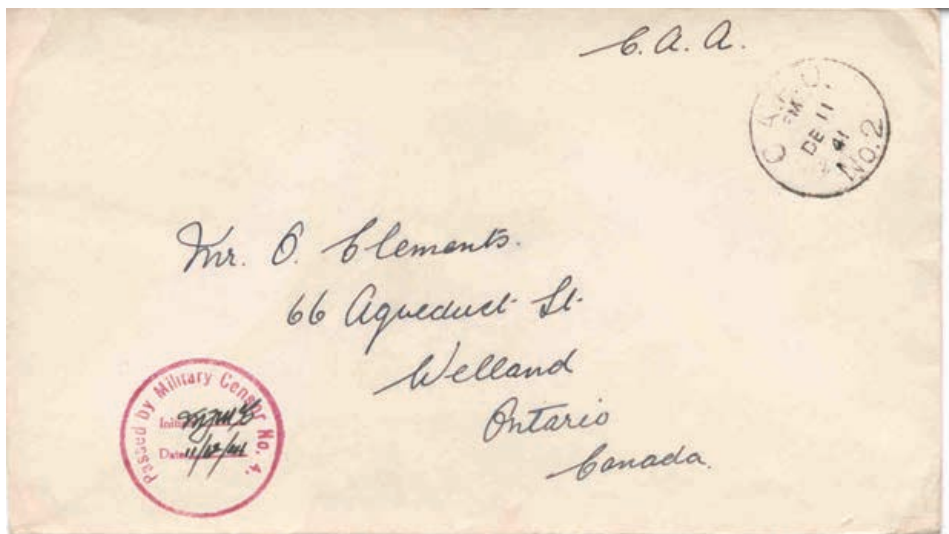


2014 • second quarter

# BNA Topics



Whole number 539      Volume 71      Number 2



Type I censor mark on correspondence from Gander (CAPO 2)  
censored 11 December 1941 and mailed the same day, p. 10

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The 2¢ Large Queen Laid Paper

As recently reported in the philatelic press, the existence of a third example of the 2¢ Large Queen on Laid Paper was confirmed. The stamp was discovered in a sales circuit book by a collector. He sent the stamp to the Vincent Graves Greene Foundation for a certificate, who after much study and consultation issued a certificate of genuineness in 2013. A full report can be found on the Foundation's website.

This discovery was the first in many decades. The other two examples have certificates dated 1935 from the RPS in London, England. All three singles are faulty to some degree.

We are pleased to have been selected to sell this stamp. It is in our opinion the finest of the three known examples, possessing superior centering and freshness of colour, as well as displaying a dated Hamilton postmark. It will be offered in our October 2014 auction.

Obviously the demand for catalogues will be heavy for this auction and is a great opportunity to consider consigning. Why not get in touch to discuss your holdings?



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# BNA pics

Volume 71 Number 2 Whole Number 539

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

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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). Text and image files should be sent to Jeff Arndt by email at <arndt123@aol.com> or by regular mail to: 4121 Marble Lane, Fairfax VA 22033 USA.

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

## Title: One down, more to go

THE January–March issue of *BNA Topics* was the first for new co-editors Jeff Arndt and Ron Majors. We managed to get through it relatively unscathed, with the issue having some strong articles that elicited good reader response. Learning all the ropes of philatelic editing this first edition was a challenge but we had the expert advice and help from former co-editors Mike Street and Robert Lemire. We will continue to learn with subsequent issues so please be patient. We appreciate the submission of quite a number of manuscripts and reader comments, so the near-term future looks bright, but don't stop sending in your contributions. Both stamp and postal history articles are welcome. Any suggestions from readers on ways to make *BNA Topics* even more useful to you would be welcome. You can always reach us at our e-mail addresses: Jeff at arndt123@aol.com and Ron at ronald.e.majors@gmail.com.

The President's column in this issue includes a summary of the results of the membership survey conducted in late 2013. This summary is Part I of the membership survey report and covers the “closed” questions—i.e., those which asked members to check a box or choose a response. Part I includes useful information on membership statistics, level of member participation in a myriad of BNAPS services, and a rating of those services valued by members. A statistic particularly related to *BNA Topics* was that 93 percent of respondents rated our house journal as “excellent” or “very good.” This strong response puts even more pressure on us new co-editors to make sure that the high rating is maintained in the future. Part II of the results of the membership survey will be published in the next issue of *BNA Topics* (July–September). This article will cover more specific feedback on the “open-ended” part of the survey—i.e., questions that asked members to provide their input on why they are drawn to/remain with BNAPS and to express their ideas on how to improve the usefulness of the Society to them.

One area that we would like to focus on in this Editorial is the lack of interest in BNAPS members using Classified advertisements to improve and build their collections and to sell or trade items or duplicates. Here is an apples-to-apples comparison with the rates of some well-known philatelic publications. For comparison, we choose a one-time placement of an ad of a least 25 words in length.

Publication	Cost of Small Ad (25 words)	Cost per additional word
<i>BNA Topics</i>	\$6.00	20¢
<i>Canadian Stamp News</i>	\$8.00	32¢
<i>Linn's Stamp News</i>	\$9.84	30¢
<i>Mekeels and Stamps</i>	\$8.75	35¢

*Canadian Stamp News* requires a two-issue commitment, but we normalized the cost to a single issue. Of course, *Linn's* has a large circulation, but its readers do not specialize on Canada. *Mekeels* has a smaller readership than *Linn's*, but it too is a generalist publication. The bottom line is that *BNA Topics* is less expensive, exposes ads to Canadian-only collectors, and one can place a single, one-time ad with no further commitment. So consider placing an ad in *BNA Topics*. Details on how to do this are provided in the Classified Advertisements section in the BNAPS business and reports.

## Readers write

**Flat verses curved plates—the 5¢ Arch variety:** Member *Julian Goldberg* comments on the article by Charles Neyhart in the October–December 2013 *BNA Topics*. “This is an area of great interest to me. As a result, I have several additions to make which are as follows: The 2 cents dull green booklet Arch stamp was also printed by Stickney rotary press and flat plate press. Canada Scott/Unitrade numbers 164ais, 164ai, BK15c were printed by Stickney rotary press, and Canada Scott/Unitrade numbers 164as, 164a and BK15 were printed by flat plate press. Perforation measurements should also be used to distinguish Stickney rotary press stamps from flat plate press stamps since different perforators were used. This is one of the best methods to use, especially for used stamps. Canadian BABN Stickney rotary press stamps were perforated by one (two-way) Stickney bar and wheel perforator which perforated rotary press stamps 11 1/4 (Kiusalas 11-70 = 11.25) perforations per 2 cm horizontally by 11 (Kiusalas 11-72 = 10.94) perforations per 2 cm vertically. Canadian BABN flat plate press stamps were perforated by two (one-way) rotary wheel flat plate perforators which perforated flat plate stamps 11 (Kiusalas 11-72 = 10.94) perforations per 2 cm horizontally by 11 (Kiusalas 11-72 = 10.94) perforations per 2 cm vertically.”

**Small Queen cover to Ferrary:** *Guillaume Vadeboncoeur* adds some comments on Ron Majors’ article entitled “A well-travelled Small Queen UPU cover to France with a provenance—almost!” in January–March 2014 *BNA TOPICS*. “I read with interest Ron’s article. This cover is an interesting use of an otherwise ordinary 5c UPU rate to France, with a 50 centimes French postage due stamp. For a second, I thought that the existence of the postage due stamp was as a result of the cover having been forwarded with compulsory registration. This occurred when a post office would notice items of value (coins, currency) enclosed in an envelope. Small Queen Era covers showing compulsory registration are rare and highly prized by collectors. Alas, this cover does not appear to be such a use, as there is no indication that it was registered. Rather, it appears that the cover was overweight for the 5c rate and thus liable for additional postage. The 50 centimes French postage due would have paid the deficiency for the letter weighing more than a half oz., but less than one oz. (short paid 5c, thus liable to a 10c charge under the double deficiency system which was equivalent to 50 French centimes).”

**A cover to Russia with a mystery:** *Philip E. Robinson*, fellow of the Royal Philatelic Society London (FRPSL) comments on Ron McGuire’s article in October–December, 2013 *BNA Topics*. A BNAPS member and friend, Martin Evans, drew his attention to Ron’s article. Mr Robinson has a philatelic friend in Moscow, Mikhail Alshibaya, and together they were able to interpret the Russian aspects of the cover with some confidence. The handwritten inscription on the back is evidently:

“За ненахождением местности не доставлено *служащий* ... 2 Августа.”

This translates as:

“Not delivered by employees due to the place not being found... 2 August”

below which there is what is presumably the signature of the postal employee. They were not one hundred percent sure of the word in italics, but “by employees” seems likely. The letter





**Figure 1.** Examples of Moscow postmarks

of St Petersburg. This is confirmed by the name of the addressee AM Evreinova, who was Editor-in-Chief of the literary journal “Northern Messenger.” A Wikipedia article about the journal can be found here: <[https://en.wikipedia.org/wiki/Severny\\_Vestnik](https://en.wikipedia.org/wiki/Severny_Vestnik)>

The Moscow postmarks dated 1 August and 15 October with “ИВ ЭКСП” at the base are of the 4th “*expeditsiya*” (division) of the main Moscow post office. The postmarks dated 1 and 2 August with posthorns at the base between the letters Г. and П. are of the 4th Moscow “city post” (Городская Почта = City / Town Post), which would have been responsible for delivery. Here are copies of similar postmarks from my own records (Figure 1).

In addition, the author interpreted one postmark as being dated 9 August. In fact Mr Robinson was quite sure that the date is 2 August (Figure 2). The foot of the 2 has not printed well, but the overall style is identical to the way in which the figure “2” appears on contemporary Russian postmarks. A figure “9” would have been very different.



**Figure 2** Postmark from McGuire's cover

**Canadian Geographic:** *Peter McCarthy* adds further information on illustrated permit mail shown on the Readers Write page of January–March 2014 *BNA Topics*, with an illustration of what is being used by *Canadian Geographic*.



**Cavendish auctions:** *James Grimwood-Taylor*, chairman and owner of Cavendish, Derby, England reports that they have just opened a London office—“The Cavendish Gallery” on Princeton Court, Putney, London, United Kingdom SW15 1AZ. Congratulations to Cavendish Auctions on this expansion.

## BNAPS Book Department

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Ian Kimmerly Stamps is the agent for the BNAPS Book Department. Specific inquiries should go to Brian Wolfenden or to Ian Kimmerly who can be reached at the address above. The entire BNAPS book inventory can be viewed on the Internet at: <http://www.iankimmerly.com/books>.

On the website you will find a short review and a scanned image of the book cover. A text-only list is also available on the website. A hard copy will be sent free on request.

### New Titles

### C\$ Retail




	<p><b>Canadian Wilding and Associated High-Value Definitives: Paper Texture, Printings, Periods of Use</b>, 2014, by Robert J Elias. The most comprehensive research ever undertaken on the paper texture of the Canadian Wilding and associated high-value definitives. Spiral bound, 88 pp <b>\$51.00</b></p>
	<p><b>First Day Covers of Canada's 1937 Coronation Issue</b>, 2014, by Gary Dickinson. The 1937 Coronation Issue was the turning point for First Day Cover, with more than 200 different cachets produced. Spiral bound, 60 pp <b>\$44.00</b></p>
	<p><b>The defining criteria of the 2c Small Queen - the Re-entries &amp; Varieties</b>, 2014, by Kenneth Kershaw. A close look at printing marks and flaws found on the 2c Small Queen. Spiral bound, 88 pp <b>\$47.95</b></p>
	<p><b>Postal usages in the Province of Quebec and Lower Canada until 1831</b>, 2013, by Christiane Faucher and Jacques Poitras. A fascinating look at the seldom-seen postal history of Quebec during the French regime and up to 1831. Spiral bound, 86 pp <b>\$51.00</b></p>
	<p><b>Canada and Newfoundland Wartime Ration Books and Coupons</b>, 2013, by Clayton Rubec. A surprising array of booklets, coupons, tokens, and forms were used to implement rationing in Canada during World War II. Spiral bound, 122 pp <b>\$56.00</b></p>



## Pricing

BNAPS Books are published with only a Canadian retail price shown. BNAPS members receive a forty percent discount from this price. There are three reasons for doing this. We want to have greater market penetration outside traditional BNAPS venues. Showing only retail prices helps in this effort. Second, with the fluidity of currency markets, quoting US\$ prices can lead to inequities either for BNAPS or the purchaser. Finally, quoting only one price reduces the likelihood of mistakes.

## More New Titles (See website for full list) C\$ Retail

	<p><b>First Day Covers of the 1953-1957 Canada Wildlife Series</b>, 2013, by Gary Dickinson. Some of Canada's best-designed stamps received equal treatment from First Day Cover makers. Spiral bound, 74 pp <b>\$47.00</b></p>
	<p><b>A summary of the known flaws, guide dots and cork cancels in the 1¢ Small Queen</b>, 2013, by Ken Kershaw. A close look at printing marks and flaws found on the 1¢ Small Queen. Spiral bound, 128 pp <b>\$57.00</b></p>
	<p><b>Trans-Atlantic Mail between Canada and the United Kingdom 1759-1851</b>, 2013, by Malcolm Montgomery. The Gold Award-winning exhibit of Trans-Atlantic mail between 1759 and 1851, with extensive added sections on rates, routes, postal regulations, treaties, and related notes. Colour version. Spiral bound, 422 pp (also available in black-&amp;- white edition at \$57.95) <b>\$96.00</b></p>

## Shipping

When shipped individually, a few of the BNAPS books will qualify for “other lettermail” postal rates, which are reasonable. Likewise, US and overseas “small packet” rates may sometimes apply. Many other packages have to be sent Parcel Post (starting at about \$8.50) or, sometimes, Xpresspost can be less expensive. We will find the most cost-efficient mailing system and charge exact postal charges plus \$2 per order (regardless of the number of books) for packaging and handling. Please e-mail us, giving your address with Postal Code or Zip Code, and we will give you the exact postage and handling charge. If you do not have e-mail, please telephone. We will do the calculation and return your call.

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**More on National Archive holdings:** *Bill Pekonen* reports that Bruce Kalbfleisch has followed up a lead at the National Archives with respect to Blackout Cancels. He was provided with a source of information that encompasses many different subjects with respect to Quebec mail—the finding aid for Lola Caron Fonds. These fonds are a rich source of information on many different philatelic aspects such as the Quebec cancels, Prisoner of War mail, censored mail, etc. Bruce reports that specialists could have a field day. An e-mail copy of the finding her fonds can be obtained from Bill. Write him at <wpekonen@telus.net.> Alternately, information can be obtained from the National Archives at: <<http://www.bac-lac.gc.ca/eng/Pages/home.aspx>> Quote CPA-239 and reference number R11108. Note that the finding aid is in French, but it can probably be easily deciphered using your old high school French lessons!

**Postal potpourri 22 Special Service Mail:** *TP McDermott* writes that he enjoyed Earle Covert's article on the Canada Post Office (CPO) special service in January-March 2014 *BNA Topics*. He noticed that Figure 5 cover's registered serial numbers originated in Israel, and that Figure 6 cover's registered serial number (British) and the Figure 7 cover's registered serial number (USA) were also used by CPO in its registered label, whereas Figure 4 (also from the USA) had no matching numbers. He wondered if this was an exception. The scan-able identification numbers consist of two letters representing the type of service, nine digit numbers in various combinations of spacing and two letters (e.g., US, TH, CA, IL, and GB), which indicates the originating country. One wonders if the recipient postal personnel scanned the numbers into their system or typed the numbers into their system. Note that, except for the Israel cover, there is no indication of the mailing back to the originator of a return notice post card. Today's modern Post Offices apparently use electronic means rather than old-fashioned snail mail to exchange information on the status of delivery of an envelope.

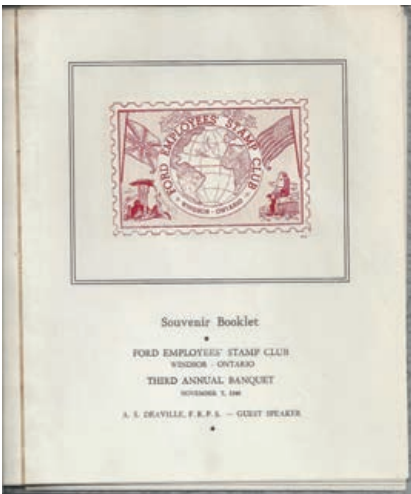
**Pratt Award for best Newfoundland philatelic articles:** *Bob Dyer* reports that the Collectors Club of Chicago named the 2013 recipients of the club's Pratt Award, given to the Newfoundland philatelic research published during the past year and judged best of the year. For 2013, three BNAPS member authors share this award. Anthony B Thompson was selected for two articles published in *BNA Topics*: "The Intaglio Printing of Newfoundland's 1932–1941 Industrial Issue" and "The Intaglio Printing of the Newfoundland 1¢ 'Pile of Cod' Issue." Rob Moore and John Walsh were also selected to receive the award for their article published in *Canadian Philatelist*: "Newfoundland Inverted Halifax Airmails with Mirror Image Offsets." The award is named for Col Robert H Pratt, the pre-eminent Newfoundland stamp and postal history collector, researcher, and author. The award provides a \$1,000 honorarium. Congratulations to our three BNAPSers on their achievement.

**2015 BNAPS Convention:** Stuart Keeley writes to let members know that the St Catharines Stamp Club will be hosting BNAPEX 2015 Niagara Falls at the Ramada Plaza Niagara Falls, ON 11–13 September 2015. The hotel is close to shopping and is on the WEGO Niagara Falls Visitor Transportation Red Line route with connections to the three other routes that

run through the Niagara parks, from the Falls to the Floral Clock, and into the town. See the October–December 2014 *BNA Topics* for full details.

**National stamp collection has a new home at Canadian Museum of History:** *Norris Dyer* reports some good news! The Canadian Stamp Collection will reappear as a permanent exhibition—comprising all 3,000 or so postage stamps issued in Canada from 1851 to the present—on 28 March 2014, at the Canadian Museum of History.

**An interesting item has come to our attention:** The item pictured below has been submitted by an anonymous member seeking information on the event and the booklet. The booklet was filled with blocks of four of this series. If you have any information about it, please e-mail the editors.



## Members, **PLEASE!**

If you change your address, phone number, or e-mail address,  
advise the Secretary.

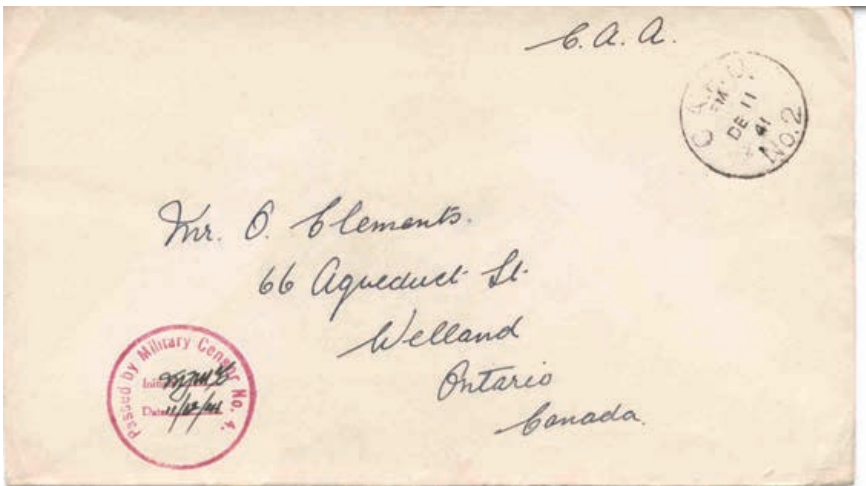
For information about your dues status, or if you need to submit funds,  
contact the Treasurer.

Postal and e-mail addresses for both are on p. 79 of *BNA TOPICS*.

# Circular Army censor markings used by the Canadian Army in Newfoundland, WWII

*Paul Binney*

WITH the arrival, in 1940, of Canadian troops on the then-foreign shores of Newfoundland, the need for control of military correspondence arose. Early censorship was a simple affair: an officer's signature, accompanied, or not, by Orderly Room markings; CENSORED markings; or a "PMC" handstamp, the acronym meaning "Passed by Military Censor." These early efforts were replaced in November of 1940 by a uniform set of markings with either one (Figure 1) or two (Figure 2) rings enclosing the text "Passed by Military Censor No. x." in sans-serif text [1]. The number "x" ranged from 1 to 100 over the lifespan of these markings. Additional text in the centre of the mark included "Initials" followed by a line and "Date" followed by a line. It is of passing interest that this central text was in a serif font.



