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Whole number 542 Volume 72 Number 1



WWI patriotic post card honouring
Canada's contribution to the war effort, p. 10

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BNA pics

Volume 72 Number 1 Whole Number 542

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Contributing Editors	Robert Lemire, Mike Street
Production Assistant	Lorraine Street
Advertising Manager	Hank Narbonne, 136 Morphy St, Carleton Place, ON, K7C 2B4 (advertising copy to Jeff Arndt <arndt123@aol.com> or by mail to 4121 Marble Lane, Fairfax, VA 22033 USA)
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To restore or not to restore ...

Ronald E Majors

IN examining BNAPEX, Orapex, and other Canadian/BNA philatelic exhibition lists, and looking at articles in *BNA Topics*, it is clear that many members collect postal history, as I do. The older the period collected, the greater the chance of finding covers and other historical, paper-based items that are not as pristine as one might like. Time takes its toll. I collect decimal (cents) covers, so all of mine are over 150 years old. The quality of papers used for construction of envelopes and even stamps then wasn't what it is today, and the kind of storage conditions that now exist weren't necessarily available in the 1860s. Envelope preservation wasn't given much thought either, so letters were not treated as well as we would treat modern postal history. Nevertheless, I am amazed at the number of covers that have survived in excellent condition. But what about those covers that weren't given proper care? What about letters stored in attics, garages, cellars, under humid conditions, at extremely high temperatures, or in dusty and dirty premises? What about covers mounted or repaired with plastic tape, those torn badly when opened, or those with heavy pencil or ink notations made by "inconsiderate" collectors or dealers, or improperly handled by philatelists? I collect rates—domestic, cross-border, and to overseas destinations. Sometimes only one or perhaps just a few covers exist with that rate or to that destination. The possibility of finding them all in pristine condition is remote. Philatelic judges are usually cognizant of this situation and don't expect an exhibit of classical postal history to have only perfect items, simply the best available.

What about the ethical aspects for us as collectors, with our obligation to preserve our philatelic items, be they stamps or covers? As collectors, we are all passing time and keeping our collections in the best possible condition to pass on or be dispersed amongst future generations of collectors. We must ensure that our philatelic gems are preserved, like any other cultural heritage. We are custodians, just as we would be for any historical archival material such as a painting, manuscript, or piece of pottery. As such, we have the responsibility to care for our philatelic items in the best possible way. Most collectors refer to this activity as preservation or conservation. The aim of conservation is to stabilize the condition and to retard further deterioration of material. If no action is taken, another piece of history may be lost. In my opinion, restoration is a subset of conservation, and philatelic covers which have suffered the fate of time, or improper handling, or defacing deserve to be treated to preserve their character. In the minds of many philatelists, restoration is equivalent to alteration or tampering, and any repairs are synonymous with deception, or are performed purely for financial gains. Indeed, any repairs of individual stamps such as regumming, reperforating or rebacking are truly unethical acts of deceit and should be shunned by the philatelic community.

But what about restoring a cover which is blackened with mould, badly torn during opening, or perhaps defaced with a dealer or collector's heavy pencil or even pen markings on the front or back? In institutions such as the United States National Gallery, archivists work on ancient paintings to "preserve their structural stability and aesthetic appearance." In the United States National Archives, archivists specializing in paper conservation frequently clean and de-acidify paper, and restore badly damaged manuscripts and other historical

documents. How is providing such preservation measures to damaged classical or one-of-a-kind philatelic covers any different?

An excellent resource that considers the ethics and techniques of philatelic preservation can be found on the website (www.philatelicpreservation.com) established by Paul Skinner, curator of the philatelic collection of the British Library. Discussions on his website cover materials such as paper, gum, cancellation ink and writing inks, deterioration, and preservation techniques, including cleaning. The site also lists professional preservation and conservation resources one can contact for advice and help.



A Wells Fargo cover torn at top.



Cover mended using parts from another envelope.

(Reproduced by permission of Gloria McKown, paper restoration expert. GloriaMcKown@aol.com)

This Wells Fargo cover is quite rare and serves to illustrate what a professional restoration might look like. In this case, the restoration involved de-acidification, as well as affixing paper taken from another Wells Fargo cover. Professional paper archivists are expert conservationists who can achieve such improvements while not affecting the philatelic integrity of the item in the least. Such items as original cancellations, handstamps, receivers, ink writing, stamps, labels, etc., are untouched and unaffected. Granted, the restoration services of a professional paper archivist are not inexpensive. It is painstaking labour, requiring great skill. But the final, de-acidified, cleaned, and surgically repaired product can now be enjoyed by postal historians for decades to come. What is your opinion about such philatelic conservation/restoration techniques?

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Readers write

Medallion 1¢ Variety: Member *Julian Goldberg* writes “I found the *BNA Topics*, October–December 2014 Issue, Vol. 71, No. 4, pp. 45-50 article “Evaluating the Medallion 1¢ Variety” by Charles Neyhart to be of great interest. The author must be complimented on his research and presentation. As such, I would like to make the following further comments which may be helpful to all who are interested in this stamp series. BABN Canada Unitrade #195d (pre-gummed, dry printed) postage stamps were perforated 11.25 by 10.95 just like BABN Canada #195 (wet printed, post-gummed) postage stamps. This means that they were both printed by a web-fed rotary press, because these perforation measurements come from a web-fed bar and wheel perforator that could only have been used to perforate (pre-gummed and post-gummed) web-fed rolls of stamps printed by a web-fed rotary press. The gum breaker rollers on the bar and wheel perforator that made stamp gum breakers were not used for Canada #195d as they were for Canada #195, since these were only needed for web-fed (wet printed, post-gummed) rotary press stamps to prevent them from curling. All BABN sheet-fed (pre-gummed, dry printed) flat plate stamps were perforated 10.95 by 10.95 by sheet-fed rotary wheel perforators. With regards to the Medallion 2¢ (#196) and 3¢



(#197) also being rotary press (pre-gummed, dry printed) in addition to being rotary press (wet printed, post-gummed), they do exist just like the 1¢ (#195d), but they are scarcer and much harder to find. A reference on this subject with regards to the 2¢ and 3¢ rotary press (pre-gummed, dry printed) postage stamps can be

found in the booklet “Canadian Postage Stamps Printed by the Stickney Rotary Press.” Two scans of the rare Canada #196 rotary press (pre-gummed, dry printed) stamp variety are shown here.”

World Stamp Show NY2016 Update: *Ron Majors*, liaison between BNAPS and the NY2016 Society Committee, reports that work is well underway for this once-in-a-decade philatelic show. The last American show was held in Washington, DC in 2006 and was hailed as a great success. The 2016 show will be held in New York City at the massive Javits Convention Center in mid-town Manhattan, where a 300,000 square foot area has been set aside for philately. Even though 28 May–4 June 2016 seems to be a long way off, organizers have been working feverishly to put together another remarkable international event. Already, fifty philatelic societies have signed up for booth space. Fortunately, BNAPS was one of the first to sign up as a sponsor at the patron level. Now, we are happy to announce that George Pepall, President of the Royal Philatelic Society of Canada (RPSC), and Stephane Cloutier, President of the Postal History Society of Canada (PHSC) have agreed to have their organizations share this booth with BNAPS. Together, we can all help to promote Canadian/BNA philately in a coordinated way. In addition, sharing a booth will allow all

three societies to share staffing of the booth during the show. One requirement is that the booth must be staffed at least seven hours a day for the entire eight days of NY2016. As we get closer, we will be asking our respective members for help in putting together a team to staff the booth. Most likely, it will be only a commitment of two-three hours per person, leaving plenty of time to visit the exhibit, participate in several auctions, purchase philatelic gems from over 250 dealers and postal administrations, view the rarities on display, and listen to (or maybe give) expert presentations. Each society will be given a frame to be located near the exhibits to help promote its activities and perhaps attract new members. To keep hotel prices reasonable, NY2016 is negotiating with NYC hotels to obtain convention rates. For further information, go to its well-organized website at <www.ny2016.org>.

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Markings on the adhesive side of Canadian Definitives: 2012–2014

John Carley

ON 22 March 2014, I emailed Mike Street (a birder friend and my only acquaintance in BNAPS) to say that while aimlessly soaking and sorting of a winter’s night, I had remarked upon the presence, and absence, of reverse-side lettering, spelling the word “Canada,” on the *adhesive* side of the recent peel ‘n’ stick permanent and higher value definitives.

Variations in this lettering, hereafter referred to as “reverse markings,” caused me to wonder how many typefaces had been identified. I remarked to Mike that the woodchuck babies’ permanent issue seemed to have a number of variations! As I had not read of this in the philatelic press, I hoped Mike would be kind enough to point me to a source. Mike’s response, “I’ve not heard of this at all” essentially set the game afoot! Mike asked Bill Wilson if he could assist and, after helpful correspondence and encouragement from both, and with help from Bill’s excellent article in the third quarter 2014 *BNA Topics* [1], I note the following—I hope that others can and will fill in the missing pieces:

I believe that, starting in 2012, at some point in the print run of the corrected Lueders P (permanent stamp) Canada Pride issue, our postal service began issuing self-adhesive definitive stamps with reverse markings of a repeated “Canada” (2 mm approximate height, upper and lower case letters) in a 90-degree “Z” style reminiscent of a herringbone pattern. We assume these markings are part of printing security measures that were only vaguely announced to the philatelic community-at-large [2]. They appear similar to modern-day

watermarks produced by a computer printer (Mike Street’s apt terminology). So far, with the 2012, 2013, and 2014 issues, I have found copies with no reverse markings, as well as up to three typeface variations of the font used for the reverse markings.



Figure 1. 63¢ Woodchuck definitive with and without reverse printing.

The font variations range from light to very heavy (or bold) letters. Figure 1 illustrates the reverse side of 63¢ woodchuck stamps showing no markings, light face, and heavy (or bold) fonts. (Note that the 63¢ variation without reverse markings had not been recorded before my finding one; subsequent to this, other collectors have found used unmarked copies as well.) Figure 2 illustrates the range of fonts found in the woodchuck P issues. (All photographs were taken

Keywords & phrases: 2012-2104 Definitives, reverse printing

were taken by the author using a Panasonic digital camera, with the stamps illuminated by both incandescent and ultraviolet light).

In my limited survey selection, plain 2012 stamp issues outnumber the reverse-marked ones, while the opposite seems generally true for 2013 stamp issues. The 2014 issues appear entirely to be reverse marked. I have not yet begun to assess the consistency of the pattern layout as it affects the individual stamps!

In general, my findings to date are outlined in the accompanying chart (Figure 3).

The presence, or absence of, reverse markings creates distinct stamp varieties. De-

pending on the paper and printing history, the font variations may also represent distinct varieties. Canada Post is circumspect about this matter, but font varia-

tions may be due to different papers being used through the print run (altogether possible, since the woodchucks' print run exceeded 300 million stamps). An alternative explanation could be that the repetitive "Canada" Z pattern may be designed as a moire, that is, the pattern changes in font size as it progresses. If that is the case, the pattern is sufficiently large that I noticed no variation in font size over the length of a roll of 100 P stamps I pulled apart to examine! Also, if the pattern were a moire, then the 2013 and 2014 P Canada Pride issues would surely have been found with font variations as well.

I suspect many collectors do not soak, or even collect, recent definitive issues. I hope these notes will spur an interest in tracking these issues and their varieties. I look forward to all members' input and comments.

John Carley is an architect practicing in Toronto. He can be reached at johnrcarley@gmail.com.

Acknowledgements

For their help with this article, thanks to Mike Street, Bill Wilson, Earle Covert, and Robin Harris. More thanks to Sue and Henry at Rosedale Post Office for allowing me to unroll full coils of stamps, without purchasing any! Thanks also to all my staff, who have diligently saved every incoming stamp for me, without questioning the purpose!

References

- [1] *BNA Topics*, Vol 71, No 540, July–September 2014, pp. 96-97.
- [2] Robin Harris, Security Underprinting, *Corgi Times*, January–February 2013. Newsletter of the BNAPS Elizabethan II Study Group.



Figure 2. Woodchuck P stamp and different fonts on reverse.



www.bnaps.org

1

Figure 3. Reverse Markings Chart–2012-2014

Year	Issue	Absence of or Presence of Reverse Markings			
		Plain (Unmarked)	Light	Medium "Transitional"	Heavy (Bold)
2012	P Raccoon	✓			
	1.05 Caribou	✓			
	1.29 Loons	✓			
	1.80 Moose	✓			
2012	Canada Pride Souvenir Sheet	✓			
2012	P Canada Pride (Lueders Error)	✓			
2012	P Canada Pride (Lueders Correct)	✓	✓		
2013	P Queen	✓	✓		
2013	P Woodchuck		✓	✓	✓
	1.10 Porcupine		✓	✓	✓
	1.34 Fawn		✓		✓
	1.85 Bear				✓
	Souvenir Sheet	✓			
2013	Canada Pride Souvenir Sheet	✓			
2013	P Canada Pride	✓	✓		
2013	P Superman Coil		✓		
2013	0.63 Woodchuck	✓	✓ vast majority		✓
2013	0.63 Canada Pride		✓		
2014	P Beavers		✓	✓	✓
	1.00 Owl		✓		✓
	1.20 Goat		✓		✓
	1.80 Puffin		✓		✓
	2.50 Wapiti (Elk)			✓	
	Souvenir Sheet	✓			
2014	P Canada Pride scenes		✓		
2014	P Roses coil		✓		



Figure 1. WWI patriotic post cards, honouring Canada's contribution to the war effort.

World War I mail with interesting content or enclosures

CR McGuire, OTB, FRPSC

Frontispiece: Figure 1 shows four World War I patriotic post cards with a Canadian theme or connection [1].

THE contents of covers and messages on post cards have always interested me. More so after several old time collectors told me that in the 1960s they had often removed and thrown letters into the wastebasket, usually without even reading them! The reason? To reduce the space they would have taken in their albums. This article will feature a few in my collection that have particularly interesting or historic content.

To begin, I dedicate my contribution to the *BNA Topics* series remembering the beginning of the First World War to all the Canadians and Newfoundlanders who served, particularly the McGuires, (nineteen of whom died), the Killorans, (two of whom died), the Kerrigans, (one of whom died), and the Kellys (98 of whom died). May they rest in Peace.

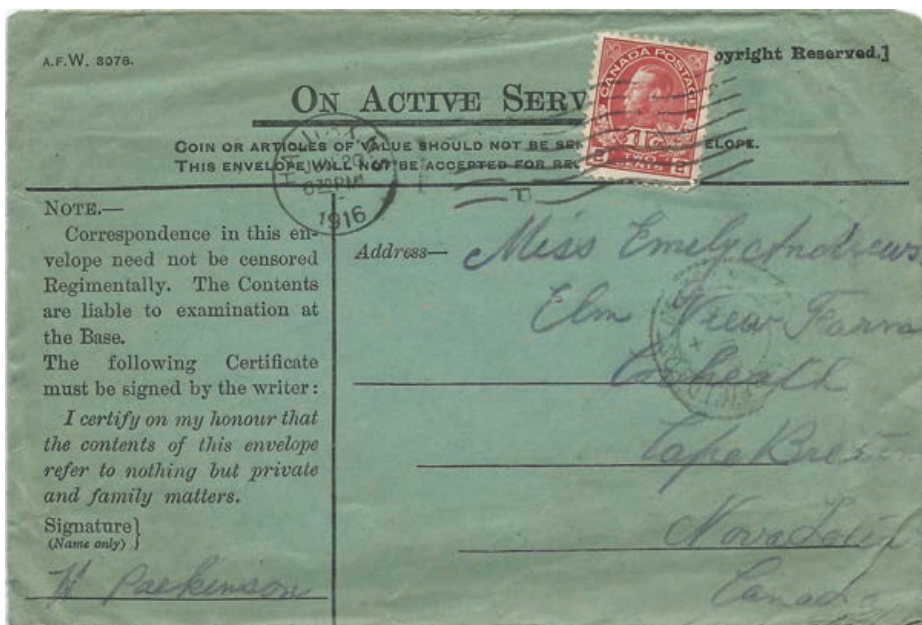


Figure 2. Green “Honour” envelope used during World War I.

Keywords & phrases: World War I. Canada

The green “Honour” envelope was particularly popular with the soldiers as they did not have to be censored, although they were “liable to examination at the Base.” Soldiers are known to have taken a chance they would not be examined to write things that would have been deleted by a censor. My example, Figure 2, contained an interesting four-page letter from “Harry” with the 35th Battalion, to “Emily.” In response to her “welcome letter received the other day,” he offers this advice: “...you seem rather downhearted. Now you must cheer up, for if we think you at home are downhearted, why, we would be in the depths of despair.” The word “downhearted,” meaning “depressed,” was a popular term of the day, as can be seen in the post card in Figure 3, one of many with this theme.



Figure 3. WWI “Are we downhearted? NO!” patriotic postcard.

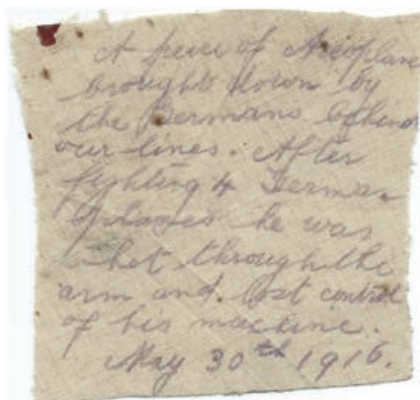
In reply to her telling him she had had no letters for several weeks, he states, “It strikes me the mail hangs around the base longer than it need to.” I think that line would have definitely been deleted by a censor, as would some of the other lines I quote, such as “Father was wounded again. He also had shell shock some time ago but is alright now.” Harry’s father was also at the front, not an unusual situation during WWI. This candid remark must have brought the “front” right home to Emily: “You must not mind the poor writing, there is a large gun firing very close to the hut and every time it fires it shakes the whole building like a leaf as well as my hand.”

Harry gives this bit of encouragement: “The Canadians are giving a good account of themselves—equal to the first [Canadians] that came out here.” However, his next remark certainly offsets it: “I tell you Emily it may mean a second Verdun on our front and there are many boys who will never see home.” Harry signed the letter, “from your friend over here.”

In addition to it being an honour envelope, what attracted me to this envelope, found among a large pile in a dealer’s stock in the 1970s, was the note written on the back—“contains bit of aeroplane.” Needless to say, I looked inside and to my great surprise it did indeed contain a “bit of aeroplane,” a nicely documented scrap of fabric on which Harry had

Figure 4. Scrap of aeroplane fabric enclosed in envelope shown in Figure 1.

written with a pencil: "A piece of Aeroplane brought down by the Germans behind our lines. After fighting 4 German planes [our pilot] was shot through the arm and lost control of his machine. May 30th 1916." I wonder if the censor would have let that relic, pictured in Figure 4, of one of "our" aircraft downed in a "dog fight" remain in the envelope. Although the pilot did well to battle four enemy planes and survive with only an arm wound, it may have been let go as a good morale builder for those at home. Fortunately, the envelope was not opened to test my theories.



