

2019 fourth quarter

BNA Tpics



Whole number 561

Volume 76 Number 4

Name
Nom.....

File No.
Dossier N°.....

33892 PARCEL RECEIVED Date
COLIS REÇU le..... 2.2.44

Signature..... *K. J. Pettit 1907-86*

Address
Adresse..... MARLAG UND MILAG NORD
(MERCHANT SEAMAN SECTION)

Sender's name
Expéditeur.....

Milag u. Milag Nord
5
1944

Parcel acknowledgment card from Canadian Merchant Seaman held in German POW camp in Norway, p 7

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BNA pics

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Cover Illustration: Post card sent by a Canadian merchant seaman, held in the Marlag und Milag Nord POW camp in Norway, acknowledging receipt of a parcel from home

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Editorial

Resources

William JF Wilson

BNAPEX 2019 in Ottawa was a great success. My compliments go to the organizing committee, and everyone else involved in making the convention a very enjoyable experience. Thank you!

I spent a lot of time reading through the exhibits, all of which were interesting and informative. It takes considerable work to create an exhibit, but it is a labour of love that lets us present a favourite collecting topic or study area to other collectors. If you have not exhibited, try selecting a topic you are passionate about and organize it into an exhibit. BNAPEX 2020 awaits!

The location of the convention also provided opportunities outside the show itself. For example, the hotel was hardly more than a hop and a skip around the corner from Library and Archives Canada (LAC). I spent a good part of a day there doing some research that had been on my mind for some time.

A considerable amount of material has been digitized by LAC and is available on its website. However, there is also a lot that can be accessed only by visiting in person. For anyone not familiar with this resource, access is fairly straightforward with a bit of advance planning. In my case, I contacted LAC three months beforehand, using the “Ask Us a Question” form on the website. I explained my research topic (Elizabethan metered quantity rates), and asked for advice on what material is available and what I should do to optimize my time at LAC.

I received an excellent reply from an archivist about many items in the LAC’s collection. I then needed to request a library card, which is easily done on the website. (You receive a number and then pick up the card when you visit.) This allowed me to reserve a list of items, and they were ready when I arrived. I had to renew them once because I’d reserved them so far ahead – a minor step and easily done on the website.

We are fortunate in having resources such as LAC available to us. Other sources of information include the Vincent Graves Greene Philatelic Research Foundation (information available in *Topics*) and, if you wish to purchase material, the BNAPS Book Department.

Members, PLEASE!

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advise the Secretary.**

**For information about your dues status, or if you need to submit
funds, contact the Treasurer.**

**Postal and email addresses for both are on p 77
of this issue of *BNA Topics*.**

WWII Ocean-going Canadian Merchant Navy postal history—Part 1

Jonathan Johnson, OTB

ON 1 September 1939, the ocean-going Canadian Merchant Navy (CMN) consisted of thirty-seven Canadian registered ships that weighed over one thousand deadweight tons, manned by one thousand, four hundred and sixty men. Of these, five hundred and ten seamen (35 percent) died at sea prior to the Canadian government's 1942-1945 merchant-ship building program. That program increased the total number of ocean-going CMN seamen to eight thousand three hundred and fifty [1]. By 1945, the CMN had become the fourth arm in Canada's participation in the successful war with the Axis powers, along with the Canadian Army, Navy, and Air Force. Without delivery of munitions and material, the armed forces would have had little to fight with. The details in this article also apply to Great Lakes ships (Lakers) when they left North American waters.

(1) Mail handling process—September 1939 to June 1943

Peacetime handling of merchant seamen's mail continued without much change for the first forty-six months of the war, with the notable addition of civilian postal censorship of mail to foreign countries.

(1a) Mail to merchant seamen

Mail to a merchant seaman was addressed with the seaman's name, his ship's name, c/o the name and address of the company that owned the ship. This mail was then forwarded to the seaman by the company (Figures 1 and 1a). In cases where the ship was in port for extended periods, seamen could advise their families of how to send mail directly to the ship, bypassing the company (Figure 2). If this mail was addressed to a foreign country, it was censored by postal authorities before it left the originating country (Figure 3).

Barracks called "Manning Pools" were set up in major Canadian ports to house concentrated numbers of qualified seamen for future sailings. After September 1941, mail to a seaman could be addressed in care of a manning pool (Figures 4 and 4a). Unfortunately, if the seaman had shipped out, there was no process for forwarding this mail from the Manning Pool.



Figure 1. 1941 letter to a Canadian merchant seaman sent via the company that owned the ship on which he was serving.

Figure 1a. Company receiving postmark on reverse of letter in Fig 1.



Keywords & phrases: Military postal history; Canadian Merchant Marine; World War II

Figure 2. Letter to a Canadian merchant seaman, addressed directly to the ship while it was docked at a foreign port in 1941.

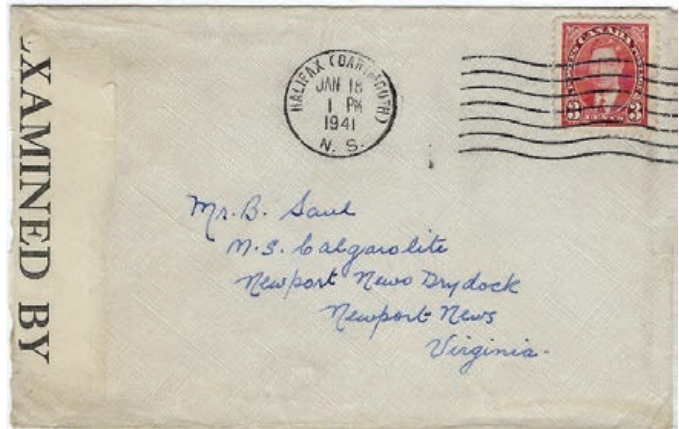


Figure 3. 194x letter to a Canadian merchant seaman, mailed in Glasgow, Scotland and censored in the UK.



Figure 4 and 4a. Letter to a Canadian merchant seaman, mailed in care of the Montreal Manning Pool in 1943.

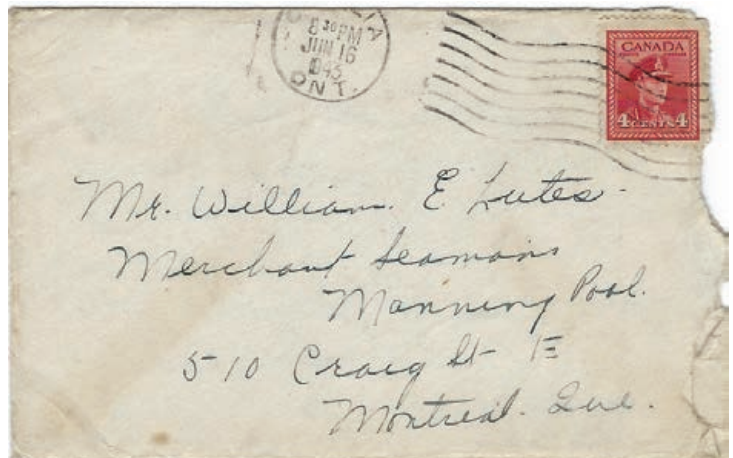




Figure 5. Letter from British navy ship to Canadian merchant seaman in military hospital in Toronto.

Treatment of sick or wounded merchant seamen was covered by provisions of the *Canada Shipping Act*. Sometimes treated in military hospitals (Figure 5), after recovery, they would return to a manning pool for reassignment to another merchant ship.

(1b) Mail from merchant seamen

Mail sent from merchant seamen to Canada had to follow the regular civilian postal regulations, including the postal censorship of whichever port they were in, whether overseas or in Canada (Figure 6).

Seamen would purchase postage stamps at a local post office, apply them to their envelopes and drop the letters in the mail box. Alternatively, they could deliver the letter to the ship's Purser for mailing. If a

seaman presented his letter to the Purser without its proper postage, the Purser would supply the stamp, then deduct the cost from the seaman's pay. This contrasts with seaman of the Royal Canadian Navy (RCN), who could send surface mail letters home postage free while they were serving overseas, if the letters were posted at a military or naval post office.

Not to be forgotten are the one hundred ninety-eight merchant seamen whose ships were sunk or captured and who became prisoners of war (POWs) for up to four years. Two thirds of them were imprisoned at the German camp, *Marlag und Milag Nord*, where both Allied navy and merchant navy POWs were held. POWs could typically send up to two letters and four post cards a month, postage free, via surface mail (Figure 7). Airmail service required prepayment of 10 Reich Pfennig (Figure 8). (POWs were not allowed to work outside the



Figure 6. Letter from a Canadian merchant seaman, mailed from Halifax to Valois, Quebec in 1944. Endorsement "TRANSMISSION DELAYED / FOR PURPOSES OF SECURITY" was likely applied to indicate that the letter had been held back by the Post Office until sometime after the ship had sailed.

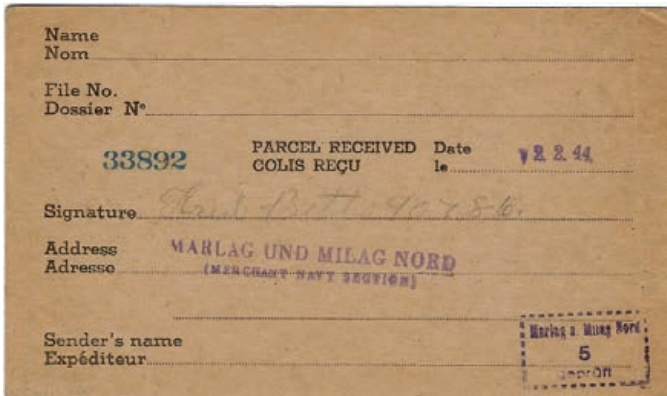


Figure 7. Post card sent by a Canadian merchant seaman, held in the Marlag und Milag Nord POW camp in Norway, acknowledging receipt of a parcel from home.

