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BNA Topics, Volume 75, Number 2, April–June 2018

Editorial

Ronald E Majors

Have you thought about donating your extra philatelic materials?

I am sure that you, like me, have lots of duplicate stamps and perhaps covers sitting in your closet or your desk drawers, taking up space that could be used for current projects and activities. Have you ever thought about getting rid of these items to benefit somebody else or perhaps earn a few bucks (or pounds, euros, etc.)? First, if you have any “outstanding” items, the most obvious choice is to direct them to one of the many auction houses. But if you have “advanced” items that might get lumped together into a single lot by an auctioneer, then consider selling them through the **BNAPS Exchange Circuit**. More and more BNAPSers are taking advantage of buying and selling items in this manner. For better non-Canadian/BNA materials, one has a choice. In the US, the American Philatelic Society (APS) has a very active program, both circuit mail sales and online in its Stamp Shop, where items can be listed for a nominal commission. In Canada, the Royal Philatelic Society of Canada (RPSC) also operates a circuit mail sales program, like the APS, but no online program exists.

But what about those other stamps and covers? Most likely, together these items may not have enough value to list in a circuit or send to an auction house. Why not consider donating them to the many worthwhile programs offered through philatelic societies, stamp clubs, knowledgeable charities, or other legitimate organizations that make determined efforts to see that the proceeds get into the hands of the needy? For many years, BNAPS had an ongoing stamp donation program administered by former President Bob Dyer from his California base. The stamps were used at various US and Canadian youth tables at stamp shows, but the process became unwieldy and postage costs became intolerable when changes in the US Postal Service postal regulations required all cross-border packages to be sent first class. Nobody on the Canadian side of the border stepped up to continue the program within Canada. So the program ended in 2013 and remaining stamps were gifted to WESTPEX National, an APS-sponsored show. At least one BNAPS Regional Group still carries on a local program (the Golden Horseshoe in Ontario). The Canadian Stamp Dealers Association used to run a youth table at its shows but that, too, ended. Fortunately, the National Postage Stamp and Coin Show will reinstitute the Young Collector’s Table at its next event, 28-29 October 2018 in Mississauga, Ontario.

In addition, there are still many fine organizations that actively seek stamps and covers to provide to youth stamp clubs, veteran’s hospitals, and teaching programs. In Canada, the RPSC has established the RPSC Philatelic Research Foundation. It accepts donations to fulfill its mandate to promote youth and new collector philately. Besides providing stamps and supplies to adult leaders for youth tables and booths at shows, regular meetings or in schools, the Foundation also accepts in-kind contributions of collections and accumulations that are sold at auctions to raise funds to support its programs. In fact, the Foundation will fund serious promotional projects that support youth and new collector activities. In the US, the APS has a very active program called Stamps Teach that provides information and resources to K-12 educators. The goal of the Stamps Teach program is to develop and share standards-based

learning activities that use philatelic articles as instructional tools. Teachers can apply for free textbooks with lesson plans based on symbols and images found on postage stamps, to provide a visual history of the people and events that have shaped the United States. The APS also accepts stamps (mint and used), and the stamps are made available to children's tables at APS and other stamp shows.

There are many charities that take stamps; a simple Internet search reveals the large number of them. Many of these charities accept stamps, but do not have the philatelic knowledge to work with stamp clubs or shows or to optimize the financial return on the donated items, important to those who take advantage of their charitable giving. Many of them turn the donated stamps over to wholesalers or auction houses, from which the return to the charity are negligible. However, a worthwhile US charity that I have donated to is *Stamps for the Wounded*. This program, a service activity formerly run by philatelists from the Lions Club, provides stamps (preferably on paper) to hospitalized veterans. The vets are given instruction on the basics of philately (how to soak stamps from paper, mount stamps in albums, and so on). The program is now run by noted philatelist John Hotchner and colleagues who can be reached at <jmhstamp@verizon.net>. Philatelic items can be mailed to Stamps for the Wounded, P.O. Box 1125, Falls Church, VA 220141-1125.

In Canada, Oxfam has an active program that turns donated stamps and covers into funds for its ongoing work. Details can be found at <https://www.oxfam.ca/stampoutpoverty>, or by mail at Stamp Programme, Oxfam Canada, 39 McArthur Ave, Ottawa, ON K1L 8L7, or by visiting their table at the Spring ORAPEX show. There are similar charities throughout the world carrying on such worthwhile activities, but it is important to check them out before sending your donation.

The question always arises about an income tax credit for donating collectibles to charities. I am not trying to give legal advice here, but it is often possible to obtain credit—however, the rules are complicated. In the US, if the charity is classified under the Internal Revenue Code Section 501(c)3, the IRS allows deductions for stamps/covers. In Canada, if the charity has obtained official Canada Revenue Agency (CRA) registered charitable status, donations such as stamps/covers can be used for tax credits. In fact, a tax treaty between the US and Canada allows citizens of each country to get tax credits for gifts to cross-border registered charities. However, one of the rules for Canadians is that you must have US income (even from investments such as stocks/bonds) or vice-versa for an American donating gifts to Canadian charities.

Provincial tax rules offer further complications, so check with your accountant. In either country, make sure that you get a charitable written tax receipt from your registered charity. One piece of advice: you will not be allowed a deduction based on the minimum Scott or Unitrade catalogue price. The value of a donation is based on what is called "fair market value," which means what the value would be if one tried to sell the stamps on the open market. To figure this out one must get an opinion from a dealer or very knowledgeable collector or, in the case of very large donations, an appraisal by a qualified appraiser. Proceed cautiously if you want to make a large donation.

Rather than worrying about tax deductions though, why not enjoy the pleasure of seeing your duplicates or extra materials get into the hands (or albums) of a budding stamp collector?

Matters Military 17. From Russia with love

Mike Street, OTB The seventeenth in a series devoted to Canadian military philately. Each column will be from one-to-five pages long, focussing on a single subject. It will appear as often as material is available. This article is the result of an eBay purchase of a cover that had a Canadian military related endorsement. The author had no idea how interesting the story would be. If you have an interesting military story from any era, why don't you tell it here too?

KARNY Chabuck was born 15 August 1895 in Selo Gumence, Shatara Post Office, Podolsk Province, Russia. Podolsk is about 30kms south of Moscow. After immigrating to Canada, he settled in Winnipeg and found work as a labourer. With World War I raging, amid regular calls for volunteers, on 8 November 1916 he enlisted as a Private in the Canadian (Overseas) Expeditionary Force (CEF) for the "duration of the war." He was given Regimental Number 1072073, assigned to the 250th Battalion CEF, and stationed in Winnipeg [1].

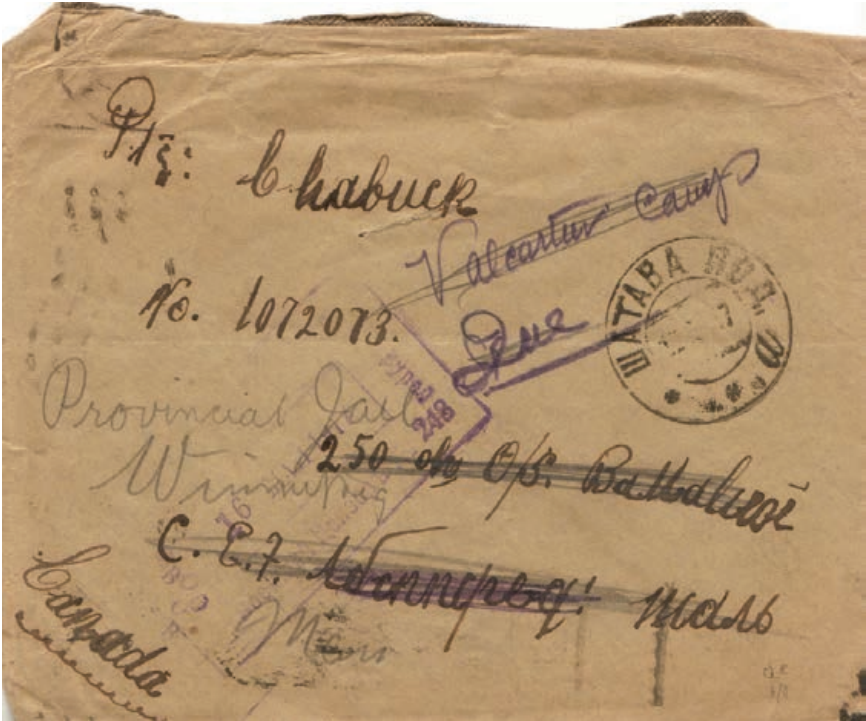


Figure 1. Envelope from a May 1917 letter written by Doria Chabuck to her son Karny after he had enlisted in the Canadian Expeditionary Force.

Keywords & phrases: WWI, Military mail, 250th Battalion CEF, Canadian railway troops

The cover illustrated in Figure 1, mailed at “Shatar, Pod.,” Russia on 17 May 1917, arrived in Winnipeg and began a roundabout journey to reach the addressee. The scratched-out military endorsement that caught my eye in the eBay listing was “Valcartier Camp / Quebec,” seen at upper right above the Russian postmark. What I did not see until the envelope was in my hands was the second pencilled endorsement, at centre left: “Provincial Jail / Winnipeg / Man.” This really got me going!

The digital record held by Library and Archives Canada (LAC-BAC) [1] shows that Karny Chabuck’s first year in military service was a bit rough. On 6 February 1917 he was “Awarded 1 days (sic) C.B.,” that is, punished for some relatively minor offence by being “Confined to Barracks” for a day. A month later, on 7 March 1917, he was “Awarded 7 days C.B.,” obviously a greater offence. On 12 April 1917 he was hospitalized for four days with “La Grippe,” a term used in this period to refer to the Spanish Flu Influenza pandemic which was then beginning to be felt around the world. On 21 May 1917, he was “Awarded 8 days C.B.”

Things then got a bit more serious. The record for 6 June 1917 reads, “A.W.L. Forf 4 days (sic) Pay 5 days C.B.” or “Absent without Leave, Forfeited 4 days pay and Confined to Barracks for 5 days.” Given the date the letter was mailed in Russia, it is very likely that when it arrived in Winnipeg—unfortunately there is no receiving cancellation—Karny was serving this latest punishment, possibly in the provincial jail, which would account for the second endorsement. In any event, the letter was forwarded to Valcartier Camp, passing through Quebec City on 2 August 1917 (Figure 2). The Valcartier endorsement was subsequently scratched out and the postmark trail ends there.



Figure 2. Reverse of letter in Figure 1. Postage was paid by an overprinted 10 Kopek stamp. The Russian postmark at upper right—dated “17 5”—was likely applied at Odessa. The Quebec flag cancel at lower left is dated “Aug 2 / 8 PM / 1917.”

After serving this punishment, on 27 June 1917 he was transferred to the #10 Canadian Corps Depot, a holding unit for troops destined to go overseas to join units of the Canadian Corps.

A year after enlisting, on 17/18 November 1917, he was transferred to the 1st Depot Battalion, Manitoba Regiment which, in the next three months, travelled to Halifax. The Regiment embarked for England on *SS Grampian* on 5 February 1918 and arrived on 16 February at either Dover or Folkestone.

The following day Pte Chabuck was “taken on strength” in the 18th Reserve Battalion at Dibgate Camp. On 9 April 1918, he was transferred to the Manitoba Reserve Division, and three weeks later, on 30 April 1918, he arrived at the Canadian General Base Depot on his way to join the 6th Battalion of the Canadian Railway Troops (CRT) in France on 5 May.

Canadian railway units played a major role in the construction and maintenance of railways of all gauges, including light railways, for the five British Army areas in France and Belgium. Some were formed as Royal Engineer units but, after the formation of the Corps of Canadian Railway troops in April 1918, they became the responsibility of the Office Administering the Royal Canadian Engineers. They were not, however, a part of the Canadian Engineers [2]. One result of this transfer was that Pte Chabuck became “Sapper” Chabuck, an equivalent rank denoting combat engineers or other personnel who supported the front-line infantry used by the Engineers and adopted by the CRT battalions.

The records are silent on where Sapper Chabuck was located or what he did in France in the summer and early fall of 1918, both before and after the Armistice went into effect on 11 November. The next entry in the record shows that on 24 January 1919 he was “S.O.S. England for Dem.,” or “Struck off strength for Demobilization”, and then on 1 February “Taken on Strength at the CRT Depot at Knotty Ash, near Liverpool.”

Sadly, the Spanish Flu caught up with Karny Chabuck a day later. On 2 February, described as “Seriously Ill”, he was taken to Burdon Military Hospital in Weymouth where he “D[ie]d of Pneumonia” on 8 February 1918. He was buried in grave IC 3251 (Figure 3) in Weymouth’s Melcombe Regis Cemetery. [3]



Figure 3. Sapper Karny Chabuck’s gravestone. [3]

Postscript and acknowledgement

Was Karny’s mother informed of her son’s death? With her full contact details noted twice in the official record and the Canadian Military’s exemplary history of notifying families of the condition of loved ones, of which I have personal experience, I have no doubt that at least one letter was sent to Doria Chabuck. Whether or not it reached her, given that the Russian Revolution was still ongoing in early 1919, is unknown.

Did the cover in Figures 1 and 2 ever reach Karny Chabuck? The fact that it exists one hundred years later suggests it did eventually reach him, but there is no way to know for sure. Much to my surprise, a Google search for “Karny Chabuck” turned up a link to a UK website for the “Weymouth Walks First World War Trail” [4] which includes a capsule history of him in the section on the Melcombe Regis Cemetery!

My sincere thanks to Wayne Schnarr for helping me get the full digital record of Karny Chabuck’s CEF service.

References and endnotes

- [1] <http://central.bac-lac.gc.ca/.item/?op=pdf&app=CEF&id=B1594-S019>
- [2] <http://www.collectionscanada.gc.ca/obj/005/f2/005-1142.29.014-e.pdf>
- [3] <http://www.veterans.gc.ca/eng/remembrance/memorials/canadian-virtual-war-memorial/detail/2749506?Karny%20Chabuck>
- [4] <http://www.weymouthwalks.co.uk/sample-page/first-world-war-trail/>

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Circular army censor markings used by the Canadian Army in Newfoundland during World War II

Paul Binney

Introduction

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

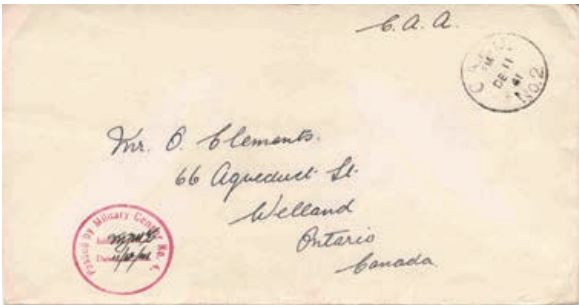


Figure 1. Type I censor mark on correspondence from Gander (CAPO 2), censored on 11 December 1941 and mailed the same day. The single enclosing ring of the censor marking is clearly visible, as is use of the Initials and Date lines of the marking. (Reduced from original size.)

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



Keywords & phrases: Military, WWII, Censor markings, Newfoundland, WWII, Canadian army

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

Classification

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

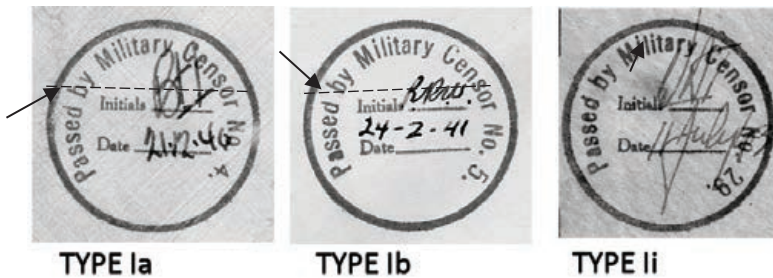


Figure 3. Type I markings (shown original size).

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

For the Type II marking, the line extensions would indicate a Type Ib marking, but the first "i" in Military is slightly raised relative to the arc formed by the other text (shown by the arrow in Figure 3). All of these Type I marking variations are consistent and not affected by age of the censor mark, force of the impression, or poor inking.

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

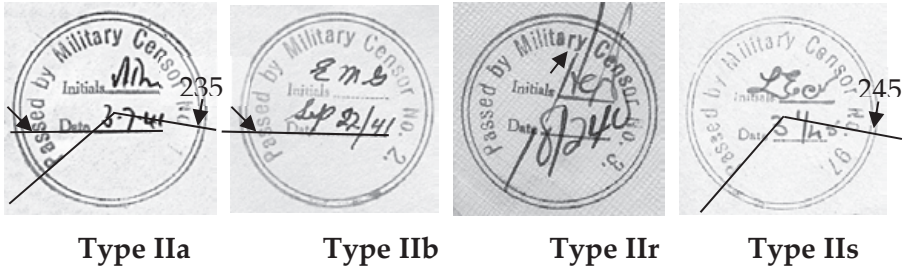


Figure 4. Censor marks of Type II (shown in original size).

The last type of two-ring marking is the Type IIs. In this case, the text is of a slightly smaller font that is not compressed horizontally. Doug Hannan identified this variation by eye [3], but it can most easily be seen by overlaying scanned markings using a computer graphics program that supports layers, where transparency of each layer can be modified to see both markings at once. An angular measurement of the arc of the text shows that the text from the “P” of “Passed” to the “o” of “No” is 235 degrees for the Iia, Iib, and Iir markings, but 245 degrees for the IIs marking. Separation differences between text and surround are also slightly larger for the IIs marking. Type IIs markings are only seen in the later batches of production, the first example, Censor 40 (Table 1) is thought to have been a test impression before more masters were made to produce additional markings.