**Figure 1.** Type I censor mark on correspondence from Gander (CAPO 2), censored 11 December 1941 and mailed the same day. The single enclosing ring of the censor marking is clearly visible, and the use of the Initials and date lines of the marking are demonstrated in this example.

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Keywords & phrases: Circular censor markings, Newfoundland, WWII



**Figure 2.** Type II censor mark with two enclosing rings, used at St John's (CAPO 1), 22 September 1941.

This study is based on covers in the author's collection, but also, more important, on scans and data compilation from a number of BNAPS members, including Kevin O'Reilly, Ron McGuire, Doug Hannan, Dwight Gray, Dave Hanes, Dean Mario, Colin Pomfret, CA Stillions, Klaus Wehlt, the late GE Taylor, the late Doug Sayles, and the late John Frith. The generosity of these contributors, supplemented by scans from eBay, provided data for over 900 covers, allowing a good "first pass" at compiling use for these markings.

## Classification

The pattern of wear shown by the censorship markings and the occasional "surrounds" of rectangular inked borders suggest the devices were manufactured in vulcanized rubber from a series of metal masters. The patterns of production indicate that the machinery for producing the marks was limited in size, and that censor markings were produced in batches of three, then cut apart and mounted on wooden hammers. By careful examination of individual markings, it is possible to classify the hammers into "sub-types" based on spacing and alignment of text. This identification of minor variations provides a clue to the process and timing of manufacture and suggests that three discrete periods of production were used to provide all the necessary hammers [2].

Three distinct variants of Type I markings can be identified, based on the orientation of the centre text and line, and a small positioning error in the first "i" of Military (Figure 3). For type Ia, a line extending from the Initials line passes above the "d" of Passed. For type Ib a similar line extending from the Initials line passes below the "d" of Passed. This is a very easy discriminator of the two types of markings.

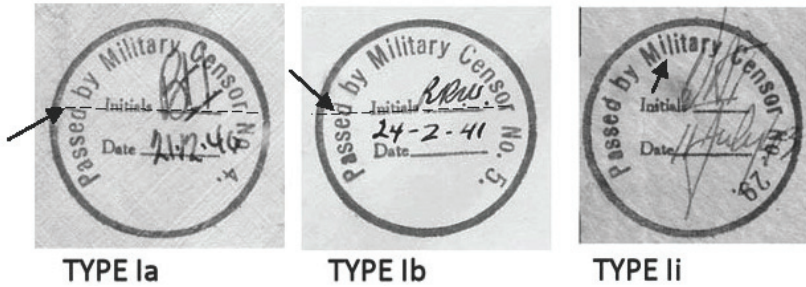


Figure 3. Type I markings (shown original size).

For the type II marking, the line extensions would indicate a type Ib marking, but the first “P” in Military is slightly raised relative to the arc formed by the other text (shown by arrow in Figure 3).

All of these type I marking variations are consistent and not affected by age of the censor mark, force of the impression, or poor inking.

Type IIa, IIb, and IIr markings have tall but narrow lettering, identical to all of the type I markings (Figure 4). For type IIa, the centre text and line are balanced with the extension of the Date line passing through the edge of the second “s” in Passed. Type IIb marking is similar but, if the Date line is extended, it will pass through the first “s” in Passed. The third type of marking, called IIr, is similar to the IIb markings but, due to an error in the placement of text, the “r” in Military is slightly dropped below the arc of the other text.



Figure 4. Censor marks of Type II (shown original size).

The last type of two-ring marking is the type IIc. In this case, the text is of a slightly smaller font that is not compressed horizontally. Doug Hannan identified this variation by eye [3], but it can most easily be seen by overlaying scanned markings using a computer graphics program that supports “layers,” where transparency of each layer can be modified to see both markings at once. An angular measurement of the arc of the text shows that the text from “P” of Passed to “o” of No is 235 degrees for the IIa, IIb and IIr markings,

but 245 degrees for the IIs marking. Separation differences between text and surround are also slightly larger for the IIs marking. Type IIs markings are only seen in the later batches of production: The first example at Censor 40 (Table 1) is thought to have been a test impression before more masters were made to produce additional markings.

## Production history

Each censor number marking was classified by type, using the criteria described above. With the exception of censor number 3, where two distinct markings—a type IIr and a type Ia, were both in use at the same time late in the war [4]—all of the other censor numbers had a single type of marking. It is thought that the type Ia marking was a replacement censor mark, but the original type IIr was never destroyed and remained in use.

The pattern of the types and the presence or absence of a particular type of marking allows the identification of sequences of markings and periods of production for the censor devices (Table 1). In this table, the individual censor numbers are “typed,” and then the types are grouped into sequences, reflecting the pattern of manufacture and the interplay between type I and type II device production.

The first period of production—from numbers 1–21—is defined by alternating type I and type II markings, and the repetitive sequence of type II censor marks of variants a, b, and r. These types are only found in the first twenty-one markings and follow a regular pattern of IIa-IIb-IIr, reflecting the manufacture of these devices from a group of three masters, each of its own distinct type. Within this same set of numbers, the type I markings are all of type Ia and Ib. With the type II markings, each group follows the pattern of IIa, IIb, then IIr, except for the final group (19-21) where the pattern is reversed. This could be due to the operator being distracted, it being done on a different day, or a different operator being involved in production of the markings and putting the moveable number type in a different order. First use of the production batch for numbers 1–21 occurred in November 1940 (censor 3), with more common use starting in December 1940.

The variations and sequencing of the type II markings indicate that problems arose with the production of these dies. More variations are noted in the initial production run and, after this first production batch in 1940, a new “die” was produced for all the remaining markings. In total, only thirty-six of the ninety-two recorded markings are of type II.

A second group of markings from numbers 22 to 49 are dominated by a repeated sequence of types Ia-Ii-Ia. The presence of type Ii markings define this group, as they are not seen in earlier or later censor markings. It is suggested that the first example of a type IIs marking (censor 40)—and the only type II mark in this sequence—was a test of the die before a group of masters was made. Earliest examples of this group of markings date from June 1941 (censor 24).

**Table 1. Production Information on the Circular Censor Devices**

First Production Run			Second Production Run			Third Production Run		
Censor	Type	Sequence	Censor	Type	Sequence	Censor	Type	Sequence
1	IIa		22	Ia		50	IIs	
2	IIb	IIabr	23	Ii	Iaia	51	II	
3	IIr		24	Ia		52	IIs	IIs
4	Ia		25	Ia		53	IIs	
5	Ib	Iaba	26	Ii	Iaia	54	IIs	



6	Ia			27	Ia		55	IIs	
7	IIa			28			56	Ia	
8	IIb	IIabr		29	Ii	I_ia	57	I	
9	IIr			30	Ia		58	Ia	Ia
10	Ia			31	Ia		59	Ia	
11	Ia		Iaab	32	Ii	Iaia	60		
12	Ib			33	Ia		61	Ia	
13	IIa			34	Ia	Iaa	62	IIs	
14	IIb	IIabr		35	Ia		63	IIs	IIs
15	IIr			36	Ia		64	II	
16	I			37	Ii	Iaia	65	Ib	
17	Ia		I_ab	38	Ia		66	I	Ib_a
18	Ib			39	Ia		67	Ia	
19	IIr			40	IIs	IIs	68		
20	IIb	IIrba		41	Ii	Iaia	69	IIs	
21	IIa			42	Ia		70	IIs	IIs
				43	Ia		71	IIs	
				44	I	Ia_a	72	IIs	
				45	Ia		73	Ia	
				46	I	Ia	74	Ia	Iab
				47	Ia		75	Ib	
				48	Ii	Iaia	76	Ib	
				49	Ia		77	I	
							78		
							79	IIs	
							80	IIs	IIs
							81	IIs	
							82	IIs	
							83	I	
							84	Ib	Ib
							85	Ib	
							86		
							87	IIs	
							88	IIs	IIs
							89	II	
							90	IIs	
							91		
							92		
							93		
							94	Ib	Ib
							95	IIs	IIs
							96	Ia	Ia
							97	IIs	IIs
							98	Ia	
							99	Ia	Ia
							100	Ia	

**First Production Run**  
 earliest known use November 1940 (#3)  
 latest known use May 1945 (#12)

**Second Production Run**  
 earliest known use June 1941 (#24)  
 latest known use May 1945 (#35)

**Third Production Run**  
 earliest known use May 1942 (#51)  
 latest known use August 1945 (#70)

The third group of markings—from censor numbers 50 to 100—is less clearly defined, in part due to a lack of strikes. This group of markings shows an alternating pattern of type I and type II censor marks. The type I markings are of Ia and Ib designs, while all two-ring markings are of type II. Earliest examples of this group of markings date from May 1942 (censor 51).

The occurrence of sets of three markings, or later sets of six markings suggest that the master moulds contained three impressions each with moveable type for entering the censor number. In the later sequences sometimes less than 3 (or 6) repeats of each type was made, but we know that some replacement markings were being produced for the lower censor numbers. The one example documented to date is Censor No. 3 as mentioned above.

## Use

In order to understand the use of these military censorship hammers, it is worthwhile to reference some of the general rules of military censorship [5].

### ***Routine Censorship Regulations (September 21, 1940)***

1. *Each letter must bear the Sender's name, rank, and serial number, but this must not be written on the back of the envelope.*
2. *The Censoring Officer must sign his name at the end of each letter, and also on the bottom left hand corner of the envelope. He must not put his rank or unit.*
3. *The Unit Censor Stamp should be treated as a Secret Document, and only entrusted to a reliable person ....*
4. *Units not in possession of a Censor Stamp should [...arrange for their correspondence to be stamped by another Unit].*

In Newfoundland, censor markings were commonly associated with a military unit. An example (Table 2) is Military Censor No. 4, where the marking was first used by the Lincoln and Welland Regiment at CAPO 1 in April 1941. From September 1941 to February 1942, the Lincoln and Welland Regiment was based at CAPO 2, and the Censor 4 marking moved with them. From March 1942 to December 1942, the regiment and the censor marking were back in St John's at CAPO 1. Early use of the marking in 1941 was made before the deployment of the whole regiment and most likely represented the arrival of the advance Headquarters Company at St John's.

Alternately, a censor mark could be located at a postal location such as CAPO 1, and the censor could provide secure mailing for a number of personnel from regiments based at the location (Table 2). An example of this type of use is Military Censor No. 29, which served the Headquarters of W Force (at CAPO 1) but is also seen on covers from the Royal Canadian Engineers, *Le Régiment de Joliette*, the NB Rangers (prior to leaving for Labrador), and the Veterans Guard of Canada (all at CAPO 1).

In addition to the common uses, transient use of the markings also occurred. Many reasons exist for this real, or apparent, use:

1. In some cases, personnel on temporary assignment use their "permanent" address at another location as their return address.
2. Personnel in transit will sometimes provide their "new" address as their return address.
3. In some cases personnel refer to a unit that was never officially in Newfoundland. These can reflect new postings where the service personnel put down the wrong unit, or transcription errors where the current owner of the cover is unable to clearly ascertain the complete return address.
4. Mail routing in the military postal system provides examples where troops were using the CAPO 5 post office to send mail, but their return mail (and return address) was via

CAPO 1. Equally, some material is date stamped at CAPO 10, but apparently censored at St John's.

5. Mail could be censored by an officer who was not part of the sender's unit (regulation 4). Numerous examples are seen. The most obvious examples are covers where the sender was in the Air Force, but the mail was handled by an Army censor. Other examples are noted on mail from the Canadian Dental Corps, the Atlantic Command Signals, the Canadian Legion War Services, and other smaller service units at remote locations.

**Table 2. Use of the Canadian Army Circular Censor Markings in Newfoundland [6].**

Bold text with shaded background represents information established from three or more covers. Unshaded information is based on a limited number of covers (1-2).

No.	Type	Unit	EKD	LKD	CAPO/PO
1	Type II	Veterans Guard of Canada	Jan/42		CAPO 1
1		Lincoln & Welland Regiment	Mar/42	Jun/42	CAPO 1
2	Type II	Royal Rifles of Canada	Dec/40	Jul/41	St John's
2		Sherbrooke Fusiliers Regiment	Sep/41	Dec/41	CAPO 1
	2-others	Algonquin Regiment	May/42		CAPO 3
	2-others	RCA, 14th AA Battery	Dec/43		CAPO 1
3	Type II	Royal Rifles of Canada	Nov/40	Apr/41	Gander/ Botwood
3		Sherbrooke Fusiliers Regiment	Nov/41	Dec/41	CAPO 1
3	+Type I	Defence Area HQ, Botwood	May/44	Feb/45	CAPO 3
3-others	Type I	PEI Highlanders Regiment	Oct/41	Jul/42	CAPO 2/ CAPO 3
4	Type I	Lincoln & Welland Regiment	Apr/41		St John's
4		Lincoln & Welland Regiment	Sep/41	Feb/42	CAPO 2
4		Lincoln & Welland Regiment	Mar/42	Dec/42	CAPO 1
4		Canadian Provost Corp, Military Detention Barracks	May/42	Dec/44	CAPO 1
	4-others	Royal Canadian Engineers	Sep/41		CAPO 1
	4-others	Royal Canadian Army Service Corps	Sep/41		CAPO 2
5	Type I	RCA, 103rd Coast Battery	Oct/41	Feb/42	CAPO 1
5		Lincoln & Welland Regiment	Aug/42		CAPO 2
6	Type I	No 26 Military Hospital (Lesters Field)	Jun/41	Nov/44	St John's/ CAPO 1
	6-others	Defence Area HQ, St John's	Feb/42		CAPO 1
	6-others	Atlantic Command Signals	Dec/42	Mar/43	CAPO 1
7	Type II	Royal Rifles of Canada	Jan/41	May/41	BPO
7		Algonquin Regiment	Feb/42	Jul/42	CAPO 1/ CAPO 3
	7-others	Sherbrooke Fusiliers Regiment	Dec/41		CAPO 1
	7-others	HQ, W FORCE	Oct/44		CAPO 1
8	Type II	Sherbrooke Fusiliers Regiment	Sep/41	Feb/42	CAPO 1
8		Algonquin Regiment	Apr/42	Dec/42	CAPO 3
	8-others	Royal Rifles of Canada	Mar/41		-
	8-others	Le Regiment de Joliette	May/43	Aug/43	CAPO 3
	8-others	Le Regiment de St Hyacinthe	Apr/44	Jun/44	CAPO 1
	8-others	Edmonton Fusiliers	Mar/45		CAPO 1

No.	Type	Unit	EKD	LKD	CAPO/PO
9	Type II	Royal Rifles of Canada	Jan/41	Sep/41	BPO/St John's/ Gander
9		Sherbrooke Fusiliers Regiment	Sep/41	Feb/42	CPC No 1/ CAPO 1
	9-others	HQ, W FORCE	Sep/41		CAPO 1
	9-others	Algonquin Regiment	Nov/42		CAPO 3
	9-others	Le Regiment de Joliette	Apr/43	Jul/43	CAPO 3
	9-others	HQ, W FORCE	Apr/44		CAPO 1
	9-others	#4 Anti Aircraft Gun Operations Room, RCA	Dec/44		CAPO 2
10	Type I	Lincoln & Welland Regiment	Dec/41	Dec/42	CAPO 2/ CAPO 1
	10-others	RCAF	Sep/41		CPC No 2
	10-others	LT H RCT, H Coy	Feb/42		CAPO 2
	10-others	Canadian Provost Corp	Jul/42		CAPO 1
11	Type I	Lincoln & Welland Regiment	Nov/41		CAPO 2
11		Lincoln & Welland Regiment	Apr/42		CAPO 1
12	Type I	Lincoln & Welland Regiment	Feb/43	Apr/43	CAPO 1
12		Edmonton Fusiliers	Apr/45	May/45	CAPO 1
13	Type I	Lincoln & Welland Regiment	Aug/41	Jan/42	Gander/ CAPO 2
13		Lincoln & Welland Regiment	Jun/42	Jan/43	CAPO 1
	13-others	Victoria Rifles	Jun/41		-
	13-others	Royal Canadian Army Service Corps	Oct/41		CAPO 2
	13-others	Canadian Provost Corp	Jun/42		CAPO 1
	13-others	Le Regiment de St Hyacinthe	Jun/43		CAPO 1
	13-others	Le Regiment de Quebec	Jan/45		CAPO 1
	13-others	Edmonton Fusiliers	Mar/45	May/45	CAPO 1
14	Type I	Canadian Provost Corp	Dec/41	Apr/42	CAPO 1
14		Canadian Dental Corps, No 10 Coy	Apr/44		CAPO 2
15	Type I	RCA, 27th LAA Battery	Jul/42	Dec/43	CAPO 1
	15-others	Atlantic Command Signals	Apr/42		CAPO 1
	15-others	2ND AERODROME DEFENCE company	Jun/43		CAPO 1
16	Type I	Edmonton Fusiliers	Apr/45		CAPO 1
17	Type I	Newfoundland Militia, Shamrock Field	Mar/42	May/45	St John's
	17-others	Atlantic Command Signals	Aug/43		CAPO 1
	17-others	HQ, W FORCE	Sep/43		CAPO 1
18	Type I	Canadian Dental Corps, No 10 Coy	Feb/41		St John's
18		Le Regiment de Quebec	Nov/44		CAPO 1
18		R.C.E.	Mar/45		CAPO 1
19	Type I	HQ, W FORCE	Dec/42	Apr/45	CAPO 1
	19-others	RCA, 8th LAA Regiment	May/42		CAPO 1
	19-others	Veterans Guard of Canada	Dec/42	Feb/43	CAPO 1
	19-others	CMSC (Corps of Military Staff Clerks?)	Jan/43		CAPO 1
	19-others	1ST AIRFIELD DEFENCE COY, Regt de Chateauguay			
20	Type I	HQ, W FORCE	Jul/43		CAPO 1
21	Type I	RCA, 103rd Coast Battery	Oct/41	Feb/45	CAPO 1
	21-others	RCA, 106th Coast Battery	Apr-43		CAPO 1
	21-others	RCA, 110th Coast Battery	Jul-43		CAPO 1
22	Type I	RCA, 103rd Coast Battery	Nov/41	Mar/45	CAPO 1
	22-others	Canadian Dental Corps, No 10 Coy	Apr/42		CAPO 1
	22-others	Salvation Army War Services, Cape Spear	Feb/45		CAPO 1
23	Type I	RCA, 16th AA Battery	Aug/41		St John's

No.	Type	Unit	EKD	LKD	CAPO/PO
23		Transit Camp, CAPO 1	Mar/43		CAPO 1
24	Type I	RCA, 16th AA Battery	Jun/41	Feb/42	CAPO 1
24		RCA, 25th AA Regiment	Apr/43	Jul/43	CAPO 1
	24-others	Atlantic Command Signals	Oct/44		CAPO 2
25	Type I	R.C.E.	Aug/41		Gander
25		RCA, 16th AA Battery	Sep/41	Dec/41	CAPO 2
25		Royal Canadian Ordnance Corps	Feb/42	Mar/43	CAPO 2
25		Canadian Postal Corps	Mar/42		CAPO 2
25		RCA, 5th AA Battery	Nov/42	Jan/43	CAPO 2
26	Type I	Atlantic Command Signals	Mar/43	Sep/44	CAPO 1
27	Type I	Defence Area HQ, Botwood	Dec/41	May/42	CAPO 3
	27-others	Canadian Dental Corps, No 10 Coy	Dec/41	Feb/42	CAPO 3
	27-others	Knights of Columbus, Canadian Army Hut	Mar/43		CAPO 3
	27-others	Canadian Postal Corps	Jun/43		CAPO 3
28		unknown			
29	Type I	HQ, W FORCE	Dec/41	Dec/44	CAPO 1
29		R.C.E.	May/42	Apr/43	CAPO 1
	29-others	Le Regiment de Joliette	Jan/42		CAPO 1
	29-others	NB Rangers (prior to leaving for Labrador?)	Jun/42		CAPO 1
	29-others	Veterans Guard of Canada	Aug/42		CAPO 1
30	Type I	PEI Highlanders Regiment	Sept/41	Mar/42	CAPO 3
30		PEI Highlanders Regiment	May/42	Feb/43	CAPO 2
30		Dufferin & Haldimand Rifles	Sep/42	Feb/43	CAPO 2
	30-others	Canadian Dental Corps, No 10 Coy	Oct/41		CAPO 3
	30-others	RAFFC	May/42		CAPO 2
	30-others	War Services Canteen	Nov/42		CAPO 2
	30-others	Atlantic Command Signals	Mar/45		CAPO 1
31	Type I	RCAF	Aug/41	May/42	Botwood/ CAPO 3
31		Canadian Dental Corps, No 10 Coy	May/43	Jul/43	CAPO 2
	31-others	PEI Highlanders Regiment	Aug/42		CAPO 2
	31-others	Canadian Legion War Services	Feb/43	Apr/43	CAPO 2
	31-others	HQ, W FORCE	Sep/44	Oct/44	CAPO 1
	31-others	Royal Canadian Ordnance Corps	Dec/44		CAPO 4
32	Type I	PEI Highlanders Regiment	Jan/42	Jul/42	CAPO 3/CAPO 2
	32-others	Pictou Highlanders	May/43	Jun/43	CAPO 2
	32-others	Canadian Dental Corps, No 10 Coy	Sep/43	Oct/43	CAPO 2
	32-others	Canadian Legion War Services	Mar/45		CAPO 2
33	Type I	Royal Canadian Ordnance Corps	Nov/41	Jan/44	CAPO 1
	33-others	HQ, W FORCE	Sep/41		CAPO 1
	33-others	Royal Canadian Army Service Corps	Mar/44		CAPO 2
34	Type I	No 25 General Hospital (Botwood)	Sep/41	Jan/44	CAPO 3
35	Type I	RCA, 106th Coast Battery	Oct/41	Dec/42	CAPO 3
35		Edmonton Fusiliers	Mar/45	May/45	CAPO 1
	35-others	Algonquin Regiment	Oct/42		CAPO 3
36	Type I	RCA, 7th AA Battery	Jan/42	Dec/42	CAPO 2
36	Type I	Royal Canadian Ordnance Corps	Dec/44		CAPO 10
37	Type I	Canadian Dental Corps, No 10 Coy	May/42	Dec/44	CAPO 1
	37-others	No 27 General Hospital (Lewisporte)	Oct/44	Jan/45	CAPO 2
38	Type I	C.C.S. (Canadian Censor Section?)	Sep/42		CAPO 1
38		RCA, 106th Coast Battery	May/44	Jul/44	CAPO 3
39	Type I	Atlantic Command Signals	Mar/44	Apr/45	CAPO 1
40	Type I	RCA, 106th Coast Battery	Nov/41	Jul/42	CAPO 3
	40-others	Algonquin Regiment	Dec/42		CAPO 3

