E. Trimble, P.O. Box 26556, Markville P.O., Markham, ON L3R 0M4

Revenues: Wilmer C. Rockett, 540 Overlook Ave., Willowgrove, PA 19090

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

Semi-Official Airmails: Bob Marcello, P.O. Box 961, Boston, MA 02103

Slogan Cancels: Daniel G. Rosenblat, 5300 Edgeview Drive, Byron, CA 94514

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

Dead Letter Postmarks: Gary Steele, 8 Bracemont Court, Lower Sackville, NS B4E 3A1

Congratulations to all the BNAPSers who exhibited at the ROYAL in Quebec City.

It has been a quiet period as far as newsletters go. That suited me fine, for it gave me the opportunity to paint the exterior of the house without worrying about rushing to meet a deadline. There was a slight change in deadline dates for this edition so that may be the reason for the small number of newsletters. Newsletter editors will be advised of any permanent deadline changes when the new editor finally takes over. In the meantime, let's get into the reason for being.

Three excellent articles appear in the April issue of the Centennial Definitive Study Group Newsletter edited by Leonard Kruczynski. David Platt has done an extended study entitled "Dated 6 cent Orange with Fluorescent Ink". David is looking for people to exchange information with and to possibly help him out in furthering the study. Mike Painter has supplied two articles; one an extensive study on the "Vertical Strokes on booklet BK 64 (6 cent Black - \$1.50 perf 10)". You'll want to keep this excellent reference. The second article is on the "Broken Necklace" flaw on booklet BK 58a.

The May issue of the R.P.O. newsletter, edited by Bill Robinson, is primarily taken up with annex XIII to the Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks. It's absolutely remarkable the number of new finds that are coming forth each year. Ted Woodward of Cougar Stamps has apparently made a new find, and Bill is asking Ontario R.P.O. specialists to assist in furthering a study about the usage. Here's an opportunity for some participation.

Jack Arnell, editor of the Transatlantic Mail Study Group Newsletter has another very interesting newsletter from which it is difficult to single out a highlight. The issue begins with "A Late Transatlantic Letter to P.E.I.", describing a find submitted by Malcolm Montgomery and goes on with two covers described by John Beaman. Dave Whiteley sent in a cover with detailed comments; the story entitled "Norway to Canada". Following that is an article with rates for the "First Packet Service To North America". Rounding out the newsletter is an illustrated cover that was carried by the *Britannia* on her maiden voyage from Liverpool. The item was sent in by Allan Steinhart.

Volume III, number 5 of the Corgi Times, the newsletter of the Elizabethan II Study Group edited by John Arn, begins with Rick Penko's regular feature Paper Trails and an explanation, through letters, of Phosphor Stamp Tag Inks. John Burnett wrote an interesting article on the Prime Ministers of Canada Series of 1951 - 1955 that originally appeared in Linn's Stamp News in March of this year, and it was reproduced in the newsletter for the enjoyment of study group members. Dr. Jim Watt sent in an enlarged photograph of Scott #723A illustrating a constant variety of a white dot at the apex of the last 'A' in Canada. An imperforate copy of the Louis Hebert stamp is shown. To date there are only four copies known out of a possible total of at least twenty. Elmore Von Hagen's article on the Black Sweater pertaining to Scott #723 brought quite a response from the membership.

In the May issue of the Perforator edited by Patrick Durbano, a common pattern of AY/ER was discovered on an unused 2 cent 1927 Confederation stamp. The information was submitted by Michael Behm.

The May/June issue of Newfie Newsletter edited by John Butt continues the series by Kevin O'Rielly of thumb nail sketches of Newfie post offices. Palmer Moffat's study of the double outer oval is a research aid for cancel collectors. Horace Harrison submitted a lovely post card flown on *Columbia* and endorsed by the navigator. Rounding out the newsletter is an article by Bob Dyer on the 1897 surcharges. This is the feature of the newsletter, and a good article it is.

