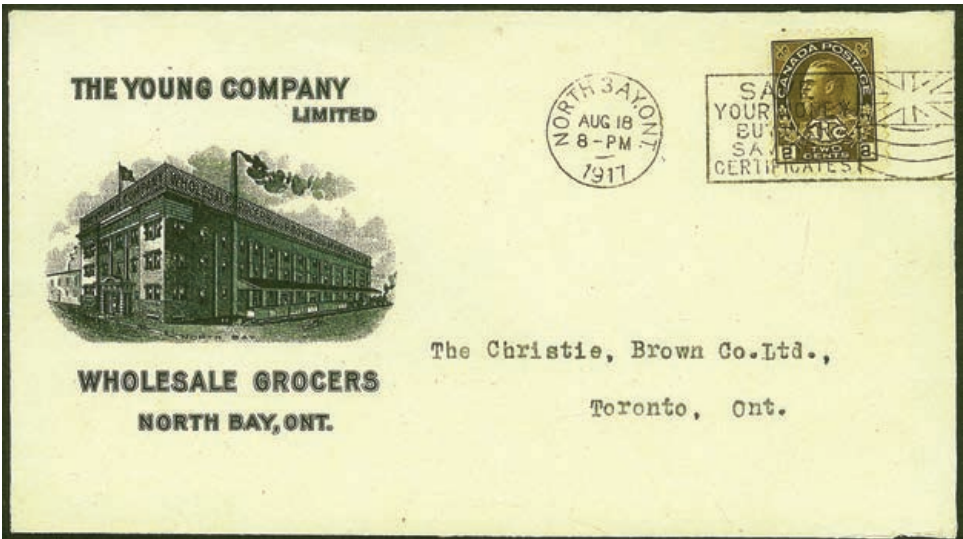


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BNA Topics



Whole number 528 Volume 68 Number 3



A Brief History of Postal Service in North Bay, Ontario, p.8

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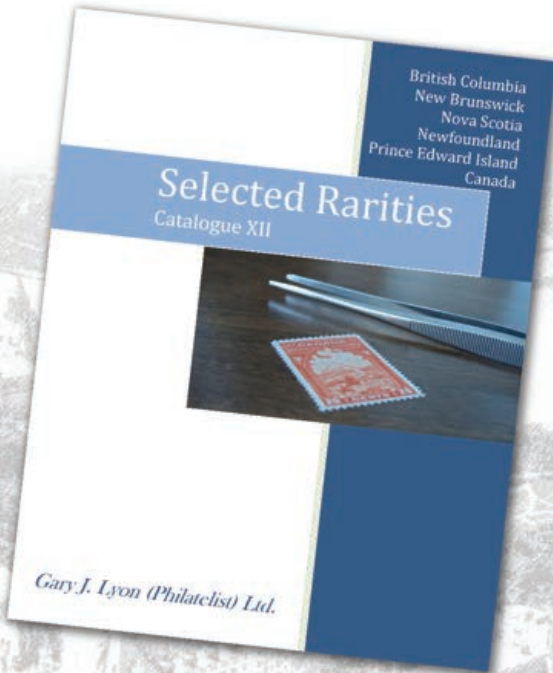
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The Official Journal of the British North America Philatelic Society Ltd

Contents

3	Editorial	
4	Readers write	
6	BNAPLEX 2011 North Bay souvenirs	
7	BNAPLEX 2011 North Bay events and meetings	
8	A brief history of postal service in North Bay, Ontario.....	<i>Jack de la Vergne</i>
16	ADDENDUM IV—5¢ Beaver: An overlooked flaw.....	<i>Kenneth A Kershawe</i>
18	RPO Cowcatcher: Bonaventure Station.....	<i>Peter McCsCarthy</i>
24	The 1935 Canada Silver Jubilee imperforate stamps: Official correspondence —interpreting the information.....	<i>Neil Donen and Derek Hayter</i>
27	Playing card revenue stamp	<i>John Parkin</i>
28	Early Canadian covers to the Papal States and to Italy.....	<i>George B Arfken</i>
34	My favourite stampless covers	
	8. Historic Canadian figures: Sir Sandford Arnot Fleming.....	<i>C R McGuire</i>
42	New book releases.....	
49	New issues	<i>William J F Wilson</i>
54	Study group centreline	<i>Derek Smith</i>
58	Victoria's secrets	<i>Cecil C Coutts</i>
62	Canada's "Stealth" MPOs—Part 2.....	<i>Henk Burgers</i>
73	BNAPS business and reports	
	73 President's column (Robert Lemire)	78 Study groups (Peter MacDonald)
	74 Donations—2011	78 Classified advertisements
	75 From the Secretary (David G Jones)	79 Executives and Directors
	76 Regional group rant (Jack Forbes)	80 Committees and appointed officers

Cover Illustration: A rare 1917 North Bay Flag cancellation on an advertising cover, p. 8

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... continued on page 3 ...

The postal system and the changing world

As this is being written, Canada is in the midst of a postal dispute—rotating strikes by employees of Canada Post, followed by a lockout imposed by the Corporation. There are many unresolved issues, but there is one key indisputable contributing factor—the world has changed (as always), and therefore organizations must adapt to the world. In this case, improved electronic communication has meant that much of what used to be put into the post as first class mail is now sent by e-mail. Changes to the banking system have followed, and even long-distance telephone rates have become more affordable. The result is less first class mail, and a larger portion of the postal service revenue stream now comes from advertising material—for that purpose, hard copy still seems to have an advantage. Even when the postal service is used, people are increasingly impatient—many customers are prepared to pay for a premium service such as next-day delivery. All of this has an impact on personnel requirements for mail sorting and delivery.

Nevertheless, it is very unlikely that the postal system, as we know it, will disappear in the next few decades—1.3 million pieces of mail are still handled by the Stoney Creek, Ontario sorting facility every day. Despite a major population shift from urban to rural areas of Canada over the last half-century, rural areas still need to have services. Over the years there have been purges of rural post offices (early in the twentieth century and again around 1970), but rural post offices and deliveries on rural routes are still important. Rural Internet services are much less reliable than those in urban areas; many private parcel delivery services are patchy at best; and distribution of advertising material to less densely populated areas by methods other than post can be very expensive.

This certainly is not the first time that postal systems have needed to adapt to a changing world. Railways, especially transcontinental railways, allowed mail to be moved much more rapidly, and on a regular schedule than was possible before. Air transport similarly increased mail volumes between continents (especially trans-Pacific mail). Conversely, widespread introduction of the telegraph in the late-nineteenth century and the telephone in the early twentieth century (especially in urban areas), reduced the use of the mails, especially for urgent communications.

For the collector of contemporary stamps actually used to carry mail, the hobby has become more difficult. For a real challenge, try to prepare a collection of non-philatelic Canadian covers, with each commemorative stamp from 2001 to 2010 used to pay the appropriate first-weight step rate (domestic, US and overseas, as appropriate).

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Illustrations must not be embedded in Word™ or WordPerfect™ files! PLEASE do not format text files other than for normal paragraphing, italicization, bolding, or underlining. If tables are required, please consult the Editor before preparing a file in WordPerfect™. Illustrations MUST be sent as separate files from text files. (Scans at 300 dpi in .jpg format are preferred for illustrations sent as attachments). Until a new Editor is found, articles and letters may be submitted by e-mail to Mike Street (mikestreet1@gmail.com) or by mail to 73 Hatton Drive, Ancaster ON L9G 2H5.

Publications Committee: Robert Lemire (Chairperson), Mike Street, Charles Livermore.

Readers write

Unusual Hole in 1¢ Edward stamp (*BNA Topics*, Readers Write, January–March and April–June 2011): *Peter McCarthy* may have solved the puzzle of the source of the large “L” used to punch a 1938 Newfoundland 2¢ George VI definitive re-issue, Sc #254. He writes, “The postcard carrying Jon Johnson’s “L” punched Edward is obviously from one CPR employee to another. The Newfoundland ticket is dated 1933 and the stamp was issued in 1938. Here’s what I believe to be the connection: The CPR managed the Newfoundland Railway for a short period prior to 1923 and no doubt instituted some of their policies, one being the similarity in tickets and the use of the “L” punch on tickets. (The other holes in the ticket are from conductors’ punches.) There is also a probability that a bulletin or circular was issued to ticket agents in large centers to use some means to prevent theft of stamps by other employees. Hence the “L” punch, because that punch was in universal use throughout the CPR. The Newfoundland Railway no doubt carried on with CPR practices, including the “L”, until the CNR took over in 1949.”



Three cancels looking for a collector (*BNA Topics*, October–December 2010 and Readers

Write April–June 2011): In his March 2011 sale, *Hugo Deshayes* illustrated the first known “Double Circle” cancellation from Saint John, New Brunswick, a 1908 SUPT. OF LETTER CARRIERS/ NOV/6/PM/ ST. JOHN, N.B. strike on a registered letter from Toronto, and a new Winnipeg type, [?] LETTER CARRIERS/



AUG 27/1917/ WINNIPEG, MAN. on a registered cover from Dauphin, Manitoba.

The Kingston B2S Hammer (*BNA Topics*, January–March 2011): Author *Don Ecobichon* writes, “Since publishing “The Kingston B2S Hammer: Unusual numerical indicia,” (*BNA Topics* January–March 2011, pp 38-39), my query whether anyone had ever seen a late 1854 cancel with the aberrant “4” in the year-line resulted in a couple of telephone conversations with Bruce Graham. He provided a scan of a cross-border letter from Picton dated DE 26, 1854 with a B2S Kingston transit cancel (the 27^h), an indistinct, fuzzy 1854 but showing the displaced, small “4”. This indicates that the anomaly remained in use for that entire year. My thanks to Bruce for his interest and assistance in solving the issue.



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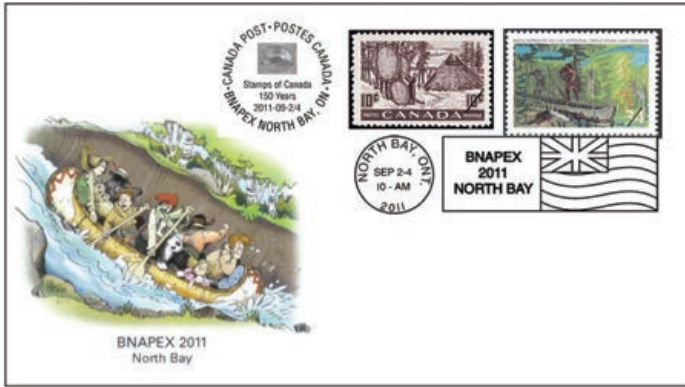
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Please note: Covers shown above are mock-ups. Actual covers will be slightly different.

BNAPEX 2011 North Bay events and meetings

Events:

Thursday, 1 September 2011

9:00 am: BNAPS Board of Directors

Meeting

Noon-10:00pm: Exhibits and Bourse set-up, Ballroom

2:00 pm: Registration

Friday, 2 September 2011

8:30 am: Registration

9:00 am: Tour: City of North Bay

9:45am: Official opening of BNAPEX 2011 North Bay

10:00 am: Exhibition and Bourse opens

10:00 am: Meetings and Seminars

5:00 pm: Exhibition and Bourse closes

5:30 pm: Lake Nipissing Dinner cruise on the SS Chief Commanda

Saturday, 3 September 2011

7:30 am: Order of the Beaver breakfast and meeting

10:00 am–3:00pm: Tour: Marten River Logging Camp & Museum

10:00 am: Exhibition and Bourse opens

10:00 am: Meetings and Seminars

5:00 pm: Exhibition and Bourse closes

5:30 pm: Dinner on your own

Sunday, 4 September 2011

8:00–9.45 am: BNAPS Annual General Meeting

9:30am–3:00 pm: Tour: Sturgeon River House Museum

10:00 am: Exhibition and Bourse opens

10:00–11:30 am: Judges Critique

11:30 am: Meetings and Seminars

3:00 pm Exhibition and Bourse closes

6:30 pm: Past Presidents' Reception

7:00 pm Awards Banquet

Study Group Meetings and

Seminars (as of 21 June 2011—check the BNAPEX website for additions and changes):

Friday, 2 September 2011

10:30/11:30 Study Group Leaders—The Renewal of BNAPS Study Groups

1:30/2:30 Revenue SG: Speaker: Clayton Rubec

2:00/3:00 Newfoundland SG

2:30/3:30 Elizabethan II SG: Annual BNAPEX Show-n-tell

Saturday, 3 September 2011

10:00/11:00 Airmail SG: Speaker: Vic Willson

10:30/11:30 FDC SG

11:00/12:00 Canada's Postal Code System (seminar): Nick Poppenk

1:00/2:00 Postal Stationery SG

2:00/3:00 Regional Group Leaders: Annual leaders' meeting

2:30/3:30 Admiral SG

3:00/4:00 King George VI SG

3:30/4:30 Railway Post Office SG

Sunday, 4 September 2011

12:30/1:30 Canada Post Ephemeral and Collateral SG: Organizational and Show-n-tell

1:00/2:00 Pence-Cents SG: Organizational meeting

2:30/3:30 Study Group Leaders: Review of BNAPEX 2011 Study Group Activities

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A brief history of postal service in North Bay, Ontario

Jack de la Vergne

THE city of North Bay, site of this year's BNAPEX convention, is a transportation hub located 340 kilometres north of Toronto. It straddles the narrowest height of land between the Lake Nipissing–Lake Huron drainage basin to the west and the Trout Lake–Ottawa River watershed to the east. It thus lies on an ancient trade route, long used first by aboriginal peoples, then by voyageur fur traders, and later by the great lumber barons. The first post office in the vicinity was established in 1856 at a Hudson Bay Company post in the town of Mattawa, 60 km east of North Bay (Figure 1).



Figure 1. 5¢ Beaver tied by Mattawa broken circle, 4 February 1867.

What are today the city limits then encompassed uninhabited virgin forest. It remained that way until the head of rail of the first *TransCanada Railway* had reached Callander Station (now Bonfield) in 1881 and the right-of-way had been established to a proposed major terminus at what is now downtown North Bay. Here, a small community suddenly blossomed on the northeast shore of Lake Nipissing.

As the railway advanced towards this settlement, mail was carried on horseback to the advancing head of rail on a regular basis. The pony rider was a CPR yeoman, John M Ferguson, the acknowledged founder of North Bay. He is recognized as the first postmaster, although he held no official title or authority.

Keywords & phrases: North Bay, postal history, postal markings

That honour went to a Mr William McDonald, in whose store [1] on Front (now Oak) Street (Figure 2) a regulation post office was established in 1884. At first, little mail was processed at this office; only a handful of covers cancelled prior to 1890 have survived. Two are seen in Figures 3 and 4.



Figure 2. First North Bay post office.

After 1890, a treasure of stamped covers and cut squares can be found, featuring all types of cancellations, circle date stamp (CDS), broken and squared circles, flag, duplex, roller, and many “slogan” cancels, as well as Registration marks. (Figures 5 and 6 and Table 1)

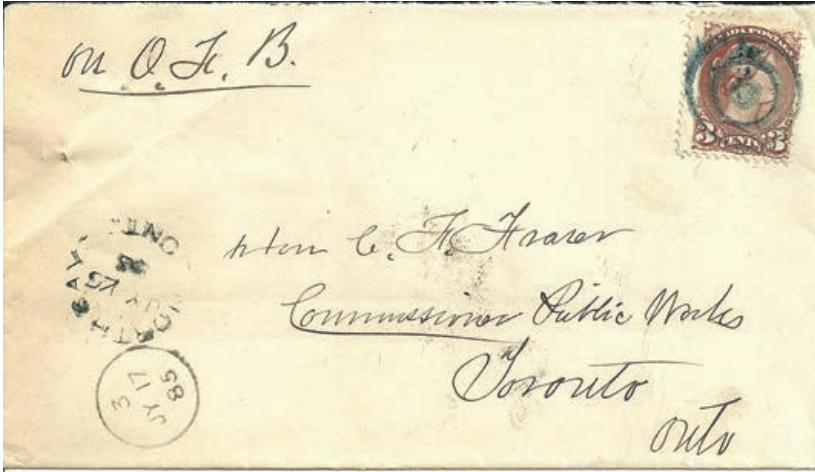


Figure 3. Earliest North Bay cover, 17 July 1885 broken circle with blue target.



Figure 4. “The Pacific” Hotel envelope, Toronto carrier mark dated 21 May 1888.



Figure 5. North Bay Squared Circle cancelling Map Stamp, 4 January 1900.



Figure 6. North Bay 1917 flag cancel. (Courtesy Doug Lingard)

In 1907, construction of the impressive new post office building at the corner of Main Street and Ferguson (Figure 7, from a patriotic post card) was interrupted by a raging fire that destroyed all but the standing masonry and foundations, as well as completely razing an adjacent department store, the largest in town (Figure 8). The structure was rebuilt and served continuously until it was razed in 1957. A new post office completed that year at Worthington St and Ferguson St continues to provide full postal services to the public today.



Figure 7. New 1907 post office.



Figure 8. New North Bay Post Office, burned before completion, 2 August 1907.

During all this time, a great deal of mail was carried separately by the railway post office (RPO) to be sorted and cancelled en route. This was because North Bay quickly became a major railway hub: A line to the south (*Northern and Pacific Junction*, later *Grand Trunk*) was finally connected in 1888 and opened the following year.

Another railway (*Temiskaming and Northern Ontario*) was completed in 1904 north to New Liskeard; later it was extended further northward to meet the second Transcontinental Railway at Cochrane. Finally, a second east-west railway (CNR) came through town in 1915. These railway lines provided reliable RPO mail service until their final runs in late April and early May 1971 (Figure 9).