No.	Type	Unit	EKD	LKD	CAPO/PO
	40-others	RCA, 106th Coast Battery	Mar/43		CAPO 1
41	Type I	<b>Royal Canadian Ordnance Corps</b>	<b>Apr/43</b>	<b>Sep/44</b>	<b>CAPO 1</b>
	41-others	Lincoln & Welland Regiment	Dec/41		CAPO 2
42	Type I	<b>RCA, 107th Coast Battery</b>	<b>Sep/42</b>	<b>Mar/44</b>	<b>CAPO 3/CAPO 2</b>
	42-others	No 26 Military Hospital (Lesters Field)			Lewisporte
43	Type I	R.C.E., 5th Fortress Coy	Jul/42		CAPO 2
44	Type I	RCA, 14th AA Battery	Sep/42		CAPO 1
45	Type I	<b>RCA, 107th Coast Battery</b>	<b>May/44</b>	<b>Jan/45</b>	<b>CAPO 2</b>
	45-others	RCA, 14th AA Battery	Oct/42	Jan/44	CAPO 1
46	Type I	R.C.E.	Nov/43		CAPO 1
46		HQ, W FORCE	Nov/43		CAPO 1
47	Type I	Edmonton Fusiliers	Apr/45	May/45	CAPO 1
48	Type I	<b>R.C.E.</b>	<b>Jan/43</b>	<b>Dec/43</b>	<b>CAPO 2</b>
	48-others	Lincoln & Welland Regiment	Jan/42	Feb/42	CAPO 2
49	Type I	<b>Canadian Legion War Services</b>	<b>Jun/43</b>	<b>Apr/44</b>	<b>CAPO 2</b>
	49-others	Canadian Dental Corps, No 10 Coy	Jul/43	Aug/43	CAPO 2
	49-others	Canadian Postal Corps	Mar/44		CAPO 2
	49-others	Royal Canadian Army Service Corps	May/45		CAPO 1
50	Type I	<b>Royal Canadian Army Service Corps</b>	<b>Sep/42</b>	<b>Jan/44</b>	<b>CAPO 3</b>
	50-others	Royal Canadian Ordnance Corps	Dec/43		CAPO 3
51	Type I	RCA, 26th AA Battery	May/42		CAPO 2
51		RCA, 148th LAA Battery	May/44		CAPO 5
52	Type I	<b>Le Regiment de Joliette</b>	<b>Apr/43</b>	<b>May/43</b>	<b>CAPO 3</b>
52		<b>Le Regiment de Montmagny</b>	<b>Feb/44</b>	<b>May/44</b>	<b>CAPO 1</b>
	52-others	Algonquin Regiment	Dec/42		CAPO 3
53	Type I	Dufferin & Haldimand Rifles	Feb/43		CAPO 1
53		Le Regiment de Montmagny	Apr/43		CAPO 1
53		Edmonton Fusiliers	May/45		CAPO 1
54	Type I	<b>RCA, 27th LAA Battery</b>	<b>Nov/42</b>	<b>Jan/43</b>	<b>CAPO 5</b>
54		<b>RCA, 27th LAA Battery</b>	<b>Mar/43</b>	<b>Apr/43</b>	<b>CAPO 1</b>
55	Type I	<b>RCA, 103rd Coast Battery</b>	<b>Jun/43</b>	<b>Sep/43</b>	<b>CAPO 1</b>
	55-others	Atlantic Command Signals	Jun/43		CAPO 1
56	Type I	<b>RCA, 60th AA Battery</b>	<b>Apr/44</b>	<b>Nov/44</b>	<b>CAPO 2</b>
	56-others	RCA, 25th AA Regiment	Apr/45		CAPO 1
57	Type I	RCA, 16th AA Battery	Apr/44		CAPO 2
58	Type I	RCA, 148th LAA Battery	Feb/44		CAPO 5
58		RCA, 17th AA Battery	Apr/44	Aug/44	CAPO 2
59	Type I	RCA, 48th LAA Battery	Feb/43	Jul/43	CAPO 1
60		unknown			
61	Type I	<b>RCA, 154th AA Battery</b>	<b>Jan/44</b>	<b>May/45</b>	<b>CAPO 1</b>
	61-others	<b>RCA, 84th LAA Battery</b>	Mar/43		CAPO 1
62	Type I	RCA, 7th AA Battery	Mar/43		CAPO 2
62		RCA, 17th AA Battery	Dec/43	Feb/44	CAPO 2
63	Type I	<b>RCA, 154th AA Battery</b>	<b>May/43</b>	<b>Dec/43</b>	<b>CAPO 1</b>
64	Type I	Royal Canadian Army Medical Corps	Nov/44		CAPO 1

No.	Type	Unit	EKD	LKD	CAPO/PO
65	Type I	RCA, 55th Sec, LAA Regiment	Dec/42		CAPO 1
66	Type I	#5 Anti Aircraft Operations Room (AAOR)	Apr/44	May/45	CAPO 5
66		RCAF	Jun/44		CAPO 5
67		Canadian Legion War Services	Mar/43		CAPO 1
68		unknown			
<b>69</b>	<b>Type I</b>	<b>Pictou Highlanders</b>	<b>Jul/43</b>	<b>Aug/43</b>	<b>CAPO 2</b>
	others	Canadian Dental Corps, No 10 Coy	Jun/43		CAPO 2
<b>70</b>	<b>Type I</b>	<b>Canadian Dental Corps, No 10 Coy</b>	<b>Mar/44</b>	<b>Aug/45</b>	<b>CAPO 1</b>
<b>71</b>	<b>Type I</b>	<b>RCA, 27th LAA Battery</b>	<b>Mar/44</b>	<b>Feb/45</b>	<b>CAPO 1</b>
72	Type I	W Force Transit Camp	Jan/45		CAPO 1
<b>73</b>	<b>Type I</b>	<b>1ST AIRFIELD DEFENCE COY, Regt de Chateauguay</b>	<b>Nov/43</b>	<b>Dec/43</b>	<b>CAPO 1</b>
	others	2nd Aerodrome Defence Company	Jun/43		CAPO 1
74	Type I	Royal Canadian Ordnance Corps	Dec/44		CAPO 4/CAPO 1
75	Type I	1ST AIRFIELD DEFENCE COY, Regt de Chateauguay	Dec/43		CAPO 5
		RCA, 24th LAA Battery	Mar/44		CAPO 1
76	Type I	RCA, 25th AA Regiment	May/44	Feb/45	CAPO 1
77	Type I	No 18 Provost Coy	Jun/44		CAPO 1
78		unknown			
79	Type I	RCA, 28th LAA Battery	Jul/43		CAPO 3
79		RCA, 61st AA Battery	Dec/43	Feb/44	CAPO 3
80	Type I	RCA, 148th LAA Battery	Apr/44		CAPO 5
80		Royal Canadian Ordnance Corps	Jan/45		CAPO 1, CAPO 3
81	Type I	RCAF	Apr/45		CAPO 5
<b>82</b>	<b>Type I</b>	<b>Veterans Guard of Canada</b>	<b>Jun/43</b>	<b>Oct/43</b>	<b>CAPO 1</b>
<b>82</b>		<b>Atlantic Command Signals</b>	<b>Aug/44</b>	<b>Mar/45</b>	<b>CAPO 2</b>
	82-others	HQ, W FORCE	Jun/43		CAPO 1
	82-others	Canadian Postal Corps	Nov/44		CAPO 2
	82-others	Canadian Lutheran Youth, in CLWS envelope	Mar/45		CAPO 2
	82-others	Canadian Legion War Services	May/45		CAPO 2
83	Type I	Royal Canadian Ordnance Corps	Sep/43		CAPO 1
83		Defence Area HQ, St John's	Oct/43		CAPO 1
<b>84</b>	<b>Type I</b>	<b>Defence Area HQ, Botwood</b>	<b>Aug/44</b>	<b>Nov/44</b>	<b>CAPO 3</b>
	84-others	Le Regiment de Montmagny	Apr/44		CAPO 1
85	Type I	Canadian Dental Corps, No 10 Coy	Sept/43		CAPO 2
85		Royal Canadian Ordnance Corps	Feb/45		CAPO 1
86		unknown			
<b>87</b>	<b>Type I</b>	<b>RCA, 52nd AA Battery</b>	<b>Jan/43</b>	<b>Apr/44</b>	<b>CAPO 2</b>
	87-others	Canadian Legion War Services	Mar/45		CAPO 2
88	Type I	W force Transit Camp	Nov/44	Apr/45	CAPO 1
88		Defence Area HQ, St John's	May/45		CAPO 1



No.	Type	Unit	EKD	LKD	CAPO/PO
89	Type I	Pictou Highlanders	Jul/43		CAPO 2
90	Type I	Canadian Army Transit Company	Apr/44		CAPO 1
90		Royal Canadian Army Service Corps	Apr/45		CAPO 1
91		unknown			
92		unknown			
93		unknown			
94	Type I	Veterans Guard of Canada	Mar/44		CAPO 1
95	Type I	HQ, W FORCE	Oct/44		CAPO 1
96	Type I	Canadian Dental Corps, No 10 Coy	Jun/43		CAPO 2
97	Type I	R.C.E., 16 E.S.&W. Company, HQ	May/44	Jun/45	CAPO 1
98	Type I	Le Regiment de Joliette	Mar/44	Apr/44	CAPO 1
99	Type I	Atlantic Command Signals	Nov/43		CAPO 2
100	Type I	Royal Canadian Army Service Corps	Sep/43	Oct/44	CAPO 1

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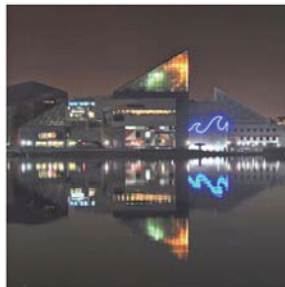
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# Update on the “D.w.” Covers—Part 1

Chris Hargreaves



**Figure A.** “D.w.” WINNIPEG - PEMBINA First Flight cachet postmarked WINNIPEG FEB 2 1931. (Figure 9 from original article in *BNA Topics* 2012Q3)

**W**HAT does “D.w.” stand for? Who applied the handstamp? When? Where? Why? To review, the mystery of the “D.w.” handstamp has been studied and published in two articles published in the September 2010 and June 2011 issues of *The Canadian Aerophilatelist*. At one time, the handstamp was thought to be a pilot’s mark, but it did not match the pilot’s initials: The pilot for the Winnipeg-to-Pembina flight was AE Jarvis. Another theory is that it is a private collector’s mark, such as some people use in approval books. Trelle Morrow has seen a cover with the return address of WC Diment, Sintaluta, Sask, and suggested the “D.w.” endorsement might be that of Mr Diment. However, it seems strange that a collector would place a mark partially over a stamp, when there was ample “white space” on the cover, as occurred on Figure B.



**Figure B.** “D.w.” mark on First Day Cover of overprinted air mail stamp, Sc# C3. Postmarked WINNIPEG FEB 22 1932.

(Figure 2 of original article in *BNA Topics* 2012Q3)

Don Amos, who worked in the Winnipeg Post Office after World War II, suggested the handstamp was a Post Office marking that stood for “Delayed-Weather”. It seems odd that the Post Office would use a handstamp of just “D.w.,” as Post Office handstamps normally state the reason for which they are applied.

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Keywords & phrases: Airmail covers, first flight, postal markings

People also questioned why there would be a marking for “Delayed Weather”, when flights were also delayed for other reasons? Also, when abbreviations are used, the letters are normally the same size.

The two articles in *The Canadian Aerophilatelist* illustrated and studied fourteen covers with the “D.w.” handstamp. All fourteen were mailed between 25 March 1930 and 22 February 1932. 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 to twelve different addresses in three provinces in western Canada; Manitoba, Saskatchewan, and Alberta. Seven were Canadian First Flight Covers, one was a Newfoundland First Flight, and one had a Zeppelin cachet.

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, and two covers were from different flights (and countries) and addressed to AB Stuart in Estevan. E Symons in Rocanville was the addressee of Figure A, and the return addressee on another cover. It was also learned that Ihor Rudyk, a dealer in Calgary, once sold some Post Office facing slips with a “D.w.” handstamp on them.

The articles in *The Canadian Aerophilatelist* were followed up with articles in the *Jack Knight Air Log* of the American Air Mail Society, *BAMS News*, published by the British Air Mail Society, and in the July-September 2012 issue of *BNA Topics*, journal of the British North America Philatelic Society. A compendium of the articles is now posted on the CAS website [1]. These articles led to new discoveries and more covers with the “D.w.” handstamp, which gives us more information about its use.

To avoid confusion, in this article we are continuing the numbering sequence of figures from the original article in *BNA Topics*. Figure numbers below 15 are from the first article.



**Figure 15.** “D.w.” new find from Denny May.

Figure 15 was received from Denny May who commented:

*“Here is another one!! Also mailed during the time period mentioned. Similar to cover 12 but addressed to Bertha Crowhurst, Binscarth, Manitoba and backstamped there on 4 February.*

*We do know that this particular flight was delayed by weather. However, that being the case, almost every cover flown between 1918 and 1939 should be similarly stamped - weather was rarely kind to pilots and planes. I have to question, too, if this was the handstamp of a collector why were the D.w. stamps placed in different locations on most of the covers?—I have other covers with collector’s personal stamps—usually on the back, but always in the same location. This suggests to me they were, in fact a PO marking for some reason.”*





**Figure 16.** “D.w.” cover from Winnipeg to Vancouver.

Pembina air mail route; however, over 17,000 covers were carried on the First Flight and most didn't get a “D.w.” handstamp.

Neil Hunter, who submitted the cover in Figure 16, commented: “Here is my only



**Figure 17.** “D.w.” Commercial cover example.



**Figure 18.** “D.w.” commercial cover.

Figure 18 is almost identical to Figure B, above, which was also addressed to Captain Emslie in Calgary and was also postmarked WINNIPEG 9 AM FEB 22 1932. However, I

Denny's cover would have been flown from Winnipeg to Pembina on the First Flight, (which was delayed to 3 February due to fog, but the covers had been postmarked in anticipation of the flight leaving on schedule), then been flown from Pembina back to Winnipeg, where it was put in the regular mail to Binscarth in Western Manitoba.

Figure 16 shows the third known “D.w.” cover from the opening of the Winnipeg-to-

example, a Commercial Cover that would likely be of no interest to a collector.” The cover is postmarked WINNIPEG 2AM May 11 1931 and is addressed to Vancouver. It is the first example of a “D.w.” cover sent to British Columbia.

Figure 17 was sent in by David Reynolds in New Zealand, who thinks it came from an auction in Melbourne about 1998. It is a First Day Cover for the 6¢ overprinted air mail stamp,

postmarked WINNIPEG 7AM FEB 22 1932. David notes in his write-up that “Prairie Air Mail Service Westbound left Winnipeg 21.00 hours, arrived Regina 23.40.” The cover is backstamped JANSEN FEB 23 32 SASK.

Figure 18 was purchased on eBay from a seller in Texas. It is another 6¢ Airmail First Day Cover, like Figure 17, but was postmarked later in the day: WINNIPEG 9 AM FEB 22 1932. There is no backstamp.

also have in my collection two other Airmail First Day Covers from Winnipeg, neither of which has a “D.w.” handstamp. One of these covers is to Lethbridge, Alberta with a postmark WINNIPEG 7 AM FEB 22 1932, backstamped LETHBRIDGE 11.30 PM FEB 23 1932. The other is to Regina, postmarked WINNIPEG 12.30 PM FEB 22 1932 and has no backstamp.

My thanks to Dale Speirs and Gray Scrimgeour for sending me some information about Captain Emslie to whom Figures 2 and 18 were addressed. They wrote:

*Captain Emslie was a stamp dealer, who started in Edmonton, and then went to Calgary in 1930. He was the first full-time stamp dealer in Calgary, and traded under the name Emslie & Co. He was an early member of the Calgary Philatelic Society (founded 1922) and was elected Honorary Life Member #4 in 1937. In the mid 1940s he wound up in Vancouver.*

Gray added that a couple of BC friends remember buying from Emslie about 1945.



**Figure 19.** “D.w.” 1930 letter from Ontario to Saskatchewan.

Regina, Moose Jaw, and Medicine Hat; and a daytime service between Regina, Saskatoon, North Battleford and Edmonton. Lethbridge was added in January 1931. There were no airmail flights south or east of Winnipeg, until the Winnipeg to Pembina route opened in February 1931, connecting the Prairie Air Mail Service with the United States airmail system. Since Figure 19 was mailed in Ontario on 7 June 1930, it would have arrived in Winnipeg by rail, and then been flown to Saskatchewan.



**Figure 20.** “D.w.” 1931 cover from Embarras Portage to Minnesota.

Figure 20, from the collection of the late Murray Heifetz, is a First Flight Cover

from Embarras Portage to Fort Chipewyan. It is postmarked EMBARRAS PORTAGE DE 17 31 and is addressed to Minnedosa, Manitoba. The cover is backstamped MINNEDOSA January 1st 1932. The routing of this cover is intriguing.

In May 1931 the Canadian government had begun cutting air mail services to save



**Figure 21.** Post Office Map of new airmail routes.

money during the Depression. In August, the routing of the Prairie Air Mail Service was changed. Instead of separate routes from Winnipeg to Calgary, and from Regina to Edmonton, there was now a single route from Winnipeg via Calgary to Edmonton. The new route, and most of the Canadian airmail network, can be seen in Figure 21, which was part of a pamphlet distributed by the Edmonton Post Office in September 1931. Embarras Portage was added as a new Post Office on the Fort McMurray to Aklavik

airmail route in December 1931. Figure 20 would have flown north on the First Flight from Embarras Portage (EP on Figure 21) to Fort Chipewyan, then flown south from Embarras. The cover was then flown from Portage to Fort McMurray, and then travelled by train to Edmonton. It continued from there and was flown to Winnipeg, whence it travelled by train to Minnedosa (M on Figure 21). Minnedosa is located approximately 200 kms west of Winnipeg; 400 kms east of Regina.

The following four covers were all mailed in the United States. Their routes can be traced on the map in Figure 28. They would each have travelled by US air mail routes to Chicago. The covers were flown from Chicago via Minneapolis, then to Fargo, Pembina, Winnipeg, and finally flown west from Winnipeg on the Prairie Air Mail service.