Considerable and varied invaluable work was done on the Home Front, for all aspects of the war effort. The sale of patriotic stationery, seals, and labels [now known as Cinderellas] played a big part in raising money, promoting the different causes, and generally keep up morale. Figure 5 shows the most attractive example I have, a piece of stationery with maple leaves, making it clearly Canadian, and four of the allies' flags together with examples of their good luck symbols.



Figure 5. WWI letterhead with maple leaves, flags of the four allied nations, and their good luck symbols.

I find the horseshoe (Russian) with the points down unusual, because the Irish believe the points must be up so that luck will not run out. My dad told me this when I found an old horseshoe on the family farm and was about to hang it in my bedroom, with the points down. The swastika for France is quite different from the one created by the Nazis in their march toward the Second World War. The four-leaf clover is for Britain, and the pig for Belgium. The letterhead was appropriately used by Albert Raymond of Smith's Cove, Nova Scotia, as an invitation to a "social evening and mid-night supper in honor of James Balch, a

returned soldier.” James was one of the lucky ones to survive several battles and return home by November 1916, probably invalidated due to his injuries.

The elaborate “United We Stand” and flags motif, on the letterhead in Figure 6, was repeated on the envelope’s flap. This letter was written in 1917 at Sowerby, Ontario.

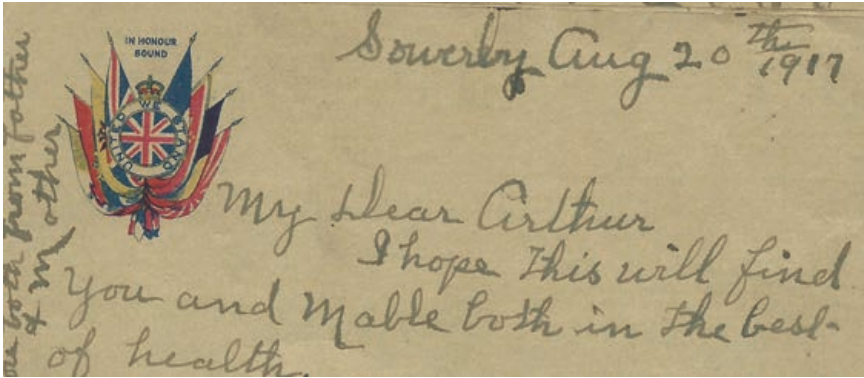


Figure 6. 1917 letterhead with massed flags of the Allies.



Figure 7. WWI patriotic label prepared by Birks Jewellers of Montreal.

Birks Jewellers, of Montreal, designed the lovely advertising label in Figure 7. The slogan, “These Colors Will Not Run,” intimated that the six nations whose flags—also referred to as the “colors”—are shown would not run from continuing to fight the war. Although the label was used in 1918, it was prepared before then because the American flag is not included in the design. Birks was once one of Canada’s foremost silversmiths and jewellers. During WWI Birks’ designers made some of the finest brooch-like pins, utilizing or reproducing collar badges of army units, sometimes in precious metals, with pin clasps added. Figure 8 shows examples of eight of these “Sweetheart” pins [2].



45th Manitoba Overseas Battalion—
Alloy, possibly Vermeil centre



XLVI (46th) South Saskatchewan Overseas
Battalion—Alloy



69th (Quebec) Overseas Service Battalion—
Gld



76th (Central Ontario) Overseas Battalion—
Alloy



102nd North British Columbia Battalion—
Gold



158th Duke of Connaught's Own British
Columbia Overseas Battalion—Alloy



225th Kootenay Battalion—Alloy



3rd Siege Artillery Battalion—Silver
(also known in Bronze)

Figure 8. Examples of “Sweetheart” pins from different units of the WWI Canadian Army.

Acknowledgement

My thanks to Mike Street for his invaluable assistance with the preparation of this article.

References and endnotes

- [1] The two top cards are from Tuck and Sons Oilette series, and are seldom found postally used. The artwork for the card in the upper left is by Elio Ximenes, the other on the right is by Harry Payne [3]. The bottom cards are postally used and typical of those recognizing the British Empire's Allies. Note that Newfoundland is absent, while colonies making far less significant contributions to the war effort are included.
- [2] These sweetheart pins are part of my World War I "War Craft" exhibit, on display at the Nepean, Ontario, Museum until July 2015. The exhibit also includes over one hundred greatly enlarged images of part of my patriotic embroidered [3] post card collection, rotating on a screen.
- [3] CR McGuire, "Newfoundland and the Great War, Part 1," *BNA Topics*, Vol 71, No 3, July–September 2014, Reference 1, pp. 28-29.

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Postal history of Alberta: The Claresholm district

Dale Speirs

THE colonization of the Rocky Mountain foothills of southwestern Alberta began in the late 1800s but didn't really get going until a north-south railroad was built by the Canadian Pacific Railway (CPR) in 1892. The railroad came along the eastern side of the foothills along the line where the land makes a transition between the hills and the prairies. Along the railroad grew up three settlements with post offices. Figure 1 is a map of the pioneer post offices; the small squares are one mile on each side. Woodhouse still exists as a hamlet, but no longer has a post office. In the 1950s, Highway 2 was built alongside the railroad and is now the major north-south route in Alberta. The railroad tracks were lifted in recent decades after freight transport shifted to semi-trailer trucks and residents began driving cars instead of taking the passenger train. Nowadays, Claresholm and Stavely have the only two remaining post offices. Figure 2 shows a modern map of the area in relation to Calgary.

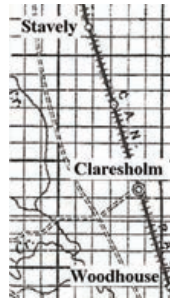


Figure 1.
Pioneer post offices.



Figure 2.
Modern map of the area.

Claresholm

The first ranchers arrived in the Claresholm area in the 1880s and operated vast acreages, until their leases were taken away from them to open up the land for farmers. The first homesteaders came from North Dakota in 1902, and the following year a village was organized at a railway siding nearby. CPR superintendent John Niblock named it after his house in Medicine Hat, which in turn had been named after his wife Clare. Like most sidings, it was located in a slight hollow, so that parked boxcars wouldn't run away, and because it was adjacent to a large slough, from which steam locomotives could take water. The newborn village drilled a well to supply water to the townies but it sucked dry both the slough and the aquifer beneath it. In December 1909, a pipeline was completed from Willow Creek that allowed the village to grow again. Much of central Claresholm today is built on the old slough. The population of Claresholm in 2013 was about four thousand.

The leader of the North Dakota homesteaders was OJ Amundsen, who also laid out the townsite and platted it into lots. The first inhabitant of the village was a Manitoban named William Moffat. He arrived at the siding in March 1902 with ten carloads of lumber. He then had to wait three months before the next settler arrived. During the wait, he was the only man within kilometres. On one occasion, a Mountie rode up and asked him if he was lost.

Keywords & phrases: Alberta postal history, Claresholm district

Moffat replied “I guess not!” He told that story about himself for years afterwards. After settlers began buying lots from Amundsen, and lumber from Moffat, a post office was opened on 1 December 1902 with Moffat as the first postmaster. He became the first mayor, then a Member of the Legislature of Alberta. He was defeated in 1917 by suffragist Louise McKinney. Calgary newspaper publisher Bob Edwards wrote: “Mr. William Moffat was the only gentleman in the House; he got up and gave his seat to a lady.” Moffat died in 1926, long-lived and greatly honoured [1].

William C Bowen was the next postmaster, in the post from 1 April 1906 until 1 April 1908. George Simpson then became Claresholm’s longest-serving postmaster from 1908 until his death on 19 December 1941. Bowen was his brother-in-law, and the two were in business together, dealing in coal and wood. The Simpson family initially lived above the post office and business. Although Bowen was officially postmaster, Simpson ran the post office. In 1908, the business failed, Bowen left, and Simpson became the official postmaster. In 1937, the post office moved into a public building [2].

After a temporary postmaster came and went, John Allan Wannamaker took the job on 1 November 1942 and served until 24 August 1961. In 1948, during his tenure, this job became a civil service position. The Wannamakers were United Empire Loyalists who came to the Claresholm area, a few at a time, between 1905 and 1914, with John the last to arrive. The next postmaster was John William Baker, but the local histories and the Post Offices and Postmasters Website are silent about his successors. The post office was well established as a government-run operation and still is today under Canada Post. Figure 3 shows a machine cancel from 1988.



Figure 3. Machine cancel from 1988.

Louise McKinney

Claresholm is very proud of its connection with the suffragist Louise McKinney, not just for her fame but because she and her husband were among the founding settlers of the town. Figure 4 is a photo I took in 2013 of the entrance to the Claresholm post office.



Figure 4. Entrance to the Claresholm post office.



Figure 6. 1981 McKinney stamp.

Figure 5 is a close-up of the plaque that honours McKinney. Figure 6 shows a 1981 stamp bearing her image. The building in the background is the Alberta legislature, in recognition of her suffragist activities in the government.



Figure 5. Plaque, which honours McKinney.

Claresholm Air Bases

The flatlands east and south of Claresholm were ideal for air bases. In 1941, the Royal Canadian Air Force opened an airfield operated by the 15 Service Flying Training School. Military Post Office #1306 opened on 24 March 1942, with Sgt WH Wray serving as the first postmaster. Four more NCOs served as postmaster during the brief life of the airfield. The post office closed on 13 April 1945 as the war wound down [2].

The arrival of the RCAF was a tremendous boon to Claresholm as might be expected. In Fiscal Year 1941, the Claresholm post office had \$8,147.72 in gross revenues [5]. This doubled to \$16,199.08 the following year as the airmen poured in, along with camp followers such as civilian contractors, tavern owners, and food suppliers. The post offices annual revenues thereafter stayed in the \$14,000 range through the war and into the early 1950s as prosperity returned. MPO #1306 peaked in the \$12,000 range for the last two years of its life before closing.

The base was reactivated during the Cold War, and MPO #502 opened on 22 August 1955, with Sgt JV Nault becoming its first postmaster. The usual staff rotations occurred, and he was succeeded by four NCOs before the post office closed on 22 August 1958. Unfortunately the Postmaster-General's annual reports stopped reporting revenues after 1952, but presumably the airfield in its second life did give a boost to post office revenues.

Woodhouse



Figure 7.
Woodhouse
proof strike.

This post office was a railroad siding on the main line between Calgary and Fort Macleod. It was named after William E Woodhouse, a superintendent with the CPR out of Calgary. The post office opened on 1 December 1916, with Jonathon G Dickinson serving as postmaster until 27 June 1925. Figure 7 shows the proof strike of its first postmark. Dickinson was an Englishman who originally came out to near Lloydminster to join the Barr Colony, which was a disastrous failure. After a failed attempt at homesteading in Saskatchewan, he came to Woodhouse on the recommendation of a friend. He and his brother operated a general store, within which the post office was located. There was no railway station, and the mails were exchanged by catch post. They traded the store for a quarter-section of farmland to the man who would be the next postmaster.

A Scot named James T Campbell took over the store, he not liking farming and the Dickinsons not liking shopkeeping. He kept the store for two decades, then sold it to the Weber family, so that he could go into the plumbing and hardware business. Mrs Mae Violet Weber took over as postmaster on 18 September 1945, when she and her husband bought the place. They were also farming at the time, and between the two operations there was too much work, so they sold the store/service station/post office to Russell and Rosemary Brown.

Rosemary became the new postmaster on 1 February 1950, but gave it up a few months later on 2 June, when the post office closed permanently [1]. There was too much competition from Granum to the south and Claresholm to the north, both only a five-minute drive away on the new Highway 2. Today Woodhouse is a hamlet with no services of any kind.

Stavely

The Stavely post office was named after local rancher Staveley Hill. His surname was not considered suitable, partly because the village is out on the flatlands, and also because “Hill” is not a very distinctive name. The post office name had a spelling error that was never corrected, being spelled “ly” instead of “ley”, a spelling it maintains to this day. In 1917, the son of Hill’s, a judge in England, wrote to the Stavely Council, asking that the spelling be corrected. A Council meeting, with then postmaster James Rea in attendance, considered the complaint. Rea, who ultimately had the final say on the post office name, refused to go to the trouble, facetiously suggesting that the name be further simplified by deleting the remaining “e” (I suspect that another reason is that Rea’s name was frequently misspelled as Rae.). A councillor then suggested that if Hill’s son would cough up for the cost of a new hockey arena being considered at the time, Stavelyites would be pleased to correct the spelling of the name. A letter saying so was dispatched to England. The judge replied that he wasn’t going to pay extortion to the colonies for a sport he had never heard of. After that, the matter died, and Stavely it remained [3].

The Stavely post office opened on 1 July 1903, with WR Brand serving as the first postmaster. The Brand family had come out west from Ontario and were mainly storekeepers by trade, although some of the younger sons filed for homesteads in the Stavely area. WR was dismissed from office on 28 February 1912 for political partisanship—post offices in those days being part of the federal spoils system. His successor, William LaMere, came and went within a few months. Thomas Childs then became postmaster on 5 December 1912 and stayed until resigning on 7 April 1917 [2].

The Rea family then began a long run as postmasters. Childs was succeeded by James F Rea, who served until his death on 7 January 1927. James and his wife Selina were from Ontario and Quebec respectively; they arrived out west by separate paths. They met and were married at Stand Off, about eighty kilometres south of Stavely on the Piikani tribal reserve, where she worked in her brother’s store. They ranched in the Porcupine Hills until 1917 when they moved into Stavely [4]. After James’s death, Selina became postmaster and stayed until 31 December 1949 when she retired. In 1948, during her tenure, the post office became a civil service position.

Selina’s son Alfred Neville Rea, nicknamed Hap, had started working in the post office in 1923 as an assistant to his father. He married Lucille Jones, a South Dakotan, in 1937, and they lived above the post office until they began to have children. When his mother retired, Hap took over as postmaster until his death on 17 February 1971, just a few months before his intended retirement. His widow Lucille was briefly postmaster but retired a short time later.

Doreen Liptak took up the postmastership on 24 August 1972. She had been postmaster at Barons, Alberta, about fifty kilometres east-southeast of Stavely, and this was a lateral transfer. Post office privacy rules kick in after this point [2], but the post office continues on today with a succession of civil servant/Canada Post successors. Figure 8 shows the Stavely post office in 1988 with the author’s mother, the late Betty Speirs, posing in



Figure 8. Stavely post office in 1988.

front of it. As of 2013, it still looked much the same, except for the addition of a wheelchair ramp to the right of the steps and the removal of the stamp vending machine. Figure 9 shows an elderly CDS postmark still in use in 1988. Figure 10 is a pictorial postmark honouring its rodeo, established in 1929—the world's first indoor rodeo.



Figure 9. Stavely 1988 CDS.



Figure 10. Stavely pictorial postmark.

EC Webster



Figure 11. Edwin Charles Webster.

One of Stavely's most prominent citizens was Edwin Charles Webster, shown in Figure 11. He was never with the post office but was very active as a philatelist, producing thousands of airmail, first-day, and event covers, all addressed to himself at Stavely. Figure 12 shows one of these covers. Webster was born in Ontario and as a young man worked in West Virginia, where he was friends with both the Hatfields and the McCoys, they of the famous family feud that was just tapering out by then. He came to southern Alberta in 1908, settled in Stavely, and he spent most of his life in the insurance business there. Webster held numerous elected and appointed positions on the

town council and school board, including a term as Mayor, and he was also actively involved in sports clubs [4]. He collected Canadian postal history in the days when it was being born as a distinctive branch of philately, when most collectors still said “the stamp's the thing.” He joined the Calgary Philatelic Society in 1936. For many years he wrote a column on Canadian stamps for the

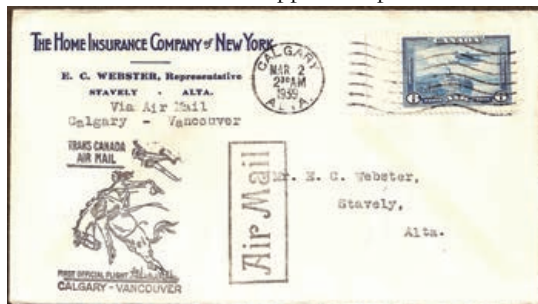


Figure 12. Webster airmail cover.

American magazine *WEEKLY PHILATELIC GOSSIP*. Webster suffered a serious stroke in late 1951 and died a few months later in February 1952.

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- [3] Anonymous, “Incorrect spelling of town name gave rise to concern in high circles,” *Calgary Herald*, 3 March 1937, p. 9.
- [4] Various authors, *The Butte Stands Guard*, Stavely Historical Book Society, Alberta, 1976. pp. 15, 65, 163–165, 287, 349–351, 414–415.
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Canadian civil censor in Sicily?

Charles J LaBlonde CPbH, FRPSL

FOR several years I have had an idea for an exhibit of Italian WWII mail to the International Red Cross in Geneva. Plenty of material is available, as well as literature on the subject. I recently bought a large lot of this stuff from a Canadian eBay dealer. I didn't expect much for "a-dollar-a cover," and some of the covers are pretty sad. I kept putting an exceptionally ugly orange piece to the bottom of the stack, to be dealt with later. Then I finally looked at it closely and, "WOW!!!"



Figure 1. Letter from Palermo, Sicily to the International Red Cross in Geneva.

The letter in Figure 1 was postmarked 16 April 1945 in Carini / *Palermo* (Italy). There is no postage on the front but, on the back, there are 20 overprinted "P.M." stamps [1] of 0.25 lire each, for a total of 5 lire (Figure 2), which I believe to be the correct surface letter postage in the Allied occupied areas at this time.

On the front of the letter is a blue "T"—for postage due. It is crossed out. This is most likely Swiss—i.e., a vigilant Swiss postal clerk saw no postage and quickly marked the letter "T," then turned it over and saw the stamps. At this point, he crossed out the "T" because the postage was actually there and was correct. BUT HOW ABOUT THE CENSOR LABEL!?? THIS IS A CANADIAN CIVIL CENSORSHIP LABEL, DB / 698!!!! What is it doing on a letter from Sicily to Geneva? So far, three possibilities come to mind. (I am not implying that these possibilities are exclusive, or that any of them make sense).

Keywords & phrases: World War II, letter from Italy, Canadian civil censorship



Figure 2. Reverse of letter in Figure 1.

