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Whole number 545

Volume 72 Number 4



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# BNA pics

Volume 72 Number 4 Whole Number 545

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

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## Editorial

Ronald Majors

### Canadian philately—alive and well!

MUCH has been said about the state of philately—it is going to the dogs, not attracting younger collectors, etc. Yet, if one looks around and sees all the activity at auction houses, on the Internet, including on eBay, in bourses at stamp shows and conventions, it is hard to agree. Just back from BNAPEX in Niagara Falls, I can report that Study Group attendance and participation was at an all-time high, dealers always seemed to be busy, and the Exhibit was crowded. The regular shows, such as ORAPEX and the Royal, continue to attract good crowds. The same is true of local shows I attended this year in the US, although the shortage of Canadian dealers compared to years ago—no doubt influenced by border-crossing difficulties—is notable.

Coverage of Canadian philately by philatelic publications seems to be brisk, not only in Canadian publications like the *Canadian Stamp News*, as would be expected, but also in publications such as *Linn's Stamp News* and *Stamps and Meekels*—the latter two both have regular series on Canadian collecting. Of special note is the in-depth frequent coverage, by columnist Fred Baumann, in his “Collecting Canada” series in *Linn's*, and the multi-issue articles about Canadian classics in *Meekels*. Mr Baumann’s article in the *Linn's* August 2015 issue (Volume 88, No 4527), entitled “BNAPS spreads the good word about Canada and its philatelic wonders” was particularly favourable, and pointed out the value of BNAPS membership, singling out *BNA Topics*, the Horace Harrison Online Library, and the Book Department as real benefits. The upcoming NY2016 World Stamp Exhibition will also feature award-winning Canadian exhibits, and with over 200 dealers and several auctions Canadian stamps and covers will undoubtedly be featured.

BNAPS is particularly strong, with many active members participating and volunteering. Look at the number of elected members of the Executive, Officers and Directors, Committees, Study Group leaders, and Regional Group contacts giving their time and attention to keeping the Society vibrant and healthy. Other societies, such as the American Philatelic Society, are losing members at a constant rate; BNAPS’ membership on the other hand is showing slight growth. So, the next time you hear someone say that stamp collecting is going by the wayside, suggest they join BNAPS to see what Canadian philately is all about.

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## For a penny or two...#12

*Victor Willson*



**Figure 1.** Nineteenth-century registered post card to the US.

ON 1 February 1875, a new agreement went into effect between the US and Canada that reduced the letter and post card rates between the countries to the same level as that of each country's domestic fees. As part of that agreement, government post cards could be registered (it is not clear that they could be registered during the earlier 2¢-per-card rate). While any registered post card is a scarce-to-rare item in Canadian mail, registration to the US is downright rare in almost any period. Domestic cards could be registered from the inception of their use on 1 June 1873, until 10 April 1882, at 2¢ per card. The registration rate to the US was five cents. I am aware of two cards in the 1876–82 period registered to the US. Both have 5¢ registered letter stamps on 1¢ blue cards. As of 11 April 1882, no post cards, domestic or foreign, could be registered. This ban persisted until 8 May 1889, at which time all classes of matter could be registered at 5¢ per item.

The card shown above was sent from Montreal on 25 February 1891, to Brooklyn, NY, where it was received on 28 February. A notice was given at the Brooklyn address on 28 February, and a second notice on 6 March. The card was then forwarded to College Station, Texas (your writer's home town!). A small manuscript "College Station TX AGE" was written on the back. At this time, College Station was literally that, a railroad stop on the train between Waco and Houston. The station by the tracks operated in some fashion by the 1880s, and by 1890 was a money order and express office. There was no town (the closest was Bryan at about five miles to the north), only the small military college that was the designated land-grant institution in Texas

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Keywords & phrases: Post card, registered, nineteenth century, postal markings

intended to emphasize agriculture and mechanic arts (the A&M of Texas A&M). After a bit of delving into the archives of the university, I was able to place the recipient, Mrs Julie Wipprecht, as likely the wife of Professor R Wipprecht, instructor in ancient and medieval languages, who taught there from 1882 through spring of 1891. There also was a W Wipprecht, a professor of chemistry and physics, who taught there from 1885 to 1887. Unfortunately, no listing of spouses of faculty could be found in the archives.

This card is the only example I have recorded to date of a registered post card, post-1889, with registration paid with the 5¢ registered letter stamp. The 5¢ RLS was no longer required but encouraged. In January 1894, the registered letter stamps were withdrawn from post offices, so that later usage is possible but unlikely. Again, if anyone has an example of either a registered post card to the US, paid with the registration stamp or with ordinary stamps in the Victorian period, please let me know.

## Readers write

**World Stamp Show NY2016 Update:** By the time you get this issue of *BNA TOPICS*, there will be just over six months left before this once-in-a-decade stamp show takes place in New York City, from 28 May to 4 June 2016 at the Jacob Javits Convention Center. BNAPS will share a booth with both the Royal Philatelic Society of Canada and the Postal History Society of Canada—a coordinated effort to promote Canadian/BNA philately. Our shared booth number is 881. In the near future, I will be seeking volunteers to assist in staffing the booth and providing philatelic presentations. The rules require that we have at least one person staffing the booth for at least seven hours per day for each of the eight show days. I will be asking for a minimum of two consecutive hours' commitment per volunteer, really minimal if you plan to be at the show for several days (which I heartily recommend). We will provide handouts and other information to try to generate interest in Canadian philately. In addition, opportunities exist to present or attend seminars and presentations on all aspects of philately.

If you plan to attend, the first thing you should do is to make a hotel reservation. Special hotel rates have been negotiated by the NY2016 Show Committee, starting as low as \$120 US. Hotels are available at all price ranges, even some in New Jersey at a lower cost than those in Manhattan. Excellent bus, train, and ferry service to Manhattan is available from there. Note that hotels are filling up. An advantage of going through the official website ([www.NY2016.org](http://www.NY2016.org)) to book a hotel is that you can cancel your room up to 72 hours before occupancy, so if your plans change you won't forfeit your deposit.

If you have never attended an international stamp show like NY2016, you will be in for a real treat. Not only are there over 200 dealers but over 4000 exhibit frames, plus philatelic rarities exhibited in the Court of Honor, topped by the recently sold unique 1856 British Guiana one-cent magenta. At least four auctions will take place with rarities promised by all. At least 200,000 attendees are expected during the eight-day affair but they will be spread out over 294,000 square feet! For more information contact: Ron Majors, NY2016-Canada liaison, [ronald.e.majors@gmail.com](mailto:ronald.e.majors@gmail.com).



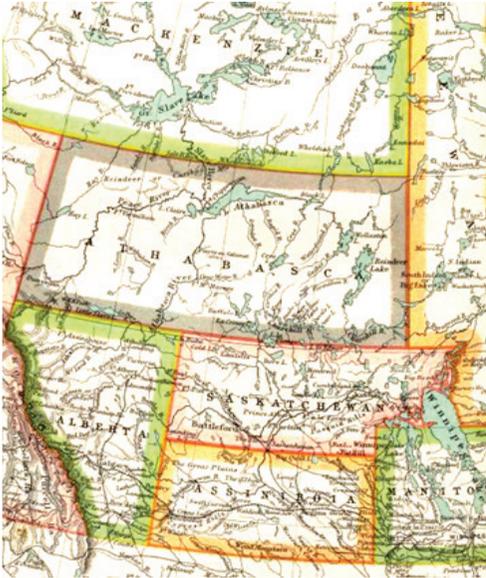
# Where in the world is Athabaska?

*Clayton Rubec*

**T**HE Athabaska District was an area of Canada seldom discussed in terms of postal or revenue stamp history. And yet it existed for twenty-three years, from 1882 to 1905, as part of the North-West Territories, covering 830,000 km<sup>2</sup>, about eight percent of the area of Canada today. Philatelically, it seemed to me that it should offer something worthy of study.

## The Athabaska District

The Athabaska District emerged in the early 1880s in the northern portion of prairie Canada.



**Figure 1.** Location of the Athabaska District relative to other territorial boundaries in Western Canada in 1882.

It encompassed large parts of today's Alberta, Saskatchewan, and Manitoba. "Athabaska" (more commonly spelled "Athabasca" today) is now a city, a lake, and many other place names. This includes Lake Athabasca in northern Saskatchewan and Alberta, the town of Athabasca, and Athabasca University, based in Alberta.

From 1867 to 1905, the political landscape of Canada changed dramatically. The major shifts included these:

- (a) In 1869, Rupert's Land and the North-West Territories—both formerly owned by the Hudson's Bay Company—were merged and formally connected to Canada;
- (b) In 1875, the North-West Mounted Police was formed;
- (c) On 18 December 1882, the southern parts of the North-West Territories was divided into four administrative districts for administrative (including postal) purposes (Alberta, Athabasca, Assiniboia, and Saskatchewan); and

(d) From 1883 to 1905, the designated capital city of the North-West Territories was Regina.

As of 1882, the Athabaska District comprised land from the southern portion of the North-West Territories, i.e., below 60° N latitude. The original area of the Athabaska District encompassed most of today's northern Alberta (1882 to 1895). This was extended eastward (1895 to 1905) to include the area of today's northern Saskatchewan and a piece of what is now Manitoba [11].

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Keywords & phrases: Athabaska, North-West Territories, postal history, prairie provinces

The Athabaska District ceased to exist on 1 September 1905, when most of its lands were merged within the new provinces of Alberta and Saskatchewan. A small piece was transferred to Manitoba in 1912. The District thus existed for only twenty-three years. As of May 1892, the Athabaska District incorporated lands between 55° N and 60° N latitude, and between the 111° W and 120° W longitude (see Figure 1). From 1882 to 1905, the Athabaska District was one of Canada's largest jurisdictions for administrative purposes; it was also its least populated.

## The Athabaska Court of Alberta

Before 1905, throughout Athabaska District, the law was administered by the North-West Mounted Police (NWMP); only an informal court system ever existed in the District. However, on 1 September 1905, an Athabaska Law Court was created with the establishment of the Province of Alberta, as Alberta took over administration of the portion of the Athabaska District that fell in the new province. The Athabaska Court of the Province of Alberta is still in existence today.

The court used revenue stamps from Alberta, and an Athabaska law court handstamp cancellation was used starting in 1905. Examples seen feature serified letters in purple ink (Figure 2). A small number of early Alberta law court documents exist with this cancellation. The author is unaware of any parallel law court provisions for the parts of the Athabaska District that became part of northern Saskatchewan in 1905.



**Figure 2.** Examples of the “ATHABASKA” court cancel used on Alberta law stamps as of 1905.

## Athabaska postmarks

So what about the postal history of the Athabaska District? The literature is scant. The only article dealing with the Athabaska District in *BNA Topics* from 1944 to 2008 [4] was published in 1962 [1]. In 1995, Scrimgeour also produced an excellent article and, later, an exhibit through the Postal History Society of Canada [11, 12]. By comparison, a good deal more has been written on the post offices of the Athabaska District's sister entities, the District of Assiniboia [2, 3], and the Districts (later Provinces) of Alberta and Saskatchewan [6, 8].

The earliest mails were carried by Hudson's Bay Company traders. In 1869, the North-West Territories was created out of Rupert's Land and the North-Western Territory, previously both under Hudson's Bay Company control. The Government of Canada then took on responsibility for the little mail there was in the region. As of 1900, postal services essentially only existed through private couriers. Then, in 1901, five formalized government mail transportation routes were created, covering distances between 120 and 3,185 km (75 to 1,980 miles) each [11]. Canadian Northern Railway service arrived at Athabaska Landing in 1912 [12].

Five post offices are reported [7, 11] to have used postal markings with “ATHA” daters (Table 1). Fort Chipewyan was also in the District of Athabaska, but it did not get a post office until 1912 [12]. A post office was also established at “ATHABASKA LANDING ALTA” on 22 January 1901 just south of the areas included in the District. This was changed



**Figure 3.** A hammer strike for Fort Smith, ATHA, as illustrated in Campbell [1].

to “ATHABASKA ALTA” on 1 January 1914 [13, with thanks to Kevin O’Reilly]. One post office listed in Table 1 (Fort Smith) was actually not geographically within the Athabaska District, as it was a short distance north of 60° N latitude. O’Reilly [5] notes that Fort Smith’s first postal hammer received the designation “ATHA” in 1907, despite the Athabaska District having ceased to exist two years earlier (Figure 3). It might have better read “ALTA,” as Post Office officials at that time appear to have decided it was south of the 60th parallel. In 1913, Fort Smith was finally determined to lie just north of 60° N latitude, and thus part of the Mackenzie District in the Northwest Territories. A new hammer reading “N.W.T.” was prepared for Fort Smith by the Post Office Department in 1916.

From 1903–1909, four additional post offices (now located in northern Alberta) used postal hammers reading “ATHA” until replacements were received. These new Alberta (“ALTA.”) hammers were proofed on 9 March 1909. While the Athabaska District technically had disappeared in 1905, it took four years for the Post Office to catch up (and nine years for Fort Smith to do so!). Communication was hardly fast in the Athabaska District. No post offices existed before 1905 in the portions of the Athabaska District that became northern Saskatchewan (and a piece of Manitoba up to 1912). However, at least two villages [11] existed in this area prior to 1905: (a) Lac La Ronge, established as a fur trading post in 1904, and (b) Fond du L’Arche, established as a First Nations settlement around 1865. By 1892, the Oblate Fathers had established a mission there. Neither village had any formal postal services during the Athabaska District’s existence.

**Table 1. Post Offices with “ATHA” in Dater**

| Post Offices With “ATHA” in Dater | Period of “ATHA” Dater Use   | Current Province Or Territory | Total No. of Postal Strikes Known To-date |
|-----------------------------------|--|-------------------------------|---|
| Fort Smith                        | Dec. 1/1907 – Nov. 19/1913   | NT                            | 8   |
| Fort Vermillion                   | Dec. 1/1905 – Mar. 6/1909 ( <i>Late strike also known: Jan. 23/1932</i> ) [11] | AB                            | 2   |
| Lesser Slave Lake                 | Jun 1/1903 – Jul 7/1907  | AB                            | 6 or 7                                    |
| Peace River Crossing              | Sep 1/1905 – Mar 6/1909  | AB                            | 0   |
| Spirit River                      | Sep 15/1905 – Mar 6/1909   | AB                            | 1   |

All of these “ATHA” daters are reported as split circle or broken circle hammers [7, 11]. The total number of reported strikes in any form was fewer than ten for each of these post offices. None has been seen for Peace River Crossing, and only one or two each for Spirit River and Fort Vermillion (Scrimgeour, personal communication).

From 1882 to 1913, the small settlement of Athabasca Landing became an important point in the evolution of this region of Canada, situated at the junction of two major drainage basins. In the fur trade era, the Athabasca Trail was a key portage linking (a) north to the waters of the Athabasca River and Peace River flowing to the Arctic Basin and (b) south to the North Saskatchewan River flowing to Hudson Bay. Over the years, roads and railway routes followed this trail. Every spring, Athabasca Landing became one of Canada’s largest inland boat-building centres as Hudson’s Bay Company traders, Orkney islanders,



Today, the town has a population of about 3,000 residents. Philatelically, it is perhaps best known for its small role in the evolution of airmail services in the 1930s. Commercial Airways Ltd. organized several pioneer airmail flights that carried special commemorative mail from Fort McMurray to Athabasca and from Athabasca to Edmonton on 23 February 1931, with two return legs on 24 February 1931 [9]. The cachets used on about 4000 covers flown on these segments spelled the town as “ATHABASCA.” However, Figure 5 shows one of those covers postmarked “ATHABASKA ALTA.” This postal spelling with a “k” was not officially changed until 1948 when “ATHABASCA ALTA.” was adopted.

## Conclusions and acknowledgements

Athabaska District’s postal history and related Alberta revenue court cancellation material is very limited, considering it was once such a large portion of Canada. Regardless, the few communities in this area played important roles in the evolution of a large piece of the nation. Today, there are still relatively few post offices in this sparsely populated area. However, many elements make this backwater to Canada’s evolution quite interesting, both historically and philatelically.

My thanks are extended to Kevin O’Reilly, Keith Spencer, and Gray Scrimgeour for providing remarks and scans that improved the content of this article.

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# The doctor and a “come from away”

*Norris (Bob) Dyer, OTB*

I am going to tell you about a truly great man who was a member of BNAPS some years ago. But first I am going to write about myself ...

## The “come from away”

In August 1997, after finally tossing off the rock-like burden of “work” (three offices and 515 employees), I was able to visit Newfoundland and attend BNAPEX97 in St John’s. My goal was to participate in the convention but also to do research on the “aerodromes,” from which some rather famous planes flew—the Vickers-Vimy, Handley-Page, Columbia, Dornier, and Balbo. I was travelling by myself and could therefore choose how much time to spend in some dusty old museum. There was some rain and fog, of course, but I was born in Maine and used to such. Outside of St John’s and its rather scruffy Water Street, I discovered a beautiful country, peaceful and not over-populated like California—blue-green skies, bogs, etc.

I have few memories of the convention, although I do remember the fine gentlemen I met there who helped this novice: Don Wilson (I always picture him as jovial and dressed like a leprechaun) tirelessly driving me around looking for the likely take-off site of the 1919 Vicker’s Vimy. We found a clue locked away in a legion closet—an old monument to the flight since replaced. I remember John Walsh introducing me to the gastronomic pleasure of cod cheeks, and to liquor made from cloud berries. But the most interesting fellow I met at the show was Dr Nigel Rusted. He invited me to stay with him at his summer place up the coast on Bonavista Bay.



**Figure 1.** Dr. Nigel Rusted greets me at his summer home.

While driving north and marvelling at the lack of traffic (another wonder!), I had a brilliant idea. Why not turn off on one of dirt roads and look in the bogs for cloud berries! The surface looked solid, so I took a large step and suddenly sank two feet. I was wearing my last clean pair of Levis, but getting all the mud off without some household tools was not possible.



**Figure 2.** Rusted’s summer home, near Portland on Bonavista Bay.

Here I was heading to the summer home of an already famous Newfoundlander and looking like a mud bunny. I had no options and so carried on. When Nigel met me outside his door (Figure 1), he laughed and told me to remove my trousers. I was then allowed to enter

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Keywords & phrases: Newfoundland, airmail, postal markings

(Figure 2). Nigel washed them and hung them on the clothesline. He gave me an old pair of trousers while we waited for nature’s help in drying mine. What could be more embarrassing than having your host wash your slacks?

