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Post card mailed aboard RMS *Tunisian*, postmarked
BRITISH MAIL BRANCH/ 15 AUG 1915 / Post Office Quebec, p 27

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BNA pics

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Cover Illustration: Post card mailed aboard RMS *Tunisian*, postmarked BRITISH MAIL BRANCH/15 AUG 1915 / Post Office Quebec.

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Editorial

Welcome to Canada's capital city!

Mike Street, OTB

FOLLOWING the War of 1812, political and military leaders in Canada and Britain were concerned that, if the St Lawrence River was blocked at the east end of Lake Ontario, it would be very difficult, if not impossible, to get supplies and people into central Canada from overseas. In 1826, Colonel John By was commissioned by the British government to supervise the construction of the Rideau Canal, connecting Lake Ontario with the Ottawa River, which itself flows into the Lake of Two Mountains and the St Lawrence near Montreal. At the intersection of the Rideau and Ottawa Rivers, Colonel By established Bytown. It grew quickly because of the logging and timber industries that developed because of the lumber resources travelling on the Ottawa River past the town. Little did Colonel By know that, in 1854, Bytown would be renamed Ottawa, and that two years later Queen Victoria would decide that Ottawa would be the capital of the colony of Canada. With Confederation, and the construction of the Parliament buildings, Ottawa quickly grew into a large city.

In the 1850s, philately was a slowly growing hobby. Even if aware of it, Queen Victoria could not have imagined that one hundred and twenty-five years after naming Ottawa as Canada's capital, a group of philatelists would gather there for a weekend dedicated to the collecting of the Canadian stamps that were issued during her reign—and the reigns of her four successors—as well as the postal history of the whole period. Not only did these people gather in 1981, they returned in 2001 and are coming again this year, for BNAPEX 2019.

Two short blocks north of the Delta City Centre Hotel, the BNAPEX 2019 venue, is the main east-west downtown Ottawa thoroughfare, Wellington Street, home to many Canadian landmarks, all within walking distance or, for those of us a bit distance-challenged, a ride on Ottawa's very efficient bus service. At the west end of Wellington is the Canadian War Museum. Heading east, there is the Mill Street Brewery, housed in an historic old gristmill adjacent to the city's first hydro-electric power station, both on the banks of the Ottawa River. Then come the Library and Archives Canada headquarters, the Supreme Court of Canada, and the National Bank of Canada Currency Museum. On Parliament Hill are the (under-renovation) House of Commons and Senate buildings, and the recently renovated Library of Parliament. A few steps further east is the Chateau Laurier Hotel, an architectural sibling of the Canadian Pacific Hotels at Banff and Lake Louise. Around the corner and down Sussex Street are the Royal Canadian Mint and the National (Art) Gallery of Canada. Across from the Chateau is the National War Memorial, dedicated in 1939 to the servicemen and women killed in WWI, rededicated in 1982 for those killed in WWII and the Korean War, and in 2014 to include the dead from the Second Boer War and the War in Afghanistan.

All these historic sites are within 2.5 km (1.6 mi) of the Delta. A more detailed version of the notes above will be in your convention registration package. If you haven't yet registered for BNAPEX 2019, there's still time to do so, but hurry. There may even be room for a few more exhibit frames; again, hurry. Check the BNAPEX pages on the BNAPS website. If you haven't attended a BNAPEX before, please come to see what one is all about, visit the dealers in the bourse, view the exhibits and attend one or more seminars. We hope to see as many BNAPSers as possible at the Delta Ottawa City Centre Hotel between August 31 and September 1. **Welcome to Canada's Capital City!**

Readers write



100th Anniversary of Alcock & Brown Transatlantic Flight. The Canadian Aerophilatelic Society has prepared a Souvenir Card to commemorate the first ever flight across the Atlantic Ocean by Captain John Alcock and Lieutenant Arthur Whitten Brown who, on 14-15 June 1919, flew a Vickers-Vimy biplane from Lester's Field in St John's, Newfoundland, to Clifden, Ireland, a distance of 1,980 miles, in sixteen hours and twelve minutes, becoming the first airmen to make a non-stop flight across the Atlantic. The landing was not one hundred percent smooth—the plane ended up nose-down in an Irish bog—but the aviators were uninjured.

The new CAS card has a history of its own. After affixing a special commemorative picture postage stamp, on Wednesday, 12 June 2019, Dave Bartlet flew to St John's. The next day he met with CAS member Mike Deal. Together they cancelled the cards with a Canadian commemorative postmark, then toured the various St John's aviation sites. Thanks to arrangements made by Mike, they then visited The Rooms Museum to get close-up photos with the original mailbag from the Alcock-Brown flight. On Friday morning, Provincial Airlines Ltd took Dave and Mike on a low-level flight (1,000 ft) that passed over Lester's Field with wheels down to simulate a landing (there are houses there now, so they didn't land), then continued flying over the city, out through the Narrows and to sea before turning back to the airport.

Then it was back to the St John's airport for photos with the WestJet crew and mailbag and for Dave to catch the flight to Halifax. After more photos with a new WestJet crew, Dave caught the overnight Halifax to Dublin flight, leaving on 14 June and arriving on 15 June, the actual Alcock-Brown first flight anniversary dates. On Saturday morning, Brian Warren of the Irish Philatelic Society picked Dave up and drove him to the Clifden post office, where two Irish commemorative cancels were added to the card. Next came a visit to the bog site where Alcock and Brown landed one hundred years ago. After returning to Dublin, Dave flew home on 16 June, very tired but pleased with the adventure.

The 100th Anniversary Cards can be purchased from Dave Bartlet—email him at dave.bartlet@shaw.ca—or contact him by regular mail at 1955—9th Avenue NW, Calgary AB, T2N 4N3. The price including postage is \$7 CAD to Canadian addresses; \$6 US to US addresses; \$9C/\$8US/7€/5£ to the United Kingdom and international addresses.

The Post Office and the provisional War Tax revenue stamps

Christopher D Ryan

THE Canadian Post Office Department had absolutely nothing to do with the overprinting of the 5¢, 20¢, and 50¢ postage stamps for the war tax on wine. The Post Office did not supply the stamps to the Inland Revenue Department and had no control over their production, distribution, or application, other than to prohibit their use on postal matter. The Inland Revenue Department was entirely responsible for the supply and cost of its own stamps, of both the provisional and the regular issues [1].

In a letter dated 11 February 1915 to the Postmaster General, the Deputy Postmaster General, RM Coulter, described in detail the confusion and other difficulties that would arise from the use by the Inland Revenue Department of the overprinted postage stamps. He strongly objected to the appropriation of the stamps by the Inland Revenue—which had been effected without his knowledge—directly from the American Bank Note Company. The Deputy PMG only learned of the situation on the afternoon of 11 February. The overprinted stamps had already been shipped on 10 February, from Ottawa to divisional Inland Revenue offices. Coulter was informed by an official of the Finance Department, and not by the Postmaster General [1, 2]. Selected extracts from his lengthy letter of protest to the Postmaster General follow:

We have been in communication with Mr. Ross of the Finance Department today in regard to changing a clause in the Act in regard to the issuing of war stamps by this [Post Office] Department

. . . Mr. Ross has refused to make the change, and on our bringing the matter up again this afternoon he states that to do so would be incompatible with the clause that gives the Minister of Inland Revenue power to use [overprinted] postage stamps instead of a special stamp of their own. In other words, a regulation to manipulate the stamps of the Post Office Department, although issuing postage stamps is our business, would be doing a wrong to the Minister of Inland Revenue, who should have no power to issue postage stamps at all.

This is the first intimation to this Department that postage stamps have been purchased from the [American] Bank Note Co. for this purpose until the Inland Revenue can get another stamp, and I am afraid it is going to lead to serious complications with this Department. The mere fact that a postage stamp is marked 'war tax' does not prevent its being considered a postage stamp. . . .

. . . I have deemed it well to bring the matter to your attention and ascertain if some conference could not take place to arrange so that, even if the right to issue [overprinted postage] stamps is not taken from the Inland Revenue Department, we might be given the power to make regulations that will not cause friction between the Department and the public, and carry out the intention of the Government as expressed the other evening.

Keywords & phrases: Admiral, War Tax, provisional war tax, inland revenue stamps

As you have not mentioned the matter to me, I have assumed that it is the first time it has been brought to your attention, and as I understand 350,000 high-value postage stamps have been issued to the Inland Revenue Department and will be sent throughout the country at once, I deemed it wise that this should be brought to your attention without delay [2].

The preliminary legislation governing the new “war” taxes was issued to local Inland Revenue officers as “instructions” to be implemented under the authority of the budget resolutions. With respect to the new stamp taxes, the “instructions” included a provision granting authority to the Minister of Inland Revenue to direct the production and use of postage stamps, overprinted “War Tax,” without obtaining the consent of the Postmaster General:

STAMP DUTIES GENERAL

1- The Minister [of Inland Revenue], except as here and otherwise provided, may direct stamps to be prepared for the purpose of this part of such kinds, and bearing respectively such devices, as he thinks proper.

2- The device on each stamp shall express the value thereof, that is to say, the sum at which it shall be reckoned in discharge of the obligation to affix or impress stamps under this part.

3- Notwithstanding the provisions of this section, with regard to the preparation of stamps the Minister [of Inland Revenue] may, for all purposes for which stamps are required under this part, authorize the use of postage stamps of the value required on which the words “War Tax” have been printed or impressed by direction of the Minister [3].

The tax on wines was publicly announced in the House of Commons sometime between 4pm and 5pm on 11 February and took effect on 12 February 1915 † [4]. The use of postage stamps proper, as issued by the Post Office, for this tax was not permitted until 15 April 1915. Prior to that date, only the stamps issued by the Inland Revenue Department were allowed on wines [1, 3, 5]. The provision in the preliminary legislation that allowed the Minister of Inland Revenue to direct the production and use of postage stamps overprinted “War Tax” was not included in the final version of the statute [5]. The Inland Revenue Department objected ‡ to the use of postage stamps to pay Inland Revenue taxes in general, but once overprinted the provisional stamps were no longer “postage stamps” [6].

Endnotes

† The preliminary legislation as distributed to Inland Revenue officers gave 11 February as the implementation date, but this was overridden by the Budget Resolutions that set the date at 12 February.

‡ This objection by the Inland Revenue Department arose in large part from the Post Office policy of paying many postmasters by means of a commission on their sales of postage stamps. This commission ranged from fifteen to fifty percent, on a graduated scale based on the postmaster’s annual revenue. By comparison, the commission paid to postmasters and private vendors on the sale of Inland Revenue stamps was set in 1915 at only one percent. As a result, postmasters paid by commission actively promoted the use of postage stamps to pay Inland Revenue taxes, a practice encouraged by the Post Office Department. In early 1917 the Post Office prohibited the sale of Inland Revenue stamps by postmasters [6, 7].

References

- [1] Christopher D Ryan, "Canada's Provisional War Tax Revenue Stamps," *BNA Topics*, April–June 2009, Vol 66, No 2 (whole No 519), pp 19-28.
- [2] RM Coulter, Deputy Postmaster General, Letter of 11 February 1915, to TC Casgrain, Postmaster General, Library and Archives Canada (LAC), RG 3, Vol 641, File 746-25.
- [3] "War Tax Stamps Placed on Sale," *The Gazette* (Montreal), 12 February 1915, p 4.
- [4] Canada, *Debates of the House of Commons*, 1915, pp 85-94.
- [5] Canada, *Statutes*, 1915, 5 George V, Chapter 8, Section 19.
- [6] (a) JU Vincent, Deputy Minister of Inland Revenue, Letter of 16 February 1917 to TC Boville, Deputy Minister of Finance, LAC, RG 19, Vol 259, File 101-53-2 *Vol I*.
 (b) RM Coulter, Circular to Postmasters, 30 April 1915, LAC, RG 3, Vol 641, File 746-25.
 (c) Christopher D Ryan, "Canada's George V War Tax Stamps in Booklets," *Canadian Revenue Newsletter*, June 2008, No 61, pp 5-6 and 4. (Inland Revenue stamps were issued in booklets in early 1916 to compete with the sale of postage stamps for inland revenue tax purposes.)
- [7] (a) Canada, Report of the Postmaster General for the Year ended 31 March 1918, *Sessional Papers*, 1919, 9 Geo V, Paper No 24, p 9.
 (b) Canada, Order in Council PC 849 of 30 April 1915, LAC, RG 2. (A five percent commission was proposed, but only a one percent commission was approved.)
 (c) George Burn, President, Canadian Bankers Association (CBA), Circular Letter "R" of 1 June 1915; and CA Bogert, CBA President's Circular No 345 of 10 July 1920, CBA Archives, CBA President's Letters, Vol 1. (Banks were appointed vendors of Inland Revenue stamps at one percent commission, effective 1 June 1915.)
 (d) RM Coulter (unsigned), Deputy Postmaster General, Draft Letter of 15 June 1915, to R Trites, Secretary, Westmorland County Conservative Association, LAC, RG 3-C-1, Vol. 641, File 74625.
 (e) *Monthly Supplement to Canadian Official Postal Guide*, March 1917, p 5.



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Pre-1867 Quebec City postmarks—Part 2

Grégoire Teyssier

IN *BNA Topics* 2018Q3 I introduced my catalogue of pre-1867 Quebec City postmarks, the result of many years of collecting, reading, and researching. This work would not have been possible if others, before me, had not published the fruits of their labour: Books, articles, auction catalogues and private collections of the last 60 years or so have been consulted (see References in Part 1). I would again like to thank all these authors, past and present, as well as the dealers who permit me to consult their stocks and the many other philatelic friends who have helped, all named in Part 1.

In Part 1 I illustrated the Early Manuscript Rate Marks, Straight-line cancellations, Bishop Marks and their associated Bishop Holders, and the first of the Circle Date Stamp (Cds) postmarks. Part 2 includes the balance of the Circle Date Stamp postmarks, all the Duplex hammers and the first six Obliterators.

While it is suggested that readers review Part 1, the following information will assist all who continue with Part 2.

1) Abbreviations:

CMPQ = *Catalogue des marques postales du Québec*

CS = *Canada Specialized Catalogue*

LQ = Large Queen Issue

SQ = Small Queen Issue

ERD = Earliest Recorded Date

LRD = Latest Recorded Date

B = Black ink R = Red ink

RO = Red-Orange ink

Date: Month-Day-Year, or Month-Year,
or Year

2) Numbering system:

The capital letter refers to the type/usage of the postmark, followed by a serial number (1, 2, 3, ... attributed chronologically to each postmark in the same category); followed, when necessary, by number(s) for eventual subtype(s) (1, 2, 3, *etc.*). For example: C9.1 = Circle date Stamp #9, subtype 1.

3) Rarity factor system:

The Rarity Factor (RF) system is inspired by one created by Daniel Davis. Attribution of an RF to each postmark is based on my twenty-five years' experience collecting this particular subject, as well as analysis of auction results, dealers' stocks, and personal communications with fellow collectors.

RF 1 - Very common

RF 2 – Common

RF 3 - Scarce

RF 4 - Rare (5-15 known)

RF 5 - Very rare (2 to 4 known)

RF 6 – Unique to date

RF 7 - Only proof strike recorded

4) Illustrations:

Some illustrations are taken from sources listed in Part 1, others are scans of originals, mostly from my own collection. The reproduction quality is as high as the condition of the original items allows.

Keywords & phrases: Postmarks, Quebec City, pre-1867

Table 1. Pre-1867 Quebec City postmarks (continued from *BNA Topics*, Volume 75, No. 3, pages 36-39)




#	Illustration	Ink	ERD	LRD	RF	Notes/References
C1.2		B or R	11.1825	11.1830	3	<ul style="list-style-type: none"> • Ø = 32 mm • Short wings; Long QUEBEC • Year: last 2 digits. • Mostly struck on back of letters • CMPQ #20-1-12-6a
C1.3		B	02.01.1817	1824	3	<ul style="list-style-type: none"> • Ø = 27 mm • Long wings; Short QUEBEC • Complete year • Mostly struck on back of letters • CMPQ #20-1-12-7
C1.4		R	05.17.1828	05.1832	3	<ul style="list-style-type: none"> • Ø = 27 mm • Long wings; Short QUEBEC • Year: last 2 digits • Mostly struck on back of letters • CMPQ #20-1-12-7a

Table 1. Pre-1867 Quebec City postmarks (continued)



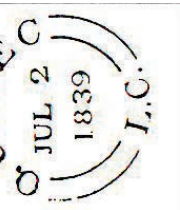
#	Illustration	Ink	ERD	LRD	RF	Notes/References
C2		B or R B R	1831	1839	2 3	<ul style="list-style-type: none"> Called « Type 1829 » (1831 Order) Ø = 26 mm Date printed (Quebec is the only such one of the order) Used as departure, transit or receiver Mostly found on front, rarely on back Manufactured by M. Paul. Jarrett #226 ; CMPQ #20-1-2-1
C3		R B	1833 05.06.1836	1842 -	2 6	<ul style="list-style-type: none"> Ø = 31 mm On front as departure or transit; on back as receiver One is recorded in black Jarrett #226 ; CMPQ #20-1-3-1 (1834-1841)
C4		R	07.1839	1.15.1841	2	<ul style="list-style-type: none"> Proof (illustrated) : 07.02.1839 (2 instruments) Ø = 30 mm With a dot after C of L.C. On front as departure or transit; on back as receiver CMPQ #20-1-4-1 (1834-1852) According to Anatole Walker, one of these two handstamps survived the 11.29.1841 post office fire

Table 1. Pre-1867 Quebec City postmarks (continued)