Figure 9. Commemorative last North Bay RPO run cover, dated 1 May 1971.

An aspect of North Bay postal history that has not been extensively researched is mail service to the many lumber and mining camps that existed in outlying areas over the years. It was obviously important enough for someone to have published the post card in Figure 10.

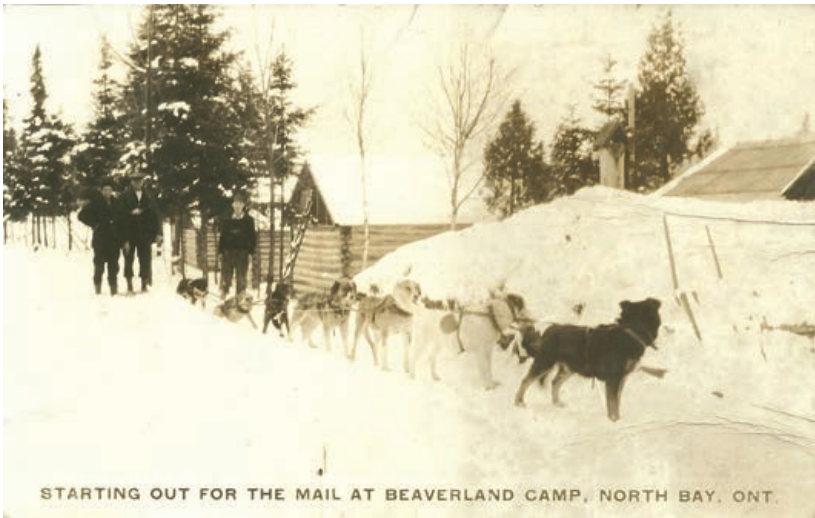


Figure 10. Real photo post card of dogsled mail at North Bay.

Acknowledgements

Thanks very much to John Beddows and Mike Street for their encouragement, to Doug Lingard for the North Bay flag cover illustration and, particularly, to Gus Knierim for the loan of many of the scans in Table 1.

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- [1] Anson A Gard, *Gateway to Silverland*, Emerson Press, Toronto 1909.
- [2] JB McDougall, *Back to the Bay*, Nugget Publishing, North Bay 1925.
- [3] WKP Kennedy, *North Bay*, TH Best, Toronto, 1961.
- [4] Floreen Carter, *Ghost and Post Offices of Ontario*, ISBN 0 920989 04 7, University of Toronto Press, Toronto, 1986.
- [5] Cuthbert (Cup) Gunning, *North Bay's Startpoint 1882*, ISBN 0-9694721-7-X, 1998.

Table 1. North Bay cancellations and other postmarks



Broken Circle, 1887

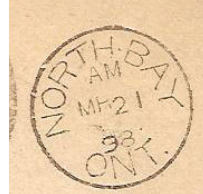


Keyhole cancel, 1887 (enhanced)

Table 1. North Bay cancellations and other postmarks



Circle Date Stamp, 1892



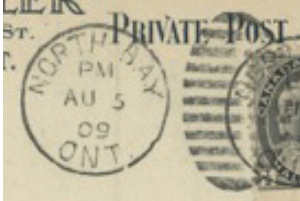
Circle Date Stamp, 1898



Squared Circle, 1899 (enhanced)



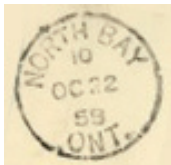
*Duplex (circle), 1906



*Duplex (oval), 1909



* Circle date stamp, 1928



* Circle date stamp, 1958



*MOON, 1961



*POCON, 1996



Millenium and 75th anniversary of North Bay City Charter cancel, 1999.

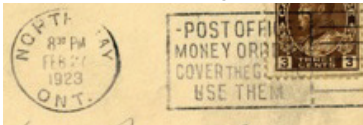


Machine (flag) cancellation, 1917



Machine (lines) cancellation, 1917

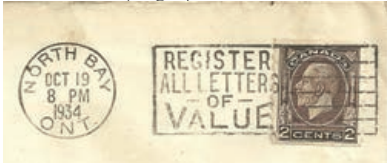
Table 1. North Bay cancellations and other postmarks



*Machine (slogan) cancellation, 1923



*Machine (slogan) cancellation, 1934



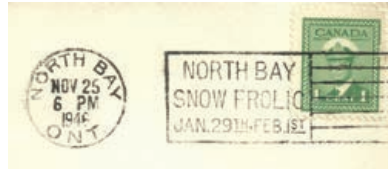
*Machine (slogan) cancellation, 1934



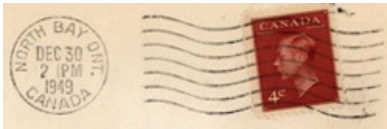
*Machine (slogan) cancellation, 1935



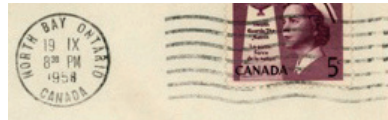
*Machine (Lines) Cancellation, 1937



Machine (slogan) cancellation, 1946



*Machine (lines) cancellation, 1949



*Machine (lines) cancellation, 1958



*Machine (lines) cancellation, 1962



*Machine (slogan) cancellation, 1974



Roller cancellation, ca 1900



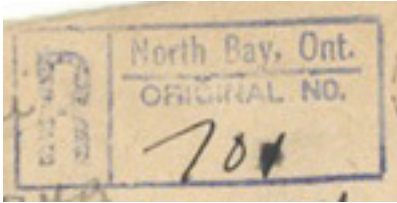
Meter impression, 1947



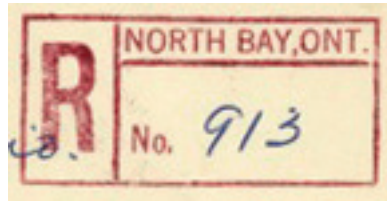
Registration, 1898



*Registration, 1909

Table 1. North Bay cancellations and other postmarks

*Registration, 1928



*Registration, 1958



Registration, 1960

All images marked * are courtesy
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***BNA Topics* Back Issues—Final Call**

We have had a few customers, but BNAPS Circulation Manager Wayne Smith still has hundreds of copies of back issues of *BNA Topics* (and *BNAPortraitS*). Excess copies will be marked for shredding and disposal on October 1, 2011. Until then, copies will be available from Wayne for the cost of postage plus a \$2-per-order handling fee. After that date, only a very small number of copies of each issue will be retained for sale (at the usual price of \$6.95/copy plus postage).

Stocks of pre-1967 *BNA Topics* are limited, but from 1968 onwards most issues are available. Of course, issues of *BNA Topics* through 2005 are also available online at the BNAPS website (Horace W. Harrison Online Library).

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ADDENDUM IV—5¢ Beaver

An overlooked flaw

Kenneth A Kershaw

After plating the Half Cent Maple Leaf, the 1898 Map Stamp, and five different stamps of Prince Edward Island, Ken Kershaw turned his attention to plating the classic stamps of the 1850s. The first result was his two-volume set of books on plating the 5¢ Beaver, Sc. #15 [1].

IN my previous article on the 5¢ Beaver in *BNA Topics* [2], I wrote about additional varieties found in the 5¢ Beaver, Sc #15, Figure 1. Naturally, after completing the set of books on this stamp, new varieties have continued to show up. This article describes another flaw that was overlooked.

This flaw, in the “R” of “VR”, is present in the plate proofs 10 and 11 that I used for the initial plating studies, but is faint and was overlooked. Chester Soule, however, noticed it on a copy of the final perforated issue of the 5¢ Beaver, which is shown here in Figure 1, and greatly enlarged in Figure 2. My most grateful thanks to Chester.



Figure 1. A 5¢ Beaver showing the “R-dot”.
(Courtesy Chester Soule)

References

- [1] Kenneth A Kershaw, *The Five Cent Beaver I. The Plate Proofs of States 10–11*, and *The Five Cent Beaver II. Plating the More Notable Varieties and Re-Entries*, BNAPS, 2007.
- [2] Kenneth A Kershaw, “ADDENDUM II—5¢ Beaver, A new and extensive re-entry,” *BNA Topics*, Vol 66, No 2, Whole No 519, April-June 2009.



Figure 2. “Dot in the R” flaw in the 5¢ Beaver.

Keywords & phrases: 5¢ Beaver, varieties

Hugo Deshaye (Philatelist) Inc.

DEALER IN CANADIAN POSTAL HISTORY



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The RPO Cowcatcher

Bonaventure Station

Peter McCarthy

CANADA'S second railroad, the Montreal & Lachine Railroad, opened to traffic on 19 November 1847. It ran from the wharf in Lachine, at the head of the Lachine Rapids, through Ville St. Pierre and St Henri to the terminal of Bonaventure Station in Griffintown in the heart of Montreal, a distance of just seven-and-a-half miles. Bonaventure Station (Figure 1) derived its name from the street it faced, St. Bonaventure Street, which later became St. James Street. Today it is known as rue Saint-Jacques.



Figure 1. Bonaventure Station before the 1916 fire.

Several events occurring in the railroad industry had a direct effect upon Bonaventure Station. The Lake St. Louis & Province Line Railway received a charter in 1848 to construct a rail line from Caughnawaga, across from Lachine, to Hemmingford, three miles from the New York border, and on to Mooers Junction, New York. This line amalgamated with the Montreal & Lachine Railway and the name changed to the Montreal & New York Railway. By 1852 the line linked Plattsburg, NY with Montreal via Hemmingford and Caughnawaga, in direct competition with the Champlain & St. Lawrence Railroad, which had extended its line from Laprairie to St. Lambert and from St Johns to Rouses Point, New York (Figure 2).

Keywords & phrases: Railway Post Office, stations/depots, Bonaventure Station

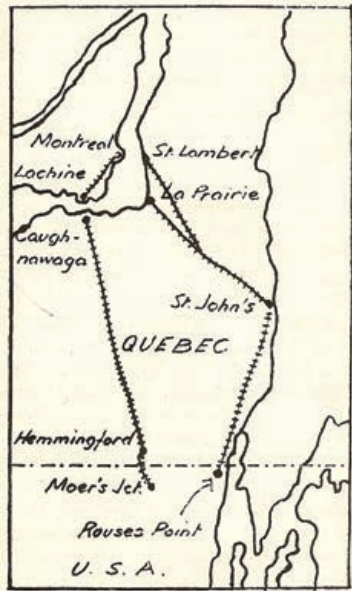


Figure 2. Map showing Champlain & St. Lawrence and Montreal & New York Railroads.

In the spring of 1886, the St. Lawrence River spilled its banks in grand style, flooding all of the lower Montreal area, including the area surrounding Bonaventure Station (Figure 3). In 1887, the Grand Trunk decided to transform the station from a wood to a brick structure, topped by a tower at each front corner plus one of different design in between (see Fig. 1 above). There is every reason to believe the Canada Post Office at this time had space in the station to sort and transfer mail bags to connecting trains.

The first indication of a post office in Bonaventure Station came with the use of an oval, double-lined cancellation, SN-24 (not shown), that read **BONAVENTURE STATION / MONTREAL**. The earliest-known date of use of SN-24 is 13 August 1912, with the latest reported date being 28 January 1915. That is not necessarily the final time the device was used because there is a date gap between SN-24 and SN-25 (Figures 4, 5). The only known copy of SN-25 is dated 19 July 1915. With close to seven months between the use of the two devices, the question remains whether 28 January 1915 was really the last date for SN-24 and, if so, was 19 July 1915 the only day SN-25 was used?

Both companies were losing revenue due to freight- rate and ticket-price slashing. The Montreal & New York ceased to operate beyond Hemmingford due to internal conflicts. These led to the Champlain & St. Lawrence and Montreal & Lachine amalgamating in 1857 and operating as the Montreal & Champlain Railroad. The amalgamation, of course, included Bonaventure Station.

Victoria Bridge, constructed by the Grand Trunk Railway (GTR), was opened to traffic in December of 1859. The company's Montreal terminus, however, was located on the waterfront near Point St. Charles, a less-than-favourable spot. The Grand Trunk had been buying into the Montreal & Champlain Railroad and, with the latter still having financial difficulties, leased the company in September of 1863 and subsequently purchased it outright in 1872. Due to its broad gauge of 5' 6", as compared to the standard gauge of 4' 8½" used by other railroads, the GTR had already laid a third track from St Henri into Bonaventure Station, which now belonged to the Grand Trunk. In 1870, the GTR adopted the 4' 8½" gauge.



Figure 3. The first Bonaventure Station during the flood of 1886.



Figure 4. SN-25.

Things now become very interesting. The next two cancellations, SN-26 and SN-27 (not shown) were rubber stamp ovals, proofed in 1916 but never used. Lewis Ludlow apparently obtained the proofs through the Philatelic Foundation in New York.



Figure 5. SN-25 strike. (Courtesy Ross Gray)

On 1 March 1916, Bonaventure Station was destroyed by fire (Figure 6).

Only the walls were left standing. Any mail waiting to be loaded is thought to have gone up in flames, along with the cancelling devices SN-25, SN-26, and SN-27. Here again, the theory is that examples of SN-25 dated between 19 July 1915 and 1 March 1916 exist.



Figure 6. Pictures showing the aftermath of the fire of 1916.

The Grand Trunk rebuilt Bonaventure Station, minus the towers. It was reopened in August of 1916. The post office moved back in, with a new steel cancelling device, SN-28, which read **BONAVENTURE STATION / • MONTREAL • P.Q. •**. This device is known to have been used between 4 August 1916 and 3 March 1922 (Figure 7).



Figure 7. Rebuilt Bonaventure Station and an example of the SN-28 strike.

In 1923, the post office introduced a new cancelling device, SN-29, with two hammers. Hammer One (SN-29.01) read **MONTREAL • P.Q. / • BONAVENTURE STA'N. •**. Its proof date is 9 April 1923, but the earliest-recorded date of use is 23 July 1923. The latest-recorded date is 18 May 1936. The earliest date of use for Hammer Two (SN-29.02) is 16 June 1936. Even here there is a one-month time lapse between the two hammers. The latest-known date of use is 22 June 1949, when all passenger services, the post office, and the mailroom were moved to the Canadian National Railway's (CNR) new facility, Central Station. The CNR had by then taken over the Grand Trunk Railway (Figure 8).



Figure 8. Bonaventure Station after being acquired by Canadian National Railway, with examples of the SN-29 Hammer 1 (left) and Hammer 2 (right) strikes.

The last cancelling device made for Bonaventure Station, SN-30 (not shown), read **Bonaventure Station, / MONTREAL**. This was an oval rubber stamp only known used on one day, 25 March 1936.

The story of Bonaventure Station doesn't end here. After the CNR moved to Central Station in 1949, Bonaventure Station was demolished, and a new building was erected in 1952. Express trains carrying bulk mail continued to leave from the Bonaventure terminal (Figure 9) until the late 1960s/early 1970s, when the land was sold for urban renewal. (Today, Bonaventure Station is a subway station.) The postmark in Figure 9, QC-349, is an example of one of the RPOs used on trains using Bonaventure Station in this era.

The next step is to initiate a search through the archives for proof dates for these hammers. Meanwhile, there should be enough interest to



Figure 9. Example of bulk mail cancel QC-349 dated 8 Oct 1965.

go through stock to try and connect the missing links. Members of BNAPS, whether they are part of the RPO Study group or not, should report anything unusual they find to Ross Gray, Editor of the study group newsletter.

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The 1935 Canada Silver Jubilee imperforate stamps: Official correspondence —interpreting the information

Neil Donen and Derek Hayter

ARTICLES appearing in the third and fourth quarter 2010 issues of *BNA Topics* identified and discussed the potential numbers of 1935 Canadian Silver Jubilee imperforate stamps that apparently became available in the public domain [1, 2]. One of the authors (DH) is in possession of correspondence between the Post Master General of Canada (PMG) and the President of the CBNC (Figure 1). The letter is interesting from a number of points-of-view and is used to illustrate some issues in interpreting officially provided information.

The background information is briefly summarized for the benefit of readers. Up to six gummed panes were provided to the Canada Post Office (CPO) Department from the printers, the Canadian Bank Note Company (CBNC). Two were retained by the CPO, while the remainder were available for distribution “under the direction of the Post Master General.” In the 1930s, a senior post office official began exchanging these extra panes for nineteenth-century Canadian stamps from a private collector. We believe the collector was either one Fred Norris from Michigan or Allard Brophy from Montreal. Table 1 below summarizes the total number of known gummed imperforate stamps.

Table 1: Number of Canada 1935 Silver Jubilee imperforate stamps identified

Value	No. of Stamps in public domain	No. of stamps at National Archives	Total
1¢	300	100	400
2¢	200	100	300
3¢	250	50	300
5¢	100	100	200
10¢	250	50	300
13¢	300	100	400

The letter, which is dated March 1939, identifies Fred Norris of Bay City, Michigan as the exhibitor of the Silver Jubilee imperforate stamps. This is some four years after the issue of the stamps and would seem to strongly support the notion that he was the private collector with whom Mr. Deaville, the Canada Post Office official, interacted.

The second issue identified in the letter relates to the number of imperforate stamps provided to, and retained by, the CPO, as well as to their format. The letter would seem to suggest that the full printer’s sheets were divided into panes and delivered thus to the CPO (*e.g.*, 1¢ “4 sheets—100 on” indicates four panes of 100 stamps each). Some of these panes (“sheets”) were returned to the CBNC. The final tally of stamps the letter suggests were retained by the CPO, however, does not completely tally with the number of stamps

Keywords & phrases: 1935 Silver Jubilee, imperforates



PRESIDENT
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CHARLES J. MILLER

QUOTATIONS SUBJECT TO CHANGE

CANADIAN BANK NOTE COMPANY, LIMITED.