Later, repaired, I sat at the dining table with him and his wife, Florence, still a few years away from the Alzheimer’s that would eventually require her to be admitted to a facility in St John’s. She was bright that evening, and Nigel broke out a wonderful California cabernet given to him at one of the numerous award ceremonies where he was fêted. We talked stamps a little but more about family. He was proud of his daughters, Elaine and Joan, and son, Tom.

This meeting was followed by years of mail correspondence. I have letters through 2005 in my “Rusted” file. My last letter in 2009 thanked him for his family update. It may have been in response to an annual Christmas form letter sent to all his many friends. I cannot find them.

### Nigel Rusted—How he helped Newfoundland



**Figure 3. Receiving the Order of Newfoundland and Labrador at the age of 100.**

the 1950s and ‘60s. [1]. He performed some 9,000 surgeries and was the first doctor in Newfoundland and Labrador to perform certain operations, including cleft lip and cleft palate procedures. His son, Tom Rusted, says that a doctor who performed a CT scan on Nigel during his final days said Nigel “had the brain of a 40-year-old” [2].

Doctor Roger Butler says that five months before Nigel’s death he showed Nigel an unusual radiology report, and that Nigel’s “commentary saved that patient’s life.... His diagnostic accuracy was absolutely amazing” [2].

In 1935–36, Nigel Rusted was Chief Medical Officer on the *MV Lady Anderson*, responsible for the healthcare of people in eighty coastal communities along the south of the island (Figure 4). He performed fifty-nine surgeries that year. Nigel detailed his experiences in *The Devil Deep Down There* [3], published in 1987. I recommend it.

Be patient, dear Reader, I will get to some of Nigel’s philatelic stories after providing some background on the doctor.

Nigel may have been the greatest man I have ever met. He died in 2012; he was 104 years old. He had received the Order of Newfoundland and Labrador (Figure 3) at the age of 100 and later the Order of Canada. He was Medical Director, Chief of Staff and Chief Surgeon at the Grace General Hospital in St John’s, and Chief of Surgery at the St John’s General Hospital in



**Figure 4. 1935, serving as medical officer on the *MV Lady Anderson*.**

## Nigel Rusted and philately

Nigel joined BNAPS in 1973. Andy Ellwood says that his resignation date isn't clear, but I assume he was still a member at the time of 1997 convention where I met him. None of the material I've read about him mentions his philatelic hobby. To the world, he was a great surgeon, not a stamp collector. He did not write about or exhibit stamps as far as I can tell (except for one article published in the *Newfie Newsletter*), and he was not a dealer as was his father, Canon Rusted. He was just a collector! He attended many meetings of the St John's Philatelic Society when at his St John's home, usually travelling with John Butt or Don Wilson, whom he admired. I don't believe that he was an active philatelist in the last decade of his; I think he was disposing of his material through Butt and other dealers. I expect he inherited a lot of material from his father, a ubiquitous presence on the philatelic scene in the 1930s. For example, I think he had at least one 1931 Viking cover, which is worth several thousand dollars today, according to a St John's dealer (with whom Nigel would not negotiate). I expect the cover went elsewhere.

At this point, I will turn to Nigel and his personal letters to me from 1997–2005 and will try to refrain from too many asides.

## 5 December 1997–Memories of the Handley-Page, 1919

*I have three postcards of the Handley-Page and had laser prints made, one set for you (Figure 5), and one for John Butt. In one shows my mother on the ground near the wing with my baby brother, Edward in her arms. It's difficult to make out my father [Canon Rusted] in the middle of the group, talking to Vice Admiral Mark Kerr. You may be able to make out a man on the left from engine taking off the canvas covering of the water tank to see if it would prevent or help to keep the engine from overheating. I also had a Xerox copy of complete article (from his book on "From Boxkite to Jet," *Memoirs of Air Vice Admiral Ernest W. Stedman*). John Butt wanted to Xerox it for himself. He was in last evening and said he was sending some material to you and thought it a good opportunity to enclose my material with his, so I hope it arrives safely and prove of some interest.*



**Figure 5.** Handley-Page, wings folded for housing.



**Figure 6.** One of rare Viking covers sent to Canon Rusted, signed by pilot and navigator.

I received the Stedman material but can find only one of the cards. (More on the 1919 Handley-Page flight later, as I am providing these comments in chronological order.)

### **16 October 1998– Slanted strip of three of Scott #211**

*I remember my father showing me a sheet with the shift of the surcharges but not sure it were to that extent (Figure 7) He would be at Topsail sometime after 1951. I notice I do not have one in my collection. So he must have got clear of the lot as I encouraged him to sell as he needed money more than I did.*



**Figure 7.** Shifted surcharge on 1933 L & S Post.

### **9 February 1999– John Butt helps**

*John Butt visits frequently to get some of my duplicates to auction or sell. He is keen for me to get clear of my Nfld Collections before I pass on. Time will tell.*

Tragically, John Butt died in an on-the-job accident late in 2000, only 60 years old. He had been selling duplicates, etc., to Gary Lyon, and there was about \$2,000 for Nigel, found among his papers. Nigel thought Gary paid fair prices but commented, “You have to know your stuff?”

### **8 March 1999–Nigel witnesses 1919 repair and test flight of Handley-Page**

*The pictures I sent of the Handley-Page were all taken at Harbour Grace. The ladder and the man working on the engine was while we were there. Dad was supposed to be with them on the test flight but arrived too late from his home on Upper Island Cove. The plane returned while we were there. The engines were water cooled, so the man working on the engine is removing the canvas covering of the water tanks with the hope that would correct the trouble. They took off again while we were there but the heating problem was not improved, so the proposed Transatlantic flight was given up. Vice Admiral Kerr took dad side from the crowd and told him about the trouble.*

They did fly, however, with a goal of reaching Long Island. A crash at Parrsboro, Nova Scotia, delayed that venture, but they did finally reach New York. Figure 8 shows one of the flown supplemental covers with only the Harbour Grace postmark and the scarce flight cachet.



Figure 8. Handley-Page flight cover with cachet.

### 8 July 2005–Nigel visits Don Wilson in the hospital

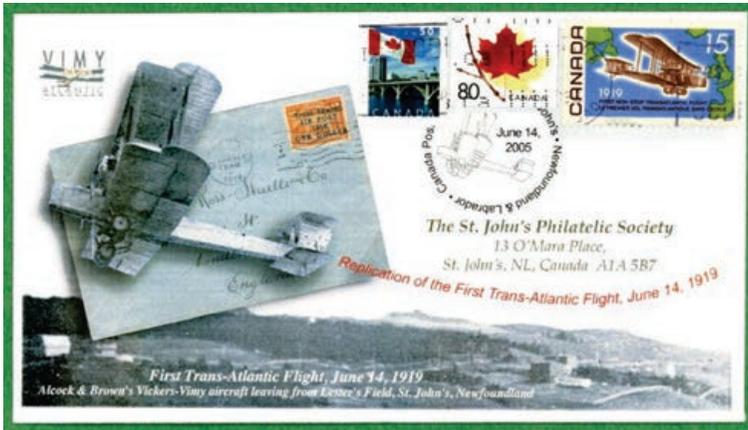
(Don was a former Chairman of the Board Of BNAPS, managed the 1997 convention, and was a recipient of the Order of the Beaver.)

*I saw Don Wilson at the hospital a week before his passing. A couple friends from Happy Adventure were present and I remained for 15 minute or so minutes. He looked a bit washed out but I did not think he would be gone in a week. His remark to me was "you could not cure me". I replied "you never asked me." We got on well and I miss him as does the stamp club [St. John Philatelic Society] which I have not attended since, without him. I understand he passed all his stamps over to Robert [last name left blank] to dispose of. I saw Jean [Don's wife] in wheelchair at the airport to see Vickers taking off. She looked well.*

In July, the late Steve Fossett and Mark Rebholz flew a replica of the Vickers-Vimy from St John's to Clifden, Ireland, flying the same route as the original 1919 flight. Five hundred covers were carried (Figure 9), and the flight was successful [4].

*I visited the airport 3 or 4 times and at first took the book by Air Marshall Steadman on development of planes beginning with the Handley-Page for which he was responsible being research engineer for Rolls Royce. During last war he was research with RCAF. He mentions the Vickers-Vimy in the write-up of the Handley-Page since they had to give up the idea of going he gave permission for their weather at St. John's to tell Alcock and Brown when the good build up came and also the pilots gave Brown a sight he invented to take sights of the stars. I met Mark Rebholz, the pilot, navigator, and John Le Noue, the builder who enjoyed seeing the article, and both autographed the book of mine. Another trip I found Mark alone and got a video of him with*

*Florence ,and got him to say a few words re the plane and we sat and chatted for ½ hour or more. I saw Steve Fossett [pilot] a few times but did not have a chance to meet him. He did not wait around [there was a delay because of bad weather over the Atlantic] and twice flew back to California. I wished him good trip as he passed by in his survival Suit.*



**Figure 9.** 2005 flown flight cover in recreation of a 1919 Vickers-Vimy flight.

My last letter to him was in 2009. As I mentioned earlier, his main interest was his family. Here we find him happy with them around him.

*I celebrated my 98th on July 1st and had a meal in the evening with eleven of the family. A surprise was a large box just in front of me from General Motors of Canada containing cap, jacket, with mug, bag with GM on it plus a model of a chery in plastic case. It was their 98th. A letter from VP hoped we would share their 100th!*

#### **4 October 2005–Comment of the 1919 Hawker airplane**

*I think Harry Symands is mixed up a I don't think Alcock and Brown dropped their wheels. It was Hawker Grievie who did and I remember them hung up in the local museum, when the Commission of Gov. started they cleaned out the place for offices and many items were lost. There is a wheel at Mt. Pearl Museum which they claim was Hawkers.*

#### **Conclusion**

Nigel went on to have his life celebrated in many places, and he continued to keep up his medical knowledge through reading journals and new publications until the end.

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- [2] Andre Robinson, “Storied Surgeon Dies at 104,” *The Telegram*, 20 March 2012.
- [3] Nigel Rusted, *The Devil Deep Down There*, Creative Publishers, St John’s, Newfoundland 1987, 2nd edition.
- [4] Norris R Dyer, “The two Transatlantic Vickers-Vimy Flights,” *BNA Topics*, Volume 62, Number 3, July–September, 2005.



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## Canada—Little-known facts of WWII, Part 2: Pan American Clipper Route established because Churchill asked for it!

*John Burnett, OTB*

A few years ago, I was reading an article about Pan American Airways (as I recall, I was on a Pan Am flight, and the story was in the magazine found in the pocket of the seat back in front of you.

The story recounted how, in early 1941, Juan Trippe (the founder of Pan American Airways) had been invited to England to receive Britain's prestigious general aviation award for service to the air transportation industry. Trippe flew on the Pan Am transatlantic route from New York's LaGuardia Float Plane wharves to Lisbon, Portugal (a neutral country), making a refueling stop in the Azores.

Upon arrival in Portugal he transferred to an Empire Airways flight to England. This flight had to head west, out into the Atlantic, beyond the range of the German interceptors stationed in Southern France, which was under the control of the Vichy government. The flight then turned north and into British-controlled airspace and on into England.

Trippe received his award at a dinner presided over by Prime Minister Winston Churchill, who later asked him to visit 10 Downing Street the following day. Churchill sat down with Trippe and asked basically one question, which I paraphrase here: "What would it take to set up an air route across the Southern Atlantic into Africa?" Trippe's response was "A refueling stop on the west coast of Africa, probably in Nigeria [a British colony] or Liberia, but most importantly exclusivity to the route once it is set up." Trippe had to explain just how expensive it would be, and that the payback would take time. He further commented on the fact that only the Government of the United States could grant that wish from the American side of the Atlantic as the British Government could from the European side. Churchill is said to have thanked him and bid him a fond *adieu!* Trippe then made the return to the USA following—in reverse—the path of his earlier and exhausting trip to Europe.

Upon arrival at LaGuardia, he was met by the United States Secret Service and whisked onto a plane to Washington, where President Franklin Roosevelt told him this: "Winston tells me you would require exclusivity to an African route if you go to the expense of creating it!" Roosevelt told him that "... the United States grants that wish and so do the people of Great Britain, so please develop that route quickly."

Trippe already had a route into South America, referred to as FAM-6 [1], which had started as a Miami-to-San Juan flight in January 1929. It had then been expanded to Paramaribo, Dutch Guiana, late in 1929, with eight stops in the Caribbean and two in South America. In 1930, it was extended to Santos, Brazil, and it would eventually

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Keywords & phrases: World II, military, postal markings, Pan American Clipper

extend all the way to Buenos Aires, Argentina. It was this third extension through Natal, Brazil, that Trippe would use as the stepping-off point for Africa. On 6 December 1941, FAM 22 [2] became the first flight to depart Natal headed for Africa, initially flying to Bathurst, Gambia (as Trippe's preferred refueling station at Fisherman's Lake, Monrovia, Liberia was not yet ready), and terminating at Leopoldville, Belgian Congo.

This flight took place only three months after Roosevelt's request, and Fisherman's Lake became an active refueling stop on 7 February 1942.

Figure 1 shows a cover delivered via FAM-22 in November 1942. Mailed in Saskatoon, Saskatchewan on 16 November 1942, it bears 75¢ postage and is addressed to Kilindini, East Africa (Kenya). There is no receiving strike on the back, but there is a



**Figure 1.** One month en route, even by air, from Saskatoon to Kilindini, Kenya.

transit strike at Leopoldville of 12 December 1942. Even by air, it took nearly a month for it to make the journey. The travel route was probably Saskatoon to Toronto, on to New York and Miami, where it joined the old FAM-6 route to Puerto Rico, the Virgin Islands, Antigua, Guadeloupe, Martinique, St Lucia, Trinidad, British Guiana, Dutch Guiana, French Guiana, and finally to Natal, Brazil. From there it would have travelled to Gambia, Liberia, and the Belgian Congo, where it would have been transferred to Empire Airways for transmission to Kenya. Figure 2 shows a map of the approximate route of the cover.

And now for the rest of the story. At the time of Trippe's discussion with Churchill, there was fighting in North Africa between the British and the Italians, but a full-scale invasion was planned for 1942. Churchill knew that quick supply lines would be critical to its success, as would the timely delivery of military correspondence and mail. His request to Trippe was made as preparation for the invasion, although Trippe was not informed of his ulterior motive. In fact, the supply line became doubly important when, on 7 December 1941, the United States joined the Allies; their invasion of North Africa would be their first test under fire.

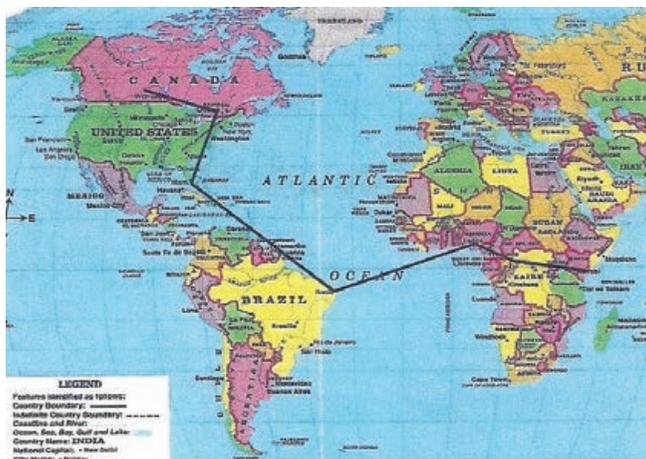


Figure 2. The approximate route of the illustrated cover shown in Figure 1.

The British invasion of North Africa and the defeat of the Italians, and later the Germans, would give Churchill his stepping-off location for the invasion of Southern Europe, Operation Husky, which began with the invasion of Sicily on 9 July 1943. To quote Winston Churchill, this event would mark “not the beginning of the end but the end of the beginning” of WWII.

## References and endnotes

- [1] *American Air Mail Catalogue*, 5<sup>th</sup> ed, Vol 4, American Air Mail Society, 1981, p1791.
- [2] *American Air Mail Catalogue*, 5<sup>th</sup> ed, Vol 4, American Air Mail Society, 1981, p1921.



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# Unique Gananoque handstamps

*Bruce Graham*

**T**HE town of Gananoque was established on the north side of the St Lawrence River in 1792. The post office opened in 1817, the thirteenth post office to open in Upper Canada. Post Office records show John C McDonald was Postmaster in 1832. He



**Figure 1.** Map of Upper Canada showing Gananoque.

prepared several unique handstamps during his tenure, in the belief that Gananoque would become an official border exchange office. This never happened, so these handstamps are considered unofficial markings. The official exchange offices in the vicinity were Kingston-Cape Vincent and Prescott-Ogdensburg (Figure 1).

Figure 2 illustrates a letter sent prior to the appearance of these unique markings. A handstamped "PAID" and manuscript rated 7 ½ (d) with notation British 4 ½ (to the border) and US 5¢ -3 (d). Re-rated "PAID V" (5 cents) in red, Canadian postage struck out, it passed through the Border Exchange Office at Kingston-Cape Vincent.



**Figure 2.** Gananoque Upper Canada to Batavia New York, 27 July 1847.

Figure 4 (opposite) illustrates a cross-border paid mourning letter passing into the US at the Prescott-Ogdensburg Exchange Office. The postmaster at Gananoque applied his fancy "PAID" in a semi-circle with dotted base and a fancy "6" rate marking in red. The arched CANADA and the 10 US rate marking overstriking the 6d rate were applied at Ogdensburg.

By 1851, the postmaster began to use his own markings. These are the known examples of these unofficial markings; their known usage to date is 1851-1856 (Figure 3).



**Figure 3.** Known unofficial markings.

Keywords & phrases: postal markings, Gananoque



**Figure 4.** Gananoque Upper Canada to Batavia New York, 12 May 1851.

The stampless letter in Figure 5 has the fancy “PAID” in a semi-circle and a fancy “6”—both in black—applied at Gananoque.

Figure 6 illustrates a paid stampless letter with three unofficial exchange marks—“PAID” in a semi-circle, “6” with dots underneath, and “CANADA” in a semi-circle—all in red. It passed into the US through the Kingston-Cape Vincent Exchange office where

the two-line “CANADA/PAID 10 Cts” exchange mark was applied in red.

Figure 7 illustrates a collect letter rated “6” in an octagon, and a straightline “CANADA”—both unofficial exchange markings in black. The black “10” (cents) was applied at Ogdensburgh.