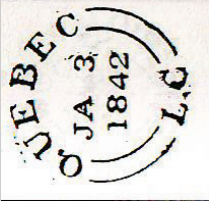

#	Illustration	Ink	ERD	LRD	RF	Notes/References
C5		B or R	04.1842	03.1858	1	<ul style="list-style-type: none"> • Proof: 01.03.1842 (illustrated) (4 instruments ordered after the November 1841 post office fire). • Ø = 28 mm • No dot after the C of L.C • On front as departure or transit; on back CMPQ #20-1-4-2 (red only)
C6	As C4, but 28mm Ø	B or R	1843	1859	1	<ul style="list-style-type: none"> • Dot after C of L.C • Ø = 28 mm • On front as departure or transit; on back CMPQ #20-1-4-2a (1852-1859 black or red)
C7		R	12.03.1852	-	6	<ul style="list-style-type: none"> • Ø = 30 mm • One example (on front of transatlantic letter) known in private hands • One dated 09.21.1842 without dot after the C of L.C is illustrated in Campbell (p 135) • The one illustrated in CMPQ #20-1-4-1a is dated 07.11.1852 • 3 recorded examples at BanQ by Cimon Morin dated 22 July to 25 Sept. 1852 used in red on reverse as transit Cds. • CMPQ #20-1-4-1a

Table 1. Pre-1867 Quebec City postmarks (continued)

#	Illustration	Ink	ERD	LRD	RF	Notes/References
C8		R or B	1854	09.1872	2	<ul style="list-style-type: none"> • Double broken circle LC • Ø = 26 mm • Sans-serif letters • Known indicia: Blank; - ; 0; 1, 3, 4, 5 • Indicia "2" should exist but never seen • Indicia "5": Only one recorded (RF = 6) • CMPQ #20-1-6-1 (1854-1873)
C9		R	1856	1864	2	<ul style="list-style-type: none"> • "Changeling" Cds • Usage as departure, transit or receiver. • Mostly used on registered mail. • Generally without indicia • Exist with indicia « D » and « B » (see below) • Boggs Id; Ih ; CMPQ #20-1-8-1 • Made by the <i>American company Boston Hand Stamps Co.</i> • <i>Since Boggs and Jarrett, all variants of this stamp have been differentiated (letters, numbers or outer circles full or hollow) as subtypes. We are of the opinion that these are not subtypes, but simply deformations of use due to the bad quality of the metal used for their manufacture, from which comes the nickname which has been attributed to them.</i>

Table 1. Pre-1867 Quebec City postmarks (continued)



#	Illustration	Ink	ERD	LRD	RF	Notes/References
C9.1	As C9 with indicia « D » above the date	R	01.18.1856	05.29.1856	3	Significance of the indicia is unknown
C9.2	As C9 with indicia « B » above the date	R	12.01.1856	—	4	
C10		B R	1859	1881	1 3	<ul style="list-style-type: none"> • Single broken circle LC • With indicia “PM” • Ø = 22mm • Red ink is scarcer than black • Ordered: 09.03.1859 • CMQP # 20-1-7-3
C11	As C10 with « AM » instead of “PM”	B or R	1873	1874	1	<ul style="list-style-type: none"> • Indicia AM • Ø = 22mm • CMQP # 20-1-7-2
C12		B or R B R	23.01.1860	11.1863	1 1	<ul style="list-style-type: none"> • Single broken circle LC • Without indicia • Ø = 22mm • Red ink is more scarcer than black • Ordered: 09.03.1859 • CMQP # 20-1-7-1 (1860-1863)

Table 1. Pre-1867 Quebec City postmarks (continued)



#	Illustration	Ink	ERD	LRD	RF	Notes/References
C13		B or R	1869	11.1879	2 3	<ul style="list-style-type: none"> • Single broken circle C.E. • Indicia PM • Ø = 21mm • Red ink is scarcer than black • No proof; Ordered: 09.03.1859 • CMQP # 20-1-7-6
C14	As C13 but without indicia	B or R	1862	1867	2 3	<ul style="list-style-type: none"> • Single broken circle C.E. • Without indicia • Ø = 21mm • Red ink is scarcer than black • Ordered: 09.03.1859 • CMQP # 20-1-7-4
C15	As C13 with Indicia "AM"	B R	1860	1874	2 3	<ul style="list-style-type: none"> • Single broken circle C.E. • Indicia AM • Ø = 21mm • Red ink is scarcer than black • No proof; Ordered: 09.03.1859 • CMQP # 20-1-7-5
C16		B	09.29.1864	01.11.1870	1	<ul style="list-style-type: none"> • Full circle C.E. • Without indicia • Ø = 20mm • CMQP #20-1-9-1 (1864-1871)

Table 1. Pre-1867 Quebec City postmarks (continued)


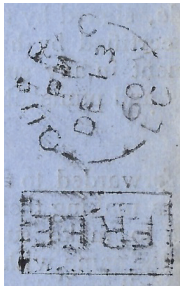

#	Illustration	Ink	ERD	LRD	RF	Notes/References
C17		B	09.28.1867	07.21.1871	1	<ul style="list-style-type: none"> • Full circle C.E. • Indicia "A" • Ø = 20 mm • CMPQ (with indicia « A »: 1864-1877)
D1		B	12.04.1860	12.13.1860	5	<ul style="list-style-type: none"> • FREE Duplex • Indicia « PM » • Ø = 20½ mm • two (?) recorded examples (according to S. Cloutier) • Only one seen by the author - Confirmed trial (only 10 days) • Probably the first Canadian Duplex known
D2		B	05.30.1860	11.1865	2	<ul style="list-style-type: none"> • Duplex C.E. • Without indicia and Indicia "PM" • Ø = 20mm • CMPQ #20-1-14-1

Table 1. Pre-1867 Quebec City postmarks (continued)







#	Illustration	Ink	ERD	LRD	RF	Notes/References
OBLITERATOR CANCELLATIONS						
O1		B	1851	12.1866	1	<ul style="list-style-type: none"> • seven concentric circles « Target » cancel • Cancelling stamp or occasionally a Rate postmark
O2		B	03.06.1857	22.08.1861	3	<ul style="list-style-type: none"> • number "37" in four concentric circles • Cancelling stamp and occasionally a rate postmark • 37: Order number assigned to the Quebec office in alphabetical order. • Found on Pence and rarely on Cents issues • Clear strikes: RF 4 • Jarrett #925
O3		B	1859	10.1864	3	<ul style="list-style-type: none"> • Fancy "37" in thin oval bars • Locally made • Found on Cents and rarely on LQ issues • Jarrett #112 • On cover RF4

Table 1. Pre-1867 Quebec City postmarks (concluded)

#	Illustration	Ink	ERD	LRD	RF	Notes/References
O4		B	1859	1868	4	<ul style="list-style-type: none"> • Fancy “37” in bars • Made locally • Found on Cents and LQ issues • Jarrett #113 ; Lacelle ... • On cover : RF 5+
O5		B?	1859?	1868?	-	<ul style="list-style-type: none"> • Fancy “37” in bars • Recorded by Jarrett (#113) and other authors but never seen by the author. I doubt its existence. It could be a misinterpretation of #O4
O6		B R	Apr 7, 1869	02.1880	1 5	<ul style="list-style-type: none"> • “3” in two concentric circles • Attributed in function of the annual revenues of the post office • Found on LQ & Small Queen Issue • two known in red on isolated stamps • Sometimes used alone on circulars, printed matter
	eight bars killer	B				



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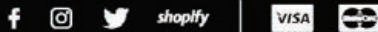
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Unusual United Nations franked mail for soldiers' letters: Canadian forces peacekeepers' mail service

—Bosnia 1995

Gordon McDermid

LOOKING over my Canadian postal history earlier this year, I came upon an interesting modern-period military cover with a unique United Nations franking, and a rare letter that tells a story of life as a field postie in Sarajevo, Bosnia 1995.

Some background: In May of 1992, during the height of the Bosnian civil war, Canadian Forces Major-General Lewis Mackenzie created and assumed command of Sector Sarajevo. With a small contingent of soldiers from thirty-one countries, he opened the Sarajevo airport for the delivery of humanitarian aid.

Canadian Forces were in the former Yugoslavia, including the Bosnia region, starting in the spring of 1992 when Canada sent a mechanized battalion from Lahr, Germany to serve with the United Nations Protection Force (UNPROFOR). Canadians remained in the former Yugoslavia, making several troop rotations, until 2004 when the NATO-led Force (IFOR) was turned over to a European Community-led military force (EUFOR).

By 1995, Bosnia-Herzegovina was completely shattered. The entire infrastructure of the region was damaged—water, power, and industry. Hundreds of thousands were dead, and hundreds of thousands were homeless. Military conflict among the fighting forces reached its peak in the spring and summer of 1995, and the collapse of the UN's capacity to contain the situation in Bosnia prompted a more appropriate international response. In late 1995, the North American Treaty Organization (NATO-led Implementation Force (IFOR) was formed to replace UNPROFOR. It was a massive and heavily armed organization that was eventually successful in coercing the tired, but still lethal, belligerent forces into compliance [1] [2] [3].

The cover in Figure 1 has the large rubber "UNITED NATIONS/ 16 JUL 1995/ NATIONS UNIES" date stamp and no other location or mission on it. Initially, UNPROFOR was a Canadian Forces Europe deployment, which meant there was very little mail to Canada, as most correspondence was to and from the troops' home station in Germany. When the troop deployments changed, it became necessary to develop more extensive and traditional mail services. As was the past custom for Canadian Forces on United Nations missions, it was assumed by the military that letter mail from the theatre to all addresses in Canada would be sent postage free, with any costs absorbed by Canada Post. However, UNPROFOR was not a United Nations mission in the traditional sense. It was sanctioned by the UN but was a NATO Forces undertaking. With the cooperation of Canada Post, the approach by the

Keywords & phrases: Bosnia, UN, peacekeeping force, military

Military Director of Postal Service was to make the non-descriptive UNITED NATIONS date stamp similar to that used by Canadian Forces Post Office 5003 in the former Yugoslavia. Normally, the date stamp would have been provided by Canada Post, but with the urgency of time, the rubber ink stamp was developed and locally purchased by the Canadian Forces Postal Service at Trenton, Ontario, and sent overseas to CFPO 5003.

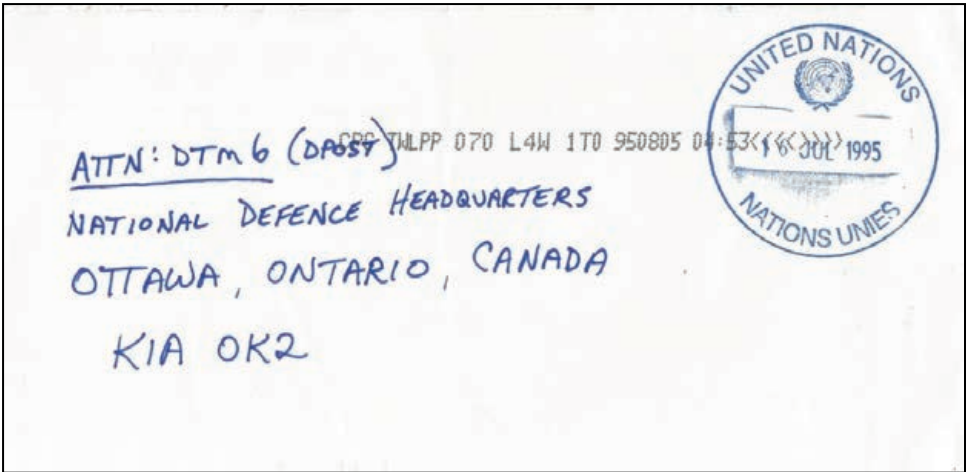


Figure 1. Letter from Canadian Forces UNPROFOR serviceman in Bosnia to Canada with UNITED NATIONS / date / NATIONS UNIES rubber stamp.

The UNITED NATIONS date stamp was required on mail passing through the Canada Post system, to ensure unobstructed delivery of letter mail without stamps throughout Canada. Such free mail service provided by Canada Post was a very patriotic contribution to the Canadian Forces. In general, for United Nations missions the formal arrangements for free letter mail for soldiers to their home country are based on the United Nations funding the costs of the mail movement to the port of entry in the home country. The costs of mail delivery within the home country are to be met by the home country, and in countries other than Canada those costs are charged by the home country Postal Administration to the home country Defence Department [4].

In Sarajevo on 2 July 1995, Master Corporal Clarence Wray, a Canadian Forces Postal Clerk [5], known to service personnel as a “postie,” was serving with UNPROFOR Command in Bosnia (BH COMD FWD SARAJEVO) when he was seriously wounded by mortar shrapnel. We sent him get well wishes from the Director of Postal Service and staff at National Defence Headquarters, and his reply on 16 July is shown in Figure 2. I believe the letter reflects what can be a dangerous time for a military postie just doing his job in what we might think of as “peacekeeping” years. It adds to the many stories from the well-known major world conflicts of the last century that we are all so familiar with from our history lessons.

16 JUL 95
SARAJEVO

Hey guys!

Thanks a lot for the card of encouragement. As I said to my wife, I'm no "hero", it's just a case of being in the wrong place at the wrong time! Or, in my situation, (since I lived to tell the tale) it's a case of being in the right place at the right time! GO FIGURE!

Anyway, I am into my last 50 days (who's counting!) and am very much looking forward to being back in Canada on 6th Sept. I am told that we'll be going to Valcartier for few days to turn in weapons and get Post Traumatic Stress briefings. I think 2 days in Valcartier will be more stressful than my tour in Bosnia! L.A. I've really earned this U.N. medal. Since coming here in mid-Feb, I've been threatened at gun point (AT SERB CHECKPOINT), shot at (dirt was literally flying up at my feet) and now, the lucky recipient of mortar shrapnel (120mm) I will be one very happy Postie when I leave here.

Job wise, it was a good experience to work hand in hand with France

-2-

and Britain. I got along well with all nations here and even the local civilians have expressed that they'll be sad to see me go. This was my 3rd UN tour and probably the last as I only have 1 1/2 yrs on my contract. (20-40 plan - I'm 38)

All good times must come to an end. I've been proud to be a Postie all around the world and been given the chance to be an Ambassador to Canada.

Thanks again to Doc, Mad Jack, Major Boone and local Mademoiselle for the card. It just goes to show that the 381 family is one that cares!

Looking forward to getting out of this hell on Earth!

Clarence Wray

P.S. Where do I go to pick up my purple heart?

Figure 2. Master Corporal Clarence Wray's letter to Canada from Sarajevo in 1995.

Master Corporal Clarence Wray's letter reads:

16 Jul 95 Sarajevo

Hey guys!

Thanks a lot for the card of encouragement. As I said to my wife, I'm no "hero", it's just a case of being in the wrong place at the wrong time! Or, in my situation, (since I lived to tell the tale) it's a case of being in the right place at the right time! GO FIGURE!

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Job wise, it was a good experience to work hand in hand with France and Britain. I got along well with all nations here and even the local civilians have expressed that they'll be sad to see me go. This was my 3rd UN tour and probably the last as I only have 1 1/2 years on my contract. All good things must come to an end. I've been proud to be a Postie all around the world and been given the chance to be an ambassador to Canada.

Looking forward to getting out of this hell on Earth!

MCpl Clarence Wray

When looking over the cover and letter several years later, I was curious to learn more about the actual mortar shrapnel incident. So I wrote to Master Corporal Wray who, like me, is now retired from the Canadian Forces.

He responded with the following email, sent 5 March 2019:

As you know 1995 was probably the worst of the worst as it goes, for fighting there was intense. Nights were filled with constant shelling and gunfire – sleeping it seemed was not a viable option – you would lie in your bed (fully dressed, by the way, so you were ready to bug out at a moment's notice) – you would lie there and gauge, by the sounds of the shelling, just how near or close to you it was getting – there were times the whole building shook and you thought – this was it."

So, on 2nd of July, I had just finished eating, and was coming out of the HQ building in Sarajevo, and I heard the loud whistle of an incoming mortar round.... instinct kicked in, and I kissed the ground in a hurry, but not before a few pieces of shrapnel had entered my 5'11" frame... I was hit in the forehead, chest and leg... I than recall bleeding like a pig (from my head wound) and I probably passed out... woke up in the medical room in camp... was in there for 4 or 5 days... and I went right back to my regular duties, which was driving a UN vehicle to Sarajevo airport to pick up multi-national bags of mail, and the Canada Post of course. There were many other harrowing ordeals I encountered while performing my duties, like the time I was stopped at a Serb checkpoint, had rocket launchers aimed in my face, and was forced to exit the vehicle at gunpoint, was taken away in another vehicle to an unknown place and was interrogated as to where and why I was on that roadway... my facial hair at the time (bushy moustache) made them think that I was their enemy dressed as a UN soldier, as that was happening at those days... I gave them nothing... ha, ha, ha... I remember this big guy pounding a revolver on the desk across from me and yelling whatever at me in Serb language. In the end I was never, ever so happy to see a Military Policeman from France in my life.

So, I was wounded in July and finished my tour, we snuck out of Sarajevo in the cover of night in October 1995... my 3rd UN tour, was also my last. I must say I thoroughly enjoyed my time as a Postie, I am honoured to have been a Postie, and I would not hesitate to do it all over again!

Master Corporal (Retired) Clarence Wray

To conclude: Along with the interesting use of the United Nations / *Nations Unies* date stamp for the UNPROFOR mission, I believe it historical to note, as with all deployed support service soldiers, that the job of the Postie providing mail services in conflict zones can be a challenging task requiring plenty of courage, creative skill, initiative, and even good fortune!

It is evident there can be tough and dangerous times on the job in our modern peacekeeping military missions that I am sure are equal to those challenges that faced the Posties and others during past World Wars.

Pictures of MCPL Wray and war damage in Sarajevo in 1995 are shown below in Figures 3 and 4.



Figure 3. MCPL WRAY on Guard Duty and Armoured Vehicle Patrol, Sarajevo 1995.



Figure 4. Mortar destruction, Sarajevo 1995.

References and endnotes

- [1] Sean M Maloney PhD, Professor of History, Royal Military College of Canada. “Exit SFOR, Exit Canada: Peace in Bosnia Herzegovina?” <http://www.seanmmaloney.com/old/articles/i0071.html>.
- [2] Robert F Baumann, George W Gawrych, Walter E Kretchik, “Armed Peacekeepers in Bosnia,” Army University Press, 2004.
- [3] Tim Ripley, *Conflict in the Balkans 1991–2000*, Osprey Publishing, 2001.
- [4] This is based on personal experience as a United Nations Postal Officer and from having been a member of the United Nations committee that developed the UN postal policy.
- [5] MCpl Wray was the Canadian Forces Post Office 5003 Postal Clerk responsible for providing full postal and mail movement services to the Canadian Forces in Sarajevo and area. The main CFPO 5003 post office was at Velika Kladusa, Bosnia Herzegovina. Financial accounting and other mail services, including mail dispatches in and out, were through CFPO 5003. The CFPO 5003 Sgt Post Master was responsible for postal services in all areas of the entire theatre (including MCpl Wray’s territory in Sarajevo). If you reflect on the complexity of financial services, mail delivery, and mail operations (including local and international mail movements), detached wickets in the theatre and so on, all in a foreign country with Canada Post regulations and supplies, I am sure you can appreciate that the Canadian Forces Postal Clerks must be well trained and very versatile in all areas of the post office business.