Figure 8. Post card mailed home via airmail by a Canadian merchant seaman. Airmail required extra postage, in this case 40 German pfennig.



camp, but they could voluntarily earn forty pfennigs a day cleaning the camp or working in the camp kitchen.)

The contents of these communications were censored by both Allied and Axis forces. Not all of the CMN POWs were captured in the Atlantic—one-third of CMN POWs were held captive by Japanese forces.

(1c) Mail carried by merchant ships

On occasion, the Purser of a ship would be handed “Consignee Mail,” which enclosed a Bill of Lading from the shipper or its agent, addressed to the recipient of the goods, listing his cargo on board the ship. If the shipper put British postage on the cover, then upon arrival at Montreal the cover was delivered to the Post Office for cancellation and processing, similar to paquebot mail (Figure 9). If the cover arrived without postage, the managing steamship company would put postage on the cover before putting it in a local post box (Figure 10).

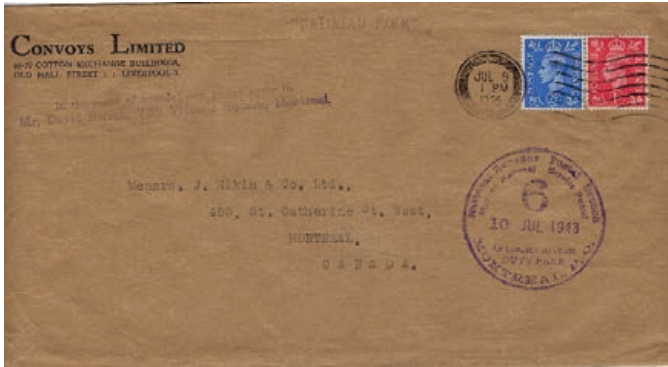


Figure 9. “Consignee mail” letter, paid with British postage stamps, that accompanied a ship across the Atlantic and was then put in the mail to the addressee, likely at Halifax or Saint John, NB.

Figure 10. Unpaid “Consignee mail” letter that accompanied a ship from Jamaica and was then put in the mail to the addressee, after the ship’s agent in Montreal paid the postage with a 2¢ meter impression.



(1d) Naval factors affecting mails during the first half of WWII

When WWII began in 1939, most ocean-going CMN ships operated on the east coast of North America and in the Caribbean. The first eighteen months of WWII had surprisingly little impact on the CMN. As the United States had not entered the war, German naval activity was focused on Europe and around Great Britain. The torpedoing and sinking of the first CMN ship, *SS Maplecourt*, just north of Ireland on 6 Feb 1941, marked a change in German tactics. Four more CMN losses occurred in the next month: one ship was torpedoed in a British Atlantic convoy and three ships sailing alone were lost to German surface ships (off Newfoundland, in the mid-Atlantic on the equator, and the third in the Indian Ocean). No other losses occurred until after the US entered the war on 7 Dec 1941. Then, in the following twelve months, a further fourteen CMN ships and thirteen ocean-going Lakers were lost at sea, none in an Atlantic convoy, along with many of their crew. Atlantic convoys had one or two smaller ships at the back of the convoy whose job it was to rescue crewmen from sunk freighters. If a ship sailing alone was sunk, the crew were on their own in lifeboats, if the lifeboats survived the attack.

British losses of between fifty and one hundred merchant ships per month after June 1940 resulted in the British Department of Transport ordering new merchant ships from Canadian builders in 1941. Four manning pools [2] were created to accommodate British

seamen while they waited for their new ships to be completed. The manning pools gave seamen a home base and basic discipline that ship's officers could not provide when their civilian seamen were ashore. Both officers and crew could sign into the pools, though they resided in separate buildings. These pools were also open to Canadian seamen, thereby creating a reserve of trained seamen available for prompt assignment to ocean-going merchant ships.

In 1942, when the total losses of CMN ships exceeded fifty percent of the entire Canadian fleet, the Canadian government also began to order new Canadian-built ships. The government-owned Park Steamship Company (Park) received the first of one hundred seventy-six Park ships in late 1942. More ships meant more seamen required to man them. Many seamen signed a two-year employment contract with the manning pool. This contract meant they were paid while waiting for a ship assignment. Upon boarding an assigned ship, each seaman signed an Articles of Agreement employment contract with the company managing the ship.

The manning pools would remain open throughout the war, with all of them closing 31 July 1946.

(2) c/o PO Box 9000 Mail Forwarding Program - July 1943 to September 1945

Despite the desire for prompt mail delivery for morale purposes, security concerns inevitably led to a slower service. Within a week of the war starting, the British Admiralty refused to provide civilian companies with convoy information deemed secret, including when and where their ships were sailing. As more merchant ships were ordered into convoys, the steamship companies were unable to effectively manage the handling of mail addressed to their ships.

This subject of handling CMN mail was raised on 5 January 1943 at a meeting of the Federal Government Interdepartmental Committee on Matters Pertaining to Merchant Seamen (ICOMPMS). After months of discussion, agreement was reached, on 6 July 1943, that the Royal Canadian Navy would take responsibility for handling mail addressed to merchant seamen through its Fleet Mail Office (FMO) system. Within weeks, the RCN started its merchant navy mail-forwarding program, called "c/o PO Box 9000, Montreal." This "closed" form of address was created exclusively for mail addressed to CMN ships. Included in this program was mail to RCN gunners serving on loan to DEMS (Defensively Equipped Merchant Ship) ships. The seamen were to advise their contacts that their return address was c/o PO Box 9000, Montreal. The Box 9000, Montreal office was located in a small office at the HMCS Hochelaga training base, located at 224 Place d'Youville in Montreal.

The Box 9000, Montreal program was managed by Lt Norah Cooper [3] of the Women's Royal Canadian Naval Service, Special Branch (WRCNS [SB]), aka "the Wrens." Lieutenant Cooper reported to the Naval Officer in Command (NOIC) of FMO Montreal. Her staff consisted of a WRCNS Leading Hand and up to a dozen Wrens. The Wrens, on loan from the Naval Censorship Department, Ottawa, had both the necessary security clearance to work with convoy and personnel documents, as well as experience censoring mail. When a seaman was signed on or off a CMN ship, Lt Cooper was one of six military officers to be notified of the details.

At the 2 February 1944 ICOMPMS meeting, Mr Arthur Randles, Director of Merchant Seamen, stated, for the record, "that the Naval Services were gratuitously handling these postal

arrangements as a service to the Merchant Navy, thanks to Captain Brand's [Director of Trade Division, RCN] efforts."

2a) Mail to merchant seamen

When mail to a seaman was received at Box 9000, Montreal, the envelope was opened and its contents censored by a Box 9000 Wren. The envelope was then resealed with a censor label. [4]

A censor cachet, "Examined by DB/N__", was applied to the front of the cover. Censor cachets differed by censor number, font, and size (Figure 11) [5]. Most

censored letters were forwarded unaltered. Minor changes were resolved by the censor cutting individual words out of the letter. The censors resolved major problems with a letter by returning it to the sender, with a note explaining why it was being returned (Figure 12).

Merchant navy personnel data cards maintained by the Box 9000, Montreal staff, and ship sailing records were used to determine where a seaman's ship would be in about three weeks. The mail was then bagged for airmail service to that location in order for it to arrive at the port before the seaman did. Delivery of mail to the ship itself varied depending on the local status of the war effort. If the port had an agent for the ship's company, the mail would go to the agent, who arranged for the mail to be delivered to the Purser promptly when the ship arrived. If the port did not have a company agent, a designated ship chandler, who provided food stuffs and nautical supplies to the ship, would deliver the mail to the Purser. In an interview, Tom Conrich, merchant seaman on the Imperial Oil tanker *SS Maxwell Park* that sailed independently, said the mail was usually delivered to the ship by a chandler. If both these options were unavailable, particularly when the ship was in a port close to fighting, the mail was sent to a nearby naval or military post office for pickup up by an assigned crew member.

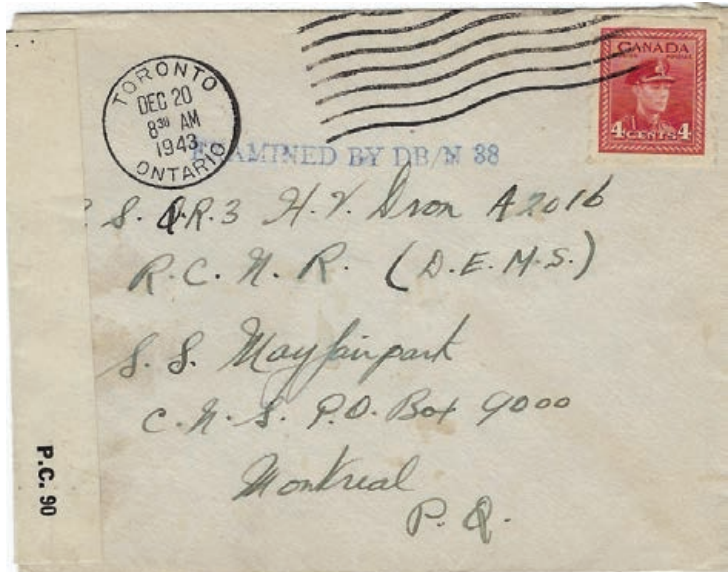


Figure 11. Letter mailed in 1943 to a seaman aboard *SS Mayfair Park*. Before leaving Canada it was examined by Censor DB/N 88.