Figure 8 illustrates the fancy “CANADA PAID 6” in a ribbon arc in black. It passed into the US at the Prescott-Ogdensburgh Exchange office where the Canadian rate was overstruck with a very faint US “10” (cents) rate marking.

McDonald resigned his position as postmaster in May 1854. Francis B Baker, his successor, continued usage of these markings. Figure 9 illustrates a paid letter with a “PAID” in a semi-circle with “6” underneath. Baker’s tenure on office ended on 22 October 1855, and he was replaced by DF Britton. He also continued usage of these unofficial markings.

The prepaid letter in Figure 10 carries the “CANADA” in an arc, “PAID” in a ribbon, and “6” unofficial markings, all in red, and a red “10” applied at Ogdensburgh.



**Figure 5.** Gananoque Upper Canada to Brockville, Upper Canada, 1 July 1852.



**Figure 6.** Gananoque Upper Canada to Batavia New York, 11 December 1852.

Two other letters are known to date. One has the tombstone “PAID 3” crossed out and the “PAID 6” on a letter to Odgensburgh (1853). The second has the “PAID 6” stricken out and a “PAID 3” tombstone on a letter to Brockville (1853) (from the David Handelman collection).



**Figure 7.** Gananoque Upper Canada to South Bridgewater, Mass, 26 October 1853.



**Figure 8.** Gananoque Upper Canada to South Bridgewater, Mass, 21 March 1854.



**Figure 9.** Gananoque to South Bridgewater, Mass, 17 April 1855.



**Figure 10.** Gananoque Upper Canada to Boston, Mass, 7 February 1856.

These are the known letters with the unofficial markings to date. The author welcomes all scans of letters with these or new unofficial markings to further this study. Please forward scans to the editor or <[wbraham@sympatico.ca](mailto:wbraham@sympatico.ca)>.

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# Halifax Fortress markings and the earliest-known POW cover of the Great War

*J Michael Powell*

THE 6th Divisional Area, encompassing the provinces of Nova Scotia, New Brunswick, and Prince Edward Island, was established in July 1914. Initially, the Halifax Fortress Command was responsible for, among other things, all prisoners of war and internees in the area. Later, it reported to Internment Operations in Ottawa once those offices were set up by General Otter, on 6 November 1914. The POW camps involved were located on Melville Island, at the Halifax Citadel and, later, in Amherst—all in Nova Scotia. The Divisional Areas were renamed Military Districts on 1 April 1916.



**Figure 1.** Letter from prisoner of war held on a ship in Halifax Harbour in September 1914.

The cover shown in Figure 1 is the earliest-known prisoner-of-war correspondence from Canada. Although no writing on it indicates it is from a prisoner of war, the fact is established by other covers, one of which is shown later in this article. They identify this cover as part of a correspondence from Walter Shultz to this address in Mexico.

Walter Schultz had spent a year in Mexico and was returning to Europe aboard the Spanish steamer *SS Montserrat* when that vessel was captured on the high seas by the Royal Navy battleship *HMS Glory* and escorted to Halifax Harbour. Schultz claimed that he was unfit for military service but was interned on Melville Island anyway. He was later moved to the Halifax Citadel and ultimately to the Amherst camp.

It is significant that the cover is postmarked 15 September 1914. First, it establishes this cover as the earliest-known from any Great War prisoner of war in Canada. Second, while some sources give the opening date for the prisoner-of-war camp at the Melville Island prison as 8 September 1914, that date actually appears to be the one on which the Halifax Fortress Command began internment operations. The Melville Island rolls indicate that no

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Keywords & phrases: Military, World War 1, Prisoner of War, Internment

prisoners were received there until 16 September. It is thus reasonable to deduce that this correspondence must have been written and posted while Schulz was still detained aboard the *SS Montserrat*, at anchor in Halifax Harbour.

The cover is also unique in that it bears a marking on the back as shown in Figure 2. This is the only prisoner-of-war cover known to bear a strike of this Halifax Fortress oval marking. It is also the earliest-known example of this marking, inscribed with the date 13 September 1914, and it may be the only surviving example to be inscribed with any date at all. A Mexican receiving cancel applied over the censor marking is dated 22 September 1914.



**Figure 2.** Facsimile of censor mark on reverse of cover in Figure 1.

The cover in Figure 3, mailed at a later date, confirms that Walter Schultz was a prisoner of war. Mailed to the same addressee in Mexico and written in the same handwriting as the cover in Figure 1, it bears a censor marking inscribed “Passed by Internment Censor / Amherst, N.S.” and is dated 2 December 1915.

The return address reads, “Walter Shultz, Prisoner of War #62 / Amherst NS Canada / Internment Camp.”

Postmarked at Amherst the next day, it was received in Mexico on 12 December 1915.

The Halifax Fortress oval marking was also used on censored mail from active duty soldiers of the Canadian Expeditionary Force stationed at various locations within Military District No. 6, awaiting transport by ship to England. Some examples of this scarce marking follow.



**Figure 3.** Letter from Walter Shultz at Amherst Camp; POW return address above.

The post card at left, below, in Figure 4 was postmarked at Halifax on 7 October 1916. Note that the Halifax Fortress oval marking, applied in purple, is undated. On the letter at right in Figure 4, postmarked at Halifax on 7 April 1917, the Halifax Fortress oval marking is in blue. The logo (inset) identifies this envelope as stationery from the *SS Southland* of the White Star Line, previously the *SS Vaderland*, of the Red Star and American Lines.



**Figure 4.** Post card and letter showing Halifax Fortress censor mark in purple (l) and blue (r).

The *SS Southland* was requisitioned for use as a troopship in 1914. Its name was changed, probably because the original name (*Vaderland*) sounded German. It was used to transport soldiers of the Canadian Expeditionary Force (CEF) to Liverpool and other destinations [1]. It is likely that the sender of the letter was a soldier on board the ship, posting this correspondence before departure from Halifax.



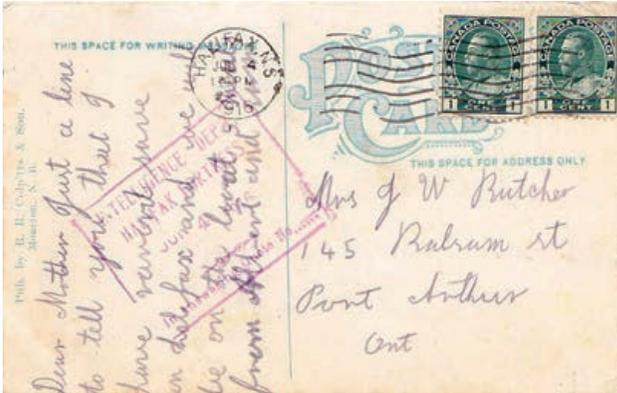
**Figure 5.** Halifax Fortress censor on White Star Line stationery.

An example of the Halifax Fortress oval marking in purple is shown on the cover in Figure 5. Postmarked at Halifax on 27 June 1917, the back of the cover shows the flag of the White Star Line, although the specific ship is not identified. Again, this is likely from a soldier on board a troopship, writing home before leaving for England and the trenches of Europe.

Figure 6 shows the Halifax Fortress oval marking in red violet. The envelope, postmarked at Halifax on 22 July 1917, is stationery supplied by the Young Men's Christian Association (YMCA) for active Canadian forces.



**Figure 6.** Halifax Fortress censor on YMCA stationery.



INTELLIGENCE DEPT.  
HALIFAX FORTRESS

JUN 4 1916

In Answering Quote No.....

**Figure 7.** Rare rectangular Halifax Fortress handstamp, with text shown at right.

A different Halifax Fortress marking, which appears to be quite rare, was applied in red-violet to this post card. It bears a Halifax postmark dated 4 July 1916. The text of this boxed marking is shown at right.

**Reference**

[1] [https://en.wikipedia.org/wiki/SS\\_Vaderland](https://en.wikipedia.org/wiki/SS_Vaderland)

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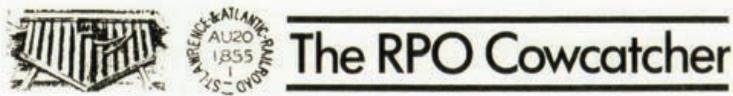
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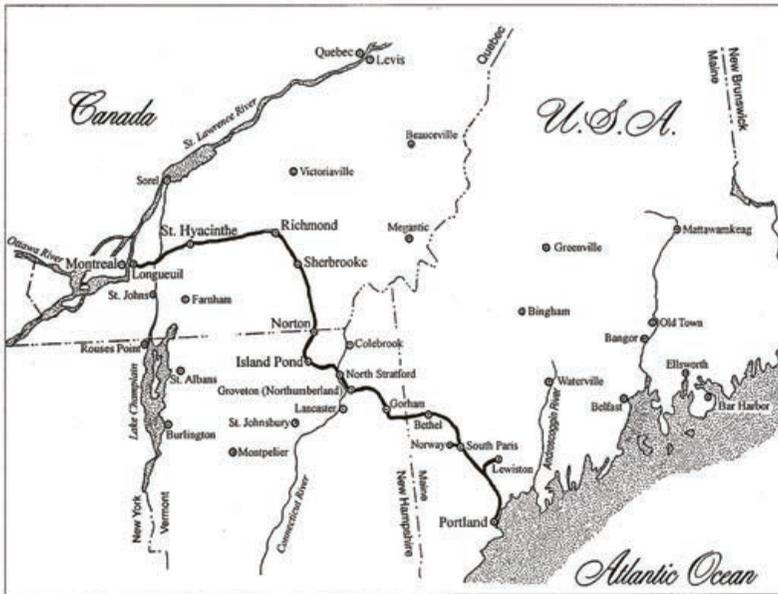
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## How mail by rail was processed in 1853

*Peter McCarthy, OTB*

ON 15 July 1853, after six long years of construction, the St. Lawrence & Atlantic Railroad was completed to Island Pond, Vermont, where it connected with its American counterpart, the Atlantic & St Lawrence Railroad, providing Montreal businessman a direct link with the ice-free ocean port of Portland, Maine (Figure 1). The Grand Trunk Railway immediately leased the American portion and purchased the Canadian line in 1854.



**Figure 1.** Route of the St. Lawrence & Atlantic Railroad.

On 18 July 1853, the first through trains left Montreal for Portland (Figure 2). One was a mail train leaving at 3pm, arriving at Sherbrooke, a distance of one hundred miles, at 7:30pm. It left Sherbrooke at 6:30am the following morning, arriving in Portland at 3pm.

In August of 1853, Postmaster General William Morris ordered two circular cancelling devices from John Francis of Clerkenwell, London, England for both the St. Lawrence &

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Keywords & phrases: St Lawrence & Atlantic Railroad, postal history, handstamps

**MONTREAL TO PORTLAND.**



THE ST. LAWRENCE & ATLANTIC and the ATLANTIC & ST. LAWRENCE RAILWAYS being now completed and connected together at Island Pond, these Sections of the Grand Trunk Railway of Canada will be open for public traffic on and after

**Monday, the 18th July, instant.**

**A DAILY MAIL TRAIN WILL**  
 Leave Montreal at 3, p.m.; arrive at Sherbrooke at 7:30, p.m.; leave Sherbrooke at 6:30, a.m.; arrive at Portland at 3, p.m.  
 Leave Portland at 1:15, p.m.; arrive at Sherbrooke at 8:30, p.m.; leave Sherbrooke at 6:30, a.m.; arrive at Montreal at 11, a.m.

**A DAILY EXPRESS TRAIN WILL**  
 Leave Montreal, at 7, a.m.; arrive at Island Pond at 12:30 Noon; arrive at Portland at 6:30, p.m.  
 Leave Portland at 7, a.m.; arrive at Island Pond at 1, p.m. arrive at Montreal at 6:30, p.m.

**Fare Between Montreal and Portland, SIX DOLLARS.**

Passengers by the Express Train from Montreal will reach Portland in time for the Steamer, landing at Boston early the following morning—Steamboat Fare, Portland to Boston 3s. 9d.

Passengers by the Mail Train from Montreal will reach Portland in time to take the Boston Train at 3:30 p.m., arriving at Boston at 8, p.m.

**Through Fare by Rail, Montreal to Boston, SEVEN DOLLARS.**

The Steamer *L'Aigle* plies to and from the Jacques Cartier Basin, in connection with all Passenger Trains.

**C. WEBSTER,**  
*Superintendent.*

Montreal, July 860. 1047-1f

Figure 2. St. Lawrence & Atlantic timetable.

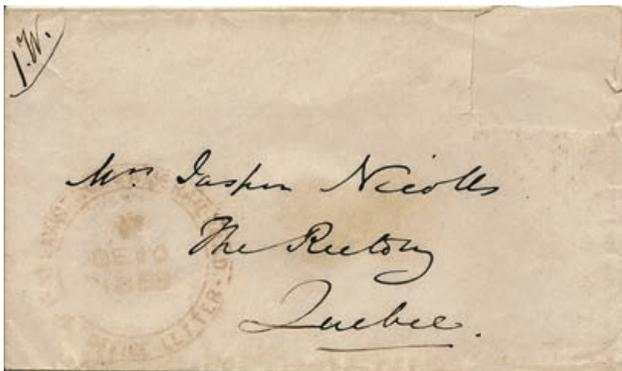


Figure 4a. Cover (reduced) showing imprint of locally made device.



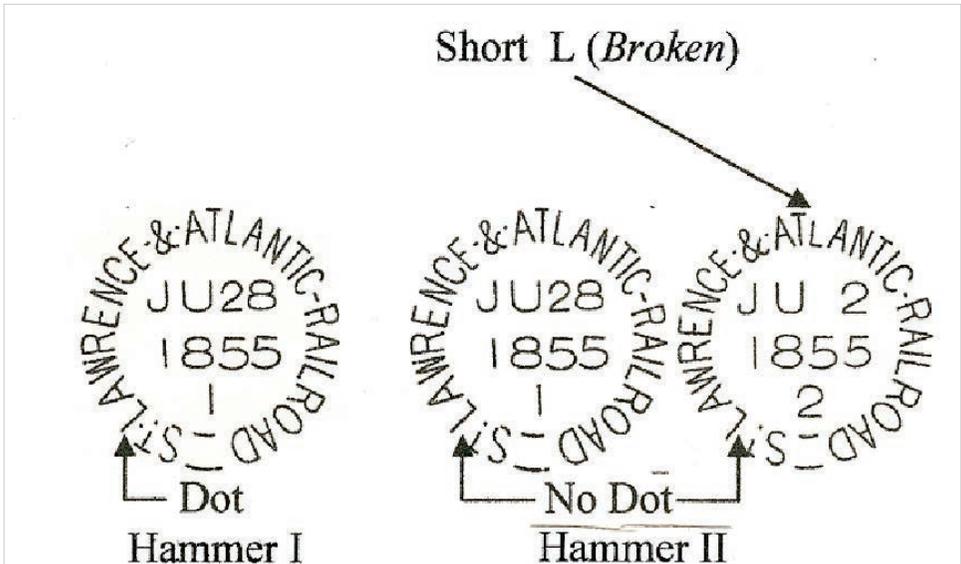
Figure 4b. Handstamp of Figure 4a, enhanced for clarity.

Atlantic Railroad and the Ontario, Simcoe & Huron Union Railroad, in preparation for the inauguration of the newly formed railway post office service (Figure 3). Meanwhile, realizing that these devices would not arrive in time for the planned inaugural run in October, a device was ordered from a local unknown manufacturer for the St. Lawrence & Atlantic Railroad line (Figures 4a and 4b).



Figure 3. Devices ordered from John Francis.

In my RPO exhibit entered in ROYAL 2007 ROYALE, I stated that there were two distinct hammers to the device ordered from John Francis. This observation was based on having seen one example with a full “L” in the word “Atlantic,” and my example, which had a short “L”. The judges at ROYAL 2007 ROYALE consulted with a third party, and my claim was rejected for lack of evidence. Consideration must be given to the fact that hammer studies had not often been done, primarily because few examples of the marking were known.



**Figure 5.** Hammers 1 and 2 of the devices ordered from John Francis.

After further discussion with Ross Gray, the Railway Post Office Study Group newsletter editor, and after he completed a study of the examples in his own collection, it was declared that there were definitely two distinct hammers for this marking. However, the long and short “L”s were not the defining factor. What determined the difference between the two hammers was a dot between “St.” and “Lawrence” in hammer one. In hammer two there was no such dot (Figure 5). The short “L” resulted from the top portion having been broken off. This also happened in hammer one. The two-hammer theory for this device was accepted and appears in the RPO study group catalogue as such.

The earliest-known period of use for the locally made cancelling device shown in Figure 4—better known as catalogue number RY-169—was 22 October 1853. That is the presumed official date of the beginning of the Railway Post Office service. There are only eight examples of this marking known, and they are all accounted for. None of them are good enough to use as comparisons to one another to determine whether more than one hammer was made, and that raises another question. Using the mail train schedule shown in Figure 2, how was all mail properly processed when it took two days to go from Montreal to Island Pond? This is a question that wasn’t really taken into consideration.

The fact is that the mail was not processed on the trains. It was done at the Montreal depot. However, there is a theory about this first cancelling device. Of the eight known examples, seven are outbound from Montreal, addressed to Quebec, and the covers are cancelled using red ink. The eighth example is inbound to Montreal and cancelled using black ink. Does this mean there were two hammers, or is that just wishful thinking? Until such time as more examples are found, we must accept the fact that there is one example, and it was used for inbound as well as outbound mail at the depot.



**Figure 6.** Mail car interior.

In 1836, when the Champlain & St Lawrence Railroad was inaugurated, the post office contracted the railway to transport mail as freight. This arrangement continued all through the construction of the St Lawrence & Atlantic Railroad and beyond into 1854.

Meanwhile, with “Responsible Government” being passed over to the Canadas in 1851, authority for postal administration was also transferred to the provinces, including a clause that obligated all railways to carry the mails upon demand of the Postmaster General. By that time the St Lawrence & Atlantic had reached Richmond and the Ontario, Simcoe & Huron Union Railroad was under construction so plans were started to create this

new and separate railway postal service. In early 1853, a post official was sent to England to study their Traveling Post Office (TPO) system to see how it could be incorporated into the Canadian plans.

