

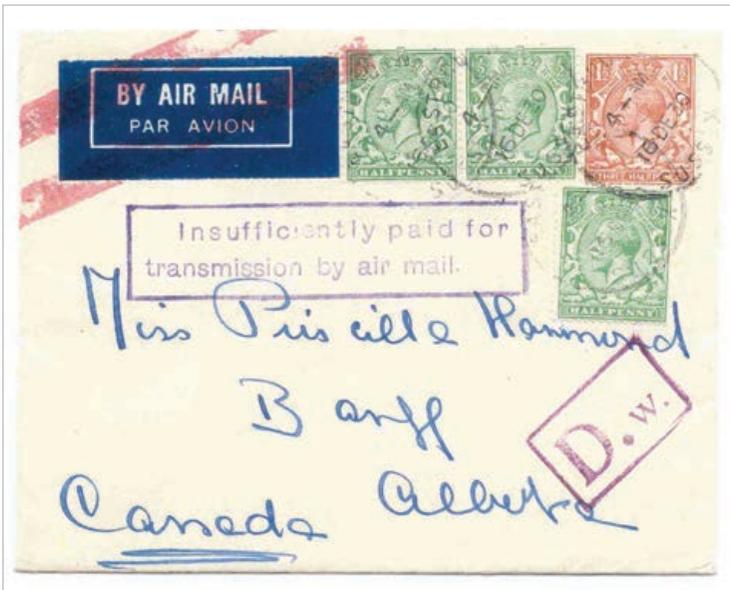
2012 • third quarter

# BNA Topics



Whole number 532

Volume 69 Number 3



**The mystery of the “D.w.” covers, p. 6**

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# BNA pics

Volume 69 Number 3 Whole Number 532

**The Official Journal of the British North America Philatelic Society Ltd**

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# Selection of Vincent G Greene Award recipients—eight years of statistics

Robert Lemire

THE Vincent G Greene Award, named for one of Canada's legendary philatelists, the late Vincent Graves Greene, is given annually to an author or authors for the "Best Article or Series of Articles appearing in *BNA Topics*" during the previous calendar year. The awards are voted on by the BNAPS Publications Committee members, the President, Past President, and Chairman of the BNAPS Board. Each member of the selection committee opts for and ranks three articles: Points (5, 3, or 1) are assigned for first-, second-, and third-place choices. The article receiving the highest total number of points is the winner.

My duties for BNAPS include being Chairperson of the Publications Committee and therefore coordinating the annual voting for the Vincent G Greene Award. From time-to-time, questions have been asked about how many articles were nominated in a particular year, or who were the "runners-up." Generally, I resist giving detailed responses, as these could lead to "second-guessing" and would be unfair to the worthy recipient(s). This isn't about to change. However, in my computer is a summary record of eight years of voting (from 2005 to 2012) for articles published between 2004 and 2011. Perhaps *BNA Topics* authors, other readers—and maybe even some of the voters—will find it interesting to know about a number of trends over that period.

Because of changes in officers (and overlap in duties), the number of voters over the period has ranged from four to eight (an average of ~six). Each year there have always been votes for at least six different articles—and usually for eight or more articles. However, each year,  $50 \pm 10$  percent of the articles nominated received a vote from only a single voter. Articles split across publication years and continuing series often receive votes, but seldom win the award. In general, at least one article obtains votes (1<sup>st</sup>, 2<sup>nd</sup>, or 3<sup>rd</sup>) from more than 80 percent of the voters, and the article obtaining votes from the most voters (regardless of 1<sup>st</sup>, 2<sup>nd</sup>, or 3<sup>rd</sup>) was the winner in seven of the eight years. Thus, there is usually consensus as to the winner, and the voting "point system" usually has little or no impact. The award recipient for 2011 will be announced at BNAPEX-2012-CALTAPEX.

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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

**King George V “Medallion” 3¢ Dies** *Peter Wood* writes: “*The Unitrade Canada Specialized Catalogue of Canadian Stamps*, 2012 Edition explains, on page 103ff, how to differentiate between “Die 1” and “Die 2” of the 3¢ King George V Medallion stamp, Sc # 197., using the right-hand “3” as a guide. I used my Celestron Digital Microscope with included Version 2 software to enable me to clearly see exactly where the left hand “3” was located. While doing that with the 200 or so copies of used stamps in my possession, I noticed that there was a co-relation between the two “3s”. When the front tip of the right hand “3” was even with the line as in Die 1, the left hand “3” fattened as it came to an end. The top side of the center joint curled up and the bottom side down. When the front tip of the right hand “3” was above the line as in Die 2, the center of the right hand “3” was flat and in fact narrowed as it came to an end.



Die 1

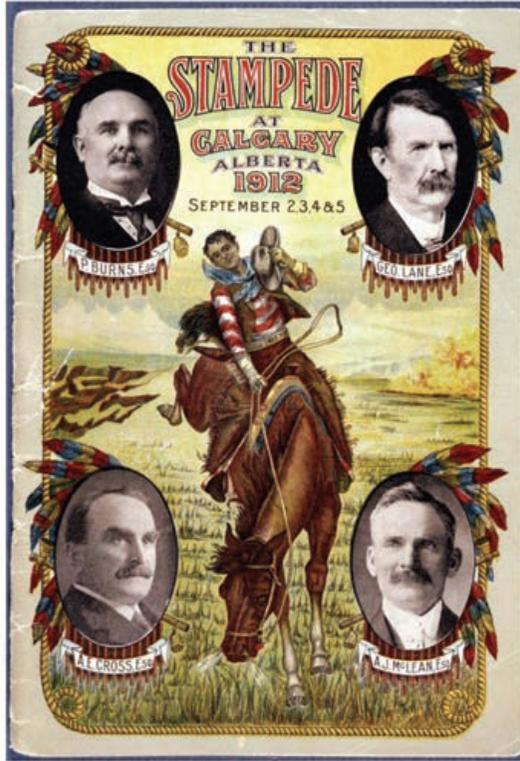


Die 2

“A sample of each is shown to illustrate my finding. After I took the pictures the same information was readily seen using a standard magnifying glass. For those of you who have original stamps of both dies I would appreciate hearing if other collectors find the same correlation in their 3¢ Medallion stamps. Please contact me at <plwood@sympatico.ca> or by Canada Post at, 45 Watercliffe Road, Toronto, ON, M9W 4E8.”

**Leap year cover** *Ron McGuire* writes, “This cover was created in 1948 to mark a leap year with five Sundays in the month of February. The next leap year with five Sundays in February is not until 2032. As I certainly do not expect to be here to do an article then, I thought ‘Topics’ readers might like to see it in 2012, a “regular” leap year.





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# The mystery of the “D.w.” covers

*Chris Hargreaves*



**Figure 1.** Postmarked: LONDON FE 1 31 and addressed to Mrs. A. W. Gollmer, BROADVIEW, SASK.

WHAT does “D.w.” stand for? Who applied this handstamp? And why? A purple “D.w.” handstamp is sometimes found on air mail covers to Western Canada in the early 1930s. The cover in Figure 1 was postmarked LONDON FE 1 31, addressed to Mrs A.W. Gollmer, BROADVIEW, SASK, and endorsed in the left top corner “*Via Detroit-Minneapolis First Flight, Pembina-Winnipeg Feb 2<sup>nd</sup>.*” The return address on back is E. Symons, ROCANVILLE, SASK, and there are two backstamps, WINNIPEG FEB 3 1931 and BROADVIEW SASK PM FE 4 31.

Back in July 1995, someone asked the question in *BNA Topics* [1]. It was never answered, and the handstamp continues to puzzle philatelists. At one time it was thought to be a pilot’s mark, but it turned out that on the flights involved, the pilot’s initials were not D.W.

Later, Trelle Morrow suggested in the *BNAPS Air Mail Study Group Newsletter* that:

*It is a private collector’s mark, such as some people use in approval books, or for other markings. I have seen several of these covers so marked, and one cover has the sender’s return address. It is W.C. Diment, Sintaluta, Sask. So I believe that the “D.w.” endorsement is that of Mr. Diment.*

---

Keywords & phrases: First Flight, Air Mail, postal history & markings, facing slips

However, it has always seemed strange that a collector would place a mark partially over a stamp when there was ample white space on the cover, as can be seen on the one addressed to Captain W.J.F. Emslie (?), Calgary, Alta., shown in Figure 2.



**Figure 2. Postmarked WINNIPEG FEB 22 1932. First Day Cover for overprinted air mail stamp (C3) [2].**

An alternative theory was proposed by the late Don Amos in the December 2002 BNAPS Air Mail Study Group *Newsletter*. Don wrote to the newsletter’s editor, Bas Burrell:

*Now we come to a dandy. I read somewhere you were losing your sanity over the marking “D.w.” So am I! Before I retired I was in the main post office. One day I wanted to check back in the records for someone asking a question about them. I went to the room where the records were.*

*I was told they needed the room and the records were all thrown out. I couldn't believe it. I tried Ottawa but they had no record of them. I have copies of it used in 1930-1931-1932. I have written to all the postmasters of each town and/or city giving all names and details, including Sintaluta in your letter, but never received a reply from any of them. The old-timers must have all gone.*

*Trelle may be right, but the general opinion here seems to be "Delayed-Weather". You are probably aware that the FF from Pembina Feb. 1931 was delayed until the next day because of bad weather, referring [to] the through flight from the east.*

*The thing I question of it being a dealer's mark is that the marking on some is right up cancelling the stamp, yet there is miles of space at the left on most covers thus. Seems odd that a dealer would put it up in that small space.*

However, it seemed odd to several people that the Post Office would use a handstamp that just says “D.w.,” as Post Office handstamps normally spell out the reason for which they are applied. When abbreviations are used, the letters are normally the same size. Don Amos worked in the Post Office, and he thought the handstamp was an official marking.

It seemed from the backstamps on the cover in Figure 1 that it wasn’t delayed after reaching Winnipeg. The flight to Winnipeg that carried the cover was delayed by one day, and most covers on the flight didn’t get a “D.w.” handstamp!

The mystery of the “D.w.” handstamp was reviewed in the September 2010 and June 2011 issues of *The Canadian Aerophilatelist* [3]. Fourteen covers with the handstamp were illustrated. One of the responses received was from Trelle Morrow, who commented “I thought I had a couple of the “D.w.” covers, but can only put my hands on one at the moment. I have never intentionally searched these out, so have seen likely 4 in my life.”

It is not known how many “D.w.” covers Don Amos would have seen when he proposed his explanation for the handstamp, or which of the 14 covers he would have seen. Some possibilities are the covers in Figures 3–14. Figure 4 is a First Flight Cover with a “Via Amos–Siscoe Quebec” endorsement, but with a Siscoe–Amos First Flight cachet. The cover is Postmarked SISCOE OC 28 30 and addressed to Mr. C. Townsend, Grande Pointe, Manitoba. There is no return address on back of [the] cover, but it is backstamped AMOS PQ OC 28 30 and GRANDE POINTE MAN NO 4 30.



**Figure 3.** Postmarked WINNIPEG MAR 25 1930, addressed to Mr JB Anderson, Regina, SASK [4].



**Figure 4.** First Flight Cover with “Via Amos–Siscoe Quebec” endorsement, but with a Siscoe–Amos First Flight cachet.

**Figure 5. MARKS STAMP CO., TORONTO envelope addressed to Mr. W.H. Metcalf [5].**

Figure 5 is a MARKS STAMP CO., TORONTO envelope addressed to Mr. W.H. Metcalf, Box 33, Foam Lake, SASK. The cover is cancelled WALKER AIRPORT WINDSOR OCT 13 1930 and has a Foam Lake 17 October 1930 backstamp.

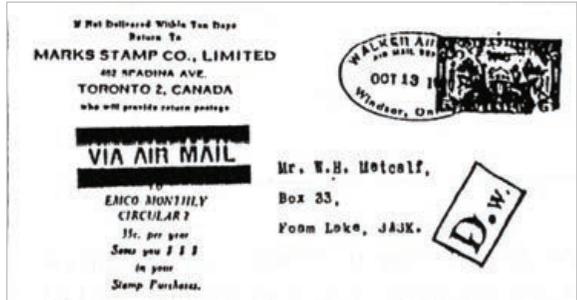


Figure 6 depicts a BRANTFORD to HAMILTON First Flight Cover cancelled BRANTFORD JUN 7 1930. Addressed to Chas. D. Griffith, Esq., Postmaster, Estevan, Sask., the cover is backstamped Hamilton 17 June 1930.

**Figure 6. BRANTFORD to HAMILTON First Flight Cover cancelled BRANTFORD JUN 7 1930 [6].**



Initially, Trelle Morrow commented that he had seen a cover with the return address of W.C. Diment, Sintaluta, Sask. I checked with Trelle. The cover he saw had the W.C.

Diment address in the upper left corner. He also thinks it “was put on with letter press, not handwritten.” This address was therefore not on the back of any of the cover illustrations in the Air Mail Study Group *Newsletter*, nor is it on any other cover illustrated in this article.



**Figure 7. From the Amos-Siscoe First Flight, 28 October 1930 and addressed to Mr. Jas. Stokes, Box 72, Oak Lake, Man. No address or cancellations are on the back.**



**Figure 8. SISCOE-AMOS First Flight cover**

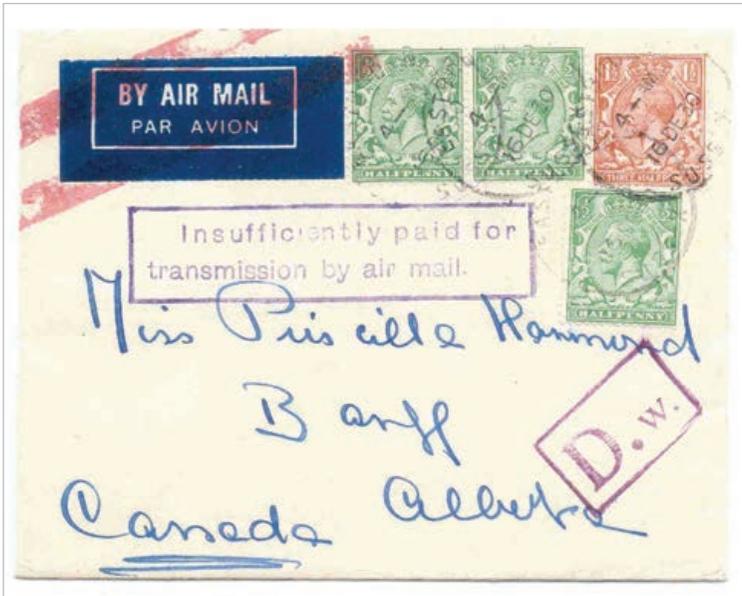
The cover in Figure 8 is from the return leg of the Amos-Siscoe First Flight depicted in Figure 7. This cover is addressed to Mr. Jas. Stokes, Box 72, Oak Lake, Man. as was the cover in Figure 7. It has no address or cancellations on the back.

The addressee for the cover in Figure 9 is the same person whose name is on the return address on cover in Figure 1. The WINNIPEG-PEMBINA First Flight cachet is postmarked WINNIPEG FEB 2 1931 and addressed to E. Symons, Rocanville, Saskatchewan. There are no backstamps, nor is there a return address on the back. It looks like the postmark is on top of the “D.w.” handstamp, but it is difficult to tell.



**Figure 9. WINNIPEG-PEMBINA First Flight cache postmarked WINNIPEG FEB 2 1931.**

**Addressed to E. Symons, Rocanville, Saskatchewan.**



**Figure 10.** Postmarked EASTBOURNE 16 DE 30 and addressed to Miss Priscilla Hammond, Banff, Alberta, Canada. The sender's address is on the back.

There is a purple “D.w.” handstamp and a boxed purple “*Insufficiently paid for / transmission by air mail*” on the cover in Figure 10. From 4 November 1929 to 22 February 1931, the correct rate for sea mail from Britain to New York, with onward air transmission through the US to Canada, was four pence per half ounce. Since this cover was only franked three pence, it was diverted to surface mail [7].

The cover illustrated in Figure 11 is postmarked FRIEDRICHSHAFEN 15.08.1931 and was addressed to Mr. Ernest Lombard, General Delivery, Prince Albert, Sask., Canada. It is backstamped MÜNSTER FLUGHAFEN 18.8.31 and PRINCE ALBERT AU 3 31. There is no return address on the back. A “D.w.” handstamp overlaps the “MIT LUFTSCHIFF GRAF ZEPPELIN BEFÖRDERT” cachet. The cover is in Hans Steinbock’s exhibit of *Zeppelin Mail to and from Canada*. I asked Hans to see if the Zeppelin cachet was applied on



**Figure 11.** Postmarked FRIEDRICHSHAFEN 15.08.1931, to Prince Albert, Sask.

the cover. The cover is in Hans Steinbock’s exhibit of *Zeppelin Mail to and from Canada*. I asked Hans to see if the Zeppelin cachet was applied on

top of the “D.w.” handstamp or if the “D.w.” handstamp is on top of the Zeppelin cachet, or if one can’t tell. He replied, “The “D.w.” stamp is on top of the Zeppelin confirmation stamp.”

The cover in Figure 12 is from the same First Flight as Figure 9, but it was sent to a different address. It was backstamped in Winnipeg, while the cover in Figure 9 was not backstamped. Both covers in Figures 9 and 12 have typed addresses and look similar. However, there are variations in cover layout, like the routing instructions being placed in the top left of Figure 9, but on the bottom left on Figure 12, so it seems unlikely that they were prepared by the same person. (*Ed. We tried but weren't able to get a better illustration of this cover.*)



**Figure 12.** Addressed to Fred A. Woodward, PO Box 818, The Pas, Manitoba and backstamped WINNIPEG 6.30 pm Feb 3, 1931.

Figure 13 is a First Flight cover from St. JOHN's to BURIN. It is listed in *The Air Mails of Canada and Newfoundland* as FF-42. While

postmarked ST. JOHNS, NFLD MAY 24 1931, the flight took place on 26 May. The cover was sent by noted collector/dealer Frank R. Willis and addressed to A.B. Stuart, Estevan Sask. A backstamp shows that it was received at Moose Jaw, Sask on 5 June 1931.



**Figure 13.** First Flight St. JOHN's to BURIN. Postmarked ST. JOHN'S, NFLD MAY 24 1931 (flight took place on May 26).

The cover in Figure 14 was mailed in BERLIN on 12 June 1931, endorsed “Berlin–Amsterdam–London” in the upper left corner.