We welcome Steven Whitcombe as the new editor of Postal Stationery Notes, the newsletter of the Postal Stationery Study Group. The June issue has some interesting articles starting with a Horace Harrison piece - Edwardian Proofs - Interesting and (some) Unlisted Items. The 1954 Canadian Bank Note Post Card Surcharge Orders is an article resulting from some research done by John Aitken, and Colin Campbell submitted a photocopy of an Eaton's card that appears to be Webb P72 but with longer surcharge killer bars. Pierre Gauthier, Allan Steinhart, and John Grace have been busy keeping tabs

on Reader's Digest and provide an update on their latest envelopes. Pierre Gauthier is a busy person, as can be seen by the tidbits he sends in and by the articles "Government Of Quebec Prepaid Envelopes" and "New Certified Mail Envelope." John Grace reports on a New Private Precancel on Webb P66i — something he and John Aitken found in a lot. These two gentlemen are also trying to compile a complete listing of Bulova Cards. Well, for the first issue it was well done Steven.

Daniel Rosenblat, the editor of the Slogan Box, has put together an extremely interesting newsletter beginning with the slogan World Refugee Year Remember and Give. That occupies one page. Two pages are devoted to the slogan Write A Letter Today Letter Writing Week and then it's into the slogan Eat Right For Health. The feature, however, is 22 pages of fantastic research on the slogan Community Chest - United Way - Red Feather related slogans. This really is a piece of work. Dan tells the story of these slogans from 1920's and gives the total usages, including a summary. Slogans are not all that expensive to get into, yet, they are so interesting. If anyone is looking for something new in which to involve themselves, this is it.

It was rather sad to learn of the passing away of Whit Bradley earlier this year. As most of you know Whit was considered to be the dean of studies of the Christmas Stamp of 1898 better known as the Map Stamp. He probably spent the better part of his philatelic life researching and writing on the subject. As a tribute to Whit, it certainly would be nice to see the study group revived to carry on his research.

A warm welcome is extended to all new members. To enjoy the hobby to its fullest, make sure to involve yourself in a study group. Remember, there's no such thing as a foolish question. So, go ahead and ask. It will surprise you how many articles are written based on simple questions.

BNAPEX '95

**Edmonton, Alberta
September 1 - 3, 1995**

Information: Keith Spencer, 5005 Whitemud Rd.,
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John D. Arn

A SURVEY OF RECENT CANADIAN DEFINITIVE STAMPS, 1972 THROUGH 1994 by John G. Schmidt

John Schmidt's new publication is aimed specifically at collectors of the Elizabethan period. This is a working publication. It is 98 pages long, prepared in an 8½" x 11" format and punched for a 3-ring binder or, alternatively, delivered in a 3-ring binder. While the list can be used in many ways, in my view it is ideal for maintaining an inventory of a collector's holding of items from this period. John has done an outstanding job. The list covers all the definitive issues of the period and lists the printer, designer, and engraver where known. Accurate perforation measurements are given in decimal format. Stamp sizes are in millimetres; sheet sizes/formats, plate numbers, and first day of issue or the first recorded dates are given. Printing methods used are listed. All the booklets of this period, a very complicated field, are laid out in a clear and logical format. I only wish the author had also recorded the pane and sheet sizes. This is useful information - especially for Errors, Freaks and Oddities (EFO) collectors. The publication is available from Saskatoon Stamp Centre (P.O. Box 1870, Saskatoon, SK S7K 3S2, CANADA). The price of the monograph, complete in a 3-ring binder and including postage and handling, is CAN\$21.95 or US\$16.45. The price for the punched pages is only CAN\$17.95 or US\$14.45.

Ronald D. Leith

EARLY CANADIAN (B.N.A.) STAMP PERFORATION MEASUREMENTS by J. Goldberg

Mr. Goldberg presents an articulate hypothesis that each of the early Canadian perforating machines is discretely distinguishable by accurately measuring the perforations on period stamps. He bases the theory on the premise that there are only two basic rotary perforating machine design factors that determine the actual perforation gauge measured on stamps. He states that those factors are, first, the number of pins on perforation wheel; and second, the circumference of the perforating wheel. Mr. Goldberg next makes the same assumption as Boggs, namely that the circumference of the pin wheels remain precisely constant at 6.75 inches (presumably calculated on a diameter measured from pin tip to pin tip). This would include all perforating machines supplied either by Bemrose or from the American Bank Note Company who in fact made their own machines, albeit copying the Bemrose design. If this assumption is true, then the only variable that determines the measured perforation gauge on stamps is the number of pins on the pin wheel.