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Quebec British Mail Branch postmark illustrated

Mike Street

IN a 2010 article, “Three Cancellations Looking for Collectors” [1], I described three types of relatively little-known Canadian postmarks that deserved more attention from postal historians. One of the three was “British and Foreign Office” cancellations. The first such cancellation mentioned in the philatelic press was a 1915 BRITISH MAIL BRANCH / POST OFFICE HALIFAX oval postmark described and illustrated by the late Stan Lum in a *Maple Leaves* article on Admiral covers [2]. At the time of writing my 2010 article, these marks were known or had been reported from Toronto, Montreal, Quebec, Saint John (NB), and Halifax, but I had never seen an illustration of a Quebec office cancellation.

Nine years later, enter Cavendish Auctions of Derby, UK. While browsing the catalogue for their 19 June 2019 auction, I noticed in the description for multiple item Lot 2257 the words, “...good oval violet BRITISH MAIL BRANCH/ Post Office Quebec...” I wrote Greg Spring, Operations Director of Cavendish, asking for a scan of the cover. Greg's staff quickly sent the image shown in Figure 1 below. The postmark is dated 15 AUG 1915.



Figure 1. Post card mailed aboard RMS *Tunisian* with 2¢ Admiral stamp postmarked BRITISH MAIL BRANCH/ 15 AUG 1915 / Post Office Quebec.

References

- [1] *BNA Topics*, Volume 67, No 4, Whole No 525 (October/December 2010), p 62.
 [2] Stanley Lum, “Admiral Covers (Part 2),” *Maple Leaves*, October 2006, #302, Vol 29, No 8, p 333.

Keywords & phrases: Cancellations, British & Foreign Office, British Mail Branch, Quebec

Canada's Post Office in 1869, and its multiple 2-ring stamp obliterators with the same number

Alexander Globe

Overview

COLLECTORS typically try to acquire a copy of every 2-ring (2R) number, or more ambitiously aim for a strike of each number on every Large Queen (LQ) and Small Queen (SQ) denomination. The fact that some 2R numbers have more than one hammer is not well known. This article elaborates the evidence.



Figure 1. Four different 2-ring number 7 obliterators used in Saint John, New Brunswick:

Type 1 (upper left) is 6.4 x 4 mm; the left side of the stem is straight, and the left side of the foot has a sharp angle.

Type 2 (upper right) is 6.5 x 4.7 mm; both sides of the stem curve left, and the left side of the foot has a blunt angle.

Type 3 (lower left) is 6.8 x 5 mm; both sides of the stem curve slightly left, and the left side of the foot is rounded.

Type 4 (lower right) is 7.4 x 5.4 mm; the left side of the stem is almost straight, and the left side of the foot has a sharp angle.

In the 1850s, Canada tried to develop a system whereby each post office was identified by a unique numeral. That story is unfolded in an article of mine titled “Canada’s Post Office in the 1850s, and its multiple 4-Ring (4R) stamp obliterators with the same number” [1]. After Confederation, the 2R hammers followed several precedents of the 4-rings. When the LQ

Keywords & phrases: Large Queens, military, postal markings, plating

BNA Topics, Volume 76, Number 3, July–September 2019

Canada's Post Office in 1869, and its multiple 2-ring stamp obliterators with the same number 29 stamps were issued in 1868, the Post Office Department approached David Garden Berri in England to make brass stamp obliterators with just two thick rings. They were assigned in March 1869 mainly by office size by revenue. As in the 4R period, only a few post offices were assigned numbers, this time 1 through 60. As earlier, more than one hammer with the same number was made for the busiest offices and a few important transportation hubs. And, as before, some offices had additional unofficial 2R hammers made locally. Toronto, for example, soon had a dozen more 2R 2s made there to enable its twenty-two clerks to cancel over three million items of mail in 1869. After just six months, Toronto suddenly replaced all 2R 2s by at least sixty corks with the number "2" inside fancy designs. Some post offices close by on the railway imitated Toronto's initiatives with locally made 2Rs and fancy designs. Multiple hammers with the same number have been identified using rulers and the VSC 6000 digital imaging system at the Vincent Graves Greene Philatelic Research Foundation in Toronto.



Figures 2a-d. The four 2R 7 types are confirmed by strikes tied on covers of 30 June 1869 (Figure 2a), 27 January 1870 (2b), 12 December 1870 (2c), and 27 September 1869 (2d). Black cancels were darkened using Photoshop, which changed the colours of the stamps at the same time.

The manufacture of the 2R hammers and their distribution in March 1869

David Garden Berri made the 2R obliterators in London, England. He engraved heraldic items for legal firms and made post office handstamps. His proudest invention was a “duplex” cancelling hammer with both the stamp obliterator and dater combined in one unit [2]. Canada spent tens of thousands of dollars ordering a wide range of hammer types (including duplexes) from Berri between May 1855 and May 1872. After January 1868, no details of hammers ordered from Berri appear in Post Office records, only the money paid to him [3].



Figure 3. Did clogged 4R hammers inspire the new 2R design, which took ink better? Left, a 4R 18 with four rings showing, on cover, 28 June 1861. Right, a 4R 18 with two clogged rings, on cover, 10 June 1863.

In March 1869, the 2Rs were distributed mainly by post offices' size by revenue. Montreal, which earned the most money, received number 1. Toronto, with the next largest income, was assigned 2. At the end of the series, small Newmarket got 60 [4]. It would have been uneconomical to supply all 3,756 Canadian post offices with a numbered obliterator, since

most offices had low revenues—between nineteen cents and a few hundred dollars [5]. Still, the chosen sixty offices processed almost half of the Dominion’s mail. Costly 2R duplexes were not ordered, because all sixty selected offices already had several date stamps.



Figure 4. Some scarce 2Rs: 17 unknown, 19 Peterborough, 22 Galt, 26 Windsor, 30 Pictou, 45 Perth, 55 Berlin, 60 Newmarket.

Evidence for multiple 2R hammers with the same number

Many collectors assume that just one 2R obliterator was used by each office. Others have noted some 2R numbers with more than one hammer, such as 2, 6, 7, 9, 11, 13, 39, and 57 [6]. Proof that more than one 2R hammer was sent to the largest post offices comes from a previously overlooked letter in the Postmaster General’s correspondence. William White, the Department Secretary, sent the letter on behalf of Cabinet Minister and Postmaster General, Alexander Campbell, and civil servant Deputy Postmaster General, William Griffin [7].

*The Postmaster
Montreal*

P[ost] O[ffice] D[e]partment] 22 March [18]69

Sir,

I have the honor to inform you that by direction of the Postmaster General I have forwarded to you today, for use in your office six obliterators for cancelling postage stamps. I am directed to instruct you that you make use of these obliterators only, discontinuing the use of any you may now have in your office which you will please return to the Department.

I am also directed to enclose you for your information a List of Post offices which have been supplied with obliterators of a similar character and their numbers.

S[igne]d W White

Similar letter to Postmasters of Toronto, Quebec, Hamilton, London, Ottawa, Kingston, Post office Inspector Halifax & Fredericton.

The “List of Post offices... supplied with obliterators of a similar character and their numbers” has not been located. But what “numbers” would be referred to in a letter dated 22 March other than the ones on 2Rs that started being used two days afterward [8]? The only other numbers on hammers of the period were postal rates, days of the month, and years. Those numbers would not need a “List” and would not identify “Post offices.” Sadly for collectors, the number of hammers sent to offices other than Montreal was not recorded in the letter-book.

Table 1 indicates why more than one stamp obliterator was needed in Canada’s busiest post offices.

How the organization of large Post Offices necessitated multiple hammers

Evidence from post office documents and cancels indicates that large post offices separated different types of mail into different areas that needed separate obliterator(s). Over half the mail sent in 1869 consisted of local and domestic letters. Canadian postal clerks, like their British colleagues, may have been expected to “strike, on an average, about one hundred letters

per minute [9]". Every available strategy was used to speed cancellation. Montreal refused to use its 2R 1s for letters, because that would have required a second strike with a date stamp. Instead, a duplex was always used at Montreal to cancel letters [10].

Table 1. Revenues, mail volumes, and number of identified 2R obliterators for Canada's nine busiest Post Offices in 1869

Post Office ☞ = <i>ports</i> ‡ = <i>rail stations</i>	2R No.	1869 Revenues (% of total Canadian revenue of \$973,056.17) [11]	1871 population figure [12]	No of clerks 1869 [13]	Approximate number of items sent in 1869 [14]	Items Handled Daily [15]	Number of 2R hammers identified (number made by Berri in England)
Montreal☞‡	1	\$107,478.87 (11.05 %)	160,000	34	4,683,291	14,962	6 (6 by Berri)
Toronto☞‡	2	\$ 71,204.90 (7.32 %)	60,000	22	3,102,415	9,911	22 (3 by Berri)
Quebec☞‡	3	\$ 37,774.08 (3.88 %)	75,000	11	1,644,449	5,253	3 (3 by Berri)
Halifax☞‡	4	\$ 26,500.73 (2.72 %)	30,000	9	1,152,809	3,683	4 (3 by Berri)
Hamilton☞‡	5	\$ 28,325.31 (2.91 %)	27,000	8	1,233,337	3,940	2 (2 by Berri)
London‡	6	\$ 17,786.65 (1.83 %)	20,000	8	775,603	2,477	6 (3 by Berri)
St John NB☞‡	7	\$ 23,651.98 (2.43 %)	45,000	7	1,029,900	3,290	4 (2 by Berri)
Ottawa☞‡	8	\$ 25,438.04 (2.61 %)	25,000	10	>1,106,188 [16]	>3,534	2 (2 by Berri)
Kingston☞‡	9	\$ 13,872.07 (1.43 %)	15,000	5	606,073	1,936	7 (2 by Berri)

When hammers were covered with silk, they could strike around 150 times before returning to the ink pad [17]. This practice was in effect for a few years from 1869 at Collingwood (4R 7), Montreal (4R 516 and 2R 21), Toronto (2R 2), Hamilton (2R 5), Oshawa (2R 31), Whitby (2R 39), and Paris (2R 57). The usage most likely originated with the innovative Toronto Postmaster Joseph Lesslie and Toronto District Inspector John Dewé. Once Toronto adopted the technique, it spread quickly to the other places, which lay just a few hours apart on the Grand Trunk and Northern Railways.



Figure 5. Examples of hammers struck through silk onto LQ stamps.

Post office documents refer to specialized “Foreign Mail Clerks” in the “Railway Mail Service” on trains, and to “British Mail Clerks” (plural) at Toronto. Foreign mail would also have been handled separately at Montreal, Quebec, and a few other places. The rates were complicated: There were specific exchange offices for mail going to and coming from different parts of the US, and there were differently priced shipping routes to the UK or to more far-flung destinations, and deadlines could be tight [18]. Occasionally, a specific Toronto 2R 2 hammer appears mostly on the 6¢, 12½¢, and 15¢ LQ stamps used for US and UK destinations, suggesting that foreign mail specialists had a dedicated obliterator.

Documents identify clerks who handled registration [19]. When an item to be registered was presented at a window in the post office lobby, it was cancelled with a dedicated hammer, entered in a ledger, recorded on the letter bill in each outgoing mail bag, verified on incoming letter bills, re-entered on further outgoing letter bills, and recorded a final time when delivered.

An account written at Toronto in 1867 states that large post offices processed all forms of printed matter in an area different from letters [20]. Corroborating evidence from cancels indicates that separate obliterators were used for non-letter mail. At Montreal, only 1¢ circulars have 2R 1 cancels without a date stamp [21]. Strikes of some Toronto 2R 2s are found only on the 1¢ stamps used for circulars, as documented in my forthcoming catalogue. Advertisements were usually discarded soon after being read, so cancels of hammers used only for circulars can be quite rare. Occasionally, 2R 1s and 2R 2s found mainly on 1¢ stamps also appear on other denominations. Those examples could be higher printed matter rates for Montreal's and Toronto's one hundred and one book, journal, and newspaper publishers [22].

To complicate matters, 1¢ also paid for local “drop” letters. They were sorted separately from outgoing items, then either held at the post office for pickup or delivered for an extra fee. Drop letters were typically thrown out after being read, since they were like our current phone and text messages. A separate obliterator may have been dedicated to those items.

In short, busy post offices in 1869 needed several stamp obliterators.

The identification of multiple 2R obliterators

My research is based on the examination of over six thousand 2R strikes in six large collections. Close scrutiny of them shows that every Berri number was crafted individually rather than being stamped from standard dies. The numbers' variant shapes, sizes, and positions inside the rings can distinguish multiple hammers with the same number. Measurements of the numbers in tenths of a millimeter help distinguish different hammers. They have been verified by superimposing strikes of over one thousand 2R cancels on the VSC 6000 digital imaging system at the Vincent Graves Greene Philatelic Foundation in Toronto. Strikes from the same hammer overlap closely, while strikes from different hammers mismatch. Three different colour combinations can be selected, as shown below (Figure 6). Garfield Portch, the guru of “the machine,” assists expertization at the Greene Foundation and philatelists interested in pursuing research.

Use of Pre-Confederation hammers and Canadian-made 2R obliterators in 1869

The Post Office Department's order to use “only” 2R hammers and “please return ... any [other obliterators] you may now have in your office” caught most postmasters off guard. The interior organization of post offices and mail volumes forced the continued use of pre-Confederation circular date stamps, grids, and duplexes [23].

Even so, Toronto's Joseph Lesslie and John Dewé followed Ottawa's directive most imaginatively. They inaugurated their three official brass Berri hammers on 27 March 1869 for all types of mail. Soon after, they had twelve more 2R 2 hammers made locally of metal, wood, and cork, to cancel Toronto's large volume of mail. Post Office records note charges for hammers made in Toronto out of those materials during fiscal year July 1869 to June 1870. Engraver Joseph T Rolph received \$4 for a “Brass stamp.” Post Office registry clerk Donald P Ross was paid \$10 for “cutting cork obliterators.” For that project and the later fancy 2s, a hundred or more “corks for obliterators” were purchased at \$7.50 from ale bottler Malcolm Morison in the building next door. That leaves engineers and pattern-makers DC Ridout and J Smith as creators of wood “obliterating stamps” costing \$5. Machinist James Foster was paid \$3 for “rings for P.O. [hand] stamps,” while George and Samuel Rodgers received \$4.60 for “steel stamp-clamps” to attach the cancelling devices to wooden handles [24].

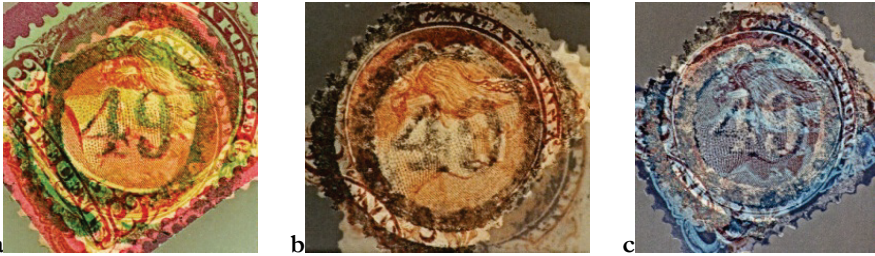


Figure 6a-c. Use of the VSC 6000 at the Vincent Graves Greene Foundation in Toronto to distinguish different types of hammers.

- (a) Two copies of 2R 49 (Prescott), type 1 (one digitally rendered green, the other red) overlap closely on the VSC 6000, producing one black image with minimal red and green feathering. The “4” is 6.2 mm high and sits 2.7 mm below the ring. The “9” is 3 mm wide.
- (b) Two copies of 2R 49, type 2 (grey and black) overlap closely. The “4” is only 5.6 mm high and sits lower, 3.5 mm below the ring. The “9” is 4 mm wide.
- (c) A copy of type 1 (white) sits above and to the left of a copy of type 2 (dark blue), producing a distinctive mismatch on the VSC 6000.

Toronto’s innovative creation of 2R obliterators quickly spread to other offices a few hours apart on the Grand Trunk Railway, just as the use of silk on cancellers had. London (2R 6), Kingston (9), and Paris (57) all had 2Rs made locally. The shapes of some “6”s and “9”s are so similar they were probably all made at Kingston, where engraver Thomas Ireland was paid two dollars for an “obliterating stamp.” [25]

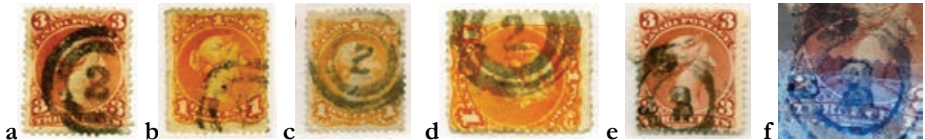


Figure 7 a-f. The most common brass 2R 2 manufactured by Berri has a stem curving upward toward the top (strike a). Locally made Toronto 2R 2s have number shapes different from Berri’s. Strike b has a very thin, metal number. Strike c is worn wood. Strike d is from cork. Strike e shows how the cork thickened and broke apart with wear. Scan f from the VSC 6000 shows the earlier state (scan d in white) sitting symmetrically inside the broken one (scan e in dark blue). This scan demonstrates that they are early and worn states, not different hammers.

Spinoffs: Fancy numbered corks and numbered duplexes

Lesslie and Dewé kept experimenting, perhaps remembering Quebec’s and Hamilton’s locally produced designs in the 4R period. Surprisingly, all the 2R 2s used in 1869 were withdrawn by September and never used again, despite the fact that the metal ones could have lasted for years. The staid, British-style rings were audaciously replaced from August 1869 to January 1870 by over sixty flamboyant corks with the number “2” surrounded by fancy designs. Most wore out after a few weeks, and they proved too large for the SQ stamps issued in 1870.