The Illustrations for Figures 22, 23, and 24 were sent to me by the late Murray Heifetz. Figure 24 is from Kevin O'Reilly. Figure 22 is an Air Tour cover with a handstamp, THIRD ANNUAL MICHIGAN AIR TOUR JUNE 18-27, 1931 SPONSORED BY G.R ASSN OF COMMERCE RETURN



**Figure 22.** “D.w.” Air Tour Cover, Postmarked Grand Rapids, MI 27 June 1931.

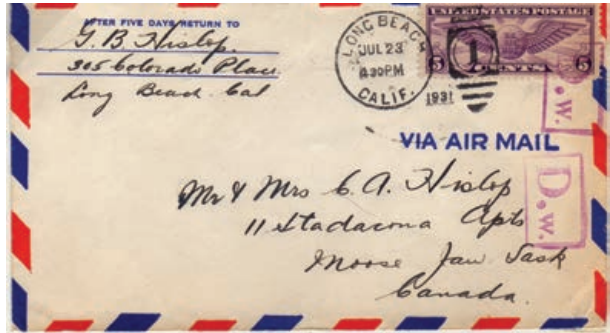




**Figure 23.** “D.w.” Air Tour cover, Akron Ohio.

1927 and operated from Cleveland to Pittsburgh via Youngstown. Akron replaced Youngstown on this route on 8 June 1931.

Figure 24 is postmarked, LONG BEACH CALIF, JUL 23 1931. The cover is addressed to Moose Jaw, Sask. This is the only example I've seen with two strikes of the “D.w.” handstamp. The route for this cover is on the southern part of the map (Figure 21) produced by the Edmonton Post Office in September 1931.



**Figure 24.** “D.w.” First Flight cover for route AM11.



**Figure 25.** “D.w.” addressed to Flying Officer Louis H Brooks.

The next cover, Figure 25 is also from the collection of the late Murray Heifetz. It is postmarked CLEVELAND OHIO 5, JUN24 1.30PM 1931, addressed to Flying Officer Louis H Brooks, Cormorant Lake, Manitoba. It is endorsed at bottom left: “Mile 42 Hudson Bay Railway, Please Forward.”

Kevin O'Reilly writes:

*I've attached a scan of that mysterious D.w. marking, on an incoming airmail cover from the US to an RCAF pilot doing aerial survey work in northern Manitoba in 1931. There are no backstamps or transit markings. It looks like the D.w. and "Via Air Mail" markings were applied at the same time using the same violet ink.*

Cormorant Lake is shown on the map in Figure 26. In the summer of 1931, a Canadian Airways Ltd aircraft was stationed there, as part of a forestry patrol contract with Manitoba.

Figure 27 is addressed and has a return address of “WC DIMENT, SINTALUTA SASK.” This is the only “D.w.” cover I have seen that can be linked to WC Diment! Barry Countryman



**Figure 27.** “D.w.” from the collection of Murray Heifetz.

applied for 160 acres under the *Dominion Lands Act* of 1872, but didn’t fulfill the homestead obligations. He was in Stanley with his brother Frank in 1916 and working as a clerk in September when he enlisted at Indian Head in the Canadian Expeditionary Force. The 217th

(Qu’Appelle) Battalion sailed from Halifax to England aboard the *SS Olympic* on 2 June 1917. Charles served in France and Belgium. On 1 November 1923 he married Vera Nellie Luker. They had two sons and three daughters. Charles was the assistant postmaster in Sintaluta (about 85 km east of Regina) 1923–37, then postmaster till retirement in 1956. In

Sintaluta, Charles participated in the usual duties of a prominent citizen: town council, Anglican church warden and a Master of the Orange Lodge. After retiring, on his 66th birthday, Charles and his wife moved to Regina, where he died on 12 February 1970.”

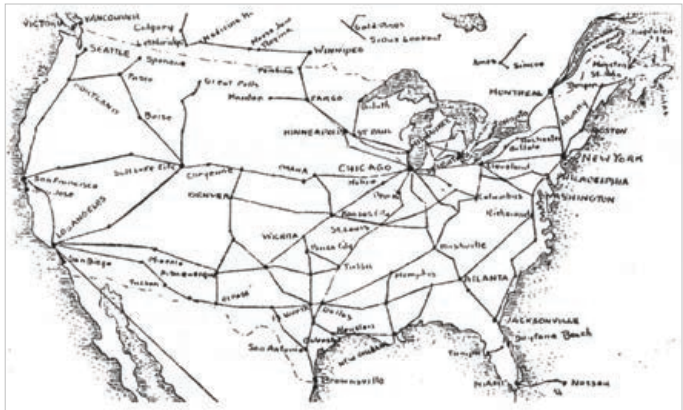
I originally researched WC Diment to determine if he died at a relatively young age, thus unable to stamp a monogram on these air mail covers when they eventually came on the



**Figure 26.** Cormorant Lake.

did some research and sent me the following biography and conclusions.

“William Charles Diment was born in London, England on 14 October 1890. In January 1910 the Lemberg, Saskatchewan resident



**Figure 28.** Post Office map of Southern new routes.

market. Although he died at seventy-nine, I don't believe it is his "D.w." marking; he used the name Charles, and no stamp collector would cancel a stamp (Figure B) that he/she might need for an album or for trading.

When the cover was included in a presentation during last year's Day of Aerophilately in Toronto, there was considerable discussion as to whether the "D.w." handstamp on Figure 25 was above or below the postmark. Although only a photocopy of Figure 25 was available, the actual cover shown in Figure A was part of the presentation and was examined by many people.

The meeting was held at the Vincent Greene Foundation, where Garfield Portch very kindly examined Figure A using the Foundation's newly acquired Foster & Freeman VSC6000/HS Video Spectral Comparator. This is a very impressive piece of equipment that can examine material under very high magnification, and/or using an extremely wide range of wavelengths of ultraviolet, infrared and filtered visible light. (There is a neat video describing the VSC6000 [2]). However, the results of the analysis depended on which part of Figure 9 one looked at!

On the screen of the VSC6000, the "D.w." handstamp was changed to a bright pink (Figure 29), so that it stood out from the postmark. A copy of this article with illustrations in colour will be posted on the CAS website [1]. The postmark was also turned into different colours, and where the cancellations overlapped, it always looked like the postmark was above the "D.w." stamp. However, when the images were enlarged to extreme magnification, (about 200× the original size), there are places where one gets a pink outline around the edge of the postmark. There are also places where there are traces of a pink line –



**Figure 29.** "D.w." handstamp from VSC6000.

where the edge of the postmark should be, but the ink isn't.

The explanation for this pink line seems to be that the postmark was applied first, and the edge of the postmark cut slightly into the paper. Later, the "D.w." handstamp was applied on top of the postmark, at which time some of the pink ink was absorbed, where the paper had been cut, and ran along the edge of the postmark (Figure 30). Given the ongoing debate about other aspects of the "D.w." covers, it seems ironic but fitting that a high-tech analysis is also inconclusive!



**Figure 30.** "D.w." pinkline next to postmark.

(To be continued.)

Please send any comments about the new and/or old information on the "D.w." covers to the Editor or to Chris Hargreaves, 4060 Bath Road, Kingstons, ON K7M 4Y4.

## Acknowledgements

Many thanks to Ron Barret, Bill Beaudoin, Julian Burgess, Bas Burrell, William Cochrane, Barry Countryman, Bob Dyer, Don Fraser, Dave Hanes, Neil Hunter, Steve Johnson, Gord Mallet, Ed Matthews, Denny May, Dick McIntosh, Jim Miller, Trelle Morrow, Peter Motson, Kevin O'Reilly, Rick Parama, Garfield Portch, Derek Rance, David Reynolds, Gray Scrimgeour, Norman Seastedt, Mike Shand, Ken Snelson, Dale Speirs, Hans Steinbock, Mike Street, John Symons, Robert Timberg, John Tyacke, Peter Wood, and the late Murray Heifetz, for their contributions to this ongoing enquiry.

## References and endnotes

[1] <[www.aerophilately.ca](http://www.aerophilately.ca)>

[2] <[http://95.131.69.196/~darrenc/video/V6\\_Demo.wmv](http://95.131.69.196/~darrenc/video/V6_Demo.wmv)>

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## The RPO Cowcatcher

### A new train and early date for WT-753

Ross Gray

**W**E are grateful to **Stephen Sacks** for sharing scans of the cover in Figure 1, which has a much earlier date for **WT-753**, SASK. & PR. ALBERT R.P.O. / E. S. HENDERSON, Tr. - 60, DE 29, 27 than previously reported, and to **Mike Street** for noticing it in Stephen's exhibit at BNAPEX 2013 in Charlottetown. The clerk's postmark is a transit backstamp, struck twice in black, on a registered cover from Duck Lake, Saskatchewan to Springfield, Massachusetts. Previously only a 31 January 1942 date and train 7 had been reported for this RPO.

This early strike is also remarkable for the **unique train number 60**, seen clearly in Figure 2, which is unknown for all of the other listings in the Saskatoon & Prince Albert RPO group. Six different regular steel hammers are known used on the run between 1920 and 1964, and these either have direction indicia "N" or "S" on strikes until 1932, or train "7" or "8" until late 1964, when the RPO was discontinued.



**Figure 1.** Registered 1927 cover from Duck Lake, Saskatchewan to the USA.

The cover originated at Duck Lake, Saskatchewan on Tuesday, 27 December

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Keywords & phrases: RPO clerk strike, early date, unreported train

1927, according to the postmark. Either the Duck Lake postmaster forgot to change the date, or perhaps severe winter weather caused a disruption in train service, because E S Henderson's clerk handstamp is dated two days later, on Thursday, 29 December. The letter would have normally travelled south to Saskatoon on daily train 8.



Figure 2. Reverse of cover in Figure 1 showing early ES Henderson clerk strike and unusual train number.

REGINA, SASKATOON, PRINCE ALBERT							
5	59	7	Miles	TABLE 258	8	60	6
(Mountain Time)							
Regina, Sask. 237, 265							
Saskatoon 237 Ⓟ							
Clark's Crossing							
Warman							
Osler							
Hague							
Arma							
Rosthern							
Leckford							
Duck Lake							
Roddick							
MacDowall							
Clouston							
Prince Albert 241, 267							
EQUIPMENT							
Nos. 15-263 and 264-16—Standard Sleeper..... Winnipeg—The Pas							
Nos. 7 and 8: Standard Sleeper (may be occupied 9.00 p.m. until 8.30 a.m.)... Regina—Saskatoon							
Buffet Sleeper (may be occupied Regina after 9.00 p.m. and until 8.30 a.m.)..... Regina—Prince Albert							
Nos. 59-60: Buffet-Parlor Car..... Saskatoon—Prince Albert							
Nos. 65 and 66: Cafe-Parlor Car (Mon., Wed., Fri.)..... Regina to Swan River							
Cafe-Parlor Car (Tues., Thur., Sat.)..... Swan River to Regina							
REFERENCE MARKS—Tables 245 to 258 inclusive:							
* Daily.	‡ Monday and Friday.	Ⓜ Restaurant or Lunch Counter.		Ⓜ Restaurant or Lunch Counter.			
† Daily except Sunday.	‡ Tuesday and Friday.	Ⓟ Postal Mail Box on station platform.		Ⓟ Postal Mail Box on station platform.			
‡ Daily except Saturday.	Ⓛ Tuesday and Saturday.	Light-face figures denote a.m. time.		Light-face figures denote a.m. time.			
† Daily except Monday.	Ⓢ Sunday only.	Dark-face figures denote p.m. time.		Dark-face figures denote p.m. time.			
Ⓟ Daily ex. Sat. Sun.	‡ Monday only.	■ Motor trains, limited baggage accommodation.		■ Motor trains, limited baggage accommodation.			
Ⓟ Daily ex. Sun. Mon.	‡ Tuesday only.						
Ⓟ Mon., Wed. and Fri.	‡ Thursday only.						
Ⓟ Tues., Thur. and Sat.	Ⓛ Friday only.						
Ⓟ Stops on signal.	‡ Saturday only.						
Ⓟ Tues., Wed., Thur., Fri.	‡ Wednesday only.						
Numbers following certain stations refer to Tables showing connecting trains.							

Figure 3. Canadian National Railways public timetable - 6 January 1929.

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Lot 104: Unitrade 30d  
 Unused, Script Watermark  
 2002 Greene cert.



Lot 144: Unitrade 43b + 43ii  
 Imperforate pair with Major Re-entry



Lot 131: Unitrade 37iv Used  
 Kiss - Double impression



Lot 212: Unitrade 88B-88C Mint OG  
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Figure 3 illustrates the Canadian National Railways public timetable for 6 January 1929, showing all trains that ran on the Regina, Saskatoon, and Prince Albert run, including train 60. Figure 4 shows the train routes and stops on this run. Duck Lake is just below Prince Albert.

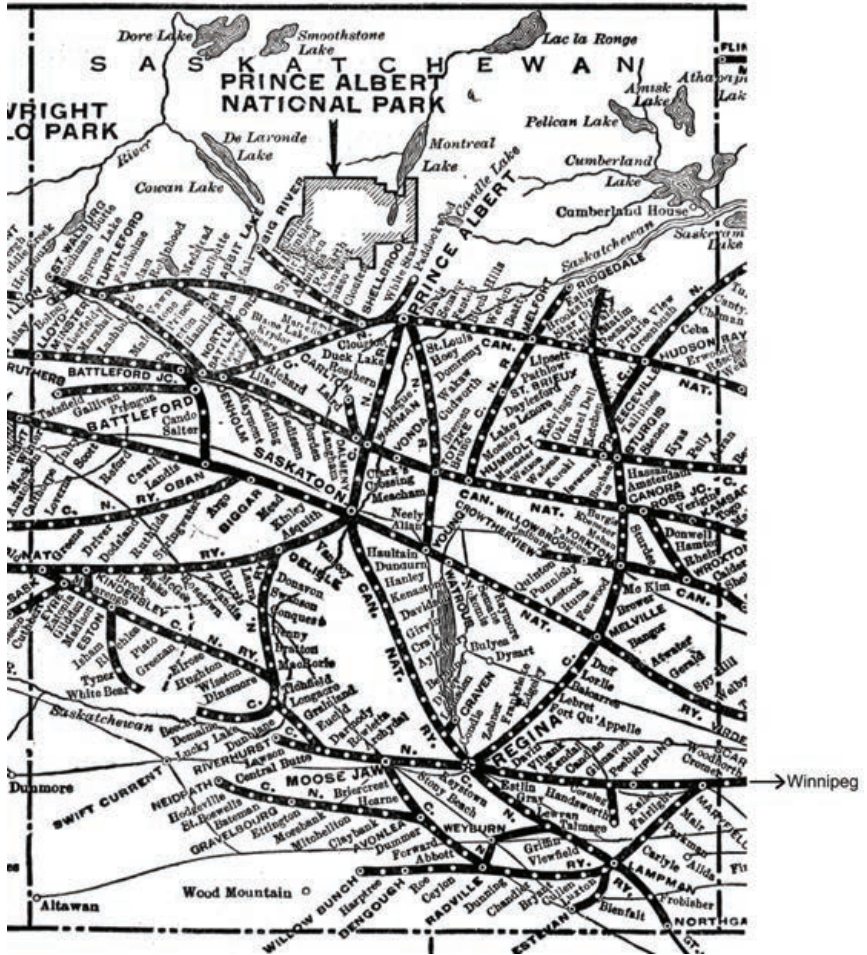


Figure 4. Map showing the train routes on the Regina, Saskatoon and Prince Albert run.

On arrival in Saskatoon the letter was transferred to southbound train 6, from North Battleford to Regina. Aboard the REGINA & NO. BATT. R.P.O. / N<sup>o</sup> 6, DE 29, 27 (WT-623.0?), it was sorted into a closed bag for transfer to an eastbound train at Regina and arrived in Winnipeg on 30 December. The Springfield, Massachusetts arrival cancellation is dated 2 January 1928.

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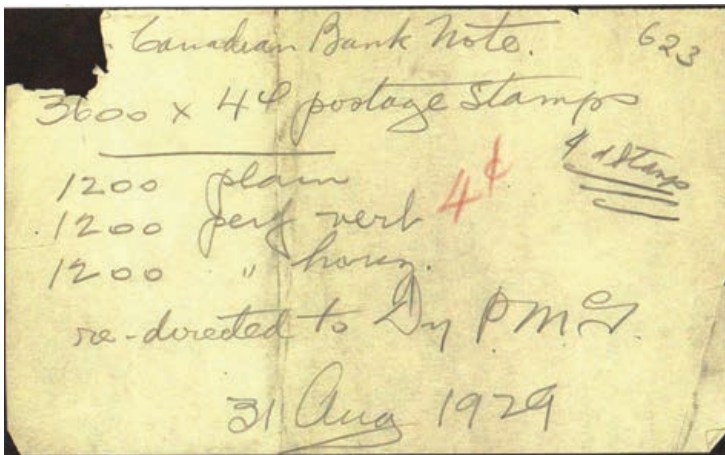
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# Perforation varieties of the 4¢

## Scroll issue: New information

*Stephen Sacks*

If you have ever worked in an office, you know that documents sometimes get misfiled. For study of the Bahamas special delivery stamp used in Canada, I obtained the complete file on the subject from the Canadian Library and Archives [1]. Most items in the file were dated and in sequential order, with the exception of the document which we will call a fragment, shown in Figure 1. This is dated 31 August 1929 but was filed with 1917 items. The fragment has absolutely nothing to do with the Bahamas stamp used in Canada.



**Figure 1.** Possible packing slip for 4¢ Scroll showing different perforations.

The fragment actually appears to be a packing slip related to (possibly received from) the Canadian Bank Note Company. Plain; “perf vert” and “perf horiz” probably refer to plain perforation, imperforate, imperforate horizontal, and imperforate vertical stamps. The date on the fragment is less than two weeks after the issue date of the 4¢ bistre scroll stamp, Scott 152. As can be seen, 4¢ is written in red and 3600 × 4¢ is written on the fragment. In addition, what appears to be “4¢ stamp” is written in darker writing (pencil?) and possibly by a different hand. No 4¢ stamps had been issued for many years previous to Scott 152. It is likely that the package contained 4¢ Scroll stamps in the various perforation varieties. The intriguing element is the number listed for each perforation variety—1,200 stamps—which equals 600 pairs. The Unitrade catalogue estimates 250 pairs. It should be noted that because 1,200 stamps of each perforation variety were in the Post Office Department package, that does not mean that 1,200 stamps were released. A pair of the 4¢ imperforate

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Keywords & phrases: Scroll Issue, perforation variety



vertical scroll stamps is shown in Figure 2. Clearly there is nothing sacred in the Unitrade listing—philatelic knowledge constantly evolves.



**Figure 2. 4¢ Scroll imperforate vertical.**

Another important factor to consider in the Figure 1 fragment is that the 3,600 stamps were to be forwarded to the Deputy Postmaster General (PMG). The forwarding instructions, possibly written in a different hand, are abbreviated—“re-directed to Dep PMG”—suggesting this may have been standard procedure for perforation varieties of the other stamps after receipt from the printer. The Deputy PMG was LJ Gaboury. Whether he was a collector is uncertain; however, he clearly had some interest in stamps. A Google search shows him as the receiver of early flight covers, and *BNA Topics* [2] quotes a letter about him. Apparently, after he retired—and well after the issue of the 1917 Confederation stamp—he effected an under-the-table release of panes of the imperforate variety. What this means for the 4¢ scroll stamp is unclear; the reader can interpret this for himself or herself.

## Conclusion

The fragment allows us to be fairly certain that the Post Office Department received and forwarded to LJ Gaboury, the Deputy PMG, 1,200 stamps of each of the 4¢ Scroll issue imperforate and part perforate varieties, far more than the estimated number in the Unitrade catalogue, although this does not establish the number of stamps released to the public. The perforation varieties of this era are interesting, challenging, and a bit of an enigma. We may never completely know the fate of all 1,200 stamps of each variety. They could have all been released, some destroyed, or, perhaps some are lurking out there for release in the future.

## References

- [1] Philatelic Financial Branch, *Bahamas Special Delivery Stamp*, Philatelic File No. 8-1-49, Former archival reference No. RG3-G-1, Mikan No. 764993.
- [2] CM Jephcott and Henry Gates, “Imperforates and part perforates of Canada 1859 to 1942,” *BNA Topics*, Vol. 28, Number 10, November 1971, p. 286.

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## The early Canadian packets—Part 2

Malcolm Montgomery, MBE

THE first part of this series looked at early Canadian Packets and concluded with a printed paper carried by the Allan Line *Indian*. This, the second part, opens with another concession rate that required prepayment, a soldier's letter from a Canadian soldier serving in the United Kingdom, carried to Canada by the *North Briton*. This part also includes a registered letter, book post, examples of unpaid letters after the introduction of fines, and some notes on the "ocean mail clerks"; it concludes with two letters from the United Kingdom for the United States carried by Canadian packets, a somewhat neglected subject.