Possibility 1: Allied occupation troops (from Canada) were censoring Italian mail in Sicily for a short period, using censor labels sent over from Canada. I think this notion is very far-fetched, but it's not impossible. (I have Red Cross letters from Italy to Geneva bearing British Censor tapes).

Possibility 2: For some reason, a less-than-honest dealer/collector decided to add the Canada tapes to the letter, just for fun. This is also quite far-fetched, but it's not totally impossible.

Possibility 3: At the time the letter was sent, there was significant Allied air traffic into and out of Sicily. Canadian troops stationed in Sicily likely sent letters and received mail from home. What if this letter got into the wrong bag, travelled all the way to Ottawa before being discovered, was censored in Ottawa (because it was already there, so why not), then was sent back to Geneva, maybe through Great Britain, maybe on an American aircraft?


Several collectors with sharp eyes have noted that a postal clerk in a hurry might have read "Canada" for the "Ginevra" on the lower right front of the letter. The "G" does look like a "C" and the "a" is quite clear. Another correspondent has reminded me that there were probably very few Canadian troops left in Sicily at this time.

All ideas are most welcome by the writer. Please contact me through the Editor.

Endnote

- [1] The "P.M." stamps are the regular Italian stamp issues of 1929–1942, overprinted in 1943 for "Posta Militare." Due to the 1944–1945 stamp shortage, caused in part by the Allied invasion of Italy, these stamps were used for ordinary mail. This letter was written as the Allied armies were making their last before German forces in Italy surrendered on 2 May 1945.

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The RPO Cowcatcher

Paris Distributing Post Office—An overview

Brian Stalker FCPSGB

THE Canadian Railway Post Office (RPO) Study Group *Newsletter* #7-4 of August 1979 included a note by Graham Noble on the Paris Distributing Post Office (DPO), in which he commented that the “Paris Station post office opened on 1 February 1863 and from that date on nothing has come to light to suggest that office was ever located in the Railway Station. However the DPO split circle hammers used from 1858–1863 may have been valid in the Depot section. The problem of course is that we are dealing with the period of provincial administration and the records are poor to non-existent.”

While at BNAPEX 2003 in London, Ontario, I visited Paris and the location of the early Great West Railway (GWRy) station. I also purchased a copy of *Paris Junction—Paris Station (1848–1900)*, a softback book by Robert Hasler [1] containing about two hundred pages of historic data plus another hundred of genealogical narrative. That book, supplemented by information from the Postal Records (RG3/1008) [2], suggests that Paris DPO probably qualifies to be listed as a Railway Station Office, possibly the earliest in Canada.

Pre-Railway Paris

The 1846 Gazetteer [3] described Paris as

...a considerable village in the south of the township of Dumfries, and partly in Brantford, situated on the Grand River, at the entrance of Smith's Creek. It is 22 miles west from Dundas, 21 miles east from Woodstock, six miles above Brantford and 13 miles below Galt ... It was laid out in 1830, and was called Paris from the large quantities of gypsum or Plaster of Paris found in the immediate neighbourhood. It is divided into the upper town and the lower town; the lower town being within the forks of the river. Paris has about 1000 inhabitants ... Post about three times a week.

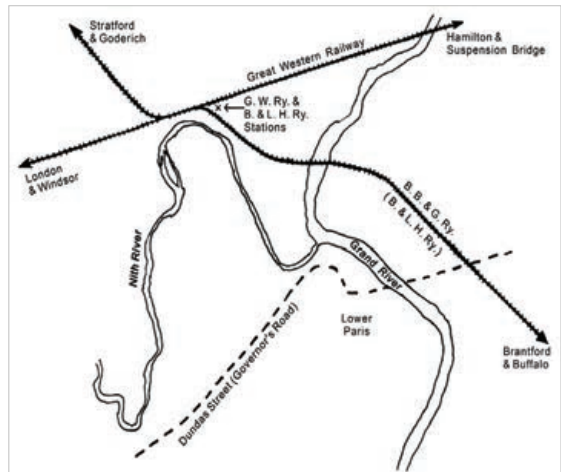
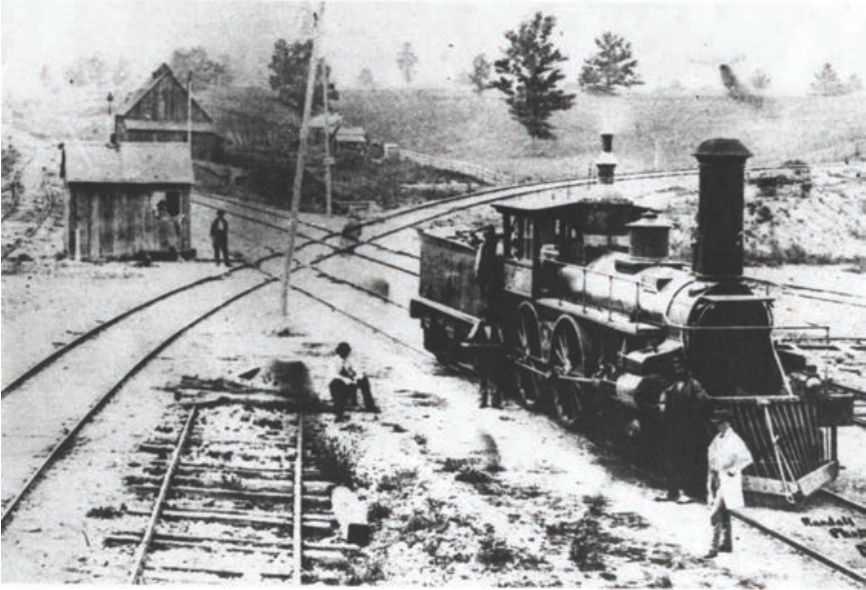


Figure 1. Paris Railway Junction, general topography.

Keywords & phrases: Paris, Ontario, Railway Post Offices

Figure 2 Paris Junction, circa 1862. (Courtesy: Paris Historical Society)



The railways arrive

In December 1853, the Hamilton-to-London section of the Great Western Railway opened, crossing the Grand River north of Paris lower town, and some thirty metres higher in elevation. By January 1854, the GWRy's entire main line between Suspension Bridge (Niagara Falls) and Windsor was in operation. In March 1854, the Buffalo, Brantford & Goderich Railway opened as far as Paris, intersecting the GWRy's tracks at Paris Junction, before heading north-west to Stratford. Figure 1 shows the location of the station relative to "downtown" lower Paris and the rivers. The GWRy / BB&GRy Junction, slightly west of the station, is seen in Figure 2.

Correspondence between Archibald Gilkison (BB&GRy Secretary) and the postal authorities indicates that the company was seeking £2000 per annum effective from 6 March 1854 for the conveyance of mails between Buffalo and Paris (84½ miles) "*carried over the line once each way daily, Sundays excepted, in travelling Post Offices, occupying about one third of a Baggage Car and fitted up expressly for the accommodation of the Post Office Department.*"

BB&GRy services were suspended in January 1856 when the company went bankrupt. A new company, the Buffalo & Lake Huron Railway, was formed in March 1856, and the first train under new ownership arrived at Paris Junction on 1 November 1856. A few weeks later, the line was extended to Stratford; Goderich, the northern terminus on Lake Huron, was not reached until 28 June 1858. The Postmaster General's Report for the year ended 30 September 1857 [4] included details (Table 1) of two new Travelling Post Office contracts for the Buffalo & Lake Huron Railway.

Table 1

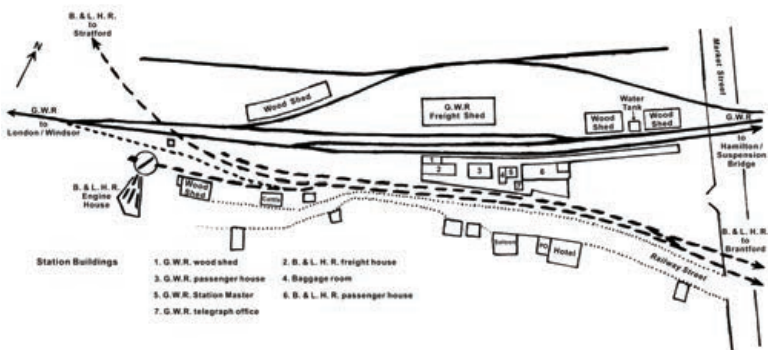
From	To	Distance	Departure	Arrival	Commencement
Buffalo	Paris	84¾ miles	3pm daily*	7pm	12 Nov 12 1856
Paris	Buffalo		8am daily*	noon	
Paris	Stratford	31½ miles	daily*		1 Jan 1 1857

The PMG also reported: “£600-8-0 disbursed through P.O. Inspector for maintenance of **Distributing Office at the Paris Railroad Station** for the Great Western and Buffalo & Lake Huron lines of Railway for 1¾ years.”

Similarly, £380-18-3 and \$1589.25 were disbursed for the years ending 30 Sept 1858 and 1859 respectively. Amounts of £208-6-7 and \$174.20 were also paid to C J Brydges (GWRy’s Managing Director) for “*Additional expense incurred in consequence of exchanging the mails at night, at the Stations on the Great Western line of road for 9 months & 18 days in 1857/58 and 2 months in 1858/59.*”

It therefore seems that the Paris Railroad Distributing Office opened on 1 January 1856—coinciding with the BB&GRy services being suspended because the company had gone bust. The term “Distributing Office” identifies it as being different from a “public” post office—a similar term was used by CJ Brydges when he wrote to the Postmaster General on 20 May 1856, stating:

*At the urgent request of the Post Office Department, the Company run the **distributing mail car on our night express trains**, and that causes a very heavy additional expense ... we are now compelled to stop this train at every station for the purpose of changing mailbags – men have thus to be employed at those stations for no other purpose than to attend to the Post Office service, in the same way lights have to be kept burning at these stations all night ... were it not for the Post Office service, this train at the outside would only require to stop eight times between Suspension Bridge and Windsor, it now has to stop twenty-six times.*

**Figure 3. Paris Railway Station and environs, 1861.**

Paris Railroad Station

Figure 3, based on Hasler’s [1] layout sketches of Paris Station and its environs for 1861, shows both railway companies sharing a two-platform station, each having its own buildings. Note the post office between the saloon and the hotel to the south of the station.

The GWRy used the upper straight platform; the lower curved one was used by the B&LHRy. Situated between the two was a collection of buildings including “passenger houses” for each company, a GWRy telegraph office, station master’s house, and a B&LHRy freight house.

Paris Distributing Post Office

The precise location of the Paris DPO is uncertain but—bearing in mind that the office was funded through the London District Post Office Inspector rather than being paid directly to either of the railway companies—it may be that it was the office to the south of the tracks between the saloon and the hotel that subsequently became the Paris Station Post Office, which opened in 1863.

The Paris D.P.O. date-stamps

The two split ring date-stamps known for the Paris D.P.O. are shown in Figure 4.



Figure 4. Paris D.P.O. split-ring date-stamps.

Bob Anderson alerted us to information in the Postal History Society of Canada “Postmarks” database. From it we learned that orders were placed with DG Berri of London, England, on 25 February and 3 August 1859 for **PARIS / D.P.O** date-stamps (indicating the probable existence of at least two hammers) and another order dated 22 March 1861 for two hammers of a **PARIS D.P.O / C.W** date-stamp. At present we do not have sufficient good quality strikes for hammer analysis. The earlier hammers are known in use between 19 May 1859 and 19 May 1861, and the latter hammers between 25 May 1861 and 11 March 1863. Examination of fourteen covers carrying D.P.O. transit date-stamps show they involved transfers, summarised as follows:

- Three from the GWRy to the B&LHRy
- Four from the B&LHRy to the GWRy
- Three between GWRy services
- Two via Paris to the DPO and then to the GWRy
- Two from the GWRy to the DPO, then to Paris and/or courier from Paris.

Someone was evidently employed at the Paris DPO to exchange and sort bags of mail from the trains and from Paris Post Office, located in the lower town, applying a DPO transit date-stamp and bundling the letters by destination. Only one of the covers carries both GWRy and B&LHRy marks, suggesting that the DPO saved the railway mail clerks from undertaking further sortation.

Of the fourteen covers, one has no RPO transit mark and three have only “remote” RPOs such as OSHRR and Montreal & Kingston GTRy, which would have connected with the GWRy at Toronto. During the period under consideration, the GWRy was carrying bagged mail on at least three main line trains, both east and west bound, other than the daily “Mail” trains. It thus seems likely that the Paris DPO would also have transferred and sorted that bagged mail, suggesting more than an overnight operation. Both the GWRy and B&LHRy employed day and night telegraph operators at Paris Station, and it may be that they sorted the mail, but there is no evidence to that effect.

Paris Station Post Office

With the opening of the “public” post office at Paris Station in 1863, Hiram Capron was appointed Postmaster, and a split-ring **PARIS STATION / C.W** date-stamp came into use. As shown in Figure 5, at least two hammers are known; the first has a “dot” **POST · OFFICE** (24 July 1863 to 20 July 1864), a later hammer has a short “dash” **POST-OFFICE** (28 January 1865 to 22 March 1871). A variety of **PARIS STATION / ONT** hammers followed.



1863 - 64



1865 - 71

Figure 5. Paris Station C.W. split-ring date-stamps.

Opening of this office and use of the new date-stamp appears to coincide with withdrawal of the D.P.O. date-stamp, suggesting that the new office might have taken over the D.P.O. duties. On 1 March 1863, a two-year contract was awarded to Ephraim Shannon, a shoemaker living and working on the south side of Railway Street, to go 1/54th of a mile (about 30 metres) daily, using a handcart to deliver mail between Paris Station Post Office and the GWRy and B&LHRy Station, where the payment of \$240 per annum suggests more than one delivery a day. Amongst Hasler’s genealogical data is an entry for Thomas H Tate, **distributing clerk** at Paris Station Post Office, 1865 to 1880.

The great fire and rebuild

On 18 July 1865, a fire started in the Commercial Hotel on the south side of Railway Street and spread to destroy the Post Office and the International Hotel, before engulfing the station buildings, the GWRy freight house, and the track. Matthew Carr, the Postmaster, had great difficulty escaping from his burning building. The westbound Night Mail arrived at 3:45am, but had to stop some distance away because the rails had warped and buckled. Temporary accommodation included a “ticket-office” brought from Hamilton and, by May 1866, the GWRy completed a new brick-built station, leasing part of it to the B&LHRy so

that both companies shared the same building for the first time. In addition to the usual facilities, three rooms at the western end of the building are marked on the plans as being Customs Office (Paris Station had become “Paris Port” in 1857, a port of exit from Canada into the US), American Express and, at the far end the Post Office, each having a space of about 22×12 feet. It seems unlikely that this was the location of Matthew Carr’s new post office. The next confirmed location of the “public” post office was in 1874, when it was part of Bernard Travers’ and George Taylor’s grocery store on the east side of Market Street. Figure 6 shows the new station viewed from the Market Street end.



Figure 6. Paris Station, built 1866. (Courtesy: Paris Historical Society)

Should Paris Distributing Post Office be classified as a Railway Station Office?

Lewis Ludlow’s two main criteria for determining whether or not railway station date-stamps should be included in the Depot section of his catalogue [5] were:

(i) it should not be a regular post office or found in any official postal guide ... Paris Distributing Post Office appears to have commenced operating on January 1st 1856 but does not appear in the Post Office list as at September 30th 1857 [4] so it qualifies on that score;

(ii) the postal facility should be administered by the Railway Mail Service ... the PMG’s Report for 1857 lists personnel employed in the Railway Mail Service ... mail clerks are named, also wages for men to take charge of mail bags etc. but there is no specific mention of anyone associated with Paris D.P.O. ... thus raising a question mark over its legitimacy as a ‘Depot’.

Paris Station date-stamps were clearly used at “public” post offices in the vicinity of the Junction Station and fall out with the Depot / Railway Station Office criteria.

Concluding comment

Several aspects of the operation of the Paris Distributing Post Office remain to be clarified. It appears to have operated from 1 January 1856 to around 1 March 1863 [7-9], but its exact location and role remain unclear. Perhaps one of our members has a contemporary

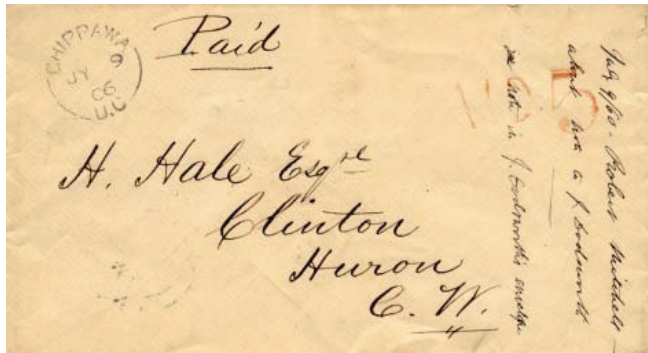
Distribution List or additional information in the Postal Records or Railway Company records that will clarify the position? If so, it would be good to hear from you.

Acknowledgements

I am indebted to Lana Jobe, former curator of the Paris Historical Society for providing the photographs and giving permission to use them in this article; to Robert Hasler for giving permission to quote extensively from his book; to Bob Anderson for alerting us to date-stamp ordering dates contained in the Postal History Society of Canada's "Postmarks" database; also to Ross Gray for his input and diagram-formatting skills.

References and endnotes

- [1] Robert Lewis Rashleigh Hasler, *Paris Junction--Paris Station (1848--1900)--the Hey Day of the Steam Era*, Somerset House Publications, Canada, 2000.
- [2] Library & Archives Canada, Ottawa, Postal Records RG3 / 1008.
- [3] Wm H Smith, *Smith's Canadian Gazetteer*, published by H & W Rowsell, 1846.
- [4] Robert Spence, Report of the Postmaster General for the Year ended 30th September 1857, *Journals of the Legislative Assembly of the Province of Canada*, Volume 16. Library and Archives Canada, Ottawa.
- [5] Lewis M Ludlow, *Catalogue of Canadian Railway Cancellations*, self-published, Tokyo, 1982.
- [6] Paris Junction station closed in 1907 and a new station was opened on Helen Street.
- [7] Based on the present article Ross Gray, Editor of the new *Catalogue of Canadian Railway Cancellations and Related Railway Postmarks including Selected Waterway Postmarks* [8]; has added Paris Distributing Post Office to the Railway Station Offices section of the catalogue.
- [8] Ross D Gray, *Catalogue of Canadian Railway Cancellations and Related Railway Postmarks including Selected Waterway Postmarks*; BNAPS, 2009. 336pp.
- [9] The covers in Figures 7 and 8 below carry Paris D.P.O. transit date-stamp marks.