Production history

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

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

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

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

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

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

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

Use

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

Routine Censorship Regulations (21 September 1940)

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

In Newfoundland, censor markings were commonly associated with a military unit. An example (Table 2) is Military Censor No 4, where the marking was first used by the Lincoln and Welland Regiment at CAPO 1 in April 1941. From September 1941 to February 1942, the Lincoln and Welland Regiment was based at CAPO 2, and the Censor No 4 marking moved with them.

From March 1942 to December 1942, the regiment and the censor marking were back in St John’s at CAPO 1. Early use of the marking in 1941 was before the deployment of the whole regiment and most likely represented the arrival of the advance Headquarters Company at St John’s.

Table 1. Censor numbers with type defined, classified into Production Runs.

First Production Run			Second Production Run			Third Production Run		
Censor	Type	Sequence	Censor	Type	Sequence	Censor	Type	Sequence
1	IIa		22	Ia		50	IIs	
2	IIb		23	Ii	Iaia	51	II	
3	IIr		24	Ia		52	IIs	
4	Ia	Iaba	25	Ia		53	IIs	
5	Ib		26	Ii	Iaia	54	IIs	
6	Ia		27	Ia		55	IIs	
7	IIa		28			56	Ia	
8	IIb		29	Ii	I_ia	57	I	
9	IIr		30	Ia		58	Ia	Ia
10	Ia		31	Ia		59	Ia	
11	Ia	Iaab	32	Ii	Iaia	60		
12	Ib		33	Ia		61	Ia	
13	IIa		34	Ia	Iaa	62	IIs	
14	IIb		35	Ia		63	IIs	IIs
15	IIr		36	Ia		64	II	
16	I		37	Ii	Iaia	65	Ib	
17	Ia	I_ab	38	Ia		66	I	Ib_a
18	Ib		39	Ia		67	Ia	
19	IIr		40	IIs	IIs	68		
20	IIb		41	Ii	Iaia	69	IIs	
21	IIa		42	Ia		70	IIs	IIs
			43	Ia		71	IIs	
			44	I	Ia_a	72	IIs	
			45	Ia		73	Ia	
			46	I	I	74	Ia	Iab
			47	Ia		75	Ib	
			48	Ii	Iaia	76	Ib	
			49	Ia		77	I	
						78		
						79	IIs	
						80	IIs	IIs
						81	IIs	
						82	IIs	
						83	I	
						84	Ib	Ib
						85	Ib	
						86		
						87	IIs	
						88	IIs	IIs
						89	II	
						90	IIs	
						91		
						92		
						93		
						94	Ib	Ib
						95	IIs	IIs
						96	Ia	Ia
						97	IIs	IIs
						98	Ia	
						99	Ia	Ia
						100	Ia	

Note: Blank lines represent markings with no examples, and markings only classified into Type I or II indicate available strikes were not clear enough to further classify. Shading is used to highlight the groups of markings and show the patterns of production.

First Production Run

- Earliest-known use November 1940 (#3)
- Latest-known use May 1945 (#12)

Second Production Run

- Earliest-known use June 1941 (#24)
- Latest-known use May 1945 (#35)

Third Production Run

- Earliest-known use May 1942 (#51)
- Latest-known use August 1945 (#70)

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

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

- (1) In some cases, personnel on temporary assignment use their “permanent” address at another location as their return address.
- (2) Personnel in transit will sometimes provide their “new” address as their return address.
- (3) In some cases, personnel refer to a unit that was never officially in Newfoundland. These can reflect new postings where the service personnel put down the wrong unit, or transcription errors where the current owner of the cover is unable to clearly ascertain the complete return address.
- (4) Mail routing in the military postal system provides examples where troops were using the CAPO 5 post office to send mail, but their return mail (and return address) was via CAPO 1. Equally, some material is date stamped at CAPO 10, but was apparently censored at St John’s.
- (5) Mail could be censored by an officer who was not part of the sender’s unit (regulation 4). Numerous examples are seen. The most obvious examples are covers where the sender was in the air force, but the mail was handled by an army censor. Other examples are noted on mail from the Canadian Dental Corps, the Atlantic Command Signals, the Canadian Legion War Services and other smaller service units at remote locations.

General conclusions

Based on the information compiled in this study, it is possible to draw several conclusions about the manufacture and use of the circular military censorship markings used by the Canadian troops in Newfoundland during WWII.

Censor markings were produced to cover a range of numbers from 1 to 100. No information has been received to document the use of eight of these numbers. At least one duplicate hammer has been identified (Censor No 3).

By examining patterns of production, a minimum of three periods of manufacture can be identified, and their period of introduction estimated: Group 1, Numbers 1–21, November 1940; Group 2, Numbers 22–49, June 1941; and Group 3, Numbers 50–100, May 1942.

Known use for each censor number is provided in Table 2. Although there is no reason to doubt that all numbers were issued and used, the preserved record is a function of how long the censor mark remained in use and, in all cases, the volume of preserved correspondence from a particular unit. Although use of the lower numbered markings apparently continued throughout the war, many of the later markings were only used for a short period of time and by a restricted “client base.” A single cover does not establish the unit using the marking.

Table 2. Use of the Canadian Army Circular Censor Markings in Newfoundland [6]. Bold text with shaded background represents information established from three or more covers. Unshaded information is based on a limited number of covers (1-2).

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

Number	Type	Unit	EKD	LKD	CAPO/PO
9	Type II	Royal Rifles of Canada	Jan/41	Sep/41	BPO/St John's/ Gander
9		Sherbrooke Fusiliers Regiment	Sep/41	Feb/42	CPC No 1/ CAPO 1
	9-others	HQ, W FORCE	Sep/41		CAPO 1
	9-others	Algonquin Regiment	Nov/42		CAPO 3
	9-others	Le Regiment de Joliette	Apr/43	Jul/43	CAPO 3
	9-others	HQ, W FORCE	Apr/44		CAPO 1
	9-others	#4 Anti Aircraft Gun Operations Room, RCA	Dec/44		CAPO 2
10	Type I	Lincoln & Welland Regiment	Dec/41	Dec/42	CAPO 2/ CAPO 1
	10-others	RCAF	Sep/41		CPC No 2
	10-others	LT H RCT, H Coy	Feb/42		CAPO 2
	10-others	Canadian Provost Corp	Jul/42		CAPO 1
11	Type I	Lincoln & Welland Regiment	Nov/41		CAPO 2
11		Lincoln & Welland Regiment	Apr/42		CAPO 1
12	Type I	Lincoln & Welland Regiment	Feb/43	Apr/43	CAPO 1
12		Edmonton Fusiliers	Apr/45	May/45	CAPO 1
13	Type I	Lincoln & Welland Regiment	Aug/41	Jan/42	Gander/ CAPO 2
13		Lincoln & Welland Regiment	Jun/42	Jan/43	CAPO 1
	13-others	Victoria Rifles	Jun/41		-
	13-others	Royal Canadian Army Service Corps	Oct/41		CAPO 2
	13-others	Canadian Provost Corp	Jun/42		CAPO 1
	13-others	Le Regiment de St Hyacinthe	Jun/43		CAPO 1
	13-others	Le Regiment de Quebec	Jan/45		CAPO 1
	13-others	Edmonton Fusiliers	Mar/45	May/45	CAPO 1
14	Type I	Canadian Provost Corp	Dec/41	Apr/42	CAPO 1
14		Canadian Dental Corps, No 10 Coy	Apr/44		CAPO 2
15	Type I	RCA, 27th LAA Battery	Jul/42	Dec/43	CAPO 1
	15-others	Atlantic Command Signals	Apr/42		CAPO 1
	15-others	2ND AERODROME DEFENCE company	Jun/43		CAPO 1
16	Type I	Edmonton Fusiliers	Apr/45		CAPO 1
17	Type I	Newfoundland Militia, Shamrock Field	Mar/42	May/45	St John's
	17-others	Atlantic Command Signals	Aug/43		CAPO 1
	17-others	HQ, W FORCE	Sep/43		CAPO 1
18	Type I	Canadian Dental Corps, No 10 Coy	Feb/41		St John's
18		Le Regiment de Quebec	Nov/44		CAPO 1
18		R.C.E.	Mar/45		CAPO 1
19	Type I	HQ, W FORCE	Dec/42	Apr/45	CAPO 1

Number	Type	Unit	EKD	LKD	CAPO/PO
	19-others	RCA, 8th LAA Regiment	May/42		CAPO 1
	19-others	Veterans Guard of Canada	Dec/42	Feb/43	CAPO 1
	19-others	CMSC (Corps of Military Staff Clerks?)	Jan/43		CAPO 1
	19-others	1ST AIRFIELD DEFENCE COY, Regt de Chateauguay			
20	Type I	HQ, W FORCE	Jul/43		CAPO 1
21	Type I	RCA, 103rd Coast Battery	Oct/41	Feb/45	CAPO 1
	21-others	RCA, 106th Coast Battery	Apr-43		CAPO 1
	21-others	RCA, 110th Coast Battery	Jul-43		CAPO 1
22	Type I	RCA, 103rd Coast Battery	Nov/41	Mar/45	CAPO 1
	22-others	Canadian Dental Corps, No 10 Coy	Apr/42		CAPO 1
	22-others	Salvation Army War Services, Cape Spear	Feb/45		CAPO 1
23	Type I	RCA, 16th AA Battery	Aug/41		St John's
23		Transit Camp, CAPO 1	Mar/43		CAPO 1
24	Type I	RCA, 16th AA Battery	Jun/41	Feb/42	CAPO 1
24		RCA, 25th AA Regiment	Apr/43	Jul/43	CAPO 1
	24-others	Atlantic Command Signals	Oct/44		CAPO 2
25	Type I	R.C.E.	Aug/41		Gander
25		RCA, 16th AA Battery	Sep/41	Dec/41	CAPO 2
25		Royal Canadian Ordnance Corps	Feb/42	Mar/43	CAPO 2
25		Canadian Postal Corps	Mar/42		CAPO 2
25		RCA, 5th AA Battery	Nov/42	Jan/43	CAPO 2
26	Type I	Atlantic Command Signals	Mar/43	Sep/44	CAPO 1
27	Type I	Defence Area HQ, Botwood	Dec/41	May/42	CAPO 3
	27-others	Canadian Dental Corps, No 10 Coy	Dec/41	Feb/42	CAPO 3
	27-others	Knights of Columbus, Canadian Army Hut	Mar/43		CAPO 3
	27-others	Canadian Postal Corps	Jun/43		CAPO 3
28		Unknown			
29	Type I	HQ, W FORCE	Dec/41	Dec/44	CAPO 1
29		R.C.E.	May/42	Apr/43	CAPO 1
	29-others	Le Regiment de Joliette	Jan/42		CAPO 1
	29-others	NB Rangers (prior to leaving for Labrador?)	Jun/42		CAPO 1
	29-others	Veterans Guard of Canada	Aug/42		CAPO 1
30	Type I	PEI Highlanders Regiment	Sept/41	Mar/42	CAPO 3
30		PEI Highlanders Regiment	May/42	Feb/43	CAPO 2
30		Dufferin & Haldimand Rifles	Sep/42	Feb/43	CAPO 2
	30-others	Canadian Dental Corps, No 10 Coy	Oct/41		CAPO 3
	30-others	RAFFC	May/42		CAPO 2
	30-others	War Services Canteen	Nov/42		CAPO 2
	30-others	Atlantic Command Signals	Mar/45		CAPO 1

Number	Type	Unit	EKD	LKD	CAPO/PO
31	Type I	RCAF	Aug/41	May/42	Botwood/ CAPO 3
31		Canadian Dental Corps, No 10 Coy	May/43	Jul/43	CAPO 2
	31-others	PEI Highlanders Regiment	Aug/42		CAPO 2
	31-others	Canadian Legion War Services	Feb/43	Apr/43	CAPO 2
	31-others	HQ, W FORCE	Sep/44	Oct/44	CAPO 1
	31-others	Royal Canadian Ordnance Corps	Dec/44		CAPO 4
32	Type I	PEI Highlanders Regiment	Jan/42	Jul/42	CAPO 3/CAPO 2
	32-others	Pictou Highlanders	May/43	Jun/43	CAPO 2
	32-others	Canadian Dental Corps, No 10 Coy	Sep/43	Oct/43	CAPO 2
	32-others	Canadian Legion War Services	Mar/45		CAPO 2
33	Type I	Royal Canadian Ordnance Corps	Nov/41	Jan/44	CAPO 1
	33-others	HQ, W FORCE	Sep/41		CAPO 1
	33-others	Royal Canadian Army Service Corps	Mar/44		CAPO 2
34	Type I	No 25 General Hospital (Botwood)	Sep/41	Jan/44	CAPO 3
35	Type I	RCA, 106th Coast Battery	Oct/41	Dec/42	CAPO 3
35		Edmonton Fusiliers	Mar/45	May/45	CAPO 1
	35-others	Algonquin Regiment	Oct/42		CAPO 3
36	Type I	RCA, 7th AA Battery	Jan/42	Dec/42	CAPO 2
36	Type I	Royal Canadian Ordnance Corps	Dec/44		CAPO 10
37	Type I	Canadian Dental Corps, No 10 Coy	May/42	Dec/44	CAPO 1
	37-others	No 27 General Hospital (Lewisporte)	Oct/44	Jan/45	CAPO 2
38	Type I	C.C.S. (Canadian Censor Section?)	Sep/42		CAPO 1
38		RCA, 106th Coast Battery	May/44	Jul/44	CAPO 3
39	Type I	Atlantic Command Signals	Mar/44	Apr/45	CAPO 1
40	Type I	RCA, 106th Coast Battery	Nov/41	Jul/42	CAPO 3
	40-others	Algonquin Regiment	Dec/42		CAPO 3
	40-others	RCA, 106th Coast Battery	Mar/43		CAPO 1
41	Type I	Royal Canadian Ordnance Corps	Apr/43	Sep/44	CAPO 1
	41-others	Lincoln & Welland Regiment	Dec/41		CAPO 2
42	Type I	RCA, 107th Coast Battery	Sep/42	Mar/44	CAPO 3/CAPO 2
	42-others	No 26 Military Hospital (Lesters Field)			Lewisporte
43	Type I	R.C.E., 5th Fortress Coy	Jul/42		CAPO 2
44	Type I	RCA, 14th AA Battery	Sep/42		CAPO 1
45	Type I	RCA, 107th Coast Battery	May/44	Jan/45	CAPO 2
	45-others	RCA, 14th AA Battery	Oct/42	Jan/44	CAPO 1
46	Type I	R.C.E.	Nov/43		CAPO 1
46		HQ, W FORCE	Nov/43		CAPO 1
47	Type I	Edmonton Fusiliers	Apr/45	May/45	CAPO 1
48	Type I	R.C.E.	Jan/43	Dec/43	CAPO 2

Number	Type	Unit	EKD	LKD	CAPO/PO
	48-others	Lincoln & Welland Regiment	Jan/42	Feb/42	CAPO 2
49	Type I	Canadian Legion War Services	Jun/43	Apr/44	CAPO 2
	49-others	Canadian Dental Corps, No 10 Coy	Jul/43	Aug/43	CAPO 2
	49-others	Canadian Postal Corps	Mar/44		CAPO 2
	49-others	Royal Canadian Army Service Corps	May/45		CAPO 1
50	Type I	Royal Canadian Army Service Corps	Sep/42	Jan/44	CAPO 3
	50-others	Royal Canadian Ordnance Corps	Dec/43		CAPO 3
51	Type I	RCA, 26th AA Battery	May/42		CAPO 2
51		RCA, 148th LAA Battery	May/44		CAPO 5
52	Type I	Le Regiment de Joliette	Apr/43	May/43	CAPO 3
52		Le Regiment de Montmagny	Feb/44	May/44	CAPO 1
	52-others	Algonquin Regiment	Dec/42		CAPO 3
53	Type I	Dufferin & Haldimand Rifles	Feb/43		CAPO 1
53		Le Regiment de Montmagny	Apr/43		CAPO 1
53		Edmonton Fusiliers	May/45		CAPO 1
54	Type I	RCA, 27th LAA Battery	Nov/42	Jan/43	CAPO 5
54		RCA, 27th LAA Battery	Mar/43	Apr/43	CAPO 1
55	Type I	RCA, 103rd Coast Battery	Jun/43	Sep/43	CAPO 1
	55-others	Atlantic Command Signals	Jun/43		CAPO 1
56	Type I	RCA, 60th AA Battery	Apr/44	Nov/44	CAPO 2
	56-others	RCA, 25th AA Regiment	Apr/45		CAPO 1
57	Type I	RCA, 16th AA Battery	Apr/44		CAPO 2
58	Type I	RCA, 148th LAA Battery	Feb/44		CAPO 5
58		RCA, 17th AA Battery	Apr/44	Aug/44	CAPO 2
59	Type I	RCA, 48th LAA Battery	Feb/43	Jul/43	CAPO 1
60		Unknown			
61	Type I	RCA, 154th AA Battery	Jan/44	May/45	CAPO 1
	61-others	RCA, 84th LAA Battery	Mar/43		CAPO 1
62	Type I	RCA, 7th AA Battery	Mar/43		CAPO 2
62		RCA, 17th AA Battery	Dec/43	Feb/44	CAPO 2
63	Type I	RCA, 154th AA Battery	May/43	Dec/43	CAPO 1
64	Type I	Royal Canadian Army Medical Corps	Nov/44		CAPO 1
65	Type I	RCA, 55th Sec, LAA Regiment	Dec/42		CAPO 1
66	Type I	#5 Anti Aircraft Operations Room (AAOR)	Apr/44	May/45	CAPO 5
66		RCAF	Jun/44		CAPO 5
67		Canadian Legion War Services	Mar/43		CAPO 1
68		Unknown			
69	Type I	Pictou Highlanders	Jul/43	Aug/43	CAPO 2
	others	Canadian Dental Corps, No 10 Coy	Jun/43		CAPO 2
70	Type I	Canadian Dental Corps, No 10 Coy	Mar/44	Aug/45	CAPO 1