With the beginning of the RPO, the post office had its own car used exclusively for mail. No longer was it mixed in with the general merchandise and, it therefore required a person other than the train crew to look after mail. At this point, it was decided that seeing that railway employees had been working the line since the beginning of the construction period in 1847, it would be to the advantage of the post office to have railway people work the mail car rather than their own employees. These people became known as mail conductors. They dropped off mail bags at each station and picked up loose mail as well as the mail bags. But they did not sort or process mail. The other change made was to make Sherbrooke the home terminal for these mail conductors. The arrangement proved to be unsatisfactory. Mail bags were sometimes left unattended on station platforms. The condition of the cars used allowed the weather to interfere with the mail, to the point where it is recorded that, on more than one occasion, mail had to be transferred to an adjacent coach in order to protect it from snow drifting in from crevices and ill-fitting doors.

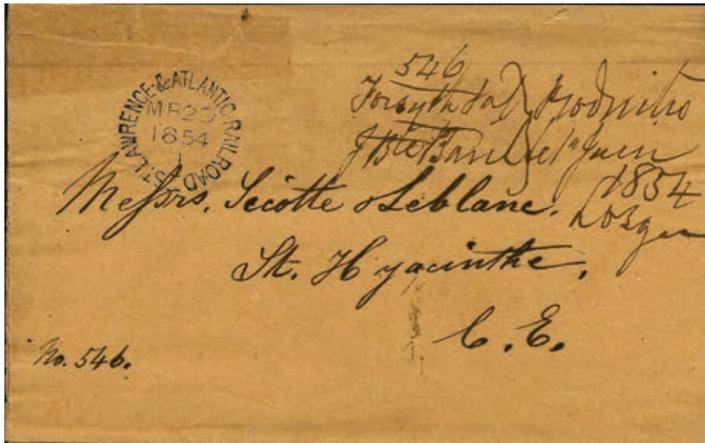
Based on reports from the officials who had studied the British system, the Postmaster General ordered the construction of specially designed railway cars, complete with pigeon holes and bag racks that would allow specially trained post office employees to process mail (Figure 6). The first such cars were operated by these employees on the Great Western Railway out of Niagara Falls in the latter part of the first quarter of 1854. The earliest-known date of an RPO marking used on the GWR is 6 July 1855 out of Hamilton. The employees

were referred to as RPO clerks. It was a prestigious position, carrying with it a great deal of responsibility.

With the takeover of the St Lawrence & Atlantic Railroad by the Grand Trunk Railroad, new cancelling devices were ordered. Meanwhile, the original devices ordered from John Francis continued to be used. It is not clear when exactly the processing of mail began on the Grand Trunk between Montreal and Island Pond, but Figure 7 shows an example of hammer one applied to a cover originating in Quebec, addressed to Boston dated 20 February 1855, which indicates that the letter travelled from Quebec to Richmond at which point the transit marking was applied.



**Figure 7.** Cover (reduced) processed aboard train by RPO  
 Note the short "L".



**Figure 8.** Cover (reduced) with earliest known date for hammer 2.  
 Note the full "L".

At this time, trains were going through to Island Pond without an overnight layover in Sherbrooke. Consequently, a mail clerk would be gone at most two days. Two hammers were sufficient while they waited for the new cancelling devices. The earliest- and latest-known dates for hammer one are 3 February 1854 and 2 August 1855. For hammer two, those dates are 29 March 1854 and 27 June 1854 (see Figure 8).

## Conclusion

And thus is solved the mystery of how mail was processed at the beginning of railway mail service.

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# Researching the Caricature and Landscape issues at Library and Archives Canada,

## Part 3

*Larry Margetish*

**T**HIS three-part series of articles describes discoveries made while researching the Caricature and Landscape definitives at Library and Archives Canada in 2014 and 2015. Part 1 dealt with stamp pre-production findings [20] while Part 2 concentrated on tagging [21]. This final segment deals with the production and miscellaneous aspects of the Caricature and Landscape issues revealed by Post Office documents preserved by Library and Archives Canada. All images are reproduced with the permission of their respective copyright holders.

A 3 June 1975 letter from Postage Design & Development [22] reveals details about the stamp papers in use during the early printings of the Caricature and Landscape definitives. It states that until about 1973, postage stamps were printed on “several different base [paper] stocks and several different but progressively improved coatings.” By 1975, this was standardized to “three different finished papers using two different base stocks” to meet the demands of the various printing processes in use at that time (offset lithography, steel engraving, and photogravure).

The dollar values were printed using lithography and engraving. While the letter referred to above suggests that some lithographed stamps were on coated paper, the dollar values’ paper specifications were for uncoated stamp paper, as spelled out in a Post Office order letter dated 9 February 1972 to British American Bank Note (BABN) [23]. More details on the high values follows.

The June 1975 letter also reveals that a bulkier base paper with no optical brightener was used for stamps printed by steel engraving. This paper was used to print the Caricature low values, although, as is well known, the paper is found with various levels of fluorescence including high fluorescence. The same bulkier base paper with a special coating was used for stamps, such as the 10¢ to 50¢ medium values, printed by a combination of photogravure and engraving. The medium values were known for fluorescent paper variations on the face and gum sides until mid- to late-1974. These variations in fluorescence might have been due to differences in paper stock and coatings before the Post Office standardized the paper used for the various printing methods.

The following ribbed paper varieties have been recorded on the Caricature and Landscape definitives:

- Horizontal ribbing, quite visible on both the face and gum sides, on the 1¢, 2¢, 4¢, and 6¢ Caricature definitives printed by Canadian Bank Note (CBN).

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Keywords & phrases: Landscape, Caricature, Canadian Bank Note Co, British American Bank Note Co, Ashton-Potter

- Horizontal ribbing, visible on both sides, on part of the printing from cylinders 1 and 2 of the 8¢ QE II stamp by BABN.
- Vertical ribbing on early printings of the 10¢–50¢ medium value definitives and also on the 1974 printings of the 10¢ and 20¢ values. The ribbing is visible only on the face side, which suggests that it is a property of the coating, not the paper itself. Very faint horizontal ribbing has also been observed on some values.
- Horizontal ribbing, visible on both sides, on part of the first printing of the \$1 Vancouver. The ribbing appears to be different from that on the CBN and BABN low values.

The June 1975 Post Office letter also mentions ribbed paper, and it suggests two possible reasons for its use:

1. It is the paper manufacturer that applies gum to the stamp paper. The gum is normally applied on the “wire” side, leaving the smooth or “felt” side for the printed stamp design. The “wire” side will show ribbing, but it is masked by the gum. If the gum is accidentally applied on the “felt” side instead, this leaves the stamp printer with no choice but to print the design on the “wire” side, in which case the ribbing will be visible.
2. In a few instances in the two years before the letter was written (that is, between 1973 and 1975), substitute paper stock was used because of shortages in standard stamp paper or short notices of production schedules.



**Figure 26.** Imprimatur 50 cent Plate 1 proof, 30 July 1974 (pos-4420).

The first reason may explain some of the ribbed paper varieties that Robert Elias discovered in his exhaustive research on the 1954 Wilding definitives [24]; however, it does not explain the ribbed paper used for the Caricature and Landscape definitives. On the low values and the \$1 value, the ribbing is visible on both sides of the paper, with or without gum, and on the medium values the ribbing is a property of the coating, not the paper itself. The second reason described in the letter is the more likely explanation for the ribbing found on the Caricature and Landscape definitives.

Further research has revealed what happened with the initial issue of the \$1 and \$2 stamps. On 20 December 1971, BABN submitted a quote to the Post Office to print the 1972 \$1 Vancouver and the \$2 Quebec definitives [25]. The quote was to print

10 million of each design, using four-colour lithography on one press and one-colour steel engraving on a second. Allowing for revisions and approval of the printing proofs, BABN estimated that delivery would be about 1 May 1972. The price was \$2.95 per 1,000 for the \$1 stamp and \$2.65 per 1,000 for the \$2, taxes extra [25].

However, the contract originally went to Ashton-Potter to do four colour lithography (black, blue, yellow, magenta) with the steel engraving to be completed by CBN. This is the reason why, in Part 1 of this article[20], the dollar values' proofs had the notation "CBN production at point of cut-off." As of 11 January 1972, the PS14 (stamp announcement) was to read "printed by CBN" [26]. On 24 and 26 January 1972, CBN made the copper plate for the pane of 50 of the \$2 and \$1, respectively [27]. On 31 January (for the \$2) and 4 February (for the \$1), the nickel printing plate of 200 was prepared. At this point, problems must have surfaced, because on 4 February 1972, BABN was asked to perform the engraving [23]. The engraved colours were slate blue for the \$1 and brown for the \$2 stamps.

It is remarkable that the two stamps were issued on 17 March 1972, especially considering BABN's delivery estimate of 1 May. The Post Office and the two printers must have scrambled to meet the issue date. Only half of the litho-printed \$1 stock was considered useable due to a registration problem [23]. The "short \$ flaw" on the first printing of the \$1 was probably due in part to the urgent need to complete the order.

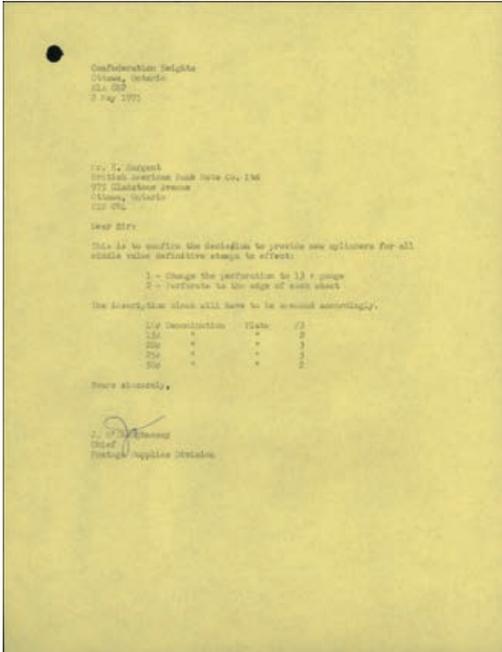
When the Post Office reprinted the \$1 stamp, it is likely that they switched printing methods because of the lower printing costs for photogravure (for example, on 10 March, 1972, BABN quoted 87¢ per 1,000, plus tagging, for the 10¢ Landscape definitive [28]), and the no doubt faster turnaround (one printer using a web-fed press versus two printers using two different printing methods). What about the reprint of the \$2 stamp? Unfortunately, BABN could not get an acceptable essay of the \$2 stamp using gravure and steel [23]. So, the Post Office continued with the existing arrangement from the first printing, i.e., Ashton-Potter printed the lithography and BABN printed the engraving.

The 50¢ Seashore had an "improved printing," as described by Canada Post. This much darker blue coloration first appeared in blank "field stock" in August 1974 [29]. A different report has the date as March 1974 [30]. The imprimatur plate proof was signed off on 30 July 1974 [31]. This imprimatur proof is displayed in Figure 26. New plate blocks, still Plate 1, apparently became available in February 1975 [29]. Further evidence is needed to be conclusive for all of these dates.

A memo from the Assistant Deputy Postmaster General to the Deputy Postmaster General entitled "Canadian Bank Note Company Limited—Perforation of Stamps" dated 19 January 1973 [32] provides some fascinating information about the Post Office's desire to move from line perforations to comb perforations.



**Figure 27.** Example of the proposed Canadian Bank Note Co "registered, rule perforating" technique. [32].



**Figure 28. Post Office letter requesting perforation change. © Canada Post Corporation (1975). reproduced with permission [38].**

As background to its main topic, the memo states that in 1967 the Post Office notified the stamp printers—at that time just CBN and BABN (Ashton-Potter’s first stamp was the 6¢ Group of Seven issued on 18 September 1970)—that it wanted them to abandon line perforations (what it called “random perforations”) in favour of comb perforations (what it called “registered pin-type perforations”). The memo discusses the Post Office’s motivation for the request. Referring to line perforations, the memo states: “Where the lines of perforations intersect, the pattern of holes is irregular. This distracts aesthetically from their appearance. Most countries have gradually phased out this method of perforation in favour of [registered pin-type perforation].”

The memo shown in Figure 28 clearly reveals that the adoption of comb perforations on Canadian stamps was neither accidental nor a printer

innovation—it was mandated by the Post Office. It points out that, in the intervening years, BABN and Ashton-Potter (which was printing stamps when the memo was written in January 1973) had both converted to comb perforations but CBN was lagging behind.

The reason for the memo was that CBN had proposed a completely novel perforating technique, called “registered, rule-perforation.” The memo describes it this way: “The sheets are perforated in a single operation between one flat steel platen, and another platen bearing raised ridges, in the pattern which is readily visible on the sample.” Their included sample is illustrated in Figure 27.

As a pre-condition to adopting this technique, the Post Office imposed the following two requirements:

1. Such a major change and its visual impact would have to be applied to all Canadian postage stamps.
2. The Post Office would have to be assured of an overall saving and of continuing competitive sources of postage stamp supply.

Effectively these two requirements meant that the other two stamp printers, BABN and Ashton-Potter, would have to adopt the CBN technology. To this end, CBN had agreed to release information about its new technique to its competitors and to meet with their representatives to discuss the technology and its potential cost savings.

The CBN's new technique may or may not have resulted in cost savings; however, it did eliminate the confetti produced when perforation holes were punched, and it presaged today's modern serpentine die-cutting techniques. Whatever the merits of CBN's proposal, the discussions with the other two printers were obviously unsuccessful. It was highly improbable that they would write off their investments in comb perforators and adopt technology that CBN had developed. In particular, BABN had purchased its Goebel web-fed press in the mid-1960s, and the platen die-perforating unit was an integral part of the press [33].

Having failed to get its technology adopted, CBN had a problem—converting from line perforations to a comb perforating technique that was acceptable to the Post Office—and it was an urgent one: the Post Office was shortly going to issue tenders for long-term stamp contracts. Again, CBN came up with an innovative solution—what philatelists refer to as the H-comb [34]—just in time to usher in the Caricature definitives.

Between September 1975 and January 1976, reprints of the five medium values appeared with the perforations changed from  $12.5 \times 12$  to  $13.3$  on all sides. The change was requested by the Post Office in a letter to BABN dated 2 May 1975 [35] and shown in Figure 28. In the same letter, the Post Office asked BABN to make another, seemingly trivial, perforation change—to perforate the panes right to the edges. On the perf.  $12.5 \times 12$  panes, the left and right selvage were fully perforated, but the top and bottom had just one perf hole in the selvage. An example of this perforation is shown in Figure 29. Why did the Post Office ask BABN to make these changes? The letter is silent on this point, but the most likely reason is to make it easier to separate the stamps.

The BABN had been printing the \$1 by photogravure since 23 October 1973, perforating it the same way as the medium values, i.e.,  $12.5 \times 12$  with one hole in the top and bottom selvage. Logically, one would expect BABN to apply the Post Office request to the \$1 as well, since it shared the same printing characteristics as the medium values (except that it was twice the size). In July 1977, the \$1 did appear with  $13.3$  perforations but, surprisingly, with just one hole in the top and bottom selvage (Figure 30). On 8 August 1977, the medium values were replaced by the Environment (tree) definitives, except for the 50¢ which was not replaced until 6 July 1978 by the Street Scene definitive. In May 1978, a surprising reprint of the 50¢ Landscape made its appearance in post offices [36-38]. It had the revised perforation gauge, but only one hole in the top and bottom selvage (Figure 31), like the \$1 Vancouver (in Figure 30).



**Figure 30.** \$1 Vancouver perforation 13.3.

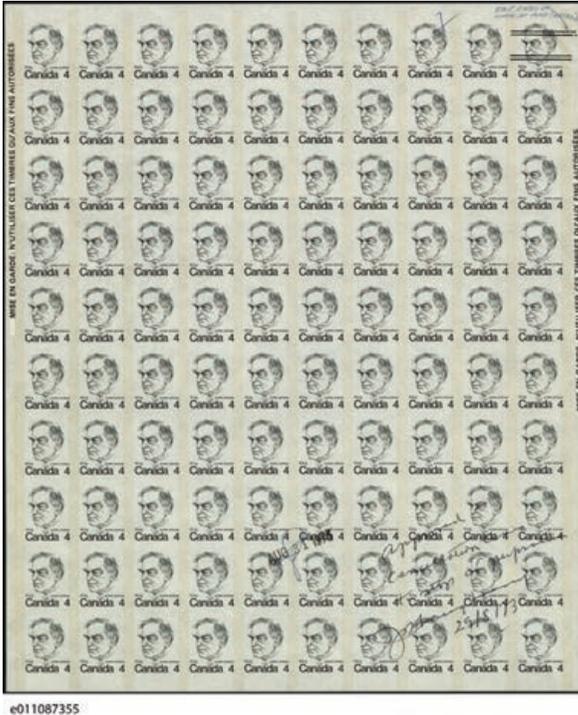


**Figure 29.** Perforation  $12.5 \times 12.0$  Plate 1 block.

When the Caricature definitives were issued on 17 October 1973, the 1¢, 3¢, 5¢, and 6¢ were issued in precancelled format. Evidently, a precancelled version of the 4¢ was also contemplated, because a precancelled pane of 100 exists in the material at Library and Archives Canada (Figure 32). This essay has the following annotations:

- At the upper right: “stop ends of lines at perf (approx)”
- At the lower right: “Approved cancellation lines to stop at perforation [signature] 29/8/73.” There are additional initials and the datestamp AUG 31 1973.

I have found no documentation to date regarding the decision to scrap the 4¢ precancel.



**Figure 32.** A precancel essay pane of 100 4¢ values.(e011087355) MIKAN 2221406.



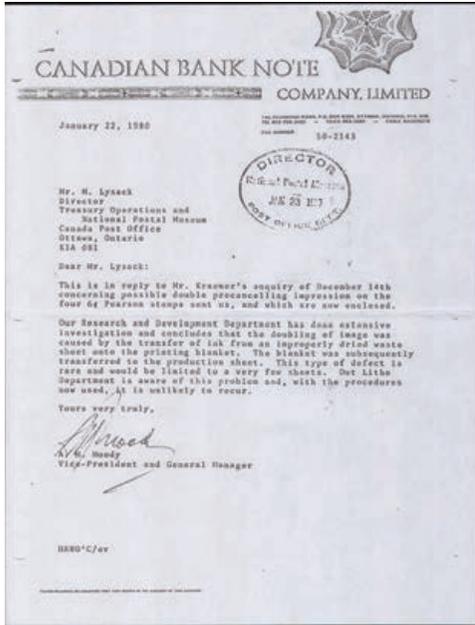
**Figure 31.** 50 cent, one perforation hole in pane selvage variety.