The cover in

Figure 7 was mailed at CHIPPAWA / U.C. on 9 July 1860 and travelled about five miles north to CLIFTON / U.C. (formerly Suspension Bridge, later Niagara Falls), possibly on the Erie & Ontario Railroad. At Clifton, it was transferred to the westbound Great Western Railway mail car and postmarked G.W.R. , WEST, JY 9, 60 (RY-68). On arrival at Paris Junction, it was transferred to the Paris Distributing post office, postmarked, PARIS / D.P.O , JY 9, 60 (new SN-44.5) and transferred the next day to the westbound Buffalo & Lake Huron Railway mail car, receiving a B. & L. H. R , WEST, JY 10, 60 (RY-5) transit date-stamp. Arrival in Clinton was the same day.

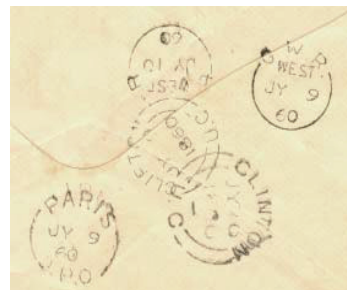
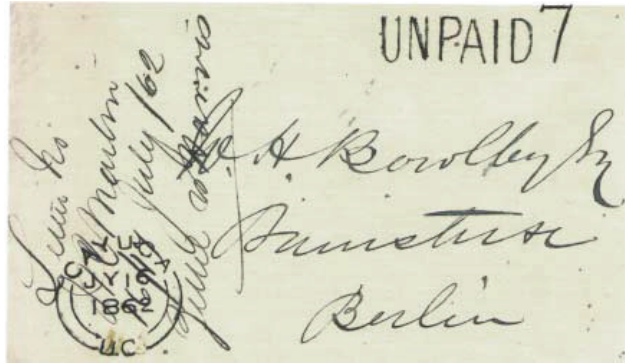


Figure 7. 9 July 1860 letter.
(Courtesy Ross Gray)

Figure 8. 16 July 1862 cover. (Brian Stalker collection)

Figure 8 shows a cover that originated at CAYUGA / U.C. post office on Wednesday, 16 July 1862 and was transferred to the station and then the westbound B&LHRy mail car the following day. When it arrived at Paris Junction, it was transferred to the Paris DPO and then put in closed bag mail for the next eastbound GWRy train for Harrisburg and forwarding from there to the connecting northbound GWRy train to Guelph. There, it was probably transferred to the next westbound GTRy train for Berlin.



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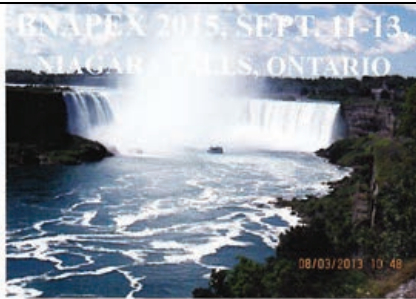
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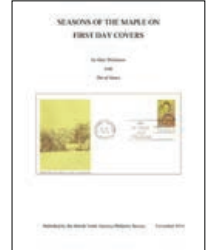
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New BNAPS book releases

BNAPS has released five new Exhibit Series books, volumes 78 through 82, two First Day Cover handbooks, one of them by a pair of authors new to BNAPS books, and the final book from the collections of the late Larry R Paige.

Seasons of the Maple on First Day Covers, 2014 by Dickinson, Gary. With the release of the 1971 *Maple Leaf in Four Seasons* issue, Canada's Post Office joined the ranks of First Day Cover producers, a presence which eventually led to greatly reduced competition in the field. Colour. Spiral, 52 pp. ISBN: 978-1-927119-41-9. Stock # B4h070-1. \$40.95



In his latest BNAPS handbook, *Seasons of the Maple on First Day Covers*, Gary Dickinson describes how the Maple Leaf, Canada's other national symbol (along with the Beaver), has appeared on Canadian postage stamps. The first use was as a decorative element in the design of the Diamond Jubilee issue of 1897, followed shortly by the Queen Victoria Maple Leaf and subsequent issues well into the twentieth century. With the adoption of the new Canadian flag in 1965, the Maple Leaf began to appear more frequently as a major element on stamps because of its central presence on the flag, and it continues to do so right up until the present. As mentioned above, with the release of the *Maple Leaf in Four Seasons* series in 1971, the Canada Post Office (CPO) also entered into full-scale production of First Day Covers. The main part of this volume focuses on the great variety of CPO's products and those of its competitors.

Dr Gary Dickinson worked in British Columbia secondary schools, colleges, and universities for thirty-five years until he retired in 2001. He spent the last twenty years of his career at Okanagan College and Okanagan University College, where he served as South Okanagan Regional Director for five years and Dean of the Faculty of Adult and Continuing Education for fifteen years. He was also Acting Vice-President, Academic, for the year-and-a-half prior to his retirement. Gary has continued his association with Okanagan College by chairing its Central Okanagan Advisory Committee and serving on the Research Ethics Board. He was co-founder of the BNAPS FDC Study Group and is editor of its newsletter, *First Impressions*. Gary and his wife Barbara have six grown children and were foster parents for twenty years.



The Larry Paige Collection of Canadian Flag Cancellations (1896-1996) and Early Machine Cancellations (1896-1902), 2014 by Paige, Larry R. The first BNAPS book to illustrate the many and fascinating varieties of Flag and Machine cancellations. Colour, spiral, 406 pp. ISBN: 978-1-927119-40-2. Stock # B4h069-1. \$116.00

The Larry Paige Collection of Canadian Flag Cancellations (1896-1996) and Early Machine Cancellations (1896-1902) is not an "exhibit" book in the normal BNAPS sense. Instead, although the material is presented in exhibit layout format, it is actually the product of Larry's collecting efforts in the fields of Canadian Flag Cancellations and Early Machine Cancellations, both before and after he stopped actively exhibiting the Flag Cancels in 1987.

Larry first showed his Flag Cancellations at BALPEX 1972 in Baltimore, where he received a Bronze Award. Four years later he won Gold and the Grand Award at ROPEX, which qualified the exhibit to compete for the American Philatelic Society World Series of Philately Champion of Champions Award in 1977 at San Francisco. In 1987, Larry's exhibit received an International Level Silver Award at the CAPEX '87 FIP Exhibition in Toronto. After CAPEX '87, Larry continued to add to his Flag Cancel collection and expanded into early Canadian Machine Cancellations. These two collections are the subject of this book.

A regular attendee at philatelic conventions, exhibitions, and bourses in both Canada and the United States, especially in the mid-Atlantic region, Larry was always looking for elusive rates and dates, the best postal markings, and undiscovered material. He was generous in his support of philatelic organizations and individuals, and his knowledge—which he freely shared—was sought by both dealers and collectors. A Licensed Surveyor by profession, Larry worked in the United States, Puerto Rico, Bermuda, and the US base in Cuba. He served as BNAPS Study Group Coordinator from 1977–1982 and, with his wife, Marva, hosted BNAPEX conventions in Virginia Beach in 1982 and 1988. Larry was inducted into the BNAPS Order of the Beaver in 1991.

Rennie's Seeds, 2014, by Lamb, Richard. Every collector of Canadian postal history has seen covers from the Rennie Seed Company. This is the story behind them. Colour, spiral, 90pp. BNAPS Exhibit Series No 78. ISBN: 978-1-927119-42-6. Stock # B4h923-78-1. \$51.00



Perhaps sparked by the many William Rennie Seed covers he handled during his long career, Richard (Dick) Lamb, one of Canada's most respected philatelists, had a special interest not only in the postal history aspects of the covers themselves, but also in the history of the William Rennie Seed Company and the Rennie family. This interest extended to the history of other seed companies that operated in Ontario and in Canada in the Queen Victoria, King Edward VII, and King George V eras. His research efforts took him to the Royal Botanical Gardens in Burlington, the Toronto City Archives, the Toronto Harbour Commission, the Annex to the University of Guelph Library, where the Ontario Farm Museum archives were transferred when it closed, and also to the McLaughlin Library at the University of Guelph. "The William Rennie Correspondence, a Personal Recollection" was published in the November 2000 issue of *Confederation*, the newsletter of the BNAPS Large and Small Queens Study Group.

Dick's interest and research in the subject led him to prepare "Rennie's Seeds," the exhibit depicted in this volume of the BNAPS Exhibit Series. The exhibit received a Gold Medal and the BNAPS Novice Exhibitor Award at BNAPEX 2003 in London, ON, and Vermeil at ORAPEX 2004 in Ottawa. The exhibit includes corner cards, private post cards, illustrated envelopes, and perforated initial stamps used by the Rennie Company. There is also biographical material about the philatelic and military activities of members of the Rennie Family, including a section entitled "General Rennie's Raid on the Provincial Archives." For this book, Dick's daughter Jennifer scanned the exhibit pages and then designed the cover from material in the exhibit.

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As a leading expert on British North America and British Commonwealth stamps and postal history, Dick enjoyed long-time memberships in the British North America Philatelic Society, the Canadian Philatelic Society of Great Britain, and the Postal History Society of Canada. He was also a long-time member of the American Philatelic Society and the Philatelic Traders' Society. He also served on the VG Greene Foundation Expert Committee for ten years. Dick was an honorary life member of the Royal Philatelic Society of Canada, the Canadian Stamp Dealers Association, and the Kitchener-Waterloo Philatelic Society. He was elected a Fellow of the Royal Philatelic Society of Canada in 2002.



Victorian Montreal: Economic Hub of the Dominion (Illustrated Mail, 1844–1903), 2014, by Pinet, Robert. A fascinating look at the beautifully illustrated envelopes used by the many companies, large and small, which formed the economy of Montreal in the Victorian era. Colour, spiral, 88pp. BNAPS Exhibit Series No 79. ISBN 978-1-927119-43-3. Stock # B4h923-79-1. \$52.00

Robert Pinet's *Victorian Montreal: Economic Hub of the Dominion (Illustrated Mail, 1844-1903)* has grown from one to three to five to eight—and then back to five—frames, starting with an APS Vermeil at ROPEX 2009, through to the version presented in this volume which was awarded Gold at BNAPEX 2014 BALPEX, and an International Large Vermeil in St Pierre & Miquelon, also in 2014.

At the age of 10, Robert inherited a Traveller Stamp Album that had been passed down through his large family. He took up buying new issues at Canada Post Offices at the age of 15, but he only dabbled in philately for many years. He finally found his philatelic “home” in 2006, when he joined the North Toronto Stamp Club.

Having grown up in Montreal, he wanted to focus on the philately of that marvelous city. The beauty of an engraved, fully-illustrated, Victorian-era advertising cover whetted his interest not only in the different types of cachets produced by Montreal companies, but in the economic history of the city which was the birthplace of the Canadian industrial revolution.

Robert is serving as a Director of the Royal Philatelic Society of Canada from 2014–16. He is also a member of the British North America Philatelic Society (BNAPS), the Philatelic Specialist Society of Canada, Postal History Society of Canada (PHSC), *Société d'histoire postale du Québec* (SHPQ), American Philatelic Society, Faroe Islands Study Circle, Egypt Study Circle, North Toronto Stamp Club, Ottawa Philatelic Society, and the RA Stamp Club. His articles have appeared in the BNAPS *Illustrated Mail Newsletter*, the Greater Toronto Area Philatelic Alliance (GTAPA) *PhilaJournal*, the PHSC *Journal*, and the SHPQ's *Bulletin d'histoire postale et de marcéphilie*.

The King Edward VII Issue of Canada July 1, 1903–October 6, 1908, 2014 by Dresser, George. The second book in the BNAPS Exhibit Series to feature King Edward VII stamps. Colour, spiral, 136 pp. BNAPS Exhibit Series No 80. ISBN: 978-1-927119-44-0. Stock # B4h923-80-1. \$62.00

The King Edward VII Issue of Canada July 1, 1903–October 6, 1908, George Dresser's first-ever exhibit, was well rewarded at BNAPEX



2014 BALPEX in Baltimore with a Gold Medal, the Allan Steinhart Reserve Grand Award, the Order of the Beaver Novice Award, and the American Philatelic Society 1900–1940 Medal of Excellence. George’s exhibit more than complements BNAPS’ previously published Edward VII exhibit of the late Alan Selby, with more than 95 percent different material, as well as more and, in some cases, much rarer Edward VII postal history. The Essay and Proof section includes a set of plate proofs from the American Bank Note Company believed to be unique. An interesting section presents examples of the precancels used on Edward VII stamps by all twenty-three cities in Canada that used precancels in the period. Reflecting the custom of the times, many very colourful illustrated covers are shown, along with letters going to unusual destinations such as Aden, Rhodesia, and Tasmania. Among the rarest covers are a group of four registered letters carrying “INSURED” labels, a third-class rate newspaper, and two parcel wrappers, one to England and one to Belgium.

George Dresser developed an interest in stamps as a young child and has continued his interest more or less continually since, with lengthy absences from collecting while he focussed on college, military service, a growing family, and graduate school. He joined the BNAPS Prairie Beavers Regional Group in Texas and attended his first convention in 1980 at McAllen, Texas. Since 1993, he and his wife Mary Elizabeth have been regular attendees at BNAPEX conventions. George was elected to the BNAPS Board of Directors in 2002, as First Vice President in 2006 and President in 2008. In 2013, he was appointed to fulfill the then-vacant First Vice-President position and was elected BNAPS President for a second term in 2014. In 2013, he was elected to membership in the Order of the Beaver (OTB). He is the current President of the Prairie Beavers Regional Group.

George’s professional career followed two distinct tracks. His six years of active duty in the United States Navy were followed by twenty-one years in the active Naval Reserve, with almost all of that time spent in aircraft squadrons flying as a Naval Flight Officer. He retired in 1988 with the rank of Captain. In his civilian career, he worked thirty-five years for the Texas Transportation Institute, a research agency within the Texas A&M University System, as a Senior Research Scientist and Program Manager in the field of transportation planning, a discipline of Civil Engineering. He holds an MSc in Statistics and a PhD in Civil Engineering.



Canada Postal Stationery Letter Cards of the Victorian Period, 1893 – 1899 2014 by Banfield, Colin G. In the latter part of the Victorian era letter cards became popular. Their many variations, rates, and destinations are illustrated in this exhibit. Colour, spiral, 74 pp. BNAPS Exhibit Series No 81. ISBN: 978-1-927119-45-7. Stock # B4h923-81-1. \$47.00

Colin Banfield’s *Canada Postal Stationery Letter Cards of the Victorian Period, 1893–1899* is the first Postal Stationery exhibit in many years to be included in the BNAPS Exhibit Series. At BNAPEX 2014 BALPEX in Baltimore, it was awarded Gold and received the Ed and Mickey Richardson Award for one or more of research, originality, innovation, or presentation. The exhibit shows how the letter cards of the 1890s evolved, with different printings and perforations, different rates for different domestic services, and how cards were updated with adhesive stamps for other services, both domestic, including registration and special delivery, and foreign. Among the unusual destinations are Moscow, Russia; Istanbul, Turkey; and Grand Turk Island. A large

section of the exhibit is devoted to the 3¢ cards that were re-valued to 2¢ after the Christmas 1898 lowering of postal rates for destinations in Canada and the British Empire.

Colin Banfield began collecting stamps in 1947 at 10 years of age, when he and his father joined their local philatelic society. His father eventually became President of the society, and Colin is proud to be its Chairman today. An architect by profession, Colin has now retired and spends a lot of his time on things philatelic. A Past-President of the Canadian Philatelic Society of Great Britain, Colin is now the Secretary of the Fellows of the CPSofGB and an active participant at all their conventions. Also a staunch supporter of BNAPS, he and his wife June have regularly attended BNAPEX conventions since 1981, and he has shown one or more exhibits each time. They enjoyed BNAPEX 2014 BALPEX and are looking forward to next year's convention in Niagara Falls.

1927 Canada Confederation Stamps and Covers 2014 by Sacks, Stephen. The first Canadian issue after the Admiral era was a colourful set of stamps honouring the 60th Anniversary of Confederation. The exhibit includes the stamps, with research on the imperforates, and many covers. Colour, spiral, 92 pp. BNAPS Exhibit Series No 82. ISBN: 978-1-927119-46-4. Stock # B4h923-82-1. \$53.00



Soon after starting to collect stamps Stephen Sacks attended FIPEX, the Fifth International Philatelic Exhibition, in New York City in 1956. It was eye-opening. With the usual breaks for school, family, and career he continued his interest over the years and, in the early 2000s, he began to collect both the 1917 and 1927 issues of Canadian Confederation stamps. He then focussed on the 1927 Confederation series, showing them at BNAPEX 2008 NOVAPEX in Halifax, BNAPEX 2011 North Bay, BNAPEX 2013 Charlottetown, and again this year at BNAPEX 2004 BALPEX in Baltimore, where the exhibit received a Vermeil. Stephen was pleased to be invited to include his effort in the BNAPS Exhibit Series to help meet the series' goal of illustrating the stamps and postal history of all Canadian stamp issues.

Stephen holds BSc, MSc, and PhD degrees in Mechanical Engineering and spent his career mainly in federal government laboratories in technical positions. He has been retired for eleven years. He and Hinda, his wife of forty-six years, have two sons and one grandson. Among his other interests are efforts to do something about global warming, a longstanding concern. He is also a published author of a fictional thriller.



Overseas Mailers First Day Covers of Canada, 2014 by van der Ven, Jan Pieter and Lerner, Mark. New research into a previously little-known aspect of Canadian First Day covers. Colour, spiral, 158 pp. ISBN: 978-1-927119-47-1. Stock # B4h923-71-1. \$66.95

In the new BNAPS handbook, *Overseas Mailers First Day Covers of Canada*, Jan Pieter van der Ven and Mark Lerner describe how, for almost thirty years, a small, family-owned company, Overseas Mailers of Flushing, New York created original first day cover cachets or enhanced the cachets produced by others, for the stamps of 111 different countries worldwide. Virtually all the original and many of the enhanced cachets were hand-painted. Illustrated in this volume are 134 different Overseas Mailers first day covers created for 144 Canadian stamp issues in the period 1954-1977. Where Overseas

Mailers enhanced a cachet created by another company, both are shown. In this book, John and Mark hoped to illustrate the entire known Overseas Mailers production of Canadian cachets in order to help collectors recognize and obtain them. They have succeeded.