Purple bars were applied in London to mark the end of air mail service. The cover was addressed to Mr. A.B. Stuart Post O., Box 40 Estevan Sask. Canada. This is the same addressee as in the cover in Figure 13.



**Figure 14.** Mailed in BERLIN on 12 June 1931.  
Purple bars applied in London to mark the end of air mail service.  
This one and the cover in Figure 13 were sent to the same person.

## Facing slips

Some Post Office facing slips with the “D.w.” handstamp on them were once sold by Ihor Rudyk, a dealer in Calgary. Don Fraser told me about the facing slips, and we discussed them with Ihor at BNAPEX 2010 in Victoria. Unfortunately Ihor sold them a while ago, and he could give me no information about them.

The use of the “D.w.” handstamp on Post Office facing slips may tilt the balance of the argument in favour of the handstamp being a Post Office marking. It is also possible, however, that the facing slips were in somebody’s collection and got zapped with the handstamp at the same time as covers in the collection were handstamped.

## Summary

Fourteen covers with the “D.w.” handstamp are described in this article. They were all mailed between 25 March 1930 and 22 February 1932 and they were mailed by three or more people, (based on return addresses), in Canada (10), Germany (2), Newfoundland (1) and England (1). The covers were sent to 12 different addresses in three provinces in western Canada. Ten are First Flight Covers; one was from a philatelic dealer; three may be commercial/personal mail. Of the flight covers, two were from the Amos–Siscoe First Flight to different addresses, and two were from the Winnipeg–Pembina First Flight to different addresses. There were covers from both legs of the Amos–Siscoe First Flight to the same

address. Two covers from different flights (and countries) were addressed to A.B. Stuart in Estevan, and E. Symons, Rocanville, Saskatchewan was the addressee on the cover in Figure 9, and that was also the return address on the cover in Figure 1. These covers have a wide variety of origins, but were sent to a small and, sometimes, related number of addressees!

The “D.w.” handstamp is often placed over other postal markings, even though there was clear space for it elsewhere on the envelope. It is partially over the stamp on Figure 2, the address on Figure 6, the postmark on Figures 9 and 12, and a Flight Cachet on Figure 11. Although Trelle Morrow has seen a cover with the return address of WC Diment, Sintaluta, Saskatchewan, and has suggested that the “D.w.” endorsement was that of Mr Diment, none of the covers illustrated show a link to WC Diment.

There is still a difference of opinion as to whether the “D.w.” handstamp was a collector’s mark or an official Post Office marking. Discussed below are a number of the questions raised, conclusions reached so far, and points of difference.

## **How many “D.w.” handstamps? Probably just one**

It would help to explain the range of senders and addresses, and the variations in where the handstamp was placed, if there were more than one handstamp. However, there seem to be too few “D.w.” covers for multiple handstamps to be involved. Bill Beaudoin examined this aspect of the problem and commented that “the ‘D.w.’ seems to be extremely consistent in appearance, suggesting one or few points of origin. I would imagine it would be hard to have a consistent stamp originating both nationally and internationally.”

## **When was the “D.w.” handstamp applied?**

### **Before the covers were mailed? Very unlikely**

The fact that the handstamp sometimes covers a postmark, (as on Figure 9), or a cachet, (as on Figure 11), might be explained by the handstamp being applied to a blank envelope, and/or after the cover was prepared, but before it went through the mail. It does in fact look like the handstamp on Figure 9 may be underneath the cancellation, though it is difficult to tell.

However, this scenario seems to create more problems than it solves. Why would an address be written over the handstamp (as on Figure 6), or the handstamp placed over part of the address, as on Figure 10? Also, on Figure 11, it looks like the handstamp is on top of the Zeppelin cachet.

### **During transit? In the Winnipeg Post Office?**

Murray Heifetz has wrestled with the problem of the “D.w.” covers. He reckoned that all the known covers passed through Winnipeg, and he concluded that “[t]he “D.w.” handstamps were applied by an unknown person who, for reasons unknown, was employed in the Winnipeg Post Office where normal mail was handled. They may have been his or her initials.”

By identifying Winnipeg as a common transit point for all the covers, Murray may have established the location at which the handstamp was applied. However, if the handstamp was applied inside the Winnipeg Post Office, it would have been an official marking. Whether this is likely will be examined later.

### **After delivery? By a collector?**

The covers are addressed to several people, but the idea of there being several different handstamps was rejected earlier. If the handstamp was applied *after* delivery, that would suggest they were applied after one person had collected these covers. But why would a collector or dealer apply the handstamp over a Flight Cachet and other postal markings, when there was clear space elsewhere on the envelope?

## **Was the "D.w." handstamp an official postal marking?**

### **"D.w.": Someone's initials?**

If “D.w.” was a monogram, that might be why the letters are different sizes. But what level of Post Office employee would be allowed, or instructed, to apply his or her initials to mail being processed? It also seems to me that someone employed by the Post Office—and applying his or her monogram to covers—would have taken more care with the handling of the mail. I think the recipient of the Zeppelin cover in Figure 11 might be quite unhappy that the “D.w.” handstamp overlaps the cachet! I also doubt that a Post Office official, who was senior enough to have a monogram handstamp, would have obscured a postmark as occurred on the cover in Figure 9.

### **Was "D.w." an abbreviation? If so, for what?**

“D.w.” may have been an abbreviation, though Post Office handstamps normally spell out the reason for which they are applied. Trelle Morrow commented on this issue in recent correspondence I had with him.

*The design of the “D.w.” does not seem like something the Post Office would produce. Why not simply D.W.? Then too, there are other reasons for delaying flights, so why single out just the weather? And if this designation was felt essential for Post Office usage, why was it not issued for use all across Canada? A simple DELAYED rubber stamp would have been more useful. So, I think the Post Office context is problematic.*

Mike Shand thought the handstamp might be

*... like an OAT marking, possibly "Delayed Weather." However I cannot think why a Post Office would put a capital D and a small w? I looked through Ian McQueen's books on JUSQU'A markings, and postal markings do tend to stick to one size type although there are exceptions.*

I agree with Trelle Morrow's reasoning on this point—but remember that Don Amos worked for the Post Office, and he suggested it was a Post Office marking!

### **Is the placing of the “D.w.” handstamp significant?**

One of the most intriguing aspects of the “D.w.” puzzle is why the handstamp was sometimes placed over other postal markings, even when there was clear space for it elsewhere on the envelope.

I think this sloppy handling of the covers is easiest to explain if “D.w.” was a routine Post Office marking, perhaps applied by more than one employee. It is certainly easier for me to believe it was placed over the cachet on the cover in Figure 11 by a Post Office employee than by a collector or dealer. But if the handstamp was a routine Post Office marking, why doesn't one come across more covers with the “D.w.” marking?

## What about the links between the cover senders and creators?

If the “D.w.” handstamp is a Post Office marking, why was it applied to the 14 covers shown? Why was it applied to covers from Newfoundland and Germany to AB Stuart? Why did a First Flight cover to E Symons, and a First Flight Cover from E Symons, both get the “D.w.” handstamp, when thousands of covers from the same flights didn’t?

## Was the “D.w.” handstamp a dealer or collector’s mark?

This was Trelle’s original suggestion.

*It’s an attractive idea, as it can explain the monogram nature of the marking; the links between the cover senders and creators as the covers could all have ended up in one person’s collection or stock; and why there are not more covers with the handstamp.*

However, one is still left with Don Amos’s original criticism of Trelle’s theory: Why would a dealer or collector place a handstamp so close to the postal markings, when there was ample clear space elsewhere on the cover?

## We’re back to the original questions and going round in circles!

However, going round in circles sums up what people studying the “D.w.” handstamp have been doing for years! All this produces a wonderful philatelic mystery. I cannot think of another question in *Canadian Aerophilately* that has so many eminent aerophilatelists taking opposite sides, and the evidence leaves me vacillating about who is most likely to be correct!

Many thanks to Bill Beaudoin, Bas Burrell, William Cochrane, Don Fraser, Murray Heifetz, Gord Mallet, Dick McIntosh, Trelle Morrow, Mike Shand, Ken Snelson, and Hans Steinbock for their comments in response to the article in the September 2010 issue of *The Canadian Aerophilatelist*, and/or for copies of covers. Don Amos, whose research is still fundamental to these covers, passed away in September 2009 at the age of 99.

If anybody can offer any information that might help solve this mystery, and/or copies of more covers with the “D.w.” handstamp, or of the Post Office facing slips with a “D.w.” handstamp, please contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4 <hargreavescp@sympatico.ca>.

## References and endnotes

- [1] *BNA Topics*, Vol. 52, Number 3, July–September 1995, p. 60.
- [2] Cover reproduced in BNAPS *Air Mail Study Group Newsletter*. December 1993.
- [3] *The Canadian Aerophilatelist* is the quarterly journal of The Canadian Aerophilatelic Society. For more information about the CAS, check their website <www.aerophilately.ca>, and/or contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. E-mail <hargreavescp@sympatico.ca> for a complimentary copy of the CAS journal.
- [4] Cover reproduced in BNAPS *Air Mail Study Group Newsletter*. December 1993.
- [5] Illustrated in the December 2002 BNAPS *Air Mail Study Group Newsletter Study Group*.
- [6] Illustrated in the December 2002 BNAPS *Air Mail Study Group Newsletter*.
- [7] This cover is illustrated and described in Ken Snelson’s *UK Tax Marks for International Mail 1875–2000 Us and Listing*, which studies the handling of underpaid international mail from the formation of the Universal (originally General) Postal Union in 1875 until the late 1990s, when the British Post Office stopped using tax marks. For more information, contact Ken Snelson, 1000 King Street West #205, Toronto, Ontario M6K 3N1. E-mail <ksnelson@rogers.com>.



## The RPO Cowcatcher

# The “Grand Old Lady” of the river

*Peter McCarthy, OTB*

ILLUSTRATED in Figures 1 and 2 are the front and back of what the National Currency Museum of Canada describes as a “non-monetary, no-denomination commercial advertising note” [1]. These notes, issued between 1860 and 1895, were engraved and printed in four separate editions—20 views of, 50 views of, 100 views of, and 500 views of “The Banks of the St. Lawrence”—by J Sage & Sons of Buffalo, New York.



**Figure 1.** Front of “The Banks of the St. Lawrence” advertising note. (Courtesy CR McGuire)

The upper left hand oval of Figure 1 tells us that the note shown is from a set of 20 views. In the right hand oval is a version of the “Chalon” portrait of Queen Victoria. In the centre is a line-engraving of a railway bridge with a train going off to the right. Below the engraving are several lines of text of differing sizes. The text reads as follows:

*Entered according to Act of Congress AD. 1857 by D. Silvernail in the Clerk's Office  
of the Dis' Court of the North n Dis' of N. York*

(image)

### **Victoria Bridge**

*Over Seven Thousand feet long.*

**MONTREAL**

(image)

---

Keywords & phrases: Victoria Bridge, Montreal, Railway Post Office

In the oval at bottom left in Figure 1 is a picture of D Silvernail. The legend reads: “Guide, Niagara Falls.” In an advertisement placed by American Express Lines, a steamboat company, in an 1856 traveller’s handbook [2], D Silvernail is listed under the Company Officers as “Receiver, Niagara Falls, No. 5 Cataract Hotel Block”; no other references to him have been found. Below the word MONTREAL is an engraving of a train engine.



Figure 2. Reverse of advertising note in Figure 1. (Courtesy CR McGuire)

The actual advertising portion of the note is the reverse side, seen in Figure 2. The left hand oval is titled “First Class Hotels” and includes the names of Russell's Hotels in Toronto and Quebec, St Lawrence Hall in Montreal, Gorham House in the White Mountains of New Hampshire, and Mansion House in Buffalo. Listed under “Places of Interest” in the right hand oval are, among others, the Barracks and the Insane Asylum in Toronto, and the Gray [sic] Nunnery and the Cathedral in Montreal. Above and below the centre oval, the texts read, respectively: “**S. ZIMMERMAN/RAILWAY KING.**” and “**G.T. RAILWAY, Over 800 Miles Long**” [3].

During winters in the early 1850s, travellers from west of Kingston who wanted to go to England—or to points on the eastern seaboard of the United States—had to go by train to Brockville and then across the frozen St Lawrence River to Ogdensburg, on the New York side of the river directly across from Prescott, Ontario. Mail to those destinations from west of Kingston went by the same route. Ogdensburg was the western terminus of the Northern Railway,



Figure 3. 1855 letter from Toronto to England. (Courtesy Greg Spring)

which ran from there east to Rouses Point, New York, where it connected with the Central Vermont Railway, which in turn ran to Boston and New York.

The letter shown in Figure 3 travelled from Toronto to England by this route. Postmarked “Toronto, U.C./JAN/14/1856” in red, indicating that the letter was fully paid as far as England, it also received the red, straight-line “**8 PAID 10**,” an abbreviation for “eightpence Sterling Paid tenpence Currency,” the rate for a letter, weighing less than half an ounce, to be carried by British Packet out of New York or Boston. This cover is somewhat rare in its own right, but for a reason unrelated to the Victoria Bridge. A full explanation can be found in reference [4] below.

Shortly after the 1853 completion of the St Lawrence & Atlantic Railway’s track from Longueuil, on the south shore of the St Lawrence opposite Montreal, to Island Pond, Vermont, it and the Quebec & Richmond Railway were amalgamated with the Grand Trunk Railway. Its American counterpart, The Atlantic & St Lawrence Railway, which ran from Portland, Maine to Island Pond, was leased by the Grand Trunk for 999 years. The Grand Trunk immediately began laying rail west toward Toronto, arriving in 1857, and continuing from there to London and Sarnia. Once completed, the Grand Trunk would have over 800 miles of continuous track.

Well, not quite continuous. A very important link was missing: a span over the mighty St Lawrence River at Montreal. During the summer months, ferries and barges were used to transport passengers and freight between Montreal and Longueuil. In winter, sleighs and sleds were employed. Tracks were also laid on the ice once the river was sufficiently frozen, but that was for only a few short months. Spring thaws turned the river into a swollen, raging torrent, making crossing impossible.

Following the formation of the Grand Trunk Railway in London, England, Thomas Coltrin Keefer, a Canadian engineer, was employed to select the appropriate site to construct a bridge across the St Lawrence. The site selected was St Lambert, about six miles west of Longueuil. The President of the Grand Trunk was the Honourable John Ross. SP Bidder was Managing Director, and Sir Cusack P Roney served as Secretary. The chief structural engineers were James Hodges, Robert Stephenson—son of George Stephenson of British railroad fame—and Alexander McKenzie Ross. Ross’ participation was a condition of acceptance as General Contractor of Peto, Brassey & Betts. The foundation designers were Thomas Coltrin Keefer and Alexander Ross, with Robert Stephenson as consultant. The contractor for the superstructure was Benjamin Chaffey. Facsimile signatures of some [5] of these key people are shown in Figures 1 and 2.

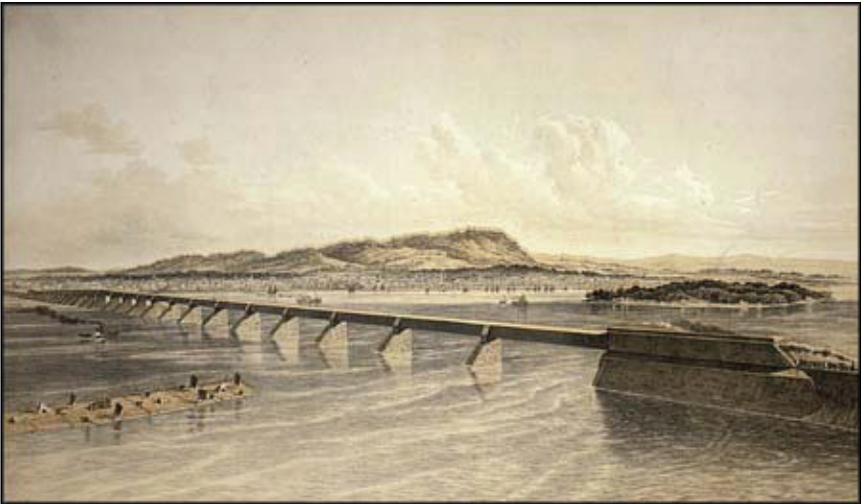
The text in the central oval in Figure 2 gives the key construction details:

#### *DESCRIPTION of BRIDGE*

*Centre span, 330 ft., 12 spans on each side the centre, 242 ft. each. Length of abutments, 242 ft. each. Extreme length, including abutments, 7000 ft. Height above summer water level, in Centre Opening, 60 ft. descending to either end at the rate of 1 in. in 130. Contents of Masonry, three millions cubic ft. Weight of iron in tubes, eight thousand tons. Dimensions of tube through which the trains pass in middle span, twenty two feet high, sixteen feet wide; at the extreme ends, nineteen feet high, sixteen feet wide.*

The 24 heavy wrought-iron, rectangular tubes were fabricated in Birkenhead, England, then numbered and shipped to be assembled on location. They sat on 24 large cut-stone masonry piers and two abutments; earthen embankments at either end formed the approaches.

Construction began in April 1854 and was completed in December 1859, with the first freight train going through the tube on 12 December and the first passenger train five days later. The “Montreal Bridge,” as it was referred to during construction, was built at a cost of \$6,800,000 and was considered a major engineering feat of the day. At the official opening on 25 August 1860, Edward, the Prince of Wales, named the structure after his mother, Queen Victoria. The painting in Figure 4 shows the Victoria Bridge as it was in 1860.



**Figure 4.** The Victoria Bridge in 1860. (Source: Wikipedia)

The benefits of the bridge for the transportation of mail were immediately realized. The cover pictured in Figures 5 and 6 were transported across the Victoria Bridge one month to the day after the opening. The crossing took only minutes, far less time than it had been taking to offload and ferry mail across the river.

**Figure 5.** January 1860 letter from Coaticook LC to Oshawa, UC.





**Figure 5.** Reverse of cover in Figure 5, showing Grand Trunk Railway RPO cancel.

Posted at Coaticook, LC (mile 120.4 on the Grand Trunk Railway line) on 17 January 1860, the cover shown in Figures 5 and 6 then received the Railway Post Office mark MONT. & ISLD. PD. GRAND TK. R. WAY. / No. 3. B / U P / JAN 17 / 1860 (Gray, #QC-167). It was given a Montreal, LC transit mark on the same date and an Oshawa, UC receiver on the following day. Before the Victoria Bridge was opened, the letter would have taken at least two days, possibly more, to make the same journey.