The 6¢ precancel exists with the black bars and the warning messages in the selvage doubled. The bars and message were printed using offset lithography. A letter from CBN to the Post Office and National Postal Museum dated 22 January 1980 [39] explains how the variety was produced. This letter

is illustrated in Figure 33. The letter states that the doubling was caused by a “blanket transfer” that occurred when the black precancel ink was printed.

Hans Reiche suggested that the sheets were accidentally fed through the precancel press a second time [40]. As illustrated in Figure 34, there is a noticeable break in the second set of black bars at the tagging. Reiche suggested that the printing sequence was as follows: precancelling (pass 1, no break in the bars tagging), precancelling (pass 2, breaks in the bars at the tagging).

Leopold Beudet [41] believes that the tagging was printed first because the precancel bars, when viewed under a UV lamp, are just as strong over the tagging as in the untagged areas. He believes that the doubling is just a kiss print as the letter from CBN suggests.



**Figure 33.** Canadian Bank Note Co. doubled precancel letter (cropped).



**Figure 34.** Doubled precancel.



**Figure 35.** Envelope barcoding

Documentation from the Archives has pinpointed the International Telephone & Telegraph (ITT) phosphor used in the first letter sorting barcoding.

This information surfaced in a meeting held at a concerned philatelist's home on 28 April 1976. The minutes reveal that the trade name of the phosphor used in ITT printer ribbons was "Lumogen LT-light yellow" [42]. An example of this envelope barcoding is shown in Figure 35. Though not visible in the image, the stamps have a one-bar tagging error on horizontally ribbed paper. More details on ITT and letter sorting mechanization are included in an illuminating group of articles published between 1976 and 1978 [43].

## Conclusions

This concludes my survey of discoveries made at Library and Archives Canada on the interesting and complex Caricature and Landscape series. Many thanks to Mr Leopold Beudet for providing valuable advice, suggestions, and comments. Special thanks to the staff at Library and Archives Canada and also the staff at Canada Post Corporation for their guidance and assistance.

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# SPARKS

## ★ AUCTIONS

### *The Daniel Cantor Collection of Canada Small Queens*

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Sparks Auctions of Ottawa, Canada, is honoured to have been chosen to conduct this important sale on November 24th, 2015, which will be a highlight of the auction season. Items found only in the Cantor Collection will be necessary prerequisites for those collecting early Canada postal history and stamps and planning to exhibit at any World Stamp Show.



1879 Only known 15c rate and earliest known to Cape of Good Hope



20c Die proof in black with die number



Superb 10c



1877 Illustrated advertising to Portugal

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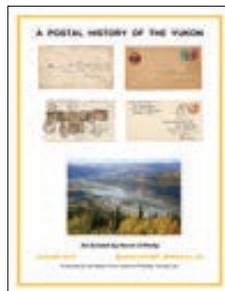
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## BNAPS book release notes

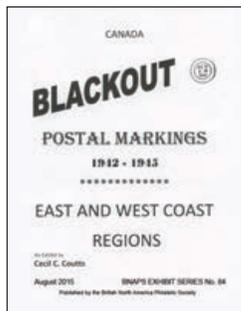
**B**NAPS has released seven new books—a catalogue, four handbooks, and two Exhibit Series books—since the last issue of *BNA Topics* went to press. All are available through our agent, Sparks Auctions.

*A Postal History of the Yukon*, by Kevin O'Reilly, 2015. Spiral bound, 142 pages, 8.5 × 11, colour. ISBN: 978-1-927119-50-1. Published by BNAPS; Stock # B4h923-083-1. BNAPS Exhibit Series #83. C\$62.

Kevin O'Reilly has been chronicling the postal history of northern Canada for over thirty years. Joining his books on Northwest Territories Postal Cancellations and the Pre-Confederation Postal History of Labrador, Kevin's *A Postal History of the Yukon* won the Horace H Harrison Grand Award at BNAPEX 2014 BALPEX in Baltimore. The 83<sup>rd</sup> volume in the BNAPS Exhibit Series, this new book covers the postal history of the Yukon from before the Gold Rush to modern times.



Kevin started collecting stamps of the world when he was introduced to the hobby by his mother. He first collected Canada, then focused on the Centennial Definitives. Some self-addressed covers sent to northern post offices in 1972 proved to be a turning point as he quickly began to specialize in the postal history of the Northwest Territories, Nunavut (as well as the Eastern Arctic Patrol), Yukon, and Labrador. Sidelines include United States Army/Air Force Post Offices (APOs) in Canada and Newfoundland, the International Grenfell Association, and W Force in Newfoundland and Labrador.



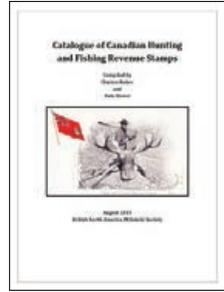
*Blackout Postal Markings of Canada*, by Cecil (Cec) Coutts, 2015. Spiral bound, 170 pages, 8.5 × 11, colour. ISBN: 978-1-927119-51-8. Published by BNAPS; Stock # B4h923-084-1. BNAPS Exhibit Series #84. C\$68.

One of the very interesting aspects of Canada's postal history in the WWII period was the "Blackout" cancellation, used in an attempt to hide from the enemy the place of origin of mail posted in the ports along the east and west coasts. Although the effort was somewhat effective, there were gaps, usually caused by the presence of return addresses, whether hand- or typewritten or via printed corner cards. On the other hand, there are several "Blackouts" whose place of origin is debated to this day.

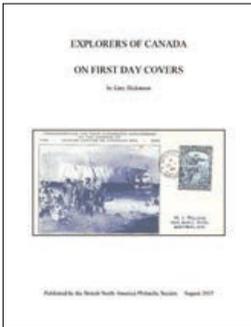
Cec Coutts was born in Meeting Creek, Alberta in 1932. Depressed conditions on the prairies resulted in a family move to British Columbia. After graduating in 1950 from King George High School in Vancouver, he joined the Royal Canadian Mounted Police. A thirty-five-year career with the Mounties was served in Saskatchewan, Alberta, and British Columbia. His stamp-collecting days go back to 1954 when he was stationed in Saskatoon. Cec is the author of three editions of *Slogan Postmarks of Canada* and two editions of *The Handbook of Air Mail Slogan Cancels of Canada*, both now published by BNAPS, and he is working on a three-volume series of handbooks on the International Rapid Cancelling Machines of Canada.

*Catalogue of Canadian Hunting and Fishing Revenue Stamps*, compiled by Clayton Rubec and Dale Stover, 2015. Spiral bound, 174 pages, 8.5 × 11, black and white. ISBN: 978-1-927119-52-5. Published by BNAPS; Stock # B4h074. C\$58.

Since 1964, the Canadian provinces and territories have collectively issued at least 4,532 hunting and fishing revenue stamps. Until now, awareness of the existence of these stamps has remained quite limited—mainly within the hunting and fishing communities and to a few collectors of Canadian Revenues. With this extensive catalogue that situation has changed.



Clayton Rubec retired from Environment Canada in 2008 after thirty-four years of public service. His professional career included national program implementation and inter-governmental missions to many nations on assignments related to wildlife habitat conservation treaties, science, and policy. He has written two other BNAPS books, *The Hunting, Fishing and Conservation Stamps of Canada*, a precursor to this volume, and *Canada and Newfoundland Wartime Ration Books and Coupons*. Dale Stover, retired after thirty-two years of service as a public school art teacher in Illinois, has collected Canadian and American hunting and fishing stamps for over 30 years.



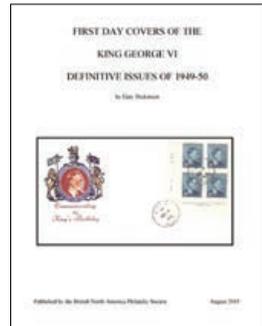
*Explorers of Canada on First Day Covers*, by Gary Dickinson, 2015. Spiral bound, 118 pages, 8.5 × 11, colour. ISBN: 978-1-927119-53-2. Published by BNAPS; Stock # B4h923-075-1. C\$57.

In the first of his two books being published by BNAPS this summer, Gary Dickinson continues to show how much variety there is to be found in Canadian First Day Covers. Although Jacques Cartier and Samuel de Champlain were depicted on stamps as early as 1855 and 1908 respectively, it was not until the Cartier stamp of 1933 was issued that any of the men whose efforts served to open up the continent for further exploration and settlement were honoured by being the subject of a Canadian First Day Cover. The quality and variety of designs of explorer-

related stamps and cover cachets is quite surprising.

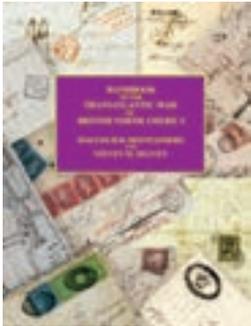
*First Day Covers of the King George VI Definitive Issues of 1949–50*, by Gary Dickinson, 2015. Spiral bound, 62 pages, 8.5 × 11, colour. ISBN: 978-1-927119-54-9. Published by BNAPS; Stock # B4h923-078-1. C\$44.

The first post-WWII stamps to show King George VI in civilian clothes appeared in late 1949 and were complicated by a design error. The words “Postes” and “Postage” were supposed to appear on the stamps to show Canada’s status as a bilingual country, but the first stamps printed lacked the words. This was quickly corrected and the words duly appeared, but a decision was made to issue the first set nonetheless, so as not to waste the money invested and paper used. One can imagine the variety of First Day Covers arising from such an unusual set of circumstances.



Dr Gary Dickinson worked in British Columbia secondary schools, colleges, and universities for thirty-five years until he retired in 2001. His last twenty years in education were spent 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 15 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.

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*Handbook on the Transatlantic Mail of British North America*, by Malcolm B Montgomery and Steven M Mulvey, 2015. Spiral bound, 434 pages, 8.5 × 11, colour. ISBN: 978-1-927119-55-6. Published by BNAPS; Stock # B4h923-076-1. C\$116.

Jack Arnell's 1987 *Handbook on Transatlantic Mail* has benefited greatly from Malcolm Montgomery's and Steven Mulvey's decision to revise and update it. The new volume profits from information that has come to light in the intervening twenty-eight years, but also from the incredible advancements in technology that have occurred in the same period. In addition to extensive reference quotations, the book will feature a significantly expanded section on the handstamps used on transatlantic mail, and some 250 colour plates illustrating the covers that carried these handstamps.

Malcolm Montgomery was born in North London during the Second World War. Instead of applying for university, Malcolm secured a place at the Royal Military Academy, Sandhurst. In the thirty years that followed he served in many different countries. In the 1960s, he began to study the postal history of the transatlantic services between the United Kingdom and British North America. He has written three other books for BNAPS, two on aspects of transatlantic mail not covered in this volume and one, with the late Dorothy Sanderson, on cross-border mail between Canada and the United States.

Steve Mulvey was born in Montreal, but his family soon moved to Ottawa. In 1976, after graduating from the University of Ottawa with a BSc and an MBA, he joined the Federal Public Service as a Finance Officer. He spent most of his thirty-year career with the Department of Public Works. A stamp collector from the age of eight, his collecting interests branched off to London Victorian cancellations.

After retirement, he was attracted to transatlantic Mail, specialising in steamship mail from the United Kingdom to BNA from 1838 to 1898. Steve's interest in history, living close to Library and Archives Canada and the availability of research material online meant he was a natural fit and had the tools needed for conducting extensive research on transatlantic mail for this volume.

*The Rates and Postal History of Canada's Peace Issue 1946-1952*, by HM (Mike) Street, 2015. Spiral bound, 282 pages, 8.5 × 11, colour. ISBN: 978-1-927119-56-3. Published by BNAPS; Stock # B4h923-077-1. C\$92.

The period just after World War II saw a huge expansion of the world's postal systems, due largely to the increased use of aircraft to carry mail. In this book, Mike Street presents and illustrates the postage rates that were in force on 16 September 1946 when the set of ten stamps, immediately named the "Peace Issue," were released, along with the changes in the rates paid for by those stamps until the end of 1952, shortly after the death of King George VI.



Born and raised in Montreal, Mike Street started collecting stamps at the age of six, and except for a ten-year university and subsequent career-starting hiatus, has continued ever since. A BSc in Engineering and Physics and a BEng (Electrical) led to a thirty-two-year career in commissioning, maintenance, project management, and computers at Ontario Hydro generating stations. He resumed philately in 1972 and discovered postal history, leading after forty years to this book. He was Editor of the *Grand News* from 1976–1981, Editor of *BNA Topics* from 1981–1989, and Co-Editor from 2006–2007 and 2008–2013. He has held the positions of First Vice-President and then President of the British North America Philatelic Society (BNAPS) and has served for many years on the Convention, Judging, and Publications Committees. He has forty years of experience judging at local, National, and BNAPS shows. He was elected to the BNAPS Order of the Beaver in 1992 and a Fellow of the Canadian Philatelic Society of Great Britain in 2011.

All BNAPS books are available from: Sparks Auctions, 1550 Carling Avenue, Suite 202, Ottawa, ON K1Z 8S8, Canada. Email: <BNAPS@sparks-auctions.com>. Phone: (613) 567-3336. (If no answer, please leave a voicemail. Your call will be returned.) Internet orders can be placed at <http://sparks-auctions.com/bnapsbooks/>

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# Study group centreline

*Peter McCarthy, OTB*

**C**ENTRELINE presents brief summaries of the specialized research done by BNAPS members as published in the newsletters of its many Study Groups. This column reviews those received between 15 June and 15 September 2015.

## British Columbia

Gray Scrimgeour opens the September issue of the *British Columbia Postal History Newsletter* with a chuckle—a story of a purchased cover with three fancy “A” cancels. Stan Lum advised Gray always to buy on Friday, before the good material goes, and never on Sundays. Well, this cover happened to be purchased on a Sunday. Brian Plain tells the story of the Marpole Infirmary, including the illustration of a cover addressed to “Incurable Hospital,” Marpole, BC, a suburb of Vancouver. David Piercey relates the story of Kitelas, the Skeena River railroad settlement, showing a post card of the town that bears a split-ring Kitelas postmark on the reverse. Tracy Cooper chipped in with a Bruce Seed Company registered cover with the same postmark. He and Andrew Scott also provide an update of unreported BC town cancels. Ted Woodland sent in an extraordinary rare Maple Ridge split ring cancel, with a New Westminster oval money order cancel on the reverse.

The 125<sup>th</sup> anniversary of the Stevenson post office was recently celebrated, and Bill Topping provides a line drawing of the building along with the pictorial date stamp while Jennifer Lee provides the colour photo. In addition, a never-before-seen Vancouver Airport Way Mail cancel (dated 15 January 1942) on cover is shown in this newsletter, and the editor is looking for comments on it. Brian Copeland and Graham Mark responded to Tracy Cooper’s article on World War I civil censorship, which appeared in the previous issue of the newsletter. The newsletter ends with a listing of recently opened post offices.

## Dots and Scratches

Scott Robinson starts the September newsletter with an explanation for the dash-in-2 variety of the 2¢ decimal issue. The dash appears in the lower right “2”. Scott provides a graph of the proof sheet he examined. It shows the thirty-five positions in which the variety appears. Geoff Browning continues with Part Three of the varieties on the half-cent Large Queen stamp in a piece that is well illustrated and thorough. Jim McCormick explains the finding of a flaw in the “n” of cents on an Ottawa printing of a block from the 3¢ Small Queen. Michael Smith shows the Hairball Flaw on the 6¢ Small Queen, along with three scans on cover of the same flaw, sent in by Guy Jeffery. All of these are extremely well illustrated.

## Elizabeth II

The May-June issue of *Corgi Times* begins by listing the six ORAPEX 2015 exhibits comprised entirely of Elizabeth II material, along with the awards they received. The “For Kids” Stuck-On-Stamps package 2 (featuring dinosaurs) was released by Canada Post on 13 April, and Editor Robin Harris talks of the “first” shopping page found on the Canada Post website. The packaging of the Flanders Field permanent stamp is illustrated and forms of it are discussed. John Aitken discusses PUAS—Postal Union of the Americas and Spain—discussed in a previous issue, with queries on a recently-viewed exhibit.

On 15 November 1974, Canada Post issued a stamp commemorating the birth of Guglielmo Marconi and another in 2002, showing the same pose, his head resting on his right hand. Robin Harris' research identified several other countries that issued stamps of Marconi using the same pose. Andrew Chung illustrates a cover using a 4¢ Cameo image printed on a brochure from Dictaphone Corporation Limited. Closing out the newsletter is Part Three of selected firsts for Canada Post, from miniature panes, se-tenant, and Braille, to gold-leaf frame picture postage.

## Military Mail

In newsletter 219 of the Canadian Military Mail Study Group, a celebration of the life of Henk Burgers, along with a photo of him in military uniform, is featured. Henk passed away on 25 May 2015 and will be sorely missed. Jerome Jarnick wrote an article on the RCAF's "Y" Wing stationed at Annette Island, Alaska, to protect the approaches to Prince Rupert, BC, against possible Japanese invasion during WWII. US military postal markings on Canadian covers are illustrated. Alan Warren sent in a couple of Canadian-related articles on Little Norway that appeared in the *Norwegian War and Field Post Journal*. David Hanes provided an earliest-reported date of the Toronto Airgraph 2 cancel on cover. Lee Dowsley sent in a registered cover from *HMCS Discovery*, NPO 1120, describing that base's functions. David Hanes shows two strikes from DART (Disaster Assistance Response Team) Pakistan and provides a description of DART's functions.

Editor Dean Mario starts the August newsletter with a bang by featuring David Hobden's treasure of Canada's second-oldest soldier's letter. In his article, David describes soldiers' pay and postage rates. David Hanes contributes scanned items relative to military detention barracks. Colin Pomfret illustrates Newfoundland military censorship with either an officer's signature or the PMC (Passed Military Censor) marking. Jim Felton provides a piece of Great War Salvation Army stationery in the form of a letterhead. Wayne Schnarr found a Trenton 303 roller cancel. This was previously reported but was not illustrated until this newsletter. Vernon W von der Heydt sent in a cover from the Central America Observer group, CFPO-BPFC 5005, Teguchiagalpa, Honduras. Dean signs off with a reminder that the *Guide to Canadian Military Postal History 1636–1970* by Lt Col RH Webb and edited by Gray Scrimgeour, Brian Plain, and Robert Toombs should be available soon.