224 WELLINGTON STREET
P.O. Box 394

OTTAWA, March 14th, 1935



Honourable Norman McLarty,
Postmaster General,
Post Office Department,
Ottawa.

Dear Mr. McLarty:-

We are in receipt of your letter of the 13th instant, advising that according to information you have received, Mr. Frederick T. Norris, of 701 Lincoln Avenue, Bay City, Michigan, recently exhibited imperforate sheets of King George V Silver Jubilee Stamps of the 1935 Issue in denominations of 1¢, 2¢, 3¢, 5¢, 10¢ and 13¢ from his philatelic collection.

After carefully verifying our records I can assure you that all orders printed of the Jubilee Issue balance correctly and no imperforate sheets of these Stamps have been released by us other than those delivered to the Acting Deputy Postmaster General on instructions contained in his letter of April 9th, 1935, and for which we hold receipts, viz:-

Date	Delivered to Department	Retained by Department	Returned to C.B.N.Co. Approved for Colour
Apl. 12/35	4 sheets Imperforate 1¢ Stamps - 100-on	3 sheets 100-on	1 sheet 100-on
" " "	4 sheets Imperforate 2¢ Stamps - 100-on	3 " 100-on	1 sheet 100-on
Apl. 16/35	4 sheets Imperforate 3¢ Stamps - 100-on	3 sheets 100-on 1 sheet 50-on	1 sheet 50-on
Apl. 20/35	4 sheets Imperforate 5¢ Stamps - 100-on	3 sheets 100-on	1 sheet 100-on
Apl. 30/35	4 sheets Imperforate 10¢ Stamps - 100-on	3 sheets 100-on 1 sheet 50-on	1 sheet 50-on
Apl. 12/35	4 sheets Imperforate 13¢ Stamps - 100-on	3 sheets 100-on 1 sheet 50-on	1 sheet 50-on

are still on hand and form part of our records, we are at a loss to know how any imperforate sheets came into the possession of Mr. Norris, and we regret that we cannot throw any more light on the matter.

Yours faithfully,

President.

PBT/W.

Figure 1. Letter from CBNC to Post Master General, 1935
(Reproduced with permission from the Canadian Bank Note Company)

proposed by Donen (Table 2). This applies specifically to the 1¢ and 13¢ stamps—the numbers identified are less than the total CPO numbers. As only three upper-pane imprints have been identified for the 13¢, it is quite possible that only half of an upper pane was retained by the CPO, for a grand total of 350 stamps. The 100 extra 1¢ imperforate stamps identified as being at the Canadian National Archives and in the public domain are more difficult to explain.

Third, the findings of the gutter blocks of eight imperforate 3¢ and 10¢ stamps is at odds with the description of how the panes were delivered to the CPO.

Table 2. Comparison of number of stamps identified from the review by Donen with those listed in the CBNC letter.

Value	Total stamps as per Donen (Table 1)	Total stamps in PO as per letter from CBNC
1¢	400	300
2¢	300	300
3¢	300	350
5¢	200	300
10¢	300	350
13¢	400	350

Finally, there is the issue of dates. The order for the stamps was placed on 8 April, with a request for additional printings of the 1¢, 2¢, and 3¢ stamps made on 18 April 1935. The letter indicates that some of the panes were returned to the CBNC and marked as “Approved for Colour.” While this may have been possible for the most of the submitted values, it does not make sense for the 10¢ value. According to the letter, these latter panes were sent to the PO on 30 April. This is four days prior to the issuing of the stamps. In addition, a review of the post office records indicates that, starting 26 April 1935, advance supplies of all denominations, including some 570,000 10¢ stamps, were despatched to various Post Offices throughout the Dominion [3].

The number of panes sent to the PO, the presence of gummed imperforate gutter blocks, and the submission for colour approval of the 10¢ stamp—after the stamps have been despatched to the various post offices—begs some interesting questions. The first question is whether the date of 30 April listed in the letter is the correct date. One possibility is a typing error.

It is unlikely, however, that the same type of error would have occurred with the number of 1¢ and 13¢ stamps. In addition, none of the information provided in the letter adequately explains the 3¢ and 10¢ gutter blocks. These became publicly available through the 1975 Sissons auction of the Vincent Greene collection. This was well before any material from the CBNC holdings was put on sale [4]. This implies that the PO must have received complete imperforate sheets (or, at a minimum, two joined panes) from the printers. The conclusion one is left with is that the information provided to the PMG was incomplete.

Letters such the one shown above reveal the need to carefully review information provided in official correspondence. In this case, unfortunately, we were unable to find any correspondence relating to complete 1935, Silver Jubilee, gummed imperforate sheets being either transferred to or received by the Post Office. As with the numbers identified in the

original article, we are still left to speculate on the meaning and interpretation of who, what and how many 1935, Silver Jubilee, imperforate sheets were given to private collectors.

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Playing card revenue stamp

John Parkin

MOST people do not know that at one time the Canadian government taxed playing cards. The image at right shows a packet of "49 Caravan Playing Cards" with the "1 pack" "Excise Tax Paid" stamp attached. The stamp itself (van Dam FPC1) is shown immediately below, and one of the cards from the deck, the Joker, is below that.



Keywords & phrases: Revenue stamps, playing cards

Early Canadian covers to the Papal States and to Italy

George B Arfken

IN 1858, Italy consisted of the Kingdom of Sardinia, the Kingdom of Naples, several secular states in northern Italy, and the Papal States. The Kingdom of Sardinia included Savoy, Piedmont, and the island of Sardinia. The Kingdom of Naples covered southern Italy. The Papal States comprised Latium (including Rome) on the west, Umbria in central Italy, and Marche and eastern Emilia-Romagna on the east.

The *risorgimento*, Italy's fight for unification, had been developing for decades. In 1859, the French and Italians defeated Austria. A peace agreement moved Lombardy from Austrian control and gave it to Italy. For his help, Italy turned Savoy and Nice over to Napoleon III. At the time, under international agreement, Austria controlled parts of northern Italy. Austria pulled out and, in 1860, Modena, Parma, Bologna, and Romagna held plebiscites and voted to unite with the Kingdom of Sardinia. Marche and Umbria broke away from papal control and joined the Kingdom of Sardinia. In the south, the Kingdom of Naples and the Government of Sicily collapsed under Garibaldi's invasions. Garibaldi united the two as "the Kingdom of Two Sicilies". The people voted overwhelmingly to unite with the north, and "The Kingdom of Italy" was proclaimed in March 1861. The Pope was left with Rome and the surrounding region.

Letter rates to the Papal States and to the rest of Italy (using Allan packets) are shown in Table 1. Britain and France had agreed on a 10 gram basis mass or 1/3 ounce basic weight. Canada declined to go along with 1/3 ounce and instead had this 1/4–1/2 ounce set of rates.

Table 1. Pre-UPU Letter Rates to the Papal States and to Italy by Allan Packet

Date	Papal States		Italy	
	1/4 ounce	1/2 ounce	1/4 ounce	1/2 ounce
1857	14d			
1863	29¢	58¢	21¢	31¢
1867	29¢	58¢	23¢	23¢
29 Sept 1869 §	21¢			
9 Feb 1870 §	18¢		16¢	
Oct. 1870	16¢	28¢	14¢ *	24¢ *

Keywords & phrases: Postal rates, Papal States, Italy

Table 1 (Continued).

Date	Papal States		Italy	
	¼ ounce	½ ounce	¼ ounce	½ ounce
1871			14¢ †	24¢ †
1872				14¢
Oct. 1875				10¢
Apr. 1878				5¢

§ From the Duckworths [1] * Except Papal States † Including Rome

The Papal States

The earliest-reported Canadian cover to the Papal States is the 1862 cover shown in Figure 1. The cover was franked 35¢, with a 1¢ and two 17¢ Decimals to pay the US transit fee for transport on a Cunard steamer from New York or Boston. The cover followed the ¼–½ ounce rate schedule, since transit from England to Italy was via France.

Figure 1. Posted in Montreal, CE, 17 November 1862, and addressed to Rome, Italy. Carried out of New York on 20 November and to Queenstown, 29 November by the Cunard Line steamship, RMS *Scotia*. The cover shows a red LONDON 1 DE 62 transit and a ROMA 8 DEC back stamp (bs.) cancels.



Courtesy of Firby Auctions, Arfken collection.

Figure 2 shows an 1863 cover to Rome (Papal States). The 29¢ rate was paid with three 10¢ Decimals, overpaid 1¢.

The writer of the cover in Figure 3 (on page 30) was unaware of the rate reduction from 28¢ to 21¢ and paid the old 29¢ rate. The cover shows a red PD and a red “6” for 6d credit to the UK and 6d debit to Canada. This red accountancy mark would have been added at Canada’s Frontier Office.



Courtesy of Matthew Bennett Auctions.

Figure 2. Mailed in Montreal, CE, 13 February 1863, and addressed to Rome, Italy. Red LONDON PAID FE 26 63 and PD in oval, MARSEILLES bs. Carried by the Allan Bohemian from Portland, 14 February, and to Londonderry, 25 February. The cover went by rail from Calais to Marseilles and then by ship to Italy.

Figure 3. A Large Queen cover to Rome from St. Gregoire, CE, 15 November 1869. Red LONDON PAID 2 DE 69 and CALAIS 3 Dec 69 transit stamps. ROMA 6 DEC 69 bs. Carried on the Allan Hiberian out of Quebec, 20 November to Londonderry, 1 December.



Courtesy of Firby Auctions, Arfken collection.

Figure 4. Double rate, from St. Gregoire, CE, 16 December 1869, to Rome. Red LONDON PAID 3 JA 70 and CALAIS 4 JANV 70 transits. Red PD. May have been carried on the Cunard *Siberia* out of New York, 22 December and to Queenstown, 2 January 1870.



Courtesy of Firby Auctions, Arfken collection.

Figure 4 shows the writer still paying the old rate and this time for a double rate cover. Paid 58¢ with two 1¢, a 6¢, and four 12½¢ Large Queens.

Figure 5 shows the 21¢ rate that the two preceding covers could have paid. The red “2600” was the hammer price of the Figure 5 cover in 1980.



Figure 5. Posted in Berthier en Haut, CE, 26 January 1870, and addressed to Rome, Italy. Red LONDON PAID 11 FE 70 and CALAIS 12 FEVR 70 transits. Red PD. Carried on the Allan Nova Scotian from Portland, 30 January to Londonderry, 10 February.

Courtesy of Maresch Auctions.

The Firby Recording [2] lists the following Decimal franked covers to the Italian states:

Date	Franking	From	To
11-17-62	1, 2 × 17	Montreal	Rome (Fig. 1)
01-25-63*	2 × 10*	Montreal	Rome
01-29-63	10, 2 × 12½	Gaspe Basinaples	
02-12-63	3 × 10	Montreal	Rome (Fig. 2)
02-27-63	3 × 10	Montreal	Rome
06-24-64	1, 3 × 10	Montreal	Turin

* London date, one 10¢ missing.

Protected by French soldiers, Rome remained under Papal control until late 1870. Napoleon III, having unwisely declared war on Prussia, was being beaten. The French soldiers in Rome were called home. On September 20, 1870, Italian troops entered Rome and in October a plebiscite made Rome the capital of the united Italy. It was the end of the Papal States.

Italy

Italy was unified, but the mail continued as pre-UPU mail until Canada adhered to the UPU rates and regulations as of 1 August 1878. Figure 6 illustrates the rare 14¢ per ¼ ounce, all Small Queens. The 1872 *Tables of Rates of Postage* would end the ¼–½ ounce system and go back to a ½-ounce basic weight. In October 1875, the rate dropped to 10¢ per ½ ounce, a general European rate. The cover in Figure 7 is a transcontinental as well as a transatlantic cover. The 5¢ Large Queen and the fancy cancels are added bonuses. The red 2½ is an accountancy mark, crediting Britain with 2½d and debiting Canada by this amount.

Figure 6. Mailed in Quebec, CE, 20 August 1872, and addressed to Firenze (Florence), Italy. Red LONDON PAID 10 SP 72 and PD. The cover should have gone on the *Allan Peruvian* that sailed from Quebec on 24 August. The London date indicates that the cover went on the *Allan Sarmatian* that sailed on 31 August and arrived at Londonderry, 9 September.



Courtesy of Firby Auctions, Menich collection.



Courtesy of Firby Auctions, Arfken collection.

Figure 7. Posted in Victoria, B.C., 18 May 1876, and addressed to Palermo, Sicilia, Italia. Sent by ship to San Francisco and by rail to Hamilton, Ont., JU 1 76. Red LONDON PAID 13 JU 76 transit, PALERMO 17 G-76 bs. Carried on the *Allan Sarmatian* out of Portland, 3 June and to Liverpool, 13 June.

Ten of these pre-UPU, 10¢ single-rate, Allan packet covers to Italy have been reported. They are not rare but they are scarce. The cover of Figure 7 is particularly desirable because of the route, the fancy cancels, and the inclusion of a 5¢ Large Queen. The cover of Figure 8 is also particularly desirable because of the payment by a special stamp, the 10¢ rose lilac Small Queen.

The final cover, Figure 9, was a double-rate cover, up to 1 ounce; going by Cunard steamer, it was liable to the 2¢ per ½ ounce US transit fee [3]. So the effective rate was 12¢ per ½ ounce. This made the total postage 24¢, paid with 10 Small Queens: three 1¢, four 2¢, one 3¢, and two 5¢! The red “6” accountancy mark meant 6d credit to Britain and a 6d debit to Canada. This is the only recorded 24¢-rate Canadian cover to Italy.

The last three covers would all have gone from Calais by rail through the new tunnel under Mount Cenis and into Italy. The cover to Palermo, Sicily may have gone all the way to Brindisi, then by rail and ferry to Sicily, and finally by rail across Sicily.



Figure 8. Mailed in Chatham, NB, November 1877, and addressed to Genova, Italy. The cover was carried by the Allan Polynesian out of Quebec, 10 November. Red LONDON PAID 20 NO 77 transit and Genova 22 11 77 backstamp.

Courtesy of Firby Auctions, Arfken collection.

Figure 9. Double rate via Canadian steamer. From Quebec, Que., 11 December 1876, and addressed to Modena, Italy. Red LONDON PAID 25 DE 76 transit, -27 DIO 76 backstamp. Missed the Allan packet sailing from Halifax and sent to New York for the next Cunard steamer.



Courtesy of Firby Auctions, Arfken collection.

Endnotes

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My favourite stampless covers

8. Historic Canadian figures: Sir Sandford Arnot Fleming

CR McGuire

This series features some of Ron McGuire's favourite covers from the stampless era. This installment includes several of Ron's own covers, one from a major philatelic reference, and another belonging to a friend, relating to one of the most prominent Canadians of the stampless era.

At the age of 14, the boy who was to become Sir Sandford Arnot Fleming [1827–1915] began training as a surveyor in his native Scotland. After immigrating to Peterborough, Canada West, in 1845, he worked in that profession. Pursuing one of his many interests, the construction and expansion of railways, in 1852 Fleming became an assistant engineer involved with building the Ontario, Simcoe and Huron Union Railway [later the Northern Railway] between Toronto and Georgian Bay. An advocate of the use of iron in construction, he became very proficient with this new technology [1].

Figure 1 is a rare *carte-de-visite* depicting Fleming around 1875, from a photograph by Ottawa photographer William James Topley [2]. As a "Famous Canadian", Fleming was depicted on one of the stamps in a series by that name, Scott# 739 (Figure 2) issued on 16 September 1977, the 150th anniversary of his birth. Its design recognized Fleming's involvement in railway construction. He was also honoured by a second stamp which will be discussed later.



Figure 1. Sandford Fleming *carte de visite*, ca 1875.



Figure 2. Sir Sandford Fleming "Famous Canadian" series stamp, 1977.

the Intercolonial Railway (IRC) by author James Marsh [3]:

Construction of a railway linking the Maritime colonies and the Province of Canada was proposed as early as the 1840s. Surveys were carried out and deputations were sent to England to solicit financial support. A line was opened between Halifax and Truro, NS, in 1858 and from Saint John to Shediac, NB, in 1860. [In 1863, Fleming was appointed as Chief Surveyor and] in 1865 presented a report recommending a route along Chaleur Bay, through the Matapedia Valley and along the St Lawrence because it

Keywords & phrases: Sandford Fleming, Intercolonial Railway, "Last Spike"

was far from the American border and passed through rich timber country. Completion of the railway was made a condition of Confederation in 1867, and construction began shortly after. Fleming was appointed engineer-in-chief and was involved in many heated controversies with officials.

The first section between Truro and Amberst, NS, was opened on 9 November 1872, and that between Rivière-du-Loup and Ste-Flavie [Mont-Joli], Qué, in August 1874. The link between Campbellton and Moncton, NB, was completed in 1875 and the gap between Campbellton and Ste-Flavie was closed in 1876. Fleming declared the railway (some 1100 km long) ready for traffic on July 1 of that year. Construction of the railway did not require spectacular engineering feats but did present numerous difficult challenges. The railway was also built to high standards. At Fleming's insistence, all but three of the bridges were built of iron (Figure 2).