By coincidence, as this article was being prepared for *BNA Topics*, an article in *Collector's Club Philatelist* [6] illustrated (Figure 7):



**Figure 6.** February 1860 letter from Illinois to England that travelled over the newly opened Victoria Bridge. (Courtesy James Allen)

...a cover coming through the Chicago Exchange Office, dated February 13, 1860, originating in Ottawa, Illinois, that would travel through Michigan, entering the Canadian Grand Trunk Railway, traversing Canada in record speed. Stated in the Report of the [United States] Postmaster General in 1859 and the [US Postal] Act of 14 June 1858, "the running time from Chicago to Portland, via Detroit, Toronto, &c. is not to exceed 48 hours. ... From Montreal it would travel across the newly completed Victoria Bridge to Portland, Maine where it would be transported by Allan Line's North Briton, departing February 18, 1860, eventually arriving in Dorking, Surrey, England, on March 1.

The “CHICAGO, AM. PKT. / FEB / 15 / 3 PAID” mark in red confirms that the letter passed through the Chicago Exchange Office, one of several set up to handle US mail

going overseas. The only backstamps on the cover are British, indicating that the letter went by closed bag from Chicago to Portland.

The Great Western Railway amalgamated with the Grand Trunk in 1884, and the Canada Southern Railway was leased to the Michigan Central Railway in 1904. The Victoria Bridge underwent a major facelift in 1897–1898. The stone pillars were altered to accept steel girders built around the tube. Once completed, the tube was removed and a second track was added. With a diversion added to keep motor and train traffic flowing, a span was removed in 1955–1958 to allow installation of a lift bridge to permit ships to pass through the newly built St Lawrence Seaway. Mail is no longer carried on the tracks laid down by the original railroad giants, but people and freight are—reminders of the great yesteryears.

## References and endnotes

- [1] National Currency Museum of Canada. <<http://www.currencymuseum.ca/collection/>> Search Collection. Object ID 1963.0051.00069.000 (one of many).
- [2] “A. Tourist,” *A Trip Down Lake Ontario & River St. Lawrence to Montreal*, American Express Line of Steamers, 1859, New York(?).
- [3] Because Samuel Zimmerman died in March 1857, when the Grand Trunk Railway’s 800 miles of track was not continuous, it is likely that the note in Figures 1 and 2 was printed in 1855–56 and that its bridge illustration came from engineering drawings of the structure. Zimmerman’s story will be told in a future article.
- [4] Malcolm Montgomery (*pers. comm.*): The “**8 PAID 10**” handstamp is Arnell D.8, recorded used at Toronto 1855–58. It is an abbreviation of “eight pence Sterling Paid ten pence Currency,” the rate for a letter weighing less than half an ounce to be carried by British Packet out of New York or Boston, effective 23 March 1854. Because some Cunard Line ships had been requisitioned for Crimean War troop movements in 1855, British packet services were reduced and there were no sailings out of New York, only from Boston. This letter, dated 14 January 1856, was too late for the British packet out of Boston on 16 January, so it was sent to the Collins Line’s *Atlantic*, under contract to the United States Government, out of New York on 19 January for Liverpool, arriving there 31 January 1856. As the rate for a letter carried by United States packet was still one shilling and two pence Sterling, one shilling and four pence Currency, the letter was deficient sixpence Sterling, as indicated by the large manuscript “6.” The ‘CONVEYED BY/UNITED STATES/PACKET’ (Tabcart, Liverpool M5) handstamp was applied at Liverpool to explain the additional charge. That handstamp is rarer than the Canadian one (in the order of 30 copies recorded) as not all letters were so marked. The Transatlantic Study Circle formed an opinion that only letters going to lesser offices in England were so marked. Cunard sailings from New York recommenced in February 1856.
- [5] Facsimile signatures: Figure 1, SP Bidder, Managing Director (lower left); Honourable John Ross, President (lower right); Robert Stephenson, Engineer (vertical left). Figure 2, Sir CP Roney, Secretary, (lower left), AM Ross, Engineer (lower right).
- [6] James A. Allen, The United States 12¢ 1851–1861 Stamp in a Decade of Change, *Collectors Club Philatelist*, Vol. 91, No. 1, January–February 2012, p. 17.

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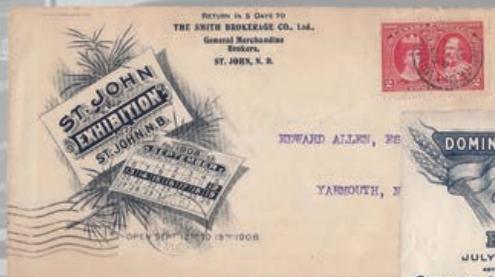
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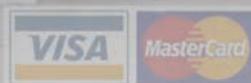
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# The short reign of the Red Queen

Norris (Bob) Dyer, OTB

## Preface

**I**N my opinion, the most interesting period of Newfoundland philately starts in the late 1880s and ends around 1902. During this period, a *yaffle*\* of Newfoundland post office officials, cabinet officers, and stamp-dealer “hang-arounders” managed to produce a quantity of philatelic material eagerly sought by a burgeoning collecting public, both in-country and around the world. This sometimes involved collusion between the post office and its “friends,” and made-for-collector items requisitioned—or inspired, at least—by such dealers as Nils Olman and Emil Reichardt Krippner (the latter previously imprisoned in Germany for philatelic misdeeds of a felonious nature).

(\* **Yaffle.** Newfoundland dialect for “a small bunch (or handful of people).”)

A number of government officials, such as Chief Accountant George W LeMessurier, Jr and his assistant, Ernest A Payn (the latter finally caught for selling stamps and canned), were dealing on the side. There was also the sometimes-stamp-dealer, James Cox, who landed a sinecure as mail clerk on the Conception Bay Traveling Post Office, producing philatelic souvenirs for Krippner (sometimes addressed to his pseudonym, *Reichardt*) and other collectors, with imperforate and part-perforate stamps from the *fin-de-siecle* Royal Family set. On top of all this, we had a Colonial Secretary trying to capitalize on what he perceived to be the insatiable hunger of collectors for *any* philatelic items the government placed on its stamp menu. In the end, he overestimated the demand.

So, what does this have to do with the 1¢, strawberry-red, Queen Victoria stamp of 1897? It was a rushed-product of the times, triggered by the actions of collectors and officials. The resulting stamp was quite beautiful, however, and its short reign has led to a scarcity of covers for today’s collectors.

## Background

The cover in Figure 1 allows me to trace the events which led up to the production of the Red Queen. The letter at the beginning of each of the five following paragraphs refers to the letter above the associated stamp on the cover in Figure 1.

**A:** I recently wrote about the 1¢ green Prince Edward stamp, first issued in 1888 [1]. It is known in at least six shades and was the 1¢-*du jour* in early 1897 when Colonial Secretary Robert Bond (pictured in Figure 2) ordered its withdrawal, along with all other extant stamps in preparation for the release of the 14-stamp set honouring John Cabot. The set celebrated the 400<sup>th</sup> anniversary of the discovery of Newfoundland on 24 June (or the 25<sup>th</sup> since the 24<sup>th</sup> was a holiday). In my census of some 277 covers carrying the green Edward, I show 30 used in 1897, pre-Cabot. The stamp’s *final* printing would be released in early 1898, in a pale yellow-green, ordered by a panicked J Alexander Robinson (Bond’s successor) because he felt the Red Victoria was slow in arriving. More about that later.

**B:** At the time of the Cabot release, the 1¢ brown Prince Edward *may* still have been around in small numbers, but not at the General Post Office (GPO). In my article on the

GPO post cards [2], used by Postmaster James Frasier to promote the sale of stamps on hand from 1895–1898, I mention the 1896 special issue of five stamps, including a 1¢ brown. Frasier was promoting them on the cards I have seen as late as August 1896, although subsequently noting that they were gone by May of 1897.



**Figure 1.** December, 1897, cover to the US with five different 1¢ stamps.

C: Bond hoped the long Cabot set would be a revenue-booster for the government, noting sales of the 1893 US Columbia set and interest in the upcoming Canadian Diamond Jubilee set. In a letter to Postmaster JO Frasier in February, he wrote this: *The United States made a very large sum of money out of the Columbian issue. I see no reason why this Colony may not expect a handsome return from its Cabot issue* [3].

Bond's set was more modest, topping out with a 60¢ portrait of King Henry VII. The 1¢ value honoured the queen with a bottom tablet inscribed **OUR QUEEN, SIXTIETH YEAR OF HER REIGN**. The high values were *too high*, however, as the collectors of Newfoundland had apparently been spoiled with colourful ½¢ dogs, 2¢ codfish, and 5¢ seals. Most of the higher values ended up being used for surcharging during stamp shortages, or for special air mail stamps decades later. The 60¢ value could still be had at the GPO in the 1930s.



**Figure 2.** Colonial Secretary Robert Bond.

A total of 400,000 of the 1¢ green were printed, and it turned out that this was not enough! For \$1, lovers of the Queen could get 100 portraits of her. The low-value stamps were probably also widely distributed in packets by dealers. There are wildly diverse estimates on contemporary usage of the 1¢ stamps—from 40,000 a month to 100,000—but there is no doubt that 1¢ stamps were essential for drop covers, circulars, third class mail, newspapers, etc. In any case, by 10 September 1897, the supply on hand was down to 15,000: that is beyond dispute. There could be no reprints, as on 23 June the 14 steel plates,

seven rolls, and 14 original dies were destroyed by the American Bank Note Company, an act witnessed by several government officials [3].

At this point, Bond telegraphed the American Bank Note Company: *Send new designs for 1 cent and 2 cent. Have engraved and ship 4,000 sheets as quick [sic] as possible.* [3] This would eventually lead to production of the Red Queen and the orange 2¢ Prince Edward, supplies of which were also down to only 70,000 on 10 September.

**D:** Secretary Bond authorized the production of a metal **PAID ALL** handstamp as a stop-gap measure at the GPO, so that clerks could process covers requiring the 1¢ rate. The earliest-known usage is 24 September. That was followed on 19 October by the release of 40,000 of the 1890, 3¢ Victoria surcharged **ONE CENT**. There were three major fonts in the setting of 50. The release of this stamp caused a philatelic tumult at the GPO, and buyers were able to obtain full settings for only a short period. Postal clerks, including LeMessurier, quickly salted a few sheets away for resale to dealers. The 40,000 were gone by 1 December, per a post card I have from Nils Ohman.

**E:** The 1¢ Red Queen Victoria stamp, based upon a photograph by Bassano, is shown in die proof form in Figure 3 and close up in Figure 4. These were prepared in October 1897, with design and printing by the American Bank Note Company (ABNC). A total of 300 specimens of the 1¢ were produced by the ABNC and stored in their archives until they were sold to the public in 1990. Figure 5 shows the largest strip known. All stamps were overprinted **SPECIMEN** and were supposed to be punched. It appears the overprint was done mechanically, but the punch manually. Note that the first eight positions in the bottom row were not punched. A close-up of the omission is shown in Figure 6. These are the only known, *unpunched* 1¢ specimens.



**Figure 3.** Die proof of Red Queen.



**Figure 4.** Close-up of die proof centre.



Figure 5. Specimen strip of 20.

Colonial Secretary J Alexander Robinson had replaced Bond around 1 November. On the 17<sup>th</sup> he telegraphed ABNC, complaining of the “serious inconvenience” caused by the delayed release of the new 1¢ and 2¢ stamps. This may have expedited things, as the stamps were finally invoiced on 23 November (per Robert Pratt [3]). Pratt reports that Robinson still ordered 100,000 of the (old) green Edward on 27 *November!* He also asked for 150,000 ½¢ dogs (black) and 100,000 2¢ cods (orange). Perhaps word of the invoice did not get to him in a timely way. These stamps were not needed, and many would still be around on 30 November 1899, including 64,000 of the Edward in the pale yellow-green shade.

On 2 December 1897, 400,000 each of the red Victoria and orange Edward arrived at St. John’s aboard the *Portia*. The stamps, pictured in Figure 7, were in sheets of 100 without any marginal indicia. Per Pratt, the *Evening Telegraph* of 6 December reported the following [3]:

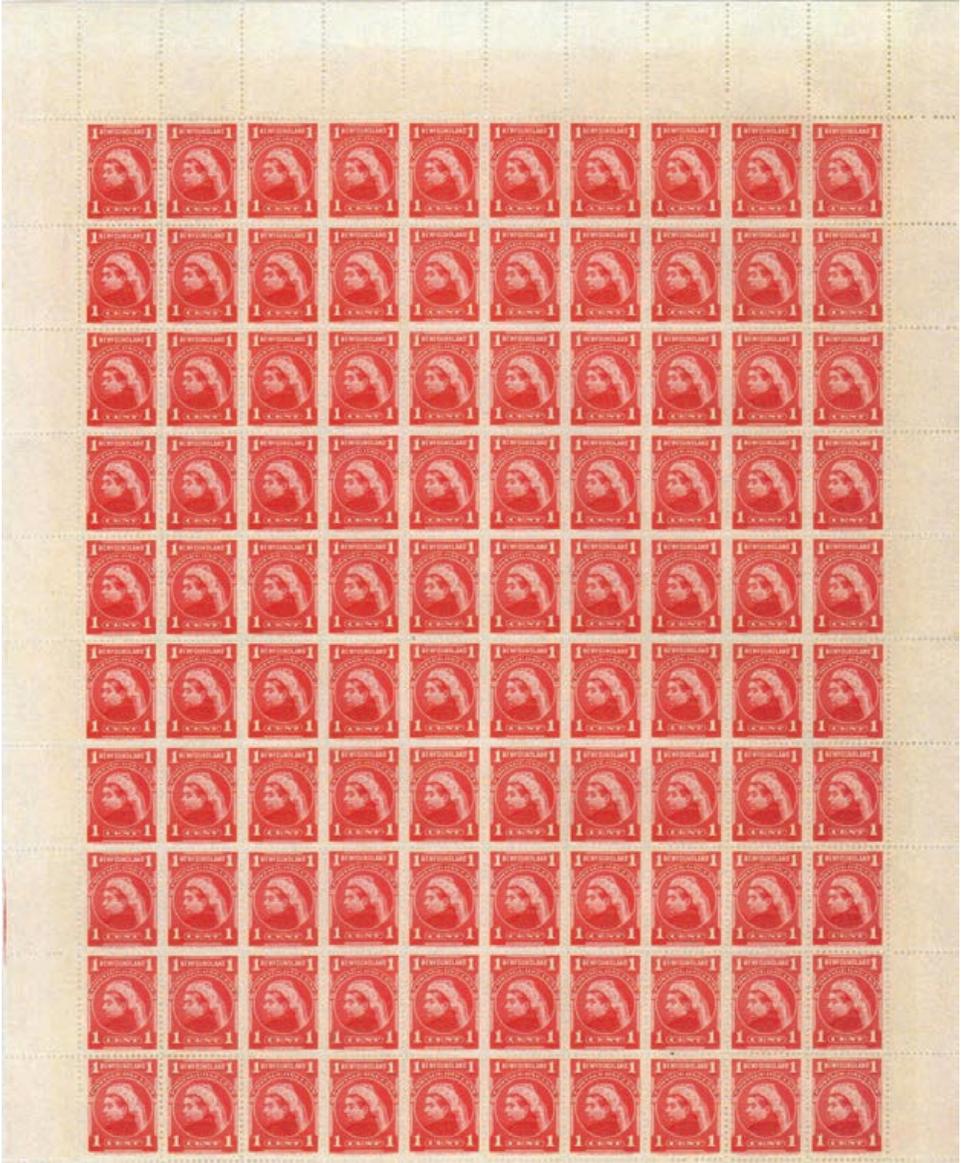
*The postal Officials were kept by Saturday (Dec. 4) rushing out the new issue of 1 and 2 cent stamps. Several hundred dollars worth were disposed of for the “PORTIA’S” mail, while not a few were purchased up to closing time to send by the “BRUCE’S” mail this morning. This could be quite a source of revenue to the Colony.*

John Walsh shows 7 *December* as the earliest-known use (EKU) of both the red Victoria and orange Edward in his *Newfoundland Specialized Stamp Catalogue* [4]. Two covers are known from that date; they are shown in Figures 8 and 9. The first, from Harbour Grace, has the 10¢ registry rate to the US; the second, from St. John’s, a 10¢ double-rate. It is strange that covers purportedly carried on the *Portia* or *Bruce* have not surfaced.

Look again at Figure 7. What is wrong with this picture? The 1¢ stamp is red, not a Universal Postal Union (UPU) specification and the *sui generis green* required.



Figure 6. Close-up shows several specimen stamps lacking the security punch.



**Figure 7.** Sheet of 100 Red Queens.

Quoting Robert Pratt again:

*During the investigation of the Post Office in 1900 the Postmaster General commented on the mysterious disappearance of the RED 1 cent stamps. The unusual color must have*

attracted attention to the stamps and increased their sale; 400,000 stamps could not slip away so easily. [3]



**Figure 8.** Earliest-known use of red Victoria, registered from Harbour Grace to Utica, NY 7 December 1897.



**Figure 9.** EKU of red Victoria, double-weight cover from St. John's to Chicago, 7 December 1897.

The red Victoria and orange Edward (also the wrong shade under the UPU convention) were the first two stamps in the 1897–1901 “Royal Family” set. They would be reissued in more appropriate green and vermilion shades in June 1898. Other stamps in the set were the ½¢ Edward VIII, showing him as a child (1898), 3¢ Queen Alexandra (1898), 4¢ Duchess of York (1901), and 5¢ Duke of York (1899). The ½¢, 1¢ (green), 2¢ (vermilion), 3¢ Alexandra, and 4¢ Duchess of York are known imperforate, and in some cases part-perforate [5]. The red 1¢ is not. It does exist on thick white wove paper. This measures 0.0045 in thick, compared to the normal 0.0032 in. An example is shown in Figure 10. Pratt was aware of

eight mint copies, but a complete sheet of 100 would make more sense. Pratt did not see a used example.

