

2018 first quarter

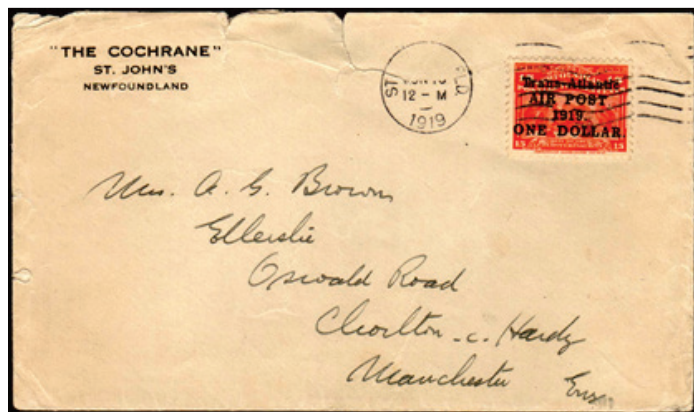
BNA Topics



Whole number 554

Volume 75 Number 1

BNAPS—75 Years: 1943–2018



Cover sent by Lt Arthur W Brown to his mother. (p 4)

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Volume 75 Number 1 Whole Number 554

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Cover Illustration: A 1919 cover sent by Lt Arthur W Brown to his mother.

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Editors	Jeff Arndt, Ron Majors
Contributing Editors	Robert Lemire, Mike Street
Production Assistant	Lorraine Street
Advertising Manager	Hank Narbonne, 136 Morphy St, Carleton Place, ON, K7C 2B4 (advertising copy to Jeff Arndt <arndt123@aol.com> or by mail to 4121 Marble Lane, Fairfax, VA 22033 USA
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BNA Topics, Volume 75, Number 1, January–March 2018

Guest Editorial

Andy Ellwood, OTB

The future of philately

I have been thinking about the future of philately. Not about the collector world, but about the dealer world. I have been receiving many emails from major dealers of the world. Virtually every such email mentions the thousands of stamps that they have to offer. When you follow up on their ads, you find that they have large quantities of material selling at reasonable prices. Similarly, when you look at the major auctions, you find many lots containing collections and accumulations, as well as virtually every specialized single and sets that you could ever want.

With the increasing availability of nearly anything the average collector would like to have, one has to wonder whether the buying public is large enough to purchase all of this material. More important, what is going to be the fate of these carefully-acquired lifetime collections? Of course, careful examination of these collections will uncover a few hard-to-find items, but what about the balance of the collections? Do they get repackaged and sent back to the dealers again? If so, then there is an ever-increasing quantity of non-saleable accumulations gathering dust in back rooms, and thus being offered at “bargain” prices.

I believe that while these offers are often marketing ploys, it also indicates that many dealers are trying to get rid of their bulk material at a greater rate than they are acquiring it. However, there doesn't seem to be a matching selling result. Certainly, this situation has one of two possible effects: collectors will continue to migrate to ever-more-specialized material, which will drive those prices up, accompanied by a major down-pricing of general collections. Unfortunately, the selling of an ever-increasing quantity of less-expensive normal material cannot continue. I expect that the average dealer will be forced to “down-price” in order to stay profitable or, at least, to clean out the back room, while the ever-aging collector will want to sell off his or her “lifetime” collections.

This situation must continue to expand as both the selling dealer and the buying collector worlds get older and older. In addition, I doubt that the “baby boomers” of the last fifty years will find themselves taken with the “collecting bug.” The market of general collectors is starting to contract as is evident from the average age of the philatelists. Certainly, there has been a lack of growth in the collector world in the last twenty years. There has been, and will continue to be, increases in supply over demand, resulting in significant price declines, especially for the huge quantity of “regular” material.

So, if my analysis proves to be true, then we should continue to see major declines in catalogue value of “modern” material over the next five-ten years, coupled with a “normal” impact on the medium-size dealer world, probably of significant size. Similarly, such an evolution must take the form of price declines of “regular” material, followed by the disappearance of the small-to-medium sized dealers. Do these thoughts ring any bells? Or are they just delusional? What do you think? And more importantly, is there anything that can be done?

Editors' Note: Andy, a lifelong collector, has served on the Board of Directors of BNAPS (he is currently Secretary), and with Sparks Auctions, and manages the BNAPS Exchange Circuits.

An interesting document from 1919*

Norris (Bob) Dyer, OTB

IT was world news when Captain John Alcock and Lt Arthur Whitten Brown accomplished the first non-stop transatlantic flight in June 1919. It was surprising that they managed to make it at all, given equipment damage and terrible flight conditions. They became world-renowned figures and were knighted by the king.

One of the envelopes carried on the flight is shown below (Figure 1). It enclosed a letter written by Brown to his mother.



Figure 1. Cover sent by Lt Arthur W Brown to his Mother.

Captain Sir John Alcock was an officer in the Royal Air Force, a prisoner of war for a time, as was Lt Sir Arthur Whitten Brown. Brown was born in Scotland to American parents and received a great part of his education in Pittsburgh, Pennsylvania. As a hometown hero, it seemed fitting that he gave his “first telling of his historic non-stop

flight...” in Pittsburgh. One can only imagine the cheers—and tears of joy—his presence brought to the stage.

The next four pages show the “flyer”/program in its entirety—this may be the only copy in philatelic hands. I use “flyer” as that was how it was described in the “Dr. Matejka” auction in 1979 (lot #15), which also mentioned it was “Autographed.” Twenty-four years later, it appeared as lot # 3037 of the “Labrador” auction, this time as a “program for a talk ‘FIRST ACROSS THE ATLANTIC’ by and signed by A Witten Brown.” Given the nature of the document, I believe it served both functions—flyer and program. Because of its rarity, the Editors have decided to show it in its entirety.

Sir John Alcock did not long survive his historic flight. He died in an aircraft accident in France in December, 1919. Brown was stunned by his flight partner’s death and never flew again as a crew member. He joined Vickers and rose to the position of General Manager. Sir Arthur Whitten Brown died in 1948.

* A version of this article appeared in the *Newfie Newsletter* in issue #140.

Keywords & phrases: Aerophilately, postal history, Newfoundland

"The New York Times [June 16, 1919]:

Alcock and Brown Fly Across Atlantic; Make 1,980 Miles in 16 Hours, 12 Minutes; Sometimes Upside Down in Dense, Icy Fog"

ACADEMY of MUSIC OCT. 16
Auxiliaries of The Engineer's Club of Phila. - The Aero Club of Penn.
TICKETS 80c to \$2.00 BOX SEATS \$2.00 and \$2.50
On sale at: Heppie 1117 Chestnut St. Checks to George Haly same address **Thur. Eve. at 8:15 p. m.**

FIRST ACROSS THE ATLANTIC



Arthur Whitten Brown

TIME:
16 Hrs. 12 m.

First telling of the complete Story of the Historic Non-Stop Flight made by **CAPT. ALCOCK & LIEUT. BROWN**

TOLD BY LIEUT. SIR ARTHUR WHITTEN **BROWN** (HIMSELF)
 Navigator for the Flight
 Illustrated by Slides and Motion Pictures

TIME ABOUT 3 MONTHS

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LYCEUM BUREAU · New York

LANDED at Clifden at 8:40 A.M., Greenwich mean time, 15th of June, Vickers Vimy Atlantic Machine leaving Newfoundland Coast at 4:28 P.M., Greenwich mean time, 14th of June. Total time, 16 hours 12 minutes." (Signed) Alcock and Brown.

Such was the first, brief and modest message flashed from the airmen in Ireland to the Aero Club of America; the complete tale of an adventurous and amazingly hazardous enterprise was to be told later.

The J. B. Pond Lyceum Bureau now has the rare privilege of presenting Lieut. Sir Arthur Whitten Brown, K. B. E., one of the only two men who have ever stood on the continents of America and Europe in the same day, who will tell his original story of this first great accomplishment of peace-times, the Story of the Non-Stop Trans-Atlantic flight as made by Capt. Sir John Alcock and Lieut. Sir Arthur Whitten Brown.

The navigator, Lieut. Sir Arthur Whitten Brown, K. B. E., A. M. I. E. E., M. I. M. E., A. M. F. A. I. E., was born in Glasgow. His parents were both American citizens, his mother being a member of the Whitten family of Pittsburgh. His grandfather fought with the famous Hampden's Battery at Gettysburg. Brown himself lived in Pittsburgh, where he went to continue the studies, at the Westinghouse works, which he had begun in the works in England. By profession he is an Engineer. He received a thorough knowledge of surveying, and being interested in Aviation, devoted time to the study of Aerial Navigation as applied to surveying. It was this hobby which in his frequent crossings of the Atlantic, by steamer, led him to persuade the captains to allow him on the bridge to take a shot at the sun, that made it possible to so direct the course of the plane that notwithstanding the mists and fog he performed what is acknowledged to be the greatest feat of navigation in the history of this science.

In 1914 he enlisted in the University and Public Schools Corps, later receiving a commission in the Manchester Regiment, serving with the 2nd Battalion in France during 1915. Transferred to the Royal Flying Corps, he was wounded and taken prisoner. After being interned in Switzerland he was repatriated in December, 1917. He was later engaged with the Ministry of Munitions on the production of Aero Engines. He is also a pilot of experience and has flown many types of machines.

The pilot, Capt. Sir John Alcock, is an officer of the Royal Air

Force and with but one exception has passed more actual time in the air than any other man, having flown 4,500 hours. Like Lieut. Sir Arthur Whitten Brown, Alcock was a prisoner of war when the armistice was signed, his record bombing trips over Constantinople having resulted in his falling at last into the hands of the Turks. Speaking of him, Brown said, "I watched the compass to see that we were on the course, watched the speedometer and fed Alcock. Yes, this was necessary, for Jack never took his hands off the controls during the entire flight. That in itself was a remarkable feat under a great strain. He is a remarkable chap and the best pilot I know."

Averaging a speed of 120 miles an hour, climbing, diving, looping the loop and at times flying upside down, because the fogs and mists of the North Atlantic had blotted out the sun, moon and stars and they had no sense of the horizon, the flight of 1,960 miles was successfully carried out. Among other things this stupendous achievement, the greatest of the age, set a new world's distance record for a heavier than air machine, a machine which could not alight upon the water. It is Brown's opinion now that the flying boat is the only plane for such a flight; had they been forced to come down it would have been impossible to start again from the water. A gravity gasoline tank at the top of the fuselage was arranged to be emptied first so it could serve as a life raft any time after the first two hours of the flight. This tank and the Safety-at-Sea Suits which both men wore were the only protection afforded them in case of a descent.

During the flight they flew through atmosphere so cold that ice caked on the instruments and shortly after the "take-off" the small propeller designed to drive the dynamo, generating current for the wireless radio set, jarred loose and was blown away, leaving the world in ignorance of the progress of the plane and the men were thus left without any means of signalling for aid.

The plane, a Vickers-Vimy, motored with Twin Eagle Rolls-Royce Engines, is the bombing type plane and its conversion to this great peace-time adventure was accomplished by merely replacing the fighting equipment with extra tanks for gasoline, giving a total capacity of 870 gallons, two thirds of which was used in the flight.

Alcock and Brown were knighted by King George last June upon their arrival in England, the announcement of this honor being made by Rt. Hon. Winston Churchill at the same time that he presented them with Lord Northcliffe's "Daily Mail" prize of \$50,000, offered in 1913 for the first non-stop unaided flight across the Atlantic.

FIRST ACROSS THE ATLANTIC

The Story of the Non-Stop Aeroplane Flight Made by
ALCOCK and BROWN

—————Told By—————
Sir Arthur Whitten Brown (Himself)

Facts About the Great Flight

Sir Arthur Whitten Brown was the navigator of the Vimy-Vickers-Rolls aeroplane. It was his great skill in navigating that made the flight possible.

The total time of the flight was 16 hours, 12 minutes.

Actual time from American coast to Irish coast, 15 hours, 57 minutes.

Alcock and Brown are the only two men who have stood in both Europe and America the same day.

Columbus took nearly three months to make the same journey.

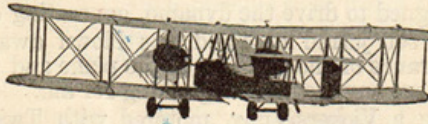
The flight was made in competition for the Daily Mail - Lord Northcliffe Prize of \$50,000 offered in 1913 for the first direct flight across the Atlantic without any assistance.

Both Lieut. Brown and Capt. Alcock were Knighted by King George V for their great deed of daring.

Sir Arthur Whitten Brown is born of American parents. He received a great part of his education in Pittsburgh.

The distance of the flight was 1960 miles. The average speed was 120 miles per hour.

The full story of the flight has never been read or told in America. Sir Arthur Whitten Brown tells details that are entirely unknown to us. His story will be illustrated with slides and motion pictures showing all the parts of the flight that could be taken.



Off for Europe!!



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An 1872 Wells-Fargo Express cover from VICTORIA-BC to LONDON-ENGLAND. Routed by closed bag via ship to OLYMPIA-WA-TERRITORY, overland to ASTORIA-OREGON, coastal packet to SAN-FRANCISCO, and Union Pacific Railway to NEW-YORK arriving on OCT 24, 1872. Then by Hamburg-American Line packet "SS SILESIA" to PLYMOUTH on NOV 3rd, and train to LONDON on NOV 4th. The Victoria to New-York pre-UPU 6¢ treaty rated was paid with a Canada #39 stamp tied by a blue "Per Great Britain and Ireland" handstamp and a matching blue VICTORIA-VI.-WELLS-FARGO-EXPRESS oval cancel. The USA to England 6¢ treaty rate was paid by US stationery cover #U85 cancelled with an unlisted New York Foreign Mail cork grid. A rare early route, rate, cancel, and dual country franking.

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The letter “V” drove the Nazis nuts

John T Burnett, OTB

WE have all seen the letter “V” used on WWII patriotic covers and cancellations. The famous “V ••• —” cancellation was used from 1941 through 1943 in the eighteen largest cities in Canada. It shows the letter “V” followed by the Morse code elements for the letter. This cancellation, when used on domestic mail, can be considered a patriotic statement and is a takeoff on Winston Churchill’s famous “V” pose, a physical statement of defiance against Germany. Figure 1 shows Churchill and the famous salutation. I show a very nice copy of the cancel used at Calgary, Alberta on 18 November 1941 (Figure 2).



Figure 1. Winston Churchill’s famous use of the symbol “V” became a world-wide symbol of patriotism.

Figure 1 shows Churchill and the famous salutation. I show a very nice copy of the cancel used at Calgary, Alberta on 18 November 1941 (Figure 2).

I did a quick calculation and, if you consider that some mail was delivered on Sundays (Special Delivery, etc.), and that the hub used both hour and half-hour (my example has 12:30) time-marks, then there are over 52,000 possible examples of the cancellation to be found. Imagine a 3,000-plus frame exhibit possible of just a single cancellation, and there must be variations not yet discovered.



Figure 2. The V ••• — cancellation was used in the eighteen largest cities in Canada during the period 1941-43.

Figure 3 shows another example of this cancellation being used on a cover. The cancel kills an improperly used US 1940 Torch of Enlightenment commemorative stamp. I include it here because it makes me laugh every time I look at it.

The letter is addressed to an Employment Manager and has arrived postage due: I often wonder if the sender even got an interview—or even a reply.

Keywords & phrases: World War II, military, postal markings, slogan cancellations

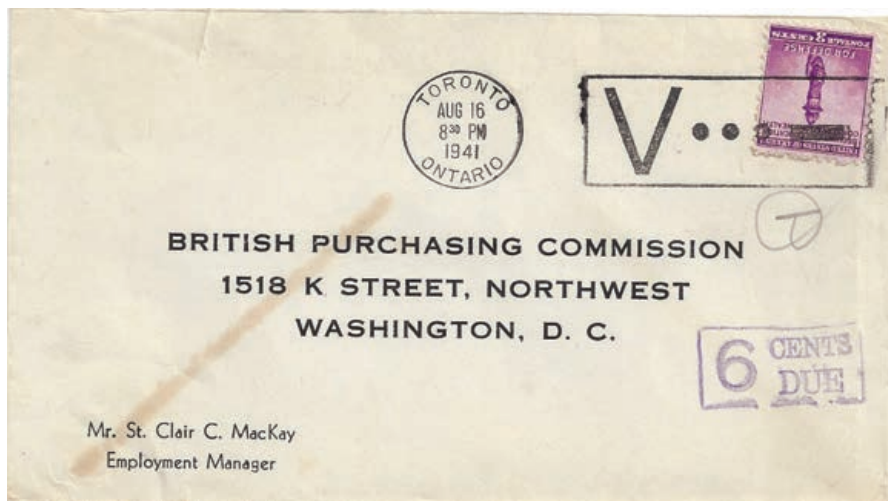


Figure 3. Toronto “V” cancel used on cover mailed improperly with a US stamp.

Figure 4 shows the cancellation used on a cover sent internationally, in this case to the Red Cross in Switzerland. The cover may have been forwarded to a Canadian POW held in



Figure 4. Cancellation used on a cover to the International Red Cross in Switzerland.

Germany, and this is where the “V” had real value! Why? The explanation comes from a small leaflet I purchased. Only identified as distributed by “Empire Information” of Toronto, for the week of 12 July 1941, it carries no copyright or author information, and reads, in part:

All over Nazi-occupied Europe the mysterious “V” comes up. The Nazi sentry finds a “V” sticker on the back of his sentry box. A clock stops mysteriously at five minutes past eleven. A German officer finds “V” scrawled on the mud guards of his car.

KNOCK – KNOCK – KNOCK KNOCK!

When Morse compiled his code, he assigned the letter “V” three dots and a dash. All over occupied Europe, this signal pursued the Nazis. Errand boys whistled it. Postmen knocked it on doors; comedians tapped it across the stage. Its ubiquitous beat summoned a waiter in a café. Even the opening bars of Beethoven’s famous Fifth Symphony—“three flats two four-time G G G E, F F F D”—was being used to enrage the Germans. The Nazis were rattled by this, but the “V” habit was too widespread for them to do anything about it! The Germans displayed their nervousness over the use of the letter “V” with some ill-advised radio broadcasts in which the following statements were made: “The “V” stands for the vanishing British army.” “The “V” stands for the real French Government at Vichy.” “The Axis symbols are the three “V”s” *Veni, Vidi, Vici*” (I came, I saw, I conquered) (From German broadcasts of 8 July 1941).



Figure 5. Four of the many examples of the “V” symbol used on wartime mail.

Try as they might, the Germans couldn’t undo the negative damage the letter “V” inflicted on the morale of their troops, nor the positive effect it had and would continue to have on the morale of the occupied nations during WWII.

Many Canadian companies found that their customers appreciated all attempts at putting something patriotic on their mail envelopes. Consequently, they supplied their staff members with handstamps featuring the letter “V” so they could add the cachet to their outgoing mail. Figure 5 is a cropped scan of one page from my WWII collection that shows four different versions of the “V” symbol. The upper two are the slogan part of meter cancellations, the lower two are handstamps. All are different: I wonder just how many are out there for us to find. I would have to believe there are literally hundreds of formal cachets printed on envelopes featuring the letter “V”; in Figure 6, I show just two of them.