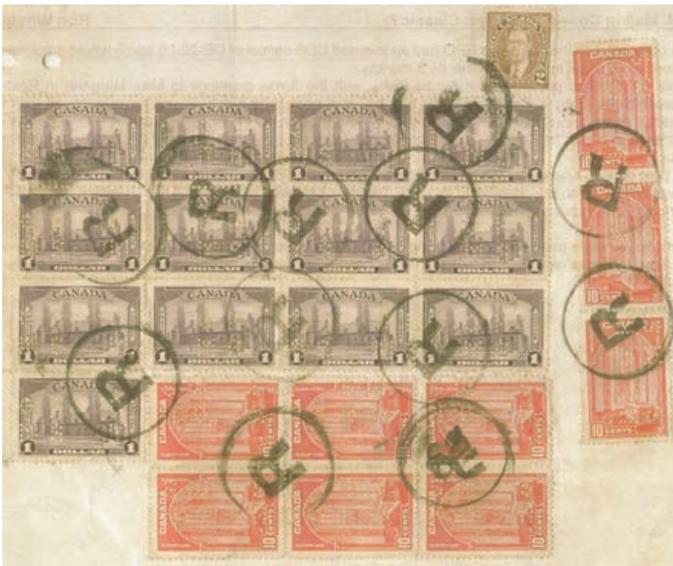
*Canadian Military Mail Postmarks*, Volume 1: MMSG members will remember that, following the death of Doug Sayles, Henk Burgers took over preparation of Volume 1 of Doug's Canadian Military Mail Postmarks book. Shortly before his death, Henk advised BNAPS Book Department Coordinator, Mike Street, that he could not continue this work. Mike is pleased to announce that Wayne Schnarr of Toronto has agreed to resume preparation of Volume 1 and is asking for help from all BNAPS members. Volume 1 will include military postmarks from all Canadian military activities before 1936, including the first British Army post offices in Quebec in the 1800s, Red River, and Northwest Rebellions, Nile Campaign in Egypt, Boer War, development of the Militia, land, sea, and air aspects of World War I, and the period between the two world wars. Wayne is looking for any and all postmarks not included—or reported but previously never seen—in the Bailey and Toop books. He can be reached at <gwschnarr@rogers.com>. Members are asked to contact Wayne directly with new information, not to send it to Newsletter Editor Dean Mario.

## Newfoundland

Bob Dyer shows a cover with ten 1¢ red Queen Victoria stamps paying the registered rate to the US, the first such cover he has seen. From the *Perfin Corner*, Barry Senior shows a GK perfin of a 2¢ George V paying the 1¢ local rate and 1¢ war tax, the only recorded cover of this rate. He also shows a 2¢ inland letter rate plus 1¢ war tax cover, also the only recorded cover. In addition, he provides a 2¢ illegally-used stamp paying the 2¢ rate to England. Bob Dyer tells us about a Reverend Butler ad and his printed catalogues. Bruce (aka Cap) Robertson continues with Reverend Butler and his customers, the most notable being Eliot Spalding, a wealthy and successful East Coast banker. Brian Stalker provides a multi-view post card identical to a known Bill Walton card, with the bonus of a TPO strike. That led to Bob Dyer's listing of multi-view cards, including four cards sent in by member Judith Edwards. Colin Lewis covers pre-1900 registered mail from Newfoundland and includes examples of some rather impressive covers. Bob Dyer extended the article by submitting his own pre-1900 registered cover. In the *Favourite Cover* segment, Ron McGuire sent in a wrapper addressed to Norway with a custom label and a Sandy Point split-ring cancel. He further describes the registered rate and asks if anyone has a Butler cover with such a label attached. Finishing the newsletter, Jean-Claude Vasseur discusses the Newfoundland 1897 1¢ surcharge. I expect there will be further discussion on this topic in upcoming issues.

## Perfins

Jim Graham, the editor of *The BNA Perforator*, begins the January 2015 issue with an article on the EXPONET website ([www.exponet.info](http://www.exponet.info)) and the benefits offered to perfin collectors. EXPONET is celebrating its tenth anniversary. A list of changes to the catalogue, including new additions, was made available by Gary Tomasson.



**Figure 1.** The largest-known, four-hole OHMS cover from the 1937–1939 issue (cropped).

For your information, Gary is in the process of donating his exhibit of OHMS five-hole fakes and forgeries to the VG Greene foundation. The editor is suggesting a compilation of perfin with RPO cancellations using the Gray RPO catalogue numbers for reference. Jim Black writes a thumbnail sketch of the J Eby Blain Co Ltd. illustrating the perfin with pictures of both Eby and Blain. He also added an Eby Blain post card with a 1¢ unperforated Queen Victoria stamp. Ron Whyte illustrated a post card sent by an individual using a stamp with the WH Malkin Co perfin, with an RPO cancel further described by Sean Weatherup at the editor's request. Gary Steele sent in what he describes as the largest-known four-hole OHMS cover featuring thirteen \$1-value Chateau de Ramezay stamps, along with nine memorial chamber and one 2-cent mufti stamps, all perforated four-hole OHMS (Figure 1). Gary also describes the rates and fees. Jim Graham revisits the Curzon Brothers with the story compiled through the efforts of Jim Black, Peter Maybury, and Maurice Harp. Here the fact is that the same perfin die was used on Britain, Canada, South Africa, and France stamps.

In the June issue of *The BNA Perforator*, Tom Inglis agrees to head the study of RPO cancels on Canadian perfins. Barry Senior explains the distribution of Newfoundland stamps across the country after 1 April 1949 and illustrates the perfins they produced. Four companies' perforated booklet panes are listed, along with stamp descriptions. They are discussed by Ron Whyte, Dave Bartlett, and Jim Graham. Kerry Bryant offers a suggestion as to why these booklets were perforated. Further input is requested. Information on lot 590 in Eastern Auction's sale of 20 February 2015 is also sought. This lot was a Patricia Airways card with a Great Western Life Assurance perfin on a 2-cent Admiral stamp.

## Postal Stationery

In the February 2015 issue of the *Postal Stationery Notes* newsletter, Jean Walton announced that she has decided to step down as editor. Robert Lemire agreed to act as interim editor, but someone has to step up and take over on a permanent basis! Any volunteers? A list of six new issues of prepaid post cards (bringing the total to fourteen) was included. Pierre Gauthier sent in a front-and-back illustration of a French Dominion Express form card that does not include a money order facsimile.

Robert Lemire presents an article on the Canadian Letter Cards printed by the American Bank Note Company, complete with dates ordered, delivery dates, earliest postmarks, printing costs, papers, and colour changes. The ABN Canadian letter cards were issued between 1897 and 1902, and then were discontinued. From the *Post Card Factory* corner, Robert illustrates three new cards: one of Toronto featuring the CN Tower, an overhead shot of the Port of Quebec, and a panoramic view of Old Quebec with the Chateau Laurier in the background.

The March issue opens with Vic Willson's *Census of Destinations* for the P15 card, which was issued specifically for foreign destinations. Vic provides a chart showing countries, earliest period of use, and the source. The article suggests that it would be difficult to specify a latest-known period of use. The *What's New* segment mentions that Canada Post has gone back to selling a single Permanent Flag envelope, and the *PCF Corner* reports that only one card was reported as re-issued. Bill Walton opens his two-part article on the Canadian Pacific Earnings and Expenses Statements, illustrating some rare material, explaining their use, and also looking for some answers to tough questions. The article should prompt action on the

part of members. This newsletter concludes with Robert Lemire's review of Colin Banfield's book, *Canada Postal Stationery Cards of the Victorian Period, 1893–1899*.

In the June issue, Pierre Gauthier noted that new post cards have stamp die headings in both French and English. He provides a listing and asks for confirmation and additions of anything that he may have missed. In the *PCF Corner*, Robert Lemire shows a card featuring the Canadian Museum for Human Rights in Winnipeg. Bill Walton continues with Part Two of the Canadian Pacific Earnings and Expenses Statements post cards and letter sheets, illustrating some absolutely fabulous view cards. Again, Bill asks for assistance and also provides answers to some questions raised in Part One. Bill is also asking for reports of Meteorological post bands. Check the last page of the newsletter for contacts.

Jean Walton was the layout editor for *Postal Stationery Notes* despite the fact that she does not collect anything to do with the subject. In the August issue, Jean's efforts are acknowledged with a simple but heartfelt THANK YOU. As mentioned above, Robert Lemire has taken over as interim editor (and if you find his input boring, he tells you to submit something more interesting!).

Remember the recall of the Dinosaur stamps? Well, one of those stamps was used on a postage prepaid card and was recalled like the rest, but not before standing orders had been shipped. Robert poses a few questions about how this recall will be handled. Responses to Bill Walton's article came from Bill Radcliffe and Erik Middleton. A correction is provided for the *Empress of Ireland* (close view) card in the previous issue.

A Victorian card variety will be relisted in the next edition of Webb's catalogue based on a 24 April 1896 item of different card stock. In the *PCF Corner*, Pierre Gauthier reports on and illustrates five varieties in the black box caption on the stamp side of the cards. Robert Lemire has provided a summary of the American Bank Note Postal Stationery Order Book, with a table illustrating order dates of delivery to the Post Office and published ERP, including previously discussed references. In the *PCF Corner*, he shows a *Carnaval de Quebec* item first reported by Erhard Nachtigall of Germany. It features the *Bonhomme* himself.

## **Railway Post Office**

In the January-February 2015 issue of the newsletter, Brian Stalker reported on his extensive research, which brought to light the fact that Paris Station was actually a dispatching office and fell under the Railway Post Office. This report confirms the feeling Bob Anderson, a student of Brant County postal history, has had for some time. In the Volume 43, No. 4 issue, Brian Stalker and Ferdinand Belanger give an extended update, complete with illustrations, of the two Paris DPO cancels. Both gentlemen express their gratitude to Bob Anderson for his input. The balance of the newsletter is taken up with new reports of mostly early and late dates and new train numbers.

## **Postscript**

As this issue of *BNA Topics* marks the end of another year, all study group newsletter editors certainly are congratulated for their efforts in putting out such interesting publications, sometimes under trying circumstances. We look forward to next season and hope that our members will assist by sending in articles and questions. It is your questions and comments that lead to such interesting articles. Happy New Year to all!

# New issues

William J F Wilson

## Misplaced hoodoos, Alice Munro stamp, and Colour Innovations, Inc

THE latest stamps featuring UNESCO World Heritage sites in Canada were released on 3 July and have generated both excitement and criticism. One of the \$1.20 US-rate stamps in the set (Figure 1) was issued to commemorate Alberta's Dinosaur Provincial Park, but instead of a representative geological formation within the park, Canada Post mistakenly used a photograph of the hoodoos in East Coulee, almost 200 km away from the park. (On the booklet cover and the souvenir sheet, the image is credited to "Travel Drumheller," but this apparently didn't set off alarms before the stamp was released.)



**Figure 1.** Mistaken East Coulee hoodoos on recalled stamp.

The hoodoos are a popular attraction for local residents and tourists alike, and are considered important enough to be protected as a Provincial Historic Resource under Alberta's *Historic Resources Act*. Drumheller and Dinosaur Provincial Park are already occasionally confused by visitors, perhaps

because both are badlands areas associated with dinosaurs and because many of the fossils from the park are displayed in Drumheller at the Royal Tyrrell Museum. Adding to the confusion by mixing them up on the stamp upset many people.

Canada Post became aware of the error soon after the stamp's release on 3 July, and by 6 July had decided to recall and destroy all unsold US-rate booklets and souvenir sheets [1]. When my standing order arrived, it contained only the international-rate booklet. However, an unknown number of US-rate booklets and souvenir sheets were sold before the stamps were recalled, or in some cases even for a short time after the recall officially went into effect. Judging from offerings on eBay, some people were able to obtain quantities of up to a few dozen items. At the time of writing, most prices for direct purchase on eBay range from about C\$30–C\$40 for the booklet and C\$50–C\$90 for the souvenir sheet. It will be interesting to see if prices remain steady, increase, or decrease over the long term and to see if postally-used covers appear that were mailed to the United States, franked with the hoodoos stamp, and cancelled before the stamp was recalled. A new version of the stamp appeared on 21 August (Figure 2) in a new US-rate booklet and souvenir sheet.

The new stamp shows an impressive image of an eroded badlands formation in Dinosaur Provincial Park, taken about four years ago by Brad Tucker [2], then Head of Visitor Services at the park (now



**Figure 2.** Corrected stamp, showing eroded badlands formation in Dinosaur Provincial Park.

Executive Director of Canadian Badlands Tourism). Interestingly, while the original booklet pane credits the photographer of the hoodoos stamp (Mike Todor) by name, the new booklet pane states only “Alberta Parks.” Careful examination of the new image shows that the hoodoos have not disappeared entirely. There are two small ones on the right skyline and a smaller one, complete with capstone, close to the upper left corner. Although the original version was soon recalled, it was nevertheless released and sold to the public in the usual way prior to its recall. I am therefore including it here as a valid member of the set.

### **Alice Munro stamp**

On 10 July, Canada Post released a stamp commemorating the well-known Canadian short-story author, Alice Munro (1931–2013). The stamp features a photograph of Munro taken by her daughter, Sheila Munro, with a vintage view of her hometown of Wingham, ON, superimposed in the lower part of the stamp. The view shows buildings on the west side of Josephine Street in Wingham, looking north along the block between Victoria Street and John Street. (The buildings can be seen more clearly on the booklet cover). The original photograph from which the view was copied can be found in a virtual exhibit by Wingham’s North Huron Museum, available on the Virtual Museum of Canada website, <http://www.virtualmuseum.ca/home/>. Enter “Facades of Wingham” in the search bar on this website and follow the links to the exhibit. Image numbers given below are those in the “Thumbnail Gallery” that can be selected near the top of the screen. Each image has text plus a clickable Text Attachment, and I have used these as sources for the historical information given below.

The photograph appears in image 38 of the exhibit as a post card on which the words “Main St. N.” and “Wingham Ont.” have been written. The building to the left of centre, with the horse and carriage in front of it, is located at 212 Josephine Street, and was occupied by Greer’s Shoe Store at the time the photograph was taken. Image 45 shows a view of the front of the store as it was in 1902. On the stamp (again, seen more clearly on the booklet cover), a dark, upright board appears to have been attached to the telephone pole to the right of the carriage. On the postcard, this board shows the name “Greer” in large white letters, but on the stamp these letters have been erased. The building is still standing, currently occupied by Stapleton Interiors. Its front was rebuilt in 1976 to give it a more modern appearance, but the street-level plan with its two windows separated by a recessed doorway can be recognized on Google Streetview.

To the left of Greer’s Shoe Store on the stamp is a set of windows that were part of the Beaver Block at 206 Josephine Street. These windows have also had various features erased; on the post card, they appear to be notices or advertisements of some kind that were taped to the windows, and would have been distracting if they had appeared on the stamp. Most of the Beaver Block is cut off by the left edge of the stamp, but it is seen more clearly on the postcard. Image 37 of the exhibit shows a detailed drawing of the entire, very ornate front of the building as it was in 1877.

The text for image 38 gives a date of 1900 for the view on the stamp, but this must be only approximate. Greer opened his shoe store in 1902 and the Beaver Block burned to the ground in 1912, so the buildings on the stamp are shown as they were sometime between these two years.

## A new printer for Canadian stamps

The Alice Munro stamp was printed by Colour Innovations, Inc., which Canada Post describes in its *Details* booklet as a “new Canadian security printer of postage stamps” [3]. Located at 161 Norfinch Drive, Toronto, ON, Colour Innovations was founded in 1988 as a high-end pre-press shop, with printing equipment being added over time [4].

Interestingly, it appears that Colour Innovations has actually already printed a number of Canadian stamps. Glenn H Morgan, FRPSL, has created a website [5] to provide information on printers of stamps around the world, as well as stamp production and other articles on philately. Under Canadian printers [6], his entry on Colour Innovations states: “A direct supplier of pre-press services to Canada Post (CPC) from its fully-secure plant in Toronto, Colour Innovations has also printed a wide range of both definitive and commemorative postage stamps as a subcontractor to one of Canada Post’s main suppliers.” The same entry also states, “First CPC stamp printed: 2003.” In correspondence, Mr Morgan informed me that the information came to him from Colour Innovations by email in 2007 or 2008. He feels that he would most likely have quoted the email word-for-word. The only companies listed on the Canada Post website as printers of stamps in 2003 are Ashton-Potter, Canadian Bank Note Company, and Lowe-Martin, so one of them may be the “main supplier” referred to above. It appears that one should interpret the title “Printer” in the selvedge of Canadian stamps as referring to the company that supplies the full-service package of pre-press, printing, and finishing, even though part of this package may have been subcontracted to another company.

The fact that, with the Alice Munro stamp, Colour Innovations is listed for the first time as the printer would suggest that there has been a significant increase in Colour Innovations’ involvement in the stamp production process; e.g., one might surmise that this is the first Canadian stamp for which Colour Innovations has supplied the full-service package. However, my queries to Colour Innovations on this matter have not as yet been answered, and I have been unable to verify this hypothesis.

The information in the accompanying table is from the Canada Post website,  
<http://www.canadapost.ca/cpo/mc/personal/collecting/stamps/2015/index.jsf>

## References

- [1] Fred Baumann, “Hoodoo Snafu: Canada to scrap and replace \$1.20 Dinosaur Park in UNESCO Heritage Site issue,” *Linns’ Stamp News*, posted on website <http://www.linns.com> 7 July 2015.
- [2] Clara Ho, “Canada Post reissues new Dinosaur Provincial Park stamp following photo mix-up,” *Calgary Herald*, posted on website <http://calgaryherald.com> August 21, 2015.
- [3] Canada Post *Details* publication, No. 6, June–July 2015, p. 11.
- [4] Colour Innovations website, <http://www.colourinnovations.com>.
- [5] Website of Glenn H Morgan FRPSL, <http://www.stampprinters.info/>
- [6] [http://www.stampprinters.info/SPI\\_Country\\_Canada.htm](http://www.stampprinters.info/SPI_Country_Canada.htm).