In February 1898, Postmaster Frasier got into trouble by listing—on a GPO post card (Figure 11)—the two new stamps, along with the inventory of other issues available for purchase by collectors at the GPO per Figure 11. Secretary Robinson chastised him for running a “stamp speculating concern...” I wrote about this in my article on the GPO cards [2].

By late March of 1898, Secretary Robinson had to order a new shipment of the 1¢ value, suggesting that stock would only last until sometime in May. The 2¢ was also reordered. Although Pratt did extensive research on related correspondence in his 1981 series in *BNA Topics*, it is strange that he was unable to find any request to “FIX THE COLORS!” The same plates were used and properly coloured stamps arrived in mid-June.

As indicated above, the 1¢ red is scarce on cover, paying any rate. While some cataloguers don’t seem to realize this, the NSSC does list it at \$115, considerably more than any of the other stamps in the set on cover [4]. If numerous covers do not still exist, where did the 400,000 red Victorias go? It was an attractive stamp and obviously very popular. One hundred thousand of the pale yellow-green Edward 1¢ stamps had also been released in St. John’s in early 1898, but I have rarely seen them on early covers—just four examples in my 277-cover survey, so the general public bought the red stamps.

Newfoundlanders have a reputation for being frugal. Pratt reports that, in mid-April 1899, a stamp dealer in Halifax was offering 2¢ for each *used* red Victoria [3]. Perhaps a lot of stamps were soaked from letters to supply this demand—or those who had hoarded mint quantities ran them through the mail. That may sound outlandish, but I know modern stamp collectors who would strongly consider doubling their money that way. I also believe that



Figure 10. Red Victoria on thick white wove paper.

dealers sold many mint copies of these red and orange portraits of the Queen and the heir-apparent to collectors around the world.

GENERAL POST OFFICE, ST. JOHN'S, NEWFOUNDLAND,		189
THE following Stamps are on sale at this Office:—		
CABOT ISSUE, 1897, Fourteen varieties, viz.:		
1. 2. 3. 4. 5. 6. 8. 10. 12. 15. 24. 30. 35 and 60 cents. or the full set.	-	\$2.15
N.B.—The One and Two Cents of this Issue cannot be obtained outside the full sets.		
FORMER ISSUE, Nine varieties, viz.:		
½. 1. 2. 3. 5. 6. 10. 12 and 24 cents. or the set.	-	.64
N.B.—This Issue is sold <i>only</i> in sets.		
*NEW PERMANENT ISSUE, 1 and 2 cents.	-	.03
POST CARDS, 1, 2. 2x2. or the set.	-	.07
ENVELOPES and WRAPPERS, the set	-	.19
Postage and Registration, on one set.	-	.20
Total cost of One each of all the above.	-	\$3.28
<b>J. O. FRASER, Post Master General.</b>		

Figure 11. GPO post card from early 1898, promoting the red Victoria and orange Edward stamps.

The balance of this article provides examples of the stamp's postal use to various destinations, all from the period December 1897 to mid-June 1898, when the green version of the design was released. The rates in the table are for basic weight covers.

## Local rate

Postmaster John Delaney established a penny post delivery system in St. John's on 1 September 1863 [6]. After a slow start, this became a popular and efficient method for communication. Of the red

Victorias I have seen on cover, those from St. John's local mail are the most common. Figure 12 shows one dated **MR 22/98**.

### Newfoundland Postal Rates, Letters, 1897-1898 (1 ounce)

Destination	Letter Rate	Registration +
Local	1¢	3¢
Inland	3¢	3¢
Canada	3¢	5¢
United States	5¢	5¢
Great Britain	5¢	4¢
Foreign	5¢	5¢

**Figure 12. March 1898**  
St. John's drop letter.

A scarce drop rate cover, shown in Figure 13, was brought to my attention in 2011 by David Piercey. It is seen in Figure 13, with an **AP 27/98** postmark. Piercey points out that, as early as 1865, there was a local "letter carrier" authorized for the town of Harbour Grace [6]. He comments:



**Figure 13. April 1898 Harbour Grace drop letter.**  
(Courtesy David Piercey.)

The illustrated cover then, seems to verify a town delivery rate within Harbour Grace. Postmarked April 27, 1898, it is addressed to HJ Watts at the Customs House. The reverse of the envelope is imprinted with a Bank of Nova Scotia inscription common to the Bank's stationery at that time. The Bank of Nova Scotia did have a branch office in Harbour Grace on this date, and this I can confirm from Bradstreet's Directory of the

period. Assuming a letter carrier was still employed in Harbour Grace in 1898, this strongly suggests a town delivery rate existed within Harbour Grace at that time. The fact that this rate can be illustrated with a short-lived postage stamp only increases its appeal.

## Inland rate

The inland cover shown in Figure 14 went a long way. The split circle postmark dated **AP 05 / 98** is from Twillingate, on Notre Dame Bay. The letter entered the railroad system about 60 miles south, at Notre Dame Junction. The Hall's Bay Railroad Travelling Post Office handled mail from a few miles west of the junction to St. John's, starting in 1891. The TPO mark is dated **AP 12 / 98** and the St. John's forwarder is **AP 14 / 98**. The letter then travelled by coastal steamer to the little village of Petites, on the southwestern corner of the island not far from Port aux Basques. Unfortunately, there is no receiver, but we can assume the cover arrived in fine fettle.



**Figure 14.** April 1898 inland cover via Travelling Post Office from Twillingate to Petites.

## Canada rate

Once again, a fellow BNAPS member, Doug Lingard, has shared his expertise by providing salient details of the **AP 11 / 98** cover shown in Figure 15, originally sent to the Queens Hotel in Toronto. Each stamp has a distinct 9 bar killer (Butt OB14, typical of this period, and used on many of the covers in this article [7]). The guest had moved on, so it was forwarded to the Windsor Hotel in Montreal, where it was backstamped **APR 16**. The flag cancel is Richardson Type 8, rarely used vertically, as here. Normally, when a cover was forwarded it was run through the cancelling machine again, with the new cancel on top of the original. Doug speculates that the special placement was done so as not to re-cancel a “foreign” stamp.

The cover in Figure 16 is registered, including a nice **21 DE / 97** St. John's barred circle (Butt PM18). Look more closely, however, and you will note something slightly amiss. The cover is franked with 10¢ postage but, according to the table above, the registered rate to Canada for a 1 ounce letter was only 8¢. Double-rate registered would have been 11¢. Given that the registered rate for most countries, including the United States, was 10¢ for 1 ounce, a BNA postal historian has suggested to me that the sender probably felt the correct rate was 10¢.



Figure 15. April 1898, basic-weight cover from St. John's to Canada, with Canadian flag cancel.



Figure 16. December 1897 registered cover to Canada, overfranked 2¢.

## United States

Figures 8 and 9 showed the earliest-known uses of the red Queen, one registered and the other double-weight to the US. Figure 17 displays the basic letter rate, with strikes of the 9 bar killer, endorsed *SS Bruce* at upper left, postmarked **FE 12 / 98** from St. John's East. Some mail to Canada and the US was carried on this Reid Line ship. The *SS Bruce* picked up

mail carried by special trains from St. John's west to Placentia. This biweekly service started in October 1897 and continued until June 1898.



**Figure 17.** February 1898 cover from St. John's East to USA, carried on SS Bruce.



**Figure 18.** Registered double-weight cover to August Dietz, January 1898.

My last cover to the US, Figure 18, shows a registered double-weight cover **22 JA 98** (St. John's) to August Dietz, in Richmond Virginia. On the reverse is a Richmond straight-line receiver of **JAN 31 1898**. Dietz, generally regarded as the father of Confederate philately,

received many awards during his long career. Given the honorary title of “General” by the Confederate Stamp Alliance in 1948, he also won the American Philatelic Society’s Lindenberg Medal (1938), its first Luff Award (1940) and, finally, the Lichtenstein Medal (1955).

## Great Britain

I have chosen a post card for the Great Britain destination. The 1880 1¢ Prince of Wales card could be uprated to 2¢ by the addition of a 1¢ Victoria. This applied to destinations all over the globe. The example in Figure 19 has a Glasgow receiver of **JU 4 98**. Its ultimate stop was in Sussex.



**Figure 19.** Victoria uprates Edward post card to England, June 1898.

## Foreign

Covers with the red Queen sent to foreign destinations are highly sought after—remember, they should be postmarked sometime between December 1897 and mid-June 1898, a preciously short target from a philatelic view.



**Figure 20.** Foreign rate registered to Switzerland, March 1898.

The pretty cover to Switzerland shown in Figure 20 was paid at the registered letter rate of 10¢. The markings enhance its appeal: a **FE 7 98** full circle (Butt PM19), St. John’s barred circle (Butt PM18), **R** registration mark, and a London forwarder of **22 MR 98**. On the

reverse is a Bern receiver of **23 III 98**. The addressee is a famous collector, as was once pointed out to me by a top judge, Tim Bartshe [8]. The rate is correct, however, and who can begrudge an individual his or her private mail?



**Figure 21.** Foreign double-weight registered rate to Japan. (Courtesy Colin Lewis)

My last illustration, Figure 21, is a unique cover that I wish I owned but do not. It belongs to Colin Lewis. A GPO cover to “Tokio Japan,” it was probably addressed by Postmaster Frasier himself as he ran the one-person philatelic office at the GPO. Given the weight, it may have contained the new 1¢ and 2¢ issues, perhaps with others. I will let Colin explain the rest:

*The rating of 20¢ covers the 15¢ postage for a foreign letter up to 1.5 oz plus 5¢ registration. The stamps are tied by St. John’s circular date stamp PM DE 18 1897, and the St. John’s precursor hammer of the same date has been applied to the front. The routing was Trans-Atlantic to Liverpool, where the registration oval dated December 31 was struck. At London it would have been put into a closed bag and shipped out via Southampton, through the Suez Canal and then via Colombo and Hong Kong to Yokohama where possibly the Japanese backstamp was applied [9].*

This cover certainly would look nice in my exhibit of the red Queen, but.... I did include it, along with pictures of other covers provided me by Colin Lewis, David Piercey, and Doug Hannon in the PowerPoint presentation I made at the Newfie Workshop at BNAPEX 2011 in North Bay. It’s nice to have philatelic friends!

## References and endnotes

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- [9] Colin Lewis, Unusual Destination—Japan, *Newfie Newsletter*, Number. 96, September–October 2002, p. 6.

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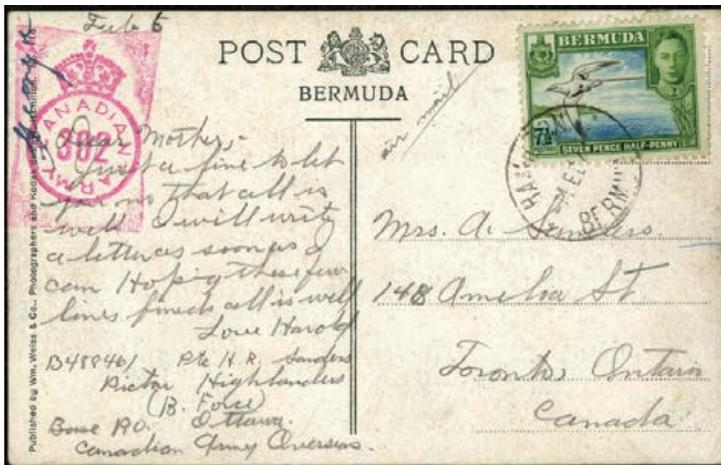
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## Matters Military 14. “B” Force Bermuda redux

*Hendrik Burgers* This is the fourteenth in a series devoted to Canadian military philately. Each column will be from one-to-five pages, focussing on a single subject. The column will appear as often as material is available; if you have an interesting military story, why don't you tell it here?

As soon as I had finished the article (Matters Military 10) about “B” Force, I was made aware by Mike Street of another piece of correspondence related to this force, a picture post card sent by a member of the Pictou Highlanders to Toronto. It was being auctioned on eBay, and I was the successful bidder.

Figure 1 shows the back of the card. The sender, Pte HR Sanders, was writing to his mother. He clearly identifies himself as part of “B” Force. The front of the card depicts Smith’s Parish in Bermuda, one of the districts into which the British colony is divided.



**Figure 1.** Picture post card from Pictou Highlander soldier to Toronto.

The censor handstamp at upper left is a Canadian Army 302 crown-over-circle in violet. The Bermuda 7½d, Scott No. 121D, is cancelled by a 7 FEB 43, Hamilton, Bermuda CDS, although the year is rather difficult to discern (see Figure 2).

The Special Infantry Company (Pictou Highlanders), Canadian Infantry Corps, was authorized on 10 September 1942 by General Order 485/22 [1]. It was recruited for service in Bermuda where the men spent their time on garrison duty until 1 April 1946 [2]. The unit was stationed in Warwick [3]. The Special Infantry Company (Pictou Highlanders) was disbanded on 30 April 1946 [4]. I have been unable to find any further information about Pte Sanders. Perhaps another BNAPS member will have more success.

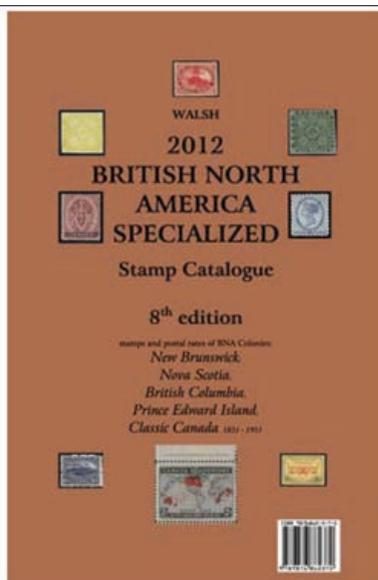
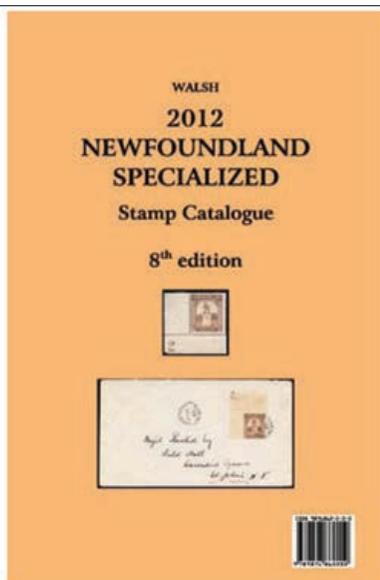


**Figure 2.** Bermuda cancel.

Keywords & phrases: Military postal history, Bermuda, WWII

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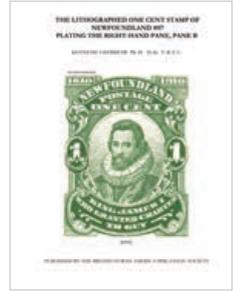
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## New book releases from BNAPS

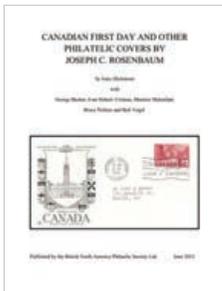
THERE is no shortage of new books on BNA philately these days. In addition to BNAPS, several other publishers have released new volumes. We will report on as many as space allows in this issue and continue with more in the next.

*The Lithographed One Cent Stamp of Newfoundland #87: Plating the Left-Hand Pane, Pane A*, 2012, by Kershaw, Kenneth A. Spiral-bound, 234 pages, 8.5" × 11". ISBN 978-1-897391-95-2. Published by BNAPS. Stock # B4h054.1 \$C 80.00

*The Lithographed One Cent Stamp of Newfoundland #87: Plating the Right-Hand Pane, Pane B*, 2012, by Kershaw, Kenneth A. Spiral-bound, 244 pages, 8.5" × 11". ISBN 978-1-897391-96-9. Published by BNAPS. Stock # B4h054.2 \$C 80.00



Ken Kershaw continues his phenomenal output of plating information and new discoveries on stamps of Canada and two of the British colonies that became part of Canada. His books include studies of Canada's Half-Cent Maple Leaf, 1898 Christmas Map stamp, 3d and 5¢ Beaver, 1859 Cents issue, and the Half-Cent Small Queen, as well as the Pence and Cents issues of Prince Edward Island. In this new, two-volume set, Ken tackles a stamp of Newfoundland for the first time, the one-cent value of the 1910 Guy issue. The new books have been done in the style and format of Ken's previous sixteen BNAPS books, and will offer lots of fun for aficionados of plating and/or the Guy issue.



*Canadian First Day and other Philatelic Covers by Joseph C. Rosenbaum*, 2012, by Dickinson, Gary. Spiral-bound. 88 pages, 8.5 x 11. ISBN: 978-1-927119-06-8 (Colour). Published by BNAPS. Stock # B4h055.1; \$C43.95

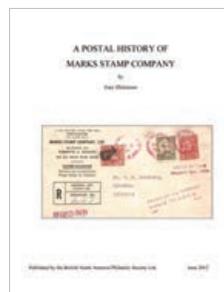
*A Postal History of Marks Stamp Company*, 2012, by Dickinson, Gary. Spiral-bound, 54 pages, 8.5" × 11". ISBN: 978-1-927119-08-2 (Colour). Published by BNAPS. Stock # B4h056.1; \$C35.95

Following up on 2011's *AC Roessler's Canadiana*, Gary Dickinson has documented the history and output of two more Canadian dealers, Joseph C. Rosenbaum and the Marks Stamp Company. Both volumes provide an inside look at how each contributed to BNA philately.

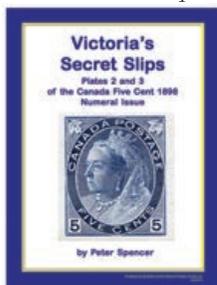
*Canadian First Day and other Philatelic Covers by Joseph C. Rosenbaum* is a collaborative effort by six long-time collectors of his covers. They have collaborated to present—as nearly as possible—a full catalogue of his work. Led by Gary Dickinson, each member of the group has contributed scans of his Rosenbaum covers beginning with early uncacheted envelopes, then proceeding through the JCR and Rosecraft cachets, as well as his attempts to introduce new product lines. Joseph Rosenbaum was a stamp dealer in Montreal for three decades beginning in the mid-1930s. His cacheted, first day covers were published continuously under the “JCR” label from 1947 to 1957, then as “Rosecraft” from 1957 until he sold the business in 1967. His FDCs set the standard for quality and acceptability for two decades, even to the point that they were used as replacement covers by the Canada Post Office. The

handbook presents scans of all of Rosenbaum's cacheted and uncacheted covers as well as a narrative describing and assessing them.