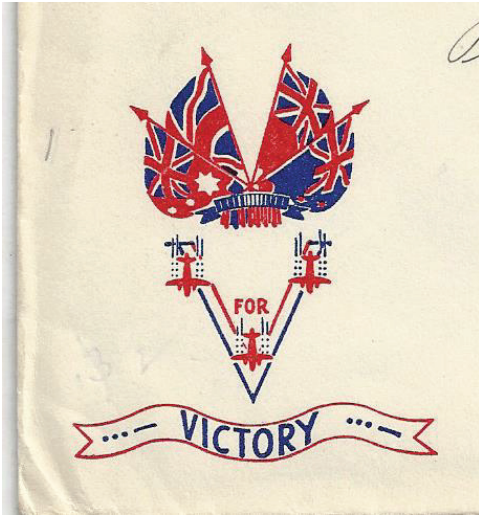


Figure 6. Only two of the many printed cachets.

I continue to wonder just how much of a collection I will be able to form around one single letter of our alphabet used during the period 1939-45—and just how much more there is to this story.

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Gum: The later Newfoundland issues printed by Perkins Bacon, Waterlow, and others

Anthony Thompson

GUM is applied to the back of postage stamps so that they may adhere to envelopes or other stationery (Figure 1). A number of general, introductory philatelic texts on gum describe the process in generic terms and provide examples of processes undertaken in the gumming of the paper used for postage stamps [2, 3].

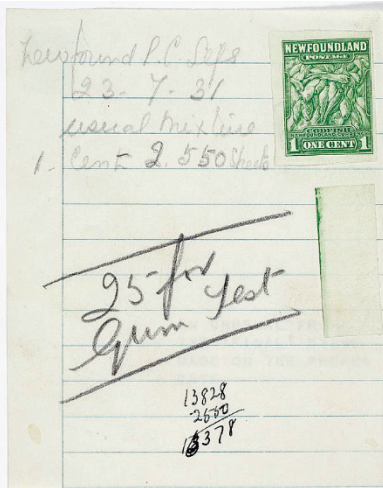


Figure 1. Gum test by Perkins Bacon [1].

Descriptors relating to gum condition are commonplace among dealers; e.g., gum creases, bends, and wrinkles (light, natural, minor, typical, vertical, diagonal) and inclusions (tiny, natural) [4]. More general terms are used to describe the gum as pristine, original (never, lightly, moderately hinged, or hinge remnant), disturbed, or unused (no gum or re-gummed) [5].

It is well known that the condition of the gum markedly affects the price of mint stamps [6]. But what does original gum actually look like? This article describes and illustrates the normal appearance of the gum seen on the stamps of Newfoundland printed during the 1930s and 1940s.

The printers of Newfoundland stamps are listed in the Stanley Gibbons (SG) British Commonwealth (Empire) stamp catalogues. The only changes to the printers listed was for seven sets, issued between 1929-1933 that, in the early 1930s SG catalogues, were incorrectly listed as being printed by John Dickinson instead of Perkins Bacon [7], and for three sets issued between 1941-1947, originally listed as Perkins Bacon and changed to Waterlow in the SG catalogue listings sometime between 1959 and 1967. Pratt's 1965 publication may have been responsible for this change [8].

There was an early mystery attached to the printers of these three Newfoundland sets, and they are not listed in Williams' book as being printed by Waterlow [9]. However, the release of the Waterlow archival file sheets by De La Rue around 1975 confirmed that these later Newfoundland stamps were printed by that firm. The SG catalogues list Bradbury Wilkinson, the Canadian Bank Note Company, and John Dickinson [10] as also printing some Newfoundland stamps during the 1930s and 1940s. Again, nothing seems to have been written about this.

Keywords & phrases: Newfoundland, printing, gum

Stamps printed by the “wet” process are gummed after printing, while stamps printed by the “dry” process are usually gummed before printing. Gum, especially when applied thickly after printing by the wet process, can result in overall curling and localized paper creases. However, curling was a problem in general, including in stamps printed by the dry method on rotary presses. Companies tried various methods to reduce curling, including “gum breakers” or “gum fracturing machines,” using special gum breaker rollers that show as regularly spaced parallel near-horizontal ridges on the gum side, or by drawing the paper over knives at an acute angle, resulting in the gum being split into minute squares or diamonds [3, 11]. Gum Arabic was used on Commonwealth stamps printed in the UK during the 1930s and 1940s [12]. For the 1930s Newfoundland “Industrial” issue, Perkins Bacon used the “wet” method and gummed after printing but before perforating. The same issue, printed in the 1940s by Waterlow, used the “dry” method and printed to pre-gummed paper [8]. The gum on the Newfoundland stamps printed by the Canadian Bank Note Co was probably dextrin. Dextrin, described as shiny and yellowish, was used on stamps printed in Canada before 1966 [13].

There appears to be little published on the gum used for the printing of the 1930s and 1940s Newfoundland stamps, and even less that discusses or illustrates the gums relevant to this article. Marler noted that the gum of the dry-printed Canadian Admiral stamps was slightly mottled and lighter in colour than those that were wet-printed [14]. More recently, there have been good illustrations of the overall gum appearance on the 1937-1938 Canadian Mufti stamps [15], and of embossing on the gum of the 1932 Canadian Medallion stamps [16]. However, no published illustrations that show higher magnifications of the gum were found.

Methods

The gum was examined at low magnifications with a Wild M3 zoom dissecting microscope ($\times 3$ - $\times 20$) using oblique (side) lighting, and at higher magnifications with a Novex B series compound microscope ($\times 40$ - $\times 400$) using transmitted (from underneath) lighting. Magnified images were photographed with a CMOS 5mB camera fitted to the microscopes. Whole stamps were photographed with a Canon EOS 500D camera. Scans were made with a Canon CanoScan 8800F scanner at 300 dpi. Most images needed to be digitally enhanced to show the required features. The colours of the magnified images are not necessarily accurate, but the shades shown in Figures 6, and 7 are (subject to printing variations) approximately correct.

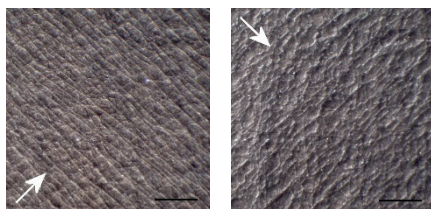


Figure 2. The effect of lighting direction (white arrow) on the appearance of the gum. Example from Uruguay (Sc 563, see also Figure 11).

The gum cracks are most visible when they are perpendicular to the light source, and they virtually disappear when they are oriented with the light source (Figure 2). The left image shows mainly the diagonal cracks, whereas the right image of the same magnified area shows only the smaller cross cracks (see Figure 11 for the same image with side lighting).

The magnified images for Figures 8-11 were all illuminated from the left side, which shows both the diagonal and cross cracks when present.

The top of the magnified images is oriented towards the top of the stamp. The black scale lines in the figures are 1 mm long, except for Figure 13, in which they are 0.1 mm long.

General appearance

The transparent and reflective properties of gum make their description and photography challenging. The gum of the 1930s Newfoundland issues printed by Perkins Bacon appears glossy when viewed with an oblique light source, whereas the gum of the Waterlow Newfoundland issues has a more silky (satin) shine (Figure 3).

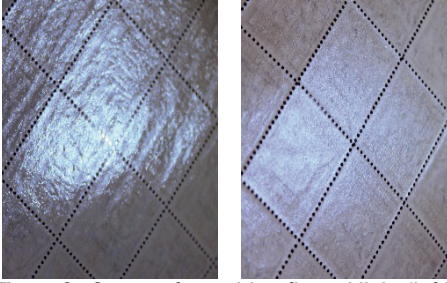


Figure 3. Gum surface with reflected light (left) Glossy on Perkins Bacon printings, and (right) semi-matt on Waterlow printings.

In general, the Perkins Bacon gum appears to be thickly and unevenly applied, sometimes showing paler

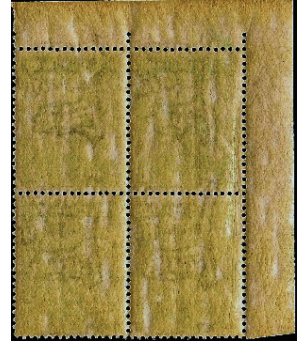


Figure 4. Gum skips on Perkins Bacon printings.

vertical streaks (Figure 4). A comparison of the appearance of the gum from these printings with stamps printed by Bradbury Wilkinson, Canadian Bank Note Co, and John Dickinson is provided in Table 1.

The intaglio printing method results in an embossing of the design on the stamp paper that can normally be clearly seen on the back. The embossing is usually absent from the gum surface when the stamps were printed by the wet process and gumed after printing, as in the Perkins Bacon printed stamps (Figure 5 left) (although embossing is still normally present on the paper and can be seen on stamps that have had the gum removed). However, when stamps were printed by the dry process onto pre-gummed paper, the embossing will also normally clearly show on the surface of the gum, as normally happens in the Waterlow printings (Figure 5 right). Weak embossing on the gum surface can sometimes be seen on some wet printed Perkins Bacon stamps gumed after printing when the gum has been thinly applied.



Figure 5. Embossing on the gum surface is (left) absent from stamps printed by the wet process used by Perkins Bacon, but (right) present in stamps printed by the dry process by Waterlow.

In general, the gum shades range from off-white to medium brown, with the Perkins Bacon printings generally showing darker shades than seen in the Waterlow printings (Figure 6).

There was no apparent trend in gum colour between earlier and later printings, and dark and light shades are seen on the early and late printings for both Perkins Bacon and Waterlow. In one exploded booklet printed

by Perkins Bacon (Sc BK3), the gum ranged from light brown (1¢), off-white (2¢), to medium brown (3¢) (Figure 7).

Gum creases



Figure 6. Gum colour variation in (top) Perkins Bacon, and (bottom) Waterlow printings.

parallel straight lines, running in both diagonal directions and intersecting to form a grid (Figure 8, right side). The creases are 2-3 mm wide and 15-25 mm apart. The grid is often supplemented by additional intersecting creases oriented at different angles, though nearly always diagonally inclined. These gum creases can affect the paper, in which case they show as indistinct paper creases visible on the front of the stamp. However, in most cases the creases are only seen in magnified images of the gum as a close series of parallel cracks, and they do not affect the paper base. They are also not universally seen and may only affect 10-20 percent of the area of a sheet, and so may not be observed on individual stamps. On other occasions, the gum on the back of the stamps can show many gum creases, as in the example illustrated here.

Gum cracks

The gum, when viewed at magnifications of $\times 3$ - $\times 20$, is seen to be cracked and divided into regular or irregular polygons or cells. The cracks are usually more or less straight but can also be curved. The cracking falls into three distinct patterns that were consistent for Newfoundland stamps printed by a single company for this period. The only exception to this is from the



Figure 7. Gum colour variation on the 1¢, 2¢, and 3¢ sheets from the same exploded Perkins Bacon booklet.

The Perkins Bacon stamps occasionally show creases that may be curved or straight and can be seen on the stamp's front and back. The gum cracks run in the direction of the crease to form long parallel lines divided by cross-cracks, creating approximately rectangular cells (Figure 8, left).

The creases, when seen on the Waterlow stamps, assume a different appearance. The basic pattern is of regularly spaced

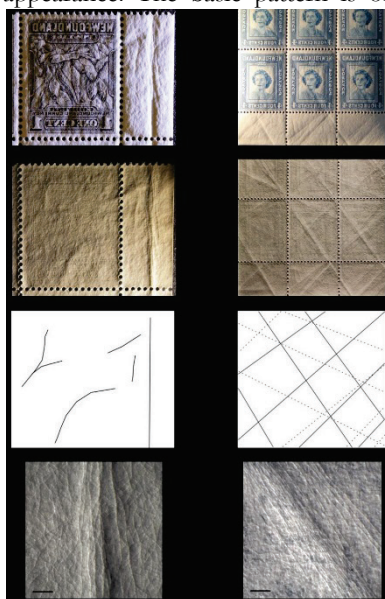


Figure 8. Gum creases in Perkins Bacon (left) and Waterlow (right) printings. (first row) Front view (reversed) showing gum crease effects on paper surface, (second row) back view showing gum creases, (third row) position of gum creases shown above, and (fourth row) detail of gum creases.

John Dickinson printings where the gum on the 1949 10¢ postage due stamps printed on watermarked paper is different from the 1¢-10¢ 1939 and 1¢-4¢ 1946-1949 postage due stamps, which were printed on unwatermarked paper. The size and shape of the gum cells varies, but they are normally within the 0.2-1/0 mm range (Figure 9).

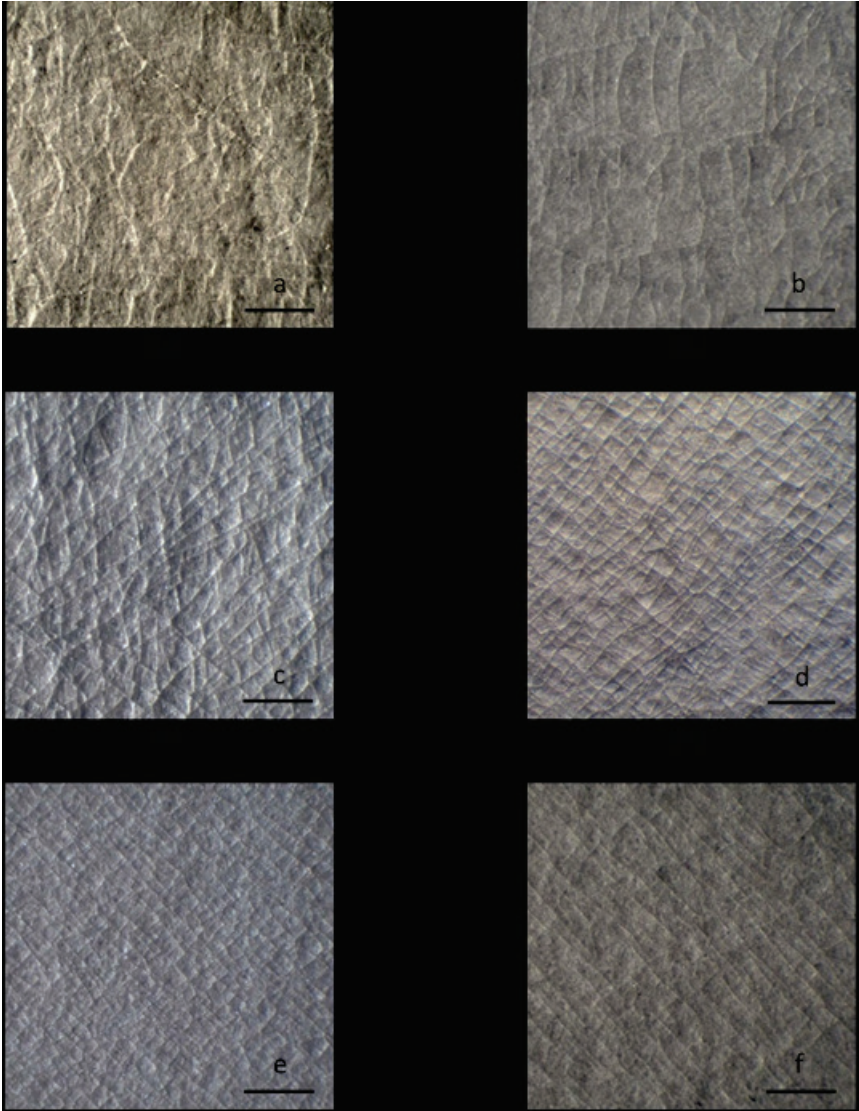


Figure 9. Cracked gum on Newfoundland stamps printed in the 1930s-1940s by (a) Perkins Bacon, (b) Waterlow, (c) John Dickinson (10¢ 1949 postage due), (d) Bradbury Wilkinson, (e) Canadian Bank Note Co., and (f) John Dickinson (1¢-10¢ 1939 and 1¢-4¢ 1946-1949 postage dues).

Irregular cracking without orientation

The gum cracks on the Perkins Bacon printings form an irregular lattice that is normally obvious even without a magnifying glass (Figure 9b). The cracking is most apparent on stamps with a darker gum. The cracking on stamps with an off-white gum (which may or may not be the result of a thinner application of gum) are harder to see without an oblique light source and a magnifying lens. They are, however, still present and look the same.

The 10¢ postage due stamp printed by John Dickinson in 1949 on watermarked stamp paper also shows obvious cracking, with large cells very similar to that seen in the Perkins Bacon printings (Figure 9b).

Irregular cracking with gum creases

The cracks on the gum of the Waterlow stamps also form irregular cells with straight or curved edges, but they are much harder to see, probably because the gum tends to be whiter and spread more thinly. The distinguishing feature in the cracking is the presence of diagonal gum creases that is as often there as not. The image in Figure 9c is from a stamp that showed many gum creases, and the main cracking is seen to run, diagonally, in both directions. The cracking away from the creases produces an irregular lattice that looks very similar to the cracks and cells seen on the Perkins Bacon stamps.

Regular cracking with diagonal orientation

The cracking on the gum from stamps printed by Bradbury Wilkinson (Figure 9e), the Canadian Bank Note Co (Figure 9f), and the 1¢-10¢ 1939, and the 1¢-4¢ 1946-1949 postage due issue produced by John Dickinson (Figure 9d) comprised of parallel diagonal cracks with smaller cross-cracks. The main parallel diagonal cracks are only about 0.1-0.2 mm apart, and run at about 45° and only in one direction on any one stamp. However, on the 1939 postage due stamps produced by John Dickinson, the main diagonal cracks were seen to run in either diagonal direction but only on different stamps within the set. The gum on the CBNC stamps sometimes also has horizontal cracks of 3-10 mm in length (not seen in Figure 9f).

Gum inclusions

Small inclusions, almost certainly the result of frothing or air bubbles in the gum during application, were occasionally seen on the gum of Perkins Bacon stamps. These appear as circular “gum holes” of about 1 mm in diameter with a border of darker and thicker gum (Figure 10).

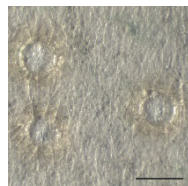


Figure 10. Gum inclusions in Perkins Bacon printings.

Waterlow printings from other countries

Small numbers of mint stamps and archival proofs from Bolivia, Paraguay, Ruanda-Urundi (Rwanda and Burundi), and Uruguay were also examined. These were all printed by Waterlow during the 1930s-1940s. The gum cracking on these stamps was consistent and similar to that described as “regular cracking with diagonal orientation” in Figures 3 and 11. This cracking was quite unlike that seen on the Newfoundland stamps printed by Waterlow described as “irregular cracking with gum creases.”

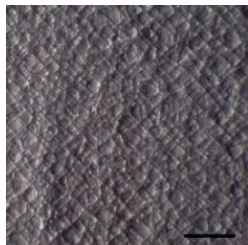


Figure 11. Gum cracking on non-Newfoundland Waterlow printings: Example from Uruguay (Sc 563).