Figure 8a-e. Strikes a (2R 6) and b (2R 9) have thin numbers and widely spaced rings unlike Berri's. Both were probably made of metal at Kingston. Strikes c (2R 6) and d (2R 9) have similarly shaped numbers with angled ends and triangular bowls, probably both carved at Kingston from wood or cork. The wood of strike e, a 2R 57 made at Paris, was so hard that it slipped differently on every strike.

These Fancy 2s were the first Canadian corks with frames, geometric designs, wedges, rays, and leaves. They were inspired by the fancy corks on incoming American mail [26]. Lesslie had no scruples about importing a US practice after the government passed from rule by the British crown in England to a Parliament in Ottawa headed by a commoner. Whether in regret, protest, or surrender, on 17 June 1867 he provocatively “propose[d] to substitute a white flag for the Royal Standard hitherto displayed on” the Toronto post office building [27]. Even with local hammers, 2R 2s and Fancy 2s struck only half of Toronto’s three million outgoing items in 1869. The other half had circular dates, grids, unnumbered corks, and a duplex [28].



Figure 9. Fancy corks on American stamps issued during 1861-68.



Figure 10. Three Toronto fancy 2 corks of 1869.

For a second time, Toronto set the trend. A few nearby offices had fancy corks made with their 2R numbers, including Ottawa (8), Kingston (9), and Paris (57). Like Toronto, Kingston withdrew all its 2R 9s and replaced them with fancy 9s in September 1869 [29].

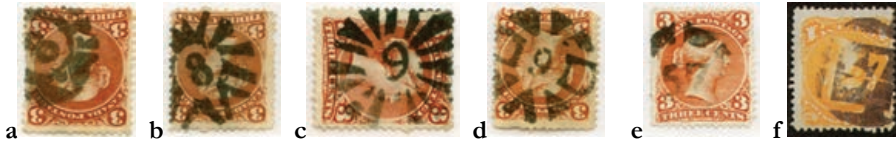


Figure 11a-f. Ottawa proclaimed its Royalist loyalties by corks with Queen Victoria’s initials at the bottom (11a) and a crown at the top (11b). Kingston, the first town after Toronto to have Fancy corks, had angle-ended numbers (11c-11d), like Figures 7b and 7d. Paris used a locally made segmented 1-ring 57 (11e) and a 57 in a frame (11f, courtesy of R Maresch, Auction October 1989, Lot 1147, back cover).

Hamilton (2R 5) and London (2R 6) set off in a different direction, introducing locally made duplexes with their 2R numbers inside grids during March 1870. Saint John and Fredericton followed a few years later with their 2R numbers 7 and 11 set in grids.



Figure 12. Left to right: Hamilton 5 duplex (“C.W.,” 1870-75), mutilated 5 (“Ont.,” 1875-77), London 6 duplex (1870-74), St John 7 in grid (1874-76), two Fredericton 11s in grids (1872-76).

The end of the numbered Post Offices

Unlike in Britain, in neither 1857 nor 1869 were new numbered post offices created by the Canada Post Office Department. Few offices received a 4R or 2R numbered obliterator, and all offices continued using pre-Confederation cancelling devices, especially duplexes, instead of a separate ringed hammer and date stamp. During the SQ period starting in 1870, other types of cancellers predominated. Even so, alongside the official 2Rs that remained in use, a few new 2R obliterators were created in the SQ era. They are the subject of a forthcoming study.

Acknowledgments

Kathy Hartley provided excellent reference assistance at the Harry Sutherland Philatelic Library of the Vincent Graves Greene Philatelic Research Foundation in Toronto. Thanks are also extended to Cimon Morin, Ferdinand Bélanger, James Bone, and Shane Pacey at Library and Archives Canada for their help. Useful comments were made by Mike Halhed, Ian Kimmerly, Ken Pugh, Bill Radcliffe, Wayne Smith, and Charles Verge.

General references

In addition to the numbered references and endnotes listed below, the following ten sources are cited frequently and are listed first for ease of reference:

Duckworth: HE Duckworth and HW Duckworth, *The Large Queen Stamps of Canada and Their Use*, 2nd ed., Toronto: Vincent G Greene Philatelic Research Foundation, 2008.

LAC: Library and Archives Canada, Ottawa. Materials available only onsite in Ottawa.

LACOM: Library and Archives Canada, online microfilms at <<http://heritage.canadiana.ca/?usrlang=en>>. Select “Government Documents,” then “browse,” then, in the “update” box, type the microfilm number, such as T3851.

Lovell's Canadian Dominion Directory for 1871. Montreal. Lovell. 1871.

Report PMG 1869: Report of the Postmaster General for the Year Ending 30th June, 1869. Ottawa, 1870.

Report PMG 1870: Report of the Postmaster General for the Year Ending 30th June, 1870. Ottawa, 1871.

Smith “Latest”: Wayne Smith, “Latest Known Usages of Two-Ring Numeral Hammers,” *Confederation: The Newsletter of the BNAPS Large and Small Queen Study Group*, Vol 61, December 2015, pp 9-10.

Smith “Census”: Wayne Smith, “Census of Large Queen Covers by Rates (as of End 2016)” An indispensable census of 7,143 Large Queen covers, with some cancels noted. The census separates the yellow 1¢ for the year when 2-ring obliterators were introduced. For an earlier edition based in 6,264 covers, see “Large Queen Rates,” *Confederation: The Newsletter of the BNAPS Large and Small Queen Study Group*, 2016.

TDA 1868-9: CE Anderson & Co.'s Toronto City Directory for the Year 1868-9, Toronto, 1868.

TDC 1868-9: WC Chewett & Co.'s Toronto City Directory, 1868-9. Toronto: Chewett, 1868.

References in text and tables

- [1] A Globe, “Canada’s Post Office in the 1850s and Its Multiple 4-Ring (4R) Stamp Obliterators with the Same Number,” *BNA Topics*, Vol 76, No 1, January–March 2019, Whole No 558, pp 5-14.
- [2] On Berri, see Fred J Melville, “An Engraver of Postmarks,” *British Philatelist*, Vol 30.7, September 1937, pp 51-54; and Ferdinand Bélanger, “Manufacturers of Quebec and Ontario Datestamps,” *PHSC Journal*, No 160, Winter 2014-2015, pp 29-30. On Berri’s duplexes of 1860, see Robert A Lee, *Catalogue of Canadian Duplex Cancellations*, 2nd ed., Kelowna, BC: Lee, 1993, pp 21-24.
- [3] The first and last orders to Berri are found at LACOM T3852, Vol 368, p 548; and LACOM T3859, Vol 382, p 196. Payments to Berri are in the printed annual reports of the Postmaster General. The last letter to Berri to include details about hammers is 31 January 1868 (LACOM T3857, p 405). After that, letters simply authorize payments of Berri’s invoices (LACOM T3858, pp 218, 298, and 435). Ferdinand Bélanger helped with some details in this note.
- [4] See lists in Duckworth, pp 218-219 (with earliest-recorded dates) and in the 2017 *Unitrade Specialized Catalogue*, pp 634-635 (with rarity factors). See also Smith “Latest.” Newmarket’s 1869 revenue was \$1,833, and its 1871 population was 3,000. See the sources used for the Table.
- [5] *Report PMG 1869*, pp 56-95, 250-251, 298-307. Yoho, NB, was the office earned just 19¢.
- [6] 2017 *Unitrade Specialized Catalogue*, p 635, mentions multiple 2R hammers for Fredericton (11), Whitby (39), and Paris (57). For 2R 2s, see KM Day and EA Smythies (=D&S), *Canadian Fancy Cancellations of the Nineteenth Century*, 2nd ed., Toronto, 1981, plates II and III, types 43, 47, 49, and 54-56. For two 2R 6s, see Mike Halhed, *Confederation: The Newsletter of the BNAPS Large and Small Queen Study Group*, Vol 55, February 2014, p 4. For three 2-ring 7s, see Duckworth, p 218. For two 2R 9s with two broken rings, see D&S 4 and 18 = David M Laclelle (L), *Fancy Cancels on Canadian Stamps*, 2nd ed., 2007, numbers 99 and 108. For Belleville’s 1-ring 13, see HE and HW Duckworth, “More Fancy Numerals of the Large Queen Period,” *BNA Topics*, Vol 34, No 3, May-June 1977, pp 16-20 = L 135. For Whitby’s 39s, see Fred Jarrett, *Stamps of British North America*, Toronto: Jarrett, 1929, p 401 (drawing); and Hennok sale, October 2005, lot 681 (strike on a 3¢ Small Queen). For Paris’s 57s, see Stanley F Cohen, *Maple Leaves*, Vol 11, No 5, June 1966, pp 128-131, and Graham Searle, *Maple Leaves*, Vol 34, No 6, April 2016, pp 323-327 = L 160-161.
- [7] LAC RG3, series R169-56-9-E, Vol 568, p 146. The names of Post Office officials are found in *Sutherland’s City of Ottawa Directory for 1869-70*, Ottawa, 1869, pp 138-139.
- [8] Kingston’s 2-ring 9 was first used on 24 March 1869, according to Duckworth, p 218.
- [9] William Lewins, *Her Majesty’s Mails*, 2nd ed., London, Eng.: Sampson Low, 1865, p 267.
- [10] Smith “Census” notes ninety-four circulars with a 1¢ Large Queen stamp, the “majority tied by 2 ring 1 cancel.” Not one of the two dozen Montreal circulars I have seen has a date stamp. Smith also notes 135 covers with 3¢ Large Queens, “all cancelled by duplex hammer.”
- [11] For revenue figures, see *Report PMG 1869*, pp 11, 58-94, 250-251, 298.
- [12] Population is from *Lovell’s Canadian Directory* (1871), a large project not always up to date.
- [13] The clerks are listed with names, rank, and salaries in *Report PMG 1869*, pp 49-53, 252, 298.
- [14] *Report PMG 1869*, p 11, gives the total volume of mail sent in Canada during fiscal 1868-69 as 42,382,720 items—including 21,920,000 letters, 18,700,000 newspapers (and other printed matter), 850,000 registered letters, 874,000 free (government) letters, and 38,720 parcels. Each office’s approximate volume was calculated by me, using its percentage of revenue.
- [15] The daily volume is determined crudely by dividing the annual total by 313. Postal clerks worked Monday through Saturday, with a few working at night and on Sunday. In a Postmaster General’s letter of July 28, 1854, a shift system at Montreal (running from opening to noon, then from noon to closing) was recommended to Toronto’s Postmaster Joseph Lesslie.
- [16] Ottawa processed more of the 874,000 free government items than any other office, so its volume was definitely more than the amount in the table, which is based on *paid* mail.
- [17] Alec Globe, “The Use of Silk on 2-Ring 2 Obliterators in 1869,” *Confederation: The Newsletter of the BNAPS Large and Small Queen Study Group*, 2016. Since then, Mike Halhed reported the 4R 7 through cloth and Brian Hargreaves the 4R 516.
- [18] In *Report PMG 1869* pp53-55, three “Foreign Mail Clerk[s]” were listed separately from dozens of “Home” mail clerks in the “Railway Mail Service.” For rail conductors who travelled with British mail, see LACOM T3852, Vol 369, pp248 and 326 (6 November and 9 December 1855). There were specialized “British Mail Clerks” (plural) at Toronto (LACOM T1587, Vol 272, pp 173 and

Canada's Post Office in 1869, and its multiple 2-ring stamp obliterators with the same number 37

175, letters of August 24 and 25, 1868). Compare British and American practice: Lewins, *Her Majesty's Mails*, p 269; Nicholas Kirke, "A New Look at New York Foreign Mail," *The Chronicle of the U.S. Classical Postal Issues*, May 2016, pp 182-201.

- [19] On 26 June 1855, Toronto's George Backus was identified as a "Registry Clerk" (LACOM T3852, Vol 369, p 39). Toronto's Donald Ross is specifically called a registry clerk in *TDA 1868-9*, p 312; and *TDC 1868-9*, p 323.
- [20] Dewé, *Canadian Postal Guide* (1867), p 13.
- [21] Smith, as above.
- [22] In my own collection of 36 2R 1 cancels, around half appear on 1¢ values and half on other denominations: Eleven on 1¢ LQs, six on 1¢ SQs, six on 2¢ LQs, nine on 3¢ LQs, two on 3¢ SQs, and one each on 6¢ and 15¢ LQs. Toronto boasted around 3,000 businesses (3,166 according to *TDC 1868-9*, pp 383-420, though some are listed under more than one heading; or 2,471 according to the more selective list of "Subscribers" in *TDA 1868-9*, pp 351-376). Montreal had even more businesses. In an age before telephones, businesses relied on letters and mass-mailed circulars. If every Toronto firm sent just one letter per day, the 1869 total would have been 1,095,000 items. Toronto's dozen book publishers, twenty-two periodicals, and eleven newspapers often mailed their products. Montreal boasted eighteen book printers, twenty-nine periodicals, and eleven newspapers, according to *Lovell's Montreal Directory for 1869-1870*, pp 58, 61.
- [23] Smith "Census" and "Rates" include many details of specific cancels used at various places.
- [24] The payments are listed in *Report PMG 1870*, pp 174-175. For the professions of the people listed, see *TDA 1868-9* and *TDC 1868-9* under their names. The number of corks purchased is not indicated in *Report PMG 1870*. According to *Shipping and Commercial List and New York Price Current* (Vol 55, No 62, Wednesday, 4 August 1869, p 248, column 1), wholesale corks cost \$5.56 per package. The quantity is not specified, but probable amounts could have been one hundred at 5½ cents each, or a gross of 144 (twelve dozen) at 3.9 cents each. The \$7.50 paid for corks at Toronto could have been 7.5 cents each for one hundred, or 5.2 cents each for 144.
- [25] *Report PMG 1870*, p 174. Ireland is listed in *Lovell's Canadian Directory*, p 446.
- [26] Almost all of the hammers datable from 1855 to August 1869 in Lacelle have no ornamental designs like Toronto 2s, but are numbers or letters, often in grids (Lacelle numbers 138, 267, and many more); the date 1857 (Lacelle 177); town names (405, 661); "PAID" (712, 713); crowns (Lacelle 1270-1271, 1295); Vancouver Island's coat of arms (Lacelle 1407); and six horizontal lines surrounded by a square of dots (Lacelle 1596). Cancels 1038 and 1177, with simple geometric lines, were not certainly used before August 1869. The one exception is a hammer with sixteen narrow "V"s in a circle (Lacelle 1481), used from May 1869 until August 1871 at Hunterstown, Quebec. See also Hubert C Skinner and Amos Eno, *United States Cancellations 1845-1869*, American Philatelic Society, PA, USA, 1980; and EA Smythies, "United States and Canadian Fancy Cancellations," *Maple Leaves*, Vol 8, No 10, April 1961, pp 194-199.
- [27] W White to Lesslie, 17 June 1867, LAC RG3, series R169-56-9-E RG3, Vol 567, p 293.
- [28] See Smith "Census."
- [29] Lacelle 18-21 dates the first four Toronto Fancy 2s in August 1869. Large Queen archivist Wayne Smith notes twenty 2R 9 strikes on cover from 24 March to 4 September 1869. The first Fancy 9 (Lacelle 99) is on a cover of 10 September 1869.

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Designer of 1970 15¢ Christmas stamp

Michael Pierce

For a number of years, I have, on my own, been doing a research project on the Canada 1970 issue of Christmas stamps, which were designed by Canadian school children. The contest was held during the 1969 Christmas season, with the winning designs appearing on the twelve designs issued as Canada's 1970 Christmas stamps.



Figure 1. 1970 Christmas stamp, Scott No. 530, designed by Tanis Dojcak.

I would, however, occasionally come across an article that listed the designer as “Tanis” Dojcak. In both cases, the designer was identified as being from Flin Flon, MB. Wondering who the actual designer of this stamp is, I thought it would be a good thing for the real designer’s name to be recognized as such. I decided in 2018 that I would try to definitively solve this question.

In December of last year, through the medium of Facebook, after some further sleuthing, and a follow-up telephone call, I was able to speak with the actual designer of this 15¢ Christmas stamp. What a treat this was for me—an early Christmas present! Her name is Tanis, not Janis, and she is now Tanis McIntosh. Figure 2 shows her at about ten, the age when she designed the Christmas stamp. She still lives in Manitoba, although she left Flin Flon and is now living in Morden. She told she became aware many years ago that her name had been spelled incorrectly. I assured her I would have it corrected for her.



Figure 2. Tanis Dojcak at the age of about ten. Courtesy, Tanis McIntosh (née Dojcak).

Keywords & phrases: Christmas stamp, Tanis Dojcak, stamp design

BNA Topics, Volume 76, Number 3, July–September 2019

How did this error occur? Even Library and Archives Canada (LAC) listed her name incorrectly as Janis, not Tanis. The culprit, it seems, is Canada Post. The official brochure they had printed for these stamps in 1970 spelled her name as Janis, and this error was copied throughout the years in various publications. It has never been corrected—until now.

This year is the fiftieth anniversary of the Christmas Stamp Contest of 1969—a good time to set the record straight. And Tanis, too, would appreciate it if we all spelled her name correctly and recognized her as the designer of this particular stamp.

I have been in touch with Robin Harris, Editor of the Unitrade Catalogue of Canadian Stamps, and her name will be spelled correctly in the 2020 edition. My archivist at LAC has also ensured that LAC's records have been corrected as well.

A tip of the hat to the publisher of an old Minkus stamp album that spelled her name correctly many years ago. This album set me on my quest to discover the correct name of the designer of this stamp.