*A Postal History of Marks Stamp Company* presents the story of Canada's pre-eminent philatelic business during the first half of the twentieth century through a study of its key personnel—led by founder Elly Marks through most of that period—and its publications, along with a detailed analysis of its use of the mails and of its own stationery, which over the years featured some 50 different corner cards. Gary is the author of more than 100 articles and monographs about first day and other philatelic covers in *BNA Topics*, *First Days*, *PHSC Journal*, and other periodicals, and he is the editor of *First Impressions*, the newsletter of the BNAPS First Day Cover Study Group.



*Victoria's Secret Slips—Plates 2 and 3 of the Canada Five Cent 1898 Numeral Issue*; Peter Spencer, 2012. Spiral-bound, 134 pages, 8.5" × 11", (Colour). ISBN: 978-1-927119-07-5. Published by BNAPS. Stock # B4h057.1; C\$60.00



In *Victoria's Secret Slips*, the sixth volume in Peter Spencer's series on plating Canada's Queen Victoria-era Numeral Issue, he returns to the Five Cent value, whose Plate 1 was covered earlier. Again using today's technology to produce scans of vivid clarity, the author has closely examined the varieties to be found in the stamps printed from Plates 2 and 3 of the Five Cent value to advise readers how to determine the plate position of individual copies of this popular stamp. The author's previous Numeral volumes plated the

Two Cent (2005), the One Cent (2006), the Five Cent Plate 1 (2007), the Ten Cent (2008), and the Twenty Cent (2010).

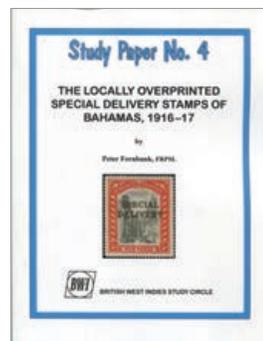
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## Book reviews

*The Locally Overprinted Special Delivery Stamps of Bahamas, 1916–17*, Peter Fernbank, FRPSL. 2011. Published by the British West Indies Study Circle through Pennymead Auctions and Books, Knaresborough, North Yorkshire, UK. 74pp, Softbound, colour illustrations. Price: £19.00 plus £6.40 for airmail or £4.40 for surface mail outside the UK.

Review by Stephen Sacks

It is not often that a publication by a society such as the British West Indies Studies Circle is of distinct interest to Canadian philatelists. Peter Fernbank's recent study of the locally overprinted Special Delivery stamps of Bahamas, 1916–17, noted



briefly in *BNA Topics*, January-March 2012, falls into this category. The only legitimate use of these stamps in Canada was on special delivery mail sent from Canada to the Bahamas. While the information regarding production of the stamps is comprehensive and compelling, of greatest interest to Canadian collectors is the discussion of mail carrying them. In brief, the Bahamas Post Office supplied 600, overprinted, Bahamas special delivery stamps to be sold by Canadian post offices to provide for special delivery in the Bahamas, as well as inclusion in a special delivery wrapper and priority placement in a mailing package while the mail was still in Canada. The program officially began in January 1916. Only a few Canadian post offices had supplies of the Bahamas stamps. The Canada Post Office Department subsequently discovered that the stamps were not being used properly. In addition, the Bahamas, without coordinating with Canada, later overprinted and sold additional stamps in Bahamas post offices. They could and did make their way back to Canada, thereby depriving Canada of revenue for services provided. The program was doomed.

Fernbank fills out the back story of the program and provides important details and clarifications. For instance, he includes a copy of the ledger showing the distribution of the stamps to the four Canadian post offices that requested them. He quotes correspondence from postmasters who suspected problems. Internal correspondence between post office officials illuminates the decision-making process at department headquarters [1].

The author's most important conclusion is that almost all surviving covers from Canada to the Bahamas are philatelic. He differentiates these in groups and grades. Factors considered included whether the mailings received special delivery service in Canada and if they were sent from Canadian post offices that received supplies of the Bahamas stamp.

Fernbank explores the question of what motivated Canadian officials to get involved in the program. One idea suggested is that it was a benefit for WWI Canadian military personnel stationed in the Bahamas. Fernbank's research determined that there were actually no Canadian military personnel in the Bahamas during this period. This reviewer is, however, aware of a memo in Reference 1, not quoted by Fernbank, written for the Deputy Post Master General in the mid-1920s, indicating that Canadian military were in the Bahamas during WWI. While written after the fact, this document is a record of the thinking of the department and should be accepted as a possible motivation for the program, even though incorrect as to actual Canadian military presence in the Bahamas. [*Canadian military personnel were in Bermuda during WWI. See BNA Topics March-June 2012. – Ed.*]

The author asserts that the program quietly withered on the vine and was never formally ended. That may have been the case from a Bahamas perspective, in that the stamps could be used on Special Delivery mail originating and staying within the Bahamas but, again per information in Reference 1, from a certain date on, Canada would only forward Special Delivery mail to the Bahamas if proper Canadian postage was applied. According to a late-September 1917 document quoted by Fernbank, the Canada Post Office Department—after determining that they had been blindsided by the Bahamas' overprinting and direct distribution of additional stamps—requested that the Ottawa postmaster dispose of all remaining Bahamas special delivery stamps in any suitable manner. Fernbank states that the Canadian postal authorities were “justifiably piqued.” From the Canadian perspective, allowing reasonable time for word to get from headquarters to the postmasters holding the overprinted Bahamas stamps, this should be considered the termination date in Canada for the Special Delivery program, even if there is no explicit record of the program being

revoked. From this point on, mail carrying the Bahamas stamp would not have been given special delivery service while still in Canada.

Philatelic knowledge will always evolve. Fernbank's work should be thought of as getting close to the final word on the subject. Bahamas special delivery covers come up regularly at auction; anyone considering purchasing one should obtain a copy of this book.

## Reference

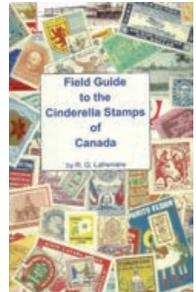
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*Field Guide to the Cinderella Stamps of Canada*, Ron Lafrenière, 2012. Spiral-bound, 234 pages, 6.0" × 9.0", (Colour). ISBN: 978-1-9878047-0-9. Published by Bird Bear Press, Verdun, Qc. \$40.00 (US or CDN) + S/H.

Website: <http://www.birdbearpress.com>

Review by Mike Street

When I first saw the title of *Field Guide to the Cinderella Stamps of Canada*, my birdwatcher instincts rebelled a bit at "Field Guide." Having seen the book, however, the title is exactly right. There are so many "species" and "subspecies" of Canadian Cinderella stamps that trying to identify one is equivalent to looking through a birding field guide.



Broadly speaking, a "Cinderella" is a stamp or label issued by a non-Post Office entity to advertise or promote a cause or event, as a receipt for a donation, or to indicate payment of a fee for a service. Occasionally, as during some of our postal strikes, the stamps or labels have actually been used to indicate carriage of letters and parcels to be mailed across the border in the USA.

The 234 pages of descriptions and color illustrations in this book catalogue some 769 different Canada Cinderella stamp issues, representing over 5,400 different stamps and labels. A huge number of them are illustrated, virtually all in full colour. The author states, "To my knowledge this is the first book that comprehensively tackles this category of stamps, and forms a nice companion book to Van Dam's catalogue of Canadian Revenue stamps (less than 1% overlap between both books)."

Having read almost every line of all 234 pages, I can attest to the HUGE amount of work that has gone into this undertaking, and that the work is not "just" a listing of stamps and labels. With very few exceptions, each entry gives a description of the entity that produced the stamp(s), the reason for doing so, dates of issue, and sizes of the items where known. All have catalogue numbers, as well as estimated prices or scarcity indications.

It is also a compendium—of sorts—of over 100 years of social and business life in Canada. As a native of Montreal, I was amazed at the variety of Quebec organizations—business, religious and social—that had produced Cinderellas for one purpose or another. Readers from other provinces will find the same for their locale.

The stamps and labels are sorted logically into 13 chapters, such as Dated Event stamps ranging from "Old Home Week" in Brantford in 1914, through the Calgary Stampede to Expo '67 and beyond. Among Philatelic Exhibition stamps are the 3<sup>rd</sup> Canadian Philatelic

Exhibition of 1925, the many Montreal EXUP shows, CAPEX '78, '87 and '96, and all the overprinted souvenir stamps prepared for ORAPEX and BNAPEX shows since 2001. Among other chapters cover Corporate Advertising stamps, Essays & Reprints through Forgeries and British Monarchy stamps.

The author states clearly that this is only a first edition. He expects—and wants—many new items to be brought to his attention for a future revised edition. The amount of effort that has gone into this book is just phenomenal. Ron Lafrenière deserves hearty congratulations from anyone interested in any and all aspects of non-postal Canadian stamps.



*Catalogue of Eastern Canadian Ship Way Letter Cancellations and Related Ship Postal Markings*, William Topping, 2011, privately printed by the author. Spiral-bound, 8.5" × 11", 64 pages. \$20 plus postage from the author, 7430 Angus Dr., Vancouver, BC V6P 5K2.

In his press release for this book, Bill Topping writes, "*The Catalogue of Eastern Canadian Ship Way Letter Cancellations* is a work in progress. It has been published in response to many requests for a publication on Eastern Way Letters cancellations similar to the *Catalogue of Western Canadian Way Letter Cancellations* published in 2010. The new catalogue is an update of the ship section of the 1982 *Catalogue of Canadian Railway Cancellations* published by Lewis M Ludlow. Thanks to the efforts of many collectors of ship mail, the Eastern catalogue contains close to 450 markings, over half of which are not listed by Ludlow or in other listings of Eastern ship mail.

The reader is referred to the review of the *Western Ship Way Letter Cancellations* in *BNA Topics*, October–December 2010. The additional information and recommendations in it apply equally to this volume. Bill Topping deserves sincere thanks from all interested collectors for updating these listings, which are no longer included in the updated *Catalogue of Canadian Railway Cancellations*.

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# New issues

*William J F Wilson*

## The Selkirk Settlement

Canada Post released a stamp on 3 May to commemorate the bicentennial of the Selkirk Settlement. The stamp (Figure 1) shows Thomas Douglas, Fifth Earl of Selkirk, in front of representative images of several ethnic groups who played roles in both the successes and the failures of his settlement: local trappers, Scottish settlers, a native Chief with his followers, and the Métis.



**Figure 1.** Thomas Douglas, Fifth Earl of Selkirk.

In 1792, at the age of 21, Selkirk spent several months travelling in the Scottish Highlands, where he witnessed firsthand the problems created by the Highland clearances. These clearances arose from several factors: The two most important were the ruthless suppression of the clan system in the aftermath of the Jacobite rising of 1745, and the rising prices for land, sheep, and cattle. The first made it possible—and the second made it profitable—for aristocratic landowners to evict their tenant farmers and convert the land to sheep-grazing. The displaced tenants then became a source of cheap labour for the landowners for kelp farming and other ventures. It was the destitution of these displaced people that prompted Selkirk to establish three colonies in North America to which they could emigrate: at Belfast, PEI in 1803, a short-lived colony at Baldoon (near present-day Wallaceburg, Ontario) in 1804, and the Red River Settlement in 1812.

Selkirk's plans for Red River were carefully and thoroughly thought out, and they would have succeeded if times had been better. However, the Hudson's Bay Company (HBC), from whom Selkirk received his land grant, was engaged in an escalating conflict with the North West Company (NWC). The HBC operated mostly along the Hudson's Bay coast, with native trappers bringing the furs to them, whereas the NWC went into the country and dealt with the trappers directly—and its major trade route passed along the Red River. They saw Selkirk's settlement as a threat to their existence and reacted accordingly; there were even many in the HBC who opposed the settlement, seeing it as a threat to the fur trade.

Conflicts escalated over time. In 1814, to prevent shortages, the HBC banned the export of pemmican from the settlement. The NWC saw this move as endangering supplies for their canoe brigades, and the Métis saw it as endangering their livelihood in delivering those supplies. In 1815, the NWC evicted the settlers and burned the settlement and, in 1816, after the settlement had been re-established, a party of 25 HBC men and settlers intercepted a larger party of mostly Métis with some French Canadian, English, and native

NWC employees who were transporting pemmican to the NWC. In the battle that ensued, 21 HBC men and one Métis man died. Selkirk, meanwhile, was bringing a party of about 140 ex-soldiers to settle at Red River and to act as a military presence to protect the settlement. When he heard of the events at Red River, he took several NWC forts in retaliation. Although this action allowed the settlement to continue—although under constant threat—it also involved Selkirk in legal battles with the NWC that drained his fortune and affected his health, contributing to his death in 1820.

The final chapter in the story took place only a year later, in 1821, when the British Government eliminated the fatal rivalry by forcing the HBC and NWC to merge. The Red River Settlement was allowed to develop in peace.

### **Franklin Turtle and Calgary Stampede Issues**

Canada Post has entered the realm of augmented reality with the Franklin Turtle and Calgary Stampede issues. A free app, downloadable from its website (both iPhone/iPad and Android versions are available), has icons that bring up a maze when the device's camera is pointed at the maze on the inside cover of the Franklin Turtle booklet, a barrel race when it is pointed at the Stampede belt-buckle stamp, and a horse when it is pointed at the Stampede horse-and-saddle stamp. For the maze and the barrel race, as you move the camera, the viewing perspective on the screen changes to match the camera's viewing angle. You use the touch screen to move Franklin Turtle through the maze or move the horse and rider (Calgary Stampede issue) through the barrel race, and touching the horse causes it to react; *e.g.*, by tossing its head or eating an apple that falls to the ground. Finding your way through the maze allows you to select a higher level of play.

The games, as one would expect, are self-contained—they work even with the phone in airplane mode (not communicating) and, apparently, they use image-recognition software: the app loads the game when it recognizes the image on the booklet or stamp. Consequently, they also work with images of the images. My daughter could easily activate the games on her Android phone using the photos of the stamps in Canada Post's *Details* publication (hard copy), and also, but with much greater difficulty, using images of the stamps on Canada Post's website.

The information in the accompanying table is from the Canada Post website, <http://www.canadapost.ca/cpo/mc/personal/collecting/stamps/2012/index.jsf>, from Canada Post's *Details* publication and from philatelic inscriptions on the stamps. Where the number of lithographic colour dots on the stamp selvedge differs from that published by Canada Post, the selvedge 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: *number*CL = (*number of colours*) colour lithography; Bk = booklet; CBN = Canadian Bank Note Company; L-M = Lowe-Martin; s-t = se-tenant; P = permanently equal to the domestic rate; P-S = pressure-sensitive; PVA = polyvinyl alcohol; SS = souvenir sheet.

**Table 1. 2012 Commemorative and Definitive Stamps** (all are on Tullis Russell coated paper and with general tagging (four sides))

Stamp	Titanic	Red River	Queen Elizabeth	Franklin Turtle	Calgary Stampede	Difference Makers
<b>Value</b>	4 × P, \$1.80	P	3 × P, \$2	4 × P (s-t on SS)	P, \$1.05 (s-t on SS)	4 × P (s-t on SS)
<b>Issued</b>	04 April	03 May	A**: 10 April B,C,D: 07 May A,B: L-M	11 May	17 May	22 May
<b>Printer</b>	L-M	CBN	C,D,E: CBN A,B,E: 4	L-M	L-M	L-M
<b>Pane</b>	See note below*	16	C: 8 D: SS 1 A: 8CL; B: 7CL + varnish;	Bk: 12 SS: 4	A,B: 10 † C: 4 A,C: 4CL + spot varnish B: 3CL + spot varnish	Bk: 10 SS: 4 Bk: 3CL SS: 6CL
<b>Process</b>	A,B: 8CL C,D: 7CL	5CL	D: silkscreen, silver foil, intaglio; A,B,E: 0.8	7CL		
<b>Qty (million)</b>	B: 4 C: 1.2 D: 0.3 SS A,D: PVA	1.2	C: 1.4 D: 0.35	Bk: 7.2 SS: 0.3 SS	A: 4 ‡ B: 2.25 C: 0.325 SS D: 0.0035 Bk: P-S SS: PVA	A: 4 ‡ B: 3 C,D: 2 E: 0.225 SS Bk: P-S SS: PVA
<b>Gum</b>	B,C: P-S A,B: 32 × 40 C,D: 84 × 36	PVA	PVA	Bk: P-S SS: PVA	SS: PVA	SS: PVA
<b>Size, mm</b>	45 × 25.5 B,C: Simulated	45 × 25.5	A,B,E: 45 × 48 C,D: 34.70 × 26.025 E: 32.025 × 40	24.75 × 32.25	40 × 24	32 × 32
<b>Perf</b>	A: 12.5 × 12.5 D: 12.9 × 12.8 B,C: Simulated	13.3 × 13.3	A,B: 13.3 × 13.3 C,D: 11.5 × 11.5 E: 13.1 × 12.5	12.9 × 12.4	Bk: Simulated SS: 13.0 × 13.3	Bk: Simulated SS: 12.5 × 12.5
<b>Teeth</b>	A: 20 × 25 D: 54 × 23	30 × 17	A,B: 30 × 32 C,D: 20 × 15 E: 21 × 25	16 × 20	Bk: Simulated SS: 26 × 16	Bk: Simulated SS: 20 × 20

\* Titanic: A = Sheet of 16; B = Booklet of 10 P stamps; C = Booklet of 6 \$1.80 stamps; D = SS of one \$1.80 stamp.

\*\* Queen: A = Breaking Barriers and Pushing Boundaries, 1983 – 1992; B = A Monarch for a New Millennium, 1993 – 2002; C = Diamond Jubilee (8 \$2 stamps); D = \$2 Diamond Jubilee souvenir sheet; E = Diamond Jubilee 2012 (4 P stamps).

† Calgary Stampede: A = Saddle booklet (P stamps); B = Belt buckle booklet (US rate); C = SS of one of each stamp; D = Gutter booklet.

‡ Difference Makers: A = Rick Hansen booklet; B = Michael J. Fox booklet; C = Sheila Watt-Cloutier booklet; D = Louise Arbour booklet; E = SS of one of each stamp.