The Intercolonial acquired the Grand Trunk Railway line from Rivière-du-Loup to Point Lévis, Qué, in 1879 and 10 years later gained running rights into Montréal from the GTR. It added the Cape Breton Railway in 1891, providing ferry service across the Strait of Canso. Built to fulfill the terms of Confederation, the Intercolonial was never a commercial success. Nevertheless, it provided employment, developed towns and villages along its route, and was a customer for Maritime coal. Up to 1918 it was administered by the Dominion government under the minister of railways and canals. Freight rates were kept low in order to promote trade, and deficits were met by the government. In 1919 the Intercolonial became part of the Canadian National Railways.

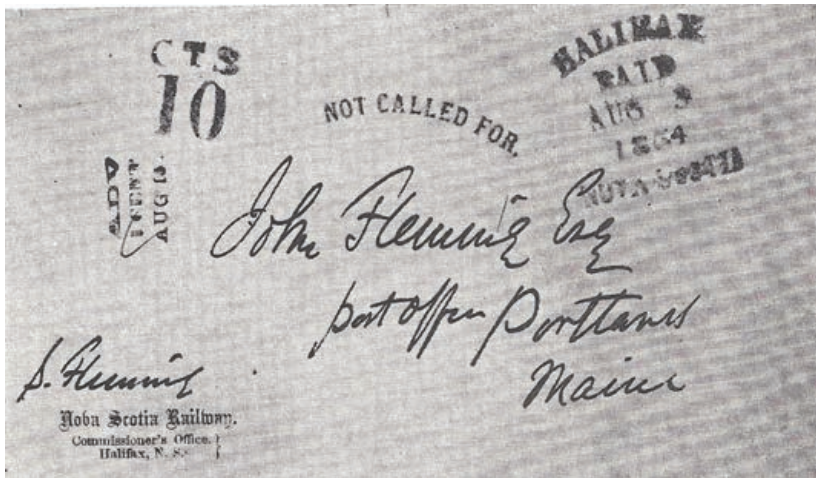


Figure 3. Cross-border stampless cover from Fleming to his son in Portland, Maine.

Figure 3 shows a letter sent by Fleming—note his signature in the lower left over the “Nova Scotia Railway” text—to his son John in Portland, Maine. It was postmarked with a Halifax tombstone on “3 Aug / 1864”, during the period he was preparing his Intercolonial Railway report [4].

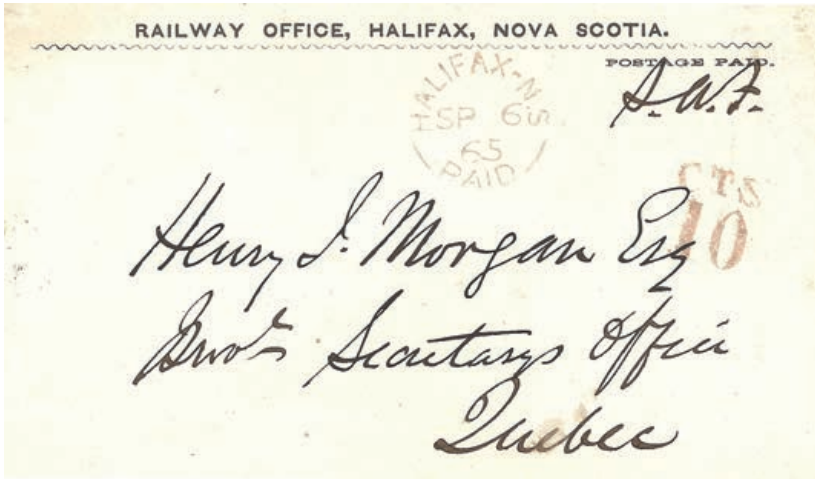


Figure 4. 1865 Fleming cover from Halifax to Quebec. (Courtesy Brian Murphy)

Figure 4 depicts another cover Fleming sent from Halifax, on 6 September 1865, probably after he completed the report. Note his initials “S.A.F.” in the upper right corner under “Postage Paid”. This is the “friend’s cover” to which I referred above.

In 1868, the new Dominion government appointed Fleming Engineer-in-Chief of the Intercolonial Railway, a position he held until 1876. As an inducement for British Columbia to join Confederation in 1871, the Government of Canada promised to build the transcontinental railway Fleming had been advocating for years. For a change from the norm for government, Sandford Fleming, obviously the best-qualified man, was offered the position of Engineer-in-Chief of the Canadian Pacific Railway survey. Initially he hesitated because of his commitment to the IRC, but he probably accepted because he knew if he did not the railway would not be built as well or as fast, or perhaps not built at all.

Figure 5 is one of my favourite covers with a postage stamp. It was mailed “Au 4 / 1872” with a large, split ring “Rivere-du-Loup-en Bas / C.E.” to Fleming in Victoria, British Columbia. It was received “Au 27 / 72”, confirmed by a Victoria split ring backstamp, despite being “Missent to” Ottawa, where it was received “c / au 6 / 72”, confirmed by the Ottawa split ring on the front and the same dispatch postmark on the reverse. By now, Fleming was well into the initial stages of what was his largest railway project to date and the reason he was in Victoria. The construction would be plagued with difficulties and be the subject of a scandal that would bring down Sir John A Macdonald’s Conservative government in 1873. Fleming encountered considerable aggravation and problems and, because of his independence and outspoken stance on the project, Fleming was dismissed in May 1880 by Sir Charles Tupper, the Minister of Railways and Canals. Fleming was not reinstated, but he was involved with the Canadian Pacific Railway in many other ways and would see it completed. He is the tall, central figure in top hat and broad beard in

Figure 6 [5], one of Canada's most famous photographs, recording fellow Scot, Donald Alexander Smith, later Lord Strathcona [1820–1914], driving the last spike on 7 November 1885 at Craigellachie, British Columbia [6].



Figure 5. Letter mailed from Quebec to Fleming while in Victoria, BC, 1872.



Figure 6. The famous “Last Spike” photo. Sandford Fleming is the bearded man in the top hat behind Donald Smith, Lord Strathcona, who is driving the spike [6].

Figure 7 was posted with a faint and, fortunately second, perfect strike of the attractive crown-over-circle “SENATE / CANADA” postmark in the usual red ink on “25 / MAR / 1882”. It transited through the Ottawa Main Post Office where it received the “4 / OTTAWA / MR 25 / 82” “FREE” duplex. It is addressed to Fleming care of the “C. P. Ry” at Rat Portage, Ontario, where it was received “AR 21 / 82”, confirmed by the “Rat Portage / Canada” split ring on the reverse. I believe Fleming was there inspecting progress on the construction of the railway.



Figure 7. Letter mailed to Sandford Fleming while he was located at or near Rat Portage, at that time the end of track of the trans-continental railway.

There is a partially undecipherable name stamp in red ink at the lower left. The second word appears to be the surname “Morse”. It follows the manuscript initials of the person I assume is the sender, “JGAC”. After an extensive search, I could find no Senator or Senate official by the name of Morse or with those initials. To complicate matters, there is a crest on the flap, Figure 7a, with another set of initials “AJF”;



Figure 7a. Crest with initials “AJF” and motto.



Figure 8. 2002 stamps honouring Fleming and Marconi.

There is an interesting motto in a scroll “LET THE DEED SHOW”, which I think aptly describes Fleming’s work ethic and dedication. This envelope, truly one of “my favourite covers”, was the inspiration for this installment of my series.

Fleming was honoured with a second stamp, Sc #1963 (Figure 8, left) issued on 31 October 2002, the centennial of the day another of Fleming’s accomplishments, the Trans-Pacific Cable, was completed. One of a se-tenant pair, with the second

stamp (Figure 8, right) commemorating Guglielmo Marconi's first transatlantic radio message on 15 December 1902, the two must be seen together to appreciate their overlapping view of the portion of the globe for the western hemisphere. They are, in my opinion, two of the better-designed Canadian stamps of recent years.

I could go on indefinitely about Sir Sandford Fleming and his accomplishments, but they are well recorded elsewhere for those interested in knowing more about this fascinating and accomplished man. While the next installment in my series will not be about Fleming, it has a connection to him that is of importance to philatelists.

Acknowledgments

Sincere thanks to Brian Murphy and Mike Street for their assistance with the preparation of this article.

References and endnotes

- [1] Dictionary of Canadian Biography Online. < <http://www.biographi.ca/index-e.html> >.
- [2] William James Topley [1845–1930] was noted for his portraits of politicians and notables of the time. He began as an apprentice and later employee of William Notman [1826–1891], the famous Montreal photographer. In 1867, at age 22, Topley became a partner with Notman. The back of Fleming's *carte de visite*, shown below in Figure 9, carries Fleming's signature or a facsimile and shows Topley's status as "Prop." after he took over Notman's Ottawa Studio. The archive of Topley's photos is held by Library and Archives Canada, Ottawa. Notman's archive is held by the McCord Museum of McGill University in Montreal.
- [3] <<http://www.thecanadianencyclopedia.com/>>; search for "Intercolonial Railway".
- [4] Clarence M Jephcott, Vincent G Greene, John HM Young, *The Postal History of Nova Scotia and New Brunswick, 1754–1867*, Sissons Publications, Toronto, 1964, p. 166.
- [5] < http://en.wikipedia.org/wiki/Craigellachie,_British_Columbia >.
- [6] The Canadian Pacific Railway was very proud of its part in the historic accomplishment of building the first transcontinental railway across Canada. On the fiftieth anniversary of the first train completing the trip across Canada, it held a celebration and gave out pieces of cake in special boxes. The top of one of the boxes is shown below as Figure 10. The text in the 1930s period CPR logo, at right, reads, "CANADIAN / PACIFIC / RAILWAY / LINES". In the very small circle is its once proud claim, "WORLD'S / GREATEST / TRAVEL / SYSTEM". The fancy script on the box top reads "Souvenir of Fiftieth Anniversary / first Transcontinental Train / June 28th 1886-1936".



Figure 9. Reverse of Fleming's *carte de visite*, showing Topley as "Prop".



Figure 10. Top of box containing souvenir piece of cake from Fiftieth Anniversary celebration of the driving of the "Last Spike".

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New book releases

FEATURED in this issue are five new books from the BNAPS Book Department, one from the Civil Censorship Study Group and two published recently by our sister society, *La Société d'histoire postale du Québec*.

British Colony of Canada 1865 Second Bill Stamp Issue, Richard Fleet. 2011, 192 pages, 8.5 × 11, spiral bound, 2011. BNAPS Exhibit Series #62. ISBN: 978-1-897391-78-5 (Colour), 978-1-897391-79-2 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.62.1 (Colour)—\$C97; B4h923.62 (Black & White)—\$C47.95

Richard Fleet's *British Colony of Canada 1865 Second Bill Stamp Issue* is the 62nd volume in the BNAPS Exhibit Series and the first Revenue Stamp exhibit book since Ian McTaggart-Cowan's Yukon and British Columbia Law Stamp exhibits were published in 2004–2005.



Bill stamps were introduced in 1864 as a means of showing that tax had been paid on Bills of Exchange, Promissory Notes, and Drafts (cheques). Although not the postage stamps normally sought by collectors, revenue stamps—and the documents on which they were used—are classic examples of the design and engraving practices of the second half of the nineteenth century. In this volume, examples of proofs, specimens, and imprints of the issue are followed by a study of the stamps themselves, including papers, perforations (and imperforates), and printing irregularities.

The section on cancels illustrates the great variety of devices used by banks and companies to cancel stamps used on documents. Many documents illustrate postage stamps used as revenue stamps, bill stamps used as postage stamps and, of course, the broad range of bill stamps used properly on financial instruments, both domestically and to foreign countries. The chapter on trade samples is followed by an appendix giving the *Bill Stamp Act* timeline, and the full text of the various acts relating to bill stamps from 1864, until the acts were repealed in 1882.

Rick Fleet was born in Victoria, BC in 1946. He began collecting stamps as a youth, asking for a Minkus Canada album for his thirteenth birthday. Revenue stamps always interested him, and he focused on these issues after Jim Sissons' catalogue of the revenue stamps of Canada was published in the 1960s. In the 1980s, he started specializing in the Second Bill Stamp Issue. His exhibit of this issue has won gold medals at many exhibitions, starting with VICPEX 2000, then subsequently at BNAPEX (Edmonton and Victoria), VANPEX, the Royal, and in New Zealand. Having done almost all there is to do with bill stamps, Rick is now starting a study of BC law stamps.

Rick has combined his two main interests—philately and computers—into one great hobby. He has used his computer skills to help design exhibit pages that have been the models for many Victoria collectors. In addition, he has created a website to explain the Second Bill Stamp Issue (<www.billstamps.com>). Over the years, he has assembled an extensive philatelic library for the study of revenue stamps and their production. He joined the Board of Directors of BNAPS in 2010.

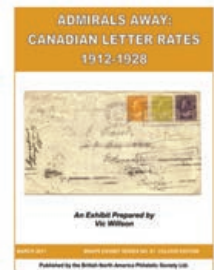


The BNAPS Catalogue of Canadian Military Mail Markings, Volume 2 – The World War 2 Era 1936–1945; C Douglas Sayles (Editor). 2011. Spiral bound, 304 pp. 8.5 × 11. ISBN 978-1-897391-68-6, Stock # B4h046.1–\$C49.95

The result of more than six years of hard work by Doug Sayles, Volume 2 of the new “BNAPS Catalogue of Canadian Military Mail Markings” is a complete reworking and updating of the previous catalogues published by the late WJ Bailey and ER Toop (B&T). The reworking consists of a completely new numbering system built around keeping cancellations from individual military locations (by era or type) in a single group, and ordering them by marking shape and size. Each new catalogue number is cross-referenced to a B&T number, if one existed and, in the Appendices, there is a reverse cross-reference from B&T numbers to the new “BNAPS” numbers.

The spiral-binding and heavy paper used in the Sayles’ catalogue are intended to allow collectors to use it to record and annotate their holdings and, with luck, find new and previously unreported items. The military postal markings of the World War II era formed the largest part of the B&T catalogues. All cancellations, both those previously recorded and the more than 400 new cancellations unknown to, or unseen by, B&T, have been reproduced in excellent illustrations. Volume 1, covering military activity in Canada from the 1800s through 1935, will be published in due course and will follow the style and format of Volumes 2 and 3.

Admirals Away: Canadian Letter Rates 1912–1928, Victor L Willson. 2011, 196 pages, 8.5 × 11, spiral bound, 2011. BNAPS Exhibit Series #61. ISBN: 978-1-897391-76-1 (Colour), 978-1-897391-77-8 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.61.1 (Colour)–C\$97; B4h923.61 (Black & White)–\$C47.95



Vic Willson’s *Canadian Letter Rates 1912–1928* is the 61st volume in the BNAPS Exhibit Series, and the first to illustrate the wide variety of rates and services that were in effect during the periods just before, during, and for nine years after World War I. The war brought diversions of mail as new routes had to be developed to get around combat zones and enemy territories, correspondence to and from Canadian servicemen and women in many parts of the world, and an increase in Canadian domestic postal rates through the imposition of a War Tax. The upheaval caused by the war led to the end of empires and the formation of new countries, the beginning of the end of other colonial empires, the rise of motion pictures and radio as means of popular entertainment, a tremendous increase in the amount of travel for pleasure and, of course, the airplane.

All these elements of the years 1912–1928 can be seen in the amazingly varied selection of covers and other items Vic presents for our viewing pleasure as he develops his theme. Not only were the stamps of the Admiral issue highly colourful, so also were many of the envelopes used by businesses of the day. The rate buff can find registered, special delivery, single, double, and other multiple rates, early airmails, and much more. Those interested in geography will find letters to exotic places such as the Falkland Islands, Italian Libya, and the

Ottoman Empire, as well as covers to Russia, both during the reign of the Tsar and after it became the Soviet Union. Any postal historian, regardless of specialty, will find this book to be of great interest for both its philatelic and social aspects.

Vic Willson has collected stamps since the early 1950s. Following the usual college and military slump, he picked it up again after graduate school and, in 1973, was enticed into collecting Canadian 3¢ Small Queens. On moving to Texas, he encountered the BNAPS Prairie Beaver regional group and became a firm convert to Canadian philately. Ed Richardson introduced him to postal history. Vic focused first on nineteenth-century Canadian covers and, in 1994, received the BNAPEX Grand Award at Burlington, VT. He then began collecting post cards and received another Grand Award at Edmonton in 2005 for his early post cards. His study and exhibit of Canada nineteenth-century Nonletter Mail received the BNAPEX 2007 Grand Award and was reprinted as Volume 46 in the BNAPEX Exhibit Series.

Vic was editor of *BNA Topics* from 1989–1995, First Vice-President, and then President of BNAPS from 1995 to 1998, and Editor of *BNA Portraits* from 2002 until it ceased publication in December 2009. He was elected to the honour society of BNAPS, the Order of the Beaver, in 1999. He is currently Chairman of the BNAPS Board of Directors.



Postmarks of Manitoba prior to 1900, 2011 by Donald Fraser. 128 pages, 8.5 × 11, spiral bound, 2011. ISBN: 978-1-897391-80-8 (Colour). Published by the British North America Philatelic Society (BNAPS). Stock # B4h046.1 (Colour)—\$C65.

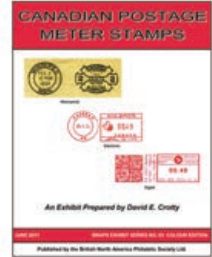
Don Fraser's *Postmarks of Manitoba prior to 1900*, the newest BNAPS handbook, is the result of many years of study and collecting the postmarks of Manitoba before the start of the twentieth century. The first of four parts is a collection of postmarks on stamp from pre-1900 Manitoba, based on the collection initially formed by Harold Wilding of Winnipeg, and displayed alphabetically by town name. This is followed by a set of copies of the Proof Strikes of Manitoba, with maps showing their locations, and a separate collection of Fort Garry, Lower Fort Garry, and Winnipeg cancels.