Figure 12. Explanation given to writer of a letter to a merchant seaman that was returned by the censors. (This label was affixed to the cover shown above in Figure 3.)

The effort to deliver the mail quickly is reflected in the example of Canadian Pacific Steamships' freighter *SS Crystal Park*, which was in a convoy of one hundred sixty-seven ships. She had to wait for a week in a nearby Scottish loch until there was space in port to unload. While waiting, her mail was delivered to the ship by British Wrens in a naval launch. It should be noted that, because mail was sent in bags from Box 9000, Montreal to the ship's Purser, envelopes did not have any postal markings to reflect either their routing or arrival.

During this time families could still send letters c/o the offices of the ship's company. If the ship had recently been in a Canadian or US port, the company might know where their ship was likely to be going next (Figure 13).

Because of security requirements, this option should not have been possible for this letter, because it was addressed to a port outside Canada and the United States. On arrival in Trinidad, it was redirected to the shipping company's agent in New York.

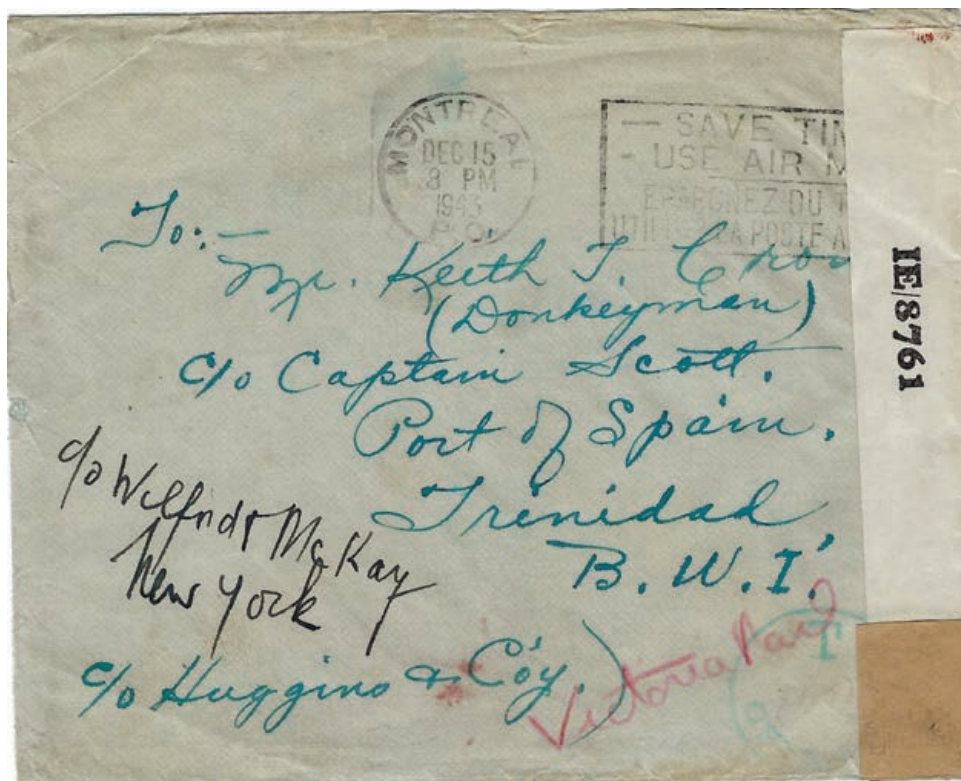


Figure 13. A 1943 letter to a merchant seaman, which appears to have broken a rule directing that merchant seamen's mail could only be sent directly to a ship if the ship was docked in a Canadian or American port. This letter was intended for a seaman aboard the *SS Victoria Park* in Trinidad, BWI.



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Christmas Day 1898 squared circle cancels on Map Stamp covers, Part 2—Wolfville

Rick Friesen

IN a previous article (*BNA Topics* Vol 76, #3, pp. 44-50 (2019)), I reported on a set of nine Map Stamp covers, all addressed to the same person in Scotland (redirected to England) and cancelled with a Halifax Squared Circle dated 3/DE 25/98. The present article provides information on a second set of Map Stamp covers posted on 25 December 1898, with Squared Circle postmarks from Wolfville, Nova Scotia.



Figure 1. Cover from the author's own collection, with a Halifax transit CDS on the reverse.

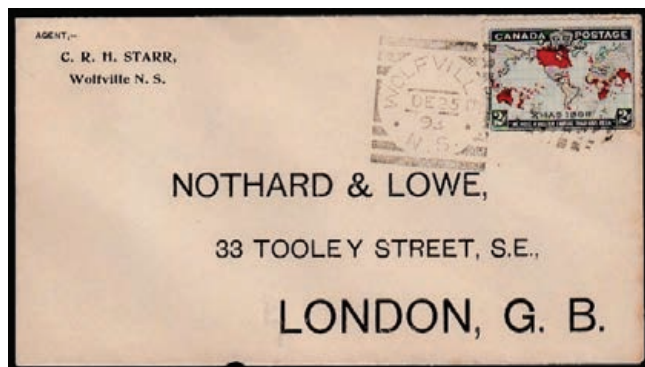


Figure 2. Cover #2 from Table 1. Image from eBay.

Christmas Day 1898, a Sunday, was the first day of Imperial Penny Postage in Canada, when the postage rate for letters of ½ ounce or less addressed to Great Britain and participating British colonies was reduced from 5¢ to 2¢.

The 2¢ Map Stamp was a commemorative issue introduced a few weeks earlier to recognize the implementation of Imperial Penny Postage.

Map stamp covers with 25 December 1898 Squared Circle postmarks are quite scarce. One such cover in my collection is shown in Figure 1.

Keywords & phrases: Wolfville, Christmas, Map Stamp

It is characterized by (1) a Wolfville, NS, Squared Circle dispatch free-strike dated -/DE 25/98 on (2) a pre-addressed envelope to Nothard & Lowe, 33 Tooley Street, S.E., London, G.B. It also displays (3) a corner card from CRH Starr, Wolfville N.S., who was an agent for the addressee.

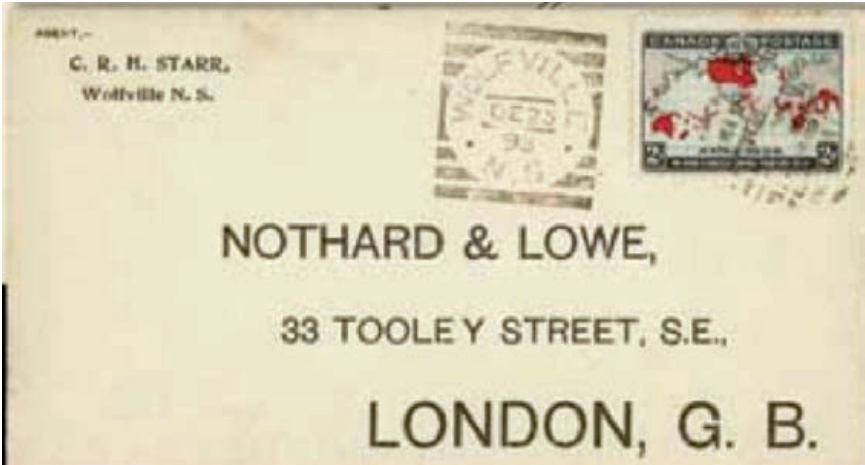


Figure 3. Cover from the Matthew Bennett Auction of the Jim Hennok collection, 2005.

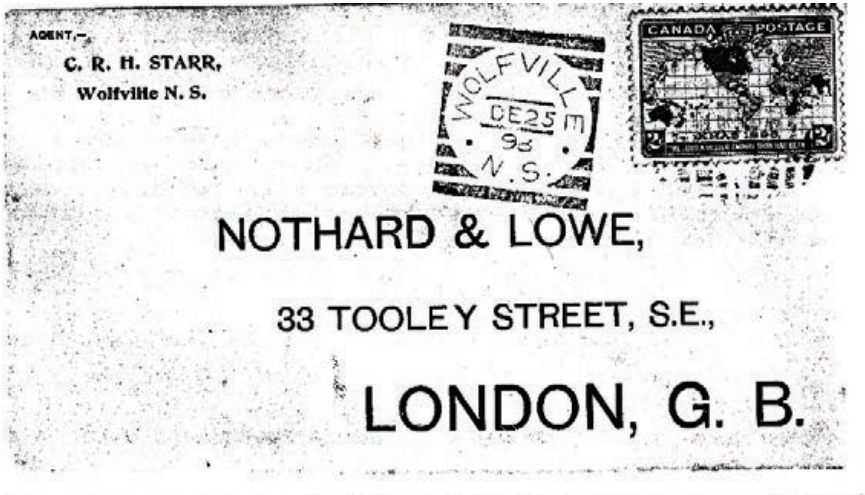


Figure 4. From *The Roundup Annex*, the newsletter of the Squared Circle Study Group, 2002.