An unusual 8¢ Waterlow stamp



Figure 12. A typical gum on a Waterlow printing. (Courtesy Robert Philmus).

were also horizontal parallel gum cracks that look more typical of those seen in Perkins Bacon printings. The significance of this atypical gum is not known.

Gum at high magnifications

The detailed structure of the gum cracks can only be seen under higher power using a compound microscope with stamps viewed from the gum side. The gum is transparent under these lighting conditions (Figure 13). At $\times 100$, the gum is seen to have cracks visible as thin, dark lines that lie above an out-of-focus matrix of paper fibers. At $\times 400$, the cracks can be more clearly identified as small gaps between adjacent gum cells that are less than 0.01 mm wide!

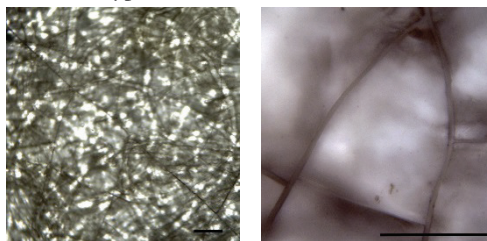


Figure 13. Highly magnified views of gum: (left $\times 100$), right ($\times 400$).

Discussion

The adhesives used to stick stamps to envelopes have not been well studied or reported in the philatelic literature. Occasionally, gum is mentioned in specialized catalogues if it is important in identifying printings or printers, but this is not common. In general, the type and nature of the gum is considered philatelically unimportant. This is in stark contrast to the condition and collectors will seek and pay large premiums for stamps with pristine original gum.

Gum Arabic was used on the stamps of Great Britain and its colonies during the 1930s and 1940s. This water-based gum was applied more than seventy years ago and changes do occur as part of the normal aging process. The colour seems to be dependent upon, or at least affected by, the thickness of the gum, with thicker gummed areas looking browner than the other areas. The gum on Perkins Bacon stamps tended to be thickly applied, whereas the gum on Waterlow stamps appeared to have been applied more thinly, though exceptions are found. Gum thickness is not, however, easy to determine, except in some subjective manner that is biased by the feeling that thicker gum is browner and thinner gum is whiter. The gum on Perkins Bacon stamps generally appear browner than their Waterlow counterparts, but both show a colour range from off-white to a medium or light brown. The Perkins Bacon exploded booklet sheets are interesting (Figure 7). Presumably gummed around 1932 using the same gum by the same process, and stored under the same conditions, they nevertheless show the widest colour range observed among any of the 1930s-1940s printings. Through the printings the range of gum colours did not seem to change in any consistent manner.

It should be appreciated that the cracking of the gum has beneficial effects to the stamp production process and was in many cases undertaken deliberately by mechanical gum breakers to reduce curling. Uneven, thick gum causes excessive curling [2]. Those printers whose stamps showed irregular cracking with no orientation, and no evidence of creases caused by gum breakers—like the 1930s Newfoundland stamps printed by Perkins Bacon and the 10¢ 1949 postage due of John Dickinson—were unlikely to have had their gum mechanically broken. Waterlow stamps also had irregularly cracked gum, but they also showed an intersecting pattern of gum creases. Such gum creases are described by Schmid as being “characteristic of stamps printed on the flat-bed presses” and “are the result of the uneven shrinkage during the drying of the paper and the gum” [11]. In his illustration and in the Waterlow stamps observed in this study (Figure 8d), the distances between the gum creases are not precisely regularly spaced or parallel, but certainly they are approximately so. It is difficult to see how such regular lines are not the result of some gum breaker process, and Waterlow used rotary not flat-bed presses (albeit printing to sheets not on the web). Clearly, further study is needed to identify the causes of this type of intersecting diagonal crease.

The close parallel cracking seen in Bradbury Wilkinson, the Canadian Bank Note Company, and the 1¢ to 10¢ 1939 and 1¢ to 4¢ 1946-1949 postage due stamps of John Dickinson was almost certainly due to the gummed paper being subject to mechanical gum breaking by “bending” the paper over diagonally set knives [3].

Curling was also known to be a problem when applying the 1946 “2 cents” surcharge (Sc 268) on the 30¢ Memorial University stamp (Sc 267) that was originally intended for the 5¢ Caribou (Sc 257). However, notes on the original surcharge proof layout read “Proof for 2 on 5 surcharge which could not be used because stamp curled too quickly to be fed to the press” [18]. Presumably, sheets of the 30¢, that had likely been subject to some form of mechanical gum breaker (see above), did not curl as much and could be used after the surcharge layout had been adjusted to match the larger size of this stamp.

The existence of two distinctly different types of gum cracking seen on the Newfoundland and non-Newfoundland stamps printed by Waterlow is likely explained by there being two suppliers of the paper. The watermarked paper used for the Newfoundland stamps came from Croxley Mills [19] and was likely an “inherited” supplier to Waterlow after the Perkins Bacon printing factory was bombed in 1941. Waterlow printed to dry paper, and so this would have been supplied ready gummed. Croxley Mills would have supplied their paper ungummed originally owing to the wet printing process used by Perkins Bacon, and probably gummed at the Perkins Bacon works. It is not known who gummed the paper used by Waterlow for printing their Newfoundland stamps, but the strong embossing on the gum indicates that it was gummed before printing.

The watermarked paper used by Bradbury Wilkinson for the 1935 Silver Jubilee Issue [20], and probably also the 1937 Coronation issue [21], via Crown Agents and De La Rue, came from Stowford Paper Mills, Ivybridge, England. It was likely gummed at the mill. The stamps show obvious embossing on the gummed side, indicating that the Bradbury Wilkinson stamps were dry printed.

It is hoped that this article provides some insight into the appearance of the gums on the later Newfoundland printings and will stimulate others to look more closely at gums. Although the gums can be identified with a good hand-held lens, say at $\times 10$ magnification,

those wanting to undertake such a study will require access to a dissecting microscope. Good quality new microscopes can be purchased relatively cheaply nowadays, but be careful when purchasing older, second-hand microscopes, as lenses are subject to scratches and fungal attacks that reduce image quality considerably. Good luck!

Acknowledgements

This study was prompted by the questions of Robert Philmus about atypical gum seen on an 8¢ Newfoundland stamp (Sc 259) described and illustrated in this article. I am also grateful for his reading of a draft of this manuscript and for his suggestions for improvement. I also thank CA Stillions, Eric Yendall, and John Jamieson for their encouragement and help.

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The mystery of Drawer 40: Solved?

Tom Reyman

ESTEVAN, Saskatchewan has been a coal-producing area since the early 1900s and, more recently, has become known as the “Energy City,” with the addition of the production of oil and natural gas in the vicinity. This city was first incorporated in 1899 and, by 1930, it had grown to almost 3,000 residents. The coal fields discovered along the Souris River spurred the growth of the mining industry in the area and the growth of the city. In 1924, to make people aware of the abundance of coal in the area and to promote further development of Estevan, the local coal companies and other companies produced a printed mailing envelope that advertised the area and the coal resources available (Figure 1).

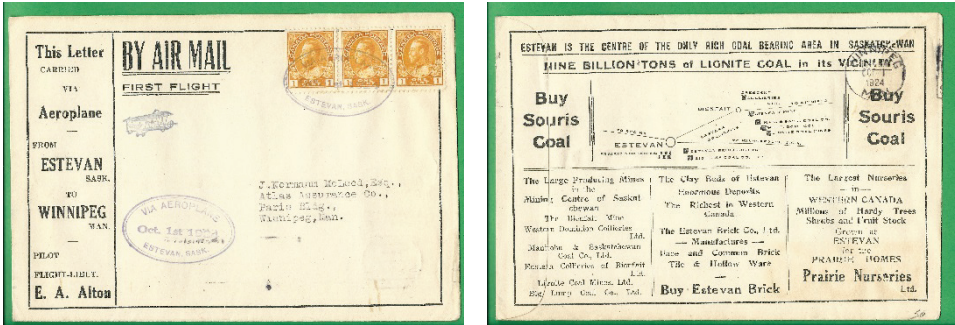


Figure 1. Printed Mailing Envelope (front and back) advertising Estevan.

This attempt at civic promotion likely brought in land speculators to purchase properties in the growing area, and it is the focus of this philatelic discussion.



Figure 2. A 1927 Drawer 40 registered cover with “Not in Directory” marking.

Some time ago, three large-envelope covers from Estevan showed up on an online auction site, with each cover (Figures 2, 3, 4) showing an identical corner imprint, stating

Keywords & phrases: Saskatchewan, Estevan, postal markings, postal history



Figure 3. Drawer 40 registered cover with Return to Finger and DIRECTORY DEPT. markings.

“Return in Ten Days to Drawer 40, Estevan Sask.” I purchased the covers mainly because they were registered covers (a favourite collecting interest of mine) from the late 1920s/early 1930s and because they featured higher denomination stamps. All three were addressed to Winnipeg addresses. The curiosity common to all three covers was that they were all returned

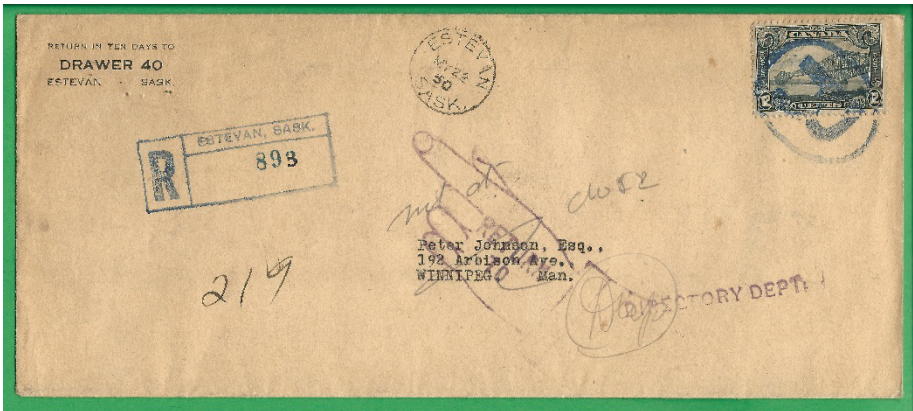


Figure 4. Another Drawer 40 registered cover with markings.

to “Drawer 40” because the recipients could not be located. The accompanying images of the covers show that each has a “pointing hand” imprint and various notations from the Post Office indicating the failure to find the addressee. That common fate for the three covers raised questions about the correspondence sent and who is/was “Drawer 40”? I was resigned that I would probably not be able to answer those questions even with extensive research.

As luck would have it, another similar cover from 1932 was offered for auction some months later (Figure 5). The same situation occurred with this cover—the cover was returned to “Drawer 40”; the pointing hand was there; and the addressee could not be found. A difference was that this cover was addressed to Minneapolis, Minnesota. When I received this cover, I was pleased to find that the mailed contents were still sealed in the envelope. Was I at last going to solve the mystery of “Drawer 40”? The careful removal of the contents revealed

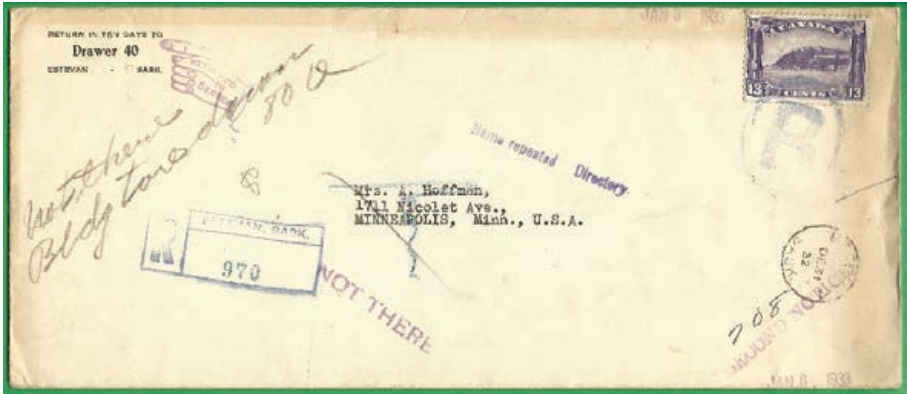


Figure 5. Drawer 40 registered cover with Building torn down in pencil.

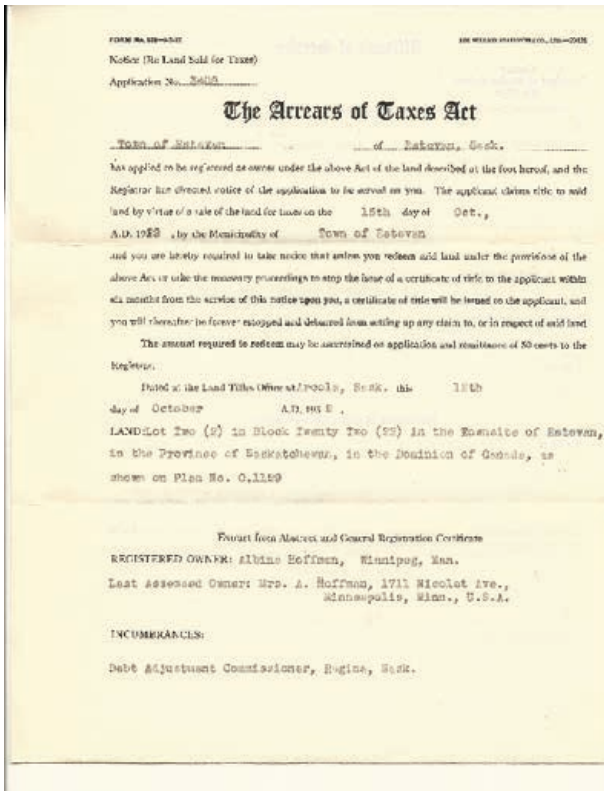


Figure 6. Tax delinquency notice.

that this cover contained a notice that the addressee was late in paying taxes on a plot of land in Estevan—in fact, three years in arrears. (Figure 6) Take note that the US Post Office endorsed this cover to the effect that the building at the address in Minneapolis had been “tore down”!

I was pleased to make this discovery and I can only speculate that the other three covers at one time also included a similar notice to the respective addressees. Perhaps all the people had purchased land in and around Estevan and were not able, for various reasons, to meet the tax requirements that would have allowed them to retain their land. So, has the mystery of “Drawer 40” been solved? Maybe. With only one data point, a conclusion would be risky but, for now, it’s one I am willing to take.

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New discovery: 1930 Arch/Leaf issue— Two sheet perforations exist on 2¢ green

Julian J Goldberg and John M Walsh, FRPSC

THE British American Bank Note Company (BABNCo) upon tendering, was awarded the contract to print Canada's postage stamps for the years 1930 to 1935. This contract resulted in a brand-new method to print Canadian stamps. Previously Canada's stamp sheets had been printed on single sheets, and some sheets had multiple panes. With this contract, the company introduced a totally new machine to improve printing speed.

This new machine was called the rotary, web-fed Stickney press. This press took a continuous roll of ungummed wetted paper; it pressed inked, curved, printing plates onto the moving sheet as it passed by; the paper then passed through a dryer. This dried paper was gummed by a roller, was dried, and was then put through a bar and wheel perforator (which had several perforating bars and wheels) for a specific selected perforation for sheet and booklet stamps [1]. Printing companies could—by using this continuous, web-fed wetted ungummed paper in the rotary machine format—print sheet stamps, booklet stamps and coil stamps.

During the 1930s, many of the BABNCo-designed 1¢, 2¢, 3¢, and 5¢ postage stamps were printed using a Stickney rotary press, web-fed, wet-paper printing machine, which greatly sped up the process of printing huge quantities of stamps. Since the Stickney rotary press had not been previously used to print Canadian stamps, the BABNCo initially experienced difficulties in the printing of its first order.

The first stamps printed for Canada by the BABNCo Stickney rotary press were the sheet stamps of the 2¢, dull green King George V Arch/Leaf Issue, NSSC #139 (Scott/Unitrade #164), issued on 6 June 1930. The press used two 400-subject (20 × 20 format) paired printing plates. To fill the required printing order of 319,000,000, six printing plates, numbered 1 through 6 were required. The continuous sheet paper used was of woven texture with a vertical grain. These sheet stamps were perforated by a web-fed, Stickney bar and wheel perforator that was not attached to the rotary press. The measurement by the Kiusalas gauge is 11-70 × 11-72 perforations per 2 cm (horizontal × vertical). On the Perfect Gauge (Unitrade) similar to Instanta Gauge (Stanley Gibbons), these are 11.25 × 10.94 perforations per 2 cm. Philatelists have routinely called them 11.25 × 11 perforations. The sheet stamps of four hundred were broken down into post office panes of one hundred stamps.



Figure 1. 2 cent Arch examples of perforations.

However, mainstream stamp catalogues have labelled all the sheet stamps for the Arch/Leaf issue as 11 × 11 perforation gauge, most likely because the other sheet stamps (that required lesser quantities) had been printed by the BABNCo sheet-fed flat plate, dry-printing press

Keywords & phrases: KG V Arch issue, KG V Leaf issue, perforations

method with separate 11 × 11 perforators, and their measurement by the Kiusalas gauge is 11-72 × 11-72 perforations per 2 cm (horizontal × vertical). On the Perfect Gauge (Unitrade), similar to the Instanta Gauge (Stanley Gibbons), these are 10.94 × 10.94 perforations per 2 cm. Philatelists have routinely called them 11 × 11 perforations.

Using this new rotary-press, sheet-stamp printing process to print the 2¢ denomination, BABNCo encountered problems such as plate damage, paper tearing, and perforator jamming. The authors believe that to complete the job some of these rotary-printed, wet-sheet stamps were placed into single sheet-fed perforators for the 11 × 11 perforation. Because both types of BABNCo machines were utilized, it would be possible to have the two different gauges, one of 11.25 × 11 and the other of 11 × 11 perforations. These different perforations have just been discovered and certified after much intense and diligent searching, following direct dialogue with BABNCo pressmen.

These pressmen provided information to the authors, leading them to understand that during the printing setup of these machines there would be damaged paper with stamp images on the paper leading off the machine before the start of the intended print run. Likewise, after shutting the machine down, printed material would be left over. The pressmen called this damaged and undamaged paper waste scrap paper. Some parts of this waste scrap would be off-centre, creased, and torn. However, some would be quite usable if cut into sheet format and put through a different perforation machine such as a single-sheet perforator that could perform the stamp perforation on the horizontal side and then the vertical side.

It has been known and listed in stamp catalogues for a long time that some of this ungummed, printed, waste scrap paper has found its way into the philatelic marketplace. A catalogued variety of this material is NSSC 139 b (Scott/Unitrade # 164i), which is an imperforate pair with no gum.

This piece was torn off after printing, but before any gumming and perforating was done to it (Figure 1) [2]. It has been known for years that three pairs exist. These had to have come from the rotary press, continuous, wet, ungummed sheet waste scrap material. The paper grain



Figure 3. Front (right) and back (left) out of the centre of the waste scrap paper (Figure 1).