The last section shows Squared Circle cancels from the 17 Manitoba post offices that used them, cancels drawn from an exhaustive dated-calendar collection from late 1893 to 1900. This book provides an excellent visual accompaniment to the lists of Manitoba post offices previously published by William Topping and the late William G Robinson and should be valuable to philatelists and students of postal history. Don is also the author of *Postmarks of the District of Assiniboia*, published by BNAPS in 2000.

When Don Fraser was eight years old, his uncle gave him his stamp collection. Don's interest in stamp collecting started then. Several years later, he decided to concentrate on certain countries, and he and some friends became interested in the postal history of Manitoba. They researched early records at the Winnipeg Post Office, found opening and closing dates of Manitoba post offices, and the names of the postmasters. In addition, Don took many photographs of post offices throughout the province. An interest in town cancels—especially split ring types and squared circles—followed.

Don is a life member of the British North America Philatelic Society, a member of the Royal Philatelic Society of Canada, the Canadian Philatelic Society of Great Britain, the Winnipeg Philatelic Society, the Postal History of Canada, and a member of a volunteer group that sorts and mounts stamps in support of the Winnipeg Art Gallery.

Canadian Postage Meter Stamps, 2011 by David E Crotty. 130 pages, 8.5 × 11, spiral bound, 2011. BNAPS Exhibit Series #63. ISBN: 978-1-897391-81-5 (Colour), 978-1-897391-82-2 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.63.1 (Colour)—\$C74; B4h923.63 (Black & White)—\$C41.95



David E. Crotty's *Canadian Postage Meter Stamps*, the 63rd volume in the BNAPS Exhibit Series, is the first to illustrate the wide variety of material that can be found in the often-neglected field of the postal history of mail prepaid by postage meter impressions instead of by stamps. This exhibit was first shown in Canada at BNAPEX-2008-SEAWAYPEX in Kingston, Ontario where it received a Silver Award, and then at ROYAL-2009-ROYALE in Windsor, Ontario where it received a Vermeil and the BNAPS BNA Research Award.

Working under the rules of the American Philatelic Society's "Display Class", David has blended an amazing assortment of meter impressions with an equally impressive number of contemporary advertisements produced by the manufacturers to promote their products. Far from distracting from the story, when shown in conjunction with examples of the pertinent meter impressions, the ads bring the whole process to life. Everyone is familiar with Pitney-Bowes and the impressions made by its machines. Readers will be surprised to learn that there are and have been several companies, most based in Europe, that have almost equally long records of success in the field. Of interest also is the fact that meter machines have progressed with modern technology, from the early mechanical units through their electronic counterparts to the digital versions in use today. For those who think that meters appear to look pretty much the same, this exhibit is a revelation.

After obtaining BSc and MSc degrees in Chemistry, David Crotty taught high school chemistry and mathematics. He returned to university for a PhD and then worked as a research chemist, mostly in the electroplating field. A collector as a child, he became interested again in adulthood and began saving postage meter impressions from mail at work. David retired in 2007 and has since spent a considerable amount of time in various philatelic pursuits. In addition to developing and showing his Postage Meter exhibit, he became interested in the aircraft that flew mail across the Pacific, and later the Atlantic, during the 1930s and 1940s and prepared an exhibit of Pan American Airways activity across the Pacific. David also volunteered to help the American Air Mail Society with its catalogs and was assigned to work with the author of the AM and CAM sections to redraw maps. Currently David is working with that group on the update of the Canadian Airmail Catalog. He has also written a number of articles on airmail subjects for the American Airmail Society's *Airpost Journal*.

FOUR more BNAPS books will be published in time for BNAPEX 2011 North Bay: *Newfoundland Airmail Stamps and Air Mail Flights: 1918–1949 Supplement* by Peter Motson; *Notes through Barbed Wire—Mail to and From Prisoners of War and Others in Canadian Internment*

Camps During World War II by Mike Powell; *The Hunting, Fishing and Conservation Stamps of Canada* by Clay Rubec, and *AC Roessler's Canadiana* by Gary Dickinson.



British Empire Civil Censorship Devices, World War II: Section 7—Canada & Newfoundland, edited by Peter C Burrows. 160 pages, 9 × 11 inches, card covers, spiral binding, Civil Censorship Study Group, USA and United Kingdom, 2010. ISBN 978-0-9517444-7-5. BNAPS Stock number B4h047.0. Price: \$C25.95 + taxes if applicable + shipping and postage. **PLEASE NOTE:** As this book is being made available at a low price and is not a BNAPS publication, the normal member discount does not apply.

The previous edition of *British Empire Civil Censorship Devices* by Chris Miller included other western countries. In this new edition by Peter Burrows, the Canada and Newfoundland portion has been separated, revised, and expanded. It is essentially an illustrated catalogue of the censorship devices used during WW II. Each marking has a catalogue number and brief description, the size in millimetres, and the colour(s) known.

The list begins with cachets of the Censorship Division, Censorship Office, and Examination Division, as well as Forces and miscellaneous cachets. Earliest- and latest-known dates of use are sometimes listed, as are censor numbers of particular examiners. Each cachet is illustrated to enable easier identification.

Similar treatment is given to labels of the Censorship and Examination Divisions. A separate table indicates the geographic location of censors and examiners by their numbers. Various memoranda and forms are listed and illustrated for easy identification. Memoranda include confidential items released by the Directorate of Censorship. Stationery is also listed.

The next section, devoted to cachets and forms used in the examination of POW and internee mail, is followed by a section on the Foreign Exchange Control Board, again itemizing cachets, labels, forms, and postmaster handstamps categorized by the towns and cities where they were known to be used. The final section covers similar material used in Newfoundland and Labrador, a separate crown colony of the UK until several years after the war.

Appendices include excerpts from government documents, a list of censorship personnel—reconstructed and therefore lacking some dates—and additional notes on censorship to help collectors understand how surveillance was conducted.

Some covers are shown in black-and-white and are scattered throughout the text. A few are shown in colour on the front and back covers of the book. A table indicates relative scarcity, using a scale of 1 to 10; a “10” means that the item is worth about forty times the value of a “1.” It is nice to see this section updated and issued separately for the collector of Canada and Newfoundland WW II censored mail.

Release notes for *British Empire Civil Censorship Devices, World War II: Section 7—Canada & Newfoundland* courtesy of Alan Warren.

All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119.

Internet orders can be placed at www.iankimmerly.com/books/. (Click on the price at the end of the book description, and you will be taken to the check-out page.)

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Répertoire des cachets postaux à cercle interrompu du Québec (Catalogue of the Broken Circle Postmarks of Quebec) by Ferdinand Bélanger. *Société d'histoire postale du Québec*, 2011, 442 pp. ISBN 978-2-920267-45-9. Price: \$C50.

Impressions made by the broken circle datestamps are surely among the most beautiful in existence. This type of dater consists not of a full circle enclosing the name, but rather of circular arcs on both sides of the name, at the bottom of which the provincial designation appears. The manufacture of these instruments spans a century, from 1829 to 1934.

The results of Ferdinand Bélanger's philatelic study, which took place over several decades, is presented in the form of a catalogue. The exact text which appears on the impression made by each dater is shown, along with the proof date when known, the dater type, the opening and closing dates of the office, and finally a section for additional comments. There are nearly 7,000 different broken circle datestamps listed for Quebec. Impressions of more than 125 daters not found in the proof impression books are also shown. Appendices list the descriptions of the 16 types used, an inventory of the orders for daters produced between 1852 and 1868, certain additional varieties, usage of manuscript-dated handstamps, as well as scans of proof impressions not included in Paul Hughes' monumental *Proof Strikes of Canada*. This catalogue provides an essential reference work for aficionados of the postal history and postmarks of Quebec and broken circles in general.

Les flammes mécaniques du Québec by Jean-Guy Dalpé. *Société d'histoire postale du Québec*, 2011, 502 pages, ISBN 978-2-920267-44-2. \$C50.

Although machine cancellations were used in Canada starting in 1896, messages do not appear in the top right portion of letters and postcards until 1912. This book briefly traces the history of these machine messages (or slogans) as they were used in Québec post offices. They were meant to promote different causes or events, to inform users of the different services offered by the post office, or even to instruct them on postal regulations relevant to their mail.



The author has employed the Coutts numbering system used in *Slogan Postmarks of Canada* and lists and illustrates each of the slogan postmarks used in Québec in alphabetic order. He also illustrates all non-slogan obliterations used and lists the number of dies used in different post offices. For each of these listed post offices, there is also a list of the different types of dater hubs used, with years of usage, including earliest and latest dates known.

When necessary, the author lists all of the attributes used to differentiate the different dies, and explains them in a way that is easy to comprehend. The last chapter lists all the special service slogans used occasionally on mail being sent from the Province of Québec.

As a result of the work completed by Jean-Guy Dalpé, the reader will learn the complete story of the 114 years (1896 to 2010) of messages used on Québec mailed envelopes.

Publications of the *Société d'histoire postale du Québec* are distributed by the *Fédération québécoise de philatélie*, 4545 avenue Pierre-de-Coubertin, PO Box 1000, Stn M, Montréal, QC, H1V 3R2. Publications may also be ordered via e-mail at fqp@philatelie.qc.ca.

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New issues

William J F Wilson

Time marches on

CANADA Post has unveiled the first in a three-year series of stamps marking the astrological signs of the zodiac. The series begins with Aries, released on the day of the spring (or vernal) equinox, March 21, and also, according to astrology, the day the sun enters the sign of Aries. Stamps for Taurus, Gemini, and Cancer follow in April, May, and June, respectively, with a souvenir sheet of all four stamps also appearing in June. Presumably, this pattern will be repeated in 2012 and 2013–14 to complete the twelve astrological signs.

It is interesting that, for most of the time that astrology has the sun in Aries, the sun is actually in Pisces. It enters Aries on April 18 or 19, depending on your time zone. However, only about two days later, astrology has it entering Taurus. This mismatch between the “events” commemorated by the Canada Post stamps and the actual positions of the sun as seen from Earth is caused by the fact that the planet wobbles, or “precesses,” in a fashion similar to a spinning top, completing one precessional cycle every 26,000 years. This precession causes the date on which the sun enters Aries (or any other zodiacal constellation) to drift very slowly through all the months of the year over the period of 26,000 years. To find the sun entering Aries on March 21 we need to go back to about 300 BC, so Canada Post is releasing its stamps 2,300 years too late! Time marches on.



Figure 1

The odd perforations that appeared on the Hall, Cupids, and Odjig stamps (“New Issues,” *BNA Topics*, Vol. 68, No. 2, p. 31) have become a normal, if occasional, feature of Canadian stamps, so it would be nice to have a better name than “odd perforations”. Unless a more precise term exists, perhaps “bimodal perforations” would be good; one definition of bimodal is “having two contrasting modes or forms,” which seems to be true here. All four possible variations of these bimodal perforations have already appeared: on the horizontal perforations with the short segment of narrower teeth on the left (Cupids) and right (Hall) side of the stamp, and on the vertical perforations with the short segment

Table 1. 2011 Commemorative and Definitive Stamps.

Stamp	Aries	Forests	Taurus	Royal Wedding	Mail Delivery	Parks Canada	Gemini
Value	P	2 × P	P	P, \$1.75	2 × 59¢ s-t	59¢	P
Issued	21 Mar	21 Apr	21 Apr	29 Apr	13 May	19 May	20 May
Printer	L-M	L-M	L-M	L-M	L-M	CBN	L-M
Pane	Bk: 10	Bk: 8	Bk: 10	(⁶)	16	Bk: 10	Bk: 10
Paper	C	C	C	C	C	C	C
Process	9CL	8CL	7CL	(⁶)	7CL + varnish	5CL	7CL
Qty (million)	4	2.7	4	(⁶)	1.5	4	4
Tag	G4S	G4S	G4S	G4S	General 3 sides	G4S	G4S
Gum	P-S	P-S	P-S	(⁶)	PVA	P-S	P-S
Size, mm	32 × 32	30 × 40	32 × 32	(⁶)	39.5 × 32(⁶)	32.25 × 39.75	32 × 32
Perf	Simulated	Simulated	Simulated	Simulated	12.5/13.3(⁶) × 12.5	Simulated	Simulated
Teeth	Simulated	Simulated	Simulated	Simulated	25 × 20	Simulated	Simulated

^(a)Royal Wedding: Bk: 10 × P; 7CL; 11 million; P-S; 25 mm × 35 mm; simulated perforations.

Bk: 10 × \$1.75; 7CL; 2 million; P-S; 25 mm × 35 mm; simulated perforations.

Bk ("Gutter Product"): 6 × P + 4 × \$1.75; 7CL; 4 thousand; P-S; 25 mm × 35 mm; simulated perforations.

Sh: 16 stamps (P + \$1.75 s-t); 8CL; 1.52 million; PVA; 25 mm × 35.9 mm; 12.8 × 13.4; 16 × 24 teeth.

SS: 2 stamps (P + \$1.75 s-t); 7CL; 800 thousand; PVA; 25 mm × 35.9 mm; 12.8 × 13.4; 16 × 24 teeth.

Overprinted SS: 2 stamps (P + \$1.75 s-t); 7CL; 100 thousand; PVA; 25 mm × 35.9 mm; 12.8 × 13.4; 16 × 24 teeth.

^(b) Listed by Canada Post as 40 mm × 32 mm.

^(c) See text.

of narrower teeth on the top (Odjig sheet stamps) and bottom (Odjig souvenir sheet) of the stamp. The Methods of Mail Delivery stamp is the latest entry in this list, with the same variation as the Cupids stamp—bimodal horizontally, with the narrower teeth on the left (Figure 1).

The Royal Wedding stamps come in six different formats (see footnotes to Table 1). One of these is a gutter booklet of six P stamps and four \$1.75 stamps, of which only 4,000 were produced (maximum two per customer). Not surprisingly, these soon sold out—one wonders why Canada Post produces so few of these, since the small run generates no more profit for the company than an equal number of P and \$1.75 stamps in any other format. Perhaps they feel that the rarity factor promotes interest in stamp collecting that increases profits in the long run. Whatever the reason, Canada Post appears to have decided to gradually reduce quantities produced. According to the Canada Post website, previous gutter booklets and quantities produced are: 2007 National Parks (3,000,000), 2008 Universities of Alberta and British Columbia (15,000), 2008 Karsh (10,000), 2008 Christmas (8,000), 2009 Christmas (5,000), and 2010 Christmas (4,500). The quantity appears to be leveling off with the Royal Wedding (4,000) and the two Zodiac gutter booklets announced for release in June (4,500).


The information in the accompanying table is from the Canada Post website,

<http://www.canadapost.ca/cpo/mc/personal/collecting/stamps/index.jsf>

and from philatelic inscriptions on the stamps. Where the number of lithographic colour dots on the stamp selvage differs from that published by Canada Post, the selvage is taken as correct. Stamp size, perforations, and number of teeth are my own measurements, and are given as (HORIZONTAL) × (VERTICAL).

ABBREVIATIONS used in Table 1 are as follows: *numberCL* = (*number of colours*) colour lithography; C = Tullis Russell Coatings (coated paper); CBN = Canadian Bank Note Co.; G4S = general tagging (four sides); L-M = Lowe-Martin; s-t = se-tenant; P = permanently equal to the domestic rate; P-S = pressure-sensitive; PVA = polyvinyl alcohol; Bk = booklet; Sh = sheets; SS = souvenir sheet.

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	<p>Admirals Away: Canadian Letter Rates 1912–1928, 2011 by Victor L. Willson. BNAPS Exhibit Series #61. The first exhibit book on postal rates in the era of the most studied stamp issue of the early 20th Century. Colour edition. Spiral-bound, 196 pp. (also available in black & white edition at \$47.95). \$97.00</p>
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	<p>Canadian Participation in the Anglo-Boer War 1899–1902 (and in the South African Constabulary, 1901–1906), 2011 by Robinson, William G. A complete revision of Canadian Participation in the Anglo-Boer War, 1899–1902, with many added covers. The first volume of the BNAPS Exhibit Series. This book is currently the only exhibit of the postal history of the Canadians who served in South Africa during the Boer War. Spiral-bound, 88 pp. Colour edition (also available in black & white edition at \$35.95). \$62.00</p>
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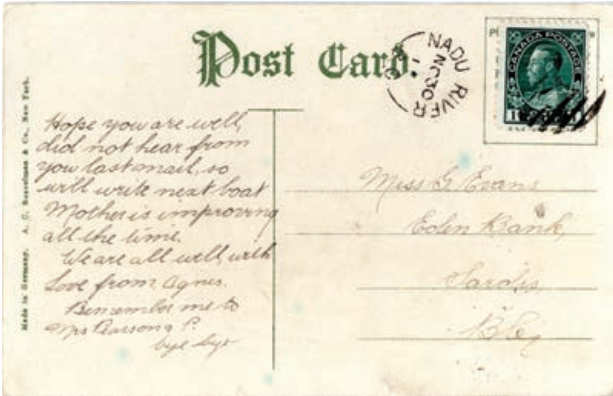
Study group centreline

Derek Smith

CENTRELINE summarizes the interesting and useful research done by BNAPS Study Groups as outlined in their periodic newsletters. Coverage this time is of those newsletters received via Canada Post during the quarter to late May. Your Reporter brings to your attention that there have been immense improvements to editorial and production standards of the newsletters over the past couple of years. The changes add enjoyment to the enlightenment gained from the material.