From a search of back issues of auction catalogues, study group newsletters, books, and journals, in addition to reports from fellow collectors, I have identified fourteen examples (including the cover described above, and based on scans) of Wolfville covers (Figures 1-14) with the same three characteristics. A close examination of the placement of the Squared Circle

postmark relative to the addressee (especially the word “LOWE”), and the position of the Map stamp on the envelope, clearly establishes 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 found on each cover, are summarized in Table 1. I also have information on an additional cover that possibly belongs to this group [1]. Unfortunately, there is no cover scan accompanying this latter report, and I was therefore unable to determine whether this cover is already documented in Table 1 or whether it is an additional, unique cover. Thus, it is possible that there are fifteen or more unique examples in the Wolfville Christmas Day collection. Note that the *Squared Circle Cancellations of Canada Handbook* [2] tabulates the

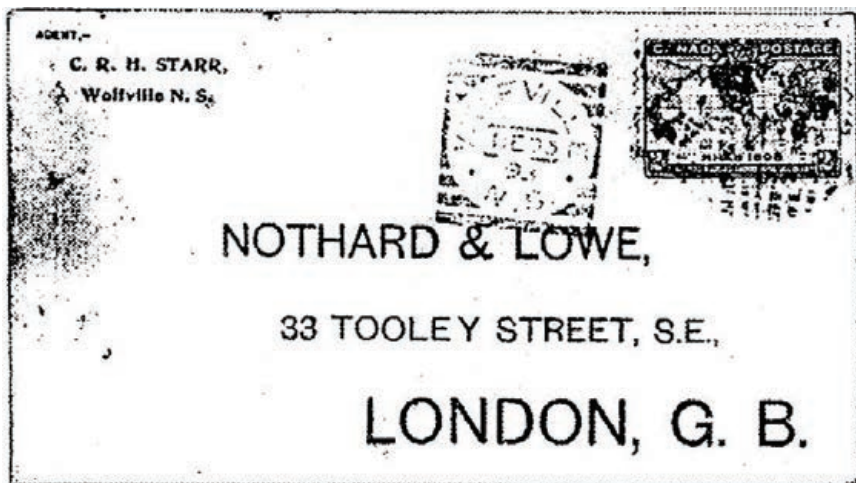


Figure 5. From the AD Hanes collection, Map Stamp Study Group Newsletter, 2003.

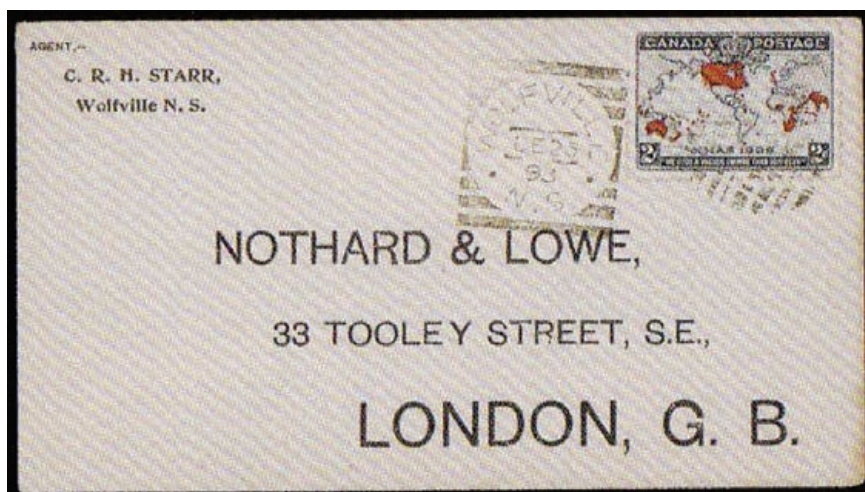


Figure 6. From Maresch Auction, 2006.

existence of twenty-eight Wolfville Squared Circle covers of all stamp issues. Therefore, this Christmas Day Map stamp cover collection comprises half of the documented Wolfville Squared Circle covers [3].

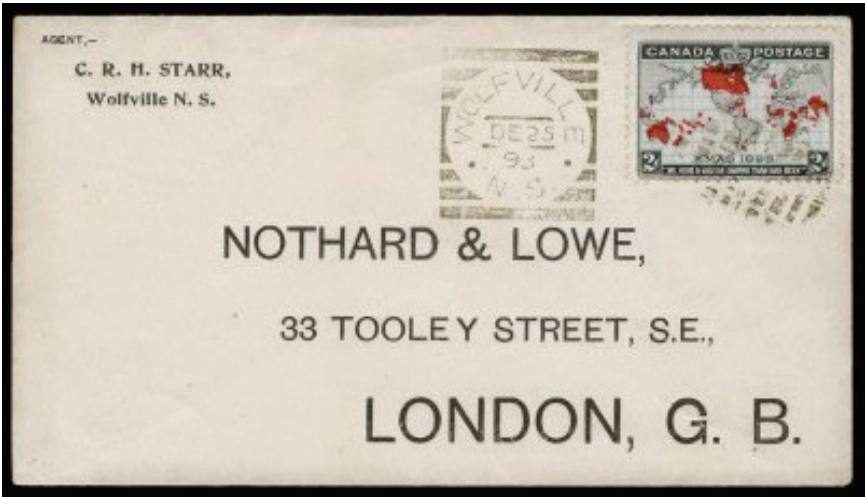


Figure 7. From Spink Shreves Galleries sale of the Fred Fawn collection, 2004.

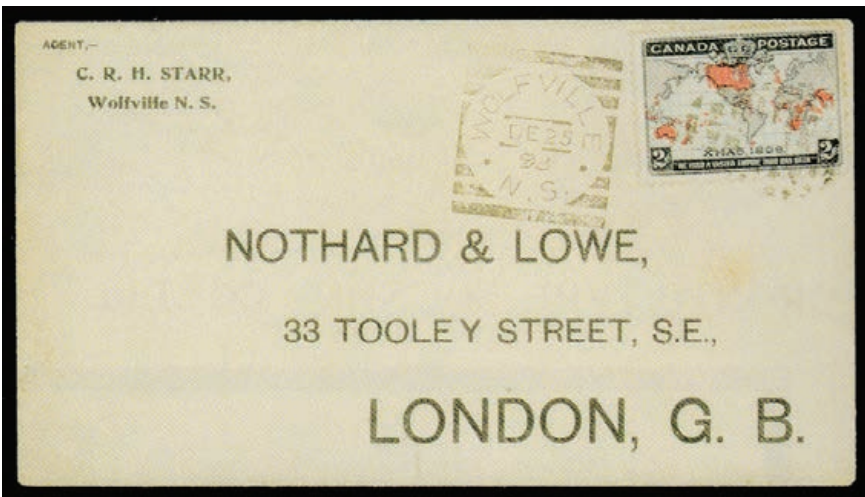


Figure 8. From the Eastern Auctions auction of the Hugh Westgate collection, October 2011.

Winmill, in his 1982 book documenting the postal history of the Map Stamp (in the chapter dedicated to Squared Circle cancels), states [4] that “a photo of one find of six gorgeous Wolfville covers was seen” but no further details were given. It is possible that he was referring to a subset of the Christmas Day covers described above. A 2003 article in the

newsletter of the BNAPS Map Stamp Study Group [5] illustrated several Squared Circle cancellations on Map Stamps from the AD Hanes collection, one of which is Cover #5 in Table 1.



Figure 9. From Sparks Auctions sale of the Ted Kerzner collection, February 2017.

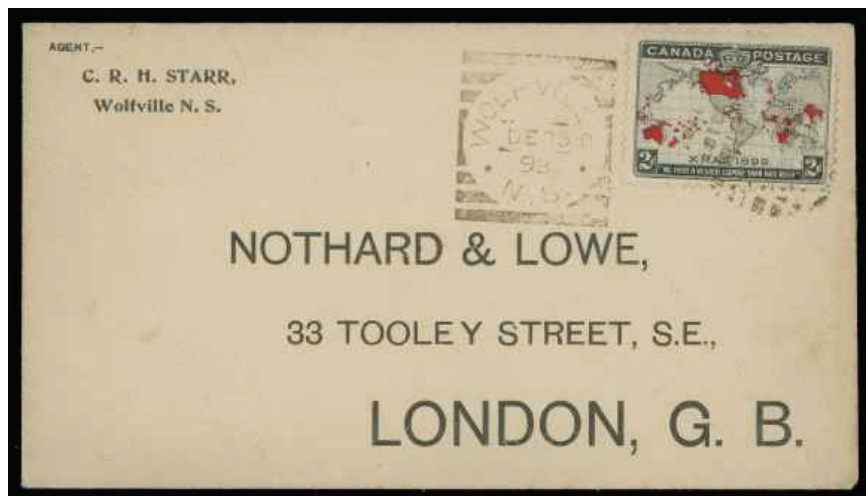


Figure 10. From Eastern Auctions, November 2017.

In the subsequent issue of the Map Stamp Study Group newsletter, an editorial commenting on this cover reads: “This cover and its mates (6 or more) are all contrived and probably never went through the mails. Have seen a couple offered on eBay by Colin Harding. They were all found a number of years ago in a London dealer’s shop during a CPS of GB

convention. Notice no others exist on cover. Never have any receivers so are just souvenirs [6].”

A few attributes of the fourteen documented Wolfville covers are described below.