The rest of the manuscript is comprised of a mathematical analysis comparing the theoretical perforation gauge values expected from pin wheels with numbers of pins between 98 and 108 over the 6.75 inch circumference. What Mr. Goldberg offers in addition to the same exercise that Boggs published in 1954, is a comparison of the results versus Kiusalas Gauge numbers. Although the calculated Kiusalas Gauge values fell both above and below the theoretical pin gauges by as much as 0.3 of a Kiusalas number, Mr. Goldberg felt that they were close enough that he created a revised Kiusalas Gauge to include each one of the 98 to 108 pin wheel machines. To do this he added Kiusalas

intermediate gauge values of 62.5, 63.7, 65.5, and 67.5. In his conclusions, Mr. Goldberg hopes that his manuscript will further the understanding of Canadian perforation machine measurements as well as help in classifying the various discrete perforating machines.

Mr. Goldberg's hopes rest entirely on the previously mentioned assumption that all perforating machines have the exact same pin wheel circumference of 6.75 inches, and this value remains constant regardless of pin wear. If true, the resulting perforation measurements on all early Canadian stamps should fall within a reasonable variance from the revised Kiusalas numbers (say within 10%). Preliminary research using highly accurate calibrated Instanta Gauge measurements on early 3¢ Small Queen stamps indicates that this is not the case. There are potentially problems with this basic assumption and caution should be exercised by students of early Canadian stamps before adopting the Kiusalas number theory to identify discrete perforating machines. Mr. Goldberg's manuscript is still an important document in the quest for the true perforation story and, I for one, intend to use his information to conduct further investigation on the intermediate Kiusalas values.

THE BEECHER BOOK - HOW IT CAME TO BE WRITTEN

Comments by Co-author Dr. Anthony S. Wawrukiewicz, M. D.

(U.S. Domestic Postal Rates, 1872-1993, by Henry W. Beecher and Dr. Wawrukiewicz, both of Oregon, was published in 1994, by Randy Neil (Traditions Press). Later in the year, Henry Beecher was named posthumously to the APS Writers Hall of Fame.)

The process by which I came to co-author the Beecher book with Henry W. Beecher is, I think, an interesting one. But first, you must understand a little about Henry. He was an activist, conservationist, a father, a husband, a curmudgeon, irascible, opinionated, and probably much else that I'll never know. He truly was left-leaning that he could accept me as a co-author. He was also very compulsive, demanding, and methodical.

There are many who knew Henry who say that if he had lived, the book would still not have been done. Why was this so? Reviews of the book give a clue to an answer to this question. As the reviews indicate, anyone who wrote ANYWHERE about rates was not free from his clutches. Henry had an encyclopaedic knowledge about rates and U.S. postal policies, and unfortunately, he enjoyed correcting people as much or more than getting the book itself done.

A story might help emphasize this. Beecher once responded to a Linn's article by Richard Graham with a 2-page letter which discussed multiple ramifications of Richard Graham's article, Richard Graham then wrote Henry a response in the form of a 3-page, single spaced letter. When Henry then wrote back with a 6-page response, Richard Graham gave up and "never wrote Henry again"!

Even I couldn't escape his editorial clutches. Three years ago, I was giving a presentation at the Oregon Stamp Society in which I talked about the U.S. postal rates that related to the period of usage of the 1954 Liberty series, and Henry Beecher was in the audience. Actually, he was relatively benign, but still there was this ghostly voice coming from out of the dark, correcting my comments, scary. In the final analysis, Henry spent as much time corresponding and correcting other people's work as he did gathering data for his books, and so the books never moved along much at all toward completion.

It was a year later that he called me and told me the unfortunate news that he had prostatic cancer, and he wondered whether I would help him finish his book(s). Naive fool that I was, I said, "Yes". We then spent the last six months or his life working together.

In this limited time, he was able to communicate to me what he wanted his books to do. They were to be a quality, encyclopaedic series of U.S. rates, domestic and international. The series was to be replete with references and sources for this rate information, so that anyone could more readily extend any section in more depth, if they so desired. There were to be approximately 49 subjects covered in the domestic book, each with its own introductory material, illustrations, and extensive tables.

When Henry died, though, only the following material was available: 14 subjects with tables that were hand-written, 19,000 IBM punch cards with notes (re-cycling again), many obscure note-books, and loose papers galore. It was overwhelming.