British Columbia

Newsletter #77 opens with the report of a previously unknown post office, at Nadu River, located on Graham Island in Haida Gwaii (formerly the Queen Charlotte Islands). It operated from 1914 until 1923. A nice strike on a post card from the Postmistress, Elizabeth Mary Evans is illustrated.



Bill Topping presents Part 3 of his series on Nicola Valley post offices, including Merritt, Kingsvale, Brookmere and Dot with illustrations of postmarks from each. Also included is an article by Dorothy M Horsman, reprinted from the *Nicola Valley Historical Quarterly*, sharing her memories of the Merritt post office, run by her father. Alex Price sent a picture of a strip of 1¢

and 2¢ Edwards with Curnow strikes (that office was discussed in the previous issue).

With the help of John Gannon at Canada Post, all new postal outlets opened in British Columbia during 2010 are listed.

Volunteers from the Railway Mail Service Volunteer Repair Crew have winterized the mail car in the railway museum at Squamish. At its peak, the Railway Mail Service, which operated from 1853 until 1950, had 192 post offices, and 1,385 employees.

Elizabethan

In issue #113, Dudley Nash reports a major new variety on the 50¢ red Calla Lily flower stamp—a fluorescent ink that glows a distinctive turquoise-green under a short wave UV lamp. Jeff Arndt reports a constant plate variety on the 5¢ Wilding—a spot of ink under the LR corner of position #20. Don Fraser shows a block of the 50¢ Centennial, with an ink blob at the bottom of the 5 on a left-margin stamp. Léopold Beaudet discusses the discovery of an eleventh stamp with the “hook tag flaw,” this one the “A” stamp—unique in that it points upward on the right side of the left tagging bar.

Editor Robin Harris comments on the 2011 “sunflower” release (so far seven formats and products) featuring two colour varieties. Concentrating on the coils, he notes that the colours alternate along the strip. Robin also confirms, and provides details about, die cutting pattern #16 on the Lowe-Martin coils of the Baby Wildlife definitives. This is the first series to have rounded rather than the saw-toothed tips.

Fancy Cancels and Miscellaneous Markings

For issue #56, Gary Steele adds 15 DLO “Crown” wax seals to the existing listing. He sent a photo of one, an 1898 Ottawa “ambulance” cover.

Among submissions from 15 other contributors, George Pond sent a number of new examples of Norfolk County, ON strikes. John McCormick sent 30 examples of early fancies on pre-Confederation Canada cents stamps. Karl MacKinnon illustrates 15 corks from across Canada. Mike Street illustrates a 1946 cover bearing an oval “Post Office Letter Vendor” marking. Ron McGuire explains that: “Stamp Vendors operated with CPO approval in major city post offices, selling stamps after regular PO hours.” The practice began in 1874.

Editor Dave Lacelle continues his series on Fakes, Bogus, and Spurious Items, including fakes of SS River Denis, and three on PEI remainders. He also adds 10 more “Bogusman” productions to his past articles.

First Day Covers

With issue #6 of *First Impressions*, Gary Dickinson takes over as editor from George Basher. We wish him a pleasant and fruitful tenure.

Bob Vogel revisits the “maple leaf” cachet found on FDCs of the 1927 MacDonald stamp, and then, much later, on covers of the Elizabethan era. He suspected that on the latter, the cachets were “add-ons.” And indeed they were. Ted Wright (of George Wegg Ltd) said that he added them to some FDCs that had “too much white space.” He has decided to retire the hand stamp, giving it to Bob!

Gary Dickinson has discovered two previously unreported cancellations applied to the 1949 stamp honouring Newfoundland’s confederation with Canada. He also lists additional time marks for the recognized Type I strike.

King George VI

Issue #22 of the *Post & Mail* continues Donald J LeBlanc’s detailed lavishly illustrated study of the 1942 War Issue. Part IV concentrates on the “cracked plates” of the 1¢ and 2¢ values. Donald also showed a stunning paper fold of an LL corner block of the 4¢ War Issue stamp.

John Burnett produced a colourful article on advertising covers, most being used by CP and CN Telegraphs to deliver copies of wires to the addressee. Derek Smith submitted a 1945 registered cover to Italian Somalia at the 3¢ “concession” rate, mailed to an officer in the Royal Army Medical Corps. Back stamps trace its 22-day travel route.

Military Mail

Newsletter #199 features Major Anthony Fulmes’ description of the postal facilities available to Canadian officers serving with the UN Truce Supervision Operation in Israel, Lebanon, and Syria. Letters can be sent via a post office operated by the Austrian contingent, via the regular Israeli or Syrian posts, or via the CFPO directed through Belleville, ON.

AD Hanes wonders, from studying various backstamps on letters, if the Little Mountain Barracks was a WWII military hospital or a detention barracks? Colin Pomfret illustrates letters with covers on YMCA stationery, sent in 1918 from the Spadina Military Hospital and the Whitby Convalescent Hospital.

Editor Dean Mario also reviews recent auctions of military mail. He is planning a special issue to celebrate the publication of the Group's 200th newsletter.

Newfoundland

Issue #143 of the *Newfie Newsletter* features Philip G Russell's in-depth study of six letters from the US, Jamaica, and Cuba, mailed between 1844 and 1854 to the firm of CF Bennett (later "& Co") in St John's. All were handled by the US postal service, which forwarded them by Cunard packet, and later via a land route to Robbinston, ME., St Andrews, NB, St John, NB, and Halifax. Philip acknowledges the help of Colin Lewis.

Editor Norris (Bob) Dyer presents page 5 of his exhibit of the overprints to meet the 1897 postal shortage of 1¢ stamps. This features red and red-and-black surcharges. He also discusses the final quantities of the five settings for both trials and the stamp.

Don Hedger shows plate flaws on positions 3-5 of the 1910 2¢ Coat of Arms stamp. Doug Hannan scanned both sides of a money order cover used in 1904 to Baltimore; he knows of only two others. Dean Mario illustrates a wrapper for the 1911 KGV 1¢ post cards. Mike Axe pictures the finest copy known of a 3¢ blue perf 9 postage due stamp. David Piercey presents an 1898 cover, bearing a 1¢ red Royal Queen stamp on a cover mailed at and to Harbor Grace, suggesting that the town had a local delivery service. Barry Senior shows nine examples of the Ayre AP perfin on values of the "Long Coronation" stamps. Six of these perfins are unique.

Editor Dyer adds again to his count of Martinsyde/Alcock supplementary mail covers, bringing the total to 26. He lists all of them and indicates that he expects to find more. Another article discusses correspondence with Sheldon Curnew, who sent a photo of Rev EA Butler posing with Sheldon's great uncle and aunt at their wedding in 1944.

Postal Stationery

Volume 24 / No. 1 starts with Vic Willson's compilation of countries to which the first Canadian 2¢ international-use post card (P4), issued on 15 August 1879, is known to have been sent. His tally so far is 75.

Earle Covert discusses and illustrates Flag Envelopes printed to private order for three users—Automotive Opinion Forum, Columbia Recording, and *Reader's Digest*. Pierre Gauthier and Bill Walton present Part 6 of their study of postal stationery with francophone advertising, this time concentrating on the King George VI period. Interestingly, they have only one Elizabethan card, a bilingual election message, mailed in 1962 at Timmins, Ontario, where the large French community made up 39 percent of the population.

Vol. 24, No. 2 features Bill Walton's discovery of the only P271 with dark green address box guidelines in the same shade as the 1¢ stamp. It was printed for Croft & Sons of Toronto and mailed on 29 January 1917.

Earle Covert presents part II of his series on private order Flag Envelopes produced in English and French versions for *Reader's Digest*. Bill Walton and Pierre Gauthier continue

their series illustrating francophone advertising on postal stationery, this time from the George V and George VI eras.

Robert Lemire's PCF Corner mentions Raymond Gagne's finding a previously unreported Chateau Frontenac card, issued in conjunction with the 400th anniversary of the founding of Quebec City. Robert also adds to the list of known cards in the series with Die IIIc based on Raymond's, Pierre Gauthier's, and his own discoveries. There are updates of new postal stationery issues including an envelope and post card for the Royal Wedding (first day strikes not available at post offices, only from Antigonish, if any!). It is also noted that other post cards have been issued, with more to come monthly featuring the signs of the Zodiac.

Railway Post Offices

Study Group Chairman Brian Stalker notes in issue #213 that Ross Gray has celebrated his tenth year as Editor of the newsletter, and that Chris Anstead has arranged its printing and mailing over the same period.

As usual, a large number of newly discovered earliest- and latest-recorded dates, as well as train numbers, have been submitted—by Jack Brandt, Colin Lewis, Bob Lane, Jim Miller, Peter McCarthy, and Ross Gray. Among Jack Brandt's finds is the initial use of MOOSE JAW & EMPRESS. RPO / No. 2, E in July 1922. His research suggests that this was a short-lived run. Ross Gray comments on a cover in a recent Eastern Auctions sale—a superb Railway Ticket Stamp oval “J.D. ANDERSON/ABERCORN / SEP 4 South / QUEBEC” used to cancel stamps on a registered cover in 1884.

In issue # 214, Editor Ross Gray illustrates only the second-recorded strikes of two different hammers: an ERD MR 15, 62 of the Northern RR—Toronto & Capreol; and a new LRD JA 22 (1857) for “ONTARIO-SIMCOE-&-HURON RAILROAD.” Peter McCarthy reports the first-known, blank-direction indicium for the only Grand Trunk Railway hammer “MON. & KINGS. GD. TRK. R.W. POST OFFICE / No. 2, A”, dated NOV 7, 1861. Brian Copeland has found that there are two hammers of “E. & N. RWY / B.C”, used by the Esquimalt & Nanaimo concurrently, from 1890 and 1891 respectively. Only one was proofed. Scans and data accompany the discussion.

Numerous reports of new ERD, LRD, train numbers, indicia markings, and clerk-name hammers were supplied by Ron Barrett, Jack Brandt, Hugo Deshayé, David Oldfield, Brian Stalker, and Roger Waivio.

Revenues

Issue #72 discusses the issue of new Tobacco Excise Duty Stamps, which were announced in the *Canada Gazette, Part II* on 16 February 2011. Christopher Ryan first saw them on Belmont cigarettes on the 21st.

Chris also writes on the special accounting required for Canada's Inland Revenue Reports, for overprinted Nova Scotia Federal Bill stamps, from Confederation until 1871, while Nova Scotia's currency was set at a discount to the Canadian dollar. The two currencies were not merged until 1 July 1871. Until then, Nova Scotia used English as well as Spanish coins as legal tender, and Christopher details their assigned NS currency values.

(continued. on pg. 61)

Victoria's secrets

Cecil C Coutts

NO, this article has absolutely nothing to do with ladies' lingerie. The story is mainly, but not completely, about Victoria, BC cancelling machines during the blackout cancel period from 1942 to 1945. A number of things happened with these machines that didn't happen anywhere else in Canada.

The "Perfect" cancellers

In 1942, the Victoria post office had two Perfect cancelling machines. The first, with serial number 335, had been issued in November 1934 (Figure 1). The second machine was issued in early 1942 and carried serial number 106 (Figure 2) [1].

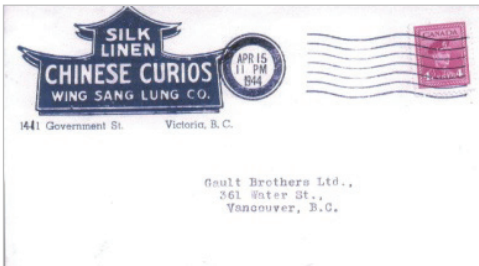


Figure 1. Perfect Machine No 1 with the Victoria blackout dater hub.

Looking at the cancellation, we see that the left ends of the obliterator bars mostly stick out straight, and that the wells (the down part of the "waves") are shallow.

Figure 2. Perfect Machine No 2 with dater hub removed for security reasons. Note the proper use of a single franking on a private post card.

In this cancel, we can see that the left ends of the obliterator bars point slightly downward and that the wells are deeper than those of Machine No 1. The return address on the flap is HMCS *Naden I*, c/o Fleet Mail Office (FMO) Esquimalt, BC. Machine No 2 was used primarily for processing ship's mail from the Esquimalt naval base. The earliest-reported date for the hubless machine is 6 March 1942, and the latest date 21 June 1943.

The unanswered question confounding postal historians to this day is this: Where was Machine No 2 located? Was it at the Victoria Main Post Office or at the FMO? To date, no documentation has been found to settle the argument.



Keywords & phrases: Blackout cancels, postal markings, machine cancels, World War II

The hybrid cancelling machine

This is, without doubt, the strangest story to come out of the blackout period.

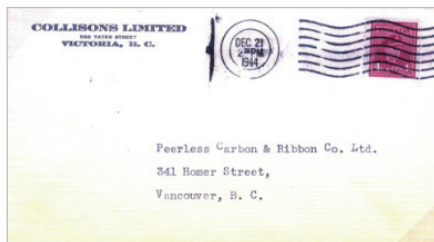
In 1944, Vancouver loaned Victoria a spare Perfect machine to help clear the Christmas mail; however, the loaner did not have a Perfect dater hub. A spare Pitney-Bowes hub, similar to the other hubs Vancouver was using, was sent instead. Normally, these machine components were not interchangeable; however, in this case, the Pitney-Bowes hub was re-worked to fit the Perfect machine. A constant vertical ink blob, shown to the left of the dater, is an indication that the components did not fit properly. See Figures 3 and 4.

This is not, however, the end of the story. Victoria had only Perfect date and time slugs, so these had to be used in the Pitney-Bowes hub. The short space between the dater hub and killer bars confirms that this is a Perfect machine. The Perfect slugs in the Pitney-Bowes hub can be identified by the tall numbers and letters. The Pitney-Bowes hub has a break at the 6:30 position on the outer ring that is unlike any other hubs Vancouver was using.



Figure 3. Left: Vancouver's Pitney-Bowes machine. Right: Victoria's normal Perfect machine No. 1.

Figure 4. The very scarce Victoria Hybrid machine. A Perfect obliterator came with the Vancouver machine.



The last blackout cancel reported from a Victoria Perfect machine is dated 18 June 1945.

The end of the blackout cancels

Victoria was officially instructed to withdraw its blackout hubs at 11 PM on Friday, 31 August 1945 [3].

The official Japanese surrender and signing date (and VJ Day) was Sunday, 2 September 1945. Monday was Labour Day, so the post office was closed on 2-3 September. The earliest day for resumption of regular town-dated hubs was 4 September, but there may be uses of the town-dated hub on Saturday, 1 September. Figure 5 shows the last day of blackout usage (31 August) and Figure 6 the resumption of use of the regular Pitney-Bowes machine with the Victoria / British Columbia town-dated hub.



Figure 5. Last day of use of the Victoria Pitney-Bowes blackout hub.



Figure 6. The blackout period is over. This 4 September 1945 cancel is an early example of resumption of use of the regular hub.

The hub in Figure 6, last used in 1934 in a Universal machine, was resurrected eleven years later. The second Pitney-Bowes model G machine, used during the blackout period, was received 20 July 1945.

Another Victoria story

In 1945, Prime Minister Mackenzie King's government brought in Family Allowances (FA) as a measure to promote the well-being of children. It was estimated that four million children would qualify for the "baby bonus" cheque [2]. Additional cancelling machines were distributed to post offices in all provincial capitals in order to deal with the additional mail. Victoria received a Pitney-Bowes model G machine with serial number 665 on 20 June 1945. The machine was equipped with a blackout dater hub similar to those used in Vancouver. In addition, a Permit 9 slogan die came with the machine. This die is illustrated in Figure 7. Notice the break in the inner ring of the dater between 3 and 4 o'clock. The positioning of this break is unlike any Vancouver hubs.

All Family Allowance cheques were mailed in manila, number 9 envelopes that featured an address window.



Figure 7. July 1945 was the only month, and Victoria the only place in Canada where a blackout hub was used to process Family Allowance cheques. This cover is the only one reported to the BNAPS Blackout Study Group.

Eastern provincial capitals did not use blackout daters for Family Allowance mailings as the war in Europe had ended and the blackouts had been withdrawn by the time FA mailings started.

Another anomaly at the Victoria post office is seen in Figure 8. Here we have the August 1945 FA mailing, processed with the Victoria, BC, town-dated hub. The August mailing should have been processed with the blackout hub. Victoria's second Pitney-Bowes machine continued to process regular mail with the blackout hub until the end of August 1945. A possible explanation for this? Japan unofficially surrendered on August 15; it looks like Victoria jumped the gun and quickly replaced the blackout hub with the town-dated one without waiting for official sanction.

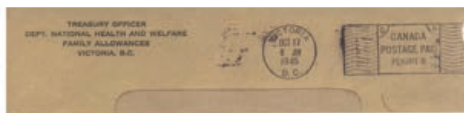


Figure 8. Victoria town-dated hub of 16 August 1945 on a Family Allowance cover.

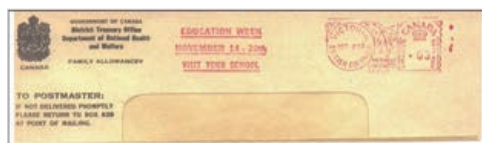
Completing the story of FA mailings at Victoria, Figure 9 shows that Family Allowance mail continued to be processed on the machine with the Permit 9 slogan die.