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Extraordinary / ik-'strôr-də-,ner-ē / adjective

1. Going beyond what is usual, regular or customary



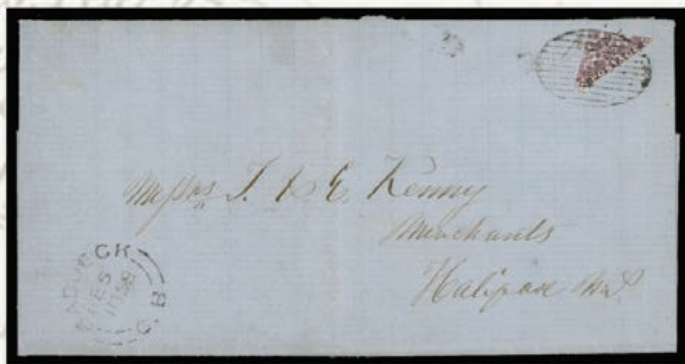
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A Sperati 1897 Jubilee forgery?

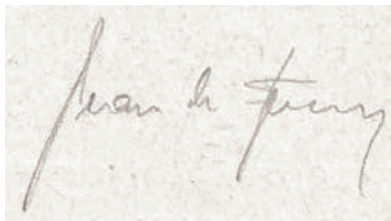
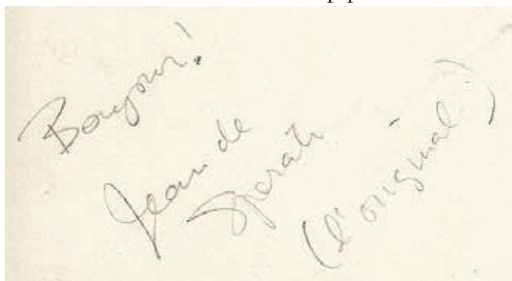
Bryan Dunne

I bought this item as part of a large forgery collection and was amused to find the writing on the back purporting to be from the infamous forger Jean de Sperati. It is not, of course. I don't know if his forged signature was placed there as a joke or to defraud collectors.



Keywords & phrases: Jubilee, forgery, Jean de Sperati

A genuine Sperati die proof is worth many hundreds of dollars. This dealer similitude (immediately below, left) is worth only a few dollars. To its right is a genuine Sperati autograph from one of his Newfoundland 6p proofs.



This Jubilee card is part of a set, likely made in the last twenty years, long after Sperati died in 1957. I first obtained a set of these cards when I visited the stamp shop of Vera Trinder in England in 2003. Vera Trinder Ltd was established in 1969 in the Strand, London's philatelic centre. The shop had a wonderful selection of philatelic literature; unfortunately, it is no longer in business.



The set as I bought it in 2003 included the \$4 and \$5 Canada Diamond Jubilee, pictured above. They were printed on thick, bright white card stock by thermographic printing. This type of printing gives a raised ink feeling like engraving, and the stamps have a “plasticity” feel to them. Sperati did not use this technique—it is mainly used on wedding invitations, letterhead, business cards, etc., as a cheap alternative to engraving.

Also in the set I purchased from Vera Trinder were a Great Britain Queen Victoria Penny Black, a Penny Red, a 10 sh blue, a £1 green, a £1 brown and a £5 orange as well as a King Edward £1 green. There may have been more in the set originally, but that was all that was available when I bought them. The shop staff told me they were almost sold out of the Canada Jubilee cards.

These cards were never meant to deceive, I think. I would classify them as dealer similitudes. Some are even marked “FACSIMILE” on the back. Similitudes can, however, become forgeries if they are misrepresented to unknowing buyers. These are attractive items and a nice addition to any BNA reference collection. They show up occasionally and retail for \$10 to \$25 CAD each.

Christmas Day 1898 Squared Circle cancels on Map stamp covers—Halifax

Rick Friesen

SUNDAY, 25 December 1898, Christmas Day, was the first day of Imperial Penny Postage in Canada. On this day, the postage rate for letters of ½ ounce or less, addressed to Great Britain and participating colonies, was reduced from five cents to two cents. The 2¢ Map stamp was created to commemorate this rate reduction and had been introduced a few weeks earlier. Map stamp covers with Squared Circle cancellations from 25 December 1898 are quite scarce, and one such cover in my collection is shown in Figure 1. It bears a Halifax Squared Circle dated 3/DE 25/98 on a transatlantic cover addressed to Mr Fred Pearson, 3 Inchinnan Road, Renfrew, Scotland, which was redirected to Brickendonbury, Hertford, Hertfordshire (England).

Recently, I was perusing back issues of *The 1898 Christmas Map Stamp Newsletter* (the journal of the Map Stamp Study Group) and came across a note by the Editor (John T Anders) in Volume 3, No 4, Whole No 10, (2002), p 4 [1]. The note included an illustration of a Squared Circle Map stamp cover contributed by Ron Brigham that bore a surprising resemblance to the cover in my collection (Figure 2). This cover was posted from Halifax on 3/DE 25/98. It bore the same handwriting to the same addressee, and it was forwarded as described above. The editor of the newsletter went on to note that “several identical covers have been reported. The exact number is not certain, estimates range from 5 to 8.”

I undertook the challenge of tracking down these covers. After searching back issues of auction catalogues, study group newsletters, websites, and journals, I have identified nine unique covers including the two described above (Figures 1-9). A close examination of the placement of the Squared Circle cancellations, the Renfrew CDS postmarks, and the handwritten addresses clearly shows that each cover is unique. The reference(s) and/or provenance (as far as I have been able to trace it) for each cover, and the postmarks on each, are summarized in Table 1. For the last three entries, I only had access to a scan of the obverse (or a portion thereof) of the covers and, therefore, backstamp information is lacking. The postmark information for entry 2 is taken from the auction listing write-up, not from a scan of the reverse of the cover or the backstamps themselves. A perusal of these covers and postmarks reveals that Cover #1 is unique within the group and two significant points differentiate Cover #1 (Figure 1) and Covers #2-9 (Figures 2-9).

Sender and addressee

The most interesting observation is that Cover #1 uniquely identifies the sender. The corner card advertisement on the author’s copy reveals that the covers originated from A&W MacKinlay, Publishers, Manufacturing Stationers, Halifax, NS. A full-page advertisement in *McAlpine’s Halifax City Directory for 1898-99* (Figure 10) shows the façade of the MacKinlay offices on Granville St [2]. The company was started by Andrew MacKinlay, in 1826, when he

Keywords & phrases: Halifax, Christmas, Map Stamp

opened a Halifax book and stationery store. His brother William joined the business in 1827 and, together, they grew a successful publishing company, primarily by printing school textbooks such as *A History of the Dominion of Canada* and *A Brief History of Canada*, both written by the Nova Scotia author John B Calkin [3]. Andrew twice served as the mayor of Halifax (1845-6 and 1851-2). The company operated until at least 1929.

I have been able to uncover little information about the addressee, Mr Fred Pearson. There is no mention of him in *The Paisley Directory and General Advertiser* (a publication that includes directories for towns in the Paisley area of Scotland, including Renfrew) for the years 1897-98 or 1898-99, even though there are numerous listings for residents of Inchinnan Road, Renfrew. Nor is there mention of him in *Kelly's Directory of Hertfordshire 1899-1900*. However, it appears that the Brickendonbury estate [4] was one of the principal seats in Hertfordshire. In 1898, the owner of Brickendonbury was George Pearson, the head of the civil engineering firm of S Pearson & Sons [5]. The *Kelly Directory* description [6] of Brickendonbury reads:

Brickendonbury, the residence of George Pearson esq JP is a mile and a quarter south from Hertford, and has a noble avenue of trees nearly a mile long, leading to the hall; very extensive alterations and improvements have been recently (1898) made, and it now forms one of the most compact and pleasant residences in the county.

Frederick was George Pearson's youngest son [7] (born 1880). It appears that, upon returning to Brickendonbury from Renfrew in late 1898, he left instructions for the forwarding of his mail. I could find no information regarding the connection between MacKinlay and Pearson. Nonetheless, MacKinlay saved 27¢ by sending nine separate 2¢ letters to Pearson on Christmas Day, rather than a day earlier when the postage rate to Great Britain was 5¢.

Delivery dates

The second interesting point deals with the dates of delivery of the letters. They all bear a 3/DE 25/98 Halifax Squared Circle cancelling strike, suggesting that they were posted in Halifax at the same time, sometime between 6 pm and midnight (TM 3) [8] on Sunday. However, the only cover to ultimately be received in Hertford on 6 January 1899 was Cover #1. Covers #2-9 arrived in Hertford a day later, on 7 January (I am assuming that Covers #7-9 arrived on this date, even though scans showing backstamp receivers are not available). The routing for the covers is described in Table 1.

Cover #1 was posted in Halifax on the evening of DE 25/98, was received eleven days later in Renfrew (A/JA 5/99). It was forwarded to England almost immediately (dispatch



Figure 1. Transatlantic cover from the author's collection, with receiving cancel on back.



Figure 2. Cover from Brigham Auctions, June 2014.

postmark A/JA 5/99), and transited Glasgow, which is five miles east of Renfrew the same morning (postmarked 9:30am/JA 5/99). Cover #1 was finally received in Hertford at 3:30am (someone was there to receive it at that time of day!) on JA 6/99 (Hertford is ~375 miles south of Glasgow and ~30 miles north of London).

They were received eleven days later in Renfrew (C/JA 5/99), but they were not forwarded until the next day (dispatch postmark D/JA 6/99), and transited Glasgow late in the afternoon (postmarked 5:20 pm) on JA 6/99. Covers #2-9 were received in Hertford at 8:45 am on JA 7/99, approximately twenty-nine hours after the arrival of Cover #1.

Covers #2-9 were posted in Halifax on the evening of DE



Figure 3. Ex Hugh Westgate Collection with receiving cancels on back.



Figure 4. Cover from Sparks Auctions, October 2016, with receiving cancels on back.

The Renfrew Directory within *The Paisley Directory and General Advertiser for 1898-99* indicates that the Renfrew post office “Box Closes” occurred at 8:10 am, 11:55 am, 2:55 pm, 3:55 pm, 5:30 pm, and 7:55 pm. If we assume the alphabetical TMs, A, B, C, etc., on the

Renfrew CDS correspond to the box closure times, then for example, TM A would be applied to letters received or delivered prior to 8:10am, TM B between 8:10am and 11:55am, and so on.



Figure 5. Ex John T Anders, ORAPEX 2002 exhibit with receiving cancels on back.



Figure 6. From Square Circles of Canada website.

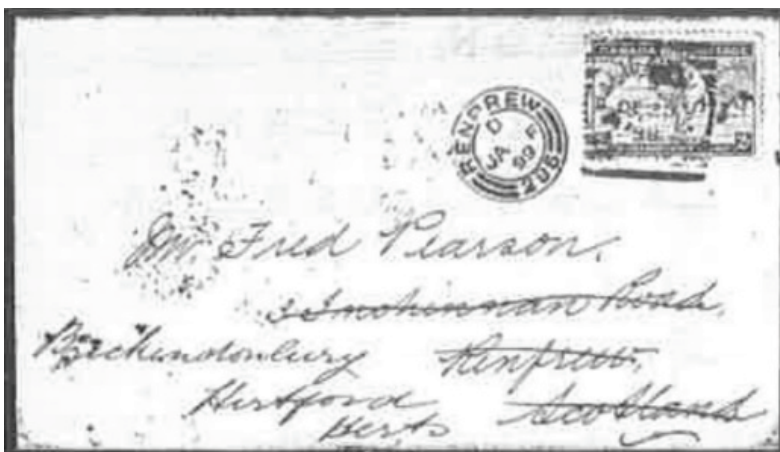


Figure 7. From Map Stamp Study Group Newsletter, 1988.

Following this reasoning, Cover #1 would have been received and subsequently dispatched (TM A for both) to England some time before 8:10 am on JA 5. This is consistent with its arrival in Glasgow at 9:30am the same morning. In contrast, Covers #2-9 were received in Renfrew on JA 5 sometime between 11:55 am and 2:55 pm (TM C), several hours after Cover #1 had already left for Glasgow. Since all the letters were posted in Halifax at the same time, the reason for the delay in receipt of Covers #2-9 in Renfrew is unknown. Additionally, Covers #2-9 were only forwarded sometime between 2:55 pm and 3:55 pm (TM D) on JA 6, the day after receipt in Renfrew (consistent with their arrival in Glasgow at 5:20 pm the same evening). Again, the reason that these letters were not immediately forwarded to England, just as Cover #1, is not known. Clearly, much more work would need to be done to solidify the TM arguments. However, even if the exact TM assignments are incorrect, it is clear that the handling of Covers #2-9 was different than that of Cover #1 and resulted in a delay of one day in their ultimate delivery to Hertford.



Figure 8. From Maresch Auction, October 1988.

I originally set out to identify all of the Halifax Squared Circle Map stamp Christmas Day covers mentioned in the Map Stamp Study Group Newsletter editorial. It is possible that I have not uncovered the complete set of covers that MacKinlay sent to Pearson on 25 December 1898. If a reader has, or knows of, additional covers that are not listed in this article, please forward the information to me so that I can update the database. One additional detail that I would like to be able to address is whether the Map stamps on these covers originated from the same sheet of stamps. Therefore, if you are the current owner of the covers described, I would very much like to obtain a high-resolution scan of the stamps on the covers in order to make a plating assignment. The currently available scans do not allow for such a detailed analysis. Finally, if you have any additional information regarding the covers presented here (including definitive backstamp data for Covers #2, 7-9, additional provenance for any of the covers, information about Pearson or the operations of the Renfrew post office, or superior scans to those shown), I would appreciate hearing about it.

Please note that I am continuing to compile a comprehensive database of all Squared Circle strikes on the Map stamp and Map stamp covers and would appreciate the contribution of lists from BNAPS members. You can send them to my email: <rickfriesen5@gmail.com>. Thanks to those collectors who have already submitted their lists and information!

I would like to thank Kathy Hartley, the librarian at the Harry Sutherland Philatelic Library at the Vincent Graves Greene Philatelic Research Foundation in Toronto, for her more-than-

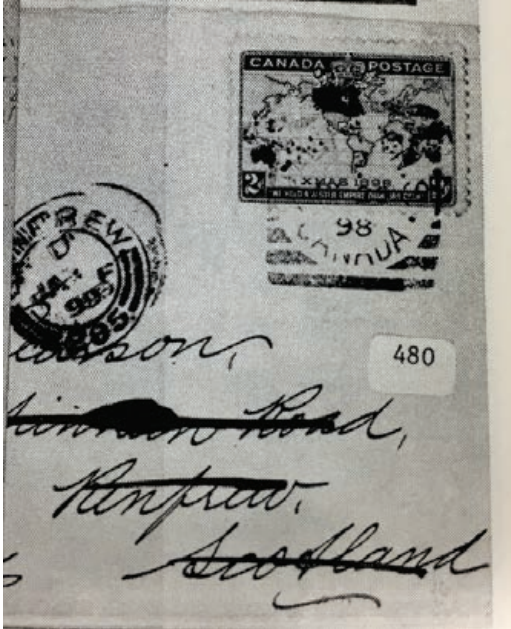
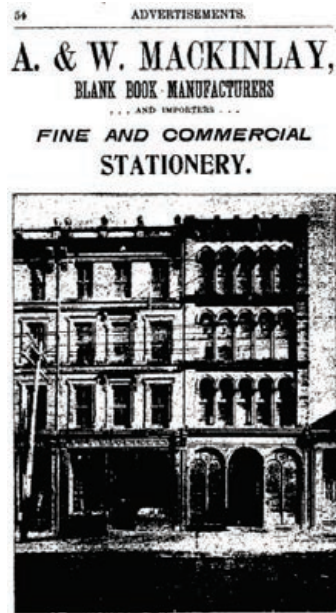


Figure 9. Partial scan of Lex DeMent Auctions cover.



135 and 137 GRANVILLE ST.

Figure 10. Advertisement.

able assistance in tracking down many of the auction catalogues and exhibits referenced in this article. I spent a day at the library this past summer, and it was a truly wonderful experience!

References and endnotes

- [1] *McAlpine's Halifax City Directory for 1898-99*, McAlpine Directory Company, Halifax, N.S., p 54.
- [2] Lois K Kernaghan, "MacKINLAY, ANDREW," in *Dictionary of Canadian Biography*, Vol 9, University of Toronto/Université Laval. Website accessed 17 September 2017, <www.biographi.ca/en/bio/mackinlay_andrew_9E.html>.
- [3] Brickendonbury Estate, website accessed 17 September 2017, <www.brickendonbury.co.uk>.
- [4] Graham Irwin, in *A History of Brickendon*. Website accessed 17 September 2017, <www.compassion-in-business.co.uk/brickendon/index.php>.
- [5] *Kelly's Directory of Hertfordshire 1899-1900*, Kelly and Co., London, p 107.
- [6] George Pearson genealogy, website accessed 17 September 2017, <gedbas.genealogy.net/person/show/1043618754>.
- [7] Tony Shaman, "The Squared Circle Strikes of Halifax" in *Canadian Philatelist*, Volume 60, No 1, Whole No 350, (2009) p 28.
- [8] *The Paisley Directory and General Advertiser for 1898-99*, J. & J. Cook, Paisley, p 271.

Table 1. Christmas Day 1898 Squared Circle Map Stamp Covers from Halifax

Cover Fig.#	Reference/Provenance	Renfrew Receiver (backstamp)	Renfrew Dispatch (obverse)	Glasgow Transit (backstamp)	Hertford Receiver (backstamp)
1	Author's collection	A/JA 5/99	A/JA 5/99	9:30AM/JA 5/99	3:30AM/JA 6/99
2	1. The 1898 Christmas Map Stamp Newsletter, Vol 3, No 4 / 10, p4 (2000) 2. Brigham Auctions June 2014, Lot #952 (1)	JA 5/99 (2)	D/JA 6/99		JA 7/99 (2)
3	1. Roundup Annex, Vol 1, No 2/2, p 28 (1976) 2. <i>Squared Circles on the 1898 Canadian Map Stamps</i> – N.A. Pelletier CAPEX '78 Exhibit 3. J.N. Sissons May 1982 auction of the Nels Pelletier collection, Lot #547 4. Eastern Auctions Oct 2011 auction of the Hugh Westgate Collection, Lot #299 (1)	C/JA 5/99	D/JA 6/99	5:20PM/JA 6/99	8:45AM/JA 7/99
4	Sparks Auctions Oct 2016 Auction #22, Lot #199	C/JA 5/99	D/JA 6/99	5:20PM/JA 6/99	8:45AM/JA 7/99
5	<i>Imperial Penny Postage 1898</i> – John T. Anders ORAPEX 2002 Exhibit	C/JA 5/99	D/JA 6/99	?20PM/JA 6/99	8:??/JA 7/99
6	1. Squared Circles of Canada website (3) 2. Current owner's collection (1)	C/JA 5/99	D/JA 6/99	5:20PM/JA 6/99	8:45AM/JA 7/99
7	1. BNA Topics, Vol 15, #11/163, p 306 (1958) 2. First Days, Vol 33, #6/209, pg725 (1988) (1,4) 3. Map Stamp Study Group Newsletter, #18, p 5 (1988)		D/JA 6/99		
8	Maresch Oct 1998 Auction #334 of the Beverlie Clark collection, Lot #759		D/JA 6/99		
9	Lex DeMent Auctions Sale #20, Lot #480		D/JA 6/99		

Notes:

(1) For entries with multiple references, the scan shown in the Figure is taken from this reference.