1. Ten of the fourteen Wolfville Squared Circle strikes in this study are dispatch/dater free strikes – in all cases, the Map Stamp is cancelled by a segmented cork killer. Covers #2, #6, #9, and #12 are the only covers in which the Wolfville Squared Circle strike ties (barely) the Map Stamp: they are also essentially free strikes. Therefore, it is possible that, during the Map Stamp period, the Wolfville Squared Circle hammer was used primarily as



Figure 11. Cover from the Aaron Gulliver collection.



Figure 12. Cover from the Bill Radcliffe collection.

a free strike dater on cover. If so, it would explain the relative scarcity of Wolfville Squared Circle strikes on off-cover Map stamps (only four are listed in the Handbook [2]).

2. A perusal of the fourteen covers reveals that Cover #1 is unique within the group since it is the only one that bears a HALIFAX/CANADA transit CDS dated DE 27/98 on the obverse. The CDS appearing on this cover is one of the styles in use in Halifax during the Map Stamp period and appears to be authentic. Cover #1 also has a Halifax CDS transit postmark on the reverse, but it does not have a London receiving postmark. Cover #12, the only other cover for which a scan of the reverse is available, also lacks a London

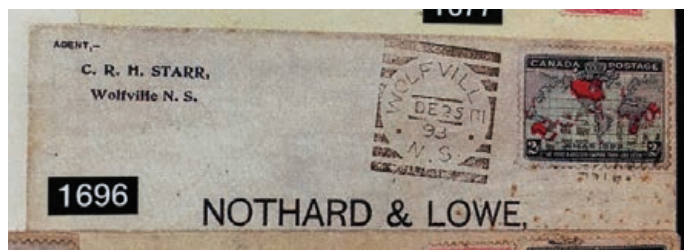


Figure 13. From the Maresch auction, June 1998.

receiving postmark. Auction catalogue listings for Covers #8 to #10 indicate the presence of Halifax (DE 27) transit backstamps but do not mention receiving postmarks. The owner of Cover #11 reports that a Halifax

CDS transit strike dated 4/DE 27/98 is the only backstamp present on this cover. The absence of a London receiver postmark on these covers does not confine them to the category of “souvenirs” as suggested by the editorial in the BNAPS Map Stamp Study Group newsletter, since other letters addressed to London during the time period in question lack a London receiver postmark [7]. In addition, the existence of another Map stamp cover with a Wolfville Squared Circle, used as a free-strike dater, [3] also validates its use in this manner. Thus, the presence of transit postmarks, a segmented cork killer, and a Squared Circle dater suggest that they are in fact genuine covers that passed through the mails.

3. The addressee of the covers is the firm of Nothard & Lowe, located on Tooley St in London, England. They were fruit importers [8], especially of apples, operating out of Cotton’s Wharf, where the great London fire of 1861 began. Their exporting operation out of Canada was sufficiently large to justify a produce warehouse in Grand Pré, Nova Scotia, a station three miles east of Wolfville on the Dominion Atlantic Railway, connecting Wolfville with Halifax [9]. A reference in *The Gardener’s Chronicle* [10] makes note of apples grown in Port Williams, NS (adjacent to Wolfville), that were exhibited by Nothard & Lowe at the Crystal Palace Exhibition in 1888, with the description that they “were remarkable for their high colouring.”
4. The sender of these covers is CRH Starr of Wolfville. Listed in *McAlpine’s Nova Scotia Directory, 1890-97* as a farmer [11], Charles Richard Henry Starr [12] was from the prominent Nova Scotia Starr family after which Starr’s Point in Kings County (in which Wolfville is also located) is named. He was a well-known Annapolis valley apple grower, an expert on apple scions (the wood used to do grafting), who served on the Board of Governors of Acadia University and was the Secretary-Treasurer of the Fruit-Growers’ Association of Nova Scotia. His connection to Nothard & Lowe is understandable since, as the Commissioner in charge of the Fruit Department at the 1886 Colonial Exhibition in

London, and as reported in *The Canadian Horticulturist* [13] Starr was instrumental in opening up export markets for Canadian fruit in England and the continent. However, the reason for his sending fourteen separate letters to Nothard & Lowe on Christmas Day 1898 will probably never be solved.

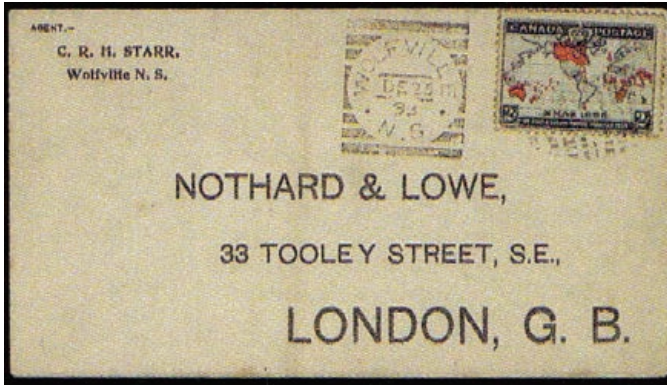


Figure 14. From the Maresch auction, January 2000.

The resolution of the scans for Covers #1, 7, 9, 11, and 12 is sufficient to allow me to assign plating positions [14] for the Map Stamps on them. The assignments are: 1-A-53 (Cover #1); 1-A-4 (Cover #9); 1-A-14 (Cover #7); 1-A-24 (Cover #12); 1-A-54 (Cover #11). Therefore, it seems likely that the fourteen

stamps used to frank the covers in this set were taken from the same sheet of Map Stamps in columns 3 and 4. The currently available scans for the remaining nine covers do not allow for such a detailed analysis. It would be nice to assign plating positions for these Map stamps. So, 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.

To my knowledge, the Halifax and Wolfville Squared Circle covers described in this article and the preceding one in the series, along with a single cover from Bleecker St., Toronto [15], are the only documented Christmas Day 1898 Squared Circle strikes on Map Stamp covers (I know of DE 25/98 Squared Circle off-cover Map Stamp examples from Halifax [16], Saint John [17], Lucknow [15], Port Hope [18], and Victoria [19]). If any reader is aware of other Map Stamp Squared Circle strikes from DE 25/98, I would appreciate it if you could send me the details so that the stamp/cover can be added to the database [20].

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 invaluable assistance in tracking down many of the auction catalogues and exhibits referenced in this article. I would also like to thank Aaron Gulliver and Bill Radcliffe for the scans of their covers.

References and endnotes

- [1] Auction of the Michael Woods collection, Eastern Auctions, June 2006, Lot #363.
- [2] Jack Gordon, editor, *The Squared Circle Cancellations of Canada, 5th Edition*, The Squared Circle Study Group, BNAPS Handbook, 2001.
- [3] I have documented one additional Wolfville Squared Circle Map Stamp cover that is not part of this set. The Wolfville Squared Circle exists as a dispatch free-strike dater, -/JA 4/99, on the obverse of a cover to Halifax. JA Hennok auction, April 2000, Lot #542.

- [4] RB Winmill, *The Evolution of Imperial Penny Postage and the Postal History of the Canadian 1898 Map Stamp*, Jim A Hennok Ltd, Toronto, 1982, p 26.
- [5] *The 1898 Christmas Map Stamp Newsletter*, Vol 4, No 1, Whole No 11, 2003, p 98.
- [6] *The 1898 Christmas Map Stamp Newsletter*, Vol 4, No 2, Whole No 12, 2003, p 106.
- [7] For example, the Robert A Lee auction #34, 1985, Lot #813, lists a letter posted in Halifax on 14 December 1898 (cancelled with a Halifax Squared Circle postmark) addressed to Alfred Moss in London, England. It bears no London receiving strike.
- [8] *List of Some British Importers of Farm Products*, Department of Agriculture, Ottawa, 1910, p 19 <http://publications.gc.ca/collections/collection_2016/aac-aafc/agrhist/A12-3-1-1910-eng.pdf>.
- [9] Website of the Dominion Atlantic Railway Digital Preservation Initiative, <http://www.dardpi.ca/wiki/index.php?title=Grand_Pre#cite_note-1>, accessed 29 November 2017.
- [10] *The Gardener's Chronicle, A Weekly Illustrated Journal of Horticulture and Allied Subjects*, Vol IV, 1888, p 580.
- [11] *McAlpine's Nova Scotia Directory, 1890-97*, D McAlpine & Son, Halifax, p 835.
- [12] "Old Letter Offers Insight Into Apple Industry (August 26/05)" on the Ed Coleman Outdoor and History Columns Website <<https://edwingcoleman.wordpress.com/2005/08/26/old-letter-offers-insight-into-apple-industry-august-2605/>>, accessed 29 November 2017.
- [13] *The Canadian Horticulturist*, Vol X, No 1, 1887, p 3.
- [14] Kenneth A Kershaw and Roger Boisclair, *The Canadian 1898 Christmas Map Stamp: A Definitive Plating Study*, BNAPS Handbook, Vols 1-4, 2004.
- [15] Personal communication from current owner.
- [16] *Canadian Philatelist*, Vol 39, No 3, Whole No 226, 1988, p 198.
- [17] Robert A Lee auction #46 of the Norman C Tunna Collection, November 1987, Lot #735, and the Eastern Auctions auction of the Roger Boisclair collection, October 2009, Lot #413.
- [18] Bow City Philatelics Sale #87, April 2015, Lot #663.
- [19] Eastern Auctions auction of the Hugh Westgate collection, October 2011, Lot #243, and Sparks Auctions Sale #27, May 2018, Lot #1084.
- [20] Email: rickfriesen5@gmail.com. Also, please note that I am continuing to compile a comprehensive database of all known Squared Circle strikes on the Map Stamp (on cover and off-cover) and would appreciate the contribution of lists from the readership.