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### *New Titles*

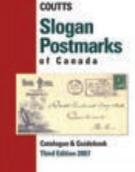
### *C\$ Retail*

	<p><b>Canadian First Day and other Philatelic Covers</b> by Joseph C. Rosenbaum, 2012 by Dickinson, Gary. The story behind the numerous designs of JCR and Rosecraft First Day and other covers. Spiral, 88 pp. <b>\$43.95</b></p>
	<p><b>A Postal History of Marks Stamp Company</b>, 2012 by Dickinson, Gary. History and output of a major Canadian philatelic dealership of the 20th Century. Spiral, 54 pp. <b>\$35.95</b></p>
	<p><b>Victoria's Secret Slips - Plates 2 and 3 of the Canada Five Cent 1898 Numeral Issue</b>, 2012 by Spencer, Peter. The second and third plates of the Five-cent Numeral issue have many varieties. The sixth volume in Peter Spencer's Numeral series. Spiral, 134 pp. <b>\$60.00</b></p>
	<p><b>Canada 1870-1897 Small Queen Issue</b>, 2012 by J. Edward (Ted) Nixon. A definitive look at the printing, plates and varieties of the stamps of the Small Queen issue, accompanied by superb postal history examples of Small Queens used during the life of the issue. BNAPS Exhibit Series #64. Colour version. Spiral, 148 pp. (also available in black &amp; white edition at <b>\$39.95</b>). <b>\$64.00</b></p>
	<p><b>"Til Death Do Us Part" -- Usages of the Caribou Revenues in the Lives of Newfoundlanders</b>, 2012 by de Groot, Peter. A fiscal history treatment showing Newfoundland's Caribou Revenues on documents and covers during their 49-year period of use from 1938 to 1986. BNAPS Exhibit Series #65. Colour version. Spiral, 92 pp. (also available in black &amp; white edition at <b>\$35.95</b>). <b>\$51.00</b></p>

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	<p><b>Annapolis Royal, Nova Scotia: Communications of the 1700s and Postal Markings of the 1800s</b>, 2012 by Rathbun, Hugh. Postal history and postmarks from the second two hundred years of Canada's oldest settlement. BNAPS Exhibit Series #67. Colour version. Spiral, 78 pp. (also available in black &amp; white edition at <b>\$35.95</b>). <b>\$50.00</b></p>
	<p><b>Slogan Postmarks of Canada</b>, 2012 by Coutts, Cecil. Reprint of the original 2007 Slogan catalogue with updates to November 2011 included in the listings. List of updates available separately from the author (<a href="mailto:cec.coutts@telus.net">cec.coutts@telus.net</a>). Spiral, 328 pp. <b>\$52.95</b></p>

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# Study group centreline

*Derek Smith*

**C**ENTRELINE presents a brief summary of the extensive specialized research done by BNAPS members as published in the newsletters of its many Study Groups. This review includes newsletters received to the end of May.

## British Columbia

Issue #81 concentrates on the numerous postmarks of Squamish from its opening in 1892, through a name change to Newport Beach in 1912 and reversion to Squamish in 1914, up to recent years. Included was an illustration of a money order receipt from Newport Beach dated 20 May 1913.

John Gannon and the Pacific Division staff of Canada Post have provided a list of the opening dates for the 33 new post offices in BC during 2011. Markings used by the SHORT PAID UNIT—V6B 1Z1 in Vancouver in recent years are illustrated. Also shown is an Xpresspost cover from West Vancouver dated 2012 02 24. Reply envelopes from Santa Claus / North Pole / H0H 0H0 as used at Vancouver are illustrated.

Significant articles on BC post offices covered in the first 20 volumes of the newsletter are listed with issue and page numbers.

## Elizabethan

In the *Corgi Times*, issue #119, Robin Harris notes that a number of imperforate 51¢ booklets of the Flags and Queen Elizabeth 80<sup>th</sup> Birthday issues have come to auction. These were all printed by Canadian Bank Note Company, probably from a press sheet. But they have all been separated by scissors or knife, not by a machine, thus the items have sides that are not straight or uniform. These were probably illegally removed printers' waste, and the format should be considered "fake." On the other hand, Richard Gratton notes that whatever the source, they are legitimate printings, they have not been treated as stolen material by any authorities, and they can be considered as being in the legal possession of any buyer. This is a subject of much debate.

The Editor reviews the stamp issues of 50 years ago, with their Post Office commentary and facts—five commemoratives with a 5¢ value and the five-value Cameo set.

CR (Ron) McGuire illustrates a cover with the only known postal usage of the "missing G," the middle stamp in a strip of five of the 10¢ Fur Resources issue used in 1952. Mirko Zatka submitted blocks of the 6¢ orange Centennial stamp, which appears to have a doubled right frame line. Leopold Beaudet has several copies, but only from plate 3, and the variety is also seen on the black stamp of the same value.

## Fancy Cancels and Miscellaneous Markings

Issue #59 includes items from 20 of the study group's 80 members. Included are cork cancels used in the 1920–1940 period, submitted by Dean Mario, Ed Stephens, and David Daves. Cecil Coumts sent tracings of cancels made by one Judge Mulcahy, used at Almonte, ON in the 1870s. Don Ecobichon's item is a "4" overprint on a Small Queen, possibly a Hechler creation?

Don Fraser submitted covers showing changes to the Fort Garry star cancel over three months of use in 1872. Mike Street sent a Paquebot cancel used at Capetown, South Africa.

John Anders sent illustrations of a number of cancels used on the Map stamp. Pictures of various cancels were submitted by Karl MacKinnon, Harley Cohen, and Peter Geoffroy and Ralph Vicero—all eliciting comments from the Editor. Other contributors are Hugo Deshayé, Guy Vadeboncoeur, Roger Squires, George Pond, and Ron Smith. Editor Dave Lacelle's series on fakes, bogus, and spurious cancels includes the last of his "Bogusman" items.

## First Day Covers

In *First Impressions*, issue #11, John Van der Ven, Gary Dickenson, David Hanes, and Bob Vogel combined efforts to study and catalogue the cachets produced by Victor Brosz, a resident of Alberta. Between 1961 and 1968, he made small quantities of at least 74 FDC cachets. They were printed from various media—ink, water colours, silk screening, *etc.*

Editor Gary Dickinson reviews and illustrates many forms of a black-and-white cachet, by an unknown maker, which shows King George VI in an oval frame flanked by six flags. A blank banner beneath gave room for the insertion of text. Gordon Payne discusses the history of the COLORANO CANADIAN SILKS. Ray and Jennie Novak produced these FDC designs from 1973 until 1994. The method almost produced a 3D effect, which cannot be reproduced by copiers.

## King George VI

Donald J LeBlanc in Part VII of his study of the War Issue (*Post & Mail Issue #25*) concentrates on the Perforated O.H.M.S. plate blocks for all issues from 1937 to 1949. Many of his illustrations are from the files of John Jamieson. Special attention is given to perforations of the low values. The perforation machine set-up for these required the removal of upper and lower selvedge so that the plate numbers could exist only in the side selvedge of lower left block positions.

Primarily using the registration markings on the reverse, Derek Smith traces the route for the registered air mail letter shown below, sent from Canada to Kenya in 1942.



John Burnett details differences in three covers that were recovered from the torpedoed ship SS Eros, and their subsequent “salved from the sea” markings and postal treatment. These suggest that the covers were carried in hull sections subject to different degrees of flooding.

Gary Steele discusses Acknowledgment Of Receipt Cards for Money Orders, introduced in 1938 at a cost of 10¢ to the sender.

## **Military Mail**

In issue #203, Paul Binney discusses the mail to and from HMCS AVALON, the escort naval base located in and around St John’s, Newfoundland during WWII. The Fleet Mail Office handled mail for Naval Headquarters as well as various military hospitals, barracks, repair shops, and dockyards, *etc.* The FMO served as a portal to the regular Post Office system. Paul shows covers addressed to, and with return addresses from, various Naval Post Offices within the Avalon set-up.

Editor Dean Mario reviews a book by Glenn Wright, *Canadians At War, 1914–1919*. This is a research guide to WWI service records that details and simplifies the steps through which researchers can access service records, honours/medals awarded, and much more relating to armed forces personnel. Postal historians benefit by being able to “flesh out” details of writers and recipients of military mail.

Darcy Hickson shows one of several post cards postmarked at Fort Sewell in October 1915 and mailed by Pte Marcel Agarand to Forget, SK.

## **Newfoundland**

The Newfie Newsletter Issue # 147 has been received. With the discovery of three more covers, Jean-Claude Vasseur has updated and renumbered his list of “Balbo Crew Mail” with Clarendville and Shoal Harbour hand stamps. He illustrates all of them.

Robin Moore shows two more covers with Outport Postage Paid markings, from Grand Falls and Trinity TP. All five of the recent discoveries are listed in John Walsh’s latest edition of the Newfoundland Specialized Stamp Catalogue. Bruce Robertson discusses a cover dated 1894 from Rhode Island to Mrs Henrietta Brownell at Sandy Point, routed *via* Halifax, on the *SS St. Pierre* to Channel Port aux Basques and St Georges, and finishing its journey by road.

Norris (Bob) Dyer, on page 9 of his 1897 postal shortage overprint exhibit, reports on his study of Type I varieties. He shows a pair with a diagonal impression as well as the regular strike, two stamps with printing shifts of the surcharge and a forgery. A page of additional information expands upon the brief exhibit notes.

Ron McGuire displays the only recorded hand stamp “RECEIVED IN DAMAGED CONDITION, G.P.O., ST. JOHN’S, NFLD.” within a serrated edge box, struck in 1941. Barry Senior reports the only known AYRE A9 perfin on a cover.

## **Postal Stationery**

In Vol. 25, No. 1 there are lists and pictures of the multitude of attractive post cards, postal notes, and envelopes issued during the first quarter. These included three Queen Elizabeth Diamond Jubilee cards (of six planned) showing stamps with her likeness issued during the first 30 years of her reign, eight baby animals on matching note cards and envelopes, two Year of the Dragon post cards, five postal stationery cards featuring the Canadian flag in

various settings, two sets of #10 envelopes, one with ten different flowers and one with nine different animals, three Art cards with sculptures by artist Joe Fafard, and three international-rate post cards commemorating the 100<sup>th</sup> anniversary of the Titanic voyage.

A new Xpresspost envelope picturing members of Canada's Freestyle Skiing team and a French version of the VentureOne private order envelope were also issued. Robert Lemire has discovered a new PCF view—Lake Louise on a borderless card, as well as unreported formats of existing PCF scenes.

In Vol. 25, No. 2, Earle Covert discusses the new regional Priority Post Envelopes, introduced in April, the largest change is the removal of the “Next A.M./ Demain Matin” delivery promise. Other new postal stationery includes the fourth and fifth Jubilee Cards, as well as four Franklin/Benjamin and two Calgary Stampede “to anywhere” cards.

Pierre Gauthier details the many varieties of Xpresspost Special Order envelopes prepared for the Government of Canada Passport Offices.

Bill Walton has discovered another earlier photo view reproduced on a 1¢ Green Leaf post card, mailed in 1903 to England, noted in pen as being “Printed Matter” and with “Canada Post Card” crossed out. Bill also illustrates an unusual 1¢ orange Admiral Issue Canada post card with an added 20¢ Admiral, both cancelled with a Winnipeg “7” roller and sent to the Postmaster in Pakan, Alberta by the *Nor'-West Farmer*. Although undated, this might have been sent in 1924. A message on the reverse notes that it was accompanied by a stack of post cards, which the sender requests the Pakan postmaster to distribute to farmers in his area not receiving the publication “in accordance with section 87, page 19 of the 1924 Postal Guide”!

## Railway Post Offices

In issue #218, Chris Anstead, Bruce Graham, and Robert Parsons combine to outline the transition of mail service between Montreal and Toronto from steam boats to rail in 1856. By late August, mail was carried by rail as far as Brockville, and then on to Toronto with five intermediate stops by boat. With the completion of the rail line to Toronto, mail was carried by land all the way as of 27 October 1856. Illustrations show the two earliest-known (26 August and 27 August 1856) Montreal–Brockville covers and a letter from the POD, dated 21 October, notifying all steamboat mail conductors of their employment termination and re-employment as Railway Mail Clerks.

Editor Ross Gray shows a registered cover mailed on 20 April 1890, in BC, on the Eastbound CPR train running from Vancouver to Calgary, put in a sealed bag to Ottawa, with arrival in Philadelphia on 28 April. New earliest- and latest-reported dates, train numbers, and directional indicia were reported by Jack Brandt, Ross Gray, Colin Lewis, and David Oldfield.

In issue #219, Ross Gray notes the discovery of a new station agent's Ticket Stamp used as a cancelling device—a boxed “CAN. PAC. R'Y CO. / SEP 27 / 1898 / KALMAR.” Kalmar is in the Kenora district of Ontario.

Ross also presents a mystery, arising from a boxed clerk hand stamp—H.G. / AUG 17 1933 / TR. 1—found on a redirected registered cover from Basrah, Iraq addressed only to “Mr. Twiner, 187 Gough Ave., Canada.” Initially, the cover went to Montreal, where it was marked “Try Toronto.” It was placed on the wrong train—to Ottawa, on the MONTREAL,

COTEAU & OTTAWA RPO rather than directly to Toronto. "H.G." was probably the train's mail clerk who recognized the error. He may have been the same person with initials already known used with seven other listed hammers on trains in the Montreal region.

Numerous new earliest and latest dates, train numbers, and clerk stamps are reported by Jack Brandt, Colin Lewis, Jim O'Connor, and John Watson and Ross Gray.

## Revenues

In issue #75, Christopher Ryan presents part 2 of his study of Quebec's Law Stamp Taxes, Registration Stamp Duties, and Stamp Fees in the 1864–1992 era. He analyzes the use of the stamps on documents, and the applicable registration tariffs.

In issue #76, Jean-Pierre Forest discusses, illustrates, and lists twelve known bisects of the 30¢ blue Quebec Registration stamps. These were used on documents at Sainte-Anne-des-Monts by the registrar, Joseph Thibault, in 1916–1917, when he ran out of 15¢ stamps.

Fritz Angst displays a low-numbered (191–200) bottom strip of ten red crown Weights & Measures stamps with no denomination and the full "British American Bank Note Co. Montreal" imprint.

Christopher Ryan reviews the colours authorized by various Provinces for Tobacco Excise Stamps required for cigarettes and fine tobacco. Dave Hannay submitted a Manufacturers' Sales Tax Rebate certificate for Wrigley's Gum, issued in the 1924–1926 era. Richard Fleet showed a pair of badly inked punch-cancelled BC 2nd Series Law Stamps on the back of a Supreme Court document. He thinks that it is printers' waste.

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# The colours of the New Brunswick and Nova Scotia 6d stamps

*George B Arfken and Charles G Firby*

THE classic text about the Nova Scotia and New Brunswick pence stamps is *The Postage Stamps of New Brunswick and Nova Scotia* by Nicholas Argenti [1]. The early stamps for these provinces were printed in England. From British documents, Argenti determined the invoice dates and the numbers of stamps of each denomination shipped. These data for the 6d are collected in Table 1. The 5,120 6d (in panes of 160 ) were shipped to each province and issued on 1 September 1851 in Nova Scotia and on 6 September in New Brunswick.

## New Brunswick

Argenti and fellow collectors knew that New Brunswick 6d stamps on covers from September and October 1851 were a brownish yellow shade. Argenti named this shade “mustard yellow” and correlated it with the 5,120 stamps invoiced 6 August 1851. The mustard yellow 6d covers are quite rare; only nine have been recorded, six from 1851 and three from 1852 [2]. We show two of the 1851 covers in Figures 1 and 2.



**Figure 1.** From Saint John, 29 September 1851, a mustard yellow 6d paying the 6d rate to the United States. (Courtesy Warren S Wilkinson)

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Keywords & phrases: New Brunswick, Nova Scotia, 6d stamps, colours

Figure 1 shows a 29 September 1851 folded letter with a mustard yellow 6d paying the 6d rate to the United States. A faint blue exchange marking is on the left. There is a second mustard yellow 6d cover (not shown) addressed to Maine, also dated 29 September. These two covers exhibit the earliest-recorded usage of the New Brunswick 6d [2]. Three October mustard yellow 6d covers are known. These early dates—well before the 98,880 shipment was received—and the small number of covers support Argenti’s identification of the 5,120 printing as the source of the mustard yellow 6d stamps.

**Table 1: Shipments of 6d Stamps**

Invoice Date	Nova Scotia	New Brunswick
6 Aug 1851	5,120	5,120
22 Oct 1851	197,760	98,880
1851 totals	202,880	104,000
21 July 1857	400,000	---
<b>Totals</b>	<b>602,880</b>	<b>104,000</b>



**Figure 2.** From Chatham, NB, 16 December 1851, a mustard yellow 6d and a dark bright red 3d paid the 9d rate to the US West Coast. (Courtesy Warren S Wilkinson.)

On the cover in Figure 2 a mustard yellow 6d is joined by a dark bright red 3d to pay the very special 9d rate to California. At this time, 16 December 1851, the US still charged extra for letters going over 3,000 miles, which generally meant to the Pacific coast [3]. The cover went by stage to Saint John (DE 22 backstamp) and then by stage to the US railhead near Bangor, Maine. The cover may have gone overland to California but it probably went by rail to New York and then by ship to Panama, across the Isthmus of Panama and by ship to San Francisco. There is a red PAID and a red Advertiser for “advertised in the local newspaper.” This is the only New Brunswick pence cover to California. Nova Scotia and Canada (Quebec and Ontario) [4] can each claim one pence cover to California.

It is worth reminding readers that our perception of colours, such as yellow, mustard yellow, olive yellow, etc., is influenced by other colours that are near them. These

first two covers are fairly neutral, but the next cover is blue, and the stamp paper itself is light blue! [5]

The stamps from the October 1851 printing of 98,880 began to show up on 1852 covers. The earliest cover with a yellow 6d is dated 2 April 1852. This was a double rate cover from Shediac to Saint John. We show in Figure 3 a yellow 6d on a triple-rate cover from Chatham. The required 9d is paid with the yellow 6d and a dull red 3d. Both stamps are cancelled with blue grids. The Chatham postmaster was apparently fond of blue cancellations and blue backstamps.



**Figure 3.** From Chatham, NB, 19 September 1853, to Halifax. A yellow 6d and a dull red 3d paid the 9d triple rate (up to 1½ oz). (Courtesy Warren S Wilkinson)



**Figure 4.** From St Stephen, 24 October 1859, to St George. Two olive-yellow 6d pay the registered double rate. (Courtesy Warren S Wilkinson.)