### The Allan Line, Soldiers' and Seamen's Concession—*North Briton*

Serving soldiers and seamen enjoyed a privileged postage rate of a penny, anywhere in the world served by the British Post Office. This rate was available provided that letters were about their personal business, prepaid, and countersigned by their commanding officers (Figure 1)[1]. Such letters passing between the United Kingdom and Canada were generally

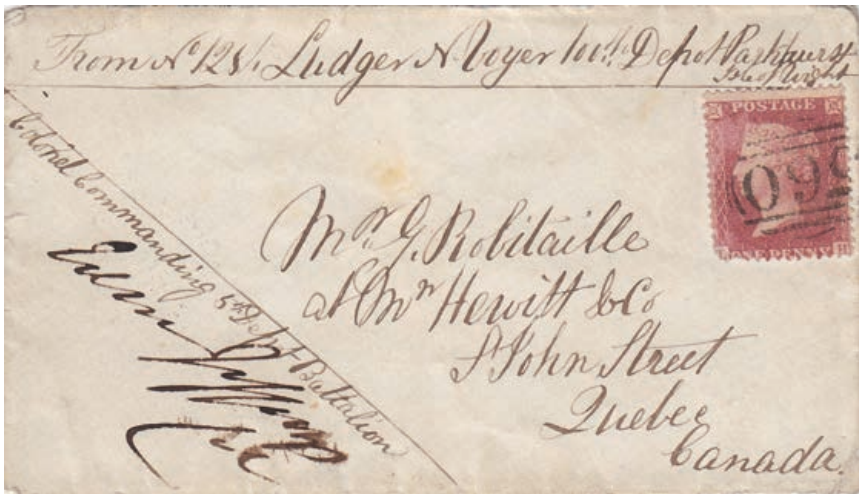


Figure 1. Parkhurst, Isle of Wight to Quebec, Canada, 17 April 1860.

sent by Canadian packets, thus avoiding United States transit charges. A letter from a soldier in the 100<sup>th</sup> Royal Canadian Regiment prepaid a penny and posted at Newport, Isle of Wight; "560" was the post office number allocated to Newport in 1844. The letter (Figure 1) was sent to Liverpool for the Allan Line *North Briton*, then on to Quebec, arriving there on 1 May 1860 (receiving mark on reverse) [2]. The 100<sup>th</sup> Regiment was raised in Canada in

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Keywords & phrases: Packet mail, Allen Line, postal history, ocean mail

1857 by officers of the Canadian Volunteers as an infantry battalion to assist in the suppression of the Sepoy Mutiny in India [3]. The regiment formed a depot at Parkhurst on the Isle of Wight before sailing for Gibraltar in 1859.

### The Allan Line, Registration—*North American*

As early as 1841 the British Post Office had introduced a system of registration with instructions to overseas postmasters and post office agents [1]. Further instructions were issued in 1857, but it was not until 1 April 1859 that reciprocal registration was authorised by the Canadian Post Office [2].

At the time of its introduction, the registration fee was sixpence Sterling, the same as the half-ounce letter rate between Canada and the United Kingdom by Canadian packet.



**Figure 2.** London, England to Kingston, Canada, 29 January 1863.

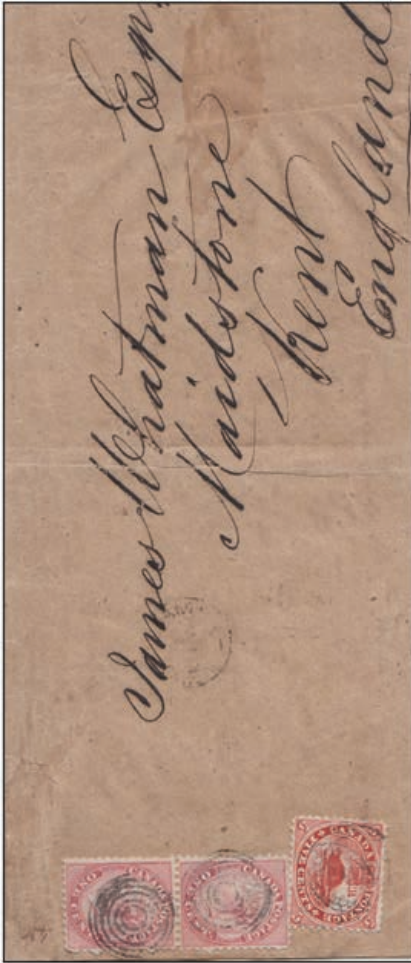
Figure 2 paid one shilling Sterling at Lombard Street, sixpence postage and sixpence registration fee, directed to and carried by a Canadian packet, the Allan Line *North American*, out of Liverpool for Portland, Maine. The letter arrived in Kingston on 19 February 1863 [3].

### The Allan Line, Book Post—*Nova Scotian*

A General Post Office (London) notice introduced Book Post in 1851 [1]. The rate was sixpence per eight ounces. Once Canada adopted decimal currency the Canadian Post Office refined the rate to seven cents for each four ounces [2].

A wrapper sent to the printer and publisher James Whatman, was paid seven cents and carried by Canadian packet, the Allan Line *Nova Scotian* out of Portland on 30 April 1864 (Figure 3) [3]. The Maidstone arrival mark (reverse) is 15 May 1864.





**Figure 3.** London, England to Kingston, Canada, 29 January 1863.

## The Allan Line, Introduction of fines—North Briton

After many years of arguing the case for the introduction of penalties on unpaid or underpaid transatlantic letters, a system of fines was introduced with effect from 1 April 1859. The fine for unpaid letters was sixpence Sterling (sevenpence halfpenny Currency) to be added to any outstanding postage [1]. The first Canadian packet to sail after fines were introduced was the Allan Line *North Briton* out of Liverpool. This letter was placed in the post unpaid, carried by Canadian packet and fined sixpence in addition to the deficient sixpence postage [2].

The manuscript “4” indicates the British claim: A penny for British inland postage and threepence the British share of the fine [Figure 4]. In addition to the ocean postage, fourpence, and Canadian inland postage, a penny, the Canadian Post Office also received the other half of the fine, threepence. The manuscript “1/3” indicates the sum to be collected in Canada, one shilling and threepence Currency, the equivalent of a shilling Sterling.



**Figure 4.** London, England to Whitby, Canada West, 14 April 1859.

## The Allan Line, Handstamps on Fined Letters—Anglo-Saxon

After April 1859, unpaid letters that were carried by Canadian Packets had the British Post Office claim fourpence, a penny for inland postage and threepence the half-fine. In Ireland, a few letters have the claim marked using a resurrected “Uniform Fourpenny Post” handstamp [1]. After the adoption of decimal currency in Canada, an unpaid letter carried by a Canadian packet was charged twenty-five cents. Figure 5 was posted unpaid and, although not specifically directed, sent to Londonderry for a Canadian packet [2]. The British Post Office (in Dublin) claimed fourpence a penny for inland postage and threepence the half-fine, then marked with a Dublin “4.” The letter was carried to Portland by the Allan Line’s *Anglo-Saxon*,



**Figure 5.** Sligo, Ireland to Quebec, Canada East, 24 January 1861.

thence to Quebec where it was charged ‘25’ (cents), twelve and a half cents postage, and a like sum as the fine [3].

**The Allan Line, Ocean Mail Clerks—St. David**

From 1860, mail clerks were employed sorting the mail on board the Canadian packets [1], but it was only in 1864 that they were issued their own date stamps [2]. The date stamps included a letter “E” (eastbound) or “W” (westbound) [Figure 6], and were believed to have been available from “late 1864” [3], but Figure 7 is a bit earlier. There remains some doubt about other



**Figure 6.** Eastbound date stamp.

handstamps that may have been available and used by the clerks.



**Figure 7.** Ottawa, Canada West to Paisley, Scotland, 11 August 1864. [4]

Figure 7 shows a letter prepaid twelve-and-a-half

cents (sixpence Sterling) for the half-ounce rate by Canadian packet but found to weigh more than half an ounce. Sent to Quebec for the Allan Line *St. David*, the letter

was sorted by the ocean mail clerk on board and charged a further sixpence plus a sixpence fine, a total of a shilling Sterling [5].

## The Allan Line, Rates of Progression—North American

From 1840 until 1866, the weight progression for transatlantic letters exchanged between the United Kingdom and British North America was ½ ounce, 1 ounce, 2 ounce, etc. [1]. This progression, that made no provision for a triple rate, was not consistent with Canadian internal practice, and a letter, correctly rated under Canadian internal regulations for 1-1½ ounces, if addressed to the United Kingdom would be deficient one rate and fined.

Figure 8 is a letter that enclosed two glass photographs and weighed a little over 1½ ounces [2]. Paid at the triple rate [3], thirty-seven and a half cents, and directed to a Canadian packet, it has been charged a further sixpence, plus a sixpence fine. The Canadian Post Office has claimed ninepence. This is the deficiency plus the half-fine; the handstamp “1/-“ was likely applied by the ocean mail clerk on board *North American* [4].



Figure 8. South Cayuga, Canada West to Hadleigh, Suffolk, 28 October 1862.

## The Allan Line, United States mail—Nova Scotian

The Allan Line, also under contract to the United States' Post Office, carried a significant amount of United States' mail, predominantly through Portland, Maine. During the latter stages of, and after, the United States' Civil War, when United States' currency was devalued against gold, such letters—if underpaid from Europe—were charged a premium if paid in US notes.

Figure 9 is a letter weighing over half an ounce and posted unpaid for the Allan Line under the contract

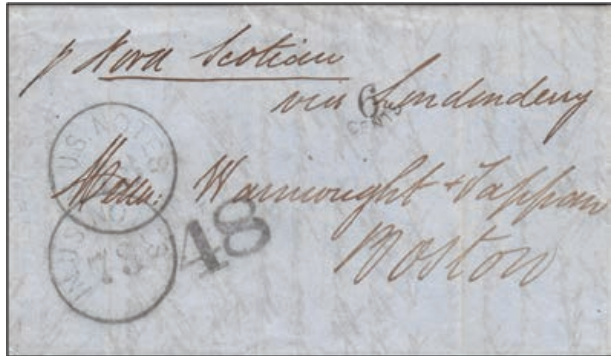


Figure 9. Liverpool, England to Boston, Massachusetts, 14 January 1864.

with the United States' Post Office, for which the charge was forty-eight cents. [1] The letter was carried by the Allan Line *Nova Scotian* to Portland, [2] thence to Boston; the charge, if paid in US notes. For notes rather than coin, was seventy-three cents; this conversion rate changed on a daily basis. [3]

## The Allan Line, United States Mail—Nestorian

The Allan Line, also under contract to the United States' Post Office, carried a significant amount of United States' mail, predominantly through Portland, Maine. During the latter stages

of, and after, the United States' Civil War when United States' currency was devalued against gold, such letters if underpaid from Europe were charged a premium if paid in US notes.



**Figure 10.** London, England to New York, 14 March 1867.

Figure 10 is a letter weighing under half an ounce and posted unpaid for the Allan Line under the contract with the United States' Post Office, for which the charge was twenty-four cents [1].

The letter was carried by the Allan

New York. The charge, if paid in US notes rather than coin, was thirty-two cents; this conversion rate changed on a daily basis (the example above is incorrect, it should have been "AM PKT") [3].

Line *Nestorian* to Portland [2], thence to

## Endnotes

### The Allan Line, Soldiers' and Seamen's Concession—North Briton

- [1] 35 George III, cap. 53, 5 May 1795: Soldiers' and sailors' penny concession, regularly renewed including 10 & 11 Victoria cap. LXXXV, 22 July 1847 and 23 & 24 Victoria cap. LXV, 6 August 1860.
- [2] W Hubbard & RF Winter, *North Atlantic Mail Sailings*, p. 134: *North Briton* out of Liverpool 18 April for Quebec 1 May 1860.
- [3] The full title was the 100<sup>th</sup> Regiment of Foot (Prince of Wales's Royal Canadians). The regiment shipped to Shorncliffe Camp in July 1858 and remained in England until 1859 when it moved first to Gibraltar, thence to Malta; the Regimental Depot was confirmed as Parkhurst on the Isle of Wight. The writer of the letter clearly remained at Parkhurst. The Regiment returned to Canada in 1866 without ever serving in India.

### The Allan Line, Registration—North American

- [1] Post Office (London) Circular #62, 12 December 1857.
- [2] Department Circular (Toronto) #43, 1 March 1859.
- [3] W Hubbard & RF Winter, *North Atlantic Mail Sailings*, p. 140: Allan Line *North American* out of Liverpool 29 January 1863, calling at Londonderry 30 January 1863, for Portland 16 February 1863.

### The Allan Line, Book Post—Nova Scotian

- [1] London Gazette, #21215, Tuesday, 3 June 1851, pp. 1452-1453, Treasury Warrant, 2 June 1851.
- [2] Post Office Guide (Canada), 1863.
- [3] W Hubbard & RF Winter, *North Atlantic Mail Sailings*, p. 143: *Nova Scotian* out of Portland 30 April for Liverpool 13 May 1864.

### **The Allan Line, Introduction of Fines—North Briton**

- [1] London Gazette, #22238, Friday, 11 March 1859, p. 1090: Treasury Warrant effective 1 April 1859. General Post Office Instruction, #19/1859; in Canada 22 Victoria Cap. XVII, (Section IV).
- [2] W Hubbard & RF Winter, *North Atlantic Mail Sailings*, p. 133: Allan Line *North Briton* out of Liverpool on 20 April 1859 for Quebec on 2 May 1859.

### **The Allan Line, Handstamps on Fined Letters—Anglo-Saxon**

- [1] James A Mackay, *Surcharged Mail of the British Isles*, Plate XV, attributed to Dublin. This handstamp was first introduced in Dublin in the period of the 'Uniform Fourpenny Post' in December 1839; it was resurrected as a claim handstamp in 1859.
- [2] W Hubbard and RF Winter, *North Atlantic Mail Sailings*, p. 137: Allan Line *Anglo Saxon*, out of Liverpool 24 January, called at Londonderry 25 January and made Portland 6 February 1861. The letter arrived in Quebec on 11 February 1861 (reverse).
- [3] JC Arnell (Editor), *Handbook on Transatlantic Mail*, p. 67: G.1, Quebec, 1863; this is two years earlier.

### **The Allan Line, Ocean Mail Clerks—St. David**

- [1] Public Archives of Canada, RG1-E8/72 and Order in Council, 16 March 1862.
- [2] DPMG Canada to DG Berri, 14 April 1864, ordering eight date stamps.
- [3] KS Mackenzie, *The Canadian Ocean Mail Clerk*, p.12; the assumption is based on the date that the Canadian Post Office paid Berri for supplying the handstamps, 24 November 1864.
- [4] W Hubbard and RF Winter, *North Atlantic Mail Sailings*, p. 143: Allan Line *St. David* out of Quebec 13 August 1864 for Londonderry, 25 August 1864 (maiden voyage, return leg).
- [5] GPO (London) Instruction #19/1859.

### **The Allan Line, Rates of Progression—North American**

- [1] Treasury Warrant, effective 10 January 1840. There was no triple transatlantic rate, and a letter paid by Canadian regulations for 1-1½ ounces was deficient one rate, and fined.
- [2] The photographs have survived, now held by author.
- [3] W Hubbard and RF Winter, *North Atlantic Mail Sailings*, p. 138: Allan Line *North American* out of Quebec 2 November for Liverpool 13 November 1862; the letter arrived at Ipswich on 13 November 1862.
- [4] JC Arnell (Editor), *Handbook on Transatlantic Mail*, p. 68: similar to H.4, but not attributed by him to *North American*.

### **The Allan Line, United States Mail—Nova Scotian**

- [1] This rate was determined by the Anglo/United States Postal Convention of 1848/49, still in force for American Packets, 24¢ per half ounce.
- [2] W Hubbard and RF Winter, *North Atlantic Mail Sailings*, p. 143: Allan Line *Nova Scotian* out of Liverpool 15 January for Portland 2 February.
- [3] The handstamp on the letter illustrated, presumably applied at Boston, is not listed by RF Winter.

### **The Allan Line, United States Mail—Nestorian**

- [1] This rate was determined by the Anglo/United States Postal Convention of 1848/49, still in force for American Packets, 24¢ per half ounce.
- [2] W. Hubbard and RF Winter, "North Atlantic Mail Sailings," p. 148: Allan Line *Nestorian* out of Liverpool 14 March 1867, called at Londonderry 15 March 1867 for Portland 25 March 1867.
- [3] The handstamp on the letter illustrated, applied at New York, is listed by RF Winter as #390 (but as an American packet, no equivalent for a British packet is listed).



# A Map Stamp oddity

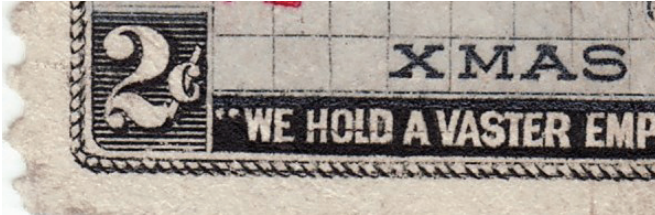
*Bill Pekonen*

At first glance, it appeared that the illustrated copy (Figure 1) of the Map Stamp was an unreported major re-entry on Plate 2 Sc# 97. As Figure 2 shows, there is a very definite line through the letters “HOLD A V” in the statement “WE HOLD A VASTER EMPIRE THAN HAS BEEN.” The line through those letters was positioned differently from that which appears on other re-entries on the same stamp. The stamp had been partly cancelled at the post office with a Barred Flag Cancel. Apparently, the stamp had been accidentally inverted when placed on the cover.

Roger Boisclair [1] offered the following explanation for the apparent re-entry after this stamp was sent to him for his opinion. At first glance, he also believed that it was an unreported re-entry. But then he took a closer look. Using advanced computer technology, Roger identified the stamp position as Plate 2 #67 and not #97. He then dealt with the apparent re-entry. The answer turned out to be different from the one either of us expected. A closer examination revealed that it was a cancellation oddity and not a re-entry.



**Figure 1.** Map Stamp with suggested re-entry.



**Figure 2.** Blowup of lower left of Map Stamp.

During the turn of the century, some of the covers cancelled in both Montreal and Hamilton show a solid line caused by heavy inking of the top edge of the flag cancel slug. Boisclair further explained that the distance between the line and the

end curl on the flag was different on the Hamilton and Montreal imprints. The distance on the Hamilton imprints was 4 mm. The distance on the Montreal imprints was 5 mm, the same distance that appears on this particular Map stamp. Fortunately, Boisclair was familiar with this occurrence.

It was then concluded that the line through “HOLD A V” portion was an ink remnant from the top edge of the barred flag cancel slug applied at the Montreal Post Office. Instead of a design re-entry or a printing freak, an inking oddity was inadvertently created.

Another example of this type of an ink impression left by the Montreal slug is illustrated in Figure 3. This cover shows the barred Flag cancellation on a Victoria Numeral (Sc# 77)

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Keywords and phrases: Map stamp, re-entry, cancellation oddity

cover from Montreal. The cancel is dated JUN 15 / 19 -0 with "00" at the bottom of the date portion of the slug. This canceller appears to be Die III of a type 8 flag. The solid ink line is evident along the entire length of the envelope at the top. (This cover was found in the \$1 box at a Vancouver stamp show after I found the Map stamp.)



**Figure 3.** Ink impression along top of Montreal 2¢ Numeral cover.



**Figure 4.** Toronto cover showing partial slug edge ink line.

Recently, I found another cover showing only part of the slug edge ink line (Figure 4). The broken line on this second cover is blurred and not as distinct as the line on the Map stamp cover. Based on other covers I have seen, the surplus ink along the edge line of the slug is often inconsistent.

Fragments of the ink line have been observed on other covers. It does show that odd things can happen.

Disappointment on one issue was balanced by joyful enlightenment on another level. As a consolation, one fact still remained unchanged. This particular stamp is a very scarce Deep Lavender Shade!

## Reference

[1] Roger Boisclair, private communication.

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# An unusual *Enna Jettic* Newfoundland Air Mail cover

Peter Motson

**M**Y friend Martin, a member of a Polar Philatelists society, recently showed me a cover that he is thinking of exhibiting. He is looking for information regarding the Newfoundland aspect and, in particular, of Carl Petersen's involvement in Thor Solberg's 1932 attempted flight to Oslo (Figure 1) [1].