Jan Pieter (John) van der Ven retired recently following an extended sales management career in the pharmaceutical industry. His interest in stamp collecting started early when his father, who worked at the Stoomvaart Maatschappij Nederland in Amsterdam, brought home envelopes with stamps from different countries. Today his major philatelic interests include First Day Covers of Canada, Australia, and New Zealand. His interest in Overseas Mailers covers started more than twenty years ago, when he was attracted by the colourful cachets produced for stamps of the British colonies and found the Overseas Mailers inserts especially informative, an added value that offered a unique way to increase interest in collecting FDCs. As the relative scarcity of Overseas Mailers FDCs became apparent, he has enjoyed both the search for them and his success in locating these elusive items.

Mark Lerner is a management consultant in the field of executive, management, and employee compensation. His primary philatelic interests are focussed on first day covers of fifteen United States stamps issued between 1933 and 1962, on the topical theme of Law on US FDCs, and Overseas Mailers FDCs of Canada and other countries. While many people seemed to be aware of their existence and valued having them, few seemed to know much about them or were confident in identifying them, and much of the available information seemed contradictory. Mark was named the winner of the 2011 Philip H Ward Award, presented by the American First Day Cover Society (AFDCS) for the best writing on first day covers in 2010. This was awarded for his two-part article “Charles R. Chickering—Cachetmaker.” The article appeared in *First Days*, the official journal of the AFDCS.

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The Millar, Parlane, Edmonstone & Allan Companies

David Oldfield

IN the 28 September 1838 edition of *The Montreal Gazette*, the following announcement appeared: “For Greenock: The well-known coppered ship Canada, 329 tons register, Bryce Allan, Commander, now loading and will have immediate dispatch. For passage only, apply to Captain Allan, on board, at the Cross, or to Millar, Edmonstone & Allan.” The notice indicated that *The Canada*, captained by Mr Bryce Allan, was soon to leave Montreal for Greenock, Scotland, the port city for Glasgow, and that passage could be booked either on board ship or at the offices of the Millar, Edmonstone & Allan Company.

The site of the metropolis of Montreal, Quebec had been occupied almost from the time that Europeans had first come to North America, although it had been incorporated as a city only six years before the *Gazette* announcement appeared. At incorporation, the population of Montreal was approximately 27,000—a considerable number for a Canadian city in that day. Not many years prior to 1838, before the creation of Lachine Canal, Montreal had basically been at the navigable head of the St. Lawrence River, i.e., until about that time, shipping from Europe reached its most westerly point at Montreal, before goods were moved on, by wagon or some other means, towards the Great Lakes.

My story begins a few years before the 1838 newspaper advertisement, and with the father of Bryce Allan, Captain of *The Canada* [1]. Alexander Allan (1780–1854) was born in Saltcoats, a fishing community not far from Greenock, Scotland, on Britain’s west coast. Alexander Allan, also known as “Sandy,” went to sea at an early age and, while still a young man, earned a reputation for daring. During the Napoleonic Wars, Sandy Allan captained a brig commissioned to carry supplies to the Duke of Wellington on the Iberian Peninsula. To the consternation of the British Admiralty, Allan in his speedy little boat, *Jean*, would leave the protection of the slow-moving English fleet, sailing on alone, and making far more trips than most other supply vessels. Among other things, this meant that Sandy Allan made more money than most of the other captains. When the war finally ended, Captain Allan, in the same tiny ship, and showing the same daring, began making twice yearly journeys across the Atlantic to Canada. For a number of years, *Jean* held the record for the fastest crossings. She would carry coal, pig iron, sugar, tea and spices to Quebec City or Montreal and then return with wheat, cotton, beef, potash and lumber. As her commander, Sandy Allan made all the decisions as to cargo and price, earning a considerable profit in the process. When he had put together enough money, he bought out his old partners in the *Jean*, opening the door for his eldest son, James, to join him in forming the J & A Allan shipping company. At the time, one of his primary Canadian contacts was Millar, Parlane & Co of Montreal [2].

Keywords & phrases: Millar, Edmonstone & Allan Company, Rates, Ship Letter

By 1816, Millar, Parlane & Co had established itself as a leader in the fledgling Canadian shipping industry. It brought materials into Montreal from the farms and mills along the St Lawrence River, shipping them to various contacts in England and Scotland. In order to continue its expansion and trade, Alexander Parlane, one of the partners, left Canada sometime in 1819 to take up residence in Liverpool, England, where he acted as an agent for the firm until the company's dissolution five years later. In 1824, when Millar, Parlane & Co was dissolved, James Millar formed a new partnership with William Edmonstone. It became known as Millar, Edmonstone & Co.

When not out on the high seas, Captain Sandy Allan was still hard at work at J & A Allan, not only buying and selling commodities important to Canada's development, but also buying or building ships to meet the burgeoning demand for cargo carriers. In 1830, following construction of a ship called the *Favourite*, a second vessel, the *Canada*, (mentioned in the *Gazette* advertisement) was built to Allan's specifications. At the time, she was considered to be a "monster vessel" at roughly twice the size of the old *Jean*.

With his business becoming more and more profitable, Alexander (Sandy) Allan retired from the sea, leaving his eldest son, James (1808–1880), to command the *Favourite*, and Bryce (1814–1874), the third son in the family, to captain the *Canada*. Once these two ships began plowing the Atlantic and adding to the family's wealth, more vessels were added to the Allan fleet and more sons took on various positions within the company.

Sandy Allan's second son, Hugh (1810–1882) [3], left Scotland in 1826 destined for Canada. He was only a sixteen-year-old kid, but he already had three years experience working as a clerk. In 1831, after several more years of clerking and then traveling throughout Canada and the United States, Hugh began to work with Millar, Edmonstone & Co as a commission agent. Four years later, he became a partner in the firm, creating Millar, Edmonstone & Allan. Hugh brought energy and vision to the firm, not only looking eastward across the Atlantic but also up the St Lawrence and beyond with contacts he had made earlier in his travels. As more and more links were created with Canadian suppliers, his family connections continued to develop the company's Scottish and English contacts. Then, in 1838 (at about the time the *Gazette* announcement appeared), another Allan brother, Andrew (1822–1901), came out from the old country and entered into the Millar, Edmonstone & Allan partnership.

By the late 1830s, Millar, Edmonstone & Allan was one of the three largest general importers in Montreal, receiving a dozen ships in 1838. A decade later, as Hugh Allan worked hard to bring more regional materials into Montreal for export abroad, the company had become the largest import/export firm in the city, with capital of £30,000–40,000. In 1859, Edmonstone, Allan & Co. (Millar had passed away [4]) was one of the wealthiest concerns in the province. The company was known for its responsible management, its links to trading houses in London, Liverpool, and Glasgow, and the spreading of its owners' influence into allied shipping, railway, and banking concerns. It was as good as a bank and was run by active men (*Canadian Dictionary of Biography*). In 1863, the firm of Hugh and Andrew Allan became known as H & A Allan, the western division of J & A Allan.

Despite beginning with relatively small ships, the Allan family on both sides of the Atlantic could see the importance of larger and larger sailing vessels. As new technology was developed, Hugh Allan also recognized that steam power was superior to sail, not only for

shipping up and down the powerful St Lawrence River, but also for the open sea. In 1854, the first Allan transatlantic steamship, the *Canadian*, was launched. She was quickly followed by three others, and over time came many more, each successive generation larger and more powerful than the one that preceded it. These were all side-wheeler vessels.

After the death of Sandy Allan, two of the Allan brothers, James and Alexander (1825–1892), ran the family shipping business in Glasgow [5]; Bryce, who once captained the *Canada*, managed the Liverpool office, while Hugh and Andrew governed the Canadian side of things from their office in Montreal. With the passage of time, it was Hugh who became the most prominent member of the family, and his branch of the business developed into one of the largest commercial enterprises in Canada—indeed, the world. In 1856, the Allan Line received the mail contract between Canada and the United Kingdom. Besides carrying freight and the mail, the Allans also transported an estimated 2.3 million immigrants to Canada. So important and influential were Hugh Allan and his company to the development of Canada that, in 1871, he was knighted by Queen Victoria. By the time of his death in 1882, the “Allan” of Millar, Edmonstone & Allan was the proprietor of the largest privately-owned shipping companies in the world. He was perhaps the richest man in Canada.

In 2004, Canada Post issued a pair of stamps honouring Hugh Allan as well as Samuel Cunard, another important Canadian in the shipping industry. The Cunard Line still exists today under the name the “White Star Line;” the Allan Line was eventually bought out by the Canadian Pacific.



This folded letter weighed more than the usual and was charged accordingly. The “39” in the upper right is the US double-rate for a letter weighing over ½ ounce up to a full ounce, plus the two-cent ship letter fee. At the upper left is “3N.” This is the Canadian



Figure 1. 1819 Ship Letter from Liverpool, England to Millar, Parlane & Co in Montreal.

conversion of 39 cents, to be collected from Millar, Parlane & Co. It includes the carriage charge for the letter within Canada (1 shilling), but this doesn't appear to be designated on the letter. The usual ship letter fee of 2 cents was not doubled, because it was a single item and weight was not an issue in this case.

This letter was written and signed on 24 June 1819, and it may have been one of the earliest to be sent back to Montreal by Alexander Parlane, one of the principals in the



Figure 2. 1820 Ship Letter from Liverpool, England to Millar, Parlane & Co.

company. It was carried aboard the vessel *Hector*, which arrived in New York on 16 August, about fifty-three days after setting sail. In the letter, Parlane tells his partners that the *Margaret* had arrived safely in Liverpool the day before, but that he was discouraged that the shipment which had been sent toward Canada had not yet arrived. Had the ship been lost at sea? “I fear the worst of her safety,” he writes.

The number “20½” can barely be seen in the upper right corner—it was the postage cost up to the Canadian border, including the ship letter fee of 2¢ for a letter weighing up to ½ ounce, and the charge of 6p for the Canadian postage from the American border to Montreal, all of which was due on receipt at its destination. These fees were summarized by the “1N7”—1 shilling, 7 pence Canadian. (Note that this letter, only weighing up to ½ ounce, was properly charged half the rate indicated on the previous cover.)

This three-page letter was written and signed on 28 March 1820. We cannot be sure when the *Margaret* set sail, but this letter was forwarded to Canada from New York on 8 May, forty-four days after it was written. Once again, the message was from Alexander Parlane. He writes about the recent arrival of the *Hector* and her cargo of cotton and goes on to discuss future cotton and potash prospects. According to Lloyd’s Registry of Ships, there were several vessels sailing out of England bearing the names *Margaret* and *Hector*. It is possible that all these ships were owned by Millar, Parlane & Co.



Figure 3. 1841 cover, Greenock, Scotland to Millar, Edmonstone & Allan in Montreal.

The folded letter shown in Figure 3, written and signed on 17 August, bears a beautiful “Greenock, Au 17 E, 1841” backstamp. The postage for a letter weighing up to $\frac{1}{2}$ ounce was 1 shilling, 2 pence Sterling. When it reached Canada, that price was converted to 1 shilling, 4 pence Canadian—which was still due.

This letter deals with the sale and shipment of sugar, coal, and pig iron, and speaks of payments through money drafts. Apparently part of a shipment of sugar had arrived in Montreal damp, but the writer assumed that it sold anyway. Making this letter particularly exciting is the fact that it was written and signed by Alexander “Sandy” Allan. It was sent to the company where his son Hugh was then a partner. The letter was carried on the Cunard steamer *Britannia*, which sailed from Liverpool on 19 August, headed for Boston; however, the letter was dropped off in Halifax, Nova Scotia, and was sent to Montreal from there.

The *Britannia* was the first transatlantic steamer belonging to Samuel Cunard of Halifax. It displaced 1,156 tonnes of water (20 times the displacement of the *Canada*). The *Britannia*’s maiden voyage began in Liverpool on 4 July 1840. The ship arrived in Boston fifteen days later. Cunard had been awarded a seven-year contract to carry the mails between Canada and Great Britain, beginning 1 June 1840. The agreement called for four steamships and the transportation of the mail each fortnight during the eight months of good weather each year, and once a month during the winter. These ships sailed to and fro from Liverpool to Halifax and then on to Boston, and carrying the mail was Cunard’s primary concern. Most of the ship’s space was taken up by the engines and the coal necessary to fuel them; there was, however, cargo space for 225 tonnes and accommodation for one hundred and fifteen passengers. Two famous early passengers were Charles Dickens and his wife, who crossed

from Liverpool to Boston during a storm, in 1842. Dickens described the *Britannia* as a “gigantic hearse with windows in the sides.” As to the berths, “nothing smaller for sleeping in was ever made, except for coffins.”

Obviously, unbeknownst to Mr Cunard this letter was sent to a company, one of whose partners would soon win the Canadian mail contract, then go on to become the owner of one of the greatest privately-owned shipping firms in the world.



Figure 4. 1842 Stampless cover from Alexander Parlane to Millar, Edmonstone & Allan.

By the time the letter shown in Figure 4 was sent, Alexander Parlane and James Millar were no longer partners. In 1819, Parlane had taken up residence in Liverpool, where he acted for the firm until its dissolution in 1824. After that time, he still traded with his old friends. Millar had by this time become partners with William Edmonstone and eventually with Hugh Allan, forming a company called Millar, Edmonstone & Allan, to which this letter was sent. The subject of this letter included the poor quality of the last shipment of wheat, flour, and beef from Canada. Parlane wrote that he was sorry that he could not advance a draught of £1000, and that they owed at least that much to him.

This cover was sent from Liverpool, England on 3 September 1842, with 1 shilling, 2 pence having been prepaid (as noted in red ink; black indicated payment due).

On 4 September, the Cunard steamship *Acadia* left England, crossing the Atlantic for the twelfth time, arriving at Halifax in about fourteen days, before continuing to Boston. The mail meant for Canada was left at Halifax, on the east coast of Nova Scotia, and then carted to Pictou on the north shore, where it was picked up by another Cunard steamship, and carried across the Gulf of St Lawrence, then up the river to Quebec City and finally on to Montreal.

The maiden voyage of the *Acadia* began on 4 August 1840. For a time, she was the fastest ship on the North Atlantic, although her speed on this trip was about average.

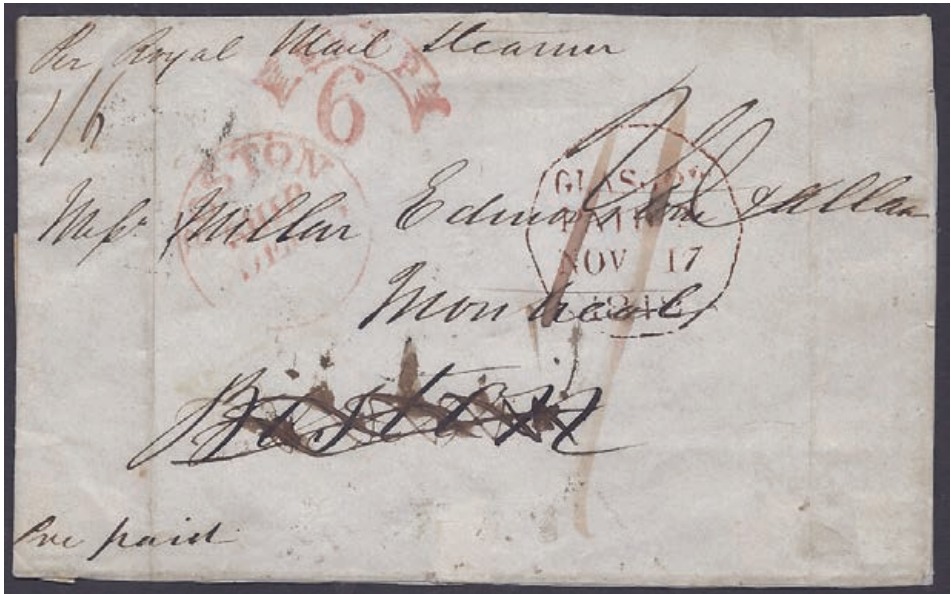


Figure 5. 1842 Greenock Scotland to Millar, Edmonstone & Allan in Montreal.

The folded letter shown in Figure 5 was carried on the *Columbia*, which sailed on 17 November 1842. Our information is limited because we have only the image of the front of the letter, and thus cannot see the back-stamps. The original postmark is 17 November 1842; it was applied in Glasgow, Scotland. The sender then prepaid the transatlantic postage of 1 shilling (faded red “1/-” over the Glasgow cancel). From Glasgow it would have been sent to Liverpool, England, and put aboard the Cunard Liner *Columbia*, which sailed from Liverpool on 17 November. Records show that the *Columbia* stopped in Halifax and then reached Boston on 6 December. This cover was clearly intended to be forwarded to Montreal through the United States. Had it been otherwise, it would have been dropped off in Halifax when *Columbia* called there. That would have meant a few extra days before reaching its intended destination, because winter transportation through Canada was more difficult than the Boston-to-Montreal route. On its arrival in Boston it was charged 6 cents as a ship letter (red circular stamp at the top reading “SHIP” with “6” below it). The US post office then charged it as a ship letter with a 2-cent ship letter fee and 18¾ cents inland postage—which was the rate for the 150–400 miles up to the Canadian border. The black squiggle over the top of the Glasgow cancel is 20¾ cents, which was converted to 1 shilling, 1 pence Canadian, to which a ½ pence exchange surcharge was added. Then there was a 4½ pence charge to be paid for the 0-60 miles from the US border up to Montreal. All of this is summarized by the “1/6” seen in the top left corner.

William Baird & Co was established in 1830 by William Baird and his brother James. The family had owned land in the Lanarkshire area (central lowlands of Scotland) as early as



Figure 6. 1847 Glasgow, Scotland to Edmonstone & Allan, Montreal.

the thirteenth century. By 1818, the boys' father began working coal deposits on the property, and ten years later the two sons erected the Gartsherrie Ironworks. As more and more mines were opened, more and more furnaces followed. The company grew until, by the mid-1860s, William Baird & Co was producing a quarter of Scotland's pig iron. Pig iron is an intermediate form of iron that can be used to produce a variety of other products. It was also the simplest form of iron for shipment to Canada.

This letter discusses a recent shipment of 200 tonnes of pig iron sent to Edmonstone & Allan. It expresses the Baird company's satisfaction with the transaction and states that immediate payment would not be necessary because there would undoubtedly be more exchanges to come.

The letter is signed by a Mr Grindall at the Gartsherrie office. At the top of the page are the words "Steamer of 4th." Between the years 1840 and 1854, the postal rate for mail sent unpaid was 1 shilling and 2 pence (British Sterling). This covered ten pence for British inland and the transatlantic packet, plus 2p for transportation from Boston up to the Canadian border, and then 2p for the rest of its journey to Montreal. The letter bears a six-sided Glasgow cancel, and then a further oval stamp applied at the packet office in Liverpool, dated 4 November. The letter was then placed aboard the Cunard ship *Acadia*, arriving in Boston on 20 November. From there it travelled to its ultimate destination.