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

## Abbreviations for Table 1

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

Table 1. 2015 Commemoratives

| Stamp                          | Weather Wonders                  | World Heritage Sites  | Alice Munro | Franklin Expedition  | Footnotes for Table 1   |
|--------------------------------|----------------------------------|---|-------------|--|---|
| Value                          | 5 × P (\$-t on SS)               | 4 × \$1.20 <sup>(a)</sup><br>2 × \$2.50                                 | P           | 2 × P (\$-t on SS)<br>\$2.50                                 | (a) Number of booklets or souvenir sheets.<br>(b) Listed as 48 × 26 in <i>Details</i> booklet.  |
| Issued                         | 18 June                          | 3 July & 21 August <sup>(c)</sup>                                       | 10 July     | 6 August   | (c) Two versions of the Dinosaur Provincial Park stamp exist: the original (3 July) and its replacement (21 August). As a result, there are two versions of both the US-rate booklet and the souvenir sheet.  |
| Printer                        | CBN                              | L-M   | CI          | L-M  | (d) Original printing: 160,000 booklets of \$1.20 stamps and 140,000 souvenir sheets. Of these, an unknown number (at the time of writing) were sold to the public before sales were halted. Numbers for the new versions are 130,000 booklets and 130,000 souvenir sheets. |
| Pane                           | Bk: 10<br>SS: 5                  | Bk: 6 × \$1.20 <sup>(a)</sup><br>Bk: 6 × \$2.50<br>SS: 5 <sup>(b)</sup> | Bk: 10      | Bk: 10 × P<br>Bk: 6 × \$2.50<br>SP: 16 × P<br>SS: 1 × \$2.50 | (e) Listed as 6CL in <i>Details</i> booklet but the selvedge shows only five colour ‘dots’ plus an embossing symbol.  |
| Paper                          | C                                | C   | C           | C  |   |
| Process                        | 6CL                              | 5CL   | 7CL         | P: 5CL + embossing <sup>(d)</sup><br>\$2.50: 6CL             |   |
| Qty <sup>(a)</sup> (thousands) | Bk: 350<br>SS: 140               | Bk(\$1.20): <sup>(d)</sup><br>Bk(\$2.50): 160<br>SS: <sup>(b)</sup>     | 150         | Bk(10): 250<br>Bk(6): 130<br>SP: 60<br>SS: 150               |   |
| Tag                            | G4S                              | G4S   | G4S         | G4S  |   |
| Gum                            | SS: PVA<br>Bk: P-S               | SS: PVA<br>Bk: P-S  | P-S         | SP,SS: PVA<br>Bk: P-S  |   |
| Size, mm                       | 48 × 25.9 <sup>(b)</sup>         | 40 × 32   | 26 × 32     | SS: 32 × 40<br>\$2.50: 48 × 24                               |   |
| Perf                           | SS: 12.5 × 13.1<br>Bk: Simulated | SS: 12.5 × 12.5<br>Bk: Simulated  | Simulated   | P: 12.5 × 12.5<br>\$2.50: 13.3 × 13.3<br>Bk: Simulated       |   |
| Teeth                          | SS: 30 × 17<br>Bk: Simulated     | SS: 25 × 20<br>Bk: Simulated  | Simulated   | P: 20 × 25<br>\$2.50: 32 × 16<br>Bk: Simulated               |   |

# BNAPS business and reports

## President's column

*George Dresser, OTB*

### BNAPEX 2015

I extend my greeting to all members who were not able to come to BNAPEX 2015 in Niagara Falls, Ontario. I was a pleasure to see all those who could attend. Mary Elizabeth and I had a wonderful experience both at the convention and during our subsequent visits to Niagara Falls and Niagara-on-the-Lake. I am providing our editors with a few images and hope they may find a place somewhere in this issue. If not, there are many excellent images of both locations on the Internet.

No visit to this part of Ontario would be complete without a view of the falls. For Saturday night's dinner, we were treated to a night view of the Falls from atop the Skylon, a tower that features a revolving restaurant on one deck and a second, observation, deck. The night view was slightly diminished by low-hanging clouds but was nonetheless spectacular. The dinner was excellent (the red wine was very nice!), and the service was excellent. This venue is highly recommended if you make a trip on your own. On Monday, we viewed the American, Bridal Veil, and Horseshoe Falls from the deck of the *Hornblower* operated by Hornblower Niagara Cruises. Sure, it's a tourist thing but everyone does it; it's a lot of fun and one only gets a little wet. We spent Monday night at the Queens Landing, a really delightful hotel in Niagara-on-the-Lake overlooking the Niagara River. Tuesday, we did the walking tour of Niagara-on-the-Lake, a second visit for my wife as she had gone on the group NOTL and winery tour on Friday and was pleased to return to check out more of the shops. I enjoyed taking pictures of the flowers and landscaping that covered all the open space in the street medians and adjacent to the sidewalks.

For me, one of the highlights of BNAPEX was the very active Study Group meetings. The several I was able to attend had excellent programs, beneficial information to share, enthusiastic participation and interesting "Show and Tell" material. Study Groups are a real plus to your membership in BNAPS. The Study Group newsletters provide a wealth of information—collectively, they provide thousands of pages of specialized information not available in any other resource. Most newsletters are now online. Take a look and see which of them will help you to advance your collecting interests.

I extend my personal thanks and the thanks of the Society to Stuart Keeley, BNAPEX Chair and his outstanding cadre of volunteers: Roy Houtby, Dealer Chair; Rod Paige, Exhibit Chair; Vic Potter, Exhibits; Dave Hiller, Security; Shirley Coates, Tour Coordinator; and Bill Coates, Committee Member. As always, Mike Street provided helpful advice based on his many years of working with convention committees. In addition to the committee members, many other volunteers staffed the registration table, handled the computers and



projectors, and solved the myriad of little glitches that always come up at an event like this one. This convention was well planned and well executed. To Stuart and his many volunteers: Well Done!

## Board of Directors Meeting and Annual General Meeting

For anyone who may be wondering, at BNAPEX the necessary work of the Society was accomplished at a Board of Directors meeting and the Annual General Meeting (AGM). Both meetings were well attended. Thanks to all who chose to get up early to participate in the AGM. I will bring a few business items to your attention here and direct those with a greater interest to read the full reports on the website or elsewhere in this issue of *Topics*.



At BNAPEX 2015, Andy Ellwood (left) was inducted into the Order of the Beaver. He is pictured being congratulated by Bill Walton with CA Stillions, Earle Covert, and Mike Street in the “welcoming” line.

In August, Dave Bartlet was appointed by the Board to fill the vacant position of Vice-President, Regional Groups. Dave’s first *Regional Group Rant* is included below. Long-time member, Exchange Circuits manager and contributor Andy Ellwood was named to the *Order of the Beaver* and was inducted at the Sunday evening Awards banquet.

So now the 2016 election cycle is underway. Do you have an interest in an elected position? If you do, please make your interests known to Bill Walton, Chair of the Elections Committee, to me, or to any elected officer of the Society. Do you

know someone you think the Elections Committee should be considering? If you do, please share that person’s name as well.

The Treasurer, J-Claude Michaud, recommended, and the Board approved a slight change in dues for 2016. Please refer to the Secretary’s Report, below, for details. The Book Publishing Coordinator, Mike Street, reported that the book publishing program continues to be strong, ambitious, and varied with ten new books published since the 2014 convention, including seven just in time for the 2015 convention. Ten additional new titles are in preparation. In addition to doing all this “coordination,” Mike found time to complete his own book *The Rates and Postal History of Canada’s Peace Issue, 1946–1952*. Congratulations Mike and well done!

BNA Topics Co-Editors, Jeff Arndt and Ron Majors, report that issues are coming out on time and both are now comfortable with the layout and editing procedures. Articles are always needed. The Circulation Manager, Ken Lemke, is in need of issues of *BNA Topics* from Volumes 1-15. Do you have copies to donate? He has a surplus from Volume 16 to date. Do you need back copies? If so, contact Ken. Also, please help Ken out by advising the Secretary when you have a *change of address*. Not doing so costs our volunteers their time and the Society money. Do your part: please report your change of address. Thanks.

The Convention Manager, Earl Covert, reported that the 2016 convention will be held from 30 September to 2 October in Fredericton, New Brunswick. He has been assured by

highly reliable sources that the leaves will be in full splendour during the convention. We hope you will plan to attend.

Our Webmaster, Leo Beaudet, reported on improvements made to the BNAPS website. All issues of *BNA Topics* have been scanned and can be accessed there. For details, see Leo's article elsewhere in this issue. Do you have skills and experience with website design and maintenance? If so, please step up; the Webmaster is in need of help.

Over the past twelve months, several individuals have worked collaboratively to develop a revised BNAPS Privacy Policy. The new policy was recommended to the Board. It was approved and now appears on the website. Members' privacy is a contentious issue; the approval of this policy is an important step in the implementation of practices that will respect it and help in the accomplishment of the purposes of the Society outlined in Section II of our Articles of Incorporation.

Overall, looking back on the activities and accomplishments of the Society over the last twelve months, I believe that BNAPS is in excellent health, financially strong, providing an outstanding mix of services to its membership, and making a solid contribution to the advancement of BNA philately, in general. This is only possible due to the outstanding work by many elected and appointed officials and many other volunteers in leadership positions in Study Groups and in Regional Groups. It is my pleasure to serve as your president.

## From the Secretary—Report date: 3 October 2015

*Andy Ellwood*

(10 Doris Avenue, Gloucester, ON K1T 3W8, <andy\_ellwood@rogers.com>)

### Membership fees

There will be a slight change in membership fees for 2016. For Canadian members, annual membership fees will be \$C35. The fee for US members will be \$US 30, £26 for United Kingdom members, and C\$40 for members who live elsewhere. The membership fee is reviewed each year at the Board meeting held just before the Annual General Meeting. 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. All memberships can be paid via PayPal, using an online application on the BNAPS website ([www.BNAPS.org](http://www.BNAPS.org)). Applicants may instead fill out an application form (also available online as a pdf file) and send the application form, along with a cheque or money order, to the Secretary (address above).

### Applications for membership

After receipt of an application, 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 Members -applied between 2015-06-16 and 2015-10-03

R-6832 David Brennan, Bernardsville, NJ  
R-6833 Dennis Marek, Wallaceburg, ON

R-6834 James Inverarity, Bellingham, WA  
R-6835 Charles Shrever, Dallas, TX

R-6836 Ronald Wilton, Woodstock, ON  
 R-6837 Steve Dulaney, Stayton, OR  
 R-6838 Ronald Giffler, Plantation, FL  
 R-6839 Dave Hannay, Kincardine, ON  
 R-6840 Sean Keane, Sarma, ON

R-6842 Philip Visser, Owen Sound, ON  
 R-6843 Scott Henault, Dedham, MA  
 R-6844 Gordon Demke, Calgary AB  
 R-6845 William Crowe, Danbury, CT  
 R-6846 Tony Walker, Windlesham, UK

R-6841 Barbara Van-Helsdingen, Welland, ON

All applicants assigned membership numbers between 6816 and 6831 have been confirmed as Active Regular members of BNAPS with full membership privileges. Their names were published in the June–September 2015 issue of BNA Topics p71.

### **Address changes: addresses changed between 2015-06-16 and 2015-10-03**

E-2664 Charles G Firby, Westminster, CO  
 R-5240 Paul Hurtubise, Davie, FL  
 R-5986 Eugene F Ritz, Kitchener, ON  
 R-6844 Gordon Demke, Calgary, AB  
 R-6612 Alistair Duncan, W Vancouver, BC  
 R-6359 Jim Graham, Dartmouth, NS  
 E-2451 J Douglas McCulloch, Niagara-on-the-Lake, ON

R-6835 Charles Shreve, Dallas, TX  
 E-2883 Douglas J Squires, St John's, NL

Z-99120 VG Greene Philatelic Research Foundation, Toronto, ON

Z-99121 VG Greene Philatelic Research Foundation, Toronto, ON

R-6842 Philip Visser, Owen Sound, ON

### **Memberships cancelled for non-payment of dues**

6666 Ann Adams, Napoleon, OH  
 6253 Philip Ahrens, Yarmouth, ME  
 6043 Andrew R Basar, Johnson City, NY  
 6263 Laurent Belisle, Montreal, QC  
 6068 Mark Blaser, Raleigh, NC  
 5915 Don S Cal, Victoria, BC  
 6425 Kevin C Connors, Hebron, CT  
 5522 Graham Cooper, Nassau, Bahamas  
 6658 John Cortan, Ripley, ON  
 3552 Guy R Dillaway, Weston, MA  
 6644 William Ferguson, Burlington, ON  
 5696 Edward Fisher, Birmingham, MI  
 6270 Louis E Fontaine, Saskatoon, SK  
 3778 Elwood T Foss, Swift Current, SK  
 4740 Daryl S Fridhandler, Calgary, AB  
 4323 Fred H Froud, Toronto, ON  
 6748 Edmund Goldshinsky, Hamden, CT  
 6668 Hany Haddad, Middletown, NJ

4936 Jeff J Kelly, Creswell, OR  
 5558 Louis K Levy, Key West, FL  
 5553 Roderick B Macdonald, Antigonish, NS  
 6069 Francine Magnan, St Hippolyte, QC  
 6143 James C McKeever, Fairfax, VA  
 5905 Barry M Millman, Hamilton, ON  
 6609 David Morrell, Victoria, BC  
 5417 David H Naas, Sugarland, TX  
 6673 Rohan Persaud, Forestville, NSW  
 6268 David F Pollock, Hanover, NH  
 4335 Vernon AJ Richards, Victoria, BC  
 6766 William Rinnemaki II, So Milwaukee, WI  
 4877 Arthur W Sprague, La Grange, IL  
 6723 Ping Szeto, Oakville, ON  
 6769 Jakob Treier, Hamilton, ON  
 6777 Dietrich E Wagner, San Francisco, CA  
 6315 Alex Worsfold, Bathurst, NB

### **Email addresses: changes between 2015-06-16 and 2015-10-03**

R-6322 Gary Barsellotti, Corona, CA  
 R-5886 Morris JV Beattie, Vancouver, BC  
 R-6180 Brian R Cannon, Langley, BC  
 R-4971 Charles J Deur, Arlington, TX  
 R-6796 Bernie Finkelstein, Belleville, ON  
 E-2664 Charles G. Firby, Westminster, CO  
 R-5012 Peter M Fralick, Hagensborg, BC  
 R-4922 Steven A Friedenthal, St Albert, AB  
 R-6500 RJ Graham, Kimberley, ON

L-4674 David L Hobden, Milton, ON  
 R-6826 Jacques Lacombe, Edmundston, NB  
 R-4507 Peter J McCarthy, London, ON  
 R-5879 Daniel R Peterson, Charlotte, NC  
 R-4894 Michael D Smith, Oak Ridge, TN  
 E-2883 Douglas J Squires, St. John's, NL  
 E-1953 Robert B Warlick, Las Vegas, NV  
 R-6656 Peter L Wood, Toronto, ON

**Resigned**

R-4187 Fred Fawn

**Deceased**

R-5661 Robert Simson

R-6405 Gary A Collins

R-6147 Terry Mainprize

**Active membership count**

Regular Members 854

Emeritus Members 111

Emeritus Family 3

Life Members 53

**Total Active Members 1,021**

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

**Classified advertisements**

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

**FOR SALE**

**Walsh eCatalogues.** At [www.nfldstamps.com](http://www.nfldstamps.com) are the incomparable colour **2016 Newfoundland Specialized** 737 pages and the **2016 British North America Canada Specialized** 624 pages. Companion Walsh u-print albums available.

**WANTED**

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**LITERATURE**

**OLD ISSUES OF BNA Topics Needed:** Volumes 1-15; please consider donating unneeded issues to BNAPS. Contact Ken Lemke, BNAPS Circulation Manager, c/o CFS, 3455 Harvester Road, Unit 20 - 22, Burlington, Ontario L7N 3P2 <[kwlemke@sympatico.ca](mailto:kwlemke@sympatico.ca)>.

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| New Titles | C\$ Retail   |
|------------|--|
|            | <p><b>Postal History of the Yukon, 2015, by Kevin O'Reilly.</b> The BNAPEX 2014 Grand Award winning exhibit of the postal history of the Yukon from before the Gold Rush to modern times. Colour. Spiral, 142 pp. ISBN: 978-1-927119-50-1. Stock # <i>B4h923-083-1</i></p> <p style="text-align: right;"><b>\$62.00</b></p>  |
|            | <p><b>Blackout Postal Markings of Canada, 2015, by Cecil Coutts.</b> The full story of the WWII attempt to hide from the enemy the place of origin of mail posted in the ports along Canada's east and west coasts. Colour. Spiral, 170 pp. ISBN: 978-1-927119-51-8. Stock #B4h923-084-1.</p> <p style="text-align: right;"><b>\$68.00</b></p>   |
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|            | <p><b>Explorers of Canada on First Day Covers, 2015, by Gary Dickinson.</b> First Day Covers honouring the men whose efforts served to open up the continent for further exploration and settlement are colourful and well designed. Colour. Spiral, 118 pp. ISBN: 978-1-927119-53-2. Stock # <i>B4h075-1.</i></p> <p style="text-align: right;"><b>\$57.00</b></p>  |
|            | <p><b>First Day Covers of the King George VI Definitive Issues of 1949-50, 2015, by Gary Dickinson.</b> The 1949 set of stamps showing King George VI in civilian clothes without the words "Postes" and "Postage" were corrected and issued, then the original designs were also released, resulting in two sets of First Day Covers. Colour. Spiral, 62 pp. ISBN: 978-1-927119-54-9. Stock #B4h078-1.</p> <p style="text-align: right;"><b>\$44.00</b></p> |

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# Regional group rant

David Bartlet

## Overview!

**W**ELCOME to a new season of philatelic activity across the continent by our regional groups. Hello, I'm Dave Bartlet, and I have assumed the position of VP Regional Groups, which has been vacant for a year. For many years, I have participated in regional groups such as the Golden Horseshoe Group, the Northeast group, and, currently, the Calgary Regional group. I have been speaking with the various regional group leaders to see what we, at the Society level, can do to assist regional groups as best as can be done for the members of BNAPS. All groups, however, have a key component which is *YOU*, because without your participation there would be no regional groups. Your regional group can offer philatelic education, fellowship, and other benefits. If you can't make it to BNAPEX, try to participate in your regional group. Every regional group leader would be interested in discussing ways you could enhance a meeting by doing a presentation or helping organize a meeting. On the BNAPS website ([www.bnaps.org/regional](http://www.bnaps.org/regional)), you will find information about upcoming meetings, contacts for each group, and reports of previous meetings held by the various groups. I can be contacted by e-mail anytime at <[regionalgroups@bnaps.org](mailto:regionalgroups@bnaps.org)>. Please send all your meeting notices and reports to me.