Table 1. Christmas Day 1898 Squared Circle Map Covers from Wolfville

Cover/ Fig. #	Reference/Provenance (1)	Postmarks
1	1. Sparks Auctions Sale #23 of the Ted Kerzner collection, February 2017, Lot #3145. 2. Author's collection (1).	<ul style="list-style-type: none"> • Segmented cork cancels (not tied) Map Stamp. • Wolfville Squared Circle dispatch free strike. • HALIFAX.CANADA CDS transit strikes on both obverse and reverse dated 4/DE 27/98. • No receiving strike on obverse or reverse.
2	1. <i>The Roundup Annex</i> , Newsletter of the Squared Circles Cancels Study Group, Vol. 1, No. 2, Whole No. 2, 1976, p. 15. 2. NA Pelletier, CAPEX '78 Exhibit, <i>Squared Circles on the 1898 Canadian Map Stamps</i> . 3. eBay (1).	<ul style="list-style-type: none"> • Both segmented cork cancel and Wolfville SC (barely) tie Map Stamp.

3	<ol style="list-style-type: none"> 1. RB Winmill, <i>The Evolution of Imperial Penny Postage and the Postal History of the Canadian 1898 Map Stamp</i>, 1982, p 30, AL Steinhart collection. 2. Matthew Bennett Auction #296 of the Jim Hennok collection, 2005, Lot #2248 (1). 	<ul style="list-style-type: none"> • Segmented cork cancel ties Map Stamp. • Wolfville Squared Circle dispatch free strike.
4	<i>The Roundup Annex</i> , Newsletter of the Squared Circles Cancels Study Group, Vol 24, No 2, Whole No 102, 2002, p 5.	<ul style="list-style-type: none"> • Segmented cork cancel ties Map Stamp. • Wolfville Squared Circle dispatch free strike.
5	AD Hanes collection, in the Map Stamp Study Group Newsletter, Vol 4, No 1, Whole No 11, 2003.	<ul style="list-style-type: none"> • Segmented cork cancel ties Map Stamp. • Wolfville Squared Circle dispatch free strike.
6	R Maresch & Son Auction, June 2006, Lot #1111.	<ul style="list-style-type: none"> • Both segmented cork cancel and Wolfville Squared Circle (barely) tie Map Stamp.
7	<ol style="list-style-type: none"> 1. F Fawn, <i>Imperial Penny Postage of 1898 – BNAPS Exhibit #32</i>, 2004, p. 92. 2. Spink Shreves Galleries Sale #96 of the Fred Fawn collection, November 2007, Lot #1459 (1). 	<ul style="list-style-type: none"> • Segmented cork cancels Map Stamp. • Wolfville Squared Circle dispatch free strike. • Auction listing says it was illustrated in Winmill, but this is incorrect.
8	<ol style="list-style-type: none"> 1. R Maresch & Son auction, June 1987, Lot #227. 2. Eastern Auctions auction of the Hugh Westgate collection, October 2011, Lot #273 (1). 	<ul style="list-style-type: none"> • Segmented cork cancels Map Stamp. • Wolfville Squared Circle dispatch free strike. • Auction listing reports light Halifax (DE 27) transit backstamp.
9	Sparks Auctions Sale #23 of the Ted Kerzner collection, February 2017, Lot #3148.	<ul style="list-style-type: none"> • Both segmented cork cancel and Wolfville Squared Circle (barely) tie Map Stamp. • Auction listing reports light Halifax (DE 27) transit backstamp.
10	Eastern Auctions November 2017 auction, Lot #680.	<ul style="list-style-type: none"> • Segmented cork cancels Map Stamp. • Wolfville Squared Circle dispatch free strike. • Auction listing reports light Halifax (DE 27) transit backstamp.
11	<ol style="list-style-type: none"> 1. R Maresch & Son Auction, June 2013, Lot #710. 2. Aaron Gulliver collection (1). 	<ul style="list-style-type: none"> • Segmented cork cancels Map Stamp. • Wolfville Squared Circle dispatch free strike. • HALIFAX.CANADA CDS transit backstamp dated 4/DE 27/98. • No receiving strike on obverse or reverse.
12	Bill Radcliffe collection.	<ul style="list-style-type: none"> • Both segmented cork cancel and Wolfville Squared Circle (barely) tie Map Stamp. • HALIFAX.CANADA CDS transit backstamp dated 4/DE 27/98. • No receiving strike on obverse or reverse.
13	<ol style="list-style-type: none"> 1. JA Hennok auction, April 1992, Lot #617. 2. JA Hennok auction, June 1996, Lot #480. 3. R Maresch & Son Auction, June 1998, Lot #1696 (1). 	<ul style="list-style-type: none"> • Segmented cork cancel ties Map stamp. • Wolfville Squared Circle dispatch free strike.
14	R Maresch & Son Auction, January 2000, Lot #1691.	<ul style="list-style-type: none"> • Segmented cork cancel ties Map stamp. • Wolfville Squared Circle dispatch free strike.

Notes:

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

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Classified mail

Bill Pekonen

THE purpose of this article is to assist collectors in recognizing covers in their possession that bear classified markings.

There is no doubt that classified messages were sent back and forth on and to the battlefields during World War II. Today, such messages may of course be sent as encrypted electronic transmissions (emails). But the Internet was in its infancy in WWII and could not be used as we do today. Instead, messages were transmitted verbally or committed to paper and sent in code, using a classification system that existed before WWII. The same system is used even today in government, business, and private correspondence. In fact, messages are sometimes still sent on paper instead of over the insecure Internet: there are NO secrets in cyberspace.

Classified messages today are categorized according to their content, level of secrecy required, and the question of who may have access to them. I have created a preliminary list of categories from examples found at bourses and other sources and have looked for examples on the Internet as well. Most civilized countries appear to have classification categories, and they vary from one country to another. The British category system is referenced in this article, and that system's current code words used to categorize secrecy level are listed in Table 1, from the highest to the lowest level.

Table 1. Categories and definitions of security levels

Top Secret	Information that may cause exceptional danger to national security if made known to the public.
Secret	Information that could cause serious damage to national security.
Confidential	Information that may prejudice national security.
Restricted	Private information that may cause undesirable results.
Official	Usually marked For Official Use Only (FOUO). This designation replaced "Confidential and Restricted" in UK after April 2014.
Unclassified	Low-impact information (which however might be used inappropriately by bureaucrats to hide information from the public). May also include sensitive or protected or declassified information.
Clearance	Inquirer must have a legitimate "need to know" reason to see the message. This classification may not be made public without previous permission.
Compartmental	May use specific keywords or access codes to avoid snooping by unauthorized employees or the general public.

Prior to 1942, "Most Secret" was used in the UK, instead of "Top Secret," a term used by the United States. The change was made to make the classification systems more consistent.

The term "Cosmic" is an even higher classification than "Top Secret." The only modern reference found by the author that even acknowledges the existence of this category was from

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

NATO, and only one example of its use with Canadian military associations appears to exist. This example came from Rich Toop, who explained that this type of communication was usually delivered to battlefields by couriers. Bill Robinson (a former military man) added that it was clearly understood that both the envelope and message had to be destroyed by burning, immediately after the message was read as great care was taken to prevent messages from falling into enemy hands. Robinson also explained that the code word “Cosmic” meant that “the message never existed” (just how Rich Toop acquired this envelope with the “Cosmic” marking may never be known). The designation was also apparently applied to some meetings of individuals. In that situation, the “Cosmic” classification meant that “this meeting never happened”—and, of course, the subject and content of the discussions were never revealed.

The following examples are from my meagre collection. Many different types of “Confidential” markings have been found, but only one was actually used during World War II. HE Guertin shows one example as Figure 102 in his book, *The Wartime Mails & Stamps of Canada 1939-46*. But he did not offer explanations for this group of covers. Where are the envelopes used by the officers? Do others exist?

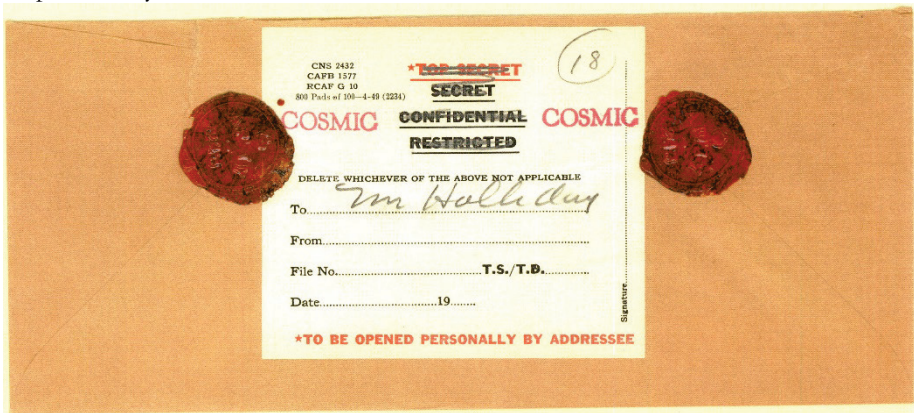


Figure 1. The only known “Cosmic” cover.