Figure 9. FA mailing dated 17 October 1945.

Figure 9 is confirmation of the continuation of Family Allowance Permit 9 mailings at Victoria. Such mailings continued until September 1948, as shown in Figure 10.

**Figure 10. 18 September 1948. This is the latest known usage of the Permit 9 mailing at Victoria.**

In October 1948, the District Treasury Office started using a meter impression on the FA mailings, as illustrated in Figure 11.

Figure 11. 8 October 1948. This is the first Victoria Family Allowance mailing using the postage meter.

Acknowledgements

My thanks to Bill Pekonen, Chairman of *War Times*, Journal of the World War II Study Group of BNAPS and to Ron Leith, former Newsletter Editor of the now inactive Blackout Study Group of BNAPS, for their contributions to this article.

Endnotes

- [1] National Archives, RG 3, Vol. 2393. Perfect Machine Distribution Lists—30 September 1936 and 13 September 1945.
- [2] Ibid. A letter dated 21 February 1945 from the Chief of the Mechanical Division, Post Office Department to Mr KC Dalglish, Vice-President of Canadian Postage Meter Ltd, Toronto, advising him that additional cancelling machines would be needed to handle Family Allowance cheques and correspondence.
- [3] *Postal History Society of Canada Journal*, No. 35, 30 September 1983 includes Victoria postal clerk Lester Small's account of being on duty the day the blackout cancels started and the day they ended.

Study group centreline (continued from pg. 57)

Another of his articles relates to the distribution of cancelled Ontario revenue stamps directly from provincial authorities, free of charge. Each such issuance had to be specifically approved by a minister or other high-ranking official. Chris also continues his illustrated series on Ontario municipal user-pay garbage tags and bags.

Dave Hannay submitted a post card bearing a 2¢ Admiral stamp, mailed on board a CP ship. The card was struck with a boxed "Mailed on the High Seas / Exempt from War Tax". Peter Martin illustrates a promissory note with 41(!) stamps totalling \$4.46. Fritz Angst showed a broken surcharge variety as "3/8 CFNT" on the ½¢ excise tax stamp.

Canada's "Stealth" MPOs—Part 2

Henk Burgers

Part 1 of this series was published in *BNA Topics* 2010Q1, pp. 49-55.

Military Post Office No. 201—Toronto, Ontario

MPO 201 was set up to serve No. 1 Manning Depot (1 MD) and No. 1 Initial Training School (1 ITS) of the RCAF. No. 1 Manning Depot was located at the Canadian National Exhibition site in what became known as the CNE Barracks. According to B&T [1], the post office was opened on 10 October 1939, although the Postal Archives state it was 11 October [2]. The postmaster was Lt EJL Day, who served until 16 November 1942 [3].

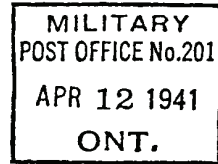


Figure 11. Proof strikes of CDS, Sayles D140 (B&T M11-7) CDS 25-mm diameter, and MOTO canceller Sayles D148 (B&T M11-8) (29 × 23 mm) [4].



Figure 12. The Eglinton Hunt Club in 1920.

No. 1 Initial Training School took over the former Eglinton Hunt Club on Toronto's Avenue Road. Built in 1928, its features included a gymnasium, a bowling alley, a swimming pool, a ballroom, stables for 150 horses, and an indoor riding school. Architectural features included a fox perched on the chimney of the east wing of the clubhouse, as well as hounds that graced the mantel over the fireplace in the ground-floor lounge. Facing imminent bankruptcy, the foxhunters left the

building in 1938 and the complex was turned into an RCAF trainings establishment. No. 1 ITS commenced operations on 29 April 1940, "Zero Day" of the British Commonwealth Training Plan, negotiated between Canada, Great Britain, Australia, and New Zealand in December 1939 [5].

There is more to the story about this location: "In 1938, Sir Frederick Banting, the co-discoverer of insulin, the treatment for diabetes, headed the Banting and Best Department of Medical Research at the University of Toronto. Banting developed an interest in aviation medicine that resulted in his Participation with the Royal Canadian Air Force (RCAF) in research concerning the physiological problems encountered

Keywords & phrases: Military, Security MPOs, postal markings, World War II



Figure 13. Commemorative plaque.

by pilots operating high-altitude combat aircraft. The “unofficial” status of the research required a secret location. With the acquisition of the Hunt Club property, Banting headed the Number 1 Clinical Investigation Unit (CIU) of the RCAF. An aircrew intake evaluation unit was established on the site to disguise its true purpose.” [6]

Figure 14. Early use of Sayles D140 (B&T M11-7) CDS tying #241 on a local rate letter, dated 15 November 1939.

And: “Elsewhere in the Hunt Club complex, a secret program of aviation research is going on under the direction of Dr. Frederick Banting, another luminary of the University of Toronto and the chairman of the Associate Committee on Aviation Research, part of the

National Research Council. This is the other main reason for putting No 1 ITS here, so the constant flow of aircrew candidates and school staff can provide cover for the activities of the physiologists studying the effects of acceleration—“gee force”—on the human body.” [7]

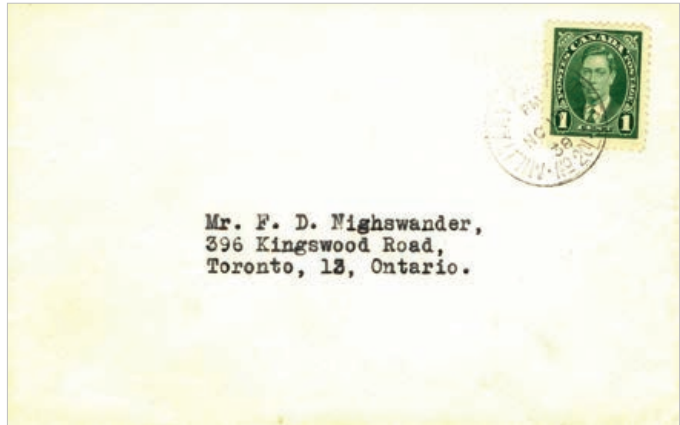


Figure 15. Cover from the Canadian Legion War Services at CNE Barracks to Ottawa sent 22 May 1940. Franked with a 4c Geo V #234 and assessed 2c due, as it was short 1c for a double weight letter. The rate was 2c per ounce + 1c War Tax [8].

After the war, the property was used as the Canadian Forces Staff School. The stables were demolished in 1986, and DND left the site in 1994. It now houses high-end condominiums, and the former Officer's Mess is the club room.

This security hammer was used in Toronto from 11 October 1939 until 30 April 1941.



Military Post Office No. 201

Figure 16. Sayles D144 (B&T M11-9) oval marking (52 × 31 mm), and Sayles D152 (B&T M11-10), a straight-line marking (65 × 4 mm), both proofed in October 1939.

Figure 17. Registration marking Sayles D150 (B&T M11-11) (52 × 24 mm), proofed October 1939 and MOTO canceller Sayles D147 (M11-13) (30 × 23 mm).

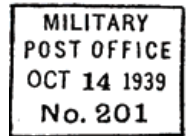
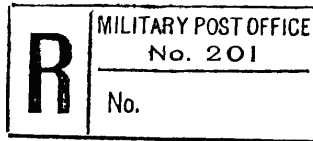


Figure 18. OHMS #10 free cover (Canada Post), 27 October 1939 to Schomberg, ON. Toronto, slogan machine cancel and countersigned by PM at lower left. Very early date and a clean strike of Sayles D144 (B&T 11-9) at left plus a Schomberg CDS arrival marking on reverse.



Figure 19. Proof strike of the 32-mm diameter rubber dater Sayles D142 (B&T M11-12) and a strike on a receipt for a registered letter dated 25 June 1940.



Figure 20. A registered cover dated 19 December 1939 from Canadian Legion War Services at CNE Barracks to the Chief Pension Officer in Ottawa. The Sayles D150 (B&T M11-11) R-stamp is struck in purple; the five #233 paying the domestic rate of 5c for a double weight letter and the registration fee of 10c are tied by three strikes of D140 (M11-7). The reverse bears multiple strikes as well, along with a Toronto transit marking and an Ottawa Registration CDS as a receiving marking.

Figure 21. This unlisted, 51.5 × 7 mm, single-line marking was found on a Christmas card in the envelope shown in Figure 26, along with a strike of D144 (M11-9).

MILITARY. P. O. 201

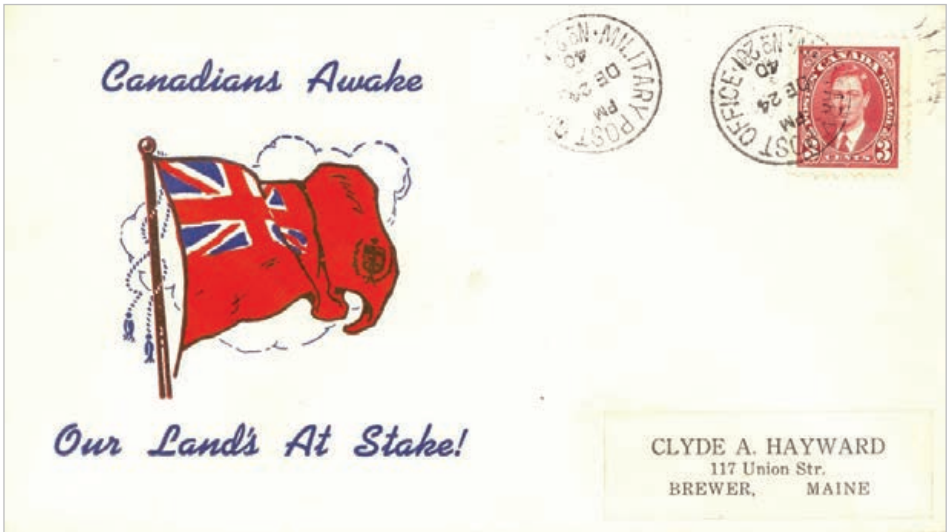


Figure 22. Patriotic cover to Brewer, Maine. Cancelled on Christmas Eve and containing a Christmas card (shown in Figure 23). The 3c #233 pays the rate to the USA. The reverse bears a strike of D140 (M11-7) and D144 (M11-9).

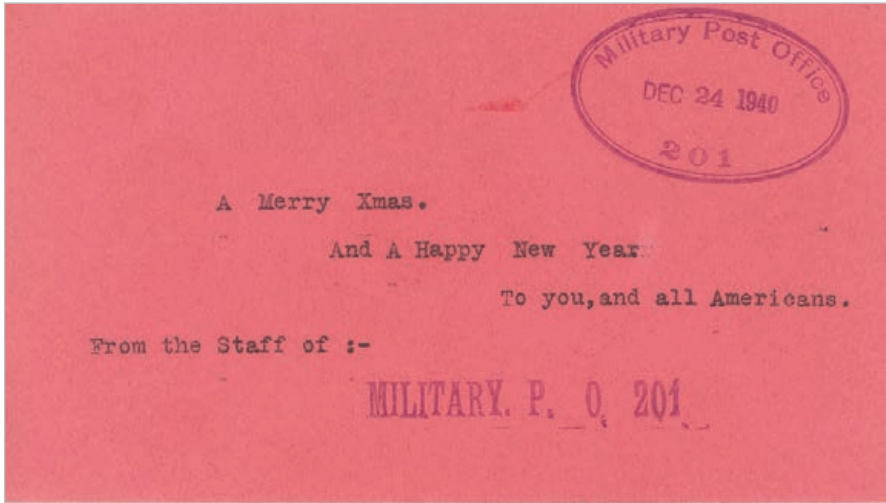


Figure 23. The unlisted single-line marking and the strike of D144 (M11-9) on the Christmas card mentioned above.

The proof book does not list any roller cancels for MPO 201.

The office was renamed **Toronto, M.P.O. 201** on 1 May 1941 and used for District Depot No 2 of the Canadian Army until 12 July 1941, when the office was closed. It reopened, however, on 16 November 1942 [9].

The new hammers assigned to these units were: TORONTO – M.P.O. 201 (District Depot No. 2), proofed 25 April 1941; TORONTO – M.P.O. 204 / ONT. (No. 1 Manning Depot), proofed 2 May 1941 and opened 12 July 1941; and later, for No. 1 ITS, DESERONTO – M.P.O. 219 / ONT., opened 2 September 1943.

Military Post Office No. 301—Ottawa, Ontario

This office served the Canadian Army Depot in Lansdowne Park, Ottawa, as well as a number of other military facilities in the nation's capital. Lansdowne Park was named after Governor General Sir Henry Charles Keith Petty-Fitzmaurice, fifth Marquess of Lansdowne and sixth Earl of Kerry. Located in the Aberdeen Pavilion, the post office was opened on 12 October 1939, with Sgt JJS Rice named the first postmaster. He was replaced almost immediately by Staff Sergeant JT Durham, who served until 20 May 1941 when he was succeeded by Lt Arthur Wm Markey [10]. The pavilion was built in 1898 and named after John Hamilton-Gordon, first Marquess of Aberdeen and Temair, and Governor-General from 1893 to 1899. Its architecture was



Figure 24. (above, right). Proof strike of the CDS hammer, Sayles D350 (B&T 11-14) (steel CDS, 25.5-mm diameter).

inspired by London's Crystal Palace and is the last surviving Canadian example of a popular nineteenth-century style of exhibition hall. It is now a National Historic Site. Also known by its nickname, "the Cattle Castle," the building has long been connected with the military.

Lord Strathcona's Horse was bivouacked there during the Boer War; Princess Patricia's Canadian Light Infantry mustered there before going to France in WWI; and during WWII it served as a general recruiting centre for thousands of Canadian troops heading overseas. It was also home to the Cameron Highlanders and the Princess Louise Dragoon Guards infantry regiments. Almost immediately after the declaration of war in 1939, the Department of National Defence took over the exhibition grounds. The Central Canada Exhibition was cancelled for the duration of the war so that the military could continue to use the facilities for training.

In addition, the Royal Canadian Army Medical School was first established here. It moved to Camp Borden in 1941.



Figure 25. The Aberdeen Pavilion in 1903. [William James Topley/Library and Archives Canada/PA-009125].



Figure 26. Early strike of a favour cancel of Sayles D350 (B&T M11-14) on a YMCA envelope.

Figure 27. Below: Quebec City to Ottawa, 29 December 1939. Sayles D350 (B&T M11-14) used as an arrival marking on 1 January 1940.



Figure 28. Front of the cover in Figure 27. Note the (unauthorized) use of a bisected stamp to make up the 3-cent rate.



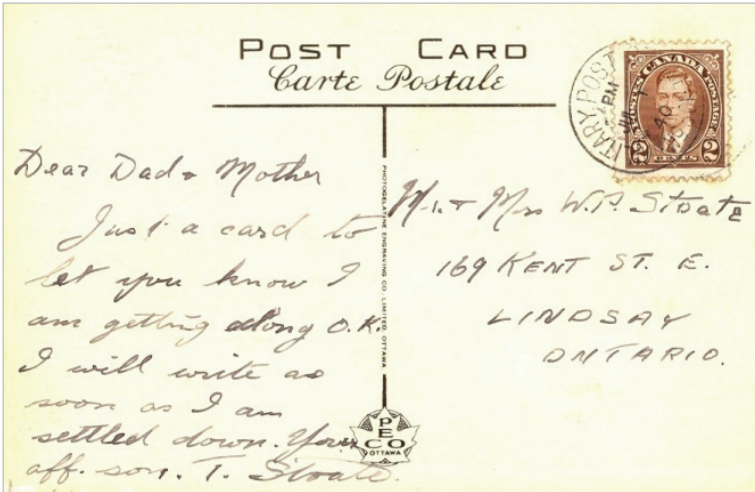
The cover in Figures 27 and 28 was mailed from Quebec City on 29 December 1939 to Sgt Roy Hider (RCASC, Royal Canadian Army Service Corps). Sgt Hider was assigned to the Woods Building, probably as a clerk in one of the many temporary buildings in Ottawa; hence the scarce use of the CDS as an arrival marking, dated 1 January 1940.

Figure 29. Cover with Salvation Army corner card printed for use by members of the military services. The coil strip of three Sc #238 is tied by two strikes of D350 (B&T M11-14) dated 2 December 1939. Sent by a Sgt with No. 5 CCS and addressed to Tillsonburg, ON.



The cover in Figure 29 was sent by a Sergeant in the medical corps (RCAMC) who was in Lansdowne Park at this time. Sgt Purcell was with No. 5 CCS, a Casualty Clearance Station that later became part of the 1st Canadian Corps Troops overseas.

Military Post Office 301 also had a registration stamp, but it is not known when it was proofed, as it is not found in the Pritchard & Andrews proof book [11]. More than likely, it



was proofed in October 1939 along with many of the other security MPO devices.

Figure 30. Post card to Lindsay, ON, from a soldier reassuring his parents that he is OK. The single Sc #232 is tied by a strike of D350 (M11-14). The front of the card shows the Library of Parliament

in Ottawa.

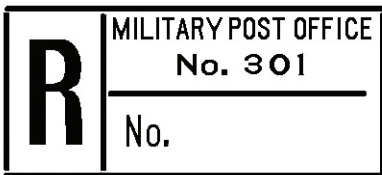


Figure 31. Simulated proof strike of the MPO 301 50 × 22 mm registration marking (Sayles D352).



Figure 32. Registered letter to Toronto from a Private in the 1st MTVRD (Mechanical Transport Vehicle Reception Depot) to his father, cancelled by D350 (M11-14) CDS dated 12 April 1940. [Courtesy CD Sayles].