(2) These dates are taken from the written auction description, not from a scan.

(3) Squared Circles of Canada, website <<http://squaredcirclesofcanada.com>> accessed 17 September, 2017.(4) Melvin L. Baron and Stan Lum, "First Day Covers of the Classic Issues of Canada Part 3 - First Day Covers of the IMPERIAL PENNY POSTAGE ISSUE OF 1898," in *First Days*, Vol 33, No 6, Whole No. 209, p 725 (1988).

In Memoriam

Edmund A (Ed) Harris, CPA, OTB, FRPSC

11 April 1926–26 April 2019

EDMUND (Ed) HARRIS, passed away on 26 April 2019 at the age of ninety-three. An Edmonton native, Ed was born 11 April 1926 and grew up in the Depression and WWII years. Active in the Boy Scouts and Air Cadets, he interrupted his education to serve as an infantry signaller with the Seaforth Highlanders in late WWII.

Ed married Kay Dain in 1951, and together they raised a family of four children; Bradley, Laurie, Malcolm, and Murray. Ed worked in the oil and gas industry and later earned qualifications as a professional accountant, working the next thirty years across Alberta and Manitoba as project coordinator and developer for Dome Petroleum and other oil and gas companies, completing several pipelines and gas plants.



And always, Ed pursued his lifelong hobby—stamp collecting—becoming recognized internationally for his philatelic endeavours. His collections ranged across British North America themes, from classic Canadian stamps to modern, Western Canadian postal history, to the covers and cancels of the Calgary Stampede. He was the doyen of Calgary philatelists for decades and a natural leader of the CPS, which he joined in 1961. He served as Vice-President (1963-64), President (1978-79), and Bulletin Editor (1979-81). He was a Director too many times to list between 1965 and 1999. In like manner, between 1986 and 1998 he served multiple times as Programme Chairman. He was Show Chairman for long runs, beginning with the first annual show, CALPEX 64. He chaired CALPEX 77 and Royal 80 Royale. He was made an Honorary Life Member in 1981. Ed won numerous awards as an exhibitor at stamp shows in Calgary, nationally, and internationally. He was CPS Author of the Year in 1995.

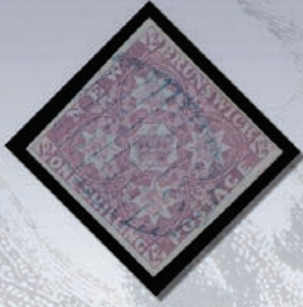
He felt most proud of his time leading the British North America Philatelic Society, to which he belonged for over sixty years. He helped organize the first BNAPEX in Alberta in 1960 at Banff, and served as Chairman for BNAPEX 85 and OLYMPEX 88 (an official function of the 1988 Calgary Winter Olympics). He served BNAPS as Treasurer (1975 to 1982), Director (1983-86), First Vice-President (1986), President (1987-88) and member of the Finance Committee (1989-90). Ed was elected to the BNAPS Order of the Beaver in 1987 and a Fellow of the Royal Philatelic Society of Canada in 1997, recognizing his service to philately in all communities in which he lived and, in particular, Edmonton, Flin Flon MB, and Calgary.

Ed was predeceased by Kay in 2014 and his sister Dee, and he is survived by a sister, Phyllis Ellis, as well as children Brad (Liz Deeley), Laurie (Merle Woods), Malcolm (Barbara) and Murray (Corrine Fiesel), and grandchildren Graham and Kathryn Woods, Colm and Cael Harris, and Lachlan and Lance Harris-Fiesel.

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1858 10p blue on thick
white wove paper, mint OG



1856 6p greenish grey,
used 4-ring '1'



1870 3c copper red,
perf 12½ mint OG;
ex. Jephcott, Simpson



1875-1876 6c yellow brown
perf 11½x12 mint NH



1874 10c Pale Milky
Rose Lilac mint OG



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1861-1862 1p red brown
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1860-1862 5c vermilion
perf 11%, mint OG; *ex. Morris*



1868 ½c black, watermarked
Bothwell paper, mint OG;
ex. Firth



1890s 15c slate purple,
"Pawnbroker" variety, mint NH



1876-1877 15c greenish grey
script watermark, unused



1897 \$5 olive green, mint NH



1875 8c bright blue, mint NH

A tremendous sale featuring numerous stamps widely regarded by advanced philatelists as some of the very best examples extant. Replete with classic stamps including printings and perforations, with emphasis on Queen Victoria era.

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#53 Mint O.G. NH
CV \$2,500
Realized \$6,670



#24a Thin Paper
Mint O.G. NH
CV \$1,200
Realized \$4,140

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Realized \$327,750

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BNAPS business and reports

President's column

Ken Lemke

I recently had the opportunity to, and pleasure of, presenting an overview of BNAPS at a meeting of the North Toronto Stamp Club (NTSC). I provided a brief background of BNAPS and focused on how we support the main objectives of the Society.

The Objectives of the Society are these:

- (a) To promote the hobby of philately as it relates to British North America.
- (b) To provide services to its members such as excellent journals, conventions and exhibitions, Regional Groups, Study Groups, information exchange, and an exchange circuit.

The presentation went well, and many of the individuals expressed surprise at how many activities and resources BNAPS provides in promoting British North America philately.

We (Golden Horseshoe Regional Group) promote BNAPS at various shows in Southern Ontario, and it is surprising how many people really aren't aware of BNAPS. In view of this, I was very pleased to speak to the NTSC and introduce them to BNAPS.

I hope that other Regional Groups, Study Groups, and individual members could arrange to make a presentation to stamp clubs in their respective areas. By doing so, we will be promoting BNA philately and possibly grow our membership.

To assist any group or individual in making such a presentation, the following are the elements I included in my Power Point presentation:

- Areas included in BNA: Upper Canada, Lower Canada, Assiniboia, New Brunswick, PEI, Nova Scotia, British Columbia, Newfoundland and Labrador, Dominion of Canada
- Covers demonstrating Postal History
- Articles regarding Postal History
- List of Regional Groups
- List of Study Groups
- An overview of a Regional meeting
- Examples of *BNA Topics* and some of the articles
- The balance of the presentation focussed on our website: How to access information on the Study Groups, Regional Groups, and their newsletters, BNAPS' exhibit series



(examples were shown), books published by BNAPS, and the Horace Harrison Online Library. To illustrate use of the website, I show the various pulldown menus, as well as the kind of articles/information that can be found there.

- How to use the search tool in the Horace Harrison Library.
- The presentation also explained how the website could be used for research purposes by searching for BNAPS, CPS of GB, and PHSC journal articles.

The point that impressed NTSC members was the depth of resources available on the BNAPS website and the fact that most of it was open to the general public.

A challenge to the Society is to elicit responses from members about additional services and benefits that might be considered to enhance value to the membership. One such enhancement this past year has been the introduction of the Bob (Norris) Dyer Scholarship. This scholarship provides \$1000 US to both the American Philatelic Society and the Royal Philatelic Society of Canada for use in promoting youth philately. If you have any suggestions, please send them to me at kwlemke@sympatico.ca

Members may not be aware of a research resource (the Harry Sutherland Library) that is available to them at the Vincent Graves Greene Philatelic Resource Foundation (VGG) in Toronto. The Harry Sutherland Library has very extensive BNA philately holdings. Email enquiries can be submitted to Kathy Hartley (library@greenefoundation.ca). Kathy is an excellent researcher and, based on my own experiences, she can find the most difficult of articles, and she loves what she is doing.

By the time you receive this issue of *BNA Topics*, our 2019 BNAPEX convention in Ottawa will be less than a month away. In addition to the regular Study Group meetings and exhibits, there will be an optional tour to the Diefenbunker, a Cold War era shelter primarily designed to be used by government personnel. Another optional tour (limited to forty-five people) to the Library and Archives Preservation has been arranged. The dinner and evening out will be held at the Canadian Museum of Nature.

Canada's capital features many outstanding places to visit, e.g., the National Art Gallery (I personally enjoy the Group of Seven and Indigenous art), the War Museum, the Canadian Mint, and the Museum of History, to name a few.

Finally, I would be remiss if I didn't mention that there are many excellent restaurants in Ottawa. For our members from the US, note that your dollar will go about thirty percent further when shopping and for those covers and stamps you need.

I hope to see you all in Ottawa.

Ken

From the Secretary—Report date: 17 March–19 June 2019

P Charles Livermore, OTB

(100-08 Ascan Avenue, Forest Hill, NY 11375 US, <secretary@bnaps.org>)

Membership fees

Membership fees for 2019 are C\$35 for Canadian members, \$30 US for US members, £26 for UK members, and C\$40 for members from any other country. The membership fee schedule

was confirmed (with no change) by the Annual General Meeting in 2018. Dues related to applications submitted during the second and third quarter of the year are seventy-five and fifty percent of the annual fee, respectively, while those submitted in the fourth quarter are twenty-five percent of the annual fee, plus the full fee for the coming year. Three-year memberships can be obtained at a ten percent reduction. Application fees can be paid via PayPal, using an online application available on the BNAPS website (www.BNAPS.org), or by sending a cheque to the Treasurer or to the Secretary.

Applications for membership

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

New members—applied

All applicants assigned membership numbers from **7029** and **7041** have been confirmed as Active Regular members of BNAPS with full membership privileges. Their names were published in the previous issue of *BNA Topics*, Volume 76, Number 2, 2019.

R-7042 Thomas Kenna, Hauppauge, NY
 R-7043 John Tannahill, Waterford, ON
 R-7044 Tedd W Harwood, Richmond, VA
 R-7045 Chris Gransauil, Bolton, ON
 R-7046 Jerry Michels, Amarillo, TX
 R-7047 Mike LaLonde, Brampton ON, ON
 R-7048 Jim Stedman, Silver Spring, MD
 R-7049 Duncan Waddell, Brandon, MB

R-7050 Paul O'Grady, Ottawa, ON
 R-7051 Gino Gagnon, Cole Harbour, NS
 R-7052 Mike Stafford, Wainwright, AB
 R-7053 Wendi Trauzzi, Brampton, ON
 R-7054 Kenneth David, Worcester, MA
 R-7055 Norman Berlinger, Minnetonka, MN
 R-7056 Richard Cromwell, West Sussex UK

Deceased

R-5090 David A Armitage
 E-3217 Walter Eckhardt
 E-2499 Matt Hedley

E-2470 Robert A Lee
 R-5552 William J Woolsey
 R-6614 Mike L Young

Members reinstated None

Members dropped

R-6906 George E Alexander
 R-6999 Gary Belyea
 R-6186 Paul G Bourgoin
 R-3897 James A Bracken
 R-6754 Francois Chauvin
 R-5063 Ben-Zvi S Cohen
 R-5918 J Douglas Cook
 R-5702 Wallace A Craig
 R-5862 Robert W Cumming
 R-6514 Ronald E Dearman
 R-6223 Ed Dykstra
 R-7016 Jim Etherington

R-6001 Edward J Foley
 R-6470 Peter Grant
 R-5352 Anthony Grinevicius
 R-7008 Michel Guilbault
 R-5803 Jill T Hare
 R-5240 Paul Hurtubise
 R-6937 Michael Imbruglia
 R-6979 Richard Jasper
 R-6907 George Kaltenecker
 R-6941 AL Kazlauskas
 R-6882 John Klepich
 R-6886 Richard P Livingston

R-6892 Max Lynds
 R-6881 Leon Matthys
 R-5726 Danny C McCoy
 S-99051 ARCHIVES OF Ontario Library
 R-6878 Leonard Pangburn
 R-7006 Geoff Pinkerton
 R-6961 Gregg Redner
 R-6448 Ivan Robichaud
 R-5560 Paul P Russell
 R-4889 Roy Sass
 R-6776 J Randall Shoemaker
 R-4256 Robert W Smith

R-5877 Michael I Stewart
 R-5148 Peter W Strahlendorf
 R-6966 David Vandenbrink
 R-6785 Marcus Vaska
 R-5531 Judith M Viney
 R-6842 Philip Visser
 R-5814 Sammy E Whaley
 R-4986 Ronald S Whyte
 R-4863 Gerald F Wiley
 R-6288 David N Yaschshyn
 R-6145 Eugene J Zhiss

Members resigned (15 December 2018 – 19 June 2019)

R-6868 Peter Baxter
 R-6740 Wayne W Clowery
 R-6052 Virginia Goldberg
 R-6735 Stuart Keeley
 R-6036 Paul A Lapchak
 R-6586 Don Mackenzie

R-6156 Peter A Rafle
 E-3180 John W Reed
 R-6616 David W Roberts
 R-6928 Max Schwartz
 R-6927 Leonard Zehr

Postal address changes

R-6539 William H Bergstrom, The Villages,
 FL
 R-4851 Russell H Burkhard, Bethel Park, PA
 R-4548 Richard W Creighton, Salmon Arm,
 BC
 E-2534 Glen A Gibbard, Burnaby, BC
 R-6830 Lee Grace, Louisville, KY
 R-7004 Gaetan Guilbert, Saint-Lambert, QC

R-5976 Timothy P O'Connor, Boston, MA
 R-6696 Jean-Guy Olivier, St-Hyacinthe, QC
 R-4339 Dr Everett L Parker, Hudson, ME
 R-6827 John Perquin, Guelph, ON
 R-6737 Bernie C Smith, Winnipeg, MB
 R-5752 Gordon Turnbull, Winnipeg, MB
 R-6537 Ralph D Vicero, Cathedral City, CA

Email address changes

R-7018 Jeffrey Anderson, Brookfield, WI
 R-6539 William H Bergstrom, The Villages,
 FL
 R-6816 Mario Chevette, Montreal, QC
 R-6830 Lee Grace, Louisville, KY
 R-6457 Charles Iknayan, Bessemer, MI
 L-5226 Per-Olaf Jansson, Bohus

R-6066 Kenneth H Magee, Clinton, ON
 R-6991 Jean-Pierre Pare, Ottawa, ON
 R-6857 William (Willy) Schlatter, Barrie, ON
 R-6099 William G Sutherland, Langley, BC
 R-5136 David N Swinford, East Rochester,
 NY

Members with unknown addresses

None.

Active member and non-member count by membership type

Total active members: 956

Note: Exchange/non-member subscriptions (19) are not counted as active members.



CANADIAN PHILATELY FROM ANOTHER POINT OF VIEW

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Founded over 70 years ago to promote and study all aspects of philately in British North America (Canada and its Provinces), the Society offers its members:-

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- Auctions each year with many hundreds of lots
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NOTICE: **Shortly after BNAPEX 2019, changes will be made to the operation of the BNAPS Book Department. Watch for further information in “What’s New” on the BNAPS website and in the next issue of *BNA Topics*.**

Regional group rant

David Bartlet

Overview

THE show of the year, BNAPEX 2019 in Ottawa on the Labour Day weekend, will be on shortly after you read this. No doubt this will prove to be a great show, in a city full of great history. You will have the opportunity to acquire new items that you can Show-and-Tell at your Regional Group meeting in the fall. While we are now into the summer season, this may be a great time to get out of the heat and work on that presentation or your next exhibit. I can be contacted by email at any time at regionalgroups@bnaps.org. Please send all of your meeting notices and reports to me there and we will post them on the Website and on the Facebook pages. Upcoming meetings in the summer include Dixie Beavers in Charlotte and Lower Canada at BNAPEX.

Reports below are from Calgary, Edmonton, Golden Horseshoe, Lower Canada, and St Lawrence Seaway. Please view the Regional Groups webpages to see when things are happening in the various groups and what transpires at those meetings.

Around the region reports

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

Atlantic

No meetings reported, but one will be held at NOVAPEX in September.

Calgary

The Calgary Group has held three meetings this spring. On 10 April, Dale Speirs presented an interesting study and display on the Alberta Pacific Grain Company Clippings. This presentation illustrated commercial usage of stamps on cut pieces in the 1960s. Jon Johnson did a presentation on 8 May on the Canadian Merchant Navy Postal History. We were shown multiple pieces of mail, and learned that it was difficult to find the postal history that related to the Merchant Navy. On 12 June, Eldon Godfrey entertained the group with a presentation on the rates of the George V Mufti issue. An extensive selection of postal history covers was shown, explaining the various rates around the world.

At the Alberta-Wide Stamp Gathering on 25 May, Calgary provided two presentations. The first presentation was by Jim Taylor, titled “United States Mail for St. Pierre & Miquelon via the Gull Fast Train through Maritime Canada.” The story was told mainly through waybills for the train, as identifying actual mail carried on the train is very difficult. The group’s second presentation was provided by Eldon Godfrey, who spoke on the Foreign Exchange Control Board. The purpose of this meeting had been to bring all collectors together in Red Deer as a central location, in an effort to revitalize collecting in Red Deer itself, which has gone twenty years without a club. The event was successful and more than twenty-five collectors from Red Deer expressed an interest in having a club.

Dixie Beavers

The Dixie Beavers plan to meet at CHARPEX, which is running on 27-28 July in Charlotte, NC.

Edmonton

The Edmonton Regional Group participated in the Alberta-Wide Stamp Gathering and offered two presentations. Dave Piercey's was titled "From Edmonton to Calgary, via Jasper and Banff. Postal History along the way." The covers and post cards he presented showed many of the old towns that once had post offices and have been long closed. The second presentation was titled "Alberta Bridges on Post Cards," which featured many bridges, including the Edmonton Low and High Level bridges, and the Lethbridge rail bridge.