What to do now? Over the next year, I did everything I could to attempt to get someone more competent than I to put the books together. I approached John Hotchner; he was way too busy. Ken Lawrence was interested but needed some financial backing, since he makes his living as a philatelic author: no such backing was available. I talked to the Bureau Issues Association, but they were not helpful, as a group, although their president, Jay Stotts, was quite helpful personally.

Therefore, one year later, I was nowhere! No new tables were done, no introductory material written and I knew nothing about discount, air mail and C.O.D. rates and fees. Second-class rates and special fourth-class rates were beyond my ken. There were chapters that I wanted to see written (such as free mail and unmailable matter) for which Henry had obtained no data nor information.

Having no idea of what to do next, I forced myself to take the first tentative step. I started with chapters concerned with material that I understood. I took certified mail service, the special delivery service, simple third-class, single-rate pieces, and parcel posts and slowly and laboriously produced appropriate hand-written tables for these subjects from Henry's IBM cards.

Surprisingly and gratifyingly, table after table began to fall into place. In some cases, I didn't understand the rates, but I could still produce the tables. Then I had a brainstorm of an idea! Once I got the tables in hand-written form, I would pay my daughter, Ann, to enter them into our computer. This I did: she did a marvellously quick and accurate job. One month later, 90% of the tables were done.

Next, what to do about the introductory material that needed to be written in some cases for material rates, and fees that I understood poorly? I developed an iterative process. First, I would write a bare-bones paragraph. Then I would peruse Henry's table foot-notes and get further ideas on which to expand. Next, I would incorporate what little I could find in the philatelic literature concerning each subject. Finally, I would send the material to John Hotchner, who gave very generously of his time to act as editor. Jay Stotts also gave me some input (concerning air mail rates), and Ken Lawrence helped me with the discount rates. Almost miraculously, even in retrospect, each chapter was finished.

Finally, I needed to obtain illustrations. Henry and I were both strongly of the opinion that the books would be more approachable if copiously illustrated. That August, I travelled to the APS annual show (in Houston that year) and, camera in hand, and with marvellous help from dealers, who owned the material, photographed more than 300 covers over the four days of the show. All the components of the book were now ready; three months later, I had the finished product in hand.

Therefore, somehow, the book was finished. As I look back, I am very happy with the

product, as I hope Henry is. In retrospect, there were things that I might have done somewhat differently, but in the final analysis, it's the book that Henry and philatelists concerned with the U.S. rate history desired. At this point, well over 1000 of the 2000 copies printed have been sold. I have begun work on the International book, but I don't plan to produce this volume as urgently as I did the domestic book. I hope to get more feed-back from critics before I publish the international volume, in the expectation that it will be the most useful book possible.

Editor's Note: This article appeared in "Proceedings Second Oregon Stamp Forum" sponsored by The Oregon Stamp Congress, and is reprinted here with permission. John Arn has already reprinted this item in the Corgi Times, and it appears in Topics even though the Beecher book is a reference work for U.S., not BNA rates. It is to be hoped the very fact such a compendium of rates could be put together will encourage someone in BNAPS to take the lead in preparing a similar book for Canada and Newfoundland.

As the article portrays, this would not be a simple undertaking, but such a work is badly needed.

Some New Rates and Postal Fees

Robert Lemire

Postage rates in Canada are again on the rise on August 1. This is not a surprise, as before the government intervened, the Post Office had planned the rate increase for last autumn. The first class rates, first weight step, for mail to Canada, the United States, and international destinations will become 45¢, 52¢ and 90¢, respectively, and there are approximately proportional increases in most other rates.

However, for the benefit of future postal historians, it may be worth mentioning some of the less obvious rate changes. For example, the price of an International Reply Coupon more than doubles - from \$1.50 to \$3.50. Money order rates to most countries only rise from \$4.95 to \$5.00, but there are exceptions. Money orders to the United Kingdom now cost \$4.50 instead of \$4.00, those to the United States cost \$3.50 rather than \$2.40 and those to Canada, Fiji and most of the West Indies countries cost \$2.00 rather than \$1.95.

There is no "printed papers" rate to Canadian addresses. This has led to a couple of rate anomalies over the last few years, and these continue. A 100-200 g piece of printed matter will cost \$1.43 to mail to the United States, but as "other lettermail" will cost \$1.45 to Canada. A similar piece weighing 200-300 g, will be \$2.00 to the United States and five cents more to Canada.