Number	Type	Unit	EKD	LKD	CAPO/PO
71	Type I	RCA, 27th LAA Battery	Mar/44	Feb/45	CAPO 1
72	Type I	W Force Transit Camp	Jan/45		CAPO 1
73	Type I	1ST AIRFIELD DEFENCE COY, Regt de Chateauguay	Nov/43	Dec/43	CAPO 1
	73-others	2nd Aerodrome Defence Company	Jun/43		CAPO 1
74	Type I	Royal Canadian Ordnance Corps	Dec/44		CAPO 4/CAPO 1
75	Type I	1ST AIRFIELD DEFENCE COY, Regt de Chateauguay	Dec/43		CAPO 5
	75-others	RCA, 24th LAA Battery	Mar/44		CAPO 1
76	Type I	RCA, 25th AA Regiment	May/44	Feb/45	CAPO 1
77	Type I	No 18 Provost Coy	Jun/44		CAPO 1
78		Unknown			
79	Type I	RCA, 28th LAA Battery	Jul/43		CAPO 3
79		RCA, 61st AA Battery	Dec/43	Feb/44	CAPO 3
80	Type I	RCA, 148th LAA Battery	Apr/44		CAPO 5
80		Royal Canadian Ordnance Corps	Jan/45		CAPO 1, CAPO 3
81	Type I	RCAF	Apr/45		CAPO 5
82	Type I	Veterans Guard of Canada	Jun/43	Oct/43	CAPO 1
82		Atlantic Command Signals	Aug/44	Mar/45	CAPO 2
	82-others	HQ, W FORCE	Jun/43		CAPO 1
	82-others	Canadian Postal Corps	Nov/44		CAPO 2
	82-others	Canadian Lutheran Youth, in CLWS envelope	Mar/45		CAPO 2
	82-others	Canadian Legion War Services	May/45		CAPO 2
83	Type I	Royal Canadian Ordnance Corps	Sep/43		CAPO 1
83		Defence Area HQ, St John's	Oct/43		CAPO 1
84	Type I	Defence Area HQ, Botwood	Aug/44	Nov/44	CAPO 3
	84-others	Le Regiment de Montmagny	Apr/44		CAPO 1
85	Type I	Canadian Dental Corps, No 10 Coy	Sept/43		CAPO 2
85		Royal Canadian Ordnance Corps	Feb/45		CAPO 1
86		Unknown			
87	Type I	RCA, 52nd AA Battery	Jan/43	Apr/44	CAPO 2
	87-others	Canadian Legion War Services	Mar/45		CAPO 2
88	Type I	W force Transit Camp	Nov/44	Apr/45	CAPO 1
88		Defence Area HQ, St John's	May/45		CAPO 1
89	Type I	Pictou Highlanders	Jul/43		CAPO 2
90	Type I	Canadian Army Transit Company	Apr/44		CAPO 1
90		Royal Canadian Army Service Corps	Apr/45		CAPO 1
91		Unknown			
92		Unknown			
93		Unknown			


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

Censor stamps could be issued to one military unit and used for an extended period of time or, alternatively, they could be assigned to a location where a number of qualified personnel would access the stamp and provide censorship on an “as-needed” basis for outgoing mail. As always, additional information is sought to further define the use of these censor markings. Such information can be forwarded to Paul Binney in care of the editor.

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PHILATELIC AUCTIONS
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Canadian air training bases in Canada during World War I

Colin Pomfret [1]

As the air battle in Europe developed during World War I, the Royal Flying Corps (RFC) set up bases in Canada to train pilots and navigators to fly the airplanes, as well as tradesmen to service them, establishing the Royal Flying Corps Canada (RFCC) in January 1917 [2]. In an online article in the “Dispatches” section [3] of the Canadian War Museum website, Hugh A Halliday and Dr Laura Brandon wrote:

Lieutenant-Colonel (later Brigadier) C.G. Hoare, the RFC officer who headed the new training organization in Canada, moved quickly when he arrived from Britain in January 1917. He ordered that flying instruction commence at Long Branch on 28 February 1917, although buildings were still under construction and the first [Curtiss] JN-4 [aircraft] had been completed and approved for service only days before. The largest school, Camp Borden, began flying training on 30 March 1917.

Thereafter, the program mushroomed. By the end of the war there were facilities at Hamilton (Armament School), Toronto (School of Military Aeronautics, recruiting depots), Long Branch (cadet ground training), Beamsville (School of Aerial Fighting), Armour Heights (pilot training, School of Special Flying to train instructors), [Camp] Leaside (pilot training, Artillery Cooperation School), Camp Rathbun (Deseronto, pilot training), Camp Mohawk (Deseronto, pilot training), and Camp Borden (pilot training). The quarters occupied included public school buildings, a prison, and much of the University of Toronto.

Of the RFCC facilities named above, no postmarks are known used at Armour Heights, the Hamilton Armament School, Camp Rathbun, or the Toronto sites. It is believed that mail to and from Camp Rathbun was processed through the Camp Mohawk post office as they were located close to each other at Deseronto. [4]

The Beamsville Aerial Fighting School was located on the Niagara

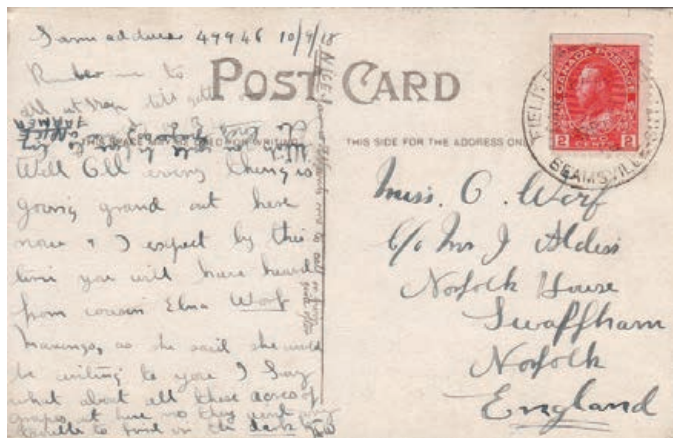


Figure 1. 1918 post card mailed to England from the Beamsville School of Aerial Fighting.

Keywords & phrases: Royal Flying Corps Canada training in Canada, WWI

Escarpment, east of Hamilton, near St Catharines. Its post office used a large circular “FIELD POST OFFICE / CANADA MILITIA/ BEAMSVILLE CANCELLATION” (Figure 1).

Camp Borden, located southwest of Barrie, Ontario, was by far the largest WWI air training facility in Canada (Figure 2). Postmarks used there include small circle date stamps (not shown), a large, militia-type postmark (Figure 3), and machine cancellations (Figure 4).

Figure 2. Aerial view of Camp Borden.



Figure 4. Camp Borden FIELD POST OFFICE machine cancellation on 1917 cover to Vancouver Island.

Figure 3. October 1918 letter, from an airman at Camp Borden to a friend in Hamilton, postmarked with a circular militia cancel.



Camp Leaside (Figure 5) was located in Leaside, at the time a town outside of Toronto, now an integral part of the city. Its postmark, a circular date stamp, CAMP LEASIDE / ONTARIO (Figure 6) is one of the rarer WWI Canadian military cancellations.

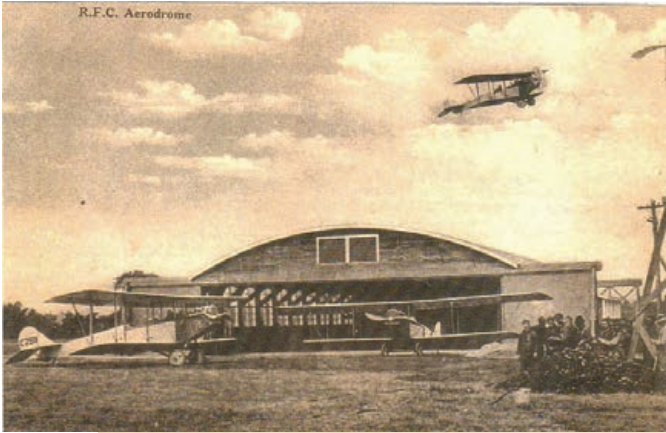


Figure 5. Camp Leaside main hangar.

Figure 6. Camp Leaside circle date stamp postmark.



Figure 7. Tent area of Long Branch cadet training centre, formerly site of Curtiss Aviation School.



The facility at Long Branch—prior to 1917 the site of the Curtiss Aviation School—became primarily an Air Force cadet training centre (Figure 7). Long Branch also used a militia type postmark. (Figure 8). The cover in Figure 9 was mailed, by a cadet, in October 1918 from Long Branch to the United States.



Figure 8. Long Branch Field Post Office Canada Militia type postmark.

Figure 9. October 1918 letter, postmarked with the militia cancel, from a cadet at Long Branch to a friend or relative in Pennsylvania.

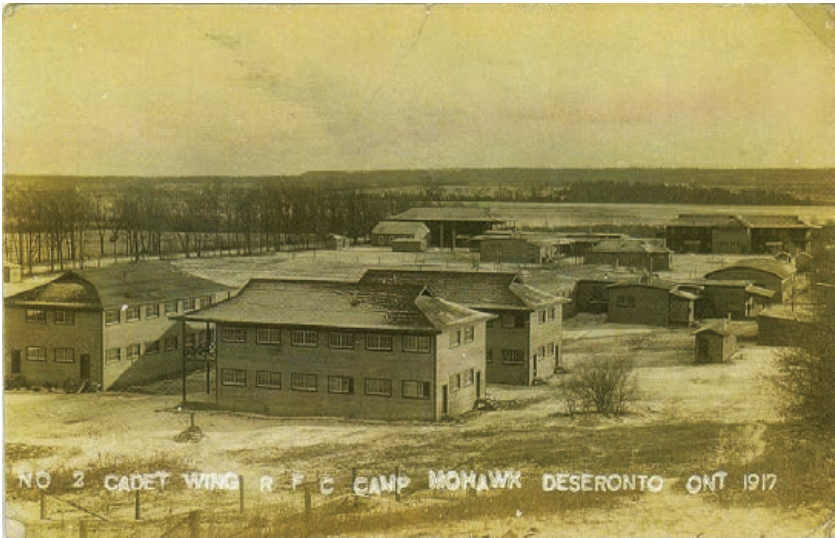


Figure 10. Barracks of No 2 Cadet Wing at Camp Mohawk, near Deseronto, Ontario.

The post card in Figure 10 shows the Barracks of No 2 Cadet Wing at Camp Mohawk, near Deseronto, Ontario, west of Kingston. Camp Mohawk's postmark, a circular date stamp, CAMP MOHAWK / ONTARIO, which can be seen twice, at lower right and again just below the centre, on the post card in Figure 11, is also one of the rarer WWI Canadian military cancellations.



Figure 11. 1917 Post card from a Canadian soldier in England to a lady friend in Belleville, Ontario, redirected to Camp Mohawk. It carries two strikes of the Camp Mohawk postmark.

Closer examination of the message on the post card in Figure 11 reveals some interesting details. It starts off “Just been moved here. Nice little place.” and later gives as a return address, “Granville Special Hospital, Ramsgate, Kent.” This suggests that the writer may have been an Orderly in the Royal Canadian Medical Corps (RCAMC) and the addressee, a woman at the decidedly male Mohawk Camp, might have been a RCAMC Nurse.

References and endnotes

- [1] Colin Pomfret passed away in Waterdown, Ontario on 28 October 2016. A long-time member of BNAPS, Colin was noted for his ability to patiently sort through covers and post cards looking for text and/or markings relating to Canadian military postal history.
- [2] <http://www.rcmf-arc.forces.gc.ca/en/history-heritage/royal-flying-corps-canada/introduction.page>.
- [3] Hugh A Halliday and Dr Laura Brandon, *Into the Blue: Pilot Training in Canada, 1917-18*, <http://www.warmuseum.ca/learn/dispatches/into-the-blue-pilot-training-in-canada-1917-18/#tabs>.
- [4] https://deserontoarchives.files.wordpress.com/2011/05/camp_rathbun.jpg.



The RPO Cowcatcher

How mail by rail was processed in 1853

Peter McCarthy, OTB

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



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

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

In August of 1853, Postmaster General William Morris ordered two circular cancelling devices from John Francis of Clerkenwell, London, England for both the St Lawrence & Atlantic Railroad and the Ontario, Simcoe & Huron Union Railroad, in preparation for the inauguration of the newly formed railway post office service (Figure 3).

MONTREAL TO PORTLAND.



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

Monday, the 18th July, instant.

A DAILY MAIL TRAIN WILL

Leave Montreal at 3. p.m.; arrive at Sherbrooke at 7.30. p.m.; leave Sherbrooke at 6.30. a.m.; arrive at Portland at 3. p.m.

Leave Portland at 1.15. p.m.; arrive at Sherbrooke at 9.30. p.m.; leave Sherbrooke at 6.30. a.m.; arrive at Montreal at 11. a.m.

A DAILY EXPRESS TRAIN WILL

Leave Montreal, at 7. a.m.; arrive at Island Pond at 12.30 Noon; arrive at Portland at 6.30. p.m.

Leave Portland at 7. a.m.; arrive at Island Pond at 1. p.m. arrive at Montreal at 6.30. p.m.

Fare Between Montreal and Portland, SIX DOLLARS.

Passengers by the Express Train from Montreal will reach Portland in time for the Steamer, landing at Boston early the following morning—Steamboat Fare, Portland to Boston \$r. 50.

Passengers by the Mail Train from Montreal will reach Portland in time to take the Boston Train at 3.30 p.m., arriving at Boston at 5. p.m.

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

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

C. WEBSTER,
Superintendent.

Montreal, July 850. 1847-18

Figure 2. St Lawrence & Atlantic Timetable.

Keywords & phrases: RPO, postal history, St Lawrence & Atlantic

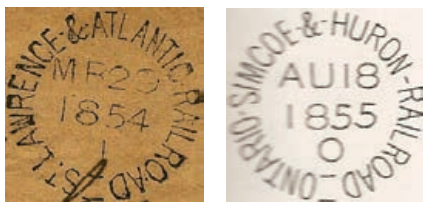


Figure 3. Devices ordered from John Francis.

example with a full “L” in the word Atlantic, and my example which had a short “L”. The judges consulted with a third party, and my claim was rejected as it was deemed to not have enough evidence to support it. Consideration must be given to the fact that hammer studies had not been done, mainly because not many examples of the marking were known. After further discussion with Ross Gray, the Railway Post Office Study Group newsletter editor, and following his study of the examples in his own collection, it was determined that there definitely were two distinct hammers for this marking. However, the long or short “L” was not the defining factor.

Meanwhile, realizing these devices would not arrive in time for the planned inaugural run in October, a device was ordered from a local (unknown) manufacturer for the St Lawrence & Atlantic Railroad line (Figure 4).

In my RPO exhibit entered in ROYAL 2007 Royale, I asserted that there were two distinct hammers to the device ordered from John Francis. This was based on having seen one

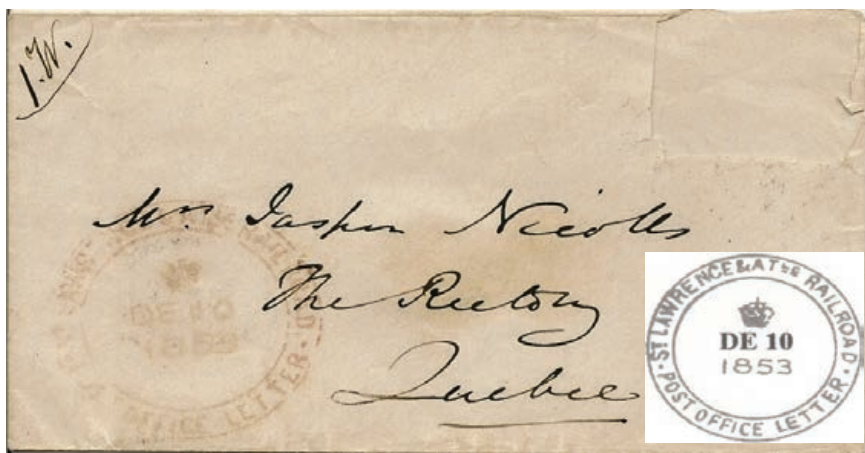


Figure 4. Locally made device - inset at right enhanced for clarity.

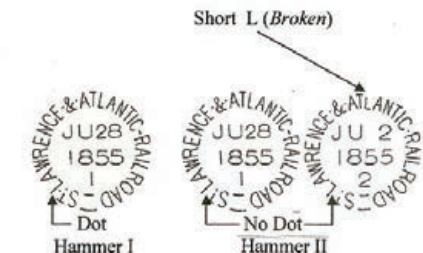


Figure 5. Hammers 1 and 2 of the devices ordered from John Francis.