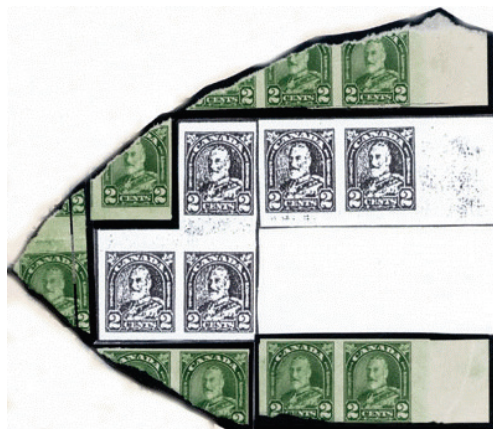


Figure 2. Waste scrap paper torn off after printing but before any gumming and perforating.

weave is vertical. Their present whereabouts are unknown to the authors. The piece then appeared in the September 2016 Eastern Auctions Limited sale.

The front and back images (Figures 2 and 3) from the centre were sent compliments of Yohann Tanguay of Eastern Auctions. The Eastern Auctions firm was auctioning these items as Lot # 73 and Lot # 74 on 28 October 2016 from the Baron Collection. From the images, we were able to confirm that the paper grain was of a vertical weave.

Lot # 74 (Figure 3) is the missing complementary piece to the top right of Figure 1. From this information it can be deduced that larger pieces of waste scrap paper would have been salvaged. At that time in history, the 1930s, the era of the Great Depression, the call was to save and not waste. Realizing that processing this huge order was going to be a problem, the pressmen took the undamaged, stamped, gummed, and imaged paper that would be considered suitable, trimmed it to the single-sheet size, and placed it on the single, sheet-fed wheel perforators.



Figure 4. The complementary piece to the top right of Figure 1.

Even though this single, sheet-fed perforator had a different perforation setting, no great thought was given to perforation differences. The only objective was to fulfill the contract by supplying the correct number of printed stamps.

Table 1. Size and perforations

Top:	11 × 11	11 × 11	11 × 11	11 × 11	11 × 11
Bottom:	11.25 × 11	11.25 × 11	11.25 × 11	11.25 × 11	11.25 × 11
Size:	18.3 × 22.25 mm	18.25 × 22.25 mm	18.25 × 22.25 mm	18.33 × 22.125 mm	18.33 × 22.25 mm

Table 1 presents the discoveries which prove that what the pressmen said happened did occur. They are shown paired with different sheet stamps to enable perforation comparisons. The top stamps are 11 × 11 perforated and the bottom stamps are 11.25 × 11 perforated. The perforation hole size is shown to be larger on the 11 × 11 perforated top stamps. It can be demonstrated and is readily observed from these images that two different perforations exist. The 11.25 × 11 perforation had to come from the web-fed rotary press perforator, while the printed sheet stamps from the rotary press that were perforated 11 × 11 had to come from the single sheet-fed perforators as it had different size wheel perforators.

The size of the stamps is inconsequential—it is the perforations that are important, and it is demonstrable that two different perforator machines were utilized. The size verifies that they were not pressure-stamps whose horizontal dimensions have been expanded to change the perforations, and they are not dry sheet-fed flat press booklet stamps with perforation added to the straight edge.

Flat-plate sheet and booklet stamps are less than 22 mm long, while rotary press sheet and booklet stamps are longer than 22 mm. The image size differential between the wet, rotary-press printing and the dry, flat-press printing was initially observed by Charles Neyhart [3]. However, in his report he did not comment on the perforation differences, nor did he report on any booklet stamp image sizes. Booklet stamps would have been of similar dimensions to their rotary plate and flat plate counterparts.

In this article, we have shown that the initial, rotary, web-fed wet press run for the sheet stamps exists in two perforations. This is contrary to what is indicated in all the catalogue listings. The stamps that the authors deemed to have the perforation 11×11 were sent in 2016 to Richard Gratton, FRPSC, AIEP Stamp Expertizer and Certifier, to be certified as to whether they are truly perforation 11×11 instead of 11.25×11 . Shown in Figure 4 are four of the seven certificates of the different, used Arch/Leaf stamps. Gratton states that they are of the genuine perforation 11×11 (Kiusalas $72 \times$ Kiusalas 72) in the Canada 1930 Arch/Leaf issue. These Canadian stamps are the Stickney, rotary-sheet waste stamps that were issued. Some eighty-five years later, these are the only ones known. There may be other Canadian Stickney rotary-press-printed stamps from the Arch/Leaf, Imperial Economic Conference and Medallion issues that will be found to be with 11×11 (Kiusalas $72 \times$ Kiusalas 72) perforations instead of just the regular 11.25×11 (Kiusalas $70 \times$ Kiusalas 72) perforations. Happy hunting!



Figure 5. Four of the seven certificates showing the two perforation types.

While studying the 1930 Arch/Leaf issue, we observed that the Eastern Auctions catalogue listings for the imperforated 1¢ orange denomination. It is listed in Walsh British North American Specialized Stamp Catalogue as 136 b, and described as an imperf. strip of three, wet; gummed; of which one is known. We had not seen this interesting printing variety until September 2016 when it was observed in advertising for the 28 October 2016 auction of the Baron Collection released by Eastern Auctions Limited. Following a request to Eastern Auctions, the Lot # 71 image (Figure 5) was provided to us. Our study of this item, Auction lot # 71, shows that it is from the Stickney wet rotary press because it is gummed and has the vertical gum streaks made by the gum roller used for Stickney wet rotary-press printed stamps.

From these items, we can confirm that waste paper from the Stickney wet rotary press bearing printed images existed at the time and made into the marketplace. The 1¢ orange was released after the gumming procedure; the 2¢ green (the first denomination using the Stickney wet rotary press)—the printers having run into printing problems—was released prior to the gumming procedure. Both demonstrate the problems that fast printing presses run into when trying to meet printing deadlines.

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Figure 6. Eastern Auctions the Lot # 71



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Notes on the “war tax” on postal matter

Christopher D Ryan

UNDER the provisions of the *Special War Revenue Act* of 1915 (SWRA), the postal “war tax” applied to all letters and post cards (first class mail) mailed in Canada, on which the postage was less than the international rate permitted, under the rules of the Universal Postal Union (UPU). As such, letters and post cards mailed in Canada to Canada, the US, and Mexico, as well as letters (but not post cards) to the United Kingdom and British Possessions were subject by law to this “tax.” However, items legally exempt from postage, as well as paquebot covers mailed on ships in international waters, were not subject to the “tax” [1].

The official text of the UPU convention was in French only, where the phrase “*les taxes pour*” was used in reference to the maximum postage to be charged on international mail. The standard translation for this phrase is “the taxes for”: Within the context of the postal treaty, however, it was translated in the unofficial English version as “the rates of postage for.” In response to an inquiry from the Canadian Post Office Department, the UPU advised that “letters and postal cards for international service cannot be subjected to any tax or fee or postal charge other than that which is established by the maximum postage provisions of the UPU convention. In effect, the terms “postage” and “tax” were equivalent under the treaty [2].

With regards to the “tax” on letters and post cards, Section 13, subsection 5 of the *SWRA* stated:

On every letter and post card for transmission by post for any distance within Canada and on every letter and post card not intended for transmission through the mails but for posting and delivery at the same post office, there shall be levied and collected a tax of one cent in addition to postage payable in the form of a postage stamp of the denomination of one cent, to be affixed thereto at or before the time of posting the letter or post card; but such tax shall not be levied or collected on any letter or post card entitled to the privilege of free transmission under the provisions of the Post Office Act, nor on any letter or post card if the levying and collecting of such tax would be contrary to the provisions of the Universal Postal Convention concluded between Canada and certain other countries [1a]. [emphasis added]

The official *Post Office Department Circular to Postmasters* of 25 March 1915 rephrased the statutory requirement as follows:

The Postmaster is informed that a War Tax of one cent has been imposed on each letter and postcard mailed in Canada for delivery in Canada, the United States or Mexico, and on each letter mailed in Canada for delivery in the United Kingdom and British Possessions generally, and wherever the two cent rate applies, to become effective on and from the 15th April, 1915. . .

The War Tax does not apply to letters and postcards posted in Canada for delivery elsewhere than as above specified, that is, it does not apply where Postal Union rates already apply, nor does it apply to matter posted elsewhere than in Canada.

Circulars, catalogues, newspapers, parcels, etc., and correspondence which is legally exempt from postage charges are not subject to the war tax [1b].

Post Office accounting practices

As detailed at length elsewhere by this writer [3], there was no separate accounting by the Canadian Post Office Department for the money raised by the postal “war tax.” All of the funds went into general postal revenue and financed the operations of the Post Office. In practice, the “tax” was simply an increase in the postage rates for certain classes of mail where permitted by the UPU treaty. It was never the intention of the government to use the funds from the postal “tax” for war purposes [4].

Any deficit in general postal revenue would have been covered by general government funds, and, if necessary, added to the overall national deficit. Without the postal “war tax,” the Post Office would have been in deficit. The “tax” eliminated the need to use general funds to subsidise the Post Office.

The impact of the postal “war tax” on postage stamp revenue is illustrated by a comment published in the *Annual Report of the Postmaster General* for the fiscal year ended 31 March 1916:

POSTAGE STAMPS. The issue for the fiscal year ended March 31, 1916, was the largest in the history of the department, amounting to \$21,455,176.70, as compared with \$14,783,049.08 for the previous twelve months, an increase of \$6,572,127.62.

This extraordinary increase is largely attributable to the war tax which became effective on the 15th of April, 1915... [5]

According to the *PMG Report*, the revenue from stamp sales in 1915-16—including unstated revenue from “war tax” stamps—comprised 94.35 percent of the gross total Post Office revenue of \$22,739,698.86. Adjustments made to the gross total revenue for certain costs, such as the commission on stamp sales paid to non-salaried postmasters and charges paid to foreign postal authorities, yielded a net total revenue of \$18,858,409.93, against which were charged expenditures paid by cheque of \$16,009,138.77 in the form of salaries, conveyance fees, and other items [5]. Thus, the Post Office would have been in deficit without the revenue from the postal “war tax.”

The reliance of the Post Office on “war tax” revenue continued in subsequent years. For example, the *PMG Report* for the fiscal year ended 31 March 1920 included the following statement: “Excluding the war tax, calculated at \$7,312,534.97, the expenditure exceeded the actual postal revenue by \$3,637,003.20” [6].

Note that the *PMG Report* remarked that this amount of “war tax” had been “calculated.” This calculation was necessary as postage and postal “war tax” stamps were completely interchangeable, and there was no actual accounting for the “war tax” as an item separate from sales of regular postage stamps and the fees charged for postal notes and money orders [3]. The absence of such an accounting was noted and explained by the Deputy Postmaster General in a letter of 15 June 1915:

When it was decided to issue a war tax stamp the question was carefully considered and it was decided that postmasters should be paid the same commission on these stamps as the ordinary postage stamps. Commission is paid to all postmasters whose salaries are based on revenue.

If the Department had required postmasters to keep a record of all war tax stamps received and sold and to sell such stamps without payment of commission or other compensation, it could not have allowed them to be used for payment of ordinary postage as every war tax stamp so used would reduce the legitimate postal revenue of the office at which it was sold and the postmaster would thus be deprived of a portion of the salary to which he is fairly and legally entitled. It was never contemplated that any measure for the raising of additional revenue should have the effect of reducing the salaries of the country postmasters, many of whom are paid less than \$100 a year. Moreover, a great many postmasters at these small offices if they were asked to sell without compensation stamps that could be used for postage, would refuse to keep their office any longer. At the present rate of pay it is in many cases found difficult to get suitable persons to act as postmasters at the small country offices.

If it had been decided that postmasters should not be paid a commission on war tax stamps, it would have been necessary for the Department to keep a separate account of the ordinary postage stamps and war tax stamps issued to and sold by postmasters whose salaries are based on the revenue of their offices. This would have involved a great deal of clerical work of which the Department is relieved by keeping one account of the total issue and sale of stamps irrespective of their denomination or use [7].

Collecting the deficient postal “war tax”

With regards to the treatment of letters and post cards on which the war tax was not paid, the *SWRA* provided three options, the first of which was to return items to their senders, and the second was the collection of double deficiency from addressees, but in Canada only. All options were subject to regulations issued by the Postmaster General. Section 13, sub-section 8 of the Act stated:

The Postmaster General may by regulation provide . . . that the letter or post card –

(a) shall not be forwarded by post or delivered to the addressee, but shall be returned through the dead letter office to the writer or sender; or

(b) if addressed to any place in Canada, shall be forwarded to its destination charged with the payment of two cents by the person to whom it is addressed, and on neglect or refusal by the person to whom it is addressed to pay the two cents, the letter shall be returned to the sender through the dead letter office; or

(c) shall be otherwise dealt with as in such regulation prescribed [1a].

[emphasis added on “or”]

A Post Office instructional circular of 9 April 1915 to postmasters directed that shortpaid items were to be returned to their senders, if known, or, if not known, sent to a Dead Letter Office.

Any letter or postcard liable to the war tax, which is mailed without that tax having been prepaid either by a war stamp or extra postage, but the sender of which is known, must be returned at once by the Postmaster direct to the sender after the postage has been cancelled and the letter has been date-stamped and endorsed “Returned for war tax”.

When the sender is not known, such letter or postcard must be date-stamped and endorsed “war tax” and sent immediately in a special return to the nearest Branch Dead Letter Office [8].

In the *Canada Official Postal Guide*, published annually in January, the instructions quoted above were headed by this emphatic statement: “The war tax on letters and post cards must be prepaid or they will not be forwarded” [9].

The reason for the policy of returning shortpaid letters and post cards to senders for the missing “war tax” was to have a uniform treatment for Canadian and foreign addressees. This rationale was given in a Canadian Press despatch of 16 April 1915.

... Ottawa, April 16 . . . Four hundred and forty letters without war tax were sent to the Dead Letter Office here yesterday, sixty of them addressed to United States points. In explaining its refusal to have such letters forwarded for collection of the war tax from recipients, the department points out that it would be impossible to collect war tax on a letter sent outside the Dominion, and that it would be impracticable to have one regulation for domestic and another for foreign letters. As far as possible all letters not “war taxed” will be returned to the senders [10].

The inability to collect the Canadian “war tax” from addressees on shortpaid items sent to the United States was a result of a bilateral postal convention that limited the forwarding of shortpaid items between the two countries to only letters on which the minimum postage for one ounce (“one full rate”) had not been affixed. Shortpaid post cards were not allowed to pass from one country to the other. The bilateral convention allowed the collection of only the amount of deficient postage on shortpaid letters, not the standard double deficiency allowed under the UPU treaty. Furthermore, under UPU rules, any tax or postage collected from addressees by a foreign postal service would have been retained by that organisation. The Canada-USA convention included the following statement:

Full prepayment of postage shall be required in both countries upon correspondence of all kinds, except letters upon which prepayment of at least one full rate shall be compulsory. Payment of postage and registration fees shall be certified by affixing the appropriate stamps of the country of origin.

Each insufficiently prepaid letter shall have stamped on its cover the capital letter T, and shall have indicated plainly thereon, in figures, on the upper left-hand corner of the address, by the postal officials of the country of origin, the amount of the deficient postage, and only the amount so indicated shall be collected of addressees on delivery, except in cases of obvious error [11].

The bilateral postal convention between Canada and Mexico followed the same provisions as the Canada-USA convention [12]. Treaty provisions for shortpaid letters and post cards to British Empire countries have not been investigated by this writer.

The return of shortpaid letters and post cards to their senders remained the standard procedure into early 1919. The introduction of the collection of double deficiencies from most addressees was noted on page 6 of the February 1919 issue of the *Monthly Supplement to Canadian Official Postal Guide* [9]:

Short-paid letters and post cards to be rated and sent forward. – Postmasters are informed that in future short-paid letters and post cards, whether it is the war tax or postage that is lacking, are to be rated up and sent forward subject to the collection of double the deficiency from the addressees.

Letters for the United States must be prepaid at least 3¢. If prepaid at least 3¢, but still short-paid, they are to be forwarded taxed with the deficiency. Post cards for the United States must be prepaid 2¢. [Emphasis in original]

The original instructions were likely sent to postmasters by official circular in January 1919.

The directive was modified in the May 1919 issue of the *Monthly Supplement* (page 4), to add Mexico to the second paragraph for both letters and post cards. The application of the first paragraph to shortpaid letters sent to the United Kingdom and British Empire countries is clearly stated in a revised version of the instructions that appeared on page 3 of the 1920 through 1923 editions of the *Canada Official Postal Guide* [9].

The repetition of the directive in the annual *Postal Guide* indicates that the provisions of Canada's bilateral postal convention regarding cross-border shortpaid mail remained in effect through 1922. Thus, post cards and single-rate letters to the United States or Mexico that were missing the extra cent of "war tax" should have continued to be suitably marked and returned to senders whenever possible. This writer has not verified this scenario by examining contemporary covers.

A new Canada-US postal convention was negotiated in December 1922 and took effect on 1 January 1923 [13]. The January and February 1923 issues of the *Monthly Supplement to Canadian Official Postal Guide* noted, on pages 6 and 5 respectively, that, as of the first day of January, all unpaid and shortpaid items addressed to places in the United States were to be "dealt with as if addressed to places in Canada." That is to say, they were to be forwarded, and double deficiencies collected from addressees. The February *Supplement* stated on page 8 that the new general regulations for mail of all types to the United States also applied to Mexico, with a few exceptions as noted [9]. These developments would appear to have marked the final termination of the policy of the returning shortpaid letters and post cards to senders.

Release of the postal "war tax" stamps

According to reports in the *Toronto Star*, the postal "war tax" stamps were placed on sale in that city on Saturday, 3 April 1915. This writer has not determined if this was the general release date across the country.

NO WAR STAMPS HERE YET: Although the war tax postage stamps have been received by the Post-Office authorities and are being distributed to the offices in this district, they are not yet on sale at the General Post-Office. There is no demand, however, as yet, as the public will not be called upon to make use of them until midnight of April 14th. Every letter posted after that hour will have to bear the extra stamp, war or otherwise, though postmasters are urged to press the sale of special stamps. [Saturday, 3 April 1915, p 18]

SELLING WAR TAX STAMPS, NO GREAT DEMAND FOR NEW ISSUE AS YET: Post-Office officials to-day declared that up to the present there had been no great demand for war tax stamps, which were placed on sale in Toronto on Saturday. As war stamps are not required to be used before April 15, those purchased so far have been more or less out of curiosity. The stamps are on sale all over the city, at 8 post offices, 115 sub-postal stations, and several thousand license holders ... [Tuesday, 6 April 1915, p 4]

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50c brown black
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2c carmine, Type C
inverted block



\$1 orange, wet printing,
pyramid block



\$1 orange, wet printing, NH plate block

Readers Write

Royal Mail Celebrates Canada: At the Canadian Philatelic Society of Great Britain convention, held in Grantown-on-Spey, Scotland, from 4-7 October 2017, *Brian Stalker* gave *Mike Street* a Royal Mail *Canada Celebrating 150 Years* Commemorative Sheet, issued on 30 June 2017 in a limited numbered edition of five thousand. The sheet comprises ten self-adhesive Fireworks stamps with adjoining labels celebrating one hundred and fifty years since Canada's Confederation. The accompanying card carries, on one side, a concise summary of Canadian history from the Ice Age to the present, along with reproductions of vintage photographs such as the famous 1864 image of the Fathers of Confederation at the first conference in Charlottetown and one of the first Canadian Pacific Railway trains to cross the continent. The other side outlines the full production details of the souvenir sheets, along with capsule descriptions of Canadian Culture, Sports, Science and Technology, Environment and Technology, and the country's place in the world.