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This must be the first stamp column with nothing to report: there is nothing for a denomination on the Canadian Flag commemorative or the Fortress of Louisbourg stamp pack. Canada Post was anticipating a rate change to 45¢, and left the denomination blank. Each stamp is worth 43¢ until the rate goes up; after that it is worth the new rate (45¢). Presumably the price of the stamp will rise as well (the cover of the Louisbourg pack says explicitly 10 stamps x 43¢ / \$4.30, but then stickers have covered over many a price before). It's not often mint Canadian stamps go up in value so soon after issue! (Cover collectors just think - you can own a cover that was mailed properly paid at a lower rate and arrived properly paid at a higher rate with no stamps added!) As with the 1981 "A" stamp and the 1994 star stamp, these no-denomination stamps are valid for postage only inside Canada.

It is nice to see Ashton-Potter back printing Canadian stamps. Their return is marked by several new printings for the current definitives, listed below with paper, printer and release date (CP = Coated Paper):

1¢ Berry	CP	A-P	3 Apr. 1995
43¢ Queen Stamp Packs	CP	A-P	27 Mar. 1995
50¢, 69¢, 88¢ Sheet Stamps	CP	A-P	10 Apr. 1995
50¢, 88¢ Stamp Packs	CP	A-P	27 Mar. 1995

The 1¢ is essentially identical to the original Ashton-Potter printing, but the 43¢ Queen has dark hair like the CBN printings, instead of auburn hair like the original A-P printing. Inscripted corner blocks of the new A-P printings can be separated from the original A-P printings by the company name on the selvage: "Ashton-Potter Canada Ltd" on the new printings, "Ashton-Potter Limited" on the old ones. There are no perforation differences in the 1¢ or 43¢ stamps.

There is no perforation change from the previous CBN printings for the Fruit Trees sheet stamps, but there is for the stamp packs: A-P is perf. 14.4 x 13.9 (23 x N/A teeth), compared to 13.1 x 13.1 (21 x N/A teeth) for CBN.

Used copies of the Fruit Trees stamps can all be separated by the tagging. The 50¢ and 69¢ have four-sided tagging, with the CBN tagging almost invisible (or duller than the paper) when examined under strongly-reflected light, such as from a desk lamp; the A-P tagging is brighter than the paper. On the 88¢, the first CBN printing is 4-sided tagging, the second CBN printing is three-bar tagging with the centre bar duller than the design under reflected light, and the A-P printing is three-bar tagging with the centre bar brighter than the design.

The information for the WW II and Art stamps in the following table was taken from Canada Post's booklet Canada's Stamp Details. Information for the Flag and Louisbourg stamps was not available at press time, so the information is from the philatelic selvage. (The Louisbourg selvage does not list the stamp paper.) Size, perforations and number of teeth are measured from the stamps, and are given as (HORIZONTAL) x (VERTICAL). All stamps are commemoratives with PVA gum.

Issue	World War II	Art Canada	Canada Flag	Louisbourg
Value	4 x 43¢ s-t	43¢	43¢	5 x 43¢ s-t
Issued	20 Mar. 1995	21 Apr. 1995	1 May 1995	5 May 1995
Printer	CBN	CBN	CBN	A-P
Quantity	10 MM	8.7 MM	15 MM	15 MM
Size (mm)	48 x 30	40 x 48	33.7 x 33.7	* x 32
Paper	P	CP	P	CP
Process	5CL	6CL + 1CF	6CL	6CL
Pane	16	16	20	10 (booklet)
Tagging	G4S	G4S	G4S	FCP
Perf.	13.3 x 13.0	13.0 x 13.3	13.6 x 13.1	12.5 x 13.1
Teeth	32 x 20	26 x 32	23 x 22	* x 21

* The Fort Louisbourg stamps have various widths, as follows: two stamps 48 x 32 mm (30 x 21 teeth), and one each 32 x 32 mm (20 x 21 teeth), 40 x 32 mm (25 x 21 teeth) and 56 x 32 mm (35 x 21 teeth).

ABBREVIATIONS: 1CF = one-colour foil; 5(6)CL = five (six) colour lithography; A-P = Ashton-Potter; CBN = Canadian Bank Note Company; CP = Coated Papers; FCP = fluorescent coated paper (on stamps only); MM = million; P = Peterborough; s-t = se-tenant; and tagging G4S = General 4 Sides.

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