On 28 August 1932, Thor Solberg attempted his first transatlantic flight, departing New York to Oslo via Newfoundland. Unfortunately, his 525 HP Bellanca monoplane *Enna Jettic* met with fog and snow fifty miles southwest of Harbour Grace, resulting in a forced landing (Figure 2) [2] at Darby's Harbour in Paradise Sound, Newfoundland (Figure 3) [3], on the morning of the same day.



**Figure 1.** Solberg (left) and Petersen plan their flight.

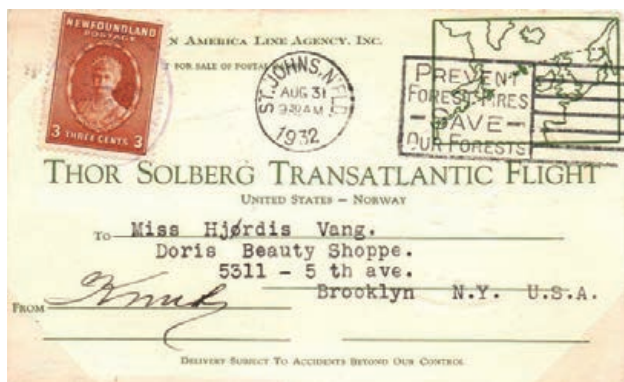


**Figure 2.** *Enna Jettic* after forced landing at Darby's Harbour.



**Figure 3.** Location of Darby's Harbour.

I was pleased to be able to confirm to Martin that souvenir post cards for the Solberg flight, printed in the United States, complete with an impressed cachet, were subsequently franked and mailed in St John's (Figure 4). The fact that Carl Petersen flew as the flight navigator is evidenced on some of the post cards, which bear the signatures (Figure 5) of both Thor Solberg and Carl O Petersen. [4]



**Figure 4.** Solberg postcard cancelled at St John's, 31 August 1932.

Keywords & phrases: Solberg trans-Atlantic flight, Newfoundland cancellation.

This typical Solberg Transatlantic Flight card is illustrated in various Air Mail reference books. It is not known how many such items were carried from New York, but to reduce payload the total number would have been very limited.

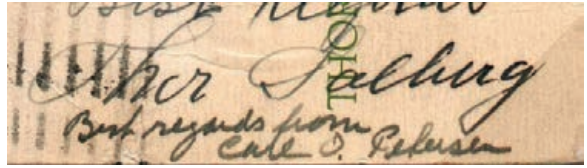


Figure 5. Solberg and Petersen signatures.



Figure 6. Cover with Enna Jettick text postmarked at St John's 30 August 1932 and aboard SS City of New York on 19 February 1930.

Figure 6 shows the cover my friend Martin asked me about. The handwritten text reads:

*This envelope was carried as part of my personal mail in the transatlantic plane "Enna Jettick" which crashed at Darby's Harbor, Newfoundland, on a flight from New York to Norway. Also carried on first and second Byrd Antarctic expeditions.*

*Carl O. Peterson*

The 30 August 1932 St John's postmark at left confirms that the envelope was indeed in Newfoundland at the time of the *Enna Jettick* crash, but what about the *SS City of New York* postmark, dated 19 February 1930, and Petersen's mention of the Byrd Antarctic expedition? Research into Carl O Petersen was clearly indicated, and the result proved to be most interesting.

On 7 February 1928, writing (Figures 7a, b) from Chicago after meeting Commander Richard E Byrd at a reception, Petersen applied for a place as Radio Operator on Byrd's coming expedition to Antarctica [5]. Petersen listed his many qualifications for the position, including ten years as a radio operator on various ships in the Arctic, a winter spent at Spitzbergen, and even having completed a course in aeronautical groundwork with ten hours flying time and a successful solo flight.

Chicago, Ill. February 7th 1928.

Commander Richard E. Byrd.  
9 Brimmer Street,  
Boston, Mass.

Dear Commander Byrd:

Received Your favor of February 1st which I very much appreciate.

Regarding to our conversation at Orchestra Hall You said You would take, my joining Your expedition, in serious consideration and told me to remind You of this and also to write information about my experiences which I herewith take the liberty to do.

I am Norwegian, age 30, married. Educated in Norway, high school and wireless school in 1917. Have taken out my first neutralization paper. Employed in English and later Norwegian Marconi Company from September 1917 to August 1926 in the following positions:

- 2 years as operator on cargo ships in foreign trade.
- 3 years as operator on Norwegian America lines passenger ships "Bergensfjord" and "Stavangerfjord" as second and chief operator.
- 1 year (1921-1922) in charge of Kings Bay radio, Spitzbergen. There I also assisted Dr. Stoll from Quade Hook with balloon and local observations, which I sent via "Stavanger Radio" to Captain Roald Amundsen at Point Barrow.
- 9 months operator on the Norwegian whaling factory "Solstreir" stationed at several places South Shetlands. Approximately 74 degrees South and 62 degrees West. I was many times out with the small whalers for days, cruising around the islands and as far south as Biscoe Islands. I also on this trip took several hundred feet of moving pictures for the "Bio Film" company in Oslo.
- 3 months in charge of Norwegian government coast station at Halten Norway during the fishing season.
- 1 year manager of Norwegian Marconi company's radio store in Oslo.

**Figure 7a.** First page of Carl Petersen's application for a place on Commander Richard Byrd's 1928 Antarctic expedition.

Cdr Byrd established the base he called "Little America" in the Bay of Whales, Antarctica, on Christmas Day 1928. Peterson was operating both ship and aircraft radios. On 29 November 1929, Byrd, Peterson, and two others made the first-ever flight over the South Pole in the Ford tri-motor aircraft "Floyd Bennett." Their flying time from Little America and back was nineteen hours. The "Little America-Antarctica" cachet at lower left in Figure 6 was applied to Petersen's envelope here.



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 inverted lathwork



Lot 288: Unitrade 118 Mint OG / NH  
 Type D lathwork; 2007 Greene cert.



Lot 302: Unitrade 120ii Mint OG / NH  
 Unusually strong Type D lathwork  
 1992 Greene cert. ex. George Marler



Lot 334: Unitrade 158iv Mint NH  
 Imperforate pair with "Man on the Mast"



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 Imperforate block with "Broken X" variety



**Lot 378: Unitrade 1181a Mint NH**  
 Inverted engraved inscriptions



**Lot 465: Unitrade O10a Mint NH**  
 Plate block no stop after "S" - very rare  
 1988 Greene cert.



**Lot 362: Unitrade 341v Mint OG / NH**  
 Imperforate vertically at left - Unique



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Been employed in The All American Radio Corporation here in Chicago since my arrival September 1926 and were I am still employed as foreman for balancing and testing department making all kinds of receivers.

I have since 1917 been working with all kinds of transmitters, receivers and direction finders, both American, English and German stations, spark as well as tube transmitters for long and short waves.

I am a good skier and skater. During my stay at Spitzbergen and South Shetland I had a lot of experiences in skiing on the glaciers. I liked the over wintering at Spitzbergen and cold weather is my favorite.

I have finished a complete course in ground work and flying at The Chicago Aeronautical Service school last year with 10 hours flying time and solo flight. Chief instructor John H. Miller U.S.N. from Great Lakes.

Today I joined the army reserve air corps attack group.

I would, if possible, be very glad to have charge of the radio work and to accompany you on the flight over the South pole.

Sorry that you had so little time when in Chicago, but hope you will come here again so I could explain everything more completely and also show you my references from my former positions, which are the very best.

Enclosed letter from Colonel S. A. Sigueland, vice president in the Geographic Society of Chicago.

Hoping my application be taken in consideration

I remain

Very sincerely yours

*Carl O. Petersen*  
*2447 N. Kimball Ave.*  
*Chicago, Ill.*

**Figure 7b.** Second page of Petersen's 1928 application to Admiral Byrd.

On 19 February 1930, Byrd's "Little America" base closed down, and all personnel boarded the *City of New York*. The ship's postmark in Figure 6 is dated the same day. On the reverse of the cover is a cachet dedicated to the ship itself, Figure 8. The words "AUXILIARY BARQUE" above a drawing depicting the ship, ice, and five penguins, with

“CITY OF NEW YORK” below the drawing. In 1932, Petersen joined the Solberg expedition that ended in Darby’s Harbour, taking his cover with him as we have seen.

The Solberg flight was not the last voyage for this envelope, however. In 1934, Cdr. Byrd organized a second expedition to the Antarctic. On 17 January 1934, Byrd and Peterson set down and moored their Curtis Wright twin engine Condor seaplane in the Bay of Whales. Byrd established “Little America II” the same day. The pair subsequently made several flights over the icecap.

We know that Martin’s cover went to Antarctica in 1934 because, on the reverse, it carries a violet “Byrd Antarctic Expedition II” cachet, Figure 9.



**Figure 9.** Byrd Antarctic Expedition II” cachet.



**Figure 8.** 1930 “City of New York” cachet.

I am sure that Carl Peterson (Figure 10) [6] would be pleased to know that his “personal mail” item is now in the possession of a fellow Antarctic disciple. My friend Martin is such an enthusiast that he has visited the Byrd Base sites and has also toured around the Bay of Whales, the Ross Sea shelf, and McMurdo Sound. There can be little doubt that



**Figure 10.** Carl O Petersen.

this single cover bearing three separate and authenticated historic event cachets is rare. It is also a testament to one man’s experiences during the pioneer flying days, working in the environment that he loved most in the world, the cold of the polar regions.

Martin is aware that his cover is not unique because a similar cover was sold in the same 1975 Siegel auction in which this cover was sold, but he would like to receive comments and/or information regarding any similar expedition covers. He can be contacted through me via the Editor, or by email at <p.motson@btopenworld.com>.

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- [1] Joshua Stoff, *Transatlantic Flight, A Picture History, 1873–1939*. Dover Publications, Mineola, NY, 1999.
- [2] Peter Motson, personal photo collection, purchased in 1981 from Newfoundland Museum, St John’s, NL.
- [3] Newfoundland and Labrador, Official Road Map, Department of Development, Tourism Division.
- [4] Figures 4 and 5, Peter Motson, personal collection.
- [5] <http://hti.osu.edu/byrd/lesson-plans/birds-of-a-feather/>.
- [6] <http://hti.osu.edu/byrd/lesson-plans/birds-of-a-feather/images/Carl-O-Petersen>.

## Study group centreline

Peter McCarthy OTB

*Editorial Insertion: You will notice a new (old) name as the Study Group Centreline writer. Peter McCarthy was responsible for Centreline from 1991–1996 and returns to take over from Derek Smith, who has held the post for the last five years, starting with BNA Topics issue No. 518. We would like to thank Derek for his many years of contribution to BNA Topics, from devising the process of gathering the material for the Study Group Editor to the writing of coherent and timely summaries for the Study Group Centreline column. During his reign, many of the newsletters introduced colour, the overall quality of Study Group newsletters improved; seven new Study Groups were added; and the Siverts Award became a coveted prize for which Study Group Newsletter Editors competed. Derek played a key role in the revision of the Siverts evaluation process. He says that he “enjoyed his stint and learned a lot about Canadian philately” during his five years of writing Centreline.*

*Peter McCarthy OTB (2009) is no stranger to BNA Topics readers. Besides being part of the BNAPS family for close to thirty years, he has written for several philatelic outlets, including a regular philatelic column in a local daily newspaper in Quebec. In addition to his first stint as Centreline writer, he has served in many other capacities within BNAPS, including Chair (2003) and Secretary (2010) of BNAPEX and long-time Golden Horseshoe Regional Group Secretary-Treasurer. He is also chairman of the RPO Study Group and one of the Group’s senior members. He has written numerous articles for BNA Topics over the years. We welcome Peter back to the role as Study Group Centreline writer. As he submitted his initial column, Peter said that “in this second time around I have to fill some rather large shoes; hopefully I can do all you editors justice.” The BNAPS Study Groups are truly vital contributors to Canadian philatelic research. We would like to encourage readers to join at least one Study Group that reflects your specific interest. With well over 20 groups, there should be at least one of interest. Join, contribute!*

**C**ENTRELINE presents brief summaries of the specialized research done by BNAPS members, as published in the newsletters of its many Study Groups. This column reviews contributions received between the end of December, 2013 and the end of March, 2014. Newsletter summaries are shown in alphabetical order.

### Admirals

Issue #18 of *The Admiral’s Log* came in at 152 pages. Leopold Beaudet, Editor, comments that the newsletter has a reputation for being issued infrequently—and issue #18 coming three years after the last is no exception. There are reports of the group’s meetings at BNAPEX 2009, 2010, and 2011. Fifteen members have been welcomed in the past three years, bringing the total membership to 65. Leopold has done an extensive twenty-four page story on the Frederick T Norris Admiral Collection. It is followed by an array of in-depth studies done by several members of the group. Another interesting story, by Randall W Someren, concerns the mystery marks found on the 2¢ carmine and 2¢ green. Leopold Beaudet, Richard M Morris, and Randall W Van Someren teamed up to bring you a study on a new file mark pattern on the 3¢ Brown. The newsletter was meticulously put together with

absolutely outstanding colour illustrations. It's amazing the amount of information that is still being discovered one hundred years after the stamps were issued.

## British Columbia

The December 2013 newsletter from the British Columbia Postal History Research Group features the new Canada Post plant coming to Vancouver. The new mail processing plant is located at 5940 Ferguson Road, next to the airport. Information in the newsletter is from selected pages from recent post office releases. This article was followed by an article on the Wells Fargo Company operations between Victoria and San Francisco. Bill Topping announced that, after twenty-two years, he is stepping down as newsletter editor. The duties will be taken over by Andrew Scott and Tracy Cooper. Thanks to Bill for his years of service to the Study Group and BNAPS.

## Elizabethan II

The Elizabethan II Study Group newsletter—*Corgi Times*—for January–February 2014 gave notice of a change of format of Canada Post's magazine *Details* and of the suspension of registered mail to the US. Robert Elias' exhibit book *Canadian Wilding and Associated High-Value-Definitives* was recently published under the BNAPS Exhibit Series (see *BNA Topics* Volume 71, No. 1, January–March 2014).

A Landscape variety was illustrated and explained, and Robin Harris and Andrew Chung explained Turnaround Mail. More and more companies are using illustrated permit mail and examples are illustrated in this issue. Mike Tumber submitted the sad story behind his acquisition of pre-issue-dated Winnipeg First Day covers. Robin Harris is trying to plate the quarterly pack booklet singles and needs a little help from his friends. Three pages of new postal rates were shown, and the newsletter closed with an illustrated review of Santa Claus letter stamps from 2008 to 2013.

## Fancy Cancels

Issue #64 of the *Fancy Cancel Miscellaneous Markings Newsletter* begins with Dave Lacelle's announcement of having received permission to prepare a third edition of *Fancy Cancels on Canadian Stamps 1855 to 1950*. He will wait and give readers time to go through their holdings and send in updates.

Dave also welcomed three new members to the group. Roger Squires sent in a couple of examples of the rectangular-box Stanstead Junction marking. Bill Radcliff, Garfield Portch, Frank Henry, and Guy Jeffrey all sent in either new or very interesting fancy cancels.

Jack Forbes submitted a David Gronbeck-Jones article that Dave is willing to send out to whomever requests it. Additional very interesting items were submitted by Guillaume Vadeboncoeur, Harley Cohen, Yohan Tanguay, Don Ecobichon, and Harold Hurlbutt. The newsletter ends with a short article on Fakes, Bogus, and Spurious Items. Members were reminded to pay their dues.

## First Day Cover Study Group

Issue #18 of *First Impressions*, the newsletter of the First day Cover Study Group, featured the story of HL Woodman's cacheted covers written by Brainard Fitzgerald. The article also covers a good portion of his life story. Gary Dickinson began a series of short articles on how other study groups have or have not included material dealing with FDCs in their newsletters. John Van der Ven illustrated two cachet covers by another little-known designer, Robert Salamon. John also tells how the Manufacturers Life Stamp Club promoted the collecting of FDCs. Rounding out the newsletter were two articles by Gary Dickenson an EKU cover for Canada #18 and a new EKU for die 1 of the 1932 Provisional.

In Issue #18 of *First Impressions*, Gary Dickens asked for more input from members, and it paid off. Issue #19 had sixteen pages full of interesting articles. It started with a story by Stephan Tobin of the famous US cachet-maker Ludwig Staehle, along with fourteen beautiful patriotic first day covers in full colour. This article was followed by the showing of a Newfoundland registered John Guy first day cover, sent in by John Jamieson. Robert Markovits talked about complete sets as First Day covers, and the last issue of Woodman covers brought forth some discussion along with a variety of these items sent in by Peter Wood. Gary finished the issue off with a review of first day covers that were featured in *Corgi Times*.

## Illustrated Mail

The Illustrated Mail Study Group was newly organized during BNAPEX 2013. The latest newsletter asked questions on how exhibits should be set up, and comments were solicited by Editor John Burnett. Bill Walton, Chairman of BNAPS judges, suggested to members that they have fun with their exhibits and educate the judges. The main story in the current newsletter was Robert Pinet's continuation of the history of his covers, especially those dealing with Montreal hotel advertising. Robert commented on what is considered to be the earliest Canadian advertising cover, mailed to John Davidson, a merchant, businessman, Commissioner of Crown Lands, member of the Legislative Assembly, and officer in the Canadian Militia. Robert also illustrated and commented on the Montreal Riots and the burning of the Donegana Hotel. Charles Livermore added comments to Robert's story by submitting illustrations of two covers from a recent Maresch auction, the first possibly the earliest, embossed, illustrated cover, and the second the earliest, printed, illustrated cover. Bill Walton also provided some very attractive postal stationery illustrated covers. Rounding out the newsletter was a reminder to members not to forget *modern* illustrated mail.

## Military Mail

The November 2013 issue of the *Canadian Military Mail Study Group Newsletter* #211 appropriately opened with a lovely 1978 Vimy Memorial cover depicting three John McCrae five-cent stamps commemorating the sixtieth anniversary of the end of World War I. Jerry Jarnick sent in a new example of a postmark being used by Canadian forces overseas.





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Jerry asked for help in identifying the CFPO from where it came. Paul Binney contributed part 3 of his study on the Circular Army Censorship Markings, including a table of findings. Robert Henderson provided various RCAF “Greetings for the Season” from different squadrons. The newsletter closed with memorials, recognition of award winners at BNAPEX 2013, and Season’s Greetings from Dean and Henk.

The January issue of the *Canadian Military Mail Study Group Newsletter* began with an interesting article by Paul Binney, explaining the use of two different Newfoundland Military Censor No 3 markings. Colin Pomfret always has interesting things in his box of goodies and, in this issue, he showed a post card from the Department of Labour Hostel in Fingal, asking if the sender is an ex-Japanese internee. Accompanying the post card were farm service force work sheets. Vernon Wilhelm von der Heydt would like to know why a letter addressed to Voice of America in Washington, DC, from Vietnam has a Canadian machine cancel. He would also like to know more about FPO 430, and where the tank regiment to which it belonged was stationed. An intensive research project is underway, conducted by Bob Toombs and Gray Scrimgeour. Stay tuned for details. Jerry Jarnick’s new postmark discovery discussed in Issue #211 brought in a few positive responses. Colin Pomfret provided a real photograph post card of Canadians in the School of Aeronautics with everyone identified. A cover addressed to Sir Andrew McPhail rounded out the newsletter.

## Newfoundland

The front page of *Newfie* newsletter #154 illustrated one of two T.P.O.S.S. Meigle strikes—a slam-dunk of a start for the newsletter. Bill Walton provided quite a story about Newfoundland multi-view post cards and is asking for more information on these very scarce items. An example of one of his post cards is depicted in Figure 1. David Piercey told the story of a difficult-to-find late fee cover that he came across in his own holdings. Bob Dyer talked about a GPO card that he purchased on eBay. Bob wrote a detailed article on these particular cards for *BNA Topics*, Volume 62. Ron McGuire provided the first part of a story of one of his favourite Newfoundland covers that also ties in with some of his other



**Figure 1. Newfoundland multi-view picture post card.**

favourites, namely real photograph picture post cards. Both McGuire and Dyer are compiling Reverend Butler price lists and are asking for member assistance. Many Newfoundland collectors appear to be interested in having them available (the article included examples). Bob Dyer tells the story of Nils Ohman and the prominent part he played in the 1897 surcharge saga and postal shortage. Requests went out for someone to supply a photograph of him. I’m sure it would make Bob quite happy to receive one. Seven new members were welcomed into this very active study group.