Golden Horseshoe

The Golden Horseshoe Group meets five times a year at the Rousseau House in Ancaster, ON with a pre-meeting conversations and discussions with visiting local dealers. After lunch, the meeting commences with business and a presentation.

The second meeting of the New Year was held on Saturday, 30 March. Thirty members attended. The normal complement of dealers were also there, and the meeting started with the regular announcements, followed by the members' auction.

The speaker for the day was Derek Smith, whose very interesting presentation was on the production and uses of each denomination of the Large Queens. Most of our speakers go to the trouble of producing PowerPoint or electronic presentations, which add much to the philatelic interest. We also thank Simon Claughton for supplying the professional equipment that makes the presentations that much more enjoyable.

Sunday, 26 May 2019 saw twenty-three members out to the last gathering of the year. The afternoon's activities got underway with announcements for the Royal and BNAPEX 2019 in Ottawa this Labour Day weekend. Thanks to those who provided the lots for the auction and thanks also to those who provided a new home for that material.

Our speaker for the day was Brian Peters, whose topic, "Canadian Bank Savings Stamps," was something very few people in the room had ever heard of, let alone knew anything about. Beginning about 1890, several small banks formed the Associated Societies Savings Bank, with the main office in Hamilton. The intent was to provide a way for people to save small amounts of money (and, of course, for the banks to get their hands on those funds). Other banks set up similar systems.

People would buy stamps for 5¢, 10¢, and a few higher denominations, then paste them in a booklet. When the total of the amount tucked away reached a level where it could be deposited in a regular savings bank account, sheets with stamps would be turned into a bank to make the transaction. Brian showed stamps from several different banks and the only known, to date, surviving sheet with stamps affixed. Another very interesting presentation!

Lower Canada

The Lower Canada / Bas-Canada Regional Group met on 7 April 2019 in Côte St. Luc, a west central suburb of Montreal, the day after the Lakeshore Stamp Show in Dorval.

The morning was lively—Audrey Berner’s Tim Hortons coffee run was followed by Show-and-Tell. Mark had some duplicate books for sale, and Hugo had two cases of general



Figure 1. Left to right, seated: Dave Bartlet, Mark Berner, Robert Haslewood, Hugo Deshayé, Dave Schurman, François Brisse, Luc Frère. Standing: Richard Baxter, John Cooper, Michel Gingras, Ron Coughlin, Laurent Bélisle, Richard Gratton, Mario Chevrete, Cimon Morin, Dudley Nash, Jean-Pierre Paré, Réjean Côté.

postal history covers. Members introduced themselves, as this was the first meeting of the group. In the Show-and-Tell, Dave Schurman showed some very nice Quebec revenue stamps on documents. The meeting featured two guest speakers. In the morning, Dave Bartlet, who journeyed all the way from Calgary. His presentation on “The Automation of Postage Dispensing” described the sale of postage stamps from vending

machines from the Admiral era to the current day. The afternoon’s speaker was member Laurent Bélisle, who gave a talk on Montreal Letter Carrier and Free Mail Delivery. Laurent’s exhibit on this topic won him a Gold medal at BNAPEX 2018 in Quebec City.

The next meeting will be held at BNAPEX 2019 in Ottawa in September.

Pacific Northwest

The Pacific Northwest Regional Group will next meet on Thursday, 26 September 2019, just before the national level show VANPEX, which has not been held for ten years. It is hoped that members will come out to VANPEX, join in with the Pacific Northwest Group regional meeting, and see the show, which runs from Friday to Sunday.

Prairie Beavers

The Prairie Beavers will meet next in the fall.

St. Lawrence Seaway

The St. Lawrence Seaway Regional Group met at ORAPEX on 4 May. Charles Livermore made a presentation on Mail Fraud, Cigarette Cards from WWI, Advanced Posting Services, and Christmas cards, showing many examples of each of these topics. The next meeting will be held at Perth, ON, in October.

www.bnaps.org



**2019 Annual General Meeting
of the
British North America Philatelic Society, Ltd.**

**Delta Ottawa City Centre,
Ottawa, Ontario, Canada**

Sunday, September 1, 2019 at 8 a.m.

AGENDA

- 1. Welcome and Introductions**
- 2. Minutes of AGM 2018**
- 3. Moment of silence for departed members**
- 4. New Emeritus Members**
- 5. Summary report, 2019 Directors' meeting**
- 6. Summary reports, Elected Officers**
- 7. Summary reports, Appointed Officials**
- 8. Financial reports and audit**
- 9. Dues rate for 2019-2020**
- 10. Conventions, 2020-2022**
- 11. Other business**
- 12. Adjournment**

BNAPEX 2019 OTTAWA August 30-September 1**Study Group Meeting & Seminar Schedule (as of 15 July 2019)**

This schedule is tentative. Please check the show program for the final schedule.

Questions? Contact Bill Radcliffe <bsbvp88@hotmail.com>

Thursday, August 29, 2019

Time	Seminar/Meeting	Chairman	Speaker/Topic	Room
0900-1600	BNAPS Board of Directors	Barry Casanova	Annual meeting	Capitale

Friday, August 30, 2019

Time	Seminar/Meeting	Chairman	Speaker/Topic	Room
1000-1100	TBA			Chaudiere
1100-1200	TBA			Capitale
1200-1300	TBA			Chaudiere
1300-1400	Newfoundland Study Group	Malcolm Back	Richard Judge - Does a Prussian Blue shade exist for the 15¢ 1919 Trail of the Caribou?; Dave Bartlet – Century of Alcock and Brown Flight, 14-15 June 1919	Capitale
1400-1500	Admiral SG	Leo Beaudet	Show and Tell	Chaudiere
1500-1600	BNAPS Web Site	Leo Beaudet	BNAPS Web Site update	Chaudiere
1500-1600	Lower Canada / Bas-Canada Regional Group	Luc Freve		Capitale

Saturday, August 31, 2019

Time	Seminar/Meeting	Chairman	Speaker/Topic	Room
0700-0800	Order of the Beaver	Bill Walton	Breakfast (private)	TBA
0800-0930	Order of the Beaver	Bill Walton	Annual Meeting (private)	TBA
1000-1100	Philatelic Specialists Society of Canada Seminar	Ingo Nessel	Ron Majors, Cross-Border Use of U.S. Civil War Patriotic Covers	Capitale
1100-1200	Canadian Airmail Society	George Dresser	Chris Hargreaves – Highlights of the revised AMCN	Capitale

1200-1300	Squared Circle SG	Rick Friesen	Rick Friesen – updates on the new handbook	Chaudiere
1300-1400	Perfin SG	Jim Graham	Show and Tell	Capitale
1300-1400	Postal Stationery SG	Earle Covert	Webb's Postal Stationery Catalogue, 8 th Edition	Chaudiere
1400-1500	Pence and Cents SG	Ron Majors	Ron Majors – History and Design of Early Mourning Covers; Jim Jung –Introduction of the BNAPS Web Site dedicated to the Five-Cent Beaver; Jim McCormick – A new Pence Discovery – the 6-Pence “Burr on Forehead” Variety.	Capitale
1400-1500	Dead Letter Office Study Group	Gary Steele	Show and Tell	Chaudiere
1500-1600	Canadian Military Mail SG	Mike Street	Wayne Schnarr - Surprises while researching for Sayles' Canadian Military Mail Postmarks, Volume 1.	Capitale
1500-1600	George VI SG	Gary Steele	Show and Tell	Chaudiere

Sunday, September 1, 2019

Time	Seminar/Meeting	Chairman	Speaker/Topic	Room
0800-0900	BNAPS Annual General Meeting	Ken Lemke	BNAPS Society business and members' meeting	Chaudiere
0930-1100	BNAPEX Judges' Critique	Vic Willson	Jury Review of Exhibits	Chaudiere
1100-1200	TBA			Chaudiere
1200-1300	Large Queens-Small Queens SG	Bill Radcliffe	Vic Willson – Plating of the 12 ½ Cent Large Queen	Capitale
1300-1400	Re-entry SG	Bill Radcliffe	Show and Tell	Capitale
1300-1400	Christmas SG	Peter MacDonald	Show and Tell	Chaudiere
1500-1600	Railway Post Offices SG	Peter McCarthy	Show and Tell	Capitale

New issues

William J F Wilson

The Avro Arrow

ON 25 March, Canada Post released a set of five stamps on the theme of Canadians in Flight. Depicted on the stamps are the aeronautical engineer and professional aircraft designer Elsie MacGill; World War I flying aces Punch Dickens and William George Barker, VC; the ultralight aircraft Ultraflight Lazair; and the Avro CF-105 *Arrow* supersonic interceptor (Figure 1).

The CF-105 *Arrow* was a fully Canadian aircraft, and if it had gone into production it would have been the most advanced interceptor in the world. While it was undergoing test flights, however, the project was terminated. Why did this happen? (The information below is from reference [1].)



Figure 1. The Avro Arrow supersonic interceptor.

The story begins at the end of World War II. Soviet bombers at this time were still propeller-driven, but various countries had started to produce subsonic, jet-powered fighters. Not to be left behind, the Royal Canadian Air Force (RCAF) in 1946 asked A. V. Roe (Avro) Canada Limited to design and build a subsonic jet fighter, the CF-100. Even before it entered service in 1953, however, the RCAF had projected that Soviet bombers

would be jet-powered by 1958. Fighters should be faster than the bombers they attack, so the CF-100 would have had to be replaced before then. By April 1953, discussions between Avro Canada, the RCAF, and the Government of Canada had settled on the following requirements for what would become the CF-105 *Arrow*:

- (1) Supersonic cruising speed Mach 1.5 for rapid interception of Soviet bombers;
- (2) Two engines for reliability;
- (3) Two-man crew (pilot and navigator) to deal with the complexities of interception;
- (4) Range 556 km for normal low-speed missions, 370 km for high-speed intercepts;
- (5) Altitude capability 21,336 m (70,000 feet);
- (6) Five minutes from starting the engines to 15,250 m (50,000 feet) altitude at Mach 1.5;
- (7) Two (2) “g” turns with no loss of speed or altitude at Mach 1.5 and 15,240 m;
- (8) Turn-around time on the ground less than ten minutes.

The CF-105 program was approved by Cabinet on 17 December 1953 at an estimated cost of CA\$26.9 million for two prototype aircraft. The anticipated date for its operational introduction was 1958, with five hundred to six hundred CF-105s to be deployed in nine regular squadrons and eleven auxiliary squadrons, at a cost of CA\$1.5 to \$2 million per aircraft.

Only four months later, the Soviet Union surprised the West by showing off a jet bomber on May Day 1954. Even earlier, in August 1953, they had detonated their first hydrogen bomb. Although their bomber did not have enough fuel to reach North American targets and return

home, it seemed clear that they might soon have one that could, and that could also drop hydrogen bombs. In response, the government upgraded the Avro contract in March 1955 to CA\$260 million for five CF-105 Mark 1 aircraft for flight testing, and thirty-two CF-105 Mark 2s with more powerful engines and improved electronic control systems.

Initially, only the airframe was to be designed and built in Canada. (The design was no easy task, because many of the principles of supersonic flight were still being worked out.) The engines and the fire control system (the system that positions and fires the missiles) were to be purchased from external suppliers. However, plans don't always work out. The first two choices of engine, the British Rolls-Royce RB.106 and the American Curtiss-Wright J67, were discontinued before their development was complete. Fortunately, Avro Canada's subsidiary, Orenda Engines Ltd., was designing and building a suitable engine, later named the *Iroquois*. Avro decided to use Pratt & Whitney engines for the Mark 1 to flight test the airframe, and the *Iroquois* for the Mark 2 and later models. All signs indicate that the *Iroquois* would have been a superb engine if it had continued into production.

Much bigger problems arose with the missiles and fire control system. The government wanted Canadian-designed and -built *Veget Glove* missiles, but these proved unsuitable. As a result, their development was cancelled in 1954. Avro wanted Hughes AIM-4 *Falcon* missiles and the Hughes MX-1179 fire control system, but the RCAF wanted the more advanced US Navy *Sparrow II* missiles and the equally advanced *Astra I* fire control system. The *Sparrow II* missiles were still under development, and *Astra I* was a new project to be undertaken by RCA in Montreal. In contrast (as Avro pointed out), the MX-1179 and *Falcon* were almost ready for production. However, the RCAF prevailed, and when the US Navy cancelled the *Sparrow II* program in 1957, Canadair Limited was contracted to continue its development. The entire aircraft and armaments were now being designed, built, and financed in Canada.

Astra I was an integrated electronic system consisting of an automatic flight control subsystem (AFCS), a fire control subsystem, a telecommunications subsystem, and a navigation subsystem. (The following details are as described in [1, pp 26f].) The AFCS had an automatic attack mode, an automatic navigation mode, an automatic approach for landing mode, a pilot-assist mode to hold pitch, heading, bank, altitude, and/or Mach Number, and a manual manoeuvring mode. The fire control subsystem acquired and tracked the target, provided the correct steering signal for either manually or automatically steering the aircraft during the intercept, automatically fired the aircraft's armament at the correct time, and provided a visual indication for breakaway. The navigation subsystem kept track of the actual geographic location of the aircraft (with bearing and distance to target or base) at all times. It received inputs from telecommunications, radar, and air data equipment, and supplied outputs for the fire control radar, AFCS, and navigation display indicator.

As may be imagined with an electronic system of this complexity, there were many development problems. Moreover, modifications to *Astra I* required modifications to the CF-105 airframe. Progress was slow for both *Astra I* and *Sparrow II*, and costs increased until the government cancelled both programs on 23 September 1958. In their place, the RCAF went back to the Hughes *Falcon* missile, to which they added the Hughes MA-1C fire control system and nuclear-tipped *Genie* MB-1 rockets. (The missiles were guided; the rockets were not.) Avro had already installed a partial version of *Astra I* on the CF-105 Mark 1 to enable flight testing, and then was left scrambling to fit the MA-1C on the Mark 2.

As costs mounted, various arguments were directed against the CF-105 program, including the following:

- (1) The US Air Force already had supersonic interceptors available (e.g., the McDonnell F-101B *Voodoo*) that were broadly similar in purpose to the CF-105.
- (2) American BOMARC surface-to-air guided missiles were seen by some as equal to, if not superior to, manned fighters for defending against a Soviet bomber attack.
- (3) By the end of 1957, American U-2 spy plane flights over the Soviet Union had helped indicate that the Soviet bomber threat to North America was smaller than previously thought. In contrast, the threat from Soviet missiles was increasing. By September 1957, the Soviet Union had fired at least two hundred and seventy-five short- to medium-range ballistic missiles, and had already fired Inter-Continental Ballistic Missiles (ICBMs). In December 1957, a US intelligence report suggested that the Soviets would likely have a hundred operational ICBMs by mid-1959, and perhaps five hundred by mid-1960. Interceptors cannot defend against ICBMs.
- (4) The internal (Canadian) market for the CF-105 had decreased markedly. First, the RCAF had reduced their requirement from five or six hundred aircraft to four hundred, which was still enough to equip nine regular and eleven auxiliary squadrons. Subsequently, however, they realized that the auxiliary pilots would be unable to handle such a sophisticated interceptor and, as a result, they reduced their requirement to only one hundred. Reducing the market for an aircraft doesn't reduce the cost of developing it, so the cost per aircraft increased significantly.
- (5) External markets evaporated. The UK had shown interest in 1956 in purchasing one hundred and forty-four CF-105s. However, changes to their defense budget in 1957 made this purchase unlikely, and the cancellation became official in January 1959. Interest by the US Air Force also disappeared, and in October 1958, the French government ended negotiations with Orenda for three hundred *Iroquois* engines.

Thus, by January 1959, a combination of American BOMARC missiles and *Voodoo* interceptors was increasingly seen as preferable to putting more money into an expensive Canadian interceptor. On 20 February 1959, Prime Minister John Diefenbaker rose to speak in the House of Commons. Among other words about air defence, he announced the termination of the CF-105 *Arrow* and Orenda *Iroquois* programs.

How far along was the CF-105 when it was cancelled? The first five Mark 1s had been completed using Pratt & Whitney J75 engines, with the first test flight being on 25 March 1958. When the final flight touched down on 19 February 1959, they had completed sixty-six flights for a total flying time of seventy hours and thirty-five minutes. This, however, was only about two percent of the total anticipated flight time needed to test and evaluate the aircraft. The first Mark 2, equipped with *Iroquois* engines and the MA-1C system, was ninety-eight percent complete, and twenty-eight others were in various stages of assembly. Flight testing of the Mark 2s had not yet begun. Thus, the CF-105 was not yet close to becoming an effective military weapons system.

Was cancelling it a good move? This has been debated since the moment it happened. Arguments in favour include those described above. Arguments against include the socio-economic impact of 14,528 Avro employees immediately losing their jobs, the resulting "brain drain" of highly-qualified aeronautical engineers and technicians to the US and the UK, and the loss to Canada of a world-class aviation industry. It was also a tremendous blow to national

pride, as Canada went from being self-sufficient in air defence with the Canadian-designed and -built CF-100 and the upcoming CF-105, to being dependent on the United States for *Voodoo* interceptors and BOMARC missiles. With a combination of facts and emotions on both sides, the controversy may never be settled.

The information in the accompanying table is from the Canada Post website: <https://www.canadapost.ca/web/en/blogs/collecting/list.page?cattype=collecting&cat=stamps>. Canada Post's *Details* publication, and philatelic inscriptions on the stamps. Where the number of lithographic colour dots on the stamp selvedge differs from that published by Canada Post, the selvedge is taken as correct. Stamp size, perforations and number of teeth are my own measurements, and are given as (HORIZONTAL) × (VERTICAL).

References

- [1] TFJ Leversedge, *Canada Aviation and Space Museum Aircraft: Avro Canada CF-105 Arrow: RCAF Serial 25206 (Nose Section & Components Only)*. Available online at <<https://documents.technoscience.ca/documents/CASM-AircraftHistories-AvroCanadaCF-105Arrownose.pdf>>. The year of publication is evidently 2015, as given in the Acknowledgements & Thanks on p 78.