The photographs on the labels on the left side of the sheet represent, from top to bottom: Canada's aerospace industry, the Royal Canadian Mounted Police, the Canadian Museum of Human Rights in Winnipeg, ice hockey, and Nunavut. The labels on the right side of the sheet represent canoeing, Prime Minister Justin Trudeau with The Queen, Canada's national flag, the Canada Memorial in London's Green Park, and Banff National Park.

The souvenir sheet's catalogue code is AV048. It sells for £15.95 (incl VAT) plus £2.15 shipping per order and can be ordered direct from the Royal Mail at:

<http://shop.royalmail.com/commemorative-sheets/celebrating-canada-commemorative-sheet/invt/201725>

or search for "royal mail + canada 150" (without the quotation marks). Online payment is by credit card.

Mike Powell awarded Canadian Philatelic Society of Great Britain Founder's Trophy:

At the CPSofGB convention in October 2017, it was announced that the Fellows of the Society, along with the President and Immediate Past President, had chosen BNAPS member Mike Powell as the winner of the Founder's Trophy. The trophy is awarded for the best subject of original or intensive research in any branch of BNA philately and is the most prestigious of the awards made at the Convention Banquet. It was awarded for Mike's two volumes on Great War Internment Camps and Prisoners of War, *Canadian Prisoners of War and Civilian Internees in Europe during the Great War* (2017) and *Notes through Barbed Wire* (2011). Both volumes were published by BNAPS. Mike has received a certificate and his name will be added to the trophy.

Excise Stamps on Cannabis: Member *Chris Ryan* reports that the Canadian Finance Department is proposing the use of Excise stamps on cannabis when it is legalized this year. Here are the pending excise sampling requirements:

All cannabis products that will be removed from the premises of a federal licensee to enter into the Canadian market will have to be packaged in a container intended for sale at the retail level and will be required to have an excise stamp. As with the current tobacco stamping program, a stamp will need to be affixed to a product:

- In a conspicuous place on the package;
- In a manner that seals the package (*i.e.*, once the package is opened the stamp cannot be in a condition to be re-used);
- In a manner that the stamp remains affixed to the package after the package is opened; and
- In a manner that does not obstruct any information that is required under an Act of Parliament to appear on the package, including Health Canada warnings.

The issuance of stamps will be administered by the Canada Revenue Agency (CRA), and the stamps will be sold through an authorized provider. With respect to stamping within a coordinated taxation framework between federal, provincial, and territorial governments with potentially different duty rates:

- A cannabis licensee (*i.e.*, the manufacturer who packages a product for final retail sale) would have to apply an excise stamp with an indicator (*e.g.*, colour) of the intended provincial or territorial market.
- Diversion of products intended for consumption in a particular province would be subject to penalties.

The Act will also prohibit the possession or sale of any unstamped cannabis products by a person unless otherwise allowed under circumstances prescribed by regulations. These allowances would include allowances for persons licensed or registered with the CRA and may further include allowances for:

- A person who is transporting the product under circumstances and conditions prescribed by regulations;
- An individual or person who has imported the product under special permit (see section 12: Imports and Exports, below), not for final sale to consumers; or
- An individual who has cultivated cannabis and/or manufactured a cannabis product in accordance with personal-use/cultivation limits as provided under the *Cannabis Act*.

A Rare Legislative Assembly Handstamp Found in Archeological Dig: In the 18



Stamp discovered at the site of the old Parliament of the United Province of Canada. Source of photo: *Musée pointe-à-Callière, Montréal.*

October 2017 edition of the *Toronto Star*, a story credited to Graham Hughes of the Canadian Press described how the plate portion of a Legislative/Canada /Assembly official handstamp was found in an archeological dig at the site of Canada's Parliament in Montreal, which has been a city parking lot for most of the last ninety years. The archeologists believe they have found the official copper alloy stamp that was stained with blue ink and pressed down on envelopes being processed for mailing. The handstamp was among three hundred thousand artifacts found, nearly one hundred and seventy years after the Parliament building was destroyed.

Chris Hargreaves of BNAPS and The Canadian Aerophilatelic Society informs us that Patrick Campbell passed away on 5 November 2017, at the age of 94. He was a very active philatelist, particularly in aerophilately. Patrick was member Number 1 of the Canadian Aerophilatelic Society and enjoyed telling the story of how this happened: The American Air Mail Society had a table at CANADA 84, which was held at Place Bonaventure in Montreal:

At some point the formation of a Canadian society was suggested and we all trooped off to a bleak concrete room where the subject was discussed at length. Eventually I got up and asked “where do I sign” so someone produced a piece of paper and I was the first to sign. I guess I wanted to get back to the show.

Patrick contributed regularly to *The Canadian Aerophilatelist* on a wide variety of topics. He also developed major collections of Russian philately, was very involved with the Lakeshore Stamp Club, judged at numerous philatelic exhibitions, and was Chair of the Judging Committee at several Royal Philatelic Society of Canada National Exhibitions.

Patrick was a man of diverse and intense interests. He was also interested in Sherlock Holmes, serving seven years as Sovereign of the Bimetallic Question of Montreal, the second oldest Sherlockian society in Canada. He also wrote and published three books of Sherlock Holmes mysteries, written in the style of Sir Arthur Conan Doyle.

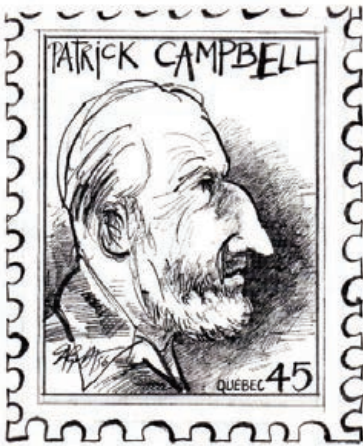
Patrick was a Professional Engineer and worked at Canadair for many years. After his retirement, he started volunteer work with the Montreal Aviation Museum (MAM), where he was the Director of Manufacturing. He guided a number of restoration projects, and the building a full-size replica of the Bleriot XI, which had made the first flight over Montreal in 1910.

In 2014, Patrick received the “Canadian Aeronautical Preservation Association Achievement Award,” presented

To honour an individual who has over a significant period of time made a major contribution towards the preservation of Canada's aviation history, its historic aircraft, and its artifacts.

Patrick may have been ninety-four, but he remained extremely active until very recently. In October, he oversaw the arrival of a tractor-trailer-load of parts for the rebuilding of a Noorduyn Norseman, which is the MAM's next project.

Patrick was a remarkable person. He will be missed by many people.



Caricature of Patrick Campbell, drawn by John Pierre Cagnat, that appeared in *Shades of Sherlock*, one of three books about Sherlock Holmes stories written by Patrick.

Canadian Military Mail Study Group meeting to be held at ORAPEX 2018: ORAPEX, the annual national-level exhibition and bourse held each spring in Ottawa, is managed by volunteers drawn from the RA Stamp Club, the *Amicale des philatélistes de l'Ontarien*, the Ottawa Philatelic Society, and related philatelic societies and organizations. The show is held at the

RA Centre, the recreation and activity centre located at 2451 Riverside Drive in central Ottawa operated by the Recreation Association of the Public Service of Canada.

ORAPEX 2018, being held 5-6 May 2018, will mark the fifty-seventh edition of the show. The 2018 show theme is Canadian Military Mail, and the Canadian Military Mail Study Group (CMMSG) has been invited to hold a seminar during the show. The speaker will be Mike Street OTB, Chairman of the CMMSG, who will present post cards and letters to his family in Ancaster, Ontario from a World War I Canadian Doctor who commanded the 5th Canadian Field Ambulance in Belgium, the 2nd Canadian Stationary Hospital in France, and the 5th Canadian General Hospital in England. All interested collectors are invited to attend.

Member *Jim Felton* comments on the article by Clayton Rubec entitled “A Fantasy Collection of Canadian \$100 Stamps” (*BNA Topics*, Vol 74, No 4, October–December 2017, pp32-35) regarding eurodollars.

They do in fact exist and have for more than forty years. The term may be an unfortunate choice but a euro-currency is one nation’s money deposited outside that nation, which make international trade easier to conduct.

Some background information on Eurodollars, per Wikipedia:

“Eurodollars are time deposits denominated in U.S. dollars at banks outside the United States, and thus are not under the jurisdiction of the Federal Reserve. Consequently, such deposits are subject to much less regulation than similar deposits within the U.S. The term was originally coined for U.S. dollars in European banks, but it expanded over the years to its present definition—a U.S. dollar-denominated deposit in Tokyo or Beijing would be likewise deemed a Eurodollar deposit. There is no connection with the euro currency or the eurozone. More generally, the *euro*-prefix can be used to indicate any currency held in a country where it is not the official currency: for example, Euroyen or even Euroeuro.”

In the 1970s, I noticed this phenomenon and wrote a paper on eurodollars for an International Banking course.

Announcing the BNAPS Lola Caron Award, intended to recognize the best exhibit of Quebec postal history at a BNAPEX, will be presented for the first time during BNAPEX 2018 QUEBEC CITY.

Lola Giasson-Caron was born in Edmonton (Alberta) in 1910 and came to Quebec in the 1930s. During her professional career, she was a teacher, stenographer, and secretary for the federal and provincial governments. She also served as Secretary and Administrative Assistant to senior officials and ministers of the Government of Quebec, including Pierre Laporte. In 1942, she married Sergeant-Major Lionel J Caron. Lola Caron died in Quebec City on October 10, 2006.

Lola became interested in philately in the 1950s, and her contribution to various philatelic activities and associations has been recognized throughout Canada. She joined the Royal Philatelic Society of Canada (RPSC) in 1961 and BNAPS in 1972. She served as president of the *Société philatélique de Québec* from 1974 to 1976. She is also one of the original members of the *Fédération*

philatélique de Québec from 1974 to 1976. She is also one of the original members of the *Fédération*



québécoise de philatélie and the *Académie québécoise d'études philatéliques*. From 1982 to 1984, she was president of the *Société d'histoire postale du Québec*.

She was actively involved in the organization of philatelic exhibitions, including the RPSC Royal-Royale in both 1975 and 1985, and BNAPEX in 1979. She was elected a Fellow of the RPSC in 1992. In 2002, Lola Caron received the Queen Elizabeth II Golden Jubilee Medal, honouring her significant contribution to philately and postal history.

Lola wrote many articles for various philatelic journals, including *Philatélie Québec*, *le Bulletin d'histoire postale et de marcophilie*, *les Cahiers de l'Académie*, and *BNA Topics*. Her articles dealt with Quebec post offices, the post office in the Magdalen Islands, postmarks during the Second World War, and the issuance of the 1939 Canadian National Memorial stamp.

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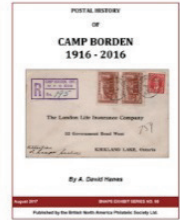
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Almost two years after the start of World War I, the Canadian government purchased 17,700 acres of tree stumps and blowing sand on the plains south of Georgian Bay and west of Barrie, Ontario to be the site of Camp Borden, a military training base to support the war effort. In the first year of operations, the main shelter for the soldiers consisted of hundreds of tents. In 1917, an aerodrome operated by the Royal Flying Corps was built. After WWI, reduced training continued. In 1938, just before the outbreak of WWII, several permanent military schools were established at Camp Borden and, in 1940, it was the headquarters of the Canadian Armoured Corps. During WWII, 185,000 men passed through the camp, most of them prior to leaving for service overseas. After WWII, through the Cold War and into the twenty-first century, Camp Borden continued to serve both the Army and the Air Force. In this Exhibit Series volume, covers, post cards, photos, and documents are skillfully used to tell the story of Camp Borden's first hundred years.

Dave Hanes joined the Royal Canadian Air Force in 1961 and retired in 1986, after twenty-five years of moving from coast to coast, plus two tours with NATO in Germany. Upon being posted to Camp Borden after returning from Germany in 1979, Dave moved up from general stamp collecting to the Postal History of Camp Borden from its establishment in 1916 to 2016. The various postmarks on cover and post cards have kept his attention for close to forty years, resulting in the collection in this volume. Many items are fairly common, while others are rare. There are a few postmarks missing, but he has never seen them in all his years of looking. Dave doesn't believe there will be another Camp Borden collection as extensive as his.

Booklets and Coils of Canada / The Canadian Postal System Enters the Machine Age / A Study of the Printing Dies and Plates (1900 –1935), Gordon W. Turnbull. Postal history illustrates the story of one of Canada's most important 20th Century military bases. 2018, Spiral bound, 88 pages, 8.5 × 11, colour. ISBN: 978-1-927119-85-3. Stock # B4h923-097-1. BNAPS Exhibit Series No 97. C\$54



In *Booklets and Coils of Canada*, Gordon Turnbull studies the second stage of mechanization of the Canadian postal system. After the introduction of cancelling machines in 1896, the next step was to make postage stamps available to the Canadian public in a more efficient manner than by requiring people to go to the local post office each time stamps were needed. The first innovation was small booklets

intended for sale through vending machines. Subsequently, strips of stamps separated from full sheets and attached end-to-end were replaced by rolls or coils, making larger quantities of stamps available to customers in a convenient form. BNAPS thanks Gordon for the scans used in this book, and Liz Ellison for preparing the front cover and master printing file.

Gordon Turnbull is a member of the British North America Philatelic Society, The Royal Philatelic Society of Canada and, since 1978, has been a life member of the Winnipeg Philatelic Society, where he has served twice as club President.

Gordon wrote many articles for the club's award-winning monthly publication, *The Buffalo*. He also gave talks at the club at least once a year. Gordon is a certified electronics technician and was an instructor at Red River Community College for twenty years. He also founded a successful maintenance and repair business franchise system, opening a first store in 1983, and running the business until his retirement at age sixty-eight.



Steamship Mail in the Early Decimal Period of Newfoundland 1865-1910; David Piercey. A major study of the coastal communications of Newfoundland in the late nineteenth and early twentieth centuries. 2018, Spiral bound, 146 pages, 8.5 × 11, colour. ISBN: 978-1-927119-86-0. Stock # B4h923-098-1. BNAPS Exhibit Series No 98. C\$69

In *Steamship Mail in the Early Decimal Period of Newfoundland 1865-1910*, David Piercey presents a postal history exhibit organized by steamship routes, either around the island for domestic communication, or off the island for communication with the rest of North America or with Great Britain and the rest of the world. In addition to the difficulty of simply obtaining this scarce material, the greatest challenge in putting the exhibit together was determining and illustrating some of the lesser-known routes by which mail was occasionally conveyed off island. At BNAPEX 2017 CALTAPEX, this exhibit received high honours, including a Gold medal and the Alan Steinhart Reserve Grand Award, for the depth of study and research it demonstrates.

A member of BNAPS since 1973, David Piercey began collecting Newfoundland early on. His archival research undertaken to understand the routing of his covers resulted in a number of philatelic publications on early Newfoundland postal history.

He received several writing awards for these, including the Royal Philatelic Society of Canada's Geldert Medal, the Canadian Philatelic Society of Great Britain's Aikens-Hillson Trophy, the Collectors Club of Chicago's Robert Pratt Award in 2015 and 2016, and BNAPS' Vincent G Greene Award for the best article in *BNA Topics* in 2016.

David has been Chairman of the RPSC's Judging and Exhibiting program since 2007. In 2010, he was elected a Fellow of the RPSC. He writes the column "Let's Talk Exhibiting" for *The Canadian Philatelist*, and has recently also assumed writing of the "Philatelic Bookshelf" column for *Canadian Stamp News*.

David holds a BA from the University of British Columbia, and an MSc and PhD in psychology from the University of Calgary. For many years, he was a practicing school psychologist, supervisor, or departmental administrator. Retirement has allowed him more time for philately.

Saskatchewan Territorial Mail: 1846 to 1905; Harold Kellett. The development of postal services in the region that emerged from the Northwest Territories as “the Territory” and subsequently the Province of Saskatchewan. 2018, Spiral bound, 88 pages, 8.5 × 11, colour. ISBN: 978-1-927119-87-7. Stock # B4h923-099-1. BNAPS Exhibit Series No 99. C\$54



In *Saskatchewan Territorial Mail: 1846 to 1905*, Hal Kellett uses many fine covers and, in some cases, the contents of letters, to present first the development of mail services to and from settlements that were in, or came to be in, the provisional district of Saskatchewan, which was formed after the Hudson’s Bay Company transferred the Northwest Territories to Canada in 1870. He then focuses on locations that became large enough to have a post office after the District of Saskatchewan was created in 1882, leading up to it becoming a province of Canada in 1905.

Harold (Hal) Kellett was born in Toronto lived there until moving to Saskatoon in 1960. He joined the Saskatoon Police Service in 1963, continuing his education as a police officer. He also attended the University of Saskatchewan, College of Commerce. He retired from the Police Service in 1997 with the rank of Inspector. Hal and his wife Marjorie, who died in 1997, were married in 1963 and had three children, two girls and a boy. Hal remarried in 2000. Since then he and his wife, Marie, have spent most of the winter in Victoria BC. Hal enjoys the wonderful philatelic group there, and Marie has her stitching buddies.

Hal says that he is probably the template for stamp and postal history buffs of his generation, having collected stamps as a kid, forgotten about them from the time he was a teenager until he was in his 40s, and then renewing his interest in philately. The first postal history exhibit he prepared was the “Toronto Street Postmarks.” He purchased his first cover from Allan Steinhart at the 1975 BNAPS Convention in Scarborough, Ontario. On arriving at the door to the bourse, on a Friday as far as he can remember, he was told that he had to buy a membership to BNAPS in order to gain entry into the show. He had no idea what BNAPS was, but he bought a membership nevertheless and has been a member ever since. Hal’s current postal history interests are Saskatchewan Territorial covers [and stamps], and Canadian Military postal history.

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Matters Military 16. More correspondence to/from Canadians in Bermuda 1914–1916

Colin Pomfret

This is the sixteenth in a series devoted to Canadian military philately. Each column will be from one to five pages focusing on a single subject. It will appear as often as material is available. Before his death, Colin Pomfret submitted several articles about Canadian military activity during World War I which will be published in due course. If you have an interesting military story from any era, why don't you tell it here too?

THE subject of Canadians serving in Bermuda during World War I has been mentioned twice in this series, first by Doug Sayles [1] and again by me [2]. In this third piece, I am pleased to illustrate additional correspondence between Canadians at home and in Bermuda.