## Perfins

The February 2014 issue #140 of *The BNA Perforator* opened by welcoming a new member to the Study Group. John Graham remarked on the absence of the S22 Sun Life Perforating machine in the fifth edition of the CSPI and asked members to supply data on the dies and dates to add to his compiled lists. Updates to the CSPI 5<sup>th</sup> edition were provided. The last of Gary Tomasson's fake OHMS five-hole exhibit was shown. This exhibit was a very well done and award-winning study. Jim Graham and Bob Szymanski teamed up to produce a three-and-a-half page article on the Great West Life Winnipeg and Detroit perfins. Jean-Guy Dalpé told the story of PT Legaré Limited and provided a table of the stamps with perforated initials of that company. Tony Parker provided a list of missing perfins from set-tenant panes. Jean-Guy Dalpé closed the newsletter with an update on Canadian International Harvester perfins on pre-cancelled Admirals.

## Postal Stationery

*Postal Stationery Notes* for January 2014 started off with an Earle Covert article that catches readers up on Santa Letters. Every year, letters written by children to Santa are answered by Canada Post volunteers. Earle explains what is available and how they are used. Thanks were extended to Pierre Gauthier for the French and English pre-cancelled card images. All card images were illustrated in full colour. The only new issues reported so far are the Year of the Horse released 13 January. Bill Walton contributed a story about the pre-cancel on the Arch issue used by the Audit Association, a bill collecting agency out of Toronto. Bill provided a list of what he has in his collection; he is continually looking for more examples, reporting that there are not many examples around. Mike Sagar showed an illustration of the mis-cut EN126. Earle Covert contributed an article on additional printed corners on post bands and wrappers. Bill Walton wrapped up the newsletter showing unusual and exotic postal stationery usages.

## Railway Post Offices

Ross Gray, Editor of the Railway Post Offices study group opened issue #229 with an outstanding registered special delivery cover bearing a new early date: QC-232 transit backstamp of the MONT & OTT/R.P.O., dated 11 July 1930. The previous earliest-known date of this hammer, which was proof struck on 23 November 1928 was 8 July 1932. A number of new and early dates for various hammers were submitted by different members. These submissions will keep Ross busy updating the catalogue. Ross showed a post card with a strange indicia reading "AP, MR 3, 09" on a hammer reading "FORT WILLIAM & WINNIPEG R.P.O." The card was mailed on the route on 3 April and received on 5 April. The newsletter ended with a hammer study of WT-8, BLAINE & VANCOUVER R.P.O./. The members were asked to examine their holdings in order to further contribute to the study. Volume 42, No. 3 of the RPO newsletter for January–February 2014 featured an excellent article by Brian Stalker on the Paris Distributing Post Office. The article has led to

two new railway-related postmarks being added to the station section of the new catalogue. This was a well-researched article. For health reasons, Brian has decided to step down as the chairman of the RPO study group and has been replaced by Peter McCarthy. Brian will continue to be relied upon for input to the group.

### World War II Study Group

In Issue #55 of *War Times*, newsletter of the World War II study group, Bill Pekonen reported that he is wearing three hats and is looking for someone to relieve him of the editor's hat. In the chairman's remarks, Bill talked of the WW II blackout study started by the group in 2007. He also provided additional material honouring HE Guertin, the grandfather of WW II philatelic material. Rob McGuinness has suggested that the next project should be to concentrate on summarizing the War Savings Stamp efforts. Gil Vatter sent in an extensive checklist of Victory Slogan cancels for the period from 7 August 1941 to 7 March 1943. Jim Graham provided a description of a Crushed Stone cover and the Montreal and Vancouver CNR perfin with an explanation on the amendment of the new fifth edition of the perforation handbook. A Victory Ticket was illustrated. Ending the newsletter were three Copp Clark Christmas cards, designed by Henry Ross.

A good part of the February 2014 *War Times* newsletter was taken up with the listing of the ships and aircraft that took part in the Battle of the Gulf of St Lawrence. In addition, a list of Civilian Internment Camps in Canada was provided along with the population in various Japanese Canadian Interior Housing Centres. The last article of the newsletter deals with the censorship of publications, including an example of a censorship memo to newspapers, news associations, and special correspondents.

### Conclusion

This column does not do justice to the role that the BNAPS study groups play in the encouragement of Canadian philately. The purpose of *Study Group Centreline* is to let everyone know that specialized study groups exist, that they are functional, and that members are encouraged to participate in them. Support your study group editors with articles or an interesting item. Contributions are always appreciated.



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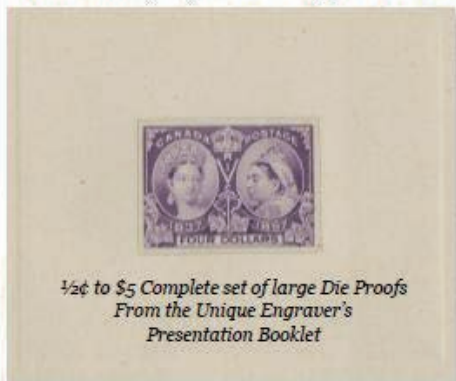
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## New issues

*William JF Wilson*

### Africville and Hogan's Alley

**T**HE latest stamps in Canada Post's Black History series commemorate the communities of Africville (Figure 1) in Halifax and Hogan's Alley (Figure 2) in Vancouver. Both show historic photographs of community members, set against watercolours painted by Janice Kun of i2i Art Inc. The watercolours in turn are based on historic photographs, with Janice Kun's sensitive artistry giving added life to the views. Her work was previously seen on the Methods of Mail Delivery stamps of 13 May 2011.



**Figure 1.**



**Figure 2.**

Although the two communities differed from each other in many ways, both suffered the same fate: demolition in the name of urban renewal, against the wishes of the residents. Africville was located on the Halifax side of the Bedford Basin, just west of where the MacKay Bridge (Highway 111) now crosses the narrows to Dartmouth. It began as a rural community within the city limits of Halifax, a home for black refugees who had moved to Nova Scotia from the United States after the War of 1812. (The information about Africville presented here is primarily from [1], pp. 36ff). Initially, they settled in Preston and Hammonds Plains, some distance outside Halifax, moving to what would become Africville in the 1830s or 1840s. For about the first twenty years, the new community was usually referred to as “Campbell Road,” with the name Africville first appearing in writing in the 1860s.

As Halifax expanded, City Council thought of Africville more as an industrial than a residential area. Developments affecting the residents included three railway lines built through the community between 1855 and 1912, night soil disposal sites placed along the community's eastern edge in 1858 (and not removed until after World War I), and the Halifax dump built along the western boundary of the community in the mid-1950s. Water and sewage lines were promised by City Council but never installed, and the industrial development polluted the local water supply. Many of the original settlers had deeds to their

property, but when properties were divided through inheritance, some—but not all—of the transfers were registered. By 1964, about 80 families (some 400 people) lived in the approximately thirteen acres comprising Africville—some, but not all, could produce deeds. Those without were sometimes described as squatters, but the term is not accurate. These people were not transients occupying land without right or permission. They were rather long-term residents, with over 100 years of family history and inheritance in Africville and strong emotional ties to their community. By 1962, Halifax City Council had begun a determined process to relocate all Africville residents. Despite their protests, relocation took place in 1964, and the residents' homes were demolished.

The story of Hogan's Alley is different. It was an integral part of Vancouver's east end, located in an area (Strathcona District) of highly varied racial and ethnic composition. There seems to be some debate as to the exact extent of the area covered by the name, but the alley itself was between, and parallel to, Union and Prior Streets, extending from Park Lane just east of Main Street, eastward to Jackson Avenue (Austin Phillips in [2], p. 140). This general area was also the founding location of Vancouver, starting with a sawmill in 1865 ([2], p. 2) and a community ("Gastown") that developed close to it. The area was surveyed as a townsite with the name Granville in 1870, and incorporated as the City of Vancouver in 1886. By the turn of the century, Vancouver had expanded to the west, and most of the socially- and politically-savvy white Anglo-Saxon Protestant (WASP) population was moving west with it. The old east end was becoming the location of choice for new immigrants, often joining relatives who were already there. Over the next few decades the influx included, according to authors Marlatt and Itter in [2], p.3, "Jewish refugees from European pogroms, Chinese or Ukrainian peasants escaping starvation and poverty, Blacks escaping the Depression dustbowl of the Prairies, Japanese, Italians, Yugoslavians, all of them with little money and few alternatives in a WASP-dominated town."

To some extent, different racial and ethnic groups settled in different parts of the district: Hogan's Alley was predominantly Black, Powell Street predominantly Japanese, etc. However, there was considerable interaction between these groups, both on the street and in the schools. As Gloria Steinberg Harris put it in [2], p. 128, "Whether you were Italian or Yugoslavian or Chinese or Jewish, your parents were all immigrants together and there was such a *warmth* in this neighbourhood, I can't begin to tell you." The area was also well-known for its restaurants, vibrant nightlife, and music, particularly jazz and blues. Vie's Chicken and Steak House, right next to Hogan's Alley at 209 Union Street, is an example. It was one of a number of Black-owned restaurants serving southern cuisine in the area, and featuring live entertainment—visiting performers are reported to have included Louis Armstrong, Cab Calloway, Duke Ellington, Nat King Cole, and Count Basie ([3], p. 85).

Nevertheless, as in many low-income areas where money can be hard to come by, there was a component of substandard housing, family bootlegging operations, gambling, and prostitution—hence an increasing push from City Hall for "slum clearance" ([2], p. 180). The residents, on the other hand, were determined to keep their homes and hold their families and culture together, so they formed the Strathcona Property Owners and Tenants Association (SPOTA) in 1968, and they pushed back. The federal government, a major source of urban renewal funds, was also coming to realize that housing projects weren't making people happy ([2], p. 183). A few years of hard work by SPOTA produced a change of heart in the politicians, who saw the possibility of revitalizing most of the existing

community without the “necessity” of razing it first. Unfortunately, the new policy came in too late for Hogan’s Alley. It had been demolished in 1972 to make way for the Georgia Viaduct, the only segment actually constructed of a proposed freeway system that was part of the urban renewal plans.

The two people pictured on the Hogan’s Alley stamp are Zenora (“Nora”) Rose Moore Hendrix (1883–1984) and, from a different photograph, Fielding William Spotts, age 78, of 217½ Hogan’s Alley. Nora Hendrix, born in Tennessee, met her husband, Ross Hendrix, while touring as a singer and dancer in a travelling vaudeville group. Ross, a former Chicago policeman, was working as a stagehand with the group.

They initially settled in Seattle, but because Ross was unable to find suitable work, they moved to Vancouver in 1911. They obtained Canadian citizenship in 1922, and their four children were all born in Vancouver. Ross died in 1934 and, in 1938, Nora moved to 827 East Georgia Street, just a few blocks from Hogan’s Alley. She also spent many years working as a cook at Vie’s Chicken and Steak House. (Does the name Hendrix sound familiar? The famous rock guitarist, Jimi Hendrix, was Ross and Nora’s grandson.)

The photograph of Fielding William Spotts was taken in 1935 and can be found on the City of Vancouver Archives website, <<http://searcharchives.vancouver.ca>> (use the search term “Port N3.2”). The original photograph for the Hogan’s Alley watercolour was taken in 1958. It can be found on the same website using the search term “P508.53”. The original photograph for the Africville watercolour was taken about 1964 and can be found on the Library and Archives Canada website by doing a web search on the term “Aerial view of Africville. (item 2).”

The information in the accompanying tables is from the Canada Post website, <<http://www.canadapost.ca/cpo/mc/personal/collecting/stamps/2014/index.jsf>> Canada Post’s *Details* publication and philatelic inscriptions on the stamps. Where the number of lithographic colour dots on the stamp selvage differs from that published by Canada Post, the selvage is taken as correct. Stamp size, perforations and number of teeth are my own measurements, and are given as (HORIZONTAL) x (VERTICAL).

## References and endnotes

- [1] Donald H Clairmont and Dennis William Magill. *Africville: The Life and Death of a Canadian Black Community*. Revised edition. Canadian Scholars’ Press, Toronto, 1987.
- [2] Daphne Marlatt and Carole Itter (compilers and editors). *Opening Doors: Vancouver’s East End*. Sound Heritage, Volume VIII, Numbers 1 and 2. Published Quarterly by the Aural History Program, Provincial Archives of British Columbia, Victoria, British Columbia. 1979. (Also available as a 2011 reprint by Harbour Publishing, Madeira Park, BC, with different page numbering.)
- [3] Keith McKellar. *Neon Enology: Vancouver Cafe and Street*. Ekstasis Editions Canada Ltd, Victoria, 2001.
- [4] ABBREVIATIONS: *numberCL* = (*number of colours*) colour lithography; Bk = booklet; C = Tullis Russell Coatings (coated paper); CBN = Canadian Bank Note Co.; G3S = general tagging (three sides); G4S = general tagging (four sides); L-M = Lowe-Martin; P-S = pressure-sensitive; s-t = se-tenant; SH = sheet; SS = souvenir sheet.

**Table 1. 2014 Commemoratives and a Definitive Issue**

Stamp	Year of the Horse	Queen and Canadian Pride	Black History	Winter Sports
Value	63¢, \$1.85	Queen: 63¢ Pride: 5 × 63¢	2 × 63¢	3 × 63¢ (s-t on SS)
Issued	13 Jan	unknown	30 Jan	3 Feb
Printer	L-M + GC	CBN	L-M	L-M
Pane	63¢: SH 25 A,B,C: <sup>(a)</sup>	Queen: Bk 10 Pride: Bk 10, 30	Bk: 10	Bk: 10 SS: 3
Paper	C	C	C	C
Process	<sup>(b)</sup>	4CL	5CL	D <sup>(c)</sup> : 6CL E,F <sup>(c)</sup> : 7CL SS: 8CL
Qty (thousands)	63¢: 100 SH A: 150 Bk B: 400 SS C: 175 SS	Continuous	200 each Bk	200 each Bk 200 SS
Tag	63¢: G4S \$1.85: G3S	G4S	G4S	G4S
Gum	63¢,B,C: PVA Bk: P-S	P-S	P-S	SS: PVA Bk: P-S
Size, mm	32 × 32	20.25 × 23.25	32 × 32	26 × 32
Perf	63¢,B,C: 12.5 × 12.5 Bk: Simulated	Simulated	Simulated	SS: 13.1 × 13.1 Bk: Simulated
Teeth	63¢,B,C: 20 × 20 Bk: Simulated	Simulated	Simulated	SS: 17 × 21 Bk: Simulated

<sup>(a)</sup> A: Bk 6 × \$1.85; B: SS 1 × \$1.85; C: Transitional SS with one \$1.85 Snake stamp from 2013 and one \$1.85 Horse stamp from 2014.

<sup>(b)</sup> 63¢: 4CL + varnish and embossing. A: 1CL + 1 foil stamping. B: 4CL, 1 foil stamping, varnish, and embossing; C: 7CL, 2 foil stampings, and embossing.

<sup>(c)</sup> D: Sandra Schmirler; E: Barbara Ann Scott; F: Sarah Burke. Canada Post's *Detail* booklet lists D as 7CL and E as 6CL, but the colour dots on the booklets are as shown in the Table 1.

# BNAPS business and reports

## President's Column

*Norris (Bob) Dyer with assistance of VP Study Groups, Peter MacDonald*

### 2013 MEMBER SURVEY RESULTS, PART I

AT the 2012 meeting of the Board of Directors in Calgary, a committee was appointed to survey members regarding BNAPS services and to solicit ideas for new ones. Members of the committee are Jack Forbes, VP Regional Groups; David McLaughlin, Publicity Officer; Peter MacDonald, and me.

BNAPS conducted a 24-question survey in late Fall 2013 over the web, as well as by hard copy for members preferring this method. Some questions were closed, asking the member simply to mark a box or choose a response; others called for open-ended input. This article will focus on the responses to the closed questions. An article in the July–September 2014 issue of *BNA Topics* will present members' ideas for changes in existing services or for new services. It will also examine why philatelists are drawn to BNAPS and remain members of the Society. The 2014 Board of Directors' meeting will also deal with these ideas to help focus planning efforts. Some of the highlights of Part I are shown below.



#### BNAPS 2013 Survey – Some Highlights

- 51% of members responded to the survey
- 55% of members are over 65 years of age
- 42% have been members for ten years or less
- 46% are also RPSC members
- 55% belong to one or more Study Groups
- 37% have exhibited BNA material
- 41% have written about BNA material
- 93% rate BNA Topics as “excellent” or “very good”
- 83% rate dues value as “excellent” or “very good”
- 28% are interested in serving as volunteers

### Survey responses

Average membership during the survey period was 1,072. We were pleased to receive 553 completed surveys. A total of 544 respondents, or 51%, identified themselves as current BNAPS members. Of the responses, 422 (76%) of the surveys were completed online. The remaining 131 (24%) were returned by mail. The Committee appreciates the time and thought that went into the survey responses, and we look forward to the dialogue that will result from this project. For now, the committee offers the following general observations:



## Member age range and length of membership

The age range of BNAPS members is wide (Figure 1), as is the length of time people have been members (Figure 2). While 55% of members are over 65 years of age, 17% are under 55. Fully 42% of respondents have been BNAPS members for 10 years or less, with 15% holding membership for 36 years or more.

### Membership in other philatelic organizations

BNAPS members are very active in other philatelic organizations. Some 46% of respondents also belong to the Royal Philatelic Society of Canada (RPSC), and 34% hold Postal History Society of Canada (PHSC) membership. The Canadian Philatelic Society of Great Britain (CPS of GB) counts 18% of survey respondents among its members, and nearly 40% are members of the American Philatelic Society. Fully 60% of respondents belong to “other” organizations that include local clubs, topical or thematic clubs, country-specific societies and specialty organizations that deal with air mail, perfins, pre-cancels and the like. Many indicated they also collect outside the BNA area.

### Study and regional group participation

Study Groups (Figure 3) remain very popular with BNAPS members, with 56% belonging to one or more of them. Six of them were identified by 10% or more of the respondents: Elizabethan II, Newfoundland, George VI, Large and Small Queens, Admirals, and Revenues. As well, 42% of survey respondents have attended a Regional Group meeting.

### Members exhibiting BNA material

Exhibiting is an activity for 37% of survey respondents with another 8% currently preparing an exhibit or considering it. More than 53% have exhibited at BNAPEX conventions and 56% have exhibited nationally in the USA or Canada. Some 16% of respondents have exhibited at FIP-endorsed international shows, and 94% who said they had exhibited have shown their material at local or regional shows.

### Members writing about BNA material

Amongst survey respondents, 41% have written on the subject of stamps, postal history or some other BNA philatelic topic. Another 8% are either preparing an article or thinking about doing so. Of those writing on BNA material, 41% have written for *BNA Topics* or a Study Group newsletter, 27% have written for the *Postal History Society of Canada (PHSC) Journal*, 13% for *The Canadian Philatelist* (Royal Philatelic Society of Canada journal) and 12% for *Maple Leaves*, the journal of the Canadian Philatelic Society of Great Britain (CPS of GB).

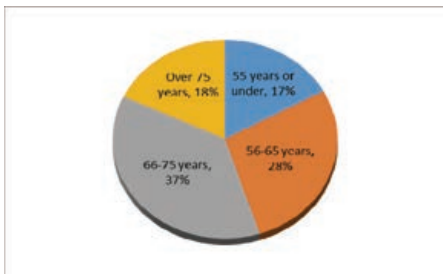


Figure 1. BNAPS member age range.

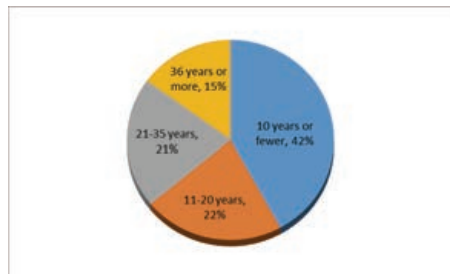


Figure 2. Length of BNAPS membership.

Many others have written for the *American Philatelist*, for their local club newsletter or some other specialty society. BNAPS members have a lot to say on a wide range of subjects, and they are keen to share their knowledge.



**Figure 3.** Sammy Whaley presiding at a Newfoundland Study Group workshop. Sixty percent of respondents rated BNAPS Study Groups as “Excellent” or “Very Good.”

### Rating BNAPS services

BNAPS services were rated in the survey as well (Table I). It is interesting to see what drew the most “excellent” ratings, but also what was deemed by respondents to be “not applicable” to them. Many conclusions can be drawn, and these will be formed by the ratings as well as the written input provided by respondents. BNAPS is committed to supporting and improving the services that are of value to members. We must also note that not all members have ready access to the Internet and our website.