What determined the difference between the two hammers was a dot between “St.” and “Lawrence” in hammer one while in hammer two there was no such dot (Figure 5). The short “L” was the result of the top portion breaking off. This also happened to hammer one. The two-hammer theory for this device was accepted and appears in the RPO study group catalogue as such.

The earliest-known period of use for the locally made cancelling device (Figure 4), better known as catalogue number RY-169, was 22 October 1853. That is the presumed official date of the beginning of the Railway Post Office service. There are only eight examples of this marking known and they are all accounted for. None of them are good enough to use as comparisons to one another to determine whether more than one hammer was made—and that raises another question. Given the mail train schedule pictured in Figure 1, how was all mail properly processed, when it took two days to go from Montreal to Island Pond? Well, the fact is the mail was not processed on the trains. That was done at the Montreal depot. However, there is a theory about this first cancelling device. Of the eight known examples, seven are outbound from Montreal addressed to Quebec, and the covers are cancelled using red ink. The eighth example is inbound to Montreal and cancelled using black ink. Does this mean there were two hammers, or is it just wishful thinking? Until such time as more examples are found, we must accept the evidence of this one example, and the apparent fact that it was used for inbound as well as outbound mail at the depot.

In 1836, when the Champlain & St Lawrence Railroad was inaugurated, the post office contracted the railway to transport mail as freight. This arrangement continued all through the construction of the St Lawrence & Atlantic Railroad and beyond into 1854. Meanwhile, with Responsible Government being delegated to the Canadas in 1851, authority for postal administration was also transferred to the provinces. The legislation included a clause that obligated all railways to carry the mails upon demand of the Postmaster General. By that time, the St Lawrence & Atlantic had reached Richmond, Quebec. The Ontario, Simcoe & Huron Union Railroad was under construction, so plans were developed to create this new and separate railway postal service. In early 1853, a post office department official was sent to England to study its Traveling Post Office (TPO) system, to see how it could be incorporated into the Canadian plans.

With the beginning of the RPO, the post office had its own car (Figure 6) used exclusively for mail. As it was no longer mixed in with the general merchandise, someone other than the train crew was required to look after the mail. However, seeing that railway employees had been working the line since the beginning of the construction period in 1847, it was decided that it would be better to have them, rather than post office department employees, work in the mail car. These people became known as mail conductors. They dropped off loose mail as well as the mail bags, but they did not sort or process mail. The other change made was to make Sherbrooke the home terminal for these mail conductors.

Unfortunately, the arrangement proved unsatisfactory. Mail bags were left unattended on station platforms, and the condition in the rail cars was such that the elements interfered

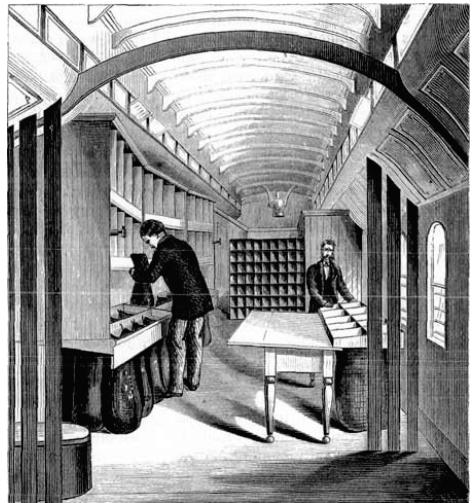


Figure 6. Mail car interior.

with the mail—to the point where, it is recorded, in more than one case mail had to be transferred to protect it from snow drifting in from crevices and ill-fitting doors.



Figure 7. Back of cover processed aboard train by RPO. Note short L.

Based on reports from the officials who had studied the British system, the Postmaster General ordered specially-designed railway cars to be constructed, complete with pigeonholes and bag racks that would allow specially trained post office employees to process mail.

The first such cars and trained employees operated on the Great Western Railway out of Niagara Falls in the latter part of the first quarter of 1854. The earliest-known date of an RPO marking used on the GWR is 6 July 1855; that was used out of Hamilton. The employees were referred to as “RPO clerks”: The position was prestigious and carried a great deal of responsibility.

With the takeover of the St Lawrence & Atlantic Railroad by the Grand Trunk Railroad, new cancelling devices were ordered. Meanwhile, the original devices ordered from John Francis continued to be used. It is not known exactly when the processing of mail began on the Grand Trunk between Montreal and Island Pond, but Figure 7 shows an example of hammer 2 applied to the back of a cover that originated in Quebec and was addressed to Boston. It was dated 20 February 1855, which indicates that the letter travelled from Quebec to Richmond, at which point the transit marking was applied.

At that time, trains were going through to Island Pond without an overnight layover in Sherbrooke. Therefore, a mail clerk would at most be gone two days for one run. The earliest- and latest- known dates for hammer one are 3 February 1854 and 2 August 1855; for hammer two they are 29 March 1854 and 27 June 1854 (Figure 8).

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

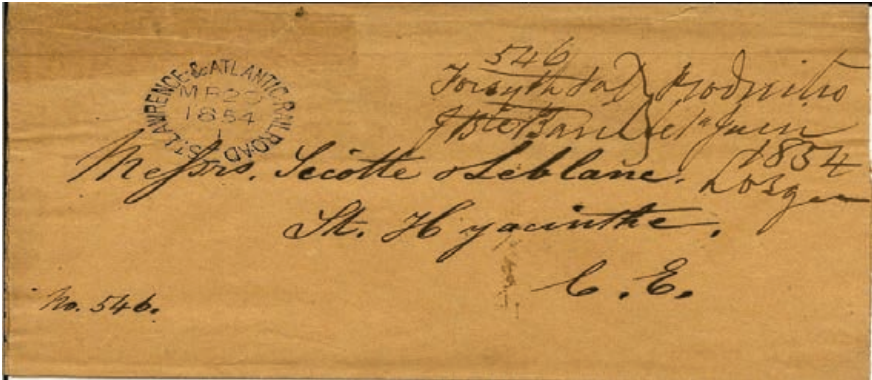


Figure 8. Earliest-known date for hammer 2. Note full “L”.

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- [1] Ross Gray, *Catalogue of Canadian Railway Cancellations and Related Railway Postmarks including Selected Waterway Postmarks*, 2nd edition, BNAPS 2015.
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- [3] LF Gillam, *A History of Canadian R.P.O.s 1853–1967*, American Philatelic Society, Philadelphia, 1979.
- [4] LF Gillam, *Canadian Mail by Rail 1836–1867*, self-published, 1985.
- [5] Nick and Helma Mika, *Railways of Canada: A Pictorial History*, McGraw-Hill Ryerson, Toronto, 1978.



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Saving paper during World War II

William (Bill) Pekonen

THIS article is in response to the subject raised by John Burnett about “Paper as a Munition of War” [1]. It is true that this term can be applied to “Re-use” labels, but the War efforts went well beyond that single facet. Burnett also refers to my earlier monograph and the addition of technical references [2]. But credit for previous studies on the subject should also be given to earlier authors, H E Guertin, Roy Wrigley and Peter Burrows to name just a few. Their footprints have been followed in the production of the monograph [2]. The subject involves more than only the labels. Economy Labels and Envelopes were used by many other countries around the world.

The paper shortage in Canada resulted, in part, from reliance on the revenue generated by exports, particularly to the USA and to other British Commonwealth countries where paper production could not satisfy their needs. Unsurprisingly, these other countries also adopted the use of economy labels and envelopes. Even today, several of the South Asian countries, *e.g.*, Hong Kong, are still short of paper. Examples of economy labels and envelopes have been observed from Australia, Bahamas, Barbados, Hong Kong, India, Ireland, Kenya, Kenya, Tanganyika and Tanzania, Malta, Nyasaland, Pakistan, South Africa, Sudan and Uganda Protectorate.

Reproductions of several unused labels are shown here. CAT 3164 (Figure 1) was probably the most commonly used label in Canada. Different British government departments printed their own labels. The British were more conserving in nature than Canadians. The Departments’ labels served a dual purpose—they were mailing labels, but also part of the effort to save paper (Figure 2a-2b).



Figure 1. Canada's CAT 3164 Label (size reduced).

Economy labels have also been used in more modern times. One example from the 1990s, produced by Hong Kong, is shown as Figure 3. Often labels were attached to the front or back of an envelope, and many of these envelopes were used only once, seemingly defeating the original austerity purpose. These one-time uses are more



Figure 2a. British War Economy Label (size reduced).

Keywords & phrases: WWII, military, postal markings, covers



Figure 2b. British War Economy Label (size reduced).



Figure 3. Modern (1990) Hong Kong Economy Label (size reduced).

common than multiple uses. Finding covers with multiple re-use mailings can be difficult. An envelope used four times is illustrated as Figure 4. The postage stamp applied for the first use has been partly torn off. Three labels have been added with the last use dated 4 April 1945.

The British and other Commonwealth countries used Economy Envelopes specially designed to accommodate Economy Labels. Once again, one-time uses are more common than multiple uses. Many #8 size envelopes in Great Britain printed instructions to “open by slitting top edge” followed by “Re-use with Economy Label.” Figure 5 shows additional instructions to be flown by “Air Service” from England to Ottawa (probably enclosed in a bag). At Ottawa, the envelope was forwarded to Sperling Station, B. C. after being cancelled by a Free Franking “00” postage meter imprint.



Figure 4. Four-time re-used Canadian envelope (size greatly reduced).



Figure 5. British Air Service #8 envelope with suggested re-use with a War Economy Label (size reduced).

Figure 6 illustrates a cover used three times. The first use indicates 2 × 5¢ meter cancels from Nairobi with Kenya, Uganda and Tanganyika markings. The second mailing was paid by a pair of Scott #87 postage stamps, however the address was covered by the mailing used for the third mailing. The third mailing was paid by South Africa #25 overprint (Die 1) [KTU #88] to pay the 20¢ rate. The use was mailed 2 SEP1941 using the machine cancel slogan “They Serve/who save in the / Post Office / Savings Bank”.

Many labels and envelopes made from recycled paper have been observed. One example (Figure 7) used in Nyasaland used a label pasted over a window envelope on a mailing from Blantyre to Coshocton, Ohio 19 MY / 52. The blank side of a lined form was addressed by typewriter. Note the wording of the Postal Frank.

Canada also used scrap paper (even before WWII) to manufacture envelopes. A total of 15,000 envelopes were manufactured during this 1943 printing. This example was printed using French-language excise tax instruction sheets. It is very likely that other envelopes with the 25-9-43 printing date may have been created using different scrap paper (Figure 8).

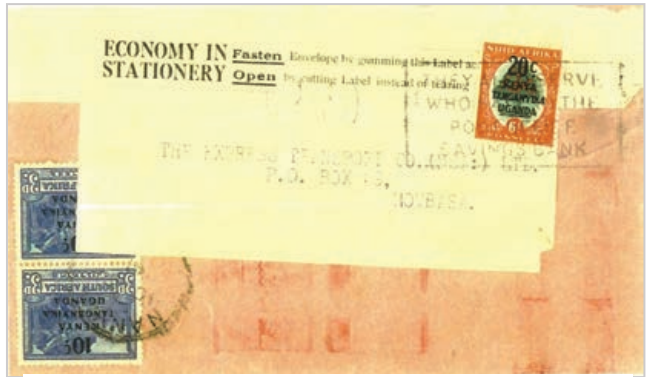


Figure 6. Thrice used 1941 cover from KUT to Mombasa (size reduced).

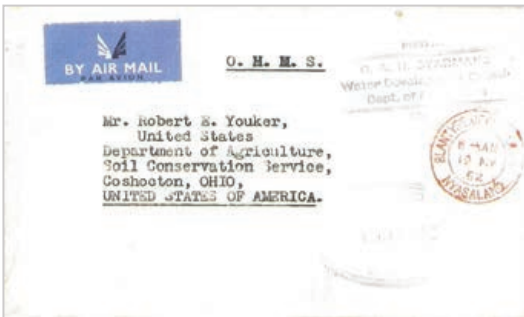


Figure 7. Envelope made from recycled paper (size reduced).

Paid and Crown symbol was crossed out with a large bold “X”. Instead, the cover received the then-current Official Paid meter marking.

During more modern times, government, private firms, individuals and organizations have adopted the use of re-use labels. Commercial firms have used special envelopes made from scrap paper as a marketing ploy. Numerous organizations have promoted the use of re-use labels to sponsor a particular cause and even to raise funds to help spread their messages. Examples of the latter groups include Greenpeace, RSNC, Wildlife Trust, Permacycle, Jasper Recycling Society, Ecology North, Friends of Earth, Sierra Club of Western Canada, Sierra Club of Eastern Canada, WCWC and Alpine Club of Canada Environmental Fund. Figure 10 illustrates how a #10 legal size envelope was cut off at one end, and used to resemble a #8 envelope. A fund-raising label produced by the Permacycle group was attached to the reverse side of the envelope.

Figure 11 illustrates a label produced by Conservation Society Ltd. promoting efforts to save trees.

If you are wondering where I stand on the “save trees” issue, I disagree with their goals. I wonder how many of these urban junkies have ever flown across the vast forests in British Columbia. It is possible to fly hundreds of miles and all you can see in any direction is green forests.



Figure 8. Envelope made from scrap paper; left: front side, right back side (size reduced).



Figure 9. Envelope in re-use after WWII



Figure 11. Label promoting efforts to save trees (size reduced).



Figure 10. Larger envelope converted into #8 envelope (size greatly reduced).

Many of these trees will succumb to insects, forest fires, and simply decay before they can be put to use to efficiently store carbon particles. While trees are growing, they actually clean the air by absorbing carbon. Urban areas also need trees along boulevards, in back yards and in parks for the same reason. When trees die in the forests before harvesting, they release the stored carbon back into the atmosphere. Structures built with wood and other wood products from remote forests actually also preserve carbon.

But all that aside, economy labels and envelopes can form an interesting collection. Many items from 70 years ago may not have survived while other scarce or even rare items may be lurking unrecognized or ignored in cover batches.

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- [2] Bill Pekonen, *Canada Re-use Labels and Envelopes*, self-published, 1995.

A favourite cover: Civil censorship on the Pacific routes and the Great War

Rick Parama

IN 2014, I wrote [1] about a censored cover to Japan dated 1918 and pondered the reasons for the censorship of mail to an ally. Since then at least two other censored covers to Japan have come to light within the normal (second period) of Canadian civil censorship.

However there may have been another reason—beyond the sending of mail to countries that were not allies—for censorship of mail for routes across the Pacific. This reason might be found in a censored letter to Siam (Figure 1). Siam, called Thailand since 1939, was a late ally and combatant in the Great War; it only declared war against Germany and Austria-Hungary in July 1917 and participated on the Western Front near the armistice. It would seem that, prior to the declaration of war, Siam was neutral.

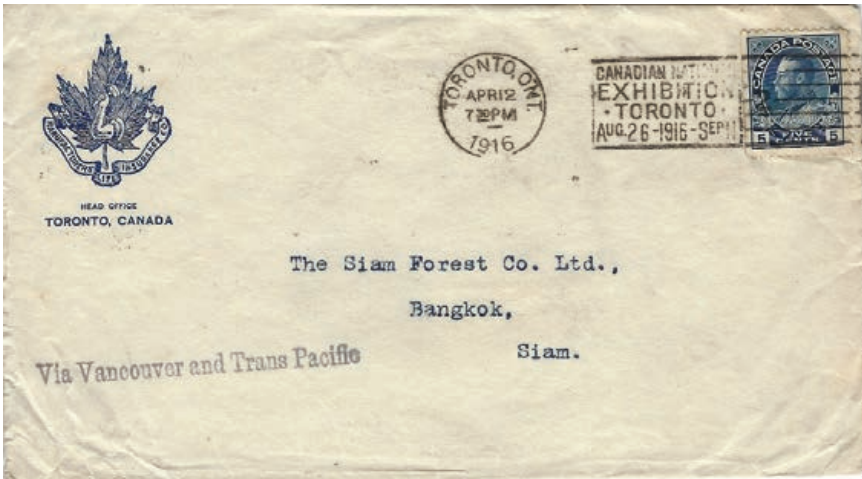


Figure 1. April 1916 letter from Toronto to Bangkok, Siam endorsed “Via Vancouver and Trans Pacific.”

Why censor a letter to Siam, a war period ally? The cover in Figure 1 was censored in April 1916, before Siam declared war; during the first period of the civil censorship (apparently a trial) to neutral countries. A possible reason for civil censorship of mail to Siam was that *all* transpacific mail was censored (at times during which censorship was applied), regardless of status as an ally. This may be why all mail to Japan was censored in the second period of civil censorship.

There are only a few known Admiral period Great War covers sent to Siam, all in the same correspondence, the result of a find by the late BNAPS member Ian Paterson. Paterson let me have my pick of those he had, and for some reason I picked the censored cover, the

Keywords & phrases: WWI, Civil Censorship to neutral countries.

only censored one left at the time. Clearly marked “Via Vancouver and Trans Pacific” for the route, via Hong Kong per the backstamps shown in Figure 2, and with a neat Toronto International machine cancellation. It was a lucky guess, and I have had it ever since.



Figure 2. Reverse of the cover in Figure 1, showing Hong Kong and Bangkok backstamps and Censor's initial handstamp.

References and endnotes

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- [2] Allan L Steinhart, *Civil Censorship in Canada during World War I*, Unitrade Press, Toronto, 1986. No letters recorded to or from Siam.
- [3] Data regarding Siam's involvement in the Great War, now called World War I, is largely summarized from Wikipedia online, taken 9 April 2017.