The Royal Canadian Regiment (RCR) sailed for Bermuda on 6 September 1914, aboard the *SS Canada*, to relieve the British Lincolnshire Regiment, which returned to England. RCR Headquarters was set up at Prospect Barracks, Hamilton, and detachments were stationed at St. George's Island, Boaz Island, and St. David's Island [1].



Figure 1. Letter from Paget West, Bermuda to Canada postmarked 30 November 1914.

Keywords & phrases: World War I, Military mail, Bermuda

The cover shown in Figure 1 was mailed from Paget West, Bermuda, to Port Arthur, Ontario on 30 November 1914, and received the double triangular handstamp “PASSED POSTAL CENSOR, BERMUDA.” Although it is not possible to confirm absolutely that this letter was written by a member of the Royal Canadian Regiment, it is dated not long after the regiment arrived in Bermuda.



Figure 2: Letter, 3 February 1915, from a soldier in the RCR to a friend or relative in Ottawa.

In the letter shown in Figure 2, a soldier in the RCR wrote, “I expect to go to the United Kingdom shortly with the Third Contingent. A few weeks later, on 23 February 1915, another soldier wrote a friend then in training with the 19th Battalion at the Toronto Exhibition Grounds. The post card, shown in Figure 3, was dated only “Feb 23,” but the year 1915 is confirmed by the fact that the 19th Battalion sailed to England in May of that year. The RCR itself sailed for England about 20 August 1915 after being relieved by the 38th Battalion.

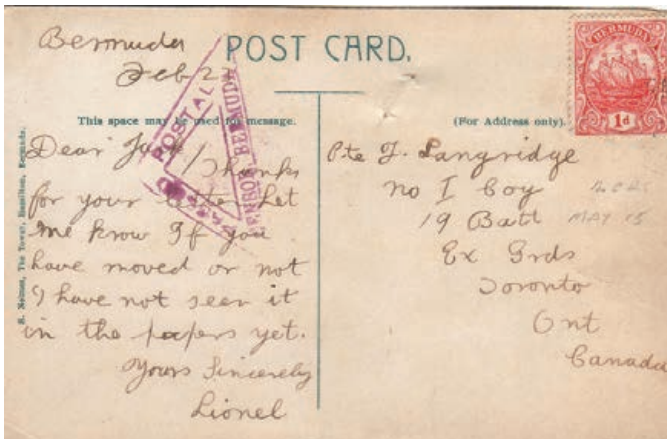


Figure 3. February 1915 post card from a soldier in the RCR to a friend in the 19th Battalion in training at the Toronto Exhibition Grounds.

On 8 August 1915, thirty-five officers and nine hundred and fifty-nine non-commissioned members of the 38th “Ottawa” Battalion—or the “Royal Ottawas”—sailed from Halifax aboard *SS Caledonian* and arrived in Bermuda four days later to relieve the RCRs [3].

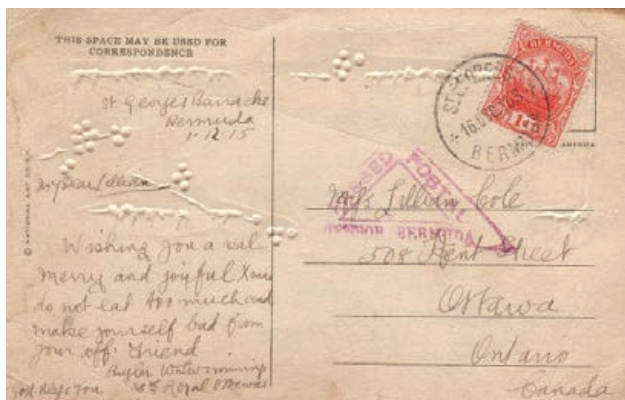


Figure 4: Letter from a member of the 38th Battalion in Bermuda to a friend in Ottawa dated 16 December 1915.

Two post cards from the 38th Battalion era in Bermuda are known. The card in Figure 4 above, dated 16 December 1915, was written by “Bugler W Swimming, 38th Royal Ottawas” to a friend in Ottawa. The card in Figure 5 below was mailed in Ottawa on 2 February 1916 to a Private in D Company of the 38th in Bermuda by his mother. The 38th Battalion served in Bermuda until 30 May 1916, when they were relieved and went to England. [3]



Figure 5. Post card from a mother in Ottawa to her son in the 38th Battalion, Bermuda, mailed on 2 February 1916.

References

- [1] Douglas Sayles, “Canadian Expeditionary Force (CEF) in the sun,” *BNA Topics*, Vol 67, No 4, Whole No 525, October-December 2010, p 27.
- [2] Colin Pomfret, “CEF in the sun follow-up,” *BNA Topics*, Vol 69, No 2, Whole No 531, April-June 2012, p 26.
- [3] [https://en.wikipedia.org/wiki/38th_Battalion_\(Ottawa\)_CEF](https://en.wikipedia.org/wiki/38th_Battalion_(Ottawa)_CEF)

New issues

William JF Wilson

The Halifax explosion

ON the morning of 6 December 1917, the SS *Mont Blanc*, a French munition ship on her way into port fully laden with high explosives, and the SS *Imo*, a Belgian Relief ship on her way out of port under ballast (i.e., empty), collided in Halifax's inner harbour. (Unless noted otherwise, the information in this column is from [1].) In the foreground on Canada Post's stamp (Figure 1), *Imo* is backing away after the collision, and a narrow gash is visible just aft of *Mont Blanc's* bow where *Imo* had struck her. (Details on the ships are more easily visible on the booklet cover.) Black smoke is billowing into the sky from *Mont Blanc's* No 1 cargo hold, inside the hull behind the gash, and about twenty minutes later the flames ignited the munitions. The result is described in the newspaper clipping from the next day's *Halifax Herald*, shown at the top of the stamp.



Figure 1. The SS *Imo* backing away after colliding with the SS *Mont Blanc* in Halifax harbour.

Imo was owned by the Southern Pacific Whaling Company [2, p 6] of Kristiania, Norway. (Kristiania was renamed Oslo in 1925.) On the stamp, the names *Imo* and *Kristiania* can be seen on the ship's stern. *Imo* was one of several ships chartered by the Commission for Relief in Belgium to provide relief supplies to the Belgian people during World War I. (These people were in danger of starvation after most of their food was requisitioned for the German army.) These ships were neutral and displayed a large, white sign on their sides reading “Belgian Relief” in red letters to protect them from German U-boats. (The sign is visible on *Imo's* hull on the stamp.) *Imo* had already made eight such voyages [1, pp 30f], and was on her way from Rotterdam to New York [2, p 6] to pick up a ninth load when she entered

Halifax harbour on 3 December. (Neutral ships had to be inspected at Halifax after crossing the Atlantic [2, p 6].) She was cleared to leave for New York on 5 December, but delays in loading her coal tender kept her in port until after the harbour had closed for the night. Departure would have to wait until morning.

Mont Blanc was owned by the Compagnie Générale Transatlantique (aka the French Line). The company had converted its vessels for use in the war and, in November 1917, *Mont Blanc* was sent to New York to pick up munitions for the French military. There, two hundred tons of TNT, two thousand three hundred tons of wet and dry picric acid (an even stronger explosive than TNT), and ten tons of gun cotton were loaded into her holds [2, p 3], and four hundred and ninety-four metal drums of the highly-flammable fuel benzol were stacked on

the fore and aft decks [1, pp 30, 36]. She was too slow for convoys out of New York and was sent north to try to join a convoy out of Halifax [2, pp 3f]. On 5 December, she stopped at Chebucto Head on the south side of the entrance to Halifax harbour to pick up Pilot Francis Mackey, and then continued in toward the harbour.

The inlet to Halifax harbour is about 9 km wide at first, but after about 4 km it narrows and is partially filled by McNabs Island (spelled Macnab Island in [1]). The island, which is about 5 km long, divides this part of the inlet into a passage about 2 km wide along its southwestern side, and a much narrower passage along its northeastern side. Beyond McNabs Island lies the 8 km-long inner harbour, with the city of Halifax on the left (as ships enter the harbour) and Dartmouth on the right. The harbour narrows from 1.5 km near McNabs Island to about 400 m in the Narrows at the far end. Beyond the Narrows, the channel widens again into Bedford Basin, about 6 km long and 3.5 km wide.

Ships entering the harbour were required to stop for inspection at the Examination Anchorage on the southwestern side of McNabs Island. *Mont Blanc* did this and was boarded by an examining officer, Mate Terrence Freeman, RNCVR (Royal Naval Canadian Volunteer Reserve), at 4:36 pm. Freeman was surprised to learn that the cargo was almost entirely explosives, but he did not have any special instructions for ships with dangerous cargoes, nor were any special procedures for munition ships specified in the federal Public Traffic Regulations for the port. He therefore had no reason to treat *Mont Blanc's* arrival as anything but routine. He told the captain, Aimé Le Médec, to wait at the Examination Anchorage until morning, when there would be enough light to navigate through the inner harbour and into Bedford Basin. He then returned to his own vessel and reported details of the ship and its cargo to HMCS *Niobe* in the inner harbour. This information was acknowledged by the chief examining officer, Commander Frederick Wyatt, on *Niobe*.

Mont Blanc received the signal to weigh anchor at 7:30 am, and she entered the inner harbour at a speed of four knots. This speed was comfortably below the five-knot limit for traffic in the harbour, and would have put her in Bedford Basin shortly before 9:00 am.

In a harbour, or in any narrow passage, normal procedure is for ships to pass with their port (left) sides facing each other; i.e., with each ship keeping to its own right (starboard) of the oncoming ship. In the inner harbour, therefore, normal procedure was for in-bound ships to stay toward the Dartmouth side of the channel, and out-bound ships toward the Halifax side. If circumstances dictate otherwise, the rules require ships to communicate by whistle, horn, or siren. One short blast indicates intent to pass to starboard (i.e., port to port), and two to pass to port (starboard to starboard). *Mont Blanc* was keeping correctly over toward the Dartmouth side, and in fact had to move even closer to shore to pass a British cruiser, HMS *Highblyer*, that was partially angled across the harbour.

Imo, piloted by William Hayes, began moving from her anchorage in Bedford Basin at 8:10 am. Progress was slow at first because of the large number of ships in the basin. As *Imo* approached the Narrows, however, Hayes rang the engine room for more speed, bringing her up to seven knots [1, p 33]. A short time later, Hayes saw an American freighter travelling toward him in the Narrows. By a quick exchange of signals, the two ships agreed to pass starboard to starboard, although this put *Imo* closer to the Dartmouth side of the Narrows than she should have been [2, p 14]. *Imo* then stayed on the Dartmouth side to avoid a tug that was pulling a couple of scows toward Bedford Basin [ibid]. Almost immediately afterward, *Imo*

and *Mont Blanc* were in sight of each other, just over a kilometre apart, and would collide if neither ship took action [*ibid*].

At first, this was only a minor traffic problem, and was easily resolvable. *Mont Blanc* was on the correct side, and Mackey gave a short, sharp signal to indicate intent to pass port to port. He also called for a speed of “dead slow,” giving *Imo* more time to change course to starboard, and edged *Mont Blanc* closer to shore. (He had to avoid running aground, however, because the jolt could set off an explosion.) To his surprise, *Imo* gave two blasts and held to her path. *Mont Blanc* repeated the single blast and continued angling to starboard, but *Imo* replied with another two blasts and maintained course. The ships were now only 150 m apart and 60-70 m from shore [2, pp 152f]. Mackey and Le Médec simultaneously grabbed the whistle cord, gave two blasts, and ordered *Mont Blanc* to be swung to port [2, p 16]. Unfortunately, “at the instant that *Mont Blanc’s* helm began to respond to the now irreversible order, three whistles erupted from *Imo*, signalling that she had reversed her engines [1, p 35].”

This move by *Imo* could be seen as “cagey seamanship [1, p 35]”, using an effect known as propeller walk [3] to steer clear of *Mont Blanc*. *Imo* had a single, right-hand propeller [4]; i.e., one that rotates clockwise when driving the ship forward, as seen from behind the ship. A clockwise propeller creates a clockwise vortex in the water, and the top of the vortex pushes against the port side of the hull, creating a transverse thrust to starboard on the stern. This makes the bow swing to port. The effect is weak in forward gear, because the propeller is pushing the water to the rear, away from the ship, and it can be easily corrected with the rudder. Reversing the propeller, however, reverses the vortex. It also pushes the water forward, making the vortex impact the hull directly, and this increases the transverse thrust. Reversing the propeller therefore made *Imo’s* bow swing strongly to starboard [1, p 35].

Either action alone would likely have averted a collision [1, p 35], but the two together put *Imo* on a path directly toward *Mont Blanc’s* starboard side. A collision was now impossible to avoid. Le Médec ordered *Mont Blanc* full speed astern to prevent *Imo* hitting the TNT in the No 2 cargo hold [2, p 153], and at either 8:40 am [1, p 40] or 8:45 am [1, p 35], *Imo’s* bow penetrated a distance of three to four metres [2, p 153] into *Mont Blanc’s* starboard side over her No 1 cargo hold, close to her forward hatch. Benzol from ruptured metal drums on the deck ran onto the picric acid in the hold, and as *Imo* backed out of the cut in *Mont Blanc’s* side, sparks ignited the benzol. With thick, black smoke pouring from the uncontrollable fire in the hold, and knowing that the ship could explode at any moment, Le Médec ordered the crew to abandon ship. (He was going to remain on board, but the first mate convinced him that the heroic gesture would serve no useful purpose.) They rowed as fast as possible to the Dartmouth shore, waving their arms and shouting at nearby vessels without being understood, and took cover in the woods.

Mont Blanc, still burning out of control, drifted to the Halifax side and ground to a halt near Pier 6. Many people, not knowing the nature of the cargo, were trying to deal with the accident, and many more, unable to help, were watching the burning ship from the water, the shore, and from many places in the city. At this point (09:04:35, as given by a clock that was damaged in the explosion), the flames ignited the munitions. The blast was heard or felt as far away as Charlottetown, 135 miles away, and North Cape Breton, 225 miles away. Windows fifty miles away were broken [2, p 25]. A large part of Halifax was flattened, much of the rest of the city was severely damaged, and more than one thousand six hundred people were killed outright. Another nine thousand were wounded (more than three hundred of these later died),

and over twenty thousand were left homeless. It was the largest man-made disaster in Canadian history.

The information in the accompanying tables is from the Canada Post website: <https://www.canadapost.ca/web/en/blogs/collecting/list.page?cattpe=collecting&cat=stamps>

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).

References

- [1] John Griffith Armstrong, *The Halifax Explosion and the Royal Canadian Navy: Inquiry and Intrigue*, UBC Press, Vancouver, 2002. (Available as an e-book.)
- [2] Janet F Kitz, *Shattered City: The Halifax Explosion and the Road to Recovery*, Nimbus Publishing Limited, Halifax, 2004. (Available as an e-book.)
- [3] *Propeller Walk*, on Wikipedia <https://en.wikipedia.org/wiki/Propeller_walk>.
- [4] The Collision, in *The Halifax Explosion* <<http://www.halifaxexplosion.org/collision.html>>.

Footnotes for Table 1 (next page):

- (a) Joint issue with India. The souvenir sheet contains one \$2.50 stamp of Canada and one 25.00 rupee stamp of India.
- (b) Number of booklets, coil packets, or souvenir sheets.
- (c) Six different SS, each with one \$1.80 stamp.
- (d) Bk, SS: 7CL; SP: 7CL + 1 foil stamping + embossing.
- (e) Number of packs of 6 souvenir sheets.
- (f) Joint issue with the United States.
- (g) Canada Post's *Details* booklet credits both Lowe-Martin and Colour Innovations as printers, but the booklet and souvenir sheet credit only Colour Innovations. Process: P: 2CL + 1 special ink + varnish; Coil: 2CL SS: 4CL + varnish + special cloth patch logo (but five colour "dots" on SS).
- (h) Intermeshed "Canada" on back of Maple Leaf coils; intermeshed "Canada 150" on back of Animals booklet stamps.

Abbreviations for Table 1 (next page):

*number*CL = (*number of colours*) colour lithography; Bk = booklet; CI = Colour Innovations; G(*number*)S = general tagging (*number of sides*); L-M = Lowe-Martin; P = permanently equal to the domestic rate; P-S = pressure-sensitive; PVA = polyvinyl alcohol; s-t = se-tenant; SP = special pane; SS = souvenir sheet.

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Table 1. 2017 Commemoratives. (All stamps are printed on Tullis Russell coated papers.)

Stamp	Diwali ^(a)	Community Foundation	Hockey Legends	History of Hockey ^(b)	Toronto Maple Leafs	Christmas: Animals	Madonna and Child	Halifax Explosion
Value	2 × P, \$2.50	2 × P + 10¢ donation	6 × P (2 × 3 s-t on SS) 6 × \$1.80	2 × P (s-t on SS)	P, \$5.00	P, \$1.20, \$2.50 (s-t on SS)	P	P
Issued	21 Sep	25 Sep	28 Sep	20 Oct	24 Oct	3 Nov	3 Nov	6 Nov
Printer	L-M	L-M	CI	L-M	Ⓞ	CI	L-M	CI
Pane	Bk: 10 SS: 2 ^(a)	Bk: 10	Bk: 6 × P SS: ^(c) SP: 6 × P	Bk: 10 SS: 2	Bk: 10 Coil: 50 ^(b) SS: 1	P: Bk 12 ^(b) \$1.20, \$2.50: Bk 6 ^(b) SS: 3	Bk: 12	Bk: 10
Process	5CL + varnish	8CL	Ⓞ	6CL	Ⓞ	6CL	6CL + foil	4CL
Qty (1000s)	Bk: 300 ^(b) SS: 75 ^(b)	Bk: 160 ^(b)	Bk: 580 ^(b) SS: 100 ^(c) SP: 90 ^(b)	Bk: 200 ^(b) SS: 100 ^(b)	Bk: 300 ^(b) Coil: 75 ^(b) SS: 200 ^(b)	Bk (P): 1000 ^(b) Bk (\$1.20): 270 ^(b) Bk (\$2.50): 320 ^(b) SS: 100 ^(b)	700 ^(b)	Bk: 140 ^(b)
Tag	G3S	G4S	G4S	G3S	G4S (\$5 untagged)	G4S	G4S	G4S
Gum	Bk: P-S SS: PVA	P-S	Bk, SS: P-S SP: PVA	P-S	Bk, coil: P-S SS: PVA	SS: PVA Bk: P-S	P-S	P-S
Size mm	30 × 36	32 × 32	Bk, SP: 40 × 32 SS: 52 × 78	26 × 40	Bk: 32 × 32 SS: 100 × 72 Coil: 32 × 27	22 × 24	25.9 × 32	32 × 32
Perf	SS: 13.3 × 13.3 Bk: Simulated	Simulated	Bk, SS: Simulated SP: 12.5 × 13.1	SS: 13.1 × 13.0 Bk: Simulated	SS: 13.0 × 13.3 Coil: No teeth Bk: Simulated	SS: 13.6 × 13.3 Bk: Simulated	Simulated	Simulated
Teeth	SS: 20 × 24 Bk: Simulated	Simulated	Bk, SS: Simulated SP: 25 × 21	SS: 17 × 26 Bk: Simulated	SS: 65 × 48 Coil: No teeth Bk: Simulated	SS: 15 × 16 Bk: Simulated	Simulated	Simulated

BNAPS business and reports

President's column

Eldon Godfrey, OTB

WHEN you receive this message, the “boughs of holly” which have bedecked your halls and castles will have been carefully put away awaiting the bells and music of the 2018 season, and the strains of *Auld Lang Syne* will have faded from your ears. Hopefully those resolutions for the New Year 2018 are still intact and, while speaking of resolutions, what resolution did you make that will benefit your Society?