This office was apparently not issued with any other cancellation devices such as MOTOs or a roller cancel as some of the other MPOs were. The office was renamed Ottawa MPO 301 on 22 April 1941 and the hammer was replaced by **OTTAWA M.P.O. 301 / ONT.**, proofed 25 April 1941. The newly renamed office also had a registration stamp which was not proofed until April 1942, but it did not have any MOTO devices or roller cancels. It closed again on 15 May 1946 [12].

Military Post Office No. 302—Barriefield (Kingston), Ontario

Camp Barriefield was constructed early in WWI, and troops were stationed here from 1914–1918. The camp was named in honour of Rear-Admiral Sir Robert Barrie (5 May 1774–7 June 1841), a British naval officer who served with distinction in the War of 1812.

In 1934, during the Great Depression, a permanent Signals Training Centre was constructed at Barriefield. The Royal Canadian School of Signals moved to Barriefield from Camp Borden in 1937. In January 1938, the accommodation for the Canadian Signals Training Centre of the Royal Canadian Corps of Signals was officially named Vimy Barracks [13]. During the Second World War the camp was greatly expanded.



Figure 33. Unemployment Relief Camp Huts at Barriefield, Ontario. [Canada. Dept. of National Defence / Library and Archives Canada / PA-03557].

The Royal Canadian Ordnance Corps (RCOC) also had a training centre at Camp Barriefield during WWII. After the war, the RCEME School (Royal Canadian Mechanical and Electrical Engineers) took over part of the camp and named it the McNaughton Barracks, in honour of General AGL McNaughton, the first commander of the 1st Canadian Army during the Second World War.



Figure 34. Proof strike of the 26-mm diameter steel CDS, Sayles D360 (B&T M11-15).

The last period of use of the Militia cancel (B&T M3-3) by the camp post office was from 22

July to 2 August 1939. In 1939, the new security MPO cancels were introduced and Barriefield's MPO 302 opened on 8 November 1939 under postmaster WF Hubbard who was there until 26 January 1942 when the office was taken over by Sgt Hugh Cameron Wilson [14].



Figure 35. Cover to Ottawa franked with #233, cancelled by two strikes of D360 (M11-115) dated 10 November 1939 from an A/C.Q.M.S. (Acting Company Quarter-Master Sergeant) with the 1st Canadian Divisional Signals.

Looking at the cover in Figure 35, we see that, once again, the purpose of the security hammer was rather defeated by the prominent return address of the soldier at top right!

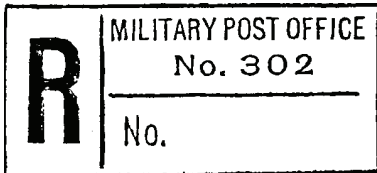


Figure 36. Proof strike of Sayles D363 (B&T M11-16), proofed October 1939. Size 52 × 23 mm.

Figure 37. Registered (philatelic) cover to Hamilton dated 27 June 1940. D363 (M11-16) is struck in purple.



The EN53 stationery envelope and 10c Parliament Sc #241 in Figure 37 pay the domestic postage and registration fee on this philatelic cover. The reverse of the cover bears multiple strikes of D360 (M11-15), several RPO cancels, and Kingston transit and Hamilton arrival markings.



Figure 38. Registered (philatelic) cover to San Francisco dated 22 March 1940.

The block of six Sc #232 and one Sc #231 in Figure 38 are cancelled by three strikes of D360 (M11-15), plus another free strike of this cancel on front. There is also a straight-line REGISTERED marking in purple. The reverse bears three different RPOs and a San Francisco Registered arrival marking.

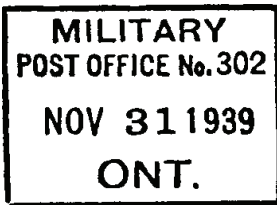


Figure 39. Sayles D362 (B&T M11-17), 30 × 22 mm. According to the proof book, this MOTO was proofed on 31 November 1939. However, this is not possible, of course; there is no such date! A little joke by a Pritchard & Andrews employee perhaps?

The only other known cancelling devices for MPO 302 were a MOTO, illustrated in Figure 39, and a redirection marking, shown in Figure 40. This was a marking known as a "Pointing Hand" or "Return to Sender hand". It is an unlisted marking not contained in the proof book and is illustrated in Figures 40 and 41.

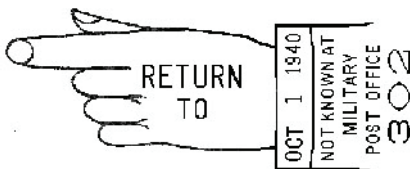


Figure 40. Simulated proof strike of the Pointing Hand or Return to Sender marking for MPO 302 (Sayles D365, unlisted in B&T), 88 × 35 mm.



Figure 41. The Return to Sender marking on a redirected letter to Barriefield. [Courtesy Doug Sayles].

This letter was first redirected to another Winnipeg military address, then to the Signals Training Centre in Barriefield and finally returned to sender as the addressee could not be located. No roller cancels are known or listed in the proof book for MPO 302.

The post office opening dates were 8 November 1939 to 30 April 1941. This security hammer was replaced by MPO 302 Barriefield for the Royal Canadian School of Signals in May 1941 [**BARRIEFIELD - M.P.O. 302 / ONT.**, proofed 3 May 1941, B&T M13-102] and also by MPO 312 Barriefield for Vimy Barracks on 16 April 1943. The CDS hammer **BARRIEFIELD - M.P.O. 312 / ONT.** (B&T M13-154) was proofed on 19 November 1942. MPO 302 closed again on 31 May 1946.

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- [19] <http://www.pbalkcom.com/Cassin%20Pages/HistoryValcartier.htm>
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RPSC, *The Canadian Philatelist / Le philatliste canadien*

BNAPS business and reports

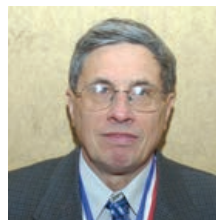
President's column

Robert Lemire <rlemire000@sympatico.ca>

SUMMER, already! In general, summer has always had a reputation as a slow season for collectors. Yet most collectors I know don't take a summer break from their passion. Instead, they reorganize their collections and accumulations, prepare new exhibits, hunt out vacation places related to the history of their key items, spend hours poring over documents in libraries and archives, or write articles for *BNA Topics* and other publications.

We too often procrastinate on this last activity. Recently, a question about a particular postal stationery item was passed on to several study group members. It was a good question, but if one study group member (me) had bothered to write up information gleaned from the postal archives almost a decade ago (and he still hasn't), the entire line of investigation would have been moved several steps forward. This was a personal reminder of an adage from scientific research: if the results from a study remain unpublished, then that work might better never have been done. The time, money and energy were wasted. The same applies to philatelic research. This does not necessarily mean that a final answer has been obtained to a question—indeed, good research often leads to yet more issues to explore. In BNA philatelic research, the BNAPS study group newsletters provide a good place to document puzzles that you have been unable to resolve.

Furthermore, others (now or a quarter-century from now) may have access to exactly the small missing piece needed to answer your original question. All the newsletters



are archived by the BNAPS Historian, and many of the study groups have authorized that the contents be made available online, even to non-members, after a certain number of years. Also, by law, newsletters published in Canada are cataloged and made available to others through Library and Archives Canada.

The North Bay convention is little more than a month away. For those of you who have never attended a BNAPEX, it is a wonderful place to meet those with similar (and different) philatelic (and non-philatelic) interests. I attended my first convention in Ottawa in 1981, travelling from Manitoba when my philatelic budget was much tighter than in later years. Nevertheless, BNAPEX was so different from other shows that I became enthused, and have missed only one convention since (1987 Charlottetown, when I was in Europe on business—as penance, I will be chairing the 2013 convention in Charlottetown).

By the way, if you are driving to North Bay using Highways 11 (from Toronto) or 17 (from Ottawa or Montreal), and you enjoy the sights of nature, contact me for suggestions about scenic hiking trails not too far off your route.

Also, I now can confirm that BNAPEX-2012-CALTAPEX will be held in Calgary on 31 August to 2 September 2012 (the Board meeting will be on 30 August). The primary venue will be the Hyatt Regency Hotel in Calgary (700 Centre Street, SE). Special thanks to Jon Johnson and Jim Taylor, who handled the negotiations with the hotel.

Donations—2011

BNAPS wishes to express its sincere thanks and appreciation to the following members who have made financial contributions to the Society in 2011 (as of 27 June). The classes of contribution are: Patron—\$100 or more; Sponsor—to \$100; Sustaining—to \$50; Contributing—to \$25.

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R5518 R A Spencer
R5552 W J Woolsey
R5571 C R Melancon
R5787 C E Miller
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R5151 H R Christian

R5163 N C Seastedt

R5503 W R Hees
R5529 R M Collins
R5551 R D Murrell
R5560 P P Russell
R5661 R W Simson
R5862 R W

Cumming
R6030 C E Wigmore
R6073 D W Pitel
R6087 C S Flynn
R6112 M F Dorman
R6133 M M Bursey
R6223 E Dykstra
R6240 B Finlay
R6272 Wood
R6343 D G Havasi
R6391 D S Cayer
R6398 G Gerlach
R6469 R Henderson
R6565 R Blunk
R6584 B Ostro

* (To benefit the Youth Program)

From the Secretary—Report date: 5 April 2011

David G Jones

(184 Larkin Dr, Nepean, ON K2J 1H9, e-mail: <shibumi.management@gmail.com>)

Membership fees

Annual membership fees are \$C 30 or equivalent in US dollars. Membership applications submitted during the second or third quarter of the year should be accompanied by 75 or 50 percent, respectively, of the annual fee. Applications submitted in the fourth quarter of the year should be accompanied by 25 percent of the annual fee plus the full fee for the coming year. Family memberships are available for 50 percent more than the individual membership fee. Three-year memberships can be obtained at a 10 percent reduction. Send application form and cheque or money order to the Secretary.

Applications for membership

After receipt of an application, the New Applicant's name and membership number are printed in the next issue of *BNA Topics*. If no objection from any other BNAPS member is received within approximately 60 days, then the applicant is listed as a "New Member" in the next issue of *BNA Topics*. Collecting interests of New Applicants follow the "C" at the end of the initial listing so that members can get in touch (through the Secretary) with collectors sharing similar interests.

- 6618 Bruce Whittington, Ladysmith, BC. C: used Canada, Great Britain, Dominions
- 6619 S Delcampe, Soignies, Belgium.
- 6620 Gary Brown, Briar Hill, Victoria, Australia.
- 6621 Dudley Nash, Montreal, QC. C: Canada modern varieties
- 6622 Dan Whiting, Calgary, AB.
- 6623 Joel Peterson, Vancouver, BC. C: Canada pre-1950
- 6624 Harley Cohen, Winnipeg, MB. C: Canada Victorian Era
- 6625 Rejean Cote, Québec, QC. C: Quebec (Gaspé Peninsula), postal history, military

New members

All applicants 6606-6608 and 6610 to 6617 have been confirmed as full members of BNAPS.

Address changes (current town of residence is noted)

- 1462 Frank Busteed, Seattle, WA
- 2928 James W Felton, Tiffin, OH
- 6418 Terry Layman, Arlington, MA
- 6479 GF McDougall, Johnstown, ON
- 5740 Oke Millett, El Quisco Norte, Region V, Chile
- 6453 Mike Ritchie, Lewis Lake, Halifax, NS
- 6019 Dwight Saulsgiver, Warren, PA
- 4400 Brian Stalker, Heathfield, East Sussex, UK
- 5874 David Symons, Maple Ridge, BC
- 4537 Brian A Triplett, Collegeville PA

Deceased

James Goss
Steven C Luciuk
Maurice Nymeyer

Resigned

David H Whiteley

Mail returned, address unknown

Stephen Werner (Salt Spring Island, BC)

Total active membership, including new applications, as of 21 June 2011

1174

Dues for 2011 not yet received (to be dropped from the membership rolls)

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Regional group rant*Jack Forbes*

OVERVIEW: We've received reports on several Regional Group meetings since our last "Rant", and I congratulate organizers on the promotion of these events across the BNAPS membership. I've also received notices of meetings, but no reports on the actual get-togethers—please keep me updated on meeting activities in your particular region. We like to hear what's going on across our organization and to be able to promote your activities in this column! We also encourage the general membership to support the efforts being expended by the organizers of these outings through attendance at these events!

New Mailing Address—Jack Forbes 2nd REMINDER

Please note that I am still receiving mail which has been sent to my old address. Kindly note that I'm now at: P. O. Box 38205, Dartmouth, N. S. B3B 1X2.

Another Reminder re Presidential Visits

Our President, Robert Lemire, still hopes to visit some of the regions over the period of his term. If you would like to have Robert attend one of your meetings, you could contact him at: <rlemire000@sympatico.ca>, to book a mutually appropriate time.

HELP! HELP!—Midwest Regional Group

We were saddened to learn that Marc Eisenberg, Chairperson of this Group, and a strong supporter of BNAPS, died last autumn. However, we now find ourselves without a formal representative for this geographical area. I would appreciate hearing from any BNAPSer from the US Midwest who is willing to take on this responsibility. We missed having a regional group meeting in conjunction with this year's COMPEX as a result of this vacancy

in our ranks. Please consider taking this on! Drop me an e-mail to volunteer, or to nominate someone else who would be willing to serve: <JAFRBS@aol.com>.

Regional Group Representatives Meeting

Again this year, we've scheduled a short meeting in conjunction with BNAPEX 2011 in North Bay. We hope to see at least one representative from each region, (if you, as "assigned" rep are not able to attend, could you appoint another member to attend on behalf of your group?). We will get together in Founders Room A on Saturday, September 3, between 2 and 3 PM. It's an opportunity for each area to learn what other groups are doing to promote activity in their region, and to propose new strategies to encourage more participation among our membership.

Regional Group Reports

(Note that only a brief outline of the meetings will appear in this column, and you are encouraged to check out the BNAPS website for further details. (Please remember to send me, <JAFRBS@aol.com>, and our webmaster, Dave Bartlet, <dave.bartlet@shaw.ca>, copies of your meeting reports.)

The **Golden West Group** had its annual meeting at the WESTPEX show, and had 10 collectors in attendance. Bill Barlow gave an excellent presentation on Canada's Officially Sealed labels at this gathering, and promotional material for BNAPS was made available at the meeting, as well as at the North California Philatelic Societies Council information table. A reminder that two or three meetings are hosted at members' homes each year.

Inclement weather intervened in the plans for the **Manitoba-Northwestern Ontario Group** May meeting, with guest speaker, Robin Harris unable to travel. They'll try again in September.

The **St. Lawrence Seaway Group** held a very successful meeting in conjunction with this year's ORAPEX show, with 30 members in attendance. Jon Johnson of Calgary gave a particularly interesting presentation on privately produced envelopes for pioneer air mail use. They meet again on October 15th in Perth.

John Burnett was disappointed that no one showed up for his "reorganization" meeting of the **Dixie Beavers Group** which was set up for the HUNTPEX show. John is vowing to continue the quest, and will be contacting BNAPS members in that catchment area by e-mail to try to spur them on.

Continuing their fine record of interesting meetings, the **Golden Horseshoe Regional Group** held their last get-together before the summer break with their usual agenda which sees dealers offering their wares, an auction, a substantial lunch, and the Show-and-Tell session. Sandwiched between these activities, Ken Lemke informed the group on the intricacies of the George VI Mufti issue, and plans for many of the activities associated with BNAPEX in North Bay were confirmed. The fall season is kicked off at the Rousseau House September 25.

Halifax members of the **Atlantic Provinces Group** gathered at Gary Steele's cottage for an outing in June. Dealer stocks were available, as well as items from other members. Many facets of collecting were discussed, including the "outside of BNA" interests of members. It was felt that by identifying all collectors' favourites, others might be of assistance with those collections. Show-and-tell saw many interesting items being featured. A

tasty barbecue helped keep the mood congenial. The group will be participating in the One-Frame Team Competition at NOVAPEX 2011.

At the time of preparation of this column, we're still waiting for reports on the **Pacific Northwest Group's** Whistler get-together, and for the most recent meeting of the **Calgary Group** which was to feature a presentation by Andy Puczko on Precancels. The Calgary group is already busy with preparations for BNAPEX 2012 in that city.

A message from Peter MacDonald, Vice-President, Study Groups

When I joined BNAPS, it was because I was interested in a Study Group. The rest of the very rich resources of the Society held no interest for me—mostly because I knew nothing of them. I just knew I had to get more information about one of my specialties. Over the years, BNAPS Study Groups have come and gone; they have had periods of intense activity and times of hiatus. Most are fuelled by the high energy and the dedication of a few leaders, and some have a more equitable distribution of duties and expectations of their members

Since I became VP of Study Groups, the greater part of my volunteer time has been spent learning about all of the groups, reading the vast archives of SG newsletters, communicating by e-mail and phone with many of the SG leaders, and consulting with BNAPS Board members about how to move forward with these essential ingredients in our Society's life. It's time for a review and a renewal of the BNAPS Study Groups. I'll be counting on the active, enthusiastic participation of all BNAPS members as we conduct some surveys, ask some big questions, and consider how to make them even better than they are today!

One last item: Ron Majors <rmajors@comcast.net> is attempting to start a Pence-Cents Study Group. An organizational meeting is scheduled to be held Sunday, 4 September, 1:00 pm at BNAPEX 2011 in North Bay.

Classified advertisements

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