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1868 (March 30) Cover mailed just prior to issuance of the Large Queen issue, paying the newly reduced Cunard Line rate of 15 cents to United Kingdom, one of four known Cents issue covers paying this rate.



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1868 (October) Superb
small envelope with 15c
red lilac to England.

1859 (August)
Clean yellow
cover bearing
superb 6p
brownish grey,
perf 11¼ stamp;
ex. Fairbanks,
Nickle.



1851 Cover mailed to USA bearing 3p on laid paper strip of four,
fourth stamp with Major Re-entry A80; ex. E. Carey Fox, Nickle.



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My ugly duckling: There and back again

William Aaroe

I admit it: When I first saw the cover pictured below, I thought it was one of the ugliest covers I had ever seen—it's both dirty and busy. But it does have an interesting story.

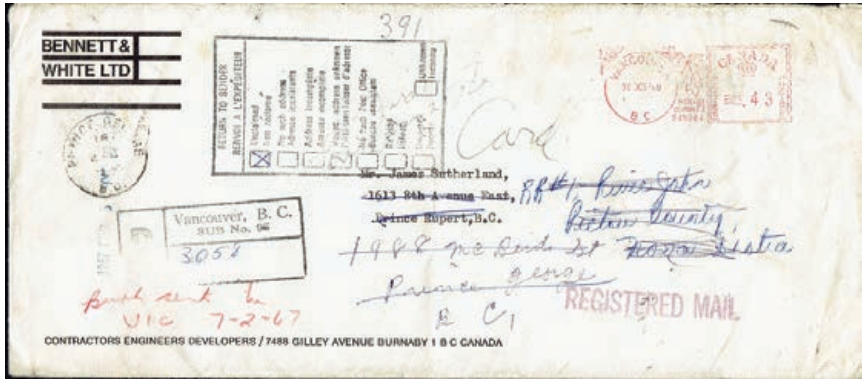


Figure 1. Front of the “Ugly Duckling” cover.

At first glance, it is simply a registered letter—sent to James Sutherland in Prince Rupert—that had to be redirected. The 43-cent rate, applied when the letter was mailed on 30 December 1966, was correct as follows: the first ounce at 5¢, the second ounce or less at 3¢, and the registry fee of 35¢ for an item of a declared value of \$25 or less. While my kitchen scale might not be exactly accurate, it suggests the missive was five-to-seven pages in length, suggesting a fair bit of information was included.



Figure 2. Back of the Ugly Duckling cover.

Keywords & phrases: postal markings

An examination of its many markings reveals the sequence of its handling. First, a 30



Figure 3. Vancouver AMF cancel from back of cover.

December 1966 Pitney Bowes meter impression applied in Vancouver, with Vancouver Sub No 95 registration marking with a Vancouver CDS on the back of the cover. The cover was then cancelled (on the back) on 31 December 1966 in Prince Rupert BC. It was then sent to the Vancouver Automated Mail Facility on 12 January 1967 (Figure 3). From there it went to the Montreal Automated Mail Facility on 13 January



Figure 4. Montreal AMF cancel from back of cover.

1967 (Figure 4). The cover then travelled to New Glasgow, NS and arrived on 15 January 1967. From New Glasgow, the cover travelled to River John, NS and arrived on 16 January 1967. The next day the cover was cancelled at River John and sent back to New Glasgow, NS. It arrived on 17 January 1967. From New Glasgow, the cover was sent to Halifax NS, arriving on 18 January 1967. The same day the cover was cancelled at the Toronto Ont. Airmail Unit (Figure 5); the lettering between “Toronto” and “Unit” is unclear, but I think the first two letters are an “a” and an “I” and that the final letter is an “P”. One day of travel time to Prince George, BC (Dated 19 January 1967) would suggest airmail handling. Interestingly, the time and dater slug is inverted in the hammer.



Figure 5. Toronto Airmail Unit cancel from back of cover.

There is a handwritten notation in blue ink—“Jan 20 out 1st x”—on the front, dated 20 January 1967. There is another 21 January 1967 handwritten notation in blue ink—“Jan 21 out 2nd x”—on the front, followed by the word “Card.” I think the “391” written above these two notes is either the identification number of the person who sent the cards out or a control number indicating that this was the three-hundred-and-ninety-first piece of registered mail handled that year. The “Return to Sender” directional marking was applied, and it was marked as “Unclaimed” on the front, on top of the previous two notations.

There is an unexplained black handstamp—“Jan 28 1967”—on the back. From there the cover travels to Prince George on 4 February 1967, and an unexplained blue handstamp—“1967 Feb 6 AM 10:26”—on the front (Figure 6). There is a red pencil notation dated 7 February 1967—“Boat sent to Vic 7-2-67”—on the front (Figure 7). There are two Vancouver cancels on the back: one is dated 8 February 1967; there is another Vancouver AMF cancel dated 19 February 1967.



Figure 6. Blue hand stamp from front of cover.

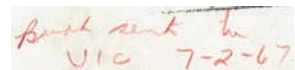


Figure 7. Red notation from front of cover.

There is an undated, scribbled note on the back—perhaps written by Sutherland upon reading the letter?

So, it would seem that this letter travelled from Vancouver to Prince Rupert, BC; was forwarded to River John, NS, via Montreal and New Glasgow; then was forwarded to Prince George, BC, via New Glasgow, Halifax, and Toronto and, given that the Prince George address is also crossed out, was sent somewhere else—possibly to Victoria. Unfortunately, no

additional address or markings appear to have been applied (there are four unreadable cancels, two each on the front and back). This sequence brings up several questions: who applied the red pencil notation? Was that added in Prince George or Vancouver? Would such a brief notation be sufficient to identify where Sutherland had gone? If the letter was forwarded, why were no further markings or addresses applied? It is possible the envelope was forwarded in a postal service envelope given its condition at this point, but why then would it have the February Vancouver cancels applied directly to it? His short stay at a residential address in Prince George (it is a small house not far from the downtown core) could suggest he stayed with someone he knew. The house was occupied by Wayne Youngston (according to a city directory search by the Prince George Public Library), so perhaps forwarding direction was given by him. The connection with River John I will deal with momentarily.

I wondered who Bennett & White Ltd were and found the following in the Glenbow, Alberta archives. Joseph Garnet Bennett (1882–1940) was born in England and settled in Calgary in 1910. In 1916, he formed a construction firm in partnership with William White; it was incorporated as Bennett & White Construction in 1925. White retired in 1932; Bennett's sons John and Gordon bought his shares, took control of the company from their father in 1936, and later opened satellite offices in Vancouver and Edmonton. During WWII, the firm built most of the prairie facilities used by the British Commonwealth Air Training Plan. In 1966, the firm was renamed Bennett & White Ltd. By 1981, it was the fifteenth largest non-residential construction firm in Canada, specializing in governmental and commercial projects such as public buildings, dams, highways, and grain elevators. In 1966, Bennett & White were helping build a hotel in Prince Rupert, according to the City of Prince Rupert archives. As no phone listing remains for the firm in British Columbia or Alberta, I assume the firm has ceased to exist as such. The firm's Burnaby return address illustrates one small detail of interest as it includes "Burnaby 1." The "1" is a postal zone number as used prior to our current postal codes. Although I have seen slogan cancels encouraging the use of postal zone numbers, I do not believe I have another cover which shows this detail.

According to the Prince Rupert archives, Bennett & White's portion of the hotel project was completed in 1966. If no further work was immediately available for the crew, they would have then dispersed. Sutherland (a carpenter) and Ethel, his wife, were resident in Prince Rupert in 1966 at the address on the envelope, but they were not there in 1967 (directory search courtesy of the Prince Rupert Public Library). The Sutherland family has deep roots and many branches in the Pictou County area of Nova Scotia, which includes River John. Given that he worked in a somewhat itinerant industry, it would not be surprising if he used a family address as his backup. That would explain the letter's forwarding to River John, and then redirected to an address the family believed he was living. His move to Prince George and possibly Victoria may have been in hopes of finding work. I did find (in the *Victoria Time Colonist*) an obituary for a James Sutherland who died in Victoria in November 2010. He would seem to be of the correct age, but the name is too common for this to be definitive, and directory searches of the years 1967 and 1968 (courtesy the Victoria Public Library) did not reveal a Sutherland couple with the correct first names.

While my ugly duckling will never turn into a swan, it demonstrates that the story surrounding a piece can be of more interest than the physical item itself when you delve into it. So, I have only one further problem: where do I display it in my collection? As a rare example? A meter? Or to illustrate one of its many postmarks?



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BNAPS is pleased to announce the release of the 100th volume in its Exhibit Series, Eldon Godfrey's exhibit on the WWII Foreign Exchange Board. The late Ken Ellison started the Exhibit Series in 1996. It was and is a way of preserving, for posterity, the hard work of the many BNAPS members who create the exhibits that form such an important part of BNAPEX conventions and the philatelic exhibitions of other societies. Our sister society, the *Société d'histoire postale du Québec*, has also recently released two important new books on Quebec postmarks. Following the Release Notes, Jeff Arndt reviews a new book on Canadian fakes and forgeries.

Foreign Exchange Control in Canada / The Role of Canada Post 1939-1951, Eldon Godfrey. A new exhibit built on twenty-eight years of research and study of the operations of the Foreign Exchange Control Board since the first FECB exhibit in 1990. 2018, Spiral-bound, 150 pages, 8.5 × 11, colour. ISBN: 978-1-927119-88-4. BNAPS Exhibit Series **No. 100!** Stock # B4h923-100-1. C\$70.



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Catalogue of Quebec Type 17 Postmarks: Broken Circle with "QUE", Cimon Morin and Ferdinand Bélanger, 2018, *Société d'histoire postale du Québec*, 310 pp, ISBN 978-2-920267-52-7. Price \$20 CAD, plus postage.

This publication lists approximately four thousand Quebec "Broken Circle" postmarks of the type with "QUE" as the provincial designation. The catalogue is fully illustrated and includes probable dates of use and the postmarks observed in philatelic collections. This cancelling device was manufactured between 1868 and 1912.

Catalogue of Quebec postmarks: Classification Guide, Cimon Morin and Ferdinand Bélanger, 2018, *Société d'histoire postale du Québec*, 310 pp, ISBN 978-2-920267-51-0. Price \$10 CAD, plus postage.

This publication lists, in two formats, the six thousand four hundred post offices that existed in the territory of Quebec between 1763 and 1981, first by county and then by opening dates of the offices in each county. The directory allows the unique numbering of each office, as well as its name changes where applicable, and provides a rational organization of Quebec postmarks.



Book review

Jeff Arndt



Pugh Reference Manual of BNA Fakes, Forgeries & Counterfeits; Series II - Release 17; A detailed study of the B.N.A. fakes and forgeries attributed to Andre Frodel. Kenneth W Pugh, self-published, 2018. 87pp, 8 1/2 × 11" (22 × 28cm) three-hole-punched for a standard North American binder (not supplied). \$60 CAD, plus postage for paper copy; \$60 for electronic version.

Ken Pugh continues to add to his series of reference manuals on fakes and forgeries. This new volume focusses more on interesting history than on extended descriptions of new examples of the work of fakers and forgers. Ken begins with a short bibliography and a history of the relationship between Fred Eaton, Sr and Andre Frodel. Fred Eaton, Sr was a stamp dealer in Vancouver. He and his son Fred, Jr ran an auction and stamp store for many years. He was the dealer I went to when I was a teenager (He let me hold a mint, left-margin copy of Canada #3, the 12 Penny Black). Andre Frodel was a Polish soldier who immigrated to Idlesleigh, Alberta, in 1948. For ten years, Andre supplemented his meagre farming income by experimenting and altering stamps to create unique fakes, such as imperforates, imperf pairs, die proofs, *tête-beche* pairs and blocks, watermarks, and reverse designs. All these creations were made by manipulating paper. He met the Eatons when he moved to Vancouver in 1949.

Ken then examines some of the rumors and allegations swirling around these three men. The images of the various fakes and forgeries lend a distinct philatelic bent to the story. There are also descriptions of some of the forgeries alongside examples of genuine stamps to allow the reader to see the differences. For those interested in fakes and forgeries, this new volume in Ken's series will make a valuable addition to your reference collection. It also adds insight into what drove the forgers and fakers to ply their trade, and how their items have ended up in our collections. Information (price \$60 CAD, plus shipping) on this release and all previous releases can be found at <https://kenpughphilatelics.com/philatelic-series-ii>.

BNAPEX 2018, QUEBEC CITY PLAN TO ATTEND!

BNA Topics, Volume 75, Number 2, April–June 2018

A 1919 transatlantic airmail letter from Alcock and Brown flight crewman

Malcolm Montgomery, MBE FCPS

SINCE my BNA transatlantic collection is focussed on nineteenth-century transatlantic little surprise that I don't own many airmail covers. I did buy one once, but when I brought it out for display, a very senior member of our society was quick to assert: "... of course, all early transatlantic flight covers are philatelic!" How wrong he was.

The cover in question, Figure 1, attractive to me because it was a family letter, has not made many public appearances since, but I believe it deserves an airing. I first noticed it in a sale in London because of the addressee's name, Montgomery, and because nobody else bid! Coincidental, I'm sure, as I am fairly certain that our families were not connected. The writer, Flight Sergeant (Retd) Gordon Montgomery had served in the Royal Flying Corps in the First World War, joined Vickers after the war and was appointed Chief Engineer for the Alcock and Brown "Vickers Vimy" transatlantic flight attempt in 1919.



Figure 1. Cover sent by Flight Sergeant Gordon Montgomery to his family in Addlestone, England.

In the letter, Figure 2, he writes:

'Via Trans-Atlantic Aerial Post Vickers Vimy Rolls'

St. Johns, Newfoundland, Wed. 11th.

My Dear Dad,

Just a few lines by 'Aerial Post'. Have just been told we can send two letters by the machine. I am sending one to May in France, & one to you.

I have put a note in May's letter for you & Maude, in case we are only able to send one. I expect we shall be looking for a boat to come home on, by the time you get this.

Have just received a letter from Maude today, saying the Jazz Banjo was a great success.

Must close now, as we are limited to weight.

Note the stamp on the envelope. Best of luck to the first Trans-Atlantic Aerial Post.

Goodbye, Love to all, Your affectionate Son, Gordon.'

Keywords & phrases: Alcock and Brown, Vickers Vimy, 1919 transatlantic flight

I found it particularly interesting to read that he mentions the weight issue twice in a very brief note—clearly something of great concern to the team although, as is turned out, fuel was not the principal issue. Capt John Alcock and Lt Arthur Whitten Brown completed the first non-stop transatlantic flight on 14-15 June 1919. They used a Vickers Vimy twin-engined biplane, crossing from St John's, Newfoundland, to Clifden, County Galway, Ireland, a distance of some 1,900 miles, in sixteen hours, twenty-eight minutes. Some one hundred and ninety pieces of mail were carried, each franked with the specially overprinted one dollar stamp, and letters are recorded as arriving in London on 17 June 1919.

The arrival of this letter in Addlestone was of sufficient note to earn a mention in a local paper (Figure 3). Unfortunately, the clipping was enclosed in the lot without reference to the name of the paper, and I haven't been able to find any reference to Gordon Montgomery, the writer. I would be most grateful if anyone could supply details: he seems to have been rather neglected in published accounts.

Although the airplane must have appeared tiny once it was airborne and at a distance, the images in Figures 4 and 5 show how large it really was when compared to human figures.

A footnote: I have always been curious about the aircraft crashing (Figure 6) on arrival in Ireland (excepting that they mistook a bog for a meadow), despite having a considerable amount of fuel remaining. It appears, from Lieutenant Brown's account [1], that Captain Alcock decided to land at Clifden:

Not far ahead we could see a cluster of hills, with their tops lost in low-lying clouds. Here and elsewhere the danger of running into high ground hidden from sight by the mist would have been great, had we continued to fly across Ireland. Alcock, therefore, decided to land. Had the atmosphere been clearer, we should have found no difficulty in flying to London before we landed; for the tanks of the Vickers-Vimy still contained enough petrol to keep the machine in the air for ten hours longer. Thus there would have been a useful margin of time for cruising about in search of ships, in case we had lost our way over the ocean.

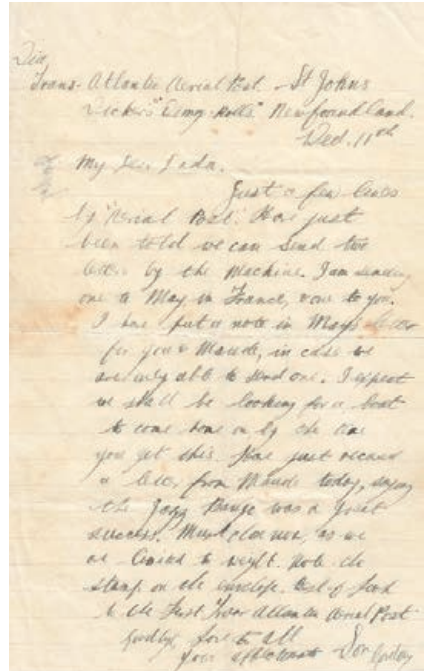


Figure 2. Letter from Sergeant Montgomery to his family.