Did you resolve to:

- introduce a new member to BNAPS?
- join a Study Group to grow and share your philatelic knowledge?
- write an article for *BNA Topics* or a Study Group Newsletter?
- attend a Regional Group meeting and share camaraderie with fellow BNAPSers?

In short, did you resolve to become an even more active member of BNAPS?

Oh yes, while you have that newly-minted diary in hand and calendar on your desk, I suggest you block out the dates of 21-23 September for BNAPEX 2018 at the Hotel Plaza Québec in the lovely city of Québec. BNAPEX 2018 will mark the fortieth anniversary of our last visit to *La Belle Province*, when Guy des Rivières and his organizing committee welcomed us to a grand convention and exhibition of two hundred and forty frames.

Speaking of BNAPEX 2018, a newly created award—“The Lola Caron Award”—will be presented for the first time, and then at any subsequent BNAPEX meeting featuring an exhibit of Quebec Postal History that receives a vermeil or higher award. The award celebrates the significant contribution made by Mme Caron to the study and bibliography of the postal history of Quebec. Amongst other contributions, Mme Caron “wrote an interesting and exhaustive study of the modern post offices of the Magdalen Islands of Quebec and their cancels.” [Lola Caron and Jean Walton, *BNA Topics* Vol 59 No 2, Whole No 491, April-June 2002, p 50 (10)].

While I am in celebratory mode, let me offer hearty congratulations to long-time member and contributor John T Burnett, OTB. As we go to press, we have received word that John will receive the Roland Hill Award, a lifetime achievement award presented annually to an outstanding philatelist in the Southeastern United States. The award will be presented at the Southeastern Stamp Expo, an APS World Series of Philately event held in January each year in Atlanta.



My broken record keeps reminding me, and so I will keep reminding you that 2018 is an election year for BNAPS. Is it possible that YOU could be the next member of the BNAPS Board of Directors? Do not be shy—speak up—make yourself and your talents known to the Society. In addition, there are appointed positions through which you can contribute to the Society and the hobby without having to go through a formal election. At the end of the business section of *BNA Topics*, there is frequently a listing of volunteer positions—take a look at them. You could step up and ask an existing “job holder” if he or she needs some help or perhaps take on a volunteer position yourself.

Those of you who attended BNAPEX 2017/CALTAPEX in September 2017 had the opportunity to purchase items for your philatelic library. The items were offered thanks to a generous donation from George B Arfken of his extensive philatelic library for the benefit of our members. George was a well-published theoretical physicist and respected authority on Canadian philately who loaned his analytical research mind to philately and shared his findings in one hundred and forty-nine articles, published in *BNA Topics* (sixty-six articles), *Postal History Society of Canada Journal* (fifty-three articles) and Canadian Philatelic Society of Great Britain’s *Maple Leaves* (thirty articles). In addition, together with co-authors, George produced five books on early BNA postcards, postal history and stamps. Thank you, George, for your invaluable contributions.

Until the spring issue then: On behalf of the Officers and Board Members of BNAPS, I wish all of you a Happy and Prosperous New Year 2018.

With warm regards to all; good treasure hunting,

Eldon

From the Secretary—Report date: 18 December 2017

Andy Ellwood, OTB

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

Membership fees

Membership fees for 2018 are C\$35 for Canadian members, \$30US for US members, £26 for UK members, and C\$40 for members from any other country. The membership fee schedule was confirmed (with no change) at the 2017 Annual General Meeting. Applications submitted during the second and third quarter of the year are assessed at 75 percent and 50 percent of the annual fees, respectively, and those submitted in the fourth quarter at 25 percent plus the full fee for the coming year. Three-year memberships can be obtained at a ten percent reduction. Application fees can be paid through PayPal, using an online application available on the BNAPS website (www.BNAPS.org) or by sending a cheque to the Treasurer or to the Secretary.

Applications for membership

After the receipt of an application for membership, the applicant is classified as a new member. The person’s name and membership number are printed in the next issue of *BNA Topics*. If no objection from any other member is received within approximately sixty days, the applicant is confirmed as a Regular Member.

New members—applied from 27 August to 18 December 2017

R-6960 Steven Mart, Depoe Bay, OR
 R-6961 Gregg Redner, Dorchester, ON
 R-6962 Peter Wiegand, Ronkonkoma, NY
 R-6963 Steve B Davis, Calgary, AB
 R-6964 Neil Gregory, Sault Ste Marie, MI
 R-6965 Doug McAndless, London, ON
 R-6966 David Vandenbrink, Sparta, ON
 R-6967 Brian Collins, Cambridge, ON
 R-6968 Rejean F Coté, Sainte-Flavie, QC
 R-6969 Gene Borden, Knoxville, TN
 R-6970 Glen Lundeen, Calgary, AB
 R-6971 Murray Bialek, Calgary, AB
 R-6973 Terry Rhoades, Edmonton, AB

All applicants assigned membership numbers between **6946** and **6959** have been confirmed as Active Regular members of BNAPS with full membership privileges. Their names were published in the previous issue of *BNA Topics*, Vol 74, No 4, 2017, p 67.

Members reinstated

R-6465 Allan Maki
 R-6881 Leon Matthys
 R-6296 Marilyn L Melanson
 R-5271 Donald S Affleck

Deceased

E-3343 Donald J Ecobichon
 R-5199 James H O'Mara
 R-6176 John A Smallman
 E-949 William E Topping
 R-5271 Donald S Affleck

Postal address changes between 27 August and 18 December 2017

R-6402 Aaron Ain, Westmount, QC
 R-6782 Claude Cholette, Chambly, QC
 R-6967 Brian Collins, Cambridge, ON
 R-6914 Brian Davis, Eugene, OR
 R-6560 Jerry Glasgo, Medicine Hat, AB
 R-6941 AL Kazlauskas, Kelowna, BC
 R-6974 Bob Kerby, Oakville, ON
 R-6965 Doug McAndless, London, ON
 R-6362 Gordon McDermid, Ottawa, ON
 R-6652 Michael Stewart, Guelph, ON
 R-6966 David Vandenbrink, Sparta, ON

Email address changes between 27 August- and 18 December-2017

R-6402 Aaron Ain, Westmount, QC
 E-3049 Leopold Beaudet, Ottawa, ON
 R-6758 Timothy Comas, Westminster, MD
 R-5862 Robert W Cumming, Toronto, ON
 R-6764 Robert Ferguson, Halifax, NS
 R-6839 Dave Hannay, Kincardine, ON
 R-5114 James Iormetti, Vancouver, BC
 R-6875 Norman Kelso, Dundee
 R-6362 Gordon A McDermid, Ottawa, ON
 R-3995 David A Moskal, New Britain, CT
 R-6958 Frank Senz, Houston, TX
 R-4894 Michael D Smith, Oak Ridge, TN
 R-4710 Ronald F Smith, McLeod Hill, NB
 R-6652 Michael Stewart, Guelph, ON
 R-5327 Thomas J Watkins, North Saanich, BC
 R-6205 James K Wood, Saskatoon, SK
 L-3898 Ted Wright, Toronto, ON

Total active members: 1,016

Note: Exchange/non-member subscriptions (22) are not counted as active members.

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Notes:

The last example sold of Canada #1 was in Sparks Auctions #25, September 26th, 2017 realized \$66,000.00 plus 15% Buyer's Premium (\$75,900.00 CAD). The example was unused (no gum), clear to full margins almost touching at upper left and tiny faint crease on lower margin. The example offered here is in our opinion possibly the finest known and is of far superior quality.

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Regional group rant

David Bartlet

Overview

WE are already into the festive season break, with lots of activity around our regions in the last three months. The winter season is upon us, and this will bring more opportunities for you to participate in a Regional Group meeting and share in the philatelic camaraderie. Hopefully over the few weeks off, you had a chance to prepare a presentation on your favourite subject for a group meeting or maybe an exhibit. Please participate in one of these group meetings. I can be contacted by email at anytime at regionalgroups@bnaps.org. Please send all of your meeting notices and reports to me there and we will post them on the Website and on the Facebook pages.

Reports below are from Atlantic, Calgary, Golden Horseshoe, Pacific Northwest, Prairie Beavers, and St Lawrence Seaway regional groups.

Around the Region Reports

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

Atlantic

On Wednesday, 13 December, ten members of BNAPS from the Halifax region met for a noon get-together. Aside from a philatelic Show and Tell, other topics of philatelic interest were also discussed by the group. The Regional Group in conjunction with the Nova Scotia Stamp Club are investigating the viability and venues they could use to hold a future BNAPEX.

The regional group plans to have additional luncheon meetings on a regular basis to continue the camaraderie and pursuit of philatelic knowledge for the group.

Calgary

The Calgary group holds monthly meetings from September through June, from 7pm to 9pm. Ten minutes of general business are followed by a presentation, and a roundtable Show-and-Tell.

The group started the Fall season on Wednesday, 13 September, with a presentation by Dave Bartlet on the “Evolution of Automated Stamp Dispensing.” The presentation was based on a discussion of a new five-frame exhibit he had assembled and shown at BNAPEX 2017. The display showed the early Edward and Admiral coils that were dispensed through coil machines, as well as the material of modern kiosk experiments from 2008 in Southern Ontario, and the 2012 Kiosks followed by the recent kiosk dispensers across the country since 2016.

On 11 October, member Bill Wilson gave a presentation on the “1A and 1B Lettermail Incentive Rates from 1982 to 1996.” In the Show-and-Tell portion of the meeting, members presented additional items showing these incentives, which continued on well into the 2000s.

The 8 November meeting saw Ray Villeneuve make a presentation on “Special Delivery Labels and Forms.” Members were able to bring in a variety of items related to Special Delivery forms and also usage.

On 8 December, sixteen members and their spouses attended a Christmas dinner buffet at the Silver Springs Country Club, enjoying food, drink, and camaraderie for the evening. The group’s fall season ended with the regular monthly meeting, attended by ten members on 13

December, with a presentation of “Celebrating Christmas” by Eldon Godfrey. Members brought in items that related to the Christmas theme such as post cards, Christmas Seals, and military Christmas items.

Dixie Beavers

The Dixie Beavers did not have any meetings scheduled this fall.

Edmonton

The Edmonton Regional Group has continued with monthly meetings since September.

Golden Horseshoe

The Golden Horseshoe Regional Group (GHRG) meets five times a year at the Rousseau House Restaurant in Ancaster, ON from 10am to 4pm, with a pre-meeting discussion and visits with local dealers. After lunch, the meeting commences with business and a presentation.

After a good summer, twenty-one BNAPSers and guests came together on Saturday, 30 September at the Rousseau House for a day of philatelic enjoyment. The weather was fine allowing for pleasant travel.

After lunch, the more structured portion of the day got underway with announcements. Congratulations were offered to those who exhibited at the PHSC Symposium. It was from all accounts a very successful event. BNAPEX 2017 was an excellent show held at the Hyatt Regency Hotel in Calgary. The venue was great with good lighting, good dealers, and very fine exhibits. Congratulations to the organizing committee. It was an excellent convention, and the GHRG was well represented.

The speaker for the afternoon was Dr Sam Chiu, who spoke on the topic of “Canada ‘C’ Force in Hong Kong 1941–1945.” Sam, an international exhibitor and judge, took us through the trials and tribulations of those who were involved in the defense of and eventual capitulation of Hong Kong in World War II. If you have the opportunity to listen to this presentation at some point in the future, I would encourage you to take it. You will find it most enlightening.

The second meeting of the fall season was held on Saturday, 29 November. The Rousseau House makes up a special menu for the group which everyone seems to enjoy. After lunch, the formal portion of the day got under way with announcements. Four new BNAPS books were recently published. You can read about them in *BNA Topics*, online at the BNAPS website, or via the Book Department Listserv emails announcing new books. Everything you need to know about BNAPEX 2018 QUEBEC CITY is now online and will be covered in this and future issues of *BNA Topics*.

Santa came early to the GHRG and left gifts for the members in appreciation for their support over the past year. If you weren’t in attendance at this gathering, you may receive a gift in January. Be sure to ask Peter McCarthy. Thanks to those who supplied items for the auction and thanks also to those who were successful bidders.

The speaker for the afternoon was Chris Ellis, whose topic was “The Mysterious Postal Stationery Card Webb P18b (UX 18a)-New Discovery and Insights.” It was a very interesting presentation, explaining the minute details about the differences in two cards, the printings, and the rarity factors. A great deal of research has gone into this card, and Chris was generous in his acknowledgements. This was a PowerPoint presentation. Again, we thank Simon Cloughton for providing the electronics setup.

At the meeting on 27 January 2018, Mike Street presented a talk entitled “World War I Correspondence from an Ancaster Doctor on the Front Lines to his Family at Home.” Coverage of his talk and this meeting will be included in the next issue of *BNA Topics*.

Golden West

The Golden West Regional Group will meet in April 2018 at Westpex in the San Francisco Bay Area.

Manitoba NW Ontario

The Manitoba NW Ontario presently has no meetings scheduled due to the ill health of the group’s leader. We would hope that one of the current members could take over leadership of the group, so please contact me if you can help out in this group.

Midwest

The Midwest Regional Group, coordinated by Richard Judge, has not had any meetings since the last report, and none are presently scheduled.

Pacific Northwest

The Pacific Northwest Regional group held a weekend meeting in Penticton, BC, on 29-30 September to 1 October 2017. Attendees met late Friday afternoon, kicking off the meeting at the hospitality suite with a social time of welcome and snacks and drinks. Everyone then proceeded to supper at the hotel restaurant.

Saturday morning commenced with Ron Leith’s presentation on his “Victoria BC Cork Cancels.” Ken Pugh followed with “The Andre Fordel/Fred Eaton Story” of how forgeries that were identified as such were made and sold, along with some interesting history behind the forgery setup. A catered lunch in the meeting room allowed the meeting to continue uninterrupted. After lunch, Edward Haasdyk gave a presentation on “Postal History of KLM Flights between Netherlands and Netherlands West Indies” in which he showed the planes, pilots, and discussed a great deal of history.

The annual group business meeting was held that day; the remainder of the afternoon was taken up with elections and discussions. And the day did not end there: The meeting was followed by a banquet in the evening, and a presentation by Sue Kershaw, who spoke on “The Last Flight of HX313,” the story of the plane, crew, survivors, and Belgians on the ground.

The weekend was still not over, as there were several more presentations on Sunday morning. Jon Johnson started off with the topic of “WWII Canadian Merchant Marine,” following the story of a Canadian ship as it went from place to place across the Pacific. A seaman sent letters home to his mother from each place, and one could follow the progress of the ship by them. The final presentation was Dave Bartlet’s “Vending Automation of Canadian Postage,” which followed the development of the new modern kiosk stamps from its origins with the early experimental coils in the Edward and Admiral period. The group then said their farewells after a successful weekend.

Further details of the meeting are in the PNWRG Newsletter, which can be viewed in full on the BNAPS website. The next group meeting will be held in conjunction with VICPEX in Victoria BC at the Comfort Inn the weekend of 4-5 October 2018, giving attendees the opportunity to not only obtain philatelic knowledge, but to participate in a great stamp show at the same time.

Auction Announcement

The Mount Pearl Collection of Newfoundland Provisionals

February 2018 Halifax, Nova Scotia (Canada)



Excellent array of 1897, 1920 and 1929 provisional surcharges, includes essays, multiples, errors & varieties, covers. Pioneer airmail stamps with special flight surcharges and overprints for the 1919 Hawker to 1933 Balbo, includes rarities in select quality, complete settings, better positional varieties and inverts.



1932 DO-X Flight inverted surcharge error,
Very Fine, Never Hinged; BPA cert.

Halifax Airmail inverts



*Shows reverse offset '1921'
on gum side.*



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1919 Hawker Flight mint
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BPA cert.



Type I invert; BPA cert.



3c on 6c type II in black NH



Type B trial surcharge in
red and in black



Type B trial surcharge in red with
wide spacing (Pos. 41); 1969 RPSL cert.



Omitted "ONE CENT" and lower bar on lower pair,
exceedingly rare; ex. Dale-Lichtenstein



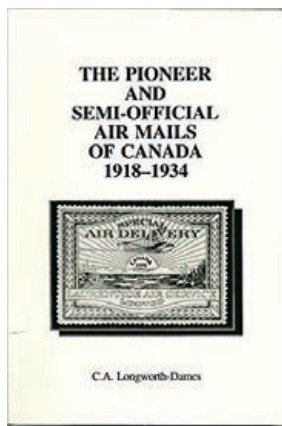
3c on 6c invert NH



3c on 6c essay

Prairie Beavers

The Prairie Beaver Chapter of BNAPS last met on Saturday 14 October in College Station TX with twelve members in attendance. The meeting started with a review of literature, including the Longworth-Dames Pioneer book from 1995 as well as various auction catalogues.



Ron Strawser, chairman of the Greater Houston Stamp Show 2017, reviewed the activities of the 15-17 September show in Humble, a northern suburb of Houston, reporting both good dealer attendance and remarkably good collector attendance, especially given that hurricane Harvey had blown through not many days before. Ron won the Grand Award for Uruguay postal stationery.

The first presentation was by Jay Stotts, who discussed the elements of topical exhibiting through his developing collection of African antelopes. Jay is an APS accredited chief judge and superb exhibitor. While BNAPEX shows do not see very many topical exhibits, it was very helpful to understand the elements required for successful presentations.

After lunch, a clothesline exhibit was held, with members showing a variety of items such as post cards from WW1, Roessler fantasy semi-official airmail stamps on cover, 6¢ Centennial stamps, money-packet covers, and a SPECIMEN overprint on an E1. Gary Giroux made a presentation on “American Exceptionalism,” using US stamps as illustrations. The thesis generated a lot of discussion by the group about its validity. Next, a donation auction, consisting mostly of literature and catalogues, was held to improve the group’s finances; a total of \$116 was raised. The day ended with a dinner at one of the best BBQ places in the city (Texans pride themselves on good BBQ, and places that don’t measure up soon fold).

St Lawrence Seaway

Eleven members got together in Perth on 14 October for their annual afternoon meeting and dinner at the historic McMartin House. A Show-and-Tell generated discussions on routes along the Rideau Canal, early Manitoba with the scarce and difficult to explain Palestine postmarks, NWT transit postmarks, and WW II transatlantic mail to the Azores with a puzzling rate. A variety of stamps were also presented for discussion. The next meeting is scheduled to be held during ORAPEX, on 5 May 2018.