Along with the yellow 6d stamps, there were olive yellow 6d stamps. These are not sharp distinctions; there is a gradation of intermediate shades. We illustrate an extreme example in Figure 4. This is a double rate (6d) registered (6d) cover from St Stephen, NB to St George, NB. Two deep olive yellow 6d stamps paid the two 6d charges. Two No 30 grids cancel the stamps but do not tie them to the envelope. A BPA certificate says that the stamps do belong and that the cover is genuine.

The yellow and olive yellow 6d stamps did double duty. New Brunswick 6d bisects paid the 3d rate on 44 NB covers. Table 2 gives usage periods of New Brunswick 6d colours.

**Table 2. New Brunswick 6d Colours**

Colour	Printing	Years Used
Mustard Yellow	6 Aug 1851	1851–1852
Yellow	22 Oct 1851	1851–1860
Olive Yellow	22 Oct 1851	1851–1860

## Nova Scotia

Only two of the Nova Scotia 6d stamps on cover have been recorded for 1851. The earliest was 4 October. The 6d value paid the 6d rate from Halifax to New York. The 6d stamps on the two 1851 covers came from the 6 August batch of 5,120 stamps. The 6d stamps on later covers would be mainly from the much larger 22 October batch of 197,760 stamps. All of the 6d stamps from the two 1851 printings are yellow green. The October 1851 covers command a premium at auction because they are the first and second 6d covers known. Their yellow green colour and that of the others of the 6 August printing appear little (if any) different from the yellow green of the 22 October printing. We do not try to distinguish between the two 1851 printings for Nova Scotia.



**Figure 5.** From Kentville, NS, 15 April 1858, to Halifax. Two yellow green 6d stamps paid the 6d double rate postage and the 6d registry fee. (Courtesy Frederick R Mayer)

The cover in Figure 5 shows two yellow green 6d stamps. The cover is another double-rate, registered cover. In accordance with post office policy, the sender has written “Reg.”. The Kentville postmaster has written the date and the number “30,” meaning that this was the 30<sup>th</sup> registered letter from Kentville for that calendar year.

Nova Scotia postal authorities realized in early 1857 that their supplies of postage stamps were running low so they ordered more. A new printing was required. The new stamps were invoiced on 21 July 1857 and shipped. The new 6d stamps came in a distinctly different shade, a dark green. The earliest-recorded cover franked with a dark green 6d is dated 28 July 1858. This cover may be seen on-line [5].



**Figure 6.** From Baddeck, CB, 20 April 1859, to Halifax. The two dark green 6d stamps paid the 6d double rate postage and the 6d registry fee. (Courtesy Frederick R Mayer).

Figure 6 shows another double rate, registered cover. From Baddeck, CB, the two 6d charges were paid with a pair of dark green 6d stamps. The stamp paper for this 1857 printing is white. No prussiate of potash [6] was added to the ink. This cover has the registry number 165. Baddeck was sending out a lot of registered mail.

Both the yellow green and the dark green 6d stamps did double duty. Nova Scotia 6d bisects paid the 3d rate on 73 Nova Scotia covers (so far recorded).

**Table 3. Nova Scotia 6d Colours**

Colour	Printing	Years Used
Yellow Green	6 Aug 1851	1851–1860
	22 Oct 1851	
Dark Green	21 July 1857	1857–1860

## References and endnotes

- [1] Nicholas Argenti, *The Postage Stamps of New Brunswick and Nova Scotia*, London, 1962, Royal Philatelic Society of London, 223pp.; Quarterman Publications, 1976.
- [2] George B Arfken and Charles G Firby, *The Pence Covers of Nova Scotia and New Brunswick, 1851–1860*, VG Greene Philatelic Research Foundation, Toronto, 2006, 344 pp.

- [3] The US eliminated this distance differential on 1 July 1863.
- [4] George B Arfken, Arthur W Leggett, Charles G Firby, and Allan L Steinhart, *Canada's Pence Era: The Pence Stamps and the Canadian Mail 1851-1859*, Vincent Graves Greene Philatelic Research Foundation, Toronto, 1996, p. 195.
- [5] Frederick R Mayer Nova Scotia exhibit: <<http://www.frmfoundation.org/NovaScotia/index.php>>.
- [6] For these 1851 printings, the printers added prussiate of potash to the ink to make it fugitive. When the paper was moistened for printing, these iron compounds dyed the paper blue. See Argenti [1].

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# More hotel forwarding labels

Mike Street

**I**N Cover Stories (4), published in *BNA Topics*, January–March 2005, I wrote about and illustrated several covers that carried labels used by different Canadian hotels to forward mail to guests who had departed. This article shows two more.

The cover in Figure 1, mailed in an envelope from Montreal's Windsor Hotel, was posted in Detroit, Michigan on 22 April 1922 to the Victoria Hotel in Charlottetown, PEI. The Victoria sent it on the addressee at the Brunswick Hotel in Moncton, NB.



**Figure 1.** Cover forwarded by the Victoria Hotel in Charlottetown, PEI to the Brunswick Hotel, Moncton, NB. (Courtesy Hugo Deshayes.)



**Figure 2.** Letter from England to Canada, forwarded from the Macdonald Hotel in Edmonton to the Bessborough Hotel in Saskatoon. (eBay 260725443435.)

In Figure 2 we see a censored letter, mailed 10 Oct 1941 from wartime Norfolk, England, to a guest at the Macdonald Hotel in Edmonton, Alberta. The Macdonald forwarded the letter to the addressee at the Bessborough Hotel in Saskatoon, Saskatchewan.

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Keywords & phrases: Hotel forwarding labels

# Postage Paid—Family Allowance

## Part 1

*Bill Pekonen*

**T**HIS article is an example of why some—otherwise boring—correspondence should not be dismissed as irrelevant or uninteresting. The envelopes used to deliver Family Allowance cheques to countless Canadian households over many years can yield some interesting items. This type of mail is a curious mixture of both paid and pre-paid postage indicated with postage meter imprints, a special type of permit indicia, and other pre-printed indicia.

Family Allowance cheques were initially mailed from provincial capital city post offices. Up until about 1956, postage meter imprints showed the then-current applicable postage rate. After that, pre-printed permit indicia were used to show that postage had been paid.

The indication of prepaid postage on official mail in Canada has gone through numerous changes over the last 160 years. The Family Allowance mailings were no exception to that rule. The Crown symbol was part of the imprint design during different periods until the Canadian constitution was repatriated in April 1982. The Crown indicates the official nature of the mail. Repatriation is a term to describe this process that is unique to Canada within the British Empire.

One interesting use of the Crown symbol was on Family Allowance mail after 1956. The Crown indicia were used on window envelopes from the Department of National Health and Welfare. Family Allowance and Federal Old Age Pension cheques were also mailed in these window envelopes.

Family Allowance covers can be distinguished from other Treasury Board mailings because they were mailed from the provincial capitals rather than Ottawa. Examples have been observed from Victoria, Regina, Winnipeg, Toronto, Quebec, Fredericton, and Halifax. I am still looking for examples from Edmonton, Charlottetown, Ottawa, St. John's, and Whitehorse. Are there any out there somewhere? If so, I am willing to buy or exchange.

A number of differences have been observed between and among these covers. Early versions are in English only. "POSTAGE PAID" is very prominent in the design below the Crown. Later, bilingual versions show "POSTAGE-PORT / PAID-PAYE," and other text also appears in both English and French. The return address—"BOX 5000," then P.O. BOX 5000" both followed by "AT POINT OF MAILING"—appears on each envelope.

At least four different shades of Kraft paper were used in the envelope manufacturing process as can be seen in Figures 1–4 below. An additional element was added in 1967, when the Expo '67 symbol was imprinted on these envelopes to promote the World's Exposition in Montreal.

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Keywords & phrases: Family Allowance covers, pre-printed permit indicia, postage meter imprints



**Figure 1.** Early Family Allowance cheque envelope.



**Figure 2.** Later Family Allowance cheque envelope.



**Figure 3.** Bilingual Family Allowance cheque envelope.



Figure 4. Family Allowance cheque envelope with Expo '67 logo.

The colour of the ink used on the return address and instruction panel can be found in at least three different versions:

- (a) a different shade of red ink from the indicia, indicating two press runs;
- (b) black instead of red, indicating two press runs;
- (c) same red shade as used in printing the indicia indicated one press run.

Further research is ongoing. The writer looks forward to hearing about examples from the missing cities. I hope that Part 2 of this article will provide further details about this type of mail, which reached the household of almost every Canadian reader of this article. Missing information can be reported to 201-7300 Moffatt Road, Richmond, BC V6Y 1X8.

## References

- [1] James H Marsh, ed. *The Canadian Encyclopaedia: Year 2000 Edition*, Historical-Dominion Institute, 2000.
- [2] William Pekonen, *Checklist of Canadian Official Stampless Covers Since 1963*, self-published, 1968.
- [3] Ross Irwin, *Canada Meter Postage Stamp Catalogue*, Longley Auctions, 2004.
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## BNAPS business and reports

### President's column

*Robert Lemire*

We have some appointments and changes to report. Jeff Arndt has agreed to take on long-term management of the Policies and Procedures Manual once currently proposed revisions are approved. Our Publicity Officer, Jerome (Jerry) Jarnick, has asked that we find a replacement, and David McLaughlin has agreed to take on the job. That transition will be carried out at the Calgary convention. Thank you, Jerry, for your many years of service to the Society in various positions. Our Webmaster, Greg Spring, has had to resign from that position for personal reasons. I thank him for his efforts, and hope that circumstances eventually may allow him to resume assisting the Society in some capacity. Until a new Webmaster is appointed, Assistant Webmaster Dave Bartlet, assisted by Charles Livermore, will continue to take care of posting urgent website items.



By now, all members should have received a ballot for the 2012 election for directors and officers of the Society. I want to express thanks to those members who have agreed to stand. The Society is also indebted to Charles Livermore, who took on the task of arranging for the printing and mailing of the ballot materials for this year's election. Please note: to be counted, ballots should have been mailed in time to *be received* by the Elections Committee (Eugene Yount) no fewer than 21 days before the Annual General Meeting (see the notice for the AGM elsewhere in this issue of *BNA Topics*).

It is disappointing to look at the rather long list of members who have had to be dropped from the BNAPS roster for non-payment of 2012 dues. Some annual attrition is reasonable and expected. Members refocus their collecting interests; their health, family, or financial situations change. Such losses are offset, at least in part, by those who join. Nevertheless, this year the loss is greater than six percent. I have heard complaints about increases in dues over the past few years, but I find it puzzling that we see collectors who often will pay \$50, \$100, or more for a single item at a bourse and then balk at paying \$35 to \$40 for a yearly BNAPS membership. This suggests that the sum of the information supplied to members over the year through *BNA Topics*, our Regional and Study Groups, and BNAPS-published books (sold with substantial member discounts) is not deemed to be worth what might be spent on a single stamp or cover. I have had dealers tell me that when it comes to buying and selling, philatelic items, knowledge is key. Obviously a substantial number of BNA collectors do not agree.

As I write this, there are only two months until BNAPEX 2012 CALTAPEX in Calgary, and this is my final President's column. It has been an honour to serve the Society, but the two years have gone quickly. Several projects that I hoped to complete during my term have moved forward, but remain unfinished. These will be discussed in more detail in my August report to the Board, and they will be passed on to my successor. I intend to continue to serve the Society in other positions but do look forward to being able to spend more time on my collections.

## In Memoriam

**B**NAPS' policy is to print brief Memorials in *BNA Topics* to honour Past-Presidents, Members of the Order of the Beaver, and OTB Lifetime Achievement recipients who have passed away. Sadly, in the recent past, we have lost several of these members, all of whom made significant contributions to the Society. Our thanks to the many members who contributed to the Memorial notes that follow alphabetically:

### John D Arn, OTB

John Arn passed away in Colbert, WA on 21 April 2012. John served in the US Navy during World War II. He worked for General Electric and Honeywell in different locations in the USA and spent five years in San Paulo, Brazil. After he retired in 1987, he devoted his time to philately and became an accomplished collector.



John founded and was Chairman and Editor of the BNAPS Queen Elizabeth II Study Group from 1992–2000. He was awarded the John Siverts Award three times for the study group's newsletter, *Corgi Times*; he received the BNAPS President's Award in 1993 and was Chairman of BNAPEX 2002. He also served on the Committee of the Inland Empire Philatelic Society of Washington, chairing its annual "Apple Harvest" stamp show in 2001 and 2002, and he was a member of the PIPEX 2001 host committee. For 19 years, he coordinated an annual philatelic weekend for more than 50 collectors at Lake Moses, WA. John exhibited at many BNAPEX shows and at two American Philatelic Society (APS) World Series of Philately exhibitions. He was elected to the Order of the Beaver in 2003. At BNAPEX 2004 in Baltimore, his Cameo Definitives exhibit became the first exhibit of modern Canadian philately to win the Horace Harrison Grand Award.

### James E Kraemer, OTB

Jim Kraemer passed away in Ottawa on 30 June 2012. A member of the Society of Plastics Engineers, Jim's life-long passion for collecting stamps led to his becoming the first Director of Canada's National Postal Museum, where he served from 1971 to 1981. He was President of the Royal Philatelic Society of Canada (RPSC) from 1985 to 1990. He was proud to become a Fellow of that society in 1976 and a member of the BNAPS Order of the Beaver in 1978. While he was at the National Postal Museum, Jim and his staff provided significant assistance to researchers into BNA philately, especially in the area of Postal Stationery, the collection and study of which was becoming more and more important.



One of Jim's main collecting interests was the postal history of the Huron Tract and Indian lands. He also researched and published articles on the postal history of many small Ontario communities. Other interests included Arctic Drifting Ice Island Mail, the WWII

Battle of the Atlantic and Canadian Mail, St. Helena Boer War covers, Squared Circle cancels on Jubilees, the 8¢ Small Queen, and Canadian Revenues. He wrote articles on different subjects for the *Canadian Philatelist* and also published an article in *BNA Topics* on the proposed 1914 MacDonal-Cartier stamp issue of Canada.

## Arthur W Leggett, OTB

Stamp and postal history dealer Arthur (Art) Leggett passed away in Toronto on 26 February 2011. Art's full-time occupation was in a partnership in Belmont Chevrolet Oldsmobile of Weston, Ontario. His stamps and covers were sold under the company name Arthill Enterprises. Art was the treasurer of the Royal Philatelic Society of Canada (RPSC) and a founding member of the VG Greene Philatelic Foundation Expertizing Committee. He usually had a table at major stamp shows in Canada and the United States (including many BNAPEXes) and in England.



Art developed some fine exhibits, including Maple Leaves and Numerals, 1859 Cents Issue and Large Queens. With Bill Maresch, he published the *Canada Specialized Postage Stamp Catalogue*, the first Canadian catalogue to price early postmarks and covers. Art is particularly remembered by collectors for finding philatelically important and/or scarce items specific to their collections. For this and his other BNA philatelic activities, he was elected to the Order of the Beaver in 1985.

## James C Lehr, OTB

James (Jim) Lehr, Past President of BNAPS and past Chairman of the Order of the Beaver, passed away in Wilmington, DE on 21 February 2012. After earning BA and Masters degrees, Jim worked as a chemist and sales representative for the DuPont Company, retiring after 35 years of service. Jim joined BNAPS in 1961 and soon began 32 years of service as an officer of the society, as Sales Circuit Manager (1965–1974), Director (1971–1978), 1st Vice-President (1979–1980), and President (1981–1982). He was elected to the Order of the Beaver in 1982 and was Chairman of the Order from 1989 until 1996.



Jim was one of the founding members of the RPO Study Group and was Secretary-Treasurer and Newsletter Editor for the group until August 1980. After his term as President he concentrated on writing his book, *The Postage Stamps & Cancellations of Prince Edward Island*, published by BNAPS in 1987. The cake decorated with the design of the Four Pence PEI stamp—shown in the photo—was presented to Jim in 1987 when he visited the Texas Prairie Beavers. Jim was Chairman and Treasurer of the 1987 BNAPEX convention in Charlottetown, PEI, organizing the event from his home in Delaware. He also wrote many articles for *BNA Topics*, six on the stamps and postal history of PEI, one on RPO cancellations, and one on Nova Scotia Bill Stamps.

## Harry Machum, OTB

Harry Machum passed away 16 November 2010 at home in Sudbury. Harry is best known in his working life as the owner of the Hawberry Hotel on Manitoulin Island, where he also served on the Little Current municipal council. Philatelically, Harry had many and varied interests. In BNA, he collected the Elizabeth II issues, especially the Wildings, rates, Barrel, and Airport cancels, Printed Matter, Postal Stationery, particularly Aerogrammes, and military postal history of the Korean War and United Nations operations. His non-BNA interests, equally varied, included newspaper wrappers of all countries, and Jamaica with emphasis on military, including the WWII Canadian “Y” force.



Harry received Gold and a research award at ORAPEX 2000 for his Wilding Issue exhibit. He was a judge at BNAPEX in Edmonton in 2005 and at Kingston in 2009. With Andrew Chung and Hank Narbonne, Harry co-edited the two-volume *Postal Rates and Fees of the Elizabethan Era from Canada 1952–2005*, published by the BNAPS Elizabethan II Study Group. He wrote many articles on Canadian Elizabethan postal history for the group's newsletter, *Corgi Times*, and he was Chairman of the group from 2000–2010. Also active as a dealer in postal history, Harry worked with the late John Frith in the early days of Sudbury Stamps, and then on his own. A Director of BNAPS from 2001–2008, he was also Co-Chairman of BNAPEX 2006 in Sudbury. Harry was elected to the Order of the Beaver shortly before he passed away.

## Larry R Paige, OTB

Larry Paige passed away on 26 October 2009 in Virginia Beach, VA. A Licensed Surveyor by profession, Larry worked in the United States, Puerto Rico, Bermuda, and the US base in Cuba. He served as the BNAPS Study Group Coordinator from 1977 to 1982, and he and his wife Marva hosted BNAPEX 1982 and 1988 in Virginia Beach. Larry was elected to the Order of the Beaver in 1991.