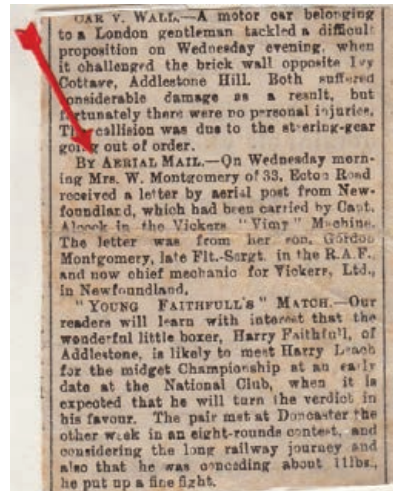


Figure 3. Article mentioning arrival of the letter in Addlestone.

Having made up our minds to land at once, we searched below for a smooth area of ground. The most likely-looking place in the neighbourhood of Clifden was a field near the wireless station. With engines shut off, we glided towards it, heading into the wind.

Alcock flattened out at exactly the right moment. The machine sank gently, the wheels touched earth, and began to run smoothly over the surface. Already I was indulging in the comforting reflection that the anxious flight had ended in a perfect landing. Then, so softly as not be noticed at first, the front of the Vickers-Vimy tilted inexplicably, while the tail rose. Suddenly the craft stopped with an unpleasant squeelch, tipped forward, shook itself, and remained poised in a slant, with its fore-end buried in the ground, as if trying to stand on its head.

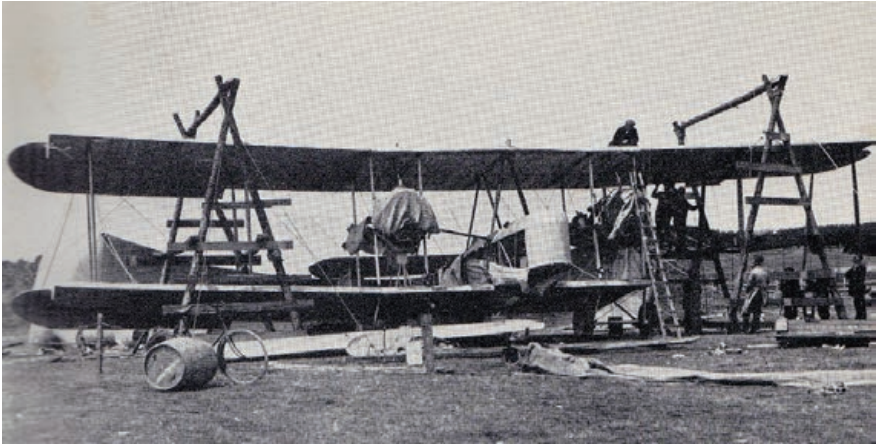


Figure 4. Alcock and Lt Arthur Whitten Brown's Vickers Vimy twin-engine biplane.

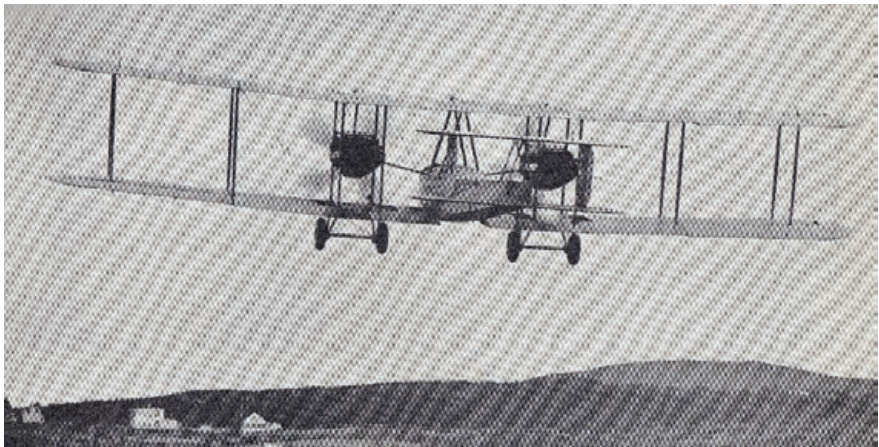


Figure 5. Alcock and Lt Arthur Whitten Brown's Vickers Vimy twin-engine biplane.

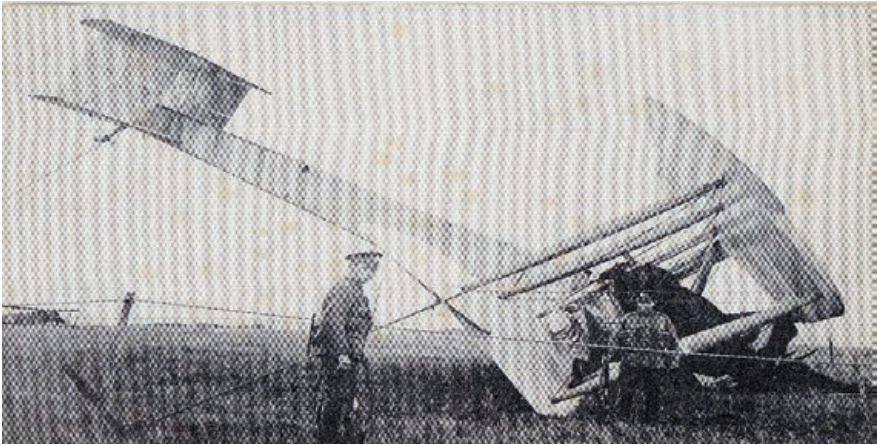


Figure 6. The Vickers Vimy twin-engine biplane following its crash.

Reference

- [1] Sir John Alcock and Sir Arthur Whitten Brown, *Our Trans-Atlantic Flight*, HarperCollins Distribution Services, April 1969, pp 99-100.

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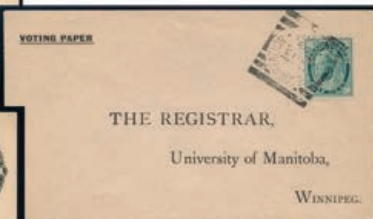
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New issues

William JF Wilson

Former Lieutenant Governor Lincoln M Alexander

THIS year's Black History stamps commemorate Lincoln MacCauley Alexander (1922-2012, Figure 1) and Kathleen Livingstone (1918-1975, Figure 2).

Lincoln Alexander was born in Toronto, and spent the first part of his life there.

His father was from St Vincent and the Grenadines and worked as a railway porter. His mother was from Jamaica and worked as a maid.

Life had its difficulties for black people in Canada at that time. In Lincoln's case, Toronto's black population was very small; he was usually the only black student in his class. Some kids were friendly and considerate, and he felt supported by family, certain teachers, and those children. Other kids weren't friendly, and he writes that he was prepared to fight when necessary to gain respect.

His parents separated in the mid-1930s, and his mother moved to Harlem to be with her sister. When he joined her there in 1936, he found himself in a very different environment from Toronto. Black people were everywhere, and they were suffering from the blatant racism of the day. Many youth spent their time on the streets, not seeing much of a future for themselves. Although his mother lived in a better

part of Harlem, and he was doing well in high school, he and his friends were well aware of the facts of life on the street. Nevertheless, he also saw black people in all walks of life, although mainly within the black community. For his father, being a porter was one of the better jobs available to black people at that time. For Lincoln, Harlem stiffened his resolve to advance beyond his father's position in life.

He joined the Royal Canadian Air Force in 1942, reaching the rank of Corporal. His eyesight was not good enough for him to be sent overseas, so he remained in Canada working as a wireless operator. In 1945, he and some fellow servicemen walked into a bar in Vancouver. (He was always good at making friends, and many of these relationships were lifelong friendships.) The bartender scanned the group, locked eyes with him, and said he'd serve the entire group except him, even though they were all in uniform. He writes: "I exploded. I said to the bigot that if I wasn't going to be able to have a beer, no one else would be able to either, and with that I swept all the beer off the bar onto the floor with my forearm. I leaned my six-foot-three-inch frame over the bar, grabbed the beer taps, and dared the bartender to try serving someone else" [1, p 43]. He and his friends walked out, and other Canadian and American servicemen walked out with them. The first bar turned out to be an anomaly; they visited several other bars before the night was over, and there wasn't a problem at any of them.

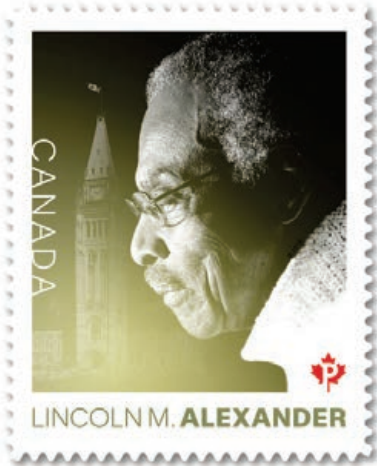


Figure 1. Former Lieutenant Governor of Ontario, the Honourable Lincoln M Alexander.

Mr Alexander reported the bartender's refusal to his commanding officer, telling him that he was fighting for his country, defending the rights of the likes of that bartender, and the least the Air Force could do was to set things right. No action was taken, so he left the Air Force, receiving an honourable discharge.

Flash forward to 1985. Mr Alexander is waiting with his wife, Yvonne, in an anteroom at Buckingham Palace. He was a practising lawyer for many years, and in 1968 became Canada's first black Member of Parliament. When the Progressive Conservatives came to power in 1979, he became Canada's first black cabinet minister. The people of Hamilton West elected him five times in a row before he resigned his seat in 1980 to become chairman of the Worker's Compensation Board of Ontario. Now his life is changing again. An official enters the room and says, "Your Honour, you're next." He and Yvonne are shown into the audience room, where the Queen is waiting to meet her newest representative in Canada, The Honourable Lincoln M Alexander, Lieutenant Governor of Ontario.

He had risen from a disadvantaged youth in the 1920s to being named Lieutenant Governor in the 1980s. How did he do this? He himself describes his mother as the number one influence. For her, education was the key to the future. She told him, "Go to school, you're a little black boy" [1, pp 14, 24, 177] so often that he knew it was coming before she said it. It paid off, because in school he was consistently in the top ten in his class. After leaving the Air Force, he finished high school and took a BA in history and political economics at McMaster University in Hamilton. Then when he was denied a white-collar job at Stelco, even though they were falling all over themselves to hire his fellow grads, he went back to school and graduated with a law degree from Osgoode Hall Law School in Toronto in 1953, in the top quarter of his class. He was made Queen's Counsel (QC) in 1965.

In school, he says, sticking up for himself "taught me to always walk tall, and with a certain bearing, so people knew I meant business [1, p 21]." Equally importantly, he believed strongly in getting along with people, and he did this with sincerity, honesty, and dignity. In the political hotbed of Ottawa, he earned the respect of all parties. When he left Parliament in 1980, he received three standing ovations in the House of Commons.

"From the streets of Toronto and Harlem as a child," he says, "to the roadblocks of finding employment after graduating from McMaster, even to getting established as a lawyer, throughout my life racial issues have been in the forefront for me [1, p 207]." That he dealt with these issues successfully, not just for himself but for others as well, is shown by the many awards and honours he received, notably the Government of Ontario Award for Outstanding Achievement in Human Rights in 1998. (All information about Lincoln Alexander related here is excerpted from his memoirs [1].)

Kathleen Livingstone

Kathleen (Kay) Livingstone's parents were well-known advocates of social justice, and their daughter carried that torch forward. Her father, James F Jenkins, was born in Georgia in 1884 and obtained a liberal arts education from the University of Atlanta. He moved to London, Ontario, in either 1904 [2] or 1907 [3-4]. Before his death in 1931 he was an associate judge of the Juvenile Court in London. Kathleen Livingstone's mother, Christina Elizabeth, came from a family with a long history in southern Ontario. They had lived in the Chatham-London area since the early nineteenth century, and in Cayuga, south of Hamilton, before that.

In 1923, when Kay would have been four or five, James and Christina founded a newspaper, *The Dawn of Tomorrow*, whose primary audience was the members of the black communities of Ontario, Quebec, and the Maritime provinces. The following year, he and JW Montgomery of Toronto created the Canadian League for the Advancement of Coloured People. *The Dawn of Tomorrow* became its official newspaper. “The League and *The Dawn* sought to coordinate the efforts of Black organizations, fight discrimination in hiring practices, improve the conditions of Blacks in Canada, promote education for young Blacks and serve as a watchdog for racist incidents.” [4] After James died in 1931, Christina continued publishing *The Dawn* with the help of her family, and her children carried it on after her death in 1967.



Figure 2. Kathleen (Kay) Livingstone.

Kay loved performing. After finishing school in London, she studied drama and speech arts at the Royal Conservatory of Music in Toronto, and then elocution at the Ottawa College of Music. This interest led her to hosting a number of radio programs, notably the *Kathleen Livingstone Show* on CKEY radio in Toronto, and later the *Kay Livingstone Show* on CBC radio. The former featured poetry and music, and the latter explored the traditions and cultural activities of black people around the world. In addition, she was considered one of Canada’s leading black actresses on stage (both amateur and professional), and in television and cinema.

In late 1950, Kay joined a Toronto women’s club, the Dilettantes, which had about a dozen members. The current focus of the club was organizing social activities, but Kay immediately began encouraging them to take up service projects. She also persuaded them to change the name of the organization to the Canadian Negro Women’s Club, and then to the Canadian Negro Women’s Association (CANEWA). She served as CANEWA’s first president from 1951 to 1953, and continued to be a strong presence in the association for years afterward. The association undertook many activities, including providing scholarships to black students, and organizing the Calypso Carnival (forerunner of the Caribana Festival) as a fundraiser for other service projects. In addition, she was the driving force behind CANEWA’s organization of the first meeting of the National Congress of Black Women, held in Toronto in 1973. Kay died suddenly in 1975, but the Congress continued, and at the fifth national meeting in Winnipeg, in 1980, the delegates formed the Congress of Black Women of Canada (CBWC), with twenty-three chapters across the country. It is one of Kay Livingstone’s legacies, and it is still flourishing today.

Kay was active in many causes supporting the black community in Canada, women in Canada, and the general community. Examples include serving as President of the Women’s Section of the United Nations Association, Toronto branch; Regional Chair of the National Black Coalition; member of the Appeal Board of Legal Aid; and Chair of the International Affairs of the Local Council of the YWCA. At the time of her death, she was a consultant to the Privy Council of Canada, travelling across the country in preparation for a national

conference of visible minority women. Kay Livingstone is, in fact, credited with coining the term, “visible minorities.” (Biographical information about Kay Livingstone is drawn primarily from source [2]; information about her parents is from sources [2-6].)

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- [1] Lincoln M Alexander, “*Go to School, You’re a Little Black Boy*”: *The Honourable Lincoln M. Alexander: A Memoir*, Dundurn Press, Toronto, 2006. (Available as an e-book.)
- [2] Lawrence Hill, *Women of Vision: The Story of the Canadian Negro Women’s Association, 1951–1976*, Umbrella Press, 56 Riverside Blvd, Toronto, ON, 1966, pp. 21-23.
- [3] Mike Baker, *James Jenkins*, London Heritage Council website, <<http://www.londonculture.ca/>>. Use the search term “James Jenkins,” then click the link.
- [4] *The Dawn of Tomorrow*, London Public Library website, <<http://www.londonpubliclibrary.ca/>>. Use the search term “The Dawn of Tomorrow,” then click the link of the same name.
- [5] Cheryl Thompson, “Cultivating narratives of race, faith, and community: the Dawn of Tomorrow, 1923-1971,” *Canadian Journal of History*, Vol. 50 Issue 1, 2015, pp. 30-67.
- [6] *Kay Livingstone*, CBWC Ontario Region website, <<http://www.cbwc-ontario.com/kay-livingstone/>>.

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

Footnotes for Table 1 (next page):

- (a) A: SH 25×P (4CL + embossing + 1 foil stamping); B: Bk 10×P (4CL); C: Bk 6×\$2.50 (4CL + 1 foil stamping); D: SS 1×\$2.50 (4CL + embossing + 1 foil stamping); E: Transitional SS with one \$2.50 Dog stamp from 2018 (4CL + 1 foil stamping) and one \$2.50 Rooster stamp from 2017 (4CL + embossing + 1 foil stamping).
- (b) Number of booklets, coil packets, or souvenir sheets.
- (c) P stamp (5 designs): Bk(10), Bk(30), coil(100). Each of the higher values occurs as a booklet of 6 and a coil of 50. The souvenir sheet contains 9 stamps: 5 × P + one each of \$1.00, \$1.20, \$1.80, \$2.50.
- (d) P stamp booklets and SS: 6CL. Higher-value booklets and all coils: 5CL.
- (e) Intermeshed “Canada” on back of all From Far and Wide stamps except the souvenir sheet.
- (f) **SS**: size 24 × 20 mm, perf. 13.3 × 13.0, 16 × 13 teeth. **\$1.00 coil**: size 25.5 × 21.0 mm (given as 26 × 22 mm in *Details*), 4-sided simulated perforations, teeth opposite (like those on sheet stamps), perf. 13.3 × 13.0, 17 × 14 teeth. **Booklets and all other coils**: size 24 × 20 mm, simulated perforations (two straight edges), teeth alternate (so that teeth on adjacent stamps intermesh).
- (g) Paper not specified on the sheet or booklet, nor in *Details*. Near the start of each issue of *Details*, Canada Post states that the paper is Tullis-Russell unless otherwise specified. The problem with not specifying it, however, is that one can never be sure if that is the case or if someone slipped up.

Abbreviations for Table 1 (next page):

*number*CL = (*number of colours*) colour lithography; Bk = booklet; C = Tullis-Russell coated paper; 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; SH = sheet stamps; SS = souvenir sheet.