**Table I. Rating of BNAPS services**

Service	Excellent	Very Good	Good	Poor	Not Applicable
BNA Topics	58.00%	35.00%	5.00%	1.00%	1.00%
BNAPS Books	45.00%	33.00%	8.00%	0.25%	13.00%
Horace Harrison Online Library	21.00%	18.00%	6.00%	0.75%	54.00%
BNAPEX Conventions	23.00%	22.00%	10.00%	0.50%	45.00%
Study Groups	33.00%	27.00%	10.00%	4.00%	26.00%
Regional Groups	14.00%	22.00%	12.00%	3.00%	49.00%
BNAPS Web Site	19.00%	39.00%	18.00%	3.00%	21.00%
Online Resources and Exhibits (ORE)	10.00%	21.00%	12.00%	2.00%	56.00%
BNAPS Circuits	2.00%	6.00%	8.00%	5.00%	79.00%

## Value received for dues

Organizations like BNAPS strive to deliver good value for money. In the survey, we discovered that 83% of respondents rated dues value as either Excellent or Very Good. Another 15% thought it was good, and fewer than 2% thought it was poor.

As we analyze the rest of the survey, the committee will make recommendations to the Board of Directors as to how we can improve satisfaction levels so that all BNAPS members can become ambassadors for the society.

## Members willing to volunteer

The committee was very pleasantly surprised to see a bigger-than-expected response to the call for volunteers to help in all areas of BNAPS. Some 28% of respondents have shown an interest in helping out. This bodes well for the future of BNAPS and will help to relieve many veteran volunteers of their duties so they can spend more time with their collections.

## Conclusion

As the survey responses are analyzed, results will be posted to the BNAPS website for all to see—this is YOUR information, after all. In the next issue of *BNA Topics*, we will summarize your ideas for improving existing services, or for new ones.

## From the Secretary—Report date: 21 March 2014

David G Jones

(184 Larkin Dr, Nepean, ON K2J 1H9 <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 sixty days, then the applicant is listed as a "New Member" in the next issue of *BNA Topics*.

**New applicants:** Applied between December 20, 2013 and March 21, 2014

R-6754 François CHAUVIN, Paris, France

R-6755 Jim MacDougall, Lambton, NSW,  
Australia

R-6756 Roger Dickinson, Dover, UK

R-6757 Andrew Liptak, Brampton, ON

R-6758 Timothy Comas, Westminster, MD

R-6759 Reid Parker, Rothesay, NB

**C:** *Canadian provinces, Canada, New Zealand,*

*France*

R-6760 John Isles, Hanover, MI

R-6761 Ed Kroft, Vancouver, BC

R-6762 Ken Copleston, Rayleigh, UK

R-6763 David Ross, Barrie, ON

R-6764 Robert Ferguson, Halifax, NS

R-6765 Randy Evans, Sarnia, ON **C:** *Canada  
cancels*

R-6767 Gordon C Richardson, Nepean, ON

R-6768 Ian FairNighting, Oak Harbor, WA.  
USA

R-6769 Jakob Treier, Hamilton, ON

**C:** *Canada, USA, Germany, Great Britain,  
Switzerland*

**New members:** All applicants 6647-6753 have been confirmed as full members of BNAPS.

**Address Changes:** between December 20, 2013 and March 21, 2014

R-6007 John L. Amiet, Toombul, Australia  
 R-5090 David A Armitage, Bishop's Stortford, UK  
 R-5103 John E. Armstrong, Bright's Grove, ON  
 R-6620 Gary J. Brown, Brian Hill, Australia  
 L-3678 Patrick J. Burns, Salta, Argentina  
 R-5915 Don S. Cal, Victoria, BC  
 R-3814 Andrew Chung, Hamilton, ON  
 R-5918 J. Douglas Cook, St. John's, NL  
 R-5880 Brian R. Copeland, Delta, BC  
 R-4080 Alan L. Crowther, Wirral, UK  
 R-6530 John W. Dawn, West Chezzetcook, NS  
 R-5691 David C. Deveney, Penticton, BC  
 R-6080 Peter Edwards, Burton on Trent, UK  
 R-4096 Andrew W. Ellwood, Gloucester, ON  
 R-6087 Charles S. Flynn, Bolton, UK  
 R-5352 Anthony Grinevicius, Toronto, ON  
 R-6743 Mike Halhed, Ottawa, ON  
 R-5127 Kenneth N. Johnson, Jupiter, FL  
 L-5006 Keith P. Klugman, Seattle, WA  
 R-5645 Peter W. Kritz, Hanover, ON  
 R-6761 Ed Kroft, Vancouver, BC  
 R-6329 Pascal Leblond, Thurso, QC  
 R-6610 Rocky Longshaw, Scarborough, ON  
 R-6751 Peter MacDonald, Toronto, ON  
 R-6066 Kenneth H. Magee, Clinton, ON  
 R-6000 Gordon G Mallett, Kelowna, BC  
 R-5740 Oke J T Millett, El Quisco Norte, Chile  
 R-6526 P Jane Moubray, Ridlington, Near Oakham, UK  
 R-6368 Malcolm Newton, St. Brelade, Jersey, Channel Islands  
 R-6243 Peter Payne, Aberdeen, UK  
 R-4373 Colin Pomfret, Millgrove, ON  
 L-5860 Glenn Rebne, Kirkland, WA  
 R-6720 Dr Bruce Robertson, Bushland Beach, Australia  
 R-5560 Paul P. Russell, St. John's, NL  
 R-6601 Iain Stevenson, Bishops Stortford, UK  
 R-4579 Leslie D. Stowell, Vancouver, BC  
 R-6320 Richard P. Thompson, Victoria, BC  
 R-3655 Ralph E. Trimble, Stouffville, ON  
 R-4537 Brian A. Triplett, Wailmington, NC  
 R-6053 Ryk S. Venema, 8917 BL Leeuwarden, Netherlands  
 R-6521 Robert Wallace, Dundee, Scotland  
 R-3499 John M. Walsh, St. John's, NL  
 R-3575 Owen L. White, Toronto, ON  
 R-5783 John Michael Wright, Meads, Eastbourne, UK  
 R-6614 Mike L. Young, Malvern, UK

### Resigned

R-4168 Heinz J. Janthur  
 R-5737 Michael Wedgwood  
 R-5738 Bryan Targett  
 R-5833 Paul R. Stubbs  
 R-5964 Harry L. Atkinson  
 R-6104 Robert Shoemaker  
 R-6197 Steven R. Trask  
 R-6578 N. James Corey  
 R-6584 Brian Ostro  
 R-6625 Rejean Cote  
 R-6692 Edward M. Innes  
 R-6699 Eric Bisailon  
 R-6714 Jesus Bustillo Martret  
 R-6725 Barry Countryman  
 R-6729 Mark R. Winters

### Deceased

E-3021 Robin Denman  
 R-3642 John Grace

### Active Member Count as of 21 March 2014

Regular member	893
Emeritus	111
Life member	60
Emeritus family member	3
TOTAL	1067

Exchange/library/non-member subscriptions (20) are not counted as active members.

## Regional group rant

*Jack Forbes*

### Overview!

**T**HE latter days of 2013 saw the completion of the BNAPS Membership Survey—with electronic and mail-in participation. The response rate from the membership was far higher than results historically noted for similar surveys—a tribute to the interest of our members in the activities of the Society. There is a brief overview of the survey by our President, Bob Dyer, in this issue of *BNA Topics*, but more detailed information on regional feedback in the next issue (July-September). From some of the high-level evaluations, it seems that a considerable number of our members don't realize that they automatically become members of the Regional Group in the particular geographic area where they reside. If you are in doubt as to the Group to which you belong, go to the BNAPS website and determine their particular "home group." We would further encourage everyone to become active in the activities of their Region.

### Regional Group Reports!

Regional Group Contact People: Please remember to advise both me (JAFRBS@aol.com) and our website coordinator, Dave Bartlet (dave.bartlet@shaw.ca), of the dates of upcoming meetings, with agendas, if available, and any notices of other events (Stamp Shows, Bourses, etc.) in your regions. Similarly, it is important to send copies of your meeting reports to both of us as well as they provide information that is of considerable value and interest to our membership as a whole.

The **Golden Horseshoe Regional Group** (GHRG) meets every second month, September through May. The November 2013 meeting was held during a major snowstorm in Ontario, but twenty-nine members ventured out for some philatelic fun and lunch. Held at the Rousseau House Restaurant, time before the meal was spent discussing Canadian philately and going through dealers' stock. After lunch, a normal business section with announcements was followed by an auction of material donated by members. All proceeds from the auction go to GHRG's program to promote the hobby. Next, Michael Powell gave a very interesting presentation on the postal history of Prisoners of War and Internees held in Canada during WWII. The meeting ended with a show-and-tell.

The January 2014 meeting was also battered by cold and snow, but twenty-three members managed to get out of the house and make it to the venue. The meeting followed the same pattern as the November gathering—philatelic discussions, dealers' stock viewing, trading, eating, and auction (which had very active bidding).

The guest speaker, David Oberholtzer, gave an outstanding PowerPoint presentation on Canadian Barrel Cancels. It was thought that only Mike Street quietly collected these cancels, but we now know there are others. Although there is a book on the subject by Bob Smith, for many attendees David's talk was an eye-opener on the complexity of Barrel Cancels. Some of the topics of interest presented by David were early and late dates, broken hammers, scarce uses, and even mystery uses. Since the Rousseau House will now be closed on Sundays, the GHRG has moved its meetings to Saturdays at the same venue. Normally, meetings will be on the last Saturday of the month, but adjustments will be made if a major stamp show is being held on the same day.



The March 22 meeting was the first one held on a Saturday in eight years and, while outside temperatures continued the trend of a consistently cold, miserable winter, the atmosphere within the friendly confines of the Rousseau House Restaurant helped us forget the not-so-friendly weather outside.

The group seemed to have a good time going through dealers' stock while having philatelic conversation over coffee. From the smiles on several faces it appeared that quite a few treasures were found. Lunchtime always comes with mixed feelings. The browsing—though not the conversation—has to be put aside.

The afternoon got underway with announcements and for the first time in recent memory there were no new BNAPS books to announce. Plans for BNAPEX 2014, being held in Baltimore in conjunction with BALPEX on Labour Day weekend, 29-31 August 2014, appear to be coming along nicely. The GHRG is looking for speakers for the 2014–2015. Remember, your collecting speciality can be a learning opportunity for all of us. Our regular auction is always a fun event, generating expense funds along with a few laughs. Thanks to those who donate to the event and to those who give the material a new home.

The guest speaker for the afternoon was Bob Anderson, who entertained us with the second part of his Brant County Postal History, featuring primarily the many different machine cancels used in Brantford, Paris, and Burford, as well as General Delivery postmarks. This instalment was as interesting as Part One. Thanks to Bob, and to Simon Cloughton for providing the electronics.

Some interesting show-and-tell items were the last items on the meeting's agenda. Our next gathering will be Saturday, 24 May, with David Hobden speaking on "Transporting the Mails in 1812." So, mark your calendar—David is a good speaker. If you haven't been to a GHRG get-together, try it. You'll be among friendly people and, believe me, you won't be a stranger. For more information contact Peter McCarthy, 573 Griffith St, London, ON N6K 2S5; e-mail: BNAPS-GHRG@bnaps.org.

The **Midwest Regional Group** (IN, MI, MN, IL, WI, KS, IA and NB) held a small meeting at Chicagopex in November 2013. Although no formal presentations were made, attendees shared philatelic interests in an hour-long roundtable discussion. Richard Judge, who spearheads the Midwest Group, will be attending the Minnesota Stamp Expo 18-20 July 2014, and the APS Annual Convention in Hartford, CT, 21-24 August 2014. Richard is willing to organize a short, informal meeting of BNAPS members attending either of these meetings. His contact information is as follows: Richard Judge, 2900 Lincolnwood Dr., Racine, WI, 53403-3738; e-mail: CH2Se@sbcglobal.net, Telephone: 262-554-7958.

For the past nineteen years, the **Edmonton Regional Group** has met monthly. Currently, they meet every third Wednesday of the month at the Temple Beth Ora, 12313-105<sup>th</sup> Avenue for a two-hour informal show-and-tell discussion of BNA material of interest to attending members. It is an opportunity to showcase collectors' recent acquisitions and ask questions about material that might need some clarification about usage, genuineness, or postal history aspects. Post card material is also usually included, as so many BNAPS members also collect them. A core group of about six members regularly attend, though when a winter or spring dinner meeting is scheduled at a local restaurant, attendance usually reaches a dozen or more.

The Edmonton group also sponsors the annual "BNAPS Breakfast," held on a Sunday

morning in conjunction with the Edmonton Spring RPSC-accredited National show, and always featuring a forty-minute presentation by an invited speaker, who is invited to speak on an area of interest to him or her. For BNA collectors, the BNAPS Breakfast is often the highlight of the show. The 2014 BNAPS Breakfast, the 16<sup>th</sup> annual meeting, featured David Piercey speaking on “Newfoundland Postal Routes 1865-1910,” with a PowerPoint presentation using the Regional Group’s LCD projector, bought with some of the proceeds from Edmonton’s hosting of BNAPEX in 2005. For more information contact David Piercey, 181 Blackburn Dr, Edmonton, AB T6W 1B6 e-mail: dpiercey@telus.net.

The **Pacific Northwest Regional Group** (BC, ID, OR, WA, AK, YT) publishes a newsletter called *West Coast Express*, published quarterly. The latest issue, #22, announced that the Group’s Annual General Meeting will be held at the Hampton Inn, Langley Bypass, Surrey, BC 2-3 May 2014. The two days will be packed with philatelic activities, including lectures by various experts on such diverse topics as Early Canadian Mail, Gems of the West Kootenays, Military Operations on the West Coast, and Hong Kong and C-Force. In addition, a Clothes Line show-and-tell, trading, and philatelic sales-sessions are planned. Several tours are planned for May 3<sup>rd</sup>, including a visit to Fort Langley, the Langley Agricultural Museum, and the Centennial Museum. For more information, contact Peter Fralick, PO Box 34, Hagensborg, BC V0T 1H0; e-mail: peterfralick@belco.bc.ca.

The **Golden West Group** (CA, AZ, NV) announced its next Regional meeting at Westpex, one of the better West Coast stamp shows, that will be held in San Francisco in late April 2014. Randy Shoemaker of Philatelic Stamp Authentication and Grading (PSAG) will give a general talk on expertizing and grading philatelic materials. For more information, please contact Joe Schlitt, PO Box 263, Knightsen, CA 94548-0263; e-mail: wylecotejs@earthlink.net.

The Texas Prairie Beavers (PB) met in College Station on 14 March 2014. A new member, David Nixon, was welcomed, meeting up with members Jeff Switt, Denise Stotts, Jay Stotts, Larry Ballantyne, George Watkins, Gary Giroux, John Furlong, George Dresser, and Vic Willson. Members drove in from Houston, Austin, and north Texas. The all-day meeting started with members enjoying doughnuts and coffee while perusing dealers Jeff Switt and George Watkins’ material. A literature review of material brought by members followed. After more buy/sell/trade time, Larry Ballantyne made a presentation on World War II Canadian flown military mail on the Atlantic routes. More buy/sell/trade followed.

After lunch, which was provided to all attendees by the local hosts Gary Giroux, George Dresser, and Vic Willson, the PB clothesline show-and-tell followed, which gave all attendees an opportunity to show off new material. John Furlong showed some new imperforate Elizabethan stamps for his collection, over-inked QEII 43-cent stamps, and WWI post cards. Denise Stotts displayed a new photo exhibit of Group of Seven material. Eigel Torsten brought some new Cunard covers from Canada to England in the retaliatory rate period, and Vic Willson showed his new acquisitions from the Brigham sale. George Dresser discussed some new fair and exhibition covers in the Victorian and Edward periods for his collection of that material. Next, Gary Giroux made a presentation on his Prexie 1-cent stamp collection. The PB commonly show something from a non-BNA collection, as we find that different approaches to exhibiting and discussions in stamp- or rate-topics keep us informed of collecting in other areas.

A surprise visit by Bob Thorne was the highlight of the afternoon. Bob was visiting his son in Houston and managed to get up to our city for a brief visit. After more buy/sell/trade, Vic Willson made a presentation on Canadian airmails via the Atlantic prior to 7 December 1939, focusing on the changing rates to Europe, Africa, Asia, and Oceania via US, British, and Dutch carriers during the period. When the meeting ended, the group repaired to a local Mexican food restaurant for dutch-treat dinner and good conversation.

For at least four years, member Mark Isaacs has been spearheading an effort to form a new Regional Group in **Florida**. With a number of Canadian BNAPS members—as well as other American collectors of Canadian material, having winter quarters in the region—his thought was that this area was ripe to form a Regional Group. Although an actual Regional Group hasn't materialized, he has organized several meetings at the Sarasota National Stamp Exhibition held in February of each year; most of the attendees were Canadian “snow birds,” who are only around during the winter. Most of them are already BNAPS members. So his latest idea is to hold a meeting of Canadian collectors around major stamp shows rather than on a more regular basis. This year's one-hour Sarasota meeting had ten people attending. Activities included a show-and-tell of purchases of Canadian material made at the show, and a short lecture by Mark on the lack of Canadian Post Office cancellations on oversized postal items which has apparently been increasing in recent years. One interesting item shown was the use of four \$10 Blue Whale stamps, Unitrade #2405 (\$40 total postage) on the lid of a carton. Mark hopes to have other meetings at stamp shows in Florida. For more information on Florida activities, contact Mark Isaacs, PO Box 52453, Sarasota, FL 34232 - Telephone: 941-951-1419.

## Classified advertisements

***RATES FOR 25 words—\$6 Canadian, 20¢ for each additional word.** All ad copy and payments should be sent to the Advertising Manager, Hank Narbonne, 136 Morphy St., Carleton Place, ON, K7C 2B4 Canada, to be received by the fifteenth of March, June, September, or December for the next issue of BNA Topics. Ads requiring photos, cuts, logos, and other production tasks will incur charges at a nominal, industry-standard rate. These costs will be billed to the advertiser. Please identify the number of issues in which the ad is to appear. All payments should be made to BNAPS Ltd., at the rates listed above, in Canadian dollars or US equivalent.*

### FOR SALE

**CANADA, NEWFOUNDLAND COVERS.** Thousands scanned, online at [www.donslau.com](http://www.donslau.com), Stampless to WW II—have a look. Don Slaughter, Box 8002, RPO Sherwood Forest, London, ON, N6G 4X1 (4-13)

### LITERATURE

**OLD ISSUES OF BNA Topics FOR SALE:** Add valuable info to your library. Will do our best to fill want lists. If on hand, issues from No. 1 on may be available on a first-come, first-served basis. Write to Ken Lemke, BNAPS Circulation Manager, c/o CFS, 3455 Harvester Road, Unit 20-22, Burlington, Ontario L7N 3P2 <[kwlemke@sympatico.ca](mailto:kwlemke@sympatico.ca)>.

**YOUR OLD UNUSED BNA Topics:** Donations (pre-1975 issues only) solicited and gratefully accepted. Will pay postage, but write first. Send list of available items to Ken Lemke, BNAPS Circulation Manager, c/o CFS, 3455 Harvester Road, Unit 20 - 22, Burlington, Ontario L7N 3P2 <[kwlemke@sympatico.ca](mailto:kwlemke@sympatico.ca)>.

## 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* Norris R (Bob) Dyer, 1708 Granada Ct, Petaluma, CA 94954-4531 <nrdyer@comcast.net>

*First Vice-President*, George Dresser, 501 Fairview Ave., College Station, TX 77840 <g-dresser@suddenlink.net>

*Past President* Robert Lemire, PO Box 1870, Deep River, ON K0J 1P0 <rlemire000@sympatico.ca>

*Vice-President Regional Groups* J A Forbes, Jr., PO Box 38205, Dartmouth, NS B3B 1X2 <jafbrs@aol.com>

*Vice-President Study Groups* Peter R MacDonald, 1264 Sherman Dr, Ottawa, ON K2C 2M8, 613-226-5949 <studygroups@bnaps.org>

*Secretary* David Jones, 184 Larkin Dr, Nepean, ON K2J 1H9 <shibumi.management@gmail.com>, 613-825-5062 (winter); 902-825-4091 (summer)

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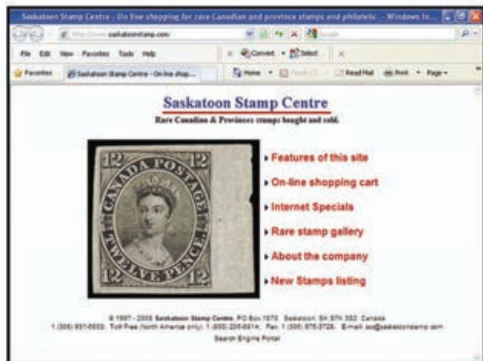
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