As I write this, in early September, fall meetings are starting up; some will have happened by the time you read this, including a meeting in Calgary on 9 September, with Peter Hay speaking about Canadian Art on Stamps, and the Atlantic regional group meeting on 26 September 2015 at NOVAPEX in Halifax. The Golden Horseshoe region will hold its first meeting of the fall on the same day, with Andrew Chung and Bob Vogel giving a presentation on First Day Covers, Oddities, Freaks, and Errors. The Prairie Beavers will meet on 10 October in College Station. Watch the website for further information. I hope some of you have taken the opportunity to attend a meeting if it is in your area or even if you are just passing through; regional group meetings are open to all BNAPS members.

## Around the region reports

Excerpts of the various regional meetings are shown here, the full reports can be seen on the website on the webpages for each regional group.

### Calgary

At the final meeting of the season on 10 June, attendance was low, with only six attendees. Dave Bartlet summarized forthcoming exhibitions, shows, and bourses, and referred members to the Notice of Meeting provided by Jon Johnson. Looking forward to 2015/2016, members were reminded the Calgary Philatelic Society show CALTAPEX 2015 on 16-18 October. Dave Bartlet updated the status of the group's "Two Frame Exhibit" for CALTAPEX 2015.

Congratulations were extended to Jim Taylor upon being named "Fellow of the Royal Philatelic Society." There was no speaker at the June meeting, and instead each member was asked to bring in a favourite catalogue or reference book to show the group. Some twenty-three interesting books were shown, including *The History of Mail Bombs—A Philatelic* 

*Historical Study, Emerging Saskatchewan, Canada & Newfoundland Wartime Ration Books and Coupons, L'histoire Postale de Grosse Île de 1832 à 1937, The Foreign Exchange Control Board and the Canadian Post Office: 1939–1951.*

## **Dixie Beavers**

Seven members of BNAPS residing in the southeast US met at CHARPEX on 25 July. All members expressed their interest in continuing to meet at this event. CHARPEX is a very good show: Exhibits are way above average and the venue is superb. Congratulations to the Charlotte Stamp Club for being such great hosts. The club does not charge a frame fee for exhibitors, yet it provides the highest-quality judges available to the American Philatelic Society (APS). The program opened with a short show-and-tell followed by a program put on by Dixie Beaver Chairman John Burnett, OTB. He spoke about the new collection he is forming, entitled “Telegraph Covers,” a subject without any written background material and in sore need of original research. Burnett commented that Bill Walton, OTB, had provided him with a copy of about all there is to read on telegraph covers. John confined his talk to discussing The Montreal Telegraph Company, and he showed thirteen of its covers, all different in design, speculating that there must be more out there to find. Since the meeting, he has found two more designs of the logo and has learned of four covers owned by others. The group spent a lot of time trying to remember high school Latin, trying to translate the company’s logo into contemporary English (it took Google to finalize it). The Dixie Beavers hope to meet informally in Atlanta in January 2016 at the APS Spring show or possibly next March in Knoxville, Tennessee.

## **Golden West**

The Golden West Regional Group met as scheduled during WESTPEX 2015 at the San Francisco Airport Marriott Waterfront Hotel. Five members gathered at on Saturday, 25 April 2015. Attendance was down slightly from 2014. However, one attendee was a new BNAPS member, participating in his first regional group meeting. Several ‘regulars’ sent regrets for missing the meeting.

There was no formal program this year. However, because the webmaster had just updated the Golden West’s web pages, a data projector was used to display the BNAPS website. The Golden West’s website pages were reviewed and informally approved as is by those present. Those present spent the rest of the meeting ‘cruising’ the BNAPS website, as most were not familiar with its content. Several attendees were able to find exhibits and/or references covering their own particular collecting interests.

In addition to the formal meeting, the attendees were able to view three nice BNA exhibits at the show: *British Columbia and Vancouver Island Postal History to 1871* (Bob Forster with a multi-frame Gold award, along with the BNAPS Best BNA award); *The Electricity and Gas Inspection Revenue Issue of Canada* (John G McEntyre with a single frame gold award); and *Rise and Fall: The New Westminster Post Office 1898-1981* (Arlene Sullivan with a multi-frame silver award).

## **Midwest**

On 21 August 2015, the BNAPS Midwest regional group meet at the APS Stamp Show in Grand Rapids, Michigan. Ron Dewey gave a presentation on some highlights of his CN/CP Hotel cover collection. Ron had successfully searched for new covers the day before at the

show and was able to share his finds with the audience. Richard Judge hosted the meeting and concluded with a short presentation on his recent and ongoing study of the aniline-ink variety of the carmine 2¢ Admiral. A meeting of the group is planned for the ChicagoPex show, 20-22 November 2015. The final dates have not been established as of this writing. Members are encouraged to bring along any material they would like to share.

## **Pacific Northwest**

At the annual meeting held 24-26 April in Vernon, BC, members enjoyed top-notch presentations and activities. While only fifteen intrepid souls enjoyed the good weather in Okanagan, the group's activities kept everyone into the weekend. A successful hospitality room followed a group supper in the hotel dining room on Friday evening. All were well treated by the Hotel and its staff members. Gary Dickinson opened the presentations with an interesting ramble about the odd first day of issue surrounding one of the Queen issues (interesting in spite of the technology going down the spout and him having to *ad lib* a bit more than he wanted. Much appreciated, Gary!).

After millions of the new stamps had been printed, the Post Office had to stop the issue a day or so before the stamps were due to be released, because they were not bilingual—the word “*Postes*” was missing. The Canada Post office prepared first day covers for the stamps of the revised issue when they came out. The unrevised stamps were also released later, but no advance notice was given and FDCs of those are scarce. The scans Gary would have shown are available from Shirley Ann Frick, who has them for distribution to members.

Trelle Morrow showed some old texts and how they apply to our hobby: a very interesting presentation. Members received the printout. New member Mark Oakley intrigued the group with a presentation of collecting places with his family name—again very interesting and full of delightful anecdotes. We hope to hear more from Mark in the future. Peter Jacobi gave us a detailed and informative presentation on the origins of Trail, Rossland, and CM&S, and postal details of the times.

The final presentation of the meeting was Peter Fralick's, on peripheral collecting. Peter showed examples from revenues of various types: post cards, Christmas and other seals, other labels, and catalogues and books which went along with them. We started the business meeting (after all it is the Annual Meeting) Saturday and finished on Sunday. Much discussion centred around the question “where do we go from here”? It was decided to carry on and members voted to have a meeting next year to be somewhere in the lower Mainland and the meeting after that to be back in the Interior. The group activities on Saturday afternoon involved going to a display and demonstration of the bell from the old Post Office in downtown Vernon. They rang it for our benefit. If the building had survived just a few more years, it would probably still be there, as historic buildings are rarely destroyed these days.

The next stop was the Okanagan Landing Station House Museum. They displayed a scale model of what Okanagan Landing looked like when it was a landing for the railroad cars being towed down the lake. It was well worth the steep climb up the stairs. Then off to the new military museum at the army camp. It was set up to show what it would have been like to be one of the thousands of soldiers passing through the camp for training. We also saw displays for the summer cadet camp. A bit of nostalgia as well for the Chairman, some of whose *Vernon News* articles were on display along with some of his photos.

At the banquet, Ken Mather, a well-known author and historian in the Vernon area, kept us interested as he led us through the history of the cowboy in the Okanagan and elsewhere. His pictures and commentary prompted many to remark: "I didn't know that"! The Clothesline was again a welcome, enjoyable part of the meeting as members shared with the group. All in all a successful and enjoyable weekend was the unanimous opinion.

## **Prairie Beavers**

The 18 July meeting of the Prairie Beavers was held in College Station, TX. Fourteen members attended, including Larry Ballantyne, George Dresser, John Furlong, Gary Giroux, David Nickson, Rick Parama, Allan Price, newcomer John Seate, Denise Stotts, Jay Stotts, Ron Strawser, dealer George Watkins, Jim Williams, and Vic Willson. After kolaches (Czech pastries) and coffee, introductions were followed by a book and literature review that included old and new works across a variety of attendees' collecting interests, ranging from a monograph on Civil War revenues of the US to a 1928 Canada Postal Guide.

Following a swap-and-sell session, George Dresser gave a presentation on Edward Illustrated Mail from his collection and exhibit. After a hosted lunch, the clothesline of new items was presented by members: Larry Ballantyne showed some new rates for his WWII Issue collection; John Furlong some new imperforate items and errors; Denise Stotts several Centennial 5¢ stationery varieties; Rick Parama a rare Bahamas Special Delivery cover mailed prior to repudiation, 15 December 1916; and Vic Willson a later Bahamas SD cover registered, philatelic but rare. Gary Giroux made a presentation on first issue US revenues on document, with a discussion of their usage. This was followed by more trading.

A presentation by Vic Willson of cross-border mail, both ways, between 1851 and 1875 completed the day's activities. The question was raised about when Canadian mail to California would first have been available across continent completely by train. When the transcontinental railroads were completed in May 1869, existing contracts would have remained in effect for some time, and therefore coaches and wagons would still have been used for at least part of the trip through Utah. The group rallied at a local barbecue restaurant for a no-host dinner and more conversation to complete the day.

## **Exchange circuit news**

*Andy Ellwood, OTB*

**T**HE Exchange Circuit continues to provide unusual and hard-to-find material to the many specialists in BNAPS. Over the next three months, efforts will be made to further reduce material which has been in the Circuit for a long time. If an item catches your eye, be sure to get it before it disappears.

Have a look at the images of the items at the Exchange Circuit on the BNAPS website. Nearly everybody has material that no longer interests them, but they don't know how to contact others who may be interested. Is it time for you to find a new home for those items? If so, perhaps the Circuit is the best way to find that collector who really wants it. You set the cost and BNAPS provides the means! Contact me at (613) 737-2137 or by email at [andy\\_ellwood@rogers.com](mailto:andy_ellwood@rogers.com).

# Exploring the BNAPS website

*Leopold Beaudet, BNAPS Webmaster*

## Last five years of *BNA Topics* now available online

THE Horace W Harrison Online Library on the BNAPS website has a wealth of information, about all aspects of BNA philately, just waiting to be explored. Charles Livermore created the Library in 2004 and, with the help of John Walsh, uploaded all issues of *BNA Topics* except for the most recent five years. Charles had previously compiled a detailed index of the articles in *Topics*, and he uploaded it to an online search engine. The issues of *Topics* and the search tool are freely available to all website visitors. In 2013, with the help of Robin Harris, Charles added indexes to *Maple Leaves*, the journal of the Canadian Philatelic Society of Great Britain, and to the *PHSC Journal*, the journal of the Postal History Society of Canada. The journals of our sister societies are available online on their websites.

I've used the search engine extensively to find information about my own collecting areas. One of them is the 1911 Admiral issue. A search on the word "Admiral" turns up no fewer than 340 articles dealing with topics such as die changes, wet and dry printings, booklet and coil varieties, lathework, re-entries, plate flaws, precancels, postal and fiscal usage, and rate changes.

Until recently, only issues of *Topics* more than five years old were available in the Online Library. However, earlier this year Robert Lemire, Chair of the BNAPS Publications Committee, negotiated an agreement with Philaprint Inc., the publisher and copyright holder of *BNA Topics*, to put all the recent issues online for the benefit of BNAPS members. The issues went online in August.

Since recent issues are available *only* to BNAPS members, you must log in to access them. You can do this from the website's home page ([www.BNAPS.org](http://www.BNAPS.org)). Go to the area with the *BNA Topics* cover, and click on "Get the latest online issue" near the bottom. A login page will appear asking for your membership number and password. If you don't have a password, you can get one sent to you by e-mail by clicking on the "Get Password" menu item on the left side of the login page. After you log in, the website will display the issue of *Topics* on your screen as a pdf document. Depending on the speed of your internet connection, this may take a few moments because the pdf files for recent issues are typically about 10 MB.

Back on the home page, clicking on the link "Get previous issues" brings you to a page in the Horace Harrison Online Library that displays the covers of *Topics* published from 1994 onwards. The bottom of the page displays the issues available only to members.

As a member of the web team since 2002, Charles Livermore was instrumental to the development of the BNAPS website. Besides establishing the Horace Harrison Online Library, he reserved the domain name [bnaps.org](http://bnaps.org) for the Society, created the BNAPS Archives area, implemented the option of paying membership dues by PayPal, and posted the Study Group newsletters. He has decided to retire from the web team, but will continue adding *Topics* indexing information to the search engine. I would like to thank Charles for his contributions to the website over the past thirteen years.

# A report on BNAPEX 2015

Ronald E Majors

**T**HIS year's BNAPEX was held in Niagara Falls, ON from 11-13 September 2015. Avoiding the traditional Labour Day meeting timeframe meant costs were kept under control in this major tourist destination. Chaired by Stuart Keeley and his team from the St Catharines Stamp Club, the event was well organized and a good time was had by all, members and dealers alike. The Ramada Plaza Niagara Falls was just about the right size to accommodate the show and attendance was sufficient given the location, close enough to Toronto and other Ontario cities to allow many to come by car.

The social program was well coordinated and included a well-attended excursion on Friday during the day to Niagara-on-the-Lake for sightseeing, lunch, and wine-tasting. A highlight of the program was Saturday evening's dinner at the Skylon, the world-famous revolving dining room (360 degrees per hour), which towers 775 feet above the Falls with commanding views. The elevator ride to the top caused those with even mild cases of acrophobia to close their eyes during the ascent (as well as the descent). The Sunday night awards banquet at the Ramada was a fine way to end a successful three-day program. Many thanks to Stuart and his crew!

I think that many in attendance will agree that the Study Group meetings were some of the best of recent BNAPEXes. Not only was attendance strong, but the presentations—via handouts, computer projections, show-and-tell" or other means—were all very interesting with lots of input and questions from the audience. I personally attended about a third of the Study Group meetings and learned a lot in the process. The exhibits were of the highest quality, with nineteen out of the thirty exhibits receiving a gold medal. Dealers always seemed to be busy with members adding stamps and covers to their collections (Figure 1). See more on BNAPEX in the President's Column.



**Figure 1 (left).** Dealers doing a brisk business. At right are dealers Bill Longley, junior and senior.

**Figure 2 (left, below).** Martin Eichele of Switzerland received the Horace W Harrison Grand Award for his exhibit on *Postal History of Nova Scotia*. Helping to hold the painting is Jury Chairman Mike Street.



**Figure 3 (below).** The Annual General Meeting held early Sunday morning was well attended. BNAPS President George Dresser presided.



## BNAPEX 2015 exhibit awards (Palmares)

**A**T BNAPEX 2015, the Horace W Harrison Grand Award was presented to **Martin Eichele** of Arlesheim, Switzerland for the best exhibit in show entitled **Postal History of Nova Scotia**. The Allan Steinhart Reserve Grand Award for the second best exhibit was Douglas Irwin for his exhibit **Postal Beginnings at Niagara Falls** (tying in very nicely to this year's venue).

### Other Multi-Frame Exhibits

**Gold:** **Robert Anderson, Gary Arnold, Earle Covert** (two golds), **Ray Dubeau, Eldon Godfrey** (Order of the Beaver Novice Award for best exhibit by member exhibiting for the first time); **David Hobden** (Sam Nickle Award for Best Exhibit of Military Postal History); **Larry Margetish** (John D Arn "White Queen" Award for best exhibit of QEII stamps and/or postal history); **Peter Motson** (Ed and Mickey Richardson Award for excellence in one or more of innovativeness, originality, presentation of research); **Michael Powell**, Gregoire Teyssier (Meyerson Award for best exhibit of provinces before Confederation or Territories); **Richard Thompson** and **Sean Weatherup** (William G Robinson Award for the best exhibit of railway post office postal history).

**Vermeil:** **Colin Banfield, Richard Fleet** (Wilmer Rockett Revenue Award for the best exhibit of revenues), **Peter McCarthy**.

**Silver:** **Patrick Delmore, Doreen Fitzgerald, Brainard Fitzgerald**.

### Single-Frame Exhibits

**Gold:** **Darcy Hickson, Jon Johnson, Gary Steele, Richard Thompson** (Herbert L McNaught One Frame Exhibit Award for the best single-frame exhibit).

**Vermeil:** **David Bartlet** (two awards), **Stuart Keeley**

**Silver- Bronze:** **Colin Banfield, Martin Eichele**

### Non-Exhibit Awards

**Christopher Hargreaves** (Vincent G Greene Award for the best article or series of articles in *BNA Topics* in the previous calendar year, for his articles entitled "Update on the "D.W." covers, Parts I and II")

**Eugene Labiuk** (Ritch Troop Award for the best Canadian military mail article or book published anywhere in 2014 for his article entitled "Philippine-Canada Mail, 1941-1945" in the *PHSC Journal*)

### Order of the Beaver

**Andrew Ellwood** and **Brian Stalker** (inductees)

**Colin Banfield** and **Andrew Chung** (Lifetime Achievement Awards)

**BNAPEX 2016—Fredericton, New Brunswick  
September 30 to October 2**

## Executive, Directors and Officers, Study Group Contacts

*British North America Philatelic Society Ltd*

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

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- Dead Letter Office*, Brian Plain, 4-132 Michigan St, Victoria, BC V8V 1R1  
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- Elizabethan*, Robin Harris, PO Box 104, Seddons Corner MB R0E 1X0  
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- Fakes and Forgeries*, Ken Pugh, 45964 Ivy Ave, Chilliwack, BC V2R 2C5,  
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- Fancy Cancel and Miscellaneous Markings*, Dave Lacelle, PO Box 233, Merville, BC V0R 2M0  
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- First Day Covers*, Gary Dickinson, 648 San Michelle Rd, Kelowna, BC V1W 2J1  
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- George VI*, Gary Steele, 83 Baker Drive, Middle Sackville, NS B4E 1V2  
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- Illustrated Mail*, Ken Lemke, 3488 Rubens Court, Burlington, ON L7N 3K4  
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- Large and Small Queens*, William Radcliffe, 500 Columbia Ave, Pitman, NJ 08071-1734  
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- Map Stamp*, Orville F Osborne, 471 Oriole Parkway, Toronto, ON M5P 2H9  
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- Military Mail*, Mike Street 73 Hatton Drive, Ancaster, ON L9G 2H5  
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- Railway Post Offices*, Peter McCarthy, 573 Griffith St, London, ON N6K 2S5  
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- Re-entries*, Michael D. Smith, 100 Paine Lane, Oak Ridge, TN 37830  
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- Revenues*, Fritz Angst, Briggs & Morgan PA, 2200 IDS Centre, 80 South 8<sup>th</sup> St, Minneapolis, MN 55402 <kangst@comcast.net>
- Squared Circle Cancels*, Joe Smith, #203-228 Pembina Avenue, Hinton AB, T7V 0A5  
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