It appears that there is extraneous ink on this cover, most likely transferred from other mail. There is unreadable red ink over part of the address, and on the back there is "1/2" in black and reversed over the Glasgow cancel.



Figure 7. Wolverhampton, England to Edmonstone, Allan & Co, Montreal.

The cover pictured in Figure 7 was sent by a Henry Rogers & Sons. In the mid-nineteenth century, there was a hardware supply company of this name, and some sources indicate that a company of the same name produced “engine parts”—whatever that might mean. Since the message part of this letter is missing, we do not know whether or not any materials had been shipped to Montreal.

This cover was sent from Wolverhampton with 1 shilling 2 pence due (black ink). It bears a Wolverhampton cancel dated 21 May 1852. The following day it was received in Liverpool and its date stamp was applied. It was stamped again on 22 May 1852 by the Liverpool packet office (mail shipping office). Henry Rogers & Sons wanted it shipped “Via Mail Steamer.” The Cunard steamer *Asia* left Liverpool that day and reached New York on 2 June 1852. From there this letter was sent on to Montreal. Over the British sterling postage marking is another circular stamp, indicating 1 shilling, 4 pence “Cy” (Canadian). There appears to be extraneous ink transferred from other letters.

George Burns Symes, (1803–1863) the author of the letter shown in Figure 8, below, was the son of a Welsh immigrant who created a successful import/export business in Quebec City. By 1833, George had succeeded his father, and the family’s success not only continued, it grew. Local advertisements in 1847 showed that the Geo Burns Symes Co was trading in a range of diverse goods, from pig-iron to lobsters, from moccasins to timber, and from carpeting to paint.



Figure 8. Quebec to Edmonstone, Allan & Co. Montreal.

When this letter was written, Symes was negotiating with Sir George Simpson and Hugh Allan of the Edmonstone, Allan & Co. towards the establishment of the Montreal Ocean Steamship Company.

Symes himself was a shipowner, a railway man, timber baron, and bank director, and a member of the exchange commission and the Quebec Board of Trade.

This letter carries a 9 August 1854 “Quebec Steamboat Letter” cancel (Boggs Type IV; Jarrett #444) and a backstamp, receiver’s mark for the following day in Montreal (Jarrett #238; Campbell #6–25 mm). It was stamped 3 pence postage due and, unless it was carried on one of Symes own vessels, which is quite likely, it should have been charged 1 penny by the ship’s captain for transportation upriver.

I am thoroughly indebted to Malcolm Montgomery, Colin Lewis, Gray Scrimgeour, Hugo Deshayé, and others for their help in understanding and interpreting the postal rates on these covers. If there are any mistakes, they are entirely my own.

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New issues

William J F Wilson

“Wait for me, Daddy!”

CANADA Post has released a stamp featuring one of Canada’s most iconic photographs from the Second World War (see Figure). *Wait For Me Daddy* was taken in New Westminster, BC, on 1 October 1940, by photographer Claude P Dettloff of *The Vancouver Daily Province*. The photo shows a line of soldiers marching down 8th Avenue toward the camera, located at the intersection of 8th Avenue and Columbia Street. A small boy has just broken away from his mother and is running to catch his father’s hand. *The Province* published it on the front page the next day, and the boy in the photograph, Warren “Whitey” Bernard, was soon famous. *Life* magazine paid Dettloff \$50 for the photo, and it was also published in *Liberty*, *Newsweek*, *Reader’s Digest*, and many other magazines, as well as



in the *Encyclopaedia Britannica Yearbook* and newspapers around the world. When *Life* magazine released its 10th Anniversary Issue on 25 November 1946, they republished fifteen of the 130,000 pictures they had used up to that time [1]. Two Canadian photos were among these: Dettloff’s *Wait For Me Daddy* and Karsh’s *Roaring Lion* photograph of Churchill. (*Life* was founded in 1883 as a humour and general interest magazine; its 10th Anniversary Issue reviews the ten years from its purchase by publisher Henry Luce in 1936 when it was converted to a weekly news and photo magazine).

Inspirations for stamps come about in many ways. In this case, the process began three years earlier with New Westminster Councillor Lorrie Williams. In a 2014 interview with *The Province* [2], she comments,

You know, we were sitting around at lunch time, and some veterans were talking about the picture, and when they mentioned that it was taken in New Westminster, I said, “Why don’t we celebrate this thing?” and the mayor, in his typical style, turns to me and says, “All right, you’re head of the taskforce”

The taskforce was given a budget of \$300,000; artists were selected; and the result is a larger-than-life three-dimensional sculpture installed at the site where the photograph was taken. The sculpture shows Whitey Bernard and his father and mother, Jack and Bernice, as they appear in the photograph, with the line of soldiers behind them. Not content with the sculpture, Williams also talked to Canada Post and the Royal Canadian Mint. Although the

Mint initially resisted in putting an image of a living person (Whitey Bernard) other than the Monarch on a general-circulation coin, the importance of the photograph was too great to ignore. The result is the *Wait For Me Daddy* stamp from Canada Post and, from the Mint, a \$2 coin for general circulation, along with two pure silver commemorative coins with denominations of \$3 and \$10. The sculpture, coins, and stamp were all unveiled on 4 October 2014.

The photographer, Claude Dettloff, was born in Chippewa Falls, Wisconsin, and began his newspaper career with the *Minneapolis Tribune* and the *Minneapolis Journal* [1]. It was in Minneapolis (apparently at the *Journal*) that he got his start as a photographer. In his own words, "...two of the paper's four regular photographers suddenly quit, they asked me to go on an assignment, gave me a camera and sent me out" [1]. One of his early photographic assignments was to get a photo of two elderly vaudeville comedians, Weber and Fields, who were at the end of their careers and doing a farewell appearance in Minneapolis [1]. Dettloff asked the editor what kind of picture he wanted, and he replied, "Oh, get one of them standing on their heads." It was probably meant as a "go get the left-handed monkey wrench" kind of assignment but Dettloff actually returned with the picture. The paper published it—four columns wide on the front page—and the editor never mentioned the matter again.

Dettloff moved to Canada in 1925, working at the *Winnipeg Tribune* until 1936, and then *The Vancouver Daily Province* until his retirement in 1961 [1, 3]. The camera he used to capture *Wait For Me Daddy* was a classic bellows-type press camera, a 3.25 × 4.25-inch format Speed Graphic weighing about five kg [3]. The film holder held a single 3.25 × 4.25-inch sheet of film, which had to be placed in the film holder in complete darkness. Only one shot was possible at a time—the next shot required replacing the dark slide that protected the sheet of film in the film holder from light, removing the film holder, attaching a new film holder pre-loaded with a fresh sheet of film, removing the dark slide, focusing the camera, and cocking the shutter. Multiple shots of a fleeting subject were impossible.

Dettloff preferred to take his time to size up his subjects and wait for the right moment to snap the shutter, rather than running around taking photos and picking out the best one back in the darkroom. As he relates [1]:

I was sent to cover the departure of the B.C. Regiment from New Westminster on October first, 1940. As I said I like to get the feel of the subject of the picture. The long gradual hill on 8th Avenue running into Columbia Street looked as though it might produce the kind of picture I was looking for. As the long line of marching men started down the hill I could see a second line of wives, children and sweethearts to the left of the column, marching with them. I felt that something of a sentimental nature was bound to happen, so I was watching for it. As a matter of fact the girl in back of the mother and the little boy who was the central figure in the picture, would also have made a very good picture. She was looking with intense pride and a bit of sadness at her man marching beside her. But when the little boy, Warren Bernard, reached out his hand to the Dad, Private J.D. Bernard and called out, 'Wait for me, Daddy,' I knew that was it and clicked the shutter almost without thinking.

Asked by the interviewer if he took any other pictures that day, he replied, "Not a single one. That was it, and I knew it before I even printed it."

The soldiers in the photograph are members of the British Columbia Regiment (Duke of Connaught's Own Rifles), also known as "The Dukes." According to the Regiment's website [4], they were mobilized in June, 1940, as a unit of the 4th Canadian Infantry Division. Initial training was at Camp Westminster in New Westminster, but on 1 October they obeyed orders to embark for a secret destination overseas. *Wait For Me Daddy* was taken as they marched toward their ship, which carried them "overseas"—across the Strait of Georgia to their next training camp at Nanaimo on Vancouver Island! In 1942, the Fourth Division was converted to the 4th Canadian Armoured Brigade, and the Dukes became the 28th Canadian Armoured Regiment (British Columbia Regiment). The majority of the regiment sailed for England in August, 1942, to continue armoured training, and they went into action at Normandy in late July, 1944. They then took part in the push across France into Belgium and the liberation of Holland. Whitey Bernard's father, Private Jack Bernard, served first as a rifleman and then, after the regiment traded rifles for tanks, as a tank commander [5]. He survived the war and returned to Canada in 1945.

References and endnotes

- [1] Claude Dettloff, interviewed on radio by Dick Diespecker on 3 March 1954, for the program *Behind the Headlines*. A typewritten transcript of the interview is available in digitized form at https://www.scribd.com/fullscreen/240830960?access_key=key-PPPx22NGSopkxWLpybLA&allow_share=true&escape=false&view_mode=scroll The transcript is also embedded in the article in [3], below.
- [2] Lorrie Williams, interviewed on 5 October 2014, by *The Province* newspaper, Vancouver, BC. The article by Kent Spencer and accompanying video are available at <http://www.theprovince.com/news/vancouver/West+councillor+powers+persuasion+Wait+Daddy+statue+stamp/10252786/story.html>.
- [3] Kent Spencer, 30 September 2014, in an article in *The Province* newspaper, Vancouver, BC, available at <http://www.theprovince.com/news/vancouver/Wait+Daddy+photographer+Claude+Dettloff+knew+shot/10235115/story.html>.
- [4] <http://www.bcregiment.com/regimental-family-3/society/history-of-the-regiment>.
- [5] Kent Spencer, 5 October 2014, in an article in *The Province* newspaper, Vancouver, BC, available at <http://www.theprovince.com/news/vancouver/Unlocking+secrets+Province+Wait+Daddy+photo+with/10252921/story.html>.

Table 1 Information

The information in the accompanying table 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) × (VERTICAL).

Footnotes for Table 1

- (a) The paper on the Zamboni coils shows the interlocking "Canada" pattern described in the *New Issues* column in *BNA Topics* Vol. 71, No. 3, p. 96.
- (b) Zamboni coils: A, Canucks; B, Oilers; C, Flames; D, Jets; E, Maple Leafs; F, Senators; G, Canadiens.
- (c) Booklets: P stamp pane = 12, qty = 2,000; \$1.20 pane = 6, qty = 570; \$2.50 pane = 6, qty = 590.

Abbreviations for Table 1

*number*CL = (*number of colours*) colour lithography; Bk = booklet; C = Tullis Russell Coatings (coated paper); CBN = Canadian Bank Note Co.; G4S = general tagging (four sides); L-M = Lowe-Martin; P = permanently equal to the domestic rate; P-S = pressure-sensitive; PVA = polyvinyl alcohol; s-t = set-tenant; SH = sheet; SP = special pane; SS = souvenir sheet.

Table 1. 2014 Commemoratives

(All tagging G4S, see footnotes and abbreviations on page 60.)

Stamp	Canada Post Community Foundation	Original Six	Zamboni	Wait for Me Daddy	Santa	Madonna and Child
Value	P + 10¢	6 × P (2 s-t strips of 3 on SP) + 6 × \$2.50	7 × P (s-t on SS)	P	P, \$1.20, \$2.50	P
Issued	29 September	3 October	3 October	4 October	23 October	23 October
Printer	L-M	L-M	L-M	CBN	L-M	L-M
Pane	Bk: 10	Bk, SP: 6 SS: 1 each SS	SS: 7 Coil: 50	Bk: 10	Bk: 6 ^(a) SS: 3	Bk: 12
Paper	C	C	C ^(a)	C	C	C
Process	6CL	7CL	6CL	6CL	6CL	7CL
Qty (1000s)	300	Bk: 750 SP: 180 SS (6): 125	SS: 200 Coil ^(b) : A: 30; E, G: 40; B, C, D, F: 20	400	Bk: 6 ^(a) SS: 140	350
Gum	P-S	SP: PVA Bk, SS: P-S	SS: PVA Coil: P-S	P-S	SS: PVA Bk: P-S	P-S
Size, mm	32 × 32	SS: 51.5 × 77.7 Bk, SP: 32 × 39.5	24 × 20	28.5 × 36	22 × 24	26 × 32
Perf	Simulated	SP: 12.5 × 13.1 Bk, SS: Simulated	SS: 13.3 × 13.0 Coil: Simulated	Simulated	SS: 13.6 × 13.3 Bk: Simulated	Simulated
Teeth	Simulated	SP: 20 × 26 Bk, SS: Simulated	SS: 16 × 13 Coil: Simulated	Simulated	SS: 15 × 16 Bk: Simulated	Simulated



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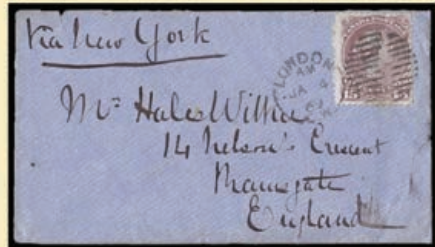
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Study group centreline

Peter McCarthy, OTB

CENTRELINE presents brief summaries of the specialized research done by BNAPS members, as published in the newsletters of its many Study Groups. This column reviews those newsletters received between 15 September and 15 December 2014.

BNA Perforator

Number 2 of Volume 35 of the *BNA Perforator* begins with an e-mail sent to the Koning family, thanking them for their financial contribution, which will look after the group's needs for some time to come. Jim Graham writes about the Great West Life Assurance perforator G 16 and G 17, the incomplete punches, and the possible repair of the G 17 in the late 1930s. There's an explanation on the perforating of US stamps in Winnipeg for pre-stamped envelopes, and a plea for a US perfin collector to look into the matter of the G 20 machine originating in Detroit. Jim Black provided an article on lesser-known perfins beginning with SYS/TEM, a magazine published by the AW Shaw Co, whose printing business was eventually sold to McGraw-Hill. This is followed by a thumbnail sketch of AW Shaw; Jim then goes on to write about Vitaphone, **V** a company created by Warner Brothers in 1926 and dissolved in 1958. Jean Guy Dalpé provided an addition to the checklist for the 1935 Jubilee issue. Ron Whyte continues searching for the user of the perfin **NTC**—it could be British, signifying the National Telephone Company. Apparently, six companies were known to have perfinned in both Canada and the UK using the same patterns. Jim Graham notes that the Toronto City Directories for 1899 list a National Trust Company as well as a National Typewriter Company. I'm sure we will hear more on the subject. Jim Graham ends the newsletter remarking on yet another variation of the JB MacLean corner card covers.

British Columbia

This Newsletter issue's favourite cover in Volume 23, Number 4 is from Gray Scrimgeour and is described as an "unwanted" looking for a home. The item, sent from Australia, is a Vancouver Arena Company corner card with an S & Q RPO marking and a Vancouver receiver. It is addressed to Mr Frank Patrick. Gray goes on to tell us about the Patrick Brothers of hockey fame. That's what you call going through a box very carefully! Andrew Scott writes of finding two covers sent from BC to a Polish storefront in Procyn. Peter Jacobi covers the story of Father Cocola, the St Eugene Mission, the chickamon stones, and the Consolidated Mining Co Ltd—a nice piece of postal history. Andrew Scott contributed an article about Edmund Hope Verney, a Lt Cdr in the Royal Navy, and a British Aristocrat who spent three years (1862–1865) on the BC coast and described life in the area in his frequent correspondence with his father. In the last issue there was a question of the **R** in circle registration mark used in Nanaimo. Brian Copeland answered Tracy Cooper's blue ink query with some lovely examples, and now Brian is interested in knowing when the **R** in circle mark was first used. Next follows a further listing of recent BC circular date stamps. The newsletter ends with part 2 of a twelve-page listing of all known BC wing markings.

Volume 23, Number 24 of the *British Columbia Postal History Newsletter* features a favourite cover from Morris Beattie. This cover was posted from Wellington Colliery in Union Bay on 19 November 1910 and sent to Montreal carrying a City of Nanaimo steamer marking. Only five examples have been reported of this marking. A history of the ship is provided. The auction results for the Jack Wallace collection were summarized; very impressive results were noted. The answer to a forgery question from last issue appears here,

with a caution to be wary. Andrew Scott examines an interesting topic on Vancouver's Suburban Straightline Markings. Here we have several illustrations of covers with various straight lines. Several questions are brought to the study group's attention that may lead to clarifications that could be published in future newsletters: The group is looking forward to the input. In the *Ask The Experts* page, Bill Pawluk asked about the routing of a cover from Kaslo to Switzerland endorsed via Spokane. Tracy and Peter Jacobi supplied an answer. The issue ends with a listing of the six-digit post office numbers and the final listing of the BC wing markings.

Elizabethan II

Robin Harris, editor of the *Corgi Times*, has published an impressive three newsletter issues since the last *Centreline* coverage. Issue Number 5 of Volume 22 begins with a discussion of the new postage rates and the jump in the cost of collecting the definitives. A comparative chart shows the marked difference between last year and this year. The Canada Post stamp program for the year is listed, along with the security features on the latest definitive issue. A digitally-prepared press sheet of the Kriehoff stamp is shown, pointing out the constant varieties. A more detailed study is being prepared. Julian Goldberg sent in an article on the perforation changes on the Cameo issue, from the old 11.95 to 11.85. Robin looks back fifty years at the 1964 Canada Post issues. Remember them? From the five-cent *Pacem In Terris* issue to the first annual Christmas issue. Total face value for singles? Sixty-six cents.

Number 6 of volume 22 of *Corgi Times* begins with a report of an inverted die cut variety on the 47 and 48-cent coil stamps, issued in 2001 and 2002, respectively, illustrating how to identify the differences. Robin shows the three-tier postage system and explains that, to get the water-activated *Empress of Ireland* stamp, one must buy a shrink-wrap sheet, since Canada Post no longer sells single, water-activated domestic stamps. Robin includes an extensive illustrated article based Leopold Beudet's original research which initially appeared in the March–April 1981 issue of *The Canadian Philatelist* on the 14¢ and 17¢ Queen Elizabeth booklets gray cylinder (part I). The last page shows the ninth set of floral design stamps issued in coil format and the availability of postal rate books.

The July–August issue, Number 1 of Volume 23, opens with a major error in the paper bearing the 63¢ Woodchucks. A mint roll has been found without the Canada underprint. A few used examples have also been reported. In this newsletter, Robin shows the definitive stamps, with and without the underprint. Part II of the 14¢ and 17¢ Queen Elizabeth booklets is presented by Robin, based on Leopold Beudet's original research, mentioned above. This time, it is about the red-and- green cylinders and involves eight pages of valuable information. The newsletter ends with a previously unreported variety on the 1971 issue of the seven-cent Maple Leaf in Winter. It has been referred to as the "Snow Bug" variety.