Group picture from 2017 Annual Meeting of the St Lawrence Seaway Regional Group, in Perth, Ontario.

Study group centreline

Peter McCarthy, OTB

CENTRELINE presents brief summaries of specialized research done by BNAPS members as published in newsletters of its many Study Groups. This column reviews those received between 15 September and 15 December 2017.

British Columbia

The *British Columbia Postal History Newsletter*, edited by Andrew Scott, always opens with “My Favourite Cover,” a rather nice feature. The September issue, Vol 26, No 4, has Andrew submitting a cover addressed from New Westminster, BC and registered from Walley, BC, dated 22 December 1950 to Nairobi, Kenya, arriving 9 January 1951 and returned to sender because of the addressee being unknown. The cover arrived in Montreal on 7 March, and Andrew finds it quite unbelievable that it arrived in New Westminster the following day.

A report of Eastern Auction’s sale of Hugh Westgate’s material follows. Tracy Cooper begins the first of a three-part series on an early contract awarded to the CPR to carry mail and the first railway mail clerks. Tracy should also consider sending this article to the RPO study group editor for publication in that group’s newsletter. Glenna Metchette continues with the third and final part of “Flooded Post Offices of the Bridge River Valley,” this installment covering the Hydro Electric complex. Gray Scrimgeour writes about early 1870s mail to and through New Westminster—the story is accompanied by two nice covers. The newsletter ends with examples of recent BC post office cancellations. The featured favourite cover in the December issue comes from David Piercey, a 2¢ Admiral postal stationery card from Woden River in the Queen Charlotte Islands to Victoria. David feels this may be the second only-known strike from this community. The group mourns the loss of long-time member Bill Topping, who died on 21 October 2017 at the age of eighty-nine.

Eastern Auctions prepared an impressive bibliography for BC and Vancouver Island’s colonial stamps and postal history. Morris Beattie wrote an article based on the barque *Princess Royal* and showed a folded letter addressed from England to Vancouver Island with a coal mining connection. Tracy Cooper was a good friend of David Price, who died a couple of years ago. In this issue, Tracy shares postal history from David’s files, in particular about Granville and Drynoch. In another article, Tracy discusses a cover that travelled the world on a 2¢ Numeral stamp, trying to catch up with the addressee. The cover originated in Esquimalt, BC, and a map showing the routing is included. Glenna Metchette tells the story of Alys McKey Bryant, an American aviatrix and the first woman to fly in the Dominion of Canada. Included is a scarce post card signed by Alys and a couple of commemorative covers. The newsletter closes with more recent BC post offices and cancellations.

Corgi Times

Corgi Times, edited by Robin Harris, is the newsletter of the Elizabethan II Study Group. In the September–October issue, Robin congratulates the two ESG members inducted into the Order of the Beaver: Dave Bartlet and Leopold Beaudet. (I would be remiss if I were not to mention that our president, Eldon Godfrey, was also inducted to the Order at BNAPS 2017.)

Robin then writes about the final set of stamps of NHL players in the Canada Post five-year series. Canada Post also has other items to go along with the stamps. Next, we see the

illustration of the first joint issue with India, a stamp commemorating Diwali, the festival of lights. Bob Elias hosted the BNAPEX ESG seminar and show-and-tell.

In a dollar box, Jeff Arndt found a cover with a 4¢ Wilding with hairlines. It is illustrated along with the portions of the stamp showing the hairlines enlarged. And wouldn't you know it—Jeff also found a 5¢ Wilding with the constant plate variety on cover, a new discovery!

Eirwyn Jones sent in a scan of a marginal block of four of the 4¢ Centennial stamp with markings on it that asks the question: ink smear or doubling? Eirwyn is looking for comments from fellow members. Peter Skwarczynski points out a tagging oddity on the Frontier College issue of 1999 in which there are four tag types. Take note of the Vimy Ridge and Eid stamps with the die-cut varieties that appear in the quarterly packs. Illustrated are the ten Canada 150 presentation cards that were distributed to Canada Post employees along with a Canada 150 pin. Don't forget to check out the Rogues Gallery featured at the Study Group seminar at BNAPEX 2017 in Calgary.

The November/December issue of *Corgi Times* tells us of another recall. This time it is the Hanukkah stamp. The recall was for booklets of ten, the Official First Day Cover, and the Canada Post Details magazine. The recall had to do with the Star of David, and the most significant change between the original booklet cover and the reprint is that the Star of David was replaced by four candles. The UPC barcode has been changed as have the colour dots.

Canada Post has issued a number of hockey stamps. To have to mention the issue of two stamps, and a \$5 souvenir sheet, commemorating the Toronto Maple Leafs one hundredth anniversary is too much for this Montreal fan. Canada Post has also issued two stamps printed in *tête-bêche* format, showing a modern player and one from days gone by. This is a joint issue with the United States. Note the untagged error in the 2017 Christmas souvenir sheet. The 2018 Unitrade catalogue is now available for \$49.95. Andrew Chung has written about the 2017 Christmas seals available in Ontario in 30- and 36-pane formats. The other provinces, except Manitoba and Quebec, offer a 30- or 36-pane to donors. Quebec offers a different format. Robin asks “Why the secrecy in the issue of stamps recently?” The question from Rebecca Harris, Robin's daughter, is “Is it time for another engagement stamp?” Meaning, will Canada Post do something in respect of Harry and Meghan's engagement? Kiosk outlet location codings will be provided in future issues of *Corgi Times*. Robin has provided a database for those wishing to find stamps issued on one's birthday, or on the dates of births, deaths, or other important events—a great project whose description ends the newsletter.

Dead Letters

The Canadian Dead Letter Office Study Group is trying—with difficulty—to keep going, according to newsletter editor Gary Steele. In this December issue, Gary says they will try to produce two-three issues per year. What is needed is your input, because Gary and Brian Plain can't do it alone. In this issue, we read Brian's final installment of the article on the Victoria Post Office and Undeliverable Mail. This installment deals with the period between 1913 and 1925. Some great covers with excellent markings are noted.

Next, we learn that, until 2012, all undeliverable mail outside of Ontario was directed to the Sydney, NS UMO (Undeliverable Mail Office). A change was made at that point—and the article shows the directive and tags indicating that all undeliverable mail was henceforward to be directed to the Scarborough, ON UMO because of claimed better management of rising costs and increased efficiencies. Gary Steele reports a new Montreal, single-oval handstamp

shown on a post card, plus an only-known copy of an Ottawa oval returned from Gambia during the Admiral era. He then reports a cover with two DLO handstamps, one a “Latest Reported Date (LRD) from 1876 originally sent without postage since the sender thought it was for “free.” It was returned to the DLO for deficient postage—three cents plus postage due of six cents. The issue ends with a notice of space to be reserved for members’ mail.

Fancy Cancels

Dave Lacelle is the editor of the *Fancy Cancel and Miscellaneous Markings Newsletter*. He advises in the August newsletter that work has resumed on the third edition of the fancy cancel catalogue. You are asked to take note of revisions to previous newsletters concerning presentations given by Ron Smith in a *Confederation* newsletter, as well as scans sent by Mike Halhead, and an article written by Ron Majors in the *Pence & Cents Newsletter* about mourning covers and embossed envelopes. Updates were sent in by Graham Searle and Roger Squires. Ralph Vicero sent in a quantity of material on Hagersville, ON. Ralph also sent in other interesting material. In the Fakes and Forgeries section, Dave explains in detail his concept of a “fake” and how he views them. The newsletter ends with an explanation of the major types of the Halls Harbour crown wax seal sent in by Hugh Rathbun, and a PC cancellation used on an unsealed birthday card envelope sent to Dave’s wife.

First Impressions

The First Day Cover (FDC) Study Group newsletter, *First Impressions*, is always interesting, sometimes mysterious, and colourful. Issue 33, edited by Gary Dickinson, is no different, and his plea for articles paid off. Paul Varty submitted four covers made by Syd Hancock originating from Steep Rock Lake, recounting their history. He asks if there are any other such Hancock FDCs postmarked from Steep Rock Lake or Atikokum. John van der Ven sent in two FDC cachet samplers prepared by Herman Jacobi and Robert McGuinness sent in a Leacock Rosecraft FDC with a strong printing offset. Alan Warren reviewed two books: The first is about Artcraft covers by Martin L Severe; the second by Douglas S Weisz, a US stamp dealer, describing Dorothy Knapp’s early life and illustrating many of her famous cachets. Once again from John van der Ven are two FDCs produced for the 1949 bicentenary of the founding of Halifax plus a reproduction of the story in *Popular Stamps*. George Basher sent in two political covers, a last day and a first day, prepared by Carl Jennings, lamenting the end of the 4¢ postage rate on 31 March 1954, and showing one dated 1 April 1954 with the 5¢ Beaver. Does anyone know anything of the firm called ARC, which made FDC cachets for most Canadian stamps between 1960 and 1967? Two pages of illustrations in this timeframe from the Barry Douch collection are shown. If you know about this, please contact the editor. The newsletter ends with an article by David Hanes illustrating the Centennial issue on covers produced by Kolor Kovers. David noted that this company started producing FDCs with the Northern Development issue of 1968, ending with the Stephen Leacock issue of 1969.

In Issue No 34, (January–March 2018), Gary begins with an article by John van der Ven providing more information about the famous American cachet maker, Dorothy Knapp, the book written about her, and the author of the book, Douglas S Weisz. With permission, John has used some of the information in his article about Dorothy Knapp’s Canadian cachets. Accompanying the article are four pages of cachets from 1947 to 1953. Barry Douch sent in illustrations of cachets from an unknown Winnipeg maker, and Ken Thibault shows three cachets: He would like to know who made them and any other information available. Robert

McGuinness provided two FDCs with dated cachets pasted to the covers. If you have comments, please send them in. You know, the more you read about cachet makers the more interesting it gets, as John van der Ven, an excellent researcher, points out in his article “Caneco’s Connection with Schering and Other Companies.” Schering Corporation was a pharmaceutical company; CANECO was the Canada Envelope Company. If you want to know more, order the newsletter. The last item in this issue is an early Kolor Kover cover from Barry Douch illustrating a NATO stamp from 2 April 1959. He was commenting on David Hanes’ article from issue 33.

King George VI



Ken Lemke, the editor of the *King George VI Post & Mail Newsletter*, begins Issue 37 with a John Jamieson article about a new discovery, made by Kayle Deveney, of a “crease on the collar” (see Figure) on an imperforate pair of 3¢ Mufti. The discovery is now in the hands of John Jamieson. Donald LeBlanc contributes Part VI of his series on the 1939 Royal Visit, writing about the production of “The Possibles.” This is followed by Part 10 of Eldon Godfrey’s series, “Foreign

Exchange Control Board article on Incoming Mail.” Illustrated covers explain what was examined and what wasn’t. Ingo Nessel submitted a registered cover from Ottawa to Germany and explains how it left Canada uncanceled and was cancelled in Germany with an auxiliary device. In “Letters to the Editor,” Peter Kritz sent in a cover of an FDC of the revised last George VI issue from London that Gary Dickinson had not included in his list of Ontario cities. As Peter states: “One never knows when the next interesting item will turn up.”

Military Mail

In the November 2017 Newsletter No 229, editor Dean Mario starts with a Christmas greeting card from Lieutenant-Colonel CM Strange and Officers of the 58th Regiment of the Westmount Rifles and a little history of the regiment. (May I be so bold as to add that my grandfather fought with the Westmount Rifles overseas.) Mike Street illustrates a well-travelled cover, mailed from Hamilton to an LAC Jamieson on 25 January 1943, arriving in North Africa on 17 October 1943 and received shortly thereafter. The military authorities sure worked hard to find mail recipients. Lee Dowsley sent a cover illustrating an unlisted FPO—an “S.C.4 straightline,” similar to one previously written up by Mike Street. Mike also reported on the Study Group meeting at BNAPEX 201, flagging the fact that this year’s ORAPEX theme is the military. At the Study Group meeting, Jon Johnson gave a presentation about those who served on merchant ships during WWII. Lee Dowsley reported a previously unknown, duplex blackout cancel from North Vancouver. Rounding out the newsletter is a 1950 1¢ postal stationery card from the 4 Signal Regiment in Montreal to one of its members.

Newfoundland

In the *Newfie Newsletter* editor’s comments in the October-December Issue No 169, Malcolm Back mentions a link to the Chicago Collectors Club about the Robert Platt slides sent in by John Walsh and raises the age-old complaint—there are no articles in the bank. Please help! In this issue, Joseph Schlitt described a double-printed 1¢ Map Stamp. From Bruce Robertson

comes an article about Sandy Point and the incoming mail to Rev EA Butler. Malcolm Back added a Butler cover addressed to former RPSC president Dr Earl S Ball with a Registered Return Receipt Requested handstamp and a wax seal bearing a side profile impression of a man's head. Bruce Robertson submitted a good short story on Rev Butler's customers—it involves a gun fight; the Atchison, Topeka & Santa Fe Railway; Oliver Moorshead; a Mr Hanlin and, of course, Rev Butler. John Walsh tells the story of the 1942 24¢ Last Resources issue and a seldom-observed plate type. Malcolm Back shows an illustration of the full sheet from his own collection with a full description. Robin Moore shows a "Liberty" cover he purchased this past summer, one of two known; the other has been written up by John Walsh in *BNA Topics*. John's cover was addressed to Capt A Anonsen, Robin's cover to Anonsen's wife. There is no Newfoundland cancellation on the cover due to the early flight from Harbour Grace. Also shown are die proofs of the 1931 50¢ airmail stamp that franks the cover. Ending the newsletter is a discussion among Terry Rhoades, John Walsh, Rob Moore, and Jean-Claude Vasseur on the cross-hatched variety of the 3¢ Queen Elizabeth from the 1941–1944 issue.

Perfins

Jim Graham, the editor of the *BNA Perforator* starts the October issue with an update on the Study Group and a BNAPEX report. Next comes an update with changes and additions to the fifth edition of the perforation catalogue. There is only one article in this issue: "Usage of the Canadian Royal & Queen Insurance Co. Perfins—The R3, R5, R6 and R7" by Russell D Sampson. This is a long, well-researched article giving the history of the two companies in Canada along with merges, illustrations of the perfins with dates of usage and the stamps the perfins appeared on. The last page shows a strip of three 1¢ Small Queens with an "L" character punch. Michael Behm would like to know if anyone has seen similar punches. (To this reporter it looks very much like a railroad conductor's punch.) This ends the newsletter.

Postal Stationery

Again in this November issue of *Postal Stationery Notes*, Robert Lemire refers to himself as "Interim" editor, which would indicate that he is not complaining (Robert never does.), but relief would be nice. The feature of this group's seminar at BNAPEX 2017 was a presentation by Mike Sagar on the postal stationery cachets designed and printed by Gus Knierim, approved by the Post Office and sold as postal products. You can see the catalogue of these envelopes on the website, www.conestogapresscachets.ca. Another fake surcharge has been discovered on a Newfoundland 1¢ postal stationery card. Four such fakes are now known. Robert Lemire reports on new Postcard Factory postage-prepared card views with illustrations. Pierre Gauthier writes about an Official FDC using a formula air letter form corresponding to Webb's A25, illustrating the letter form using adhesives of the Colombo Plan issue. Chris Ellis sent in a lengthy article on illustrated cards from the Dominion Drug Co of Hamilton, ON, telling the interesting history of the company's founder, Charles W Tingling. Comments are sought about a cover with a 4¢ Wilding—reported envelope dimensions vary. The newsletter ends with illustrations of more New Brunswick Telephone private-order envelopes.

Revenues

The *Canadian Revenue Newsletter* is edited by Christopher Ryan. The September issue begins with the announcement that the 2017-18 Canadian Wildlife Habitat Conservation stamp in sheet, booklet, and electronic format has been available since 1 August. David Hannay sent in

two stamps with the cigarette tubes roller cancel, and Fritz Angst submitted a pair of 1\$ three-leaf excise stamps with AEA punch cancels. Edward Walsh shows a 50¢ Ontario Law stamp, with an extra period preceding the “C.F.”. Brian Peters submitted six images of weights and measures verification stamps that were affixed to scales and gas pumps. Steve Moreland provided a nice strip of five 50¢ gas inspection stamps from the 1897 series.

Railway Post Office (RPO)

On the first page of the July-September issue, Vol 45 – 3, Editor Ross Gray shows a cover bearing the rare hammer reading REGISTERED/_G.T.R. w_, MR 21, 76, a new late date. Ross believes it to have been struck through cloth; the strike indicating a device similar to those used by railway clerks to apply station markings on railway tickets. Ross continues with several other hammer studies. New reports were sent in by Wayne Schnarr and Colin Lewis. Check your RPO holdings for QC-311.01: It has not been seen, and Ross would like to see one and properly record it. Rick Parama provided a short article on the Grand Trunk Pacific west of Wainwright RPO, as well as a scan of a lovely mourning cover with a second reported example of the Paris DPO cancel. A new clerk handstamp has been discovered by Ferd Belanger that reads “J.M--LL/QUEBEC CENTRAL RY. / Railway Mail Clerk., AUG 7 North, 1891.” Ferd believes the clerk to be John Miller Hall. The balance of the newsletter is taken up with reports from Jack Brandt and Ross Gray, mostly about new early and late dates of use.

Squared Circles

The *Roundup Annex* is the Squared Circle Study Group newsletter edited by Gary Arnold. Page one and part of page two of the October issue is taken up with new reports and updates, accompanied by illustrations of the cancels on Jubilees and a 3¢ Small Queen. The one and only article, which was submitted by Brian Copeland, asks the question: “Why were there two Wolseley squared circle hammers?” Hammer 1 was in use for one and one-half years and was supplemented by a split-ring cancel. Yet the Hammer 1 cancel showed that it was badly worn. Hammer 2 was in use for about four and one-half years. If anyone can shed light on the Wolseley cancel, please get in touch with Gary and send in any scans you may have. There are only four known strikes on cover.

Postscript

BNAPLEX 2017 held in Calgary was one great show. Yours truly managed to attend several seminars and sat in on some good presentations. There certainly is no lack of material out there, so help make your Study Group newsletter great by sharing your knowledge. Finally, **a very Happy New Year to all.**

BNAPS exchange circuit news

Andy Ellwood OTB

THE review of older material has been completed and most of the sheets have been returned to the owners. Some material (of deceased members) will be submitted to Sparks Auctions to be offered in their May or September auctions. There have been

about fifty sheets of new material received, and it should be listed after Christmas. Contact me by phone at (613)737-2137 or by email at andy_ellwood@rogers.com.

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LITERATURE

NEW ONLINE REFERENCE: The private cachets added to Canadian postal stationery 1986-2004 by the Conestoga Press of Thornbury, Ont. Over 300 listings! www.conestogapresscachets.ca.

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>.

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Richard Fleet, 1570 Buckingham Close, Victoria, BC V8N 5J2, 250-721-2880
<jrfleet@shaw.ca>

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

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