Table 1. 2019 Commemoratives.

Stamp	Canadians in Flight	Sweet Canada	Vancouver Asahi	Endangered Turtles	Covered Bridges
Value	5 × P (s-t on SS)	5 × P	P	2 × P	5 × P (s-t on SS)
Issued	27 Mar	17 Apr	25 Apr	23 May	17 Jun
Printer	L-M	CBN	CI	CBN	CBN
Pane	Bk: 10 SP: 5	Bk: 10 SS: 5	Bk: 10	Bk: 10 SS: 2	Bk: 10 SS: 5
Paper	C	C	C	C	C
Process	5CL	6CL	5CL + varnish	4CL	9CL
Qty (1000s)	Bk: 200 ^(a) SP: 50 ^(a)	Bk: 200 ^(a) SS: 80 ^(a)	150	Bk: 200 ^(a) SS: 75 ^(a)	Bk: 200 ^(a) SS: 80 ^(a)
Tag	G4S	Each side	Circumference	G4S	G4S
Gum	Bk: P-S SP: PVA	Bk, SS: P-S	P-S	Bk, SS: P-S	Bk: P-S SS: PVA
Size, mm	40 × 32	Irregular ^(b)	30 (diameter)	34.87 × 34.11	38 × 38
Perf	Bk: Simulated SS: 12.5 × 12.5	Simulated	Circular cut without teeth	Simulated	Bk: Simulated SS: 12.6 × 12.6
Teeth	Bk: Simulated SS: 25 × 20	Simulated	Circular cut without teeth	Simulated	Bk: Simulated SS: 24 × 24

Footnotes for Table 1:

^(a) Number of booklets, coil packets, or souvenir sheets.

^(b) Canada Post's official dimensions in mm are, **Sugar Pic:** 34.4 × 30.5; **Butter Tart:** 32 × 29.4; **Saskatoon Berry Pic:** 40.9 × 30.9; **Nanaimo Bar:** 35.1 × 32; **Blueberry Grunt:** 43.1 × 27.9.

Abbreviations for Table 1:

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

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Study group centreline

Peter McCarthy

CENTRELINE presents brief summaries of the specialized research done by BNAPS members, as published in the newsletters of its many Study Groups. This column reviews the newsletters received between 15 March and 15 June 2019.

British Columbia

Editor Andrew Scott begins the June issue of the *British Columbia Postal History Newsletter*, as usual, with the issue's favourite cover, one that was literally dropped from the air over Terrace Camp, Moose River, BC, with notation from the occupant of the plane privately flown from Jasper, AB. Andrew writes about the last of the Gerald Wellburn collection auctioned by Brian Grant Duff along with Gold Rush postal history. The five-page article illustrates some fabulous covers. Glenna Metchette, a regular contributor to the newsletter, offered a story about Clyde "Slim" Williams, a musher who bred wolfdogs and carried sacks of mail by dogteam through the wildest portions of Alaska and British Columbia. It's a fascinating story. And Brian Copeland writes about a cover addressed to Norway, dated 1940, from the Norwegian ship *Horda* that was docked at Union Bay, Vancouver Island. Due to suspended mail service, it was not received in Norway until five years later, after the sailor in question had perished, when the *Horda* was torpedoed in the North Atlantic. Morris Beattie continues with Part Three of the Powell River postal markings, showing MOONS and POCONS. Tracy Cooper ends the newsletter with the tale of the Henry Hunter covers and those that ended up in the Irving House Museum. Not a happy ending, according to Tracy.

Dots and Scratches

On the cover page of the April issue of *Dots and Scratches*, Michael Smith, editor of the *Re-entries and Constant Plate Varieties* Study Group newsletter, illustrates three pairs of the 5¢ Beaver stamp, Scott No 15. In the first article, composed of six pages of illustrations, he explains the fun he had with these. In his next article, titled "Another Look at #8, Position 93/77 Plate Flaws," Michael writes about a slide shown in a presentation at BNAPEX 2018 about the high stroke in "P." Michael is at it again by sharing a plate flaw in the "O" of "postage" in the 5¢ Beaver referred to as Whitworth's stage 2a, flaw 23b. Michael has found four examples of the 1¢ Large Queen "Temple Flaw" showing how the flaw changes due to plate wear. Ending the newsletter is an article by Brian Hargreaves that argues the possible point of a second plate used in the printing of the 2¢ Large Queen. Brian solicited the help of Scott Robinson and James Jung. You can help too, by re-examining your 2¢ Large Queen holdings.

Elizabeth II

On the front page of the April issue of *Corgi Times*, the Elizabethan II Study Group newsletter, Robin Harris, the editor, announces the death of sculptor Joe Fafard on 16 March of this year. Three of Mr Fafard's works were featured on Canadian stamps.

Noted were more complaints about Canada Post's lackadaisical ways in advertising stamp releases in *Details* and on the website. Bob Anderson submitted an article illustrating the shifted die cuts on the 2016 UNESCO booklet of thirty stamps. Larry Margetish submitted a two-

page letter from Abitibi Paper to the Postage Supplies Division, describing a type of paper. One section is headed “Gummed Stamp Litho E.F.” (for definitive stamps). Larry asks, “What does E.F. stand for?” In 1969, Canada Post issued thirteen commemorative and two Christmas stamps for a face value of \$1.65. That was the year Canada Post commemorated the one hundredth anniversary of the birth of painter Marc-Aurèle de Foy Suzor Coté, with the 50¢ stamp featuring his painting *Return from the Harvest Field*, a stamp certainly worth studying. On the last page of the newsletter, Robin illustrates the Lowe-Martin die cutting pattern 19 inverted. It shows the difference between the 2019 From Far and Wide issue and those of 2018. (The last page also features a loud cry for articles for this newsletter!)

On the front page of the May–June issue of *Corgi Times*, Robin congratulated Larry Margetish on being awarded the John D Arn White Queen Award for his eight-frame exhibit on the Caricature & Landscape series at ORAPEX 2019. Mark Wrobel sent in the image of the constant variety found on the Asahi booklet stamp. Listed are the 2019 commemorative envelopes featuring three regiments celebrating their 150th anniversary, but nothing from Canada Post for the 75th anniversary of D-Day. This is followed by some good news. The end of June 2020 will see an end to dues for those receiving the newsletter electronically. Thanks to Canada Post for arranging a tour of the Lowe-Martin printing plant prior to ORAPEX. Leopold Beaudet along with Robin Harris have provided quite a description of it. We were fortunate enough to hear a little about the tour during Robin’s presentation at the PSSC breakfast at ORAPEX. Jonathan Woensdregt has pointed out a constant variety on the Nootka Sound stamp from the James Cook issue of 1978. Shown by Robin is a digitally re-created press sheet of the 1980 Christmas greeting cards stamps confirming the plate positions of the varieties listed in the Unitrade Catalogue. Also shown are the 1964–1966 Floral press sheets of the Prince Edward Island and Saskatchewan issues, indicating the position of their varieties. Bob Anderson has taken up a new challenge, the “A” stamp issued 29 December 1981. In this newsletter, Bob explains why the stamp was issued and discusses a paste-up pair. He is also looking for your assistance in finding various pieces.

King George VI

For a variety of reasons, *King George VI Post & Mail*, the newsletter of that Study Group, has not been published for a bit more than a year. In the May issue, No 39, Ken Lemke, the editor,



Air Mail Special Delivery illustrated cover, featuring the 20¢ special delivery stamp of 1935.

shows a lovely Air Mail Special Delivery illustrated cover featuring the 20¢ special delivery stamp of 1935. Chairman Gary Steele and Editor Ken Lemke are pleading for articles so that the newsletter can continue publishing quarterly.

Eldon Godfrey submitted Part 12 of the History of the Foreign Exchange Control Board. This is an eleven-page,

well-illustrated story of the post-war activity and the termination of the board as such. Ingo Nessel sent in two items. The first is a cover sent from Peking via Hong Kong addressed to

Reading Pas, Canada with three rectangular boxed cancels: Vancouver Mail Dispatch Branch, Undeliverable Mail, and The Dead Letter Office, plus a “No Such P.O. in British Columbia” and a “Return For Better Direction.” There is also a script “Try Pennsylvania, U.S.A.” Did it make it to its intended destination? Unknown—but a nice, clean cover. The second item ends the newsletter—a cover from a law firm with the longest address Ingo has seen. Ingo’s comment: “Only a lawyer could have dictated such an address.”

Military Mail

Dean Mario, the editor of the *Canadian Military Mail* newsletter, begins the May issue, No 235, with an interesting piece of civilian mail submitted by Neil Ritchie. Posted to London, England from a Field Post Office in England, it generated some interesting discussion but apparently no concrete answer. Jerome Jarnick sent in a card mailed from the newly constructed Camp Gagetown where the 3rd Canadian Infantry Brigade began training in June 1954. From Wayne Schnarr comes an update on an update regarding pay and record markings from World War I mail. Wayne asks everyone to check their WWI covers and cards and send in anything you think may be of interest so that the new catalogue will be as accurate as possible. Wayne’s email address is gwschnarr@rogers.com. Michael Dobbs commented on a new usage of the hammer for FPO 131, and members are invited to provide their thoughts on this and the usage of other FPO markings in the post WWII era. Hal Kellett sent in an interesting cover mailed to the United Nations Evacuation Center on the island of Tubaboa in the Philippines, pertaining to Russian Tsarist refugees escaping from China. Wayne Schnarr offered another update on the military markings for Bramshott Camp, UK during the Great War. Dean then shows an air letter, from a member of No. 2 Canadian Base Reinforcement Group to his mother. The newsletter ended with congratulations to Hal Kellett on being awarded a gold medal for his exhibit “What to do in London in WW II” at VICTOPICAL 2019.

Newfoundland

The Newfoundland Newsletter is edited by Malcolm Back and this, the April–June edition, is a dedication to 1919 and the Daily Mail <<CHALLENGE>>. The opening remarks are from Jean-Claude Vasseur, who also submitted the first article, “The Nightmare of the Hawker Bill.” This is all to do with early airmail, the Sopwith pilot Harry Hawker, and the recovered mail bag and its contents. It is a nine-page illustrated story that will definitely inspire people who have read it to go through dealer stock very carefully. Rob Moore was able to get related photos from the Hawker and Grieve collection through Dr Michael Deal. The photos are the property of the Memorial University Archival Centre and may not be reproduced without their express permission. Bruce Robertson sent in two anniversary covers of the first Atlantic crossing attempt. If interested, the last page of the newsletter offers a bibliography of The Challenge articles in both BNA Topics and the Newfoundland Newsletters.

Pence–Cents

In the March issue of the *Pence-Cents Era* Study Group newsletter edited by James Jung, the cover page shows a lovely strip of three 3d stamps on a mourning cover, with the third stamp bisected, paying the 7½d transatlantic rate to England. Ron Majors provides Part I of an article on post-decimal postal history, illustrating covers from his multi-award-winning exhibit. Part II will appear in the next issue of the newsletter. Here’s hoping that we see this exhibit in courts of honour. Jim Jung has a passion for the 5¢ Beaver. Here he shows six pages of

illustrated flaws in an article titled “The 5¢ Beaver ‘Unlisted.’” During BNAPEX 2018, Jim made a presentation on Errors, Freaks, and Oddities found on stamps of the pence-cents era. There wasn’t enough time for him to complete the presentation, so the slides are offered here as Part II. Again, Jim is asking for articles. If you provide the material, he will do a certain amount of leg work and writing. One can’t ask for more than that.

Postal Stationery

In the May issue of *Postal Stationery Notes*, Robert Lemire points out the variation between earlier and later issues of the 1¢ and 2¢ impressions on the 1st Karsh Issue wrappers, similar to what was reported previously for the post cards. Pierre Gauthier shows a previously unrecorded lower block of four cards from a sheet of eight of the Queen Victoria 1¢ rose carmine with the scarcer heading text. Michel Ledoux reports an election envelope variety from the 1955–1960 Wilding Issue on the French language Form 95, 12-60 version. Mike Sagar reports two apparently distinct printings of the Newfoundland envelope RES, illustrating different positions of “GPO” under Registered. Duff Malkin has packaging questions concerning aerogrammes. Take note of the distribution and prices of the new flat-rate boxes. Pierre Gauthier picked up a new private precancel card while at ORAPEX this year. He also acquired an unreported Warbutton’s Toggery precancel. Robert Lemire writes of rates affecting the use of postage prepaid stamped envelopes between 1938 and 1964. Robert also continues with Part 7 of the “Printings of the railway advice flimsy forms.” Part 7 deals with Canadian National Cameo Issue printings 1964-1966.

Railway Post Office

The *Canadian RPO Study Group Newsletter* is edited by Ross Gray. In the January–March issue, Ross notes on the front page a wrong use of a registered postmark on a non-registered postcard. A thank you is extended to Dave Lacelle and Ron Smith for allowing a cover to be re-produced here showing a new late period of use for a boxed registered GWR marking struck in red with the GWR removed. Murray Smith sent in a scan of a Kamloops & North Battleford marking that was previously only known as a proof strike. New updates have been sent in by Brian Copeland, Chris Anstead, Peter McCarthy and Jack Brandt. These are mostly early and late periods of use. Among Ross Gray’s new reports is the discovery of a new clerk handstamp. It is a large two-ring cancel much like a barrel cancel, reading M.J.L. GARNEAU / QUEBEC – GAR. JCT. MONTREAL. West, JUL 28, 1914. Two hammer studies are done, one for the Ottawa & North Bay RPO and the other for the Toronto & Stratford RPO. Doug Lingard sent in a scan of a cover bearing a fake Midland Rwy. Transit marking illustration. The editor believes this and other fakes were the work of a study group member back in the seventies.

Revenues

The *Canadian Revenue Newsletter*, under the editorship of Christopher Ryan, is the outlet of the Revenue Study Group. A huge congratulations is extended to Chris and the group on the publication of the March 2019 edition as Number 100. It is quite an accomplishment. The first item, sent in by Dave Hannay, is a new earliest-reported date of 11 April 1876 for the Young Queen Federal Law Stamps of 1876, on the \$1 denomination. Fritz Angst sent in a first day cancel on a Quebec Lower Canada Law Stamp reading Fiset & Burroughs. Chris Ryan illustrates and writes about the successor to the Saskatchewan Electrical Inspection stamps. Later in the newsletter, Chris illustrates and writes about the early example of meter-imprinted

Quebec registration stamps, citing excerpts from *BNA Topics* and *The Bulletin of the Canadian Revenue Society*. In another article, Chris illustrates the watermarks used on tobacco stamps, in an article titled “Orientation of Watermarks on the Early Tobacco Stamps.” Dave Hannay submitted an article on an Ontario gasoline tax stamp on a service station receipt. Clayton Rubec offered an article on the developments to hunting and fishing revenue stamps for 2019, illustrating Manitoba and Nova Scotia fishing stamps for 2013. He also shows a Federal Licence application form for 2015 and 2016. Clayton then partnered with Dale Stover to write a fairly extensive article on the Alberta Hunting Licence audit stamps. You can purchase their *Catalogue of Canadian Hunting and Fishing Revenue Stamps* through the BNAPS Book Department.

With the June 2019 edition, the newsletter began a new era with Number 101. As noted above, in the March issue, Dave Hannay showed a new earliest-reported date of 11 April 1876 for the Young Queen Law Stamps. For the June issue, Fritz Angst came up with two cancelled 7 March 1876, also on the \$1 denomination. He also offers an illustrated article on items previously unreported, counters on the crown weights and measures stamps. Christopher Ryan illustrates and explains all about Excise Licences to grow tobacco between 1918 and 1922. The French and English licences are reproduced courtesy of Alan Hicks. Dave Hannay and Edward Zaluski have teamed up to write about Manitoba’s vacation pay stamps, especially the serial number pattern on the three high values. Dave Hannay sent in an illustrated article on the broken design elements in the twenty-five Centennial British Columbia law stamps. Ending the newsletter is a five-page article from Christopher Ryan, on the Ontario vacation with pay credit stamps that were in effect from 1944 to 1979.

Squared Circles

Volume 40 was the April 2019 issue of *The Roundup Annex*, edited by Gary Arnold. It included two pages of updates of various kinds. Many are first-reported strikes on various stamps. Also included is a latest-period of use for RPO catalogue number 388.202. Bill Pawluk submitted eight covers showing squared circles on the Map stamp, all except one from Ontario. And it seems Rick Friesen isn’t receiving much information on the Squared Circle cancels on the Map stamp. Look at the January issue for inspiration.

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BNAPS exchange circuit news

Andy Ellwood OTB

FOR the past three months, the material in the Exchange Circuit has been reduced through the retirement of about forty percent of the sheets. This process will continue in an effort to reduce the average value of a Circuit sheet to approximately \$75 or less. This is intended to encourage members to offer items priced at a high of \$5 for a stamp and \$25 for a cover. It is hoped that members will set lower prices and provide other members with those space fillers which are often hard to find.

At the same time, members who are dealers will still be able to submit higher-value items they would normally have for sale. The intent is not to change the Exchange Circuit into a “bargain basement” operation. It is simply an attempt to also provide members with access to those cheaper stamps and covers they cannot easily find through normal means.

This will be a two-year experiment to assess the need for and value of cheaper material not normally available through other means. Most businesses cannot easily experiment in such a pricing practice and stay solvent. But there also needs to be a means to offer members opportunities to acquire those stamps and covers they want to fill in their collections.

Most collectors have purchased lots and collections and have had to store many books of stamps and covers which are surplus to their current needs. Such material is often too plentiful to sell, and so the collector stores it away and seldom even looks at it.

Only the pure specialist remains strong-willed enough to only buy exactly what he needs for his collection. Most of us are tempted to buy a bulk lot in the hope of finding something we really want. So we are often stuck with unwanted stamps and covers which cannot easily be disposed of.

So, the Exchange Circuit is a way to sell what you no longer want or need. Keep an eye on the Circuit to find inexpensive items which can fill those holes in your collection. And take a few moments to sell off the inexpensive material which is filling up your albums and folders. If this appeals to you, contact me at andy_ellwood@rogers.com, or at (613) 737-2137.

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