Corgi Times Number 2 of Volume 23 starts off with part 2 of the NHL issues. Six defencemen from the original six teams are featured; there is also a coil of a zamboni machine decked out with a Toronto Maple Leaf logo. Oh well, I guess they figure that they can at least clean ice! One day there will be a great exhibit of the NHL. One of the regular features of the newsletter is Canada Post news. Newly released is the "Stuck on Stamps" pack for kids, the ninth time for such a product. Another feature is the year's stamp program. Robert Elias reported on the group's meeting at BNAPEX 2014 in Baltimore. An article by *The Canadian Press* reprinted here describes Canada Post's profit and gains from parcel delivery for 2013. Then it is on to the third installment of the 14¢ and 17¢ Queen Elizabeth booklets of 1971. This issue deals with the green cylinder only. Again, this was originally researched by Leopold Beudet. This detailed study makes it possible to plate the

booklets and to pinpoint exactly where the varieties occur. Knowing Leo, the research was enormously detailed. From the Canada Post website, Robin includes an update about the community mailbox system, to be implemented over the next five years along with changes and safety implementations. To round out the newsletter, Robert Lemire sent in details on the recall and reissue of the Catherine O'Hara First Day Cover.

The November–December issue of *Corgi Times*, Number 3 of Volume 23, came in just under the wire. Here, Robin Harris mentions the increase in postal rates for those using postal meters or postal indicia effective 12 January 2015. The previous issue of *Corgi Times* discussed the three-tier postage system, which I guess now goes by the boards. A couple of errors made in back issues were corrected. A UPC barcode was applied to the *Empress of Ireland* water-activated gum sheet, and further details on the O'Hara FDC were supplied by Dudley Nash. The 2015 stamp program has been announced, and a scan from *Details* magazine was included in the newsletter. From Canada Post we learned that there were no stamps to commemorate the 150th anniversary of the Charlottetown and Quebec conferences; commemorative envelopes were issued instead. Robin shows a Harry Howell stamp that he had hand-cancelled, which still received a two-bar black marker hit. Frustrating. Robin is hoping Santa will be kind enough to bring him a 1969 six-cent Christmas stamp with the black omitted. He really would have had to be an exceptionally good boy! Robin shows the “*Wait For Me Daddy*” stamp (covered in detail in Bill Wilson's New Issues column in this issue of *BNA Topics*) and talks about the ten-stamp pane self-adhesive, and five-pane, shrink-wrapped, water-activated stamps. Check your panes of five stamps for a white dot in the centre stamp under the letter R of “for” and note the coins for the numismatist. Have you noticed admail in circulation? Earle Covert has been documenting them and illustrates a few examples. Reporting examples of what you have found would be appreciated. Robin provided a list and table from the Beneficial Insects definitives. The final article is Bob Thorne's article and tables of known machines from across the country of what appears to be the end of inkjet slogan cancels.

King George VI

Gary Steele submitted a cover that appears on the front page of Issue 29 of the *King George VI Post & Mail*. It explains that the collecting interests of some folks go beyond stamps and cancels. In this case, it is a rarely seen US Airmail Etiquette Label on a Canadian cover. This cover has a block of four 2¢ War Memorial stamps tied by a Royal Train cancel. Donald LeBlanc tells the story of the decision to issue the three stamps for the 1939 Royal Visit in 1938, with several letters, memoranda, and illustrations of the final product.

That was the easy part. I'm looking forward to the next instalment, in which Donald tells of the difficulties in making the issue happen. John Burnett has a difficult time mounting some of his acquisitions, and that's because, as John puts it, “Great Collectibles Lousy Shapes or Sizes.”

Illustrated in this issue are some of the boxes, packages, newspapers, and tubes—all with different rates. John goes on to explain how he mounted and explained them to the judges in his exhibit. Inventive to say the least! Eldon Godfrey continues with part 4 of the story of the Foreign Exchange Control Board (FECB).

This issue deals with the District Directors' role in assurance of FECB Compliance. Eldon writes about and illustrates the various printed labels used to re-seal opened mail, and the explicit instructions not to use, in such cases, the Received in Damaged Condition seals. The newsletter concludes with several letters to the editor and classified ads.

Re-entries

The newly resurrected newsletter of the Re-entry Study Group, *Dots and Scratches*, Volume 1, Number 2, begins with an illustration of a 1¢ large Queen, showing several re-entries and asking if it is the example reported by SF Cohen. Jim McCormick submitted an article on the 6¢ Small Queen major re-entry at position 67, showing examples from several collectors. Michael Smith shows a 1¢ Admiral on a post card, describing the many places on the stamp where doubling appears.

As can be seen in the illustration (right), Michael describes the removal of improperly placed imprints and of elements that appeared on the re-entries on the 5 Beaver.



It makes for some interesting hunts. Jim Jung has written a long article entitled “Hunting for the 5¢ Beaver Major Varieties.” It first appeared in BNAPS *Pence-Cents Era Study Group Newsletter*, Volum1, Number 2. Illustrated are the following varieties: log in the waterfall, the rock in the waterfall, the leaping fish, and the leaping minnow.

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BNAPS business and reports

President's column

George Dresser, OTB

Happy New Year!

I am writing this column on the Wednesday between Christmas Day and New Year's Day. For many of us, this is a time for family, celebrating our religious beliefs, visiting friends, taking a few days away from our normal work routines and, at least in the United States, enjoying the football bowl season. New Year's has never been a big celebration in our home as it is for many families. However, the New Year does provide an opportunity to think about the events of the past year and to think about things we would like to do in the coming year. I wish all our BNAPS members and their families a Happy New Year.



State of the Society

As your recently-elected president I have been thinking about our organization, things that we do well and things that we might be able to do somewhat better. Perhaps, more important, I have been thinking about what our members expect from our organization and what our organization expects from its members. We have a strong contingent of elected and appointed officers, the co-editors of *BNA Topics* are delivering an excellent product, the Books Department-Coordinator-Publishing continues to produce attractive books on a wide variety of topics, the website offers a variety of information for members and a variety of subject matter information for any collector with Internet access, the Study Groups are producing newsletters with excellent content and advancing the knowledge of their members, the Regional Groups are viable in selected geographic areas, and the financial situation of the Society is sound and strong. Our organization is in excellent shape. So, what is there to be concerned about?

Succession planning

The member survey completed in 2014 offered insight into members' expectations, and we are paying attention to the feedback. Read the last three pages of *BNA Topics*, and you will see that it takes a lot of involvement by many members for BNAPS to function well. Consequently, one of my concerns—and one that I will be working on with our First Vice-President, Eldon Godfrey—is succession planning. There are two parts to succession planning: one is having a person identified who could, if needed, take over a particular role; and the second is having this person either trained to fill the position and/or to have written documentation on how the work of the position is currently being fulfilled. The need for successor training is obvious for some key functions such as the Society's Secretary, Treasurer, and Webmaster. It is not so obvious for other functions such as the Society's Publicity Officer or its Circulation Manager.

Invitation to participate

Philatelic societies and clubs seem to have two primary types of members, those who actively contribute in some way and those who simply pay their dues and subscribe to the society's journal, or simply attend the club's meetings. Either kind of membership is fine. This is not an effort to make anyone feel guilty. I belong to several philatelic societies simply to get their publications and, aside from my dues, I contribute nothing. Obviously societies and clubs will cease to function without a sufficient number of members who actively contribute. BNAPS is an excellent organization. If you are not already actively contributing in some way, I invite you to do so. If you are not sure where your talents can best be used, send me an e-mail, and I will call you. If you see an office or a function that interests you, send the person with responsibility for that office or function an e-mail. Do you have computer skills? Do you have marketing skills? Can you make phone calls? Do you have writing or editing skills? Do you have planning and organizing skills? Do you have skills in judging exhibits? Do you have legal skills? Do you have investing skills? Do you want to learn a new skill? Do you have a little time? Do you have a lot of time? We need your help. We need to train successors to assume the many functions that are now being done by experienced volunteers. Here is a reality. Our volunteers are getting older, and many have been doing their current jobs for a long time. Most would welcome an assistant or co-volunteer to share the work. Perhaps you see an opportunity that is not currently being explored and want to undertake something new. Great! Let me know and we will work on getting it initiated.

Challenges

Based on my reading of organized philately, many organizations are facing the challenges of declining membership, aging membership, attracting new members, having members contribute articles to their journals and newsletters, increasing printing costs, increasing mailing costs, and an inability to find people to take up the positions of current volunteers when needed. BNAPS is currently in excellent health. Nevertheless, if we don't take steps now, then the challenges being faced—often in crisis mode—by other philatelic societies will be facing our Society. So, let me try to talk you out of just being a subscriber to *BNA Topics*, and let us work together and make you an active volunteer. At the conclusion of my term as your president, I want to have succession planning in place; not only successors identified, but successors with the training and confidence to carry on all of our many functions.

Until next quarter, enjoy your collecting, learn something new and take steps to be a volunteer!

From the Secretary- Report date: 13 December 2014

Andy Ellwood

(10 Doris Avenue, Gloucester, ON K1T 3W8, andy_ellwood@rogers.com)

Membership fees

There will be no increase in membership fees for 2015. 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 ten percent reduction in cost. Send application form and cheque or money order to the Secretary.

Applications for membership

When an application is received, the applicant is classified as a New Member and the person'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, the applicant is confirmed as a Regular Member.

New applicants: Applied between 6 September 2014 and 14 December 2014

R-6788 Gerald R Phillips, Aberdeen, MD

R-6789 Roland Seymour, Downey, CA

R-6790 Paul Miller, Livonia MI

R-6793 Joseph Bell, Waterloo, ON

R-6794 Ronald Coughlin, Beaconsfield, QC

R-6795 Mark Oakley, Lake Country, BC

R-6796 Bernie Finkelstein, Belleville, ON

R-6797 Donald Wood, North Bay, ON

R-6798 Rick Friesen, Kirkland, QC

R-6799 Robert Coffey, Fredericton, NB

R-6800 Ira S Moskowitz, Alexandria, VA

R-6801 Craig Marshall, Omaha, NE

R-6802 David Nickson, Hempstead, TX

R-6803 Ed Tittley, Toronto, ON

R-6804 Peter Munk, Vancouver, BC

R-6805 Thomas Salopek, Edmonton, AB

R-6806 Karl Kern, Bellingham, WA

New members:

In addition, all applicants assigned membership numbers between R-6768 and R-6787 have been confirmed as full members of BNAPS. Their names were published in the last issue of *BNA Topics*, Volume 71, Number 4, October–December 2014, p 73.

Address changes: between 6 September 2014 and 14 December 2014

R-6271 Bill Aaroe, Surrey, BC

R-6382 Bob Adams, Trenton, NS

E-2923 Colin Geoffrey Banfield, Loughton, Essex, UK

R-4716 Tracy J Cooper, Saanichton, BC

R-6762 Ken Copleston, Rayleigh, UK

R-5739 Barry C Danard, Killarney, MB

E-2635 Ross D Gray, Peterborough, ON

R-6783 Patrick Laracy, St. John's, NL

E-2575 Hugh Laurence, Toronto, ON

E-3144 J-Claude Michaud, Halifax, NS

R-3305 James E Miller, Victoria, BC

R-6790 Paul A Miller, Livonia, MI

R-6377 Gloria Neyhart, Portland, OR

E-3198 Rick Parama, Houston, TX

R-6799 Robert Coffey, Fredericton, NB

R-6329 Pascal Leblond, Thurso, QC

R-6251 John C McCuaig, Edmonton, AB

R-6795 Mark Oakley, Lake Country, BC

R-6805 Thomas Salopek, Edmonton, AB

R-6793 Joseph Bell, Waterloo, ON

E-2995 David Piercey, Edmonton, AB

E-2237 Alex Price, Kelowna, BC

L-5860 Glenn Rebne, Kirkland, WA

R-4677 Andrew P Scott, Sechelt, BC

E-2160 George F Smalley, Gananoque, ON

L-4224 Gary W Steele, Middle Sackville, NS

R-6386 Anthony B Thompson, 132 37 Saltsjo-Boo, Sweden

R-3499 John M Walsh, St. John's, NL

R-6787 David B Weisgerber, Frederick, MD

R-5739 Barry C Danard, Killarney, MB

R-6798 Rick Friesen, Kirkland, QC

R-6802 David Nickson, Hempstead, TX

R-6803 Ed Tittley, Toronto, ON

R-6247 Terry Sitch, Winnipeg, MB

Resigned

E-2033 AJ Quattrocchi
 R-4046 Henry K Dodwell
 R-4134 Gordon F. McDonald
 R-4447 Dwight Gray
 R-4699 JT Mould
 R-5190 Ernest Wall
 R-5240 Paul Hurtubise

R-5311 Anne Pallen
 R-5792 Andrew Salmon
 R-5843 Bob Currie
 R-5899 Robert S Olds
 R-6061 David G Bree
 R-6624 Harley Cohen
 R-6706 Frank G Henry

Deceased

L-3494 Andre J Albert, Jr.
 R-4823 Geoffrey C Wood
 R-6430 Bruce R Chapman

Active Member Count- As of 14 December 2014

Regular member	860
Emeritus	116
Life member	55
Emeritus family members	3
Complimentary/exchange copies of <i>BNA Topics</i>	15
Topics subscription	5
TOTAL	1054

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

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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, Stampless to WW II—have a look. Don Slaughter, Box 8002, RPO Sherwood Forest, London, ON, N6G 4X1 (4-13)

WANTED

NEWFOUNDLAND: (1) covers to non-English foreign destinations; (2) covers with pictorial issue stamps to foreign and Empire destinations. Graham Worrall, Box 241, Gloverton, NL A0G 2L0 or gworral@mun.ca.

DECIMAL ISSUE ON COVER. (Sc.#14-20), overseas destinations, multiples, rates; also looking for U.S. Civil War patriotics to/from Canada/BNA; phone: 610-399-1509; R. Majors, 253 Caleb Dr., W. Chester, PA 19382; ronald.e.majors@gmail.com.

LITERATURE

OLD ISSUES OF BNA Topics FOR SALE: Add valuable info to your library. Will do 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@stampatico.ca>.

Regional group rant

Ronald E Majors

Overview

BNAPS President George Dresser is still searching for a new Regional Group Vice-President to take over this spot. Meanwhile, a number of Regional Group contact people have kindly supplied information on their latest or planned meetings. If you are interested in joining in Regional Group activities, get in touch with the contact person (listed below) and find out about the next gathering. Remember: If you are a BNAPS member, you are automatically enrolled in your local Regional Group; so, by all means, take advantage of the opportunity to meet with fellow BNAPSers, even at a local stamp show, in the US or Canada.

Regional group reports

For this issue of *Regional Group Rant*, nine Regional Group contacts were kind enough to provide summaries of their activities. Please remember to advise both me (ronald.e.majors@gmail.com) (temporarily) 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 each of your regions. Please also send copies of your meeting reports to both of us so that we can share information that is of considerable value and interest to all our members. I provide brief outlines of the meetings in this column, so please check out the BNAPS website for further details on Regional Group activities in your particular geographical area.

Don Fraser reported on the last meeting of the *Manitoba-Northwestern Ontario Regional Group* held on 1 November 2014. Nine members were present for some “show and tell” and lively discussions. Robin Harris showed the inverted die cut variety on the 47¢ and 48¢ of the Maple Leaf coil (Unitrade #1878). He also displayed a major printing error on the 63¢ Woodchucks coil of 100 (Unitrade #2692). Dick Johnson provided a number of unusual Canadian Postage due covers. Two were Nova Scotia covers on which 2¢ due was paid (illegally) by bisected 4¢ PD stamps. Bob Elias showed two examples of undeliverable international mail returned to Canada, while Darcy Hickson presented a Canada Postal Card mailed from Grand Valley NWT to Brandon Hills, Manitoba on 14 July 1882.

Bernie Smith displayed a collection of Canadian Air Mail Box Cancels with different text styles and line breaks. Bob Stock showed two registered covers from UK (Glasgow) to Canada (Kingston, Ont.) posted in 1908 and 1926, showing sender's routing instructions. To wind up the “show and tell”, Len Kruczynski displayed a collection of used Winnipeg tagged 1960 QE II 7¢ and 8¢ stamps used outside of Winnipeg in Manitoba rural towns.

The BNAPS *Midwest Regional Group* got together at Chicagopex this past November. Contact person Richard Judge gave a presentation of his spectroscopic study of the 2¢ pink Admiral issue and its relationship to the “aniline ink” variety. Ronald Dewey brought along his most recent acquisitions of corner cards from the Chateau Laurier hotel in Ottawa. One was postmarked 1945 and is an engraving of the hotel. Another cover, from 1920, had an illustration on the reverse showing a view of Ottawa with the Chateau, railway station, and the Parliament buildings. Two other covers featured engraved illustrations of the five Canadian National Railway hotels on the reverse. Of these two, one was posted to Hamilton,

1938. The other was a most impressive Zeppelin (Hindenburg) cover, 1936, posted to England, from Ottawa through Montreal, via New York, and Frankfurt. This cover was presented as a photocopy, because of its rarity and value. He also had two other photocopied items, one a cross-order cover from Canada to the US that had required US forwarding postage to be attached to it.

The other was a Wells Fargo cover from San Francisco to Victoria, BC with embossed US postage and two BC Scott No 14 stamps tied to the cover. To see images of these impressive post cards, contact Richard Judge via e-mail: CH2Se@sbcglobal.net. The next Regional Group meeting will be at the APS show in Grand Rapids, Michigan from Aug 20-23, 2015. Contact Richard for details.

John Burnett reports that the *Dixie Beavers* will meet on 31 January at the South East Regional Stamp Show in Atlanta at the Hilton Hotel Atlanta North East (Norcross GA.). The hotel is offering a rate of \$89 for members attending the show. John will tell “The Story of Three Covers,” recounting the torpedoing of the *SS Eras* carrying mail from Quebec to England, and of the mails’ recovery. Contact John for details at Jb45855@aol.com.

Chair/Newsletter Editor Peter Fralick provided the Fall 2014 copy of the *West Coast Express*, the newsletter of the *Pacific Northwest Regional Group*. This issue provided details of their upcoming Annual Meeting in Vernon, BC from 24–26 April 2015, at the Village Green Hotel (special, reasonable room rate of \$79 Cdn).