Larry's primary philatelic focus was British North America. He had collections of Small Queens and Admirals, and two major Canadian exhibits. The first was “JC Wilson Patriotic Covers of the Boer War Era.” The second, for which he became the leading authority and recognized expert, was “Canadian Flag Cancels used from the end of the 19th century into the 20<sup>th</sup>.” This collection contained almost every known variety of Canadian flag cancel; the exhibit won gold medals at BNAPEX 1994 in Burlington, VT, and also at American Philatelic Society exhibitions, including the APS Champion of Champions show. Larry's in-depth article “Canadian Flag Cancels, the Classic Era: 1896–1902” was published by the American Philatelic Congress in the 1981 *Congress Book*, their annual publication. Larry was active in local stamp clubs and could always be found at shows in the Mid Atlantic region. He was also a member of the Norfolk Philatelic Society and the Tidewater International Topics Society.



## From the Secretary—Report date: April 2012

David G Jones

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

### Membership fees

Annual membership fees are \$C35 or equivalent in US dollars, C\$40 for members from outside North America. 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. Three-year memberships can be obtained at a 10 percent reduction in cost. 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.

- 6662 Odette Walsh, Montreal, QC
- 6663 Bob A Blake, North River, NB. C: Canadian Map Stamp 1898
- 6664 Andrew Liptak, Brampton, ON. C: Canada postal history
- 6665 Cliff Brown, Mercer, PA. C: Newfoundland
- 6666 Ann Adams, Napoleon, OH. C: Canada postage, revenues, FDCs
- 6667 Bob Rosenbaum, Lawton, OK. C: early air mail and postal history
- 6668 Hany Haddad, Middletown, NJ. C: US, Egypt, Sudan, Canada, Nova Scotia
- 6669 Pierre Millette, Orleans, ON. C: Canada to 1990, classics to 1949
- 6670 Edmund J Goldshinsky, Hamden, CT. C: Queen Victoria and King George V issues
- 6671 Robert Champagne, Toronto, ON. C: Canada
- 6672 Robert Milner, St Albert, AB. C: 3 cent Small Queens 37 and 41
- 6673 Rohan Persaud, Forestville, NSW, AUSTRALIA. C: pre-1967, perfins, Small and Large Queens
- 6674 Harry Swanlung, Vaasa, FINLAND

### New members

All applicants 6647–6661 have been confirmed as full members of BNAPS.

### Address changes/corrections (current town of residence is noted)

- 2923 Colin Geoffrey Banfield, Loughton, Essex, United Kingdom
- 3235 Andrew G Holtz, Lugano, Switzerland
- 3922 Jack P Williams, Port Hope, ON
- 5299 John G McEntyre, Montreal, QC
- 5986 Eugene F Ritz, Ottawa, ON
- 6150 Robert Pinet, Ottawa, ON

### Reinstated

- 6127 William M Gilson

### Deceased

- |                     |                       |                       |
|---------------------|-----------------------|-----------------------|
| 774 James E Kraemer | 4072 Lewis E Warren   | 6504 Michael C Scoles |
| 1906 Murray Kliman  | 6262 Dr David A Selby |                       |

## Dropped for non-payment of 2012 dues

2757 Donald R Hunter	5623 Jerome Kasper	6349 Neil Philip	6517 Gregoire Teyssier
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5503 Walter R Hees	6325 Ian Smilie	6512 Andre Guertin	6630 Bev Hills
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BNAPS wishes to express its sincere thanks and appreciation to the following members who have made financial contributions to the Society in Fiscal Year 2011. Donations made in 2012 will be acknowledged in a later issue of *BNA Topics*. The classes of contribution are: Patron—\$100 or more; Sponsor—to \$100; Sustaining—to \$50; Contributing—to \$25.

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R6426 A Carroccia  
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R6565 R Blunk  
R6584 B Ostr

## BNAPS 2011 financial statements

### BNAPS income and expenses 2011\*

	Jan - Dec 2010	Jan - Dec 2011
<b>Income</b>		
Advertising Sales	5,571.19	5,955.36
Book Sales	20,846.28	18,123.21
Circuits Sales Revenue	89.28	154.61
Firby 2 Contribution - Receipt	32,000.00	-----
Gain/Loss - Investments	20,216.05	-7,140.90
Gifts and Donations	996.50	4,120.00
Interest and Dividends	28,571.95	29,386.93
Inventory Adjustment	-1,059.77	523.22
Membership Dues	25,694.92	28,755.75
Other Income	<u>417.94</u>	<u>844.11</u>
<b>Total Income</b>	<b><u>133,344.34</u></b>	<b><u>80,722.29</u></b>
<b>Cost of Goods Sold</b>		
Cost of Books Sold	<u>14,838.49</u>	<u>11,010.59</u>
<b>Total COGS</b>	<b><u>14,838.49</u></b>	<b><u>11,010.59</u></b>
<b>Gross Profit</b>	<b>118,505.85</b>	<b>69,711.70</b>
<b>Expense</b>		
Advertising	326.52	795.00
Agent Fees (Book Sales)	2,775.65	2,523.18
Amortisation		4,500.00
Bank/Financial Fees	280.57	443.65
Book Publishing	5,645.70	7,307.56
Convention	4,718.44	2,446.38
Foreign Tax Withheld	823.71	1,133.25
Insurance	1,083.15	1,128.00
Medals and Awards	992.74	985.74
Miscellaneous	2,168.62	52.80
Office Supplies	1,030.85	273.33
Operations	-----	271.02
PayPal Fees	181.30	675.86
Postage and Delivery	3,378.58	919.39
Printing and Reproduction	1,339.51	448.61
Professional Fees	637.19	875.00
Study and Regional Groups	2,528.83	140.00
Telephone	-----	13.75
Topics Printing and Mailing	33,386.06	36,989.60
Website	1,604.47	420.90
Youth Program	<u>0.00</u>	<u>300.00</u>
<b>Total Expense</b>	<b><u>62,901.89</u></b>	<b><u>62,643.02</u></b>
<b>Net Income</b>	<b>55,603.96</b>	<b>7,068.68</b>

\* 2010 figures for comparison

**Treasurer: Jean-Claude Michaud**

**Board of Examiners: Barry Shaulis**

**BNAPS assets and liabilities 2011\***

	Dec 31, 2010	Dec 31, 2011
<b>ASSETS</b>		
Current Assets		
Chequing/Savings		
Cash/Scotia Bank	1,016.53	26,251.09
Smith Barney Cash	24,716.84	70,170.38
Smith Barney Securities	<u>664,847.57</u>	<u>625,465.67</u>
Total Chequing/Savings	<u>690,580.94</u>	<u>721,887.14</u>
Other Current Assets		
Accounts Receivable	8,908.69	3,143.58
Accrued Interest Receivable	1,697.28	1,656.40
Donated Books Inventory	9,500.00	9,500.00
Members Circuits & Funds	46,734.84	52,405.49
Prepaid Expenses	1,650.00	900.00
Published Books Inventory	<u>49,975.09</u>	<u>52,630.90</u>
Total Other Current Assets	<u>118,465.90</u>	<u>120,236.37</u>
Total Current Assets	<b>809,046.84</b>	<b>842,123.51</b>
Fixed Assets		
Contributed Books - Firby 2	32,000.00	32,000.00
Total Fixed Assets	32,000.00	32,000.00
Other Assets		
Website Domain	4,500.00	0.00
Total Other Assets	<u>4,500.00</u>	<u>0.00</u>
<b>TOTAL ASSETS</b>	<b>845,546.84</b>	<b>874,123.51</b>
<b>LIABILITIES &amp; EQUITY</b>		
Liabilities		
Current Liabilities		
Accounts Payable		
Accounts Payable	<u>2,942.34</u>	<u>957.74</u>
Total Accounts Payable	<u>2,942.34</u>	<u>957.74</u>
Other Current Liabilities		
Prepaid Awards	2,279.35	2,279.35
Prepaid Dues	<u>13,742.81</u>	<u>32,880.74</u>
Total Other Current Liabilities	<u>16,022.16</u>	<u>35,160.09</u>
Total Current Liabilities	<b>18,964.50</b>	<b>36,117.83</b>
Long Term Liabilities		
Circuits Payable	<u>46,734.84</u>	<u>52,405.49</u>
Total Long Term Liabilities	<u>46,734.84</u>	<u>52,405.49</u>
Total Liabilities	<b>65,699.34</b>	<b>88,523.32</b>
Equity		
Currency Adjustment	15,059.05	13,743.06
Member's Equity	709,184.49	709,184.49
Retained Earnings		55,603.96
Net Income	<u>55,603.96</u>	<u>7,068.68</u>
Total Equity	<u>779,847.50</u>	<u>785,600.19</u>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>845,546.84</b>	<b>874,123.51</b>

\* 2010 figures for comparison

Treasurer: Jean-Claude Michaud

Board of Examiners: Barry Shaulis

## Agenda for the Annual General Meeting

of the

### British North America Philatelic Society, Ltd.

**Hyatt Regency Hotel, 700 Centre Street SE, Calgary, AB**

**Sunday, September 2, 2012 at 8:00 a.m.**

- |   |  |
|---|--|
| 1. Welcome and Introductions              | 2. Minutes of AGM 2011                 |
| 3. Moment of silence for departed members | 4. New Emeritus Members                |
| 5. Reports of Officers                    | 6. Summary of 2012 Directors' meeting  |
| 7. Dues rate for 2012 – 2013              | 8. Report on the Election of Directors |
| 9. 2013 / 2014 Conventions                | 10. Other Business                     |
| 11. Adjournment                           |  |

## Regional group rant

*Jack Forbes*

**O**VERVIEW: By the time this report is published, plans will be pretty well completed for this year's annual BNAPEX show in Calgary. Staged in conjunction with the Calgary Club's annual event, this 2012 version of our national convention should provide a varied selection of exhibits, study group meetings, and dealer inventories. It is hoped that Regional Group Representatives in attendance there will avail themselves of the opportunity to get together and share any new ideas they may have to help further the Regional Group initiative! Watch the Show Program for the time and place of that session. Recent activities of various groups are described in detail below and, again, I would like to remind you to advise both me (<JAFRBS@aol.com>) and our web site coordinator, Dave Bartlet: (<dave.bartlet@shaw.ca>) of the dates of upcoming meetings and events in each of your areas. Also, please send us copies of your meeting reports.

### **HELP! HELP!—Midwest Regional Group—HELP! HELP!**

We're still trying to find representation in this area of our membership. Could we please have a BNAPSer from the US Midwest volunteer to take on this responsibility? We seem to be missing a significant opportunity to have a regional group meeting in conjunction with this coming year's COMPEX (or other occasions) unless this vacancy is filled. Please consider taking this on! Drop me an email to volunteer, or to nominate someone else who would be willing to serve:<JAFRBS@aol.com>.

### **BNAPS presence - Royal\*2012\*Royale at Edmonton**

**Breakfast:** BNAPS President Robert Lemire was in attendance at this show in Edmonton this June. A BNAPS breakfast was held for about 25 participants—a great idea to promote cooperation between our two national philatelic organizations!

**Awards:** Further evidence of working toward common ideals within Canada's stamp collecting fraternity came in the form of three BNAPS awards being presented at the closing

banquet. Kevin O'Reilly received both the BNAPS "Best BNA Exhibit" and the "Research Award" and Fred Fawn received the "Best BNA One-Frame Award".

It should be noted that similar awards are made available by our society for presentation at YOUR area's competitions—just contact Jon Johnson (<jcperfins@hotmail.com>) for specific details. In addition to the awards mentioned above, two other exhibit classes are recognized: "The Best 2'n'4 Exhibit" and the "Elizabethan Study Group Pin." These awards are designed to recognize those collectors who exhibit BNA material and at the same time provide exposure for BNAPS in many areas.

### **Regional Group statistics**

In January, I was pleased to receive a recap of the previous year's activities of the Golden Horseshoe Regional Group. It detailed the current membership total with a breakdown of residence locales for that region, a list of the meetings held, and the attendance totals for those meetings. This is an excellent idea and provides an opportunity to "look at the big picture" for your particular region, possibly provoking some thought about planning various activities.

### **Scheduling Regional Group meetings**

A conflict with an annual post card collectors' show in one of our regions was discovered in time, and led to the rescheduling of that region's regular meeting—a good reminder of the need to check other philately-related events in your area to avoid conflicting with them in the planning for your group's meeting.

### **Regional Group reports**

(Note that only a brief outline of the meetings will appear in this column. We encourage you to check out the BNAPS website for further details.)

The *Golden Horseshoe Group* has held two meetings since our last report. The March gathering was held at the usual location, the Rousseau House Restaurant in Ancaster, where the food offerings apparently rival the actual meeting contents! Following the usual agenda, a successful auction started off proceedings. Then came the featured speaker's slot, which was filled by Peter McCarthy, who provided a PowerPoint presentation on the development of Canadian Railway Post Offices. After that, the customary Show-and-Tell feature garnered a good deal of interest. Details of the subsequent meeting will be dealt with in our next column. Dealers were on hand, allowing attendees to add a few choice items to their collections.

Taking advantage of a goodly number of their members attending ORAPEX 2012 in Ottawa, the *St. Lawrence Seaway Group* held an "electronic show-and-tell" meeting. A wide assortment of material was presented, ranging from a 1765 document originating in Montreal, to a tribute to the demise of the Canadian penny.

The *Pacific Northwest Group* chose Vernon, BC, as the site for its Spring AGM. An extensive program was put together for the May 4–6 event, and results for this meeting will appear in a future Rant. This group is to be complimented on the fine newsletter that they produce; the four page effort, which announced their recent AGM, contained specific details of the plans and facilities for this year's gathering as well as timely information of upcoming shows in their area.

The *Calgary Group* continues with their very active schedule of monthly meetings—check the website for the dates.

It would be helpful to the organization if each Regional Group coordinator would make a concerted effort to ensure that all BNAPS members in his particular region receive notification of upcoming meetings/events. This could mostly be done using e-mail but, if necessary, for members not on the Internet, a yearly mailed schedule of activities could be effective.

## BNAPS 2012 stamp essay contest winners

BNAPS has announced the winners of its 2012 Youth Activity Contest. Youth were asked to write a short essay about a meaningful philatelic symbol of their country with the stamp(s) affixed to the report. Prizes were awarded to four age groups: 6–8, 9–11, 12–14 and 15–18. First place winners in each category received \$25. They were:

Nina Goyette, age 8, Greendale, WI— **Abigail Adams**;  
 Olivia Keenan, age 10, Wauwatosa, WI—**Boston Tea Party**;  
 Prarthita Jain, age 14, Balod Chattisgarh— **Rabindranath Tagore**; and,  
 Archita Nigam, age 15, Balod Chattisgarh—**Hawa Mahal**.

Other winners were Chitturi Vamsi, Hyderabad, India; Chinmay Anil Nawlakhe, Bhandara, India; Claire Natiez, Taylors, SC; Thomas Devine, Janesville, WI; David Devine, Janesville, WI; Sara Yahr, West Bend, WI; and Shikhar Deep, Shamshi, India. Entrants also received a packet of stamps.

The contest reflects BNAPS' ongoing commitment to encouraging young collectors. The four winning essays can be viewed at the Youth Activity Contest section of our website.

## Executive, directors and officers

*British North America Philatelic Society Ltd*

Society Home Page: <http://www.bnaps.org>

Young Philatelists' Page: <http://www.bnaps.org/stamps4kids>

### Elected officers: Executive

*President* Robert Lemire, PO Box 1870, Deep River, ON K0J 1P0 <[rlemire000@sympatico.ca](mailto:rlemire000@sympatico.ca)>

*First Vice-President* Norris R (Bob) Dyer, 1708 Granada Ct, Petaluma, CA 94954-4531

<[nrdyer@comcast.net](mailto:nrdyer@comcast.net)>

*Past President* George Dresser, 501 Fairview Ave, College Station, TX 77840-2933

<[g-dresser@suddenlink.net](mailto:g-dresser@suddenlink.net)>

*Vice-President Regional Groups* J A Forbes, Jr., PO Box 38205, Dartmouth, NS B3B 1X2

<[jafrbs@aol.com](mailto:jafrbs@aol.com)>

*Vice-President Study Groups* Peter R MacDonald, 1264 Sherman Dr, Ottawa, ON K2C 2M8,

613-226-5949 <[petermac@magma.ca](mailto:petermac@magma.ca)>

*Secretary* David Jones, 184 Larkin Dr, Nepean, ON K2J 1H9, 613-825-5062 (winter); 902-825-4091

(summer) <[shibumi.management@gmail.com](mailto:shibumi.management@gmail.com)>

*Treasurer* Jean-Claude Michaud, PO Box 31248, Halifax, NS B3K 5Y1 <[jcm.ph@ns.sympatico.ca](mailto:jcm.ph@ns.sympatico.ca)>

### Elected officers: Board of Directors

Ten sitting members; five elected, in even-numbered years, for four-year terms.

#### *Serving 2008-2012:*

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P Charles Livermore, 100-08 Ascan Ave, Forest Hills, NY 11375 <charleslivermore@hotmail.com>

Ronald E Majors, 1231 Whitewood Way, West Chester, PA 19382-7000 <rmajors@comcast.net>

Adri Veenstra, Dr Joop den Uylsingel 34, Arnhem, 6836 GR, NETHERLANDS, +31 263232416,  
a.veenstra@chello.nl

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<jcperfins@hotmail.com>

*BNAPS Book Department Coordinator–Publishing* Mike Street, 73 Hatton Dr, Ancaster, ON  
L9G 2H5 <mikestreet1@gmail.com>

*BNAPS Book Department Sales* Ian Kimmerly Stamps, 62 Sparks St, Ottawa, ON KIP 5B6  
<kimmerly@iankimmerly.com>

*BNA Topics Editor* (vacant) However, all new material/advertising for the journal should be sent to interim  
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wvtaxguy@suddenlink.net

*Circulation Manager BNA Topics* Wayne Smith, 20 St Andrews Rd, Scarborough, ON  
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*Study Group Reporter* Derek Smith, 92 Cheltenham Rd, London, ON N6H 5P9 <dermar@rogers.com>

*Webmaster* (vacant) However, until further notice all new material/for the website should be sent to Assistant  
Webmaster David Bartlet<dave.bartlet@shaw.ca>; P Charles Livermore, address above, Director ,  
also may be able to provide assistance.

*Youth Coordinator* Norris R (Bob) Dyer, address above, First Vice-President.

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