Figure 1 shows the only known example (ex. Rich Toop) of a “Cosmic” cover, used (with a label) on a Department of National Defence envelope used ca. 1950, is designated CAPA 234 / 350M-6-50 (34651) / HQ. The label was used for all three services: CNS 7432 / CAFB 1577 / R.A.C.F. G10; 800 Pads of 100-4-49 (2234). The word “Cosmic” has been added twice, with a rubber stamp. The envelope also bears two wax seals impressed by a circular ring with a crown at the top and the word “Army” above the number 243. The significance of the number is unknown.

The envelope shown in Figure 2, below, was endorsed “Top Secret.” It may have been carried, sometime in 1944, to an addressee with the proper authority to receive it, either in a diplomatic bag or in a larger envelope, and then forwarded to the named recipient. This is a Canadian envelope addressed to Washington DC, USA; other similar envelopes with a Canadian return address exist. The subject matter of the message was probably war supplies coming to Canada from the US.

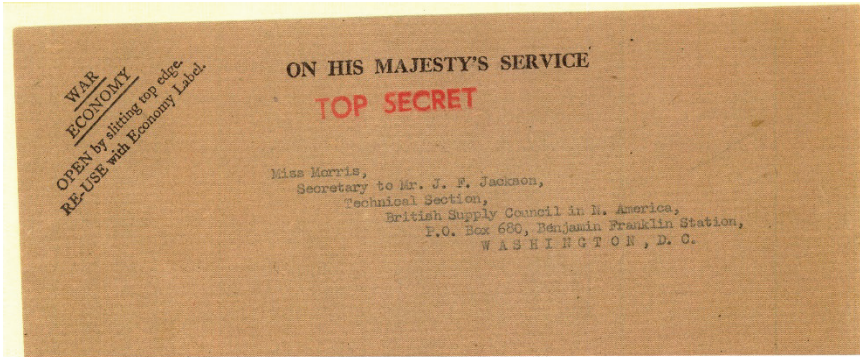


Figure 2. "Top Secret" envelope possibly carried in a diplomatic bag.

Figure 3, below, shows an envelope from National Defence bearing the "Secret" designation, used on 19 July 1988. Note the label: DND 709 (10-81) 7690-21-870-4973.

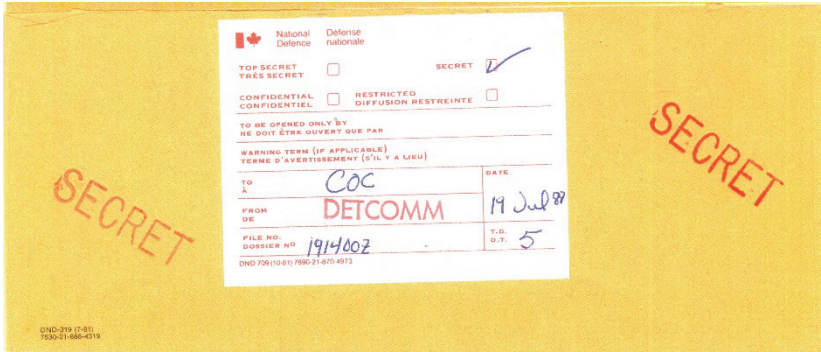


Figure 3. "Secret" cover used, post WWII, by the Department of National Defence.

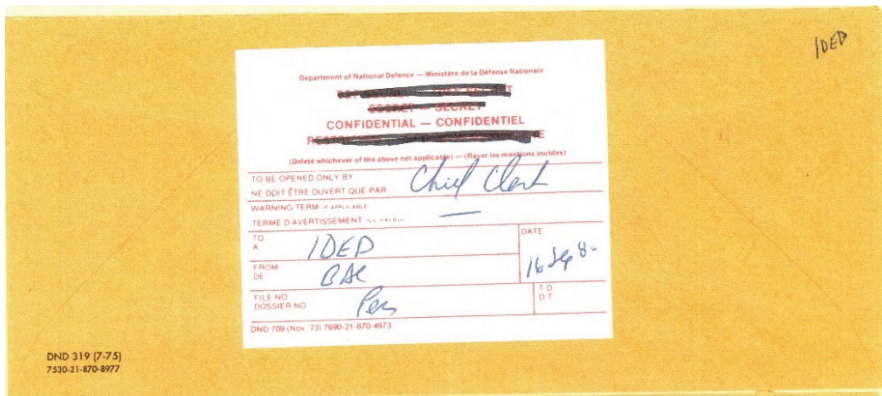


Figure 4. Post-WWII envelope used by DND, sent to the Chief Clerk.

Figure 4, above, shows an envelope marked “Confidential” and used by the Department of National Defence on 16 September 1980, addressed to the Chief Clerk. It bears the label DND 709 (Nov 73) 7690-21-870-4973.

The envelope shown in Figure 5, marked with the “Restricted” designation was used by the Department of National Defence on 23 December 1969 and addressed to Viet Nam. Note the “For Diplomatic Bag Only” instruction on the yellow label. The envelope measures 258 × 330 mm.

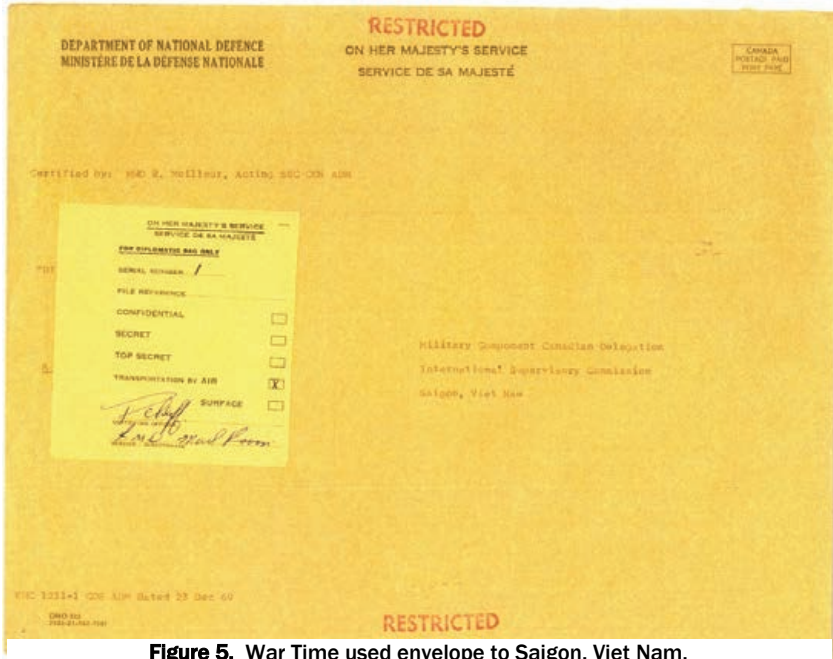
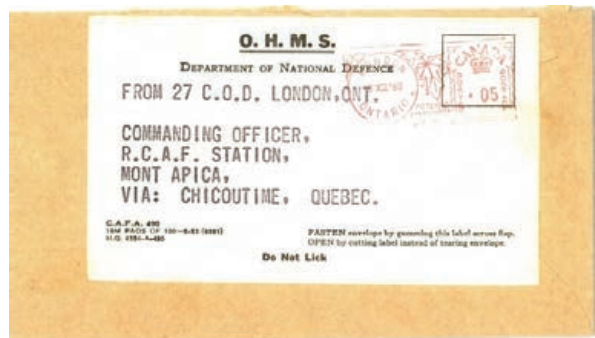


Figure 5. War Time used envelope to Saigon, Viet Nam.

Figure 6 shows a preprinted label used on the back side of a “For Official Use Only” envelope. It is addressed to R.C.A.F. Station Mont Apica. Label C.A.F.A. 490 15m Pads of 100 -5-53 (6881) / H.Q. 4654-A 490.

Figure 6. On Her Majesty's Service (OHMS) For Official Use Only envelope.



The unclassified envelope shown in Figure 7 was sent via Diplomatic Bag and External Affairs Bag to Vancouver. Note the pencilled-in telephone number.

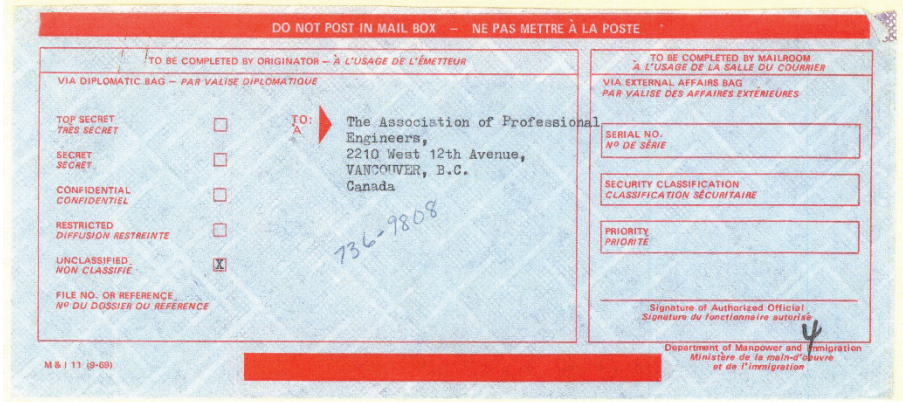


Figure 7. Unclassified address label via Diplomatic Bag.