The hotel allows pets, and all activities will be held there). Let Peter know (peterfralick@outlook.com) if you book a room, so that the group can get credit for the stay. Volunteers are needed at the Annual Meeting for presentations. Friday afternoon check-in; Saturday and Sunday morning presentations; Saturday afternoon joint activities with partners and members, and a banquet that evening; the meeting will end at noon Sunday.

Peter solicited help for a project of listing all BC post offices and obtaining postmarks, extending the work of Bill Topping and others who developed a classification system rating them from “A” (easiest) to “E” (hardest). He is looking for help in finding new, unrated post offices or sub-POs. This issue of the *West Coast Express* included a sample of the latest issue of *British Columbia Postal History Newsletter*.

The Golden Horseshoe Regional Group (GHRG) is one of the most active of BNAPS’ Regional Groups, meeting frequently every year. Here, Peter McCarthy provides a summary of their 29 November 2014 meeting. This Saturday wasn’t such a bad day weather-wise, gray and cool with a few traces of snow, but the roads were good for which they were grateful. Twenty-eight BNAPSers were present to enjoy each other’s company over coffee. Only three dealers were present, with regulars Bill and Shirley Coates away, celebrating their anniversary and Don Slaughter tending to his wife, whom we wish a speedy recovery. It was a chatty crowd nevertheless.

After a delicious lunch, the more formal portion of the gathering got underway with announcements. The BNAPEX 2015 NIAGARA FALLS team is all ready to go, and the event is being well advertised at shows and BNAPS Regional Group meetings. On 14-16 November, the GHRG promoted BNAPS at the CSDA show at its new location at the International Centre on Airport Road in Mississauga. Thanks to those who helped out at the booth, very much appreciated.

The day's auction, always a fun part of the gathering, was quite brisk, with some better articles up for sale. Thanks to all who donated and purchased. Proceeds from the meeting auctions help with expenses.

Several items were presented at Show-and-Tell. In particular, John Irvine spoke extensively on the recent Cherrystone auction and the price received for the London-to-London airmail stamp, which went for \$26,000 US. Recently, John purchased a box lot at a non-philatelic auction for \$200. In it was a proof of the same London-to-London airmail stamp, along with related material. John is holding on to the proof against a rainy day. We'll ask him to bring it to a future Show-and-Tell.

The speaker for the afternoon was George Vanderburgh, who gave a very interesting presentation on Christmas Seals rather than the originally scheduled topic, Canadian Special Order Postal Stationery. Thanks George; your Special Order presentation will be rescheduled soon. The next get-together will be held on Saturday, 31 January 2015. Larry Cherns will be speaking on the topic "An Overview of Correspondence from Hamilton during the Period 1840–1950."

Vic Willson reported on the 18 October 2014 *Prairie Beaver Regional Group* meeting in College Station, Texas. Fourteen members attended, including Larry Ballantyne, Jon Furlong, George Dresser, Gary Giroux, Dave Nelson, Rick Parama, Alan Price, John Clement, Denise Stotts, Jay Stotts, Ron Strawser, Jeff Switt, Jim Williams, and Vic Willson. After some breakfast *kolaches* (Czech pastries local to the area), doughnuts, and coffee, various members reviewed recently published books or materials as well as classic material attendees may not have seen.

A trading session was then followed by John Furlong's computer presentation of WWI patriotic posters. The presentation was based on an exhibit of posters at an Austin museum and included US, Canadian, British, French, and German posters. Their themes included enlisting, buying war bonds, supporting military, etc.—a beautiful and fascinating showing.

After more trading, the morning session ended with the clothesline exhibit, in which members show new material. Included were new Centennial covers presented by Denise Stotts, a variety of advertising covers of the KEVII period and a Ceylon officially sealed from Canada in the period, presented by George Dresser; new 15¢ Large Queen material presented by Vic Willson, and a host of various other worldwide material.

Following a hosted lunch, Larry Ballantyne showed postal history items from his gold level exhibit of Canada WWII mail, including rates and routes. Rick Parama followed with a presentation on Katherine Stinson, the Texas aviatrix who became a Canadian favourite by barnstorming in Canada and then flying the earliest government mail route in western Canada, from Calgary to Edmonton in July 1918. There are perhaps a couple of dozen known covers from this flight, since it was announced fairly late that mail would be flown to the Edmonton Fair. Apparently, most of the covers were sent by people associated with the planning of the activity and were likely kept among family possessions, so it is possible that some still reside, unrecorded, in descendants' filing cabinets. Others may well have been thrown away by unknowing relatives. A donation auction of material to aid the group's bank balance ended the day's activities. Most attendees then repaired to a local Texas barbecue place for brisket and beer. Texans unashamedly proclaim their barbecue as the best in the world.

The Calgary Regional Group is another active group, and in this issue of *Rant*, Eldon Godfrey, recorder, reports on two of their meetings held on 8 October and 12 November. Their 13 December meeting was their annual Christmas Party. At the October meeting, as usual, they reviewed upcoming philatelic meetings. Eldon Godfrey reported on the Canadian Philatelic Society of Great Britain (CPSofGB) in Edinburgh, 2-6 October 2014, highlighting various displays, competitive exhibits, and convention auctions. Full details will be reported in the January 2015 edition of *Maple Leaves*, the journal of CPSofGB. Since the evening's guest speaker fell ill, the main activity was a Show-and-Tell session. Hugh Delaney presented a discussion on "What Passes for Postage," Dale Speirs showed the Regional Group Exhibit at CALTAPEX 2014; Eldon Godfrey presented examples of Mufti- and War-Issue covers that he recently acquired; Jon Johnson displayed pictorial bulk mail, military mail, and hospital ephemera; and Jim Taylor showed a cover from St. Pierre et Miquelon to North Carolina via Halifax and Montreal censors.

The November meeting of the Calgary Group took place at the Chateau Retirement Residence. Eight members attended. Guest speaker Gary Tomasson, who had recently visited the Vincent G Greene Philatelic Research Foundation, gave an extremely interesting review of its work and highlighted the Foundation's new Freeman+Foster Visual Spectral Comparator (Model VSC6000) for expertizing stamps. He spoke to the economic strength of the Foundation and its extensive research capability. He had also visited to discuss and provide OHMS research data; material that he and Jon Johnson had accumulated, collected, and studied over many years.

A general discussion of the Group's one-frame exhibit "Introduction to BNA Philately," shown at CALTAPEX 2014, followed. Thoughts about loaning the exhibit for other shows, expanding the exhibit to two frames, and reconstructing the one-frame exhibit were discussed and tabled for future consideration. The members Show-and-Tell session covered a variety of topics including recently-obtained materials such as Remembrance Day Slogans, philatelic literature, military hospital covers, etc.

The *Golden West Regional Group* will meet at WESTPEX (San Francisco, CA) on 25 April 2015 from 1:00-2:30pm. At the time of this writing, the speaker or room had not yet been identified. Contact Joe Schlitt (email: wylecotejs@earthlink.net) for more information.

In continuing efforts to promote a possible *Florida Regional Group*, Mark Isaacs is planning a meeting in conjunction with the Sarasota National Stamp Exhibition, 6-8 February 2015. Mark (phone: (941) 951-1419) encourages all members in that area at that time—permanent residents or visitors—to attend, and he asks for assistance in this organizing effort. At a minimum, a Show-and-Tell session is planned.

Exchange circuit news

Andy Ellwood

ACTIVITY in the Exchange Circuit has picked up quite a bit and a long list of pre-cancel items has found their way to new owners. I have received quite a nice selection of new material in the areas of Newfoundland, Revenues, Airmail, Forgeries, and Revenues. Some very interesting material was included. The first copies of philatelic books have been posted. Send me an email (andy_ellwood@rogers.com) or give me a call (613-737-2137) if you see something you would like.

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British North America Philatelic Society Ltd

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

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<g-dresser@suddenlink.net>

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<ecg@godfrey-godfrey.ca>

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

<nrdyer@comcast.net>

Vice-President Regional Groups Vacant

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

<studygroups@bnaps.org>

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Kevin O'Reilly, PO Box 444, Yellowknife NT X1A 2N3 <kor@theedge.ca>

Ken Lemke, 3488 Rubens Court, Burlington, ON L7N 3K4 <kwlemke@sympatico.ca>

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

Adri Veenstra, Dr Joop den Uytsingel 34, Arnhem, 6836 GR, Netherlands, +31 263232416,

<a.veenstra@chello.nl>

Jeff Arndt, 4121 Marble Lane, Fairfax, VA 22033 USA <arndt123@aol.com>

Committees and appointed officers

Awards Coordinator Jon Johnson, 39 Highgrove Cres SW, Calgary, AB T2V 3K8

<jciperfins@hotmail.com>

BNAPS Book Department Coordinator-Publishing Mike Street, 73 Hatton Dr, Ancaster, ON

L9G 2H5 <mikestreet1@gmail.com>

BNAPS Book Department-Sales Brian Wolfenden, 1550 Carling Avenue, Ottawa, ON K1Z 8S8

<brian@sparks-auctions.com>

BNA Topics Co-Editors Ron Majors, 253 Caleb Dr., W. Chester, PA 19382 USA

<Ronald.e.majors@gmail.com>

Jeff Arndt, address above, *Director*

Board of Examiners Chairman Barry L Shaulis, 274 Pahlhurst Plaza, Parkersburg, WV 26101

<wvtaxguy@suddenlink.net>

Circulation Manager BNA Topics Ken Lemke, BNAPS Circulation Manager, c/o CFS, 3455 Harvester

Road, Unit 20 - 22, Burlington, Ontario L7N 3P2 <kwlemke@sympatico.ca>

Convention Committee Chairman Earle Covert, PO Box 1190, Raymond, AB T0K 2S0

<ecovert6@gmail.com>

Database Administrator Leopold Beaudet, 1386 Louis Lane, Ottawa, ON K1B 3P3

<leopold.beaudet@sympatico.ca>

Dealer Liaison & Advertising Mgr Hank Narbonne, 136 Morphy St, Carleton Place, ON K7C 2B4

On-line Resources and Exhibits Committee Chairman Leopold Beaudet, address above, *Database Administrator*

Elections Committee Chairman Eugene Yount, Jr., 103 Wilmington St, Rochester, NY 14620

<eugenyount@aol.com>

Ethics Committee Chairman William C Walton, 125 Turtleback Rd, Califon, NJ 07830

<WaltonWmC@aol.com>

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Finance Committee George Dresser, 501 Fairview Ave, College Station, TX 77840-2933

<g-dresser@suddenlink.net>

Historian P Charles Livermore, address above, *Director*

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Long Range Planning Committee Chairman John Burnett, 127 Bluebelle Dr, Madison, AL 35758

<jb45855@aol.com>

Membership Committee Chairman P Charles Livermore, address above, *Director*

Nominations Committee Chairman William C Walton, address above, *Ethics Committee*

On-line Resources and Exhibits Committee Chairman Leopold Beaudet, address above,

Database Administrator

Policy and Procedures Manual Editor Jeff Arndt, 4121 Marble Lane, Fairfax, VA 22033

<arndt123@aol.com>

Publicity Officer David McLaughlin, 388 Woodgrange Ave, Pickering, ON L1W 2B3, 905-509-7530,

<david.mclaughlin@rogers.com>

Publications Committee Chairperson, Robert Lemire, PO Box 1870, Deep River, ON K0J 1P0

<rlemire000@sympatico.ca>

Study Group Reporter Peter McCarthy, 573 Griffith Street, London, ON N6K 2S5

<petermccarthy45@sympatico.ca>

Webmaster Leopold Beaudet, address above, *Database Administrator*

Webmaster Assistant David Bartlet, 1955-9th Ave NW, Calgary, AB T2N 4N3 <dave.bartlet@shaw.ca>

Youth Coordinator Norris R (Bob) Dyer, address above, *Past President*

Study group contacts

Note: Between publication of issues of BNA Topics these contacts are updated on the BNAPS website at www.bnaps.org/study.php

Admirals, Andrew Chung, PO Box 89111, Westdale PO, Hamilton, ON L8S 4R5

<achung@cogeco.ca>

Air Mail (on hiatus - contact Peter MacDonald for more information, <studygroups@bnaps.org>)

British Columbia Postal History, Andrew Scott 5143 Radcliffe Rd, Sechelt, BC, V0N 3A2

<andrewscott@dccnet.com>

Canada Post Ephemeris and Collateral Material, David Jones, 184-Larkin Dr, Nepean, ON K2J 1H9

<shibumi.management@sympatico.ca>

Christmas, Peter MacDonald 1264 Sherman Drive, Ottawa, ON K2C 2M8

<studygroups@bnaps.org>

Dead Letter Office, Brian Plain, 4-132 Michigan St, Victoria, BC V8V 1R1 <bcplain@shaw.ca>

Elizabethan, Robin Harris, PO Box 104, Seddons Corner, MB R0E 1X0 <corgi@adminware.ca>

Fakes and Forgeries (‡), Ken Pugh, 45964 Ivy Ave, Chilliwack, BC V2R 2C5 <kpugh@shaw.ca>

- Fancy Cancel and Miscellaneous Markings*, Dave Lacelle, PO Box 233, Merville, BC V0R 2M0
<fancycancel@hotmail.com>
- First Day Covers*, Gary Dickinson, 648 San Michelle Rd, Kelowna, BC V1W 2J1
<gandbdickinson@shaw.ca>
- George VI*, Gary Steele, 6 Braemont Ct, Middle Sackville, NS B4E 3A1 gary.steele@ns.sympatico.ca
- Illustrated Mail*, Ken Lemke, 3488 Rubens Court, Burlington, ON L7N 3K4
<kwlemke@sympatico.ca>
- Large and Small Queens*, William Radcliffe, 500 Columbia Ave, Pitman, NJ 08071-1734
<bsbvp88@hotmail.com>
- Military Mail*, Henrik Bergers, 8 Lucia Court Niagara-on-the-Lake, ON L0S 1J0 <hburgers@cogeco.ca>
- Newfoundland*, Norris (Bob) Dyer, 1708 Granada Ct, Petaluma, CA 94954 <nrdyer@comcast.net>
- Perfins*, Barry Senior, 4 Whiteway Place, Clarenville, NL A5A 2B5 <barry.senior@nf.sympatico.ca>
- Pence-Cents*, Ron Majors, 253 Caleb Dr, West Chester, PA 19382 <ronald.e.majors@gmail.com>
- Postal Stationery*, Michael Sagar, 3920 Royalmore Ave, Richmond, BC V7C 1P6
<gailandmike@shaw.ca>
- Railway Post Offices*, Peter McCarthy, 573 Griffith St, London, ON N6K 2S5
<BNAPS-GHRG@bnaps.org>
- Re-entries*, Michael D. Smith, 100 Paine Lane, Oak Ridge, TN 37830 <miked_smith@hotmail.com>
- Revenues*, Fritz Angst, Briggs & Morgan PA, 2200 IDS Centre, 80 South 8th St, Minneapolis, MN 55402
<fangst@briggs.com>
- Squared Circle Cancels*, Joe Smith, #203-228 Pembina Avenue, Hinton, AB T7V 0A5
<mudquack@telusplanet.net>
- World War II*, William Pekonen, 201-7300 Moffatt Rd, Richmond, BC V6Y 1X8
<wpekonen@telus.net>
- Vice-President, Study Groups**: Peter R. MacDonald, 1264 Sherman Dr, Ottawa, ON K2C 2M8
<studygroups@bnaps.org>
- Study Group Reporter**: Peter McCarthy, 573 Griffith St, London, ON N6K 2S5
<BNAPS-GHRG@bnaps.org>

‡ indicates group in formation; please contact Study Group leader for more information

Regional group contact persons

- Atlantic Provinces (NS, NB, PEI, Newfoundland and Labrador)*: J A Forbes, Jr, PO Box 38205, Dartmouth, NS B3B 1X2 <JAFRBS@aol.com>
- Calgary (Calgary and surroundings)*: Jon Johnson, 39 Highgrove Cres SW, Calgary, AB T2V 3K8
<jcjpferfins@hotmail.com>
- Dixie Beavers (Alabama, Georgia, both Carolinas, Mississippi, Tennessee)*: John Burnett, 127 Bluebelle Dr, Madison, AL 35758 <jb45855@aol.com>
- Edmonton (Edmonton and surroundings)*: David Piercey, 181 Blackburn Dr, Edmonton, AB T6W 1B6
<dpiercey@telus.net>
- Florida*: Mark Isaacs, PO Box 52453, Sarasota, FL 34232 - Tel: 941-951-1419.
- Golden Horseshoe (Southern Ontario, Western New York, Northern Ohio, Eastern Michigan)*: Peter McCarthy, 573 Griffith St, London, ON N6K 2S5 <BNAPS-GHRG@bnaps.org>
- Golden West (California, Arizona, Nevada)*: Joe Schlitt, PO Box 263, Knightsen, CA 94548-0263
<wylecotejs@earthlink.net>
- Lower Canada (Québec)*: Hugo Deshayé, PO Box 1000 Stn, Forces Box 444, Courcellette, QC G0A 4Z0 <hdphil@videotron.ca>
- Manitoba-Northwestern Ontario (Manitoba, Northern Ontario, Minnesota, North and South Dakota)*: Don Fraser, 1183 Warsaw Ave, Winnipeg, MB R3M 1C5 <dafraser@escape.ca>
- Mid-Atlantic (Virginia, West Virginia, DC, Delaware)*: Jeff Arndt, 4121 Marble Lane, Fairfax, VA 22033 <arndt123@aol.com>

Midwest (Indiana, Western Michigan, Minnesota, Illinois, Wisconsin, Kansas, Iowa and Nebraska): Richard Judge, 2900 Lincolnwood Dr., Racine, WI 53403-3738 <CH2Se@sbcglobal.net> Tel: 262-554-7958.

Northeastern (Connecticut, New Jersey, New York, Pennsylvania, New Hampshire, Rhode Island, Vermont, Massachusetts): P Charles Livermore, 100-08 Ascan Ave, Forest Hills, NY 11375 <charleslivermore@hotmail.com>

Pacific-Northwest (BC, Idaho, Oregon, Washington, Alaska, Yukon): Peter Fralick, PO Box 34, Hagensborg, BC V0T 1H0 <peterfralick@belco.bc.ca>

Texas Prairie Beavers (Texas, New Mexico, Oklahoma, Arkansas, Louisiana): George Dresser, 501 Fairview Ave, College Station, TX 77840 <g-dresser@suddenlink.net>

St Lawrence Seaway (Eastern Ontario, Western Quebec): Co-chairmen: Chris Anstead, 3258 Elphin Maberly Road, McDonald's Corners, ON K0G 1M0, <acropolis@superaje.com>; Don Ecobichon, RR1-1512 Chaffeys Lock Road, Elgin, ON K0G 1E0.

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