Table 1. 2017-2018 Commemoratives and Definitives

Stamp	Hanukkah	Year of the Dog	From Far and Wide	Women in Winter Sports	K Livingstone, LM Alexander	Lotus
Value	P	P, \$2.50	5 × P, \$1.00, \$1.20, \$1.80, \$2.50 (s-t on SS)	5 × P	2 × P	2 × P
Issued	14 Nov 2017	15 Jan 2018	15 Jan 2018	24 Jan 2018	1 Feb 2018	1 Mar 2018
Printer	L-M	L-M	L-M	CI	L-M	L-M
Pane	Bk: 10	A,B,C,D,E: (a)	(c)	Bk: 10 Pane: 5	Bk(KL): 10 Bk(LMA): 10	Bk: 10 Coil: 50 SS: 2 C
Paper	C	C	C	(d)	C	C
Process	6CL	A,B,C,D,E: (a)	(d)	7CL	6CL	5CL + varnish
Qty (1000s)	Bk: 300 ^(b)	A: 62 B: 275 ^(b) C: 90 ^(b) D: 170 ^(b) E: 90 ^(b)	Continuous	Bk: 200 ^(b) Pane: 50	Bk (KL): 130 ^(b) Bk (LMA): 130 ^(b)	Bk: 1000 ^(b) Coil: 130 ^(b) SS: 85 ^(b)
Tag	G3S	P: G4S ^(e) \$2.50: G3S ^(e)	G4S	G4S	G4S	G3S
Gum	P-S	SH, SS: PVA Bk: P-S	Bk, coil: P-S ^(e) SS: PVA	Bk: P-S Pane: PVA	P-S	Bk, coil: P-S SS: PVA
Size, mm	28 × 35	32 × 32	(f)	40 × 24	32 × 40	Bk, SS: 26 × 32 Coil: 24 × 20
Perf	Simulated	Bk: Simulated SH, SS: 12.5 × 12.5	(f)	Bk: Simulated Pane: 13.0 × 13.3	Simulated	Bk, coil: Simulated Pane: 13.1 × 13.1
Teeth	Simulated	Bk: Simulated SH, SS: 20 × 20	(f)	Bk: Simulated Pane: 26 × 16	Simulated	Bk, coil: Simulated SS: 17 × 21

POSTAL HISTORY COVERS & POSTCARDS



LAKESHORE SHOW - March 31, April 1-2, 2017
 POSTALIA SHOW - April 8-9, 2017
 ORAPEX - May 6-7, 2017
 ROYAL 2017 ROYALE - May 26-28, 2017
 MONTREAL OLD PAPER SHOW - June 3, 2017

PHSC - SYMPOSIUM July 20-23, 2017
 BNAPEX 2017 CALTAPEX 1-3 Sept, 2017
 EASTERN ONTARIO PC SHOW Sept 9, 2017
 CANPEX Oct 14-15, 2017
 OTTAWA FALL STAMP FAIR Oct 21-22, 2017

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BNAPS Business and reports

President's column

Eldon Godfrey, OTB

BNAPS–75 Years: 1943–2018. Celebrate–Congratulate–Celebrate!

...Throughout time some things never change while other things remain the same (Anon).

IN this 75th Anniversary Year, I thought it worthwhile to look back even as we look forward. Founded informally in 1943 by Jack Levine and friends, the first regular meeting of BNAPS was held in New York on 24 November, at which time a Constitution and Bylaws were approved. *Topics*, Volume 1, Number 1 appeared in March 1944. President Walter R Hoffman penned the first President's Message entitled "Our Organization." It read, in part:



The Society has weathered and passed the embryo stage, and every member must actively participate in the development of our organization and thus help to establish the British North America Philatelic Society as an outstanding Society – a boon to Philately and a great service to its members.

Speaking of the value he anticipated this newsletter would have, Hoffman continues:

One necessary and very important source of information is ... you, the member. Everyone is better advised about some phase of his collecting and can provide great help to others by contributing his personal knowledge. On the other hand, every member may require some information or advice about his collecting.

President Hoffman concludes his message by reiterating his opening words and exhorting everyone to "**Be an active part of your Society.**"

As we Celebrate, let us all congratulate our founders for their energy and foresight, their anticipation that BNAPS could and would become the pre-eminent source of discourse, education, and understanding of the philately of British North America.

Moving forward from its beginning to its 25th Year Silver Anniversary in 1968, we find that the Society now boasted 1,043 members. Study Groups and Regional Groups were a part of daily life and *BNA Topics* continued to offer questions and answers and scholarly articles on a wide group of BNA philatelic subjects. As we Celebrate, it is essential that we Congratulate our member **Bill Pekonen** (member #2091) who, in *Topics*, Volume 25, Number 33, Whole Number 264, (yes—by March 1968 *Topics* was being delivered for the two hundred and sixty-fourth occasion) published his first of three articles in that year. Today, fifty years later, Bill continues to share his knowledge as Chair and Editor of the War Times Study Group.

Continuing our journey through time to our 50th Year Golden Anniversary in 1993: By mid-year *Topics* had published Whole Number 456 with familiar names appearing as authors. Membership had grown to 1,213, with seventeen applications pending. The work of "New Issues" columnist, **William JF Wilson**, first appeared—his most recent offering appears twenty-five years later in this very issue, Whole Number 555. Responding to the questions "Who are we—What are we"? President Charles Verge focused his response on *outreach*, by

members to prospective members, through Study Group presentations, through Regional Group involvement and by exhibiting at all levels which one may conclude each supports the Society's goals of education, friendship, sharing, and inclusiveness.

Our time machine has quickly brought us to our 75th Year *Diamond Anniversary in 2018*. This issue of *Topics*, Whole Number 555, will be sent to 1,033 members. *Topics* is now the long-established voice of BNAPS. Congratulations! And thanks for outstanding leadership by a continuum of dedicated editors who have carried your questions, your answers, your interests, and your knowledge to more than 6,900 BNAPS members over seventy-five years.

Having taken a look back, I wonder what First President Hoffman would be thinking were he able to look upon us today. Perhaps, if he were to read *BNA Topics* for the First Quarter 2018 and saw our take on New Year's Resolutions ...

- Did you resolve to introduce a new member to BNAPS?
- Did you resolve to join a Study Group to grow and share your philatelic knowledge?
- Did you resolve to write an article for *BNA Topics* or a Study Group Newsletter?
- **Did you resolve to become an even more active member of BNAPS?**

... he might have said, "Hey Eldon, I said that 75 years ago." And so we move forward! This year, 2018, is already an exciting year. I invite you to climb on board—**be part of it!!**

BNAPEX 2018 will mark the fortieth anniversary of our last visit to *La Belle Province*.

Be part of BNAPEX 2018 at the Hotel Plaza Quebec, in Quebec City, from 21-23 September.

Note that 2018 is an Election Year. **Be part** of the election: Nominate a potential Board Member (via a note to Bill Walton): **Be part** of the election—VOTE!

In short, to paraphrase President Hoffman – **"All aboard"!!**

With warm regards to all, good treasure hunting,

Eldon

From the Secretary—Report date: 19 March 2018

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, \$30 US for US members, £26 GBP for UK members and C\$40 for members from any other country. The membership fee schedule was confirmed (with no change) at the last BNAPS AGM. For applications submitted during the second and third quarter of the year, the fee is 75 percent and 50 percent of the annual fees, respectively, while for those submitted in the fourth quarter, the fee is 25 percent of the annual fee, plus the full fee for the coming year. Three-year memberships can be obtained at a 10 percent reduction. Application fees can be paid through PayPal, using an on-line application available on the BNAPS website (www.BNAPS.org), or by sending a cheque to the Treasurer or to the Secretary.

Applications for membership

Upon 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 19 December-2017 to 19 March 2018

R-6974 Bob Kerby, Oakville, ON	R-6981 David Best, Hampton, ON
R-6975 John Schorn, Silver Spring, MD	R-6982 Brian Mitchell, Galiano, BC
R-6976 Michael Smith, Goderich, ON	R-6983 James Forster, Toronto, ON
R-6977 Sylvain Robitaille, Mascouche, QC	R-6984 René Boucher, Edmundston, NB
R-6978 William L (Biff) Pilon, Sudbury, ON	R-6985 Robert Lighthouse, Rochester, NY
R-6979 Richard Jasper, Courtenay, BC	R-6986 Thorbjorn Naess, Svelvik, Norway
R-6980 Régent Roy, Lingwick, QC	R-6987 Pierre Auger, Granby, QC

All applicants assigned membership numbers between **6960** and **6973** 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 75, No 1, 2018, p 63.

Deceased

R-6768 Ian Fairnington	L-3977 Earl E Palmer
------------------------	----------------------

Members reinstated

R-3749 Robert K Lane

Members resigned

R-4515 Harry C Acheson	R-5984 Stephen P Melanson
R-4460 Basil S Burrell	R-6526 P Jane Moubray
R-5948 Neil Donen	R-6780 Tom R MacDonald
R-6172 Larry Goldberg	R-6905 Robert Pinet
R-6469 Robert Henderson	R-6899 Jean-Baptiste Quenneville
R-6808 Bruce Hodina	R-6272 Neilson Wood, Jr
R-6017 Harold J Houston	R-6458 Philip G Russell
R-6491 Murray Marchant	

Postal address changes between 19 December 2017 to 19 March 2018

R-6173 David Anderson, North Saanich, BC	R-6690 Jason Moisan, Winnipeg, MB
R-6793 Joseph Bell, Waterloo, ON	R-6392 Robert J Montpetit, Brooklin, ON
R-5490 Mark S Berner, Cote Saint-Luc, QC	R-6696 Jean-Guy Olivier, Victoriaville, QC
R-6981 David Best, Hampton, ON	R-4625 Rick G Penko, Petaluma, CA
R-5529 Randy M Collins, Flagler Beach, FL	R-6978 William L (Biff) Pilon, Sudbury, ON
R-6561 Michael D Conroy, Stratford, PE	R-6781 Barry Pitt-Hart, Sioux Falls, SD
L-4030 Peter K Eggett, Maxville, ON	R-5186 Christopher D Ryan, Toronto, ON
R-4780 Walter Frank, Kelowna, BC	R-6386 Anthony B Thompson, Saltsjo-Boo, Sweden
R-6738 Chris Green, Ottawa, ON	R-6353 Jean-Claude Vasseur, Vaux-sur-mer, France
L-3936 J. Stuart Harper, Naramata, BC	
R-6979 Richard Jasper, Courtenay, BC	

Email address changes between 19 December-2017 to 19 March 2018


R-6793 Joseph Bell, Waterloo, ON	R-5492 John S Cooper, Montreal, QC
R-5954 Francois Brilliant, Orleans, ON	R-6569 Louis De Nobile, Montreal, QC
R-6955 Bob Brown, Harriston, ON	R-5765 Charles J DiComo, Lancaster, PA

R-6738 Chris Green, Ottawa, ON
 R-4550 J. Douglas Hannan, Kelowna, BC
 L-3936 J. Stuart Harper, Naramata, BC
 R-5574 Eric Jackson, Leesport, PA
 R-6455 Bryan J Justice, Caledon, ON
 R-6907 George Kaltenecker, Etobicoke, ON
 R-5215 Mark A Kikta, Avon, OH
 R-3749 Robert K Lane, St. Albert, AB
 R-6392 Robert J Montpetit, Brooklin, ON
 R-6431 Peter Motson, Seaton

R-6961 Gregg Redner, Dorchester, ON
 R-6857 William Schlatter, Barrie, ON
 R-6958 Frank Senz, Houston, TX
 R-5850 Gordon T Smith, Dartmouth, NS
 R-5532 Arlene M Sullivan, New
 Westminster, BC
 R-6386 Anthony B Thompson, Saltsjo-Boo,
 Sweden
 R-4899 Gilbert W Vatter, Middletown, NJ
 R-6447 John Wiseman, Perce, QC

Total active members: 1011

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



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**Pacific North West
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FaceBook: PNAPS PNWRG

<http://www.bnaps.org/regional/pnwr/RG-pnwr.php>

www.bnaps.org



Regional group rant

David Bartlet, OTB

Overview

We have been in the depths of one of the coldest and snowiest winters in recent memory, providing opportunities for you to participate in a Regional group meeting, share in the philatelic camaraderie, work on your collection, or prepare that next exhibit. Please participate in one of these group meetings. I can be contacted by email at any time at regionalgroups@bnaps.org. Please send all your meeting notices and reports to me there, and we will post them on the website and on the Facebook pages.

Detailed reports below are from the Calgary, Dixie Beavers, and Golden Horseshoe regional groups. Short reports on other active regional groups who did not have a meeting in the past quarter are included.

Around the Region Reports

Excerpts of 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

No meetings have been reported since the Christmas meeting. The group plans to have more, regular luncheon meetings to continue the camaraderie and pursuit of philatelic knowledge.

Calgary

The Calgary group meets monthly between September and June, from 7-9 pm. The agenda includes ten minutes of general business, a presentation, then a round table show-and-tell. On the cold evening of 10 January 2018, twelve members made it to the meeting despite temperatures that dipped to -20°C and lower overnight. That evening Dale Speirs gave a presentation of the Shipley photo service and its parcel tags. Boxes of the tags surfaced last year, and they are a treasure trove of cancellations and rates. Following the presentation, the usual show-and-tell was conducted, with members showing off many new acquisitions. Ten members attended the next meeting on 14 February. The scheduled presenter was unable to attend, so members were asked to bring extra items to run a long show-and-tell. And show they did; the whole two hours was filled with a variety of material and lively discussion.

On 14 March, thirteen members met to hear a presentation on Grosse Isle, Quebec, where many immigrants were quarantined during the 1800s potato famine. Some rare letters and postal marks were shown from postal usage on the island. The usual show-and-tell followed, with a variety of interesting items shown by the members.

Golden West

The Golden West Regional Group will be meeting this coming 27-29 April at the WESTPEX show at the San Francisco Airport. Check the BNAPS website for details and meeting time.

Manitoba NW Ontario

The Manitoba NW Ontario has no meetings scheduled due to the ill health of the group leader. We hope one of the current group members might be able to take on leadership of the group; please contact me if you can help.

Dixie Beavers



John Burnett (middle) Receives Lifetime Achievement Award from the South East

The Dixie Beavers met at the South East Regional Stamp Show in Atlanta Georgia on Saturday, 27 January 2018. A highlight of the show was John Burnett's being presented with the South East Regional Group's Rowland Hill Lifetime Achievement Award for service to the South East Federation and to Philately in General.

At the meeting of the Dixie Beavers, only four BNAPS members were there, but they were joined by eight guests. The twelve attendees had a small show-and-tell, and a discussion of the need for a new 2-4 frame classification at American Philatelic Society

WSP shows. John Burnett then made a presentation on the "Little Known facts of WWII," using Canadian postal history to support his contentions. The group will meet next in Charlotte, North Carolina at the CHARPEX show in late July 2018.

Edmonton

The Edmonton Regional Group continues to gather for informal monthly meetings. An average of six members meet each month and bring items to discuss with the group.

Golden Horseshoe

The Golden Horseshoe group meets five times a year, at the Rousseau House Restaurant in Ancaster, Ontario, from 10am-4pm. Before lunch, members meet informally with visiting local dealers. After lunch, the meeting commences with business and a presentation.

After January's extreme cold, it felt very much like a spring day on 27 January as the Group gathered for its first meeting of 2018. The group was greeted with some astounding changes in the décor that added to the normal subjects of conversation. The thirty BNAPSers created a vibrant atmosphere. Among the crowd was Dave Bartlet, BNAPS Vice-President Regional Groups, who was visiting family in Toronto and Montreal.

Lunch comes too soon but is always welcome. BNAPEX 2018 Quebec City this year was at the forefront of announcements. If you haven't registered yet, it would be a good idea to do it now. It promises to be a good show. Several show-and-tell items were followed by a real bang-up auction. Thanks to donors and to those who provided a new home for the material.

The speaker for the afternoon was Mike Street, who showed and discussed World War I letters and post cards sent home to his family in Ancaster by Dr George Devey Farmer, Commanding Officer of the Fifth Field Ambulance and later the No 2 Canadian Stationary Hospital in France and No 5 Canadian General Hospital at Liverpool. The research was done through Ancaster's Fieldcote Museum, which at one time was the home of Dr Farmer's brother. It was an interesting presentation of military postal history and insights into the war. Thanks Mike, and again thanks to Simon Claughton for providing the electronics.

The next get-together was planned for Saturday 24 March, Speaker Larry Cherns will talk about "Mail Correspondence to and from Dunnville, Ontario."

Midwest

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

Pacific Northwest

The Pacific Northwest Regional group (PNWRG) will hold its annual meeting in conjunction with VICPEX in Victoria BC at the Comfort Inn the weekend of 4-5 October 2018. Attendees will be able to add to their philatelic knowledge and enjoy a great show at the same time. A registration form for this event is on the regional webpage of the PNWRG.

Prairie Beavers

The next meeting of the Prairie Beaver Chapter of BNAPS is planned for Saturday 7 April in College Station TX.

St Lawrence Seaway

The next group meeting is scheduled to be held during ORAPEX on Saturday, 5 May 2018.





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Royal Philatelic Society of Canada

<http://www.rpsc.org/royal2018/>

From the Treasurer: Report date: 13 March 2018*J Claude Michaud***Members whose dues are still outstanding as of 13 March 2018**

6917	Louis	Abbott	5834	Andrew J	McFarlane
6906	George E	Alexander	6920	Barry	McGuire
6058	John T	Bailey	6654	John C	Miller
6376	Marc	Beaupre	6101	James	O'Connor
6432	Brian C	Boggs	6403	Jeffrey	Orbach
6297	Francois	Brisse	5972	Orville F	Osborne
5432	John	Cheramy	5358	Steven	Perch
6244	John J	Clement	6623	Joel	Peterson
6786	David G	Cottenden	6951	Michael	Pierce
4080	Alan L	Crowther	6781	Barry	Pitt-hart
6953	Joe	Darby	6156	Peter A	Rafle
6020	NF Lee	Dowsley	5160	R Murray	Reid
5208	Scott J	Edgett	6009	John E	Rempert
6946	Rosette	Elkeslassi	6448	Ivan	Robichaud
6029	Michael D	Feinstein	6634	MT	Schilling
5861	Peter B	Feuser	6464	Martin J	Schofield
6924	Garner	Field	5348	Philip J	Spingler
6087	Charles S	Flynn	5147	David B	Tamblyn
4741	William R	Geijsbeek	6841	Barbara	Van- Helsdingen
6705	Julian J	Goldberg	6724	Chester	Vanwhy
4985	James L	Grimwood- Taylor	5824	Kimber A	Wald
5894	Aaron T	Gulliver	5975	Alfred N	Weiner
6406	Tony	Hine	6812	Marcus	Woodward
6834	James	Inverarity	6936	Tommy	Wortley
6733	Charles A	Jones	6145	Eugene J	Zhiss
6960	Steven	Mart	5428	Steven G	Zirinsky
6163	Denny R	May			

Donations received between 1 January 2017 and 13 March 2018

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Andrew Chung	Alyn G Lunt	Clyde Robertson
Bernie Finkelstein	David MacLellan	David Ross
Roy W Houtby	Thomas P Meyerhof	

Sustaining Level (to \$50)

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Robert W Cumming	Keith Mackay	Terry W Sitch
Brian Dickson	David Macmorine	Brian T Stalker
Raymond J Dubeau	John C McCuaig	Arlene M Sullivan
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Harold M Forbes	John Perquin	Joseph Schlitt	

Study group centreline

Peter McCarthy, OTB

CENTRELINE presents brief summaries of specialized research done by BNAPS members as published in the newsletters of its many Study Groups. This column reviews those newsletters received between 15 December 2017 and 15 March 2018.

British Columbia

The front page of the *British Columbia Postal History Newsletter* edited by Andrew Scott is always reserved for “My Favourite Cover.” The March issue shows a cover from Whaletown on Cortes Island along with a little history of the community. A nice tribute was paid to the late William (Bill) Topping who passed away on 21 October 2017. Bill was a long-time BNAPS member who received the Order of the Beaver Lifetime Achievement Award in 2007.

Tracy Cooper submitted an extensive article on the Suburban post office rate in British Columbia in which he explains drop rates and free delivery zones in the late 1800s, basing his work largely on George Arfken’s *Canada’s Small Queen Era 1870-1897*, information from the Vincent Graves Greene Philatelic Research Foundation, and records of the Post Office Department, RG 3. Tracy continues with an update on BC’s rarity factor “E” post offices, a revised listing of that which appeared in the *Newsletter* issue number 97. The “E” designation represents fewer than ten known examples. Two examples of previously unreported Post Offices—Raush Valley and Kissinger—has reduced the list of previously unreported post offices, according to Andrew Scott, who offers a history of the two offices along with examples of cancels. Gray Scrimgeour writes about the building of the Hope-Princeton highway during World War II, and the internment camp and post office at Tashme. The internment camp housed the families of the Japanese men who were required to work on the highway. The last item, by Bill Pekonen and Alex Price, is entitled “A Weird, Improbable, Discombobulated Conundrum.” It involves a question posed by Bill Pekonen, regarding an illustrated parcel from Kelowna to Nelson with a Canadian Pacific Express label and a circled red “R.” Alex explains that the parcel did not travel by mail, and that the “R” is a CPR probable RUSH label due to the fact it has a form number. That’s it in a nutshell!

Elizabethan II

Robin Harris, editor of the Elizabethan II Study Group (ESG)’s newsletter, *Corgi Times*, opens Number 4 of Volume 26 with an article on the issue of the new definitive series known as “Far and Wide,” and the fact that none of these stamps were available on the day of issue, 15 January of this year. Robin illustrates the different tagging elements on the tops and



“From Far and Wide,” a beautiful, new Canada Post series of definitives.

bottoms of each stamp. He also mentions the hidden micro text noting the location of each scene. Robin would like to see this issue around for years to come. In Canada Post’s *Details* release dates for a few future new issues are given, and the recall of an initial printing of the Hanukkah booklet is mentioned. A review of the 2017 Canada Post stamp program with Scott Catalogue

numbers is listed, along with the 2018 stamp program up to 2 April. Robin presents a list of the Lunar stamps by year with quantities printed and asks whether they are as popular as they once were. Robin notes the change in meter mail rates for business; up to 30 grams now costs \$0.84. The cost for 30-50 grams weight stays the same at \$1.19. Shown next is a never-before-reported combination tagging on the 1994 \$0.88 Wescot Apricot sent by Arpin Philately of Farnham, QC with explanation and illustrations. The newsletter features several book titles of interest to ESG members at a special price available only to them. Also noted here are the sealed commemorative panes that can no longer be purchased as single stamps. Again, Robin issues a call for more articles. The Elizabethan era offers so much. Surely you must have something to say!

Fancy Cancels

Dave Lacelle is the editor of this newsletter and, if I read things right, the new Fancy Cancel Book is nearing completion. Mike Halhed sent in some new dates for several great-looking cancels. Bill Radcliffe sent in a very interesting cover, sent from the Ontario Diocesan Depository in Kingston to a Reverend Clark. The postmaster was a Mr Deacon, and the fancy cancel is in the form of a cross. Mike Street chipped in with a couple of lovely strikes on two-cent registered stamps (F2). James Taylor needs some help in identifying a cork cancel on a lovely cover to Scotland. Ron Smith shows a registered cover from Windsor with pinkish cork star cancels. This apparently is a duplicate listing as a flower cancel. Ralph Vincero offered interesting illustrations of Hagersville fancy cancels, including crosses in diamond shapes, various “H” designs, and a Woodstock wheel. Doug Freisen, the Map Stamp Guy, shows a cover with several Orillia squared circles and an Orillia crown wax seal. Problematic covers bearing the Waterloo, Que, anchor cancel—previously delisted as bogus—now require comments. The newsletter ends with questions about the Nicaraguan Shield cancel that Dave shows on a few pieces. These should create some debate!

First Impressions

This very colourful newsletter comes from the First Day Cover Study Group, edited by Gary Dickinson. George Basher is attempting to catalogue the first FDCs produced by the Canada Envelope Company under the CANECO brand, and he is looking for insights on the history from members. Gary submits an extensive and well-illustrated article on ARTOPAGES cachets. The brand name is taken from Art Topic Pages. They included general as well as special purpose cachets for Canadian stamps. Jan Pieter van der Ven and Mark Lerner write about two notes received about their book *Overseas Mailers First Day Covers of Canada Handbook* and illustrate how the pages may have appeared in the book. Jan continues with an article on EM Rickson’s First Day Cover Cachets. Rickson apparently produced cachets between 1946 and 1955. It’s a well-told story of difficult-to-find cachets.

George VI

The editor of the *King George VI Post & Mail Newsletter* is Ken Lemke. The front page of the last issue shows a registered airmail cover provided by Gary Steele. Mailed to Montreal from England with a prohibited address, it ended up in the dead letter office and eventually was returned to England. A very interesting article. Eldon Godfrey continues with Part 11 of the Foreign Exchange Control Board series, entitled “Currency-in Transit and Detection of Unauthorized Financial Assets.” The question is—will Eldon publish this interesting series as a book? There are some fabulous covers here.

Donald Leblanc in Part VII on the Royal Visit of 1939 now takes us through the 2¢ value. This issue shows the National Memorial in Ottawa. Donald provides the historical background of its planning, the preparation of the stamps for the Royal Visit, and the King's speech at the unveiling. It's a story that shows there is more to the stamp than the stamp itself. These *Post & Mail* guys like to tell long stories, as evidenced by Stephen Prest's Part XVIII of "TOPICS Revisited," looking at volumes 71 and 72 of King George VI articles. These collectors make it much easier for you to become interested in a very collectible era of Canadian philately. The last page of the newsletter is the market place, and the last space reads: "Articles Wanted."

Military Mail

Wayne Schnarr begins the January 2018 *Canadian Military Mail Study Group (CMMSG) Newsletter*, edited by Dean Mario, with an article on the Canadian Base and Field Post Offices in England during WWI, and the question of whether the hammer for a specific camp was used exclusively by Canadian mail clerks. Wayne is looking for any other information available on this issue. Congratulations are extended to Mike Powell on being awarded the Canadian Philatelic Society of Great Britain Founders Trophy. This most prestigious award was for Mike's two volumes on the Great War Internment Camps and Prisoners of War. The newsletter noted that the study group will be holding a special meeting at ORAPEX in May 2018. John Watson sent a new reports of World War II Field Post Office markings and a different hammer size for another postmark. Mike Street provided a 1944 letter from a Corporal Gordon, writing from somewhere in Belgium, to his mother, describing the handling of mail in 1944. Cec Coutts sent in a scan of the last day of use for CAPO 5050, Werl, Germany. Ending the newsletter is a scan of a "Y" force cover sent from Jamaica to Pilot Mound, Manitoba dated 1941.

Newfoundland

Malcolm Back is the editor of the *Newfie Newsletter*. He begins the January-March issue with a Bruce Robertson article on a Grenfell cover and a copy of a letter to the editor of the *Evening Telegram* of St John's, praising the nurses of the Grenfell Mission and the mission itself. JC Vasseur wrote an article on the 1919 Challenge, The Martinsyde Flight, and the Manuscript Overprint. The article is well illustrated, showing covers flown across the Atlantic, including several Newfoundland stamps overprinted in manuscript as "Aerial Atlantic mail."

Jim Luetje seems to have solved the mystery of the missing number in the year date in the hub of the SAVE FOR SECURITY machine cancels that ran from late 1940 to late 1944. Many examples simply have 194. Jim has concluded that war shortages prevented delivery of movable slugs before July 1944, so existing slugs were ground down to fill the space.

You may recall that the previous issue had a short article on crosshatching on the Queen Elizabeth stamp of the Royal Family issue. In this issue, Anthony Thompson and CA Stillions, aided by many others, comment in a very detailed and well-illustrated article. CA Stillions explains the additional 2¢ fee on several covers bearing the "ST. J. & P.A.B. T.P.O." postmark and the boxed "late fee." If you happen to have a picture of the St John's railway depot showing the drop box, CA would love to have a scan. John Walsh ends the newsletter by asking why a cover sent from Shandlers Cove sold for such a high price on eBay.

Pence-Cents

This study group needs very little introduction. It is all about Canada's earliest stamps and Jim Jung, the editor, does a good job of putting it together. In the January issue, Jim congratulates Ron Majors on being awarded the Grand Award at BNAPEX 2017 in Calgary and reports that

Ron received another prestigious award—the Reserve Grand Award, at the American Philatelic Society Stamp Show in Richmond, VA. Jim also notes that he was able to view one of the three 12d proof sheets that a dealer at CANPEX 2017 had on hand. Jim was able to take a photo, and he includes it. Unfortunately, he didn't have quite enough change in his pocket to buy it! From the *BNA Topics* archives, articles by George Arfken and Arthur Leggett on the postal usage during Canada's decimal period are reprinted. Part 1 deals with "Domestic Letters"; Part 2 with "Drop Letters. Circulars and Prices Current." The issue ends with Part 1 of Jim's "Collecting Transatlantic Postal History—A Beginners' Guide."

Postal Stationery

The *Postal Stationery Notes Newsletter* for February is edited by "interim" editor Robert Lemire. In this issue, Robert illustrates and explains postage-prepaid boxes. Apparently, these boxes came in three sizes and were designed for mailing up to five kilograms anywhere in Canada, but were only available in sixty post office locations. In the PCF corner, Robert illustrates the RCMP card with the underlay as promised and also illustrated is a private order window envelope with the 5¢ Karsh postage. Robert continues with Part 2 on the printings of the railway advice flimsy forms, a series entitled "The 4¢ QE II First Karsh Canadian National Express (C.N.E.) Mystery Cards." Robert illustrates English and French 2017 Christmas cards mailed out by Canada Post. Vic Willson offers an article on the uses of the 1¢ Leaf Post Card illustrating some rare and a couple with no postal validity. Earle Covert describes recent Canada Post postage-prepaid registered mail envelopes. These will be listed in the next edition of Webb's. Changes in format, effective 15 January of this year, are noted. Illustrated are the latest postage-prepaid cards from Canada Post, including the Year of the Dog and the Far and Wide cards. Robert closes out the newsletter with an article about the white-paper post bands from the 1950s and whether they should be listed as private order items or as officials.

Railway Post Office (RPO)

On the cover page of the October–December 2017 issue of the *Canadian RPO Study Group Newsletter* editor Ross Gray illustrates a lovely cover with a boxed, registered Central Ontario Railway marking, among others. This is only the second such recorded marking and the earliest date used: 25 April 1885. The previous only-known was dated 9 October 1886. Neil Donen sent in a scan of a cover with a "TOR. HAM. & Buf./M.P. TUMMON" cancel dated 7 May 1935. Again, only the second known and the earliest period of use. Ross tells the story of the Toronto, Hamilton & Buffalo RPO based to some degree on information from the late Dr John McCrea, a member of the study group, who knew RPO clerk, MP Tummon, and Kevin Leddy, a member of the Toronto, Hamilton & Buffalo Railway Historical Society. Timetable, route map, and cover scans are nicely illustrated. Brian Stalker reports a new late date for a Northern Railway registered marking. Jack Brandt provided several new reports on assorted RPO markings. Brian Stalker and Stéphane Clouthier are collaborating on a project investigating accountancy postmarks used by the GWR. A list of these postmarks is provided, and members are asked to go through their holdings for any such markings. A hammer study is provided for the Ottawa & Toronto RPO, and an update hammer study is also provided for the M. HAT & NEL. R.P.O./B.C. RPO. Ross, along with Morris Beatie and Murray Smith, has provided two pages of new reports on an assortment of routes, and Gary Steele sent in a scan of a previously unknown RPO crown wax seal with the OXFORD & PICTOU/M.C. impression. Ending the newsletter are new reports from Brian Copeland.

Re-entries

Michael Smith, the editor of *Dots and Scratches*, the newsletter of the re-entries study group, opens this issue with a Brian Hargreaves article in which he is seeking match-ups to solitary varieties on Large Queens with scans possibly creating constant varieties. His first attempt, a year ago, brought no response, so maybe comments will be forthcoming this time. Jim McCormick has written a long and well-illustrated article on the Small Queen 6¢ Ghostly head plate, a rare printing which was only temporarily used. A complex study indeed. The black-and-white scan of the large block of twenty clearly shows what is meant by the “Ghostly Head,” Robert Coulson bid on a junk box containing a bag of Newfoundland stamps at his local stamp club and found an unreported variety on the deep rose-red Newfoundland Dog Stamp with a diagonal scratch on the upper left side. Nothing like a junk box!

Revenues

In an article continued from December 2017, Christopher Ryan, editor of the *Canadian Revenue Newsletter*, writes about the Newfoundland Lobster and Salmon Cannery Identification Labels. Fritz Angst, with help from eBay, added to the Brian Peters list of weights and measures verification stamps that are fully illustrated. Brian Peters then shows a weights-and-measures letter sheet notice of inspection dated in the 1870s. This letter sheet serves as an extension to Fritz Angst’s article in a previous newsletter and show a successor to the post card included in that article. Christopher Ryan writes an interesting article entitled “U.K. Revenue Stamp Use with a Canadian Connection.” It has to do with the severance of diplomatic relations with the UK in Cairo and the Canadian administration of the UK staff during the Rhodesian severance of ties with the UK.

Christopher then continues with an illustrated article on Canada’s head tax certificates for Chinese immigrants, an effort to discourage Chinese immigration to Canada. The scans of the head tax certificates were supplied by Gordon Brooks.

Squared Circles

The *Roundup Annex* is the Squared Circle Study Group newsletter, edited by Gary Arnold. The January issue begins with many updates and new reports, several of which were sent in by David Robinson. Gary then shows some seldom-seen strikes on a Wooler, Ontario, Certificate of Issue of a Post Office Money Order, a St Johns Nfld precursor seldom seen on a 6¢ stamp on a free strike registered cover, and a Clifton, NB strike on a 2¢ registered letter stamp.

Gary writes up Derek Smith’s gold award at CANPEX 2017 for his New Brunswick squared cancels, and Gary’s large gold award for his three-frame exhibit of squared circles of Canada in the Admiral period. David also sent in updates on the Winnipeg hammers I and II. Gary ends the newsletter with an offer of Gore Bay, Ontario, favour strikes on card stock. Mike Squirell visited that post office and made the strikes.

Postscript

We are getting closer to BNAPEX 2018, Quebec City 21-23 September. Many newsletter editors will be on hand, and I’m sure the cry will be: “We need articles”! My guess is that the many exhibits will offer subject matter for several such articles. Think about it. Have a great summer!

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BNAPS exchange circuit news

Andy Ellwood OTB

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