Figure 8 shows an envelope classified “Urgent.” Note the “By Hand” notation. The envelope was sent from the Department of Transport to a material supplier based in Ottawa.

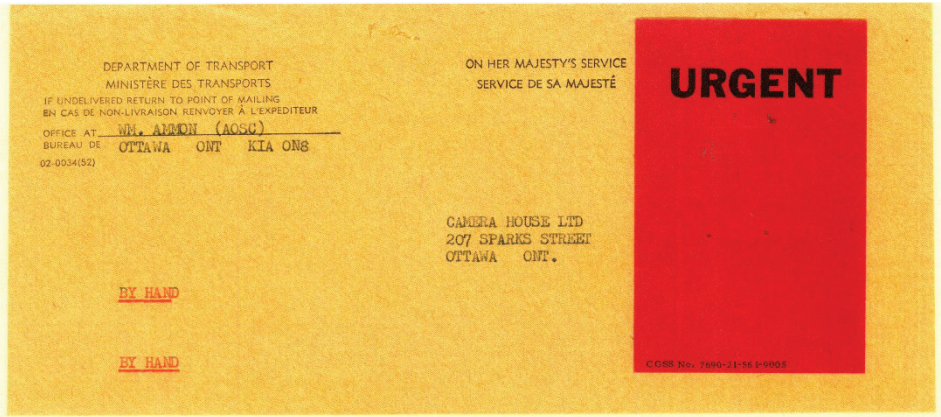


Figure 8. Envelope marked “Urgent” and “By Hand,” from the Department of Transport to a materials supplier.

References and endnotes

- [1] <https://en.wikipedia.org/wiki/Classified_information>.
- [2] HE Guertin, *The Wartime Mails & Stamps of Canada 1939 – 46*, self-published.
- [3] “Privacy,” Science & Health, *Vancouver Sun*, Sunday, July, 2009, p B6.



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A study of the Type 2 Squared Circle RPO QUE. & CAMP. M.C. LOCAL, No. 20 State 6 hammer 2

Laurent Bélisle

WHILE preparing my exhibit on Quebec Squared Circles, I noticed a discrepancy between the QUE. & CAMP. M.C. LOCAL, No. 20 State 6 RPO hammer 2 Squared Circle information in the handbooks and what I observed.

The fifth edition of the *Squared Circle Handbook* [1] recognizes six different states for the type II QUE. & CAMP. M.C. LOCAL No. 20 hammer 2. These states are also included in Gray's RPO catalogue [2] and in the *Bulletin d'histoire postale et de marcophilie* of the Société d'histoire postale du Québec [3]. As these states are the result of modifications made to a single hammer, they can be distinguished by dates. The principal characteristic of state 6 is the space in the centre of the two thin bottom lines. According to the Handbook, State 6 cancels are dated between 7 May 1903 and 20 August 1909.



Figure 1. Cover with a type II QUE. & CAMP. M.C. LOCAL, No. 20, state 6 E/AU17/05 Squared Circle cancel.

Examples of these cancels are shown in Figures 1 and 2. As the date on each cover falls between the limits stated in the *Handbook*, they should be classic state 6 strikes. The three enlarged scans in Figure 3 show (a) the cancel from Figure 1, (b) the image of state 6 from the fifth edition of the *Handbook*; and (c) the cancel from Figure 2. All three cancels have dates

Keywords & phrases: Squared Circles, RPOs, Quebec

within the state 6 period, but we can observe differences in what is left from the original number 20.



Figure 2. A second state 6 cancel.

In Figure 3(a), we see the remnants of the bottom of the 20; in Figure 3(b) we have five small dots; and in Figure 3(c), only two dots are left. The cancels from Figures 1 and 2 are not illustrated in the fifth edition of the *Handbook*.



(a)



(b)

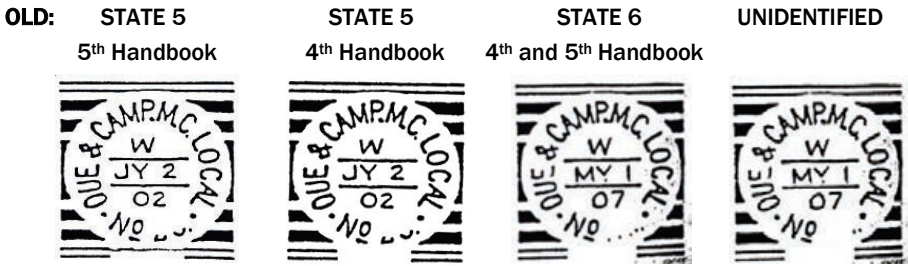


(c)

Figure 3. State 6 cancels from Figure 1 (left); reference [1] (centre), and Figure 2 (right).

In Figure 4, we note that in the fourth edition of the *Handbook* [4], the illustration of state 5 does not show a complete line under the 20, but this is not the case in the fifth edition. Looking at all four illustrations in Figure 4, we can make a tentative hypothesis that the 20 was removed in many steps, generating new states.

In this new hypothesis, state 5 is created by the removal of the number 13 at the bottom of the cancel in state 4, state 6 by the removal of the centre of the second bottom line, state 7 by removing more of the 20, leaving five dots and, finally, state 8 is produced by the removal of still more of the 20, leaving two dots. As only one hammer was modified, it should be possible to determine precisely the period of use for the new states 6 to 8.



NEW: STATE 5 STATE 6 STATE 7 STATE 8

Figure 4. The states in the present hypothesis (the line labelled “NEW”) compared to the states shown in references [1] and [4] (the line labelled “OLD”).

The cancels on the covers in Figures 1, 2, and 5 present states 6, 8, and 7, respectively. If we list those by type and date, they should be in chronological order, but we get the following results: state 6: 17 August 1905; state 7: 16 September 1904; and state 8: 18 June 1907. The state 7 strike predates the previous state 6 strike, so the hypothesis of eight states is therefore invalid. These results disprove our tentative hypothesis.

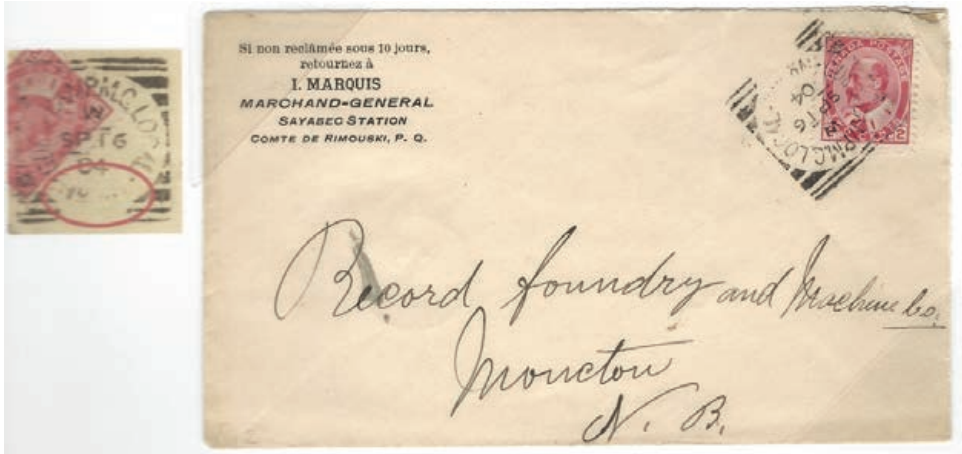


Figure 5. A strike showing state 7.

To analyse what I previously thought would be states 6, 7, and 8, I identified sixteen state 6 period covers, post cards, and stamps from my personal collection, as well as twelve covers from the Kerzner collection illustrated in the February 2017 Sparks auction catalogue. These covers are listed in Table 1 in chronological order of the strike. In the column labelled “20” in this table, the remnants of the number 20 are classified into three subtypes:

- A. the lower parts of the 2 and the 0 remain;
- B. only five dots remain;
- C. only two dots remain.

These three subtypes can be seen on the covers in Figures 8, 9, and 10, respectively. We can clearly see in Table 1 that the three levels of remaining 20 are not used sequentially.

Table 1. Dates for subtypes A, B, and C, as described in the text,

#	DATE	DIR	20	#	DATE	DIR	20
1	1903-10-03	E	C	15	1905-10-21	E	C
2	1903-11-11	E	B	16	1905-11-25	E	B
3	1904-02-02	W	A	17	1905-12-08	E	C
4	1904-05-24	E	B	18	1906-01-15	W	?
5	1904-09-15	E	C	19	1906-02-20	E	B
6	1904-09-16	W	B	20	1906-08-13	W	B
7	1904-09-24	E	A	21	1907-04-24	W	C
8	1904-10-03	E	B	22	1907-05-25	W	C
9	1904-11-02	E	A	23	1907-06-18	W	C
10	1904-12-09	W	?	24	1907-07-13	E	B
11	1905-05-01	E	C	25	1907-07-20	W	C
12	1905-05-08	W	C	26	1907-08-17	W	C
13	1905-08-17	E	A	27	1907-08-31	?	A
14	1905-08-17	E	A	28	1907-09-26	E	C



Figure 6. LRU of subtype A.



Figure 7. ?/AU31/07

Thus, the hypothesis of adding a seventh and eighth state does not explain the evolution of the remnants of the number 20. A second hypothesis that might explain these variations is that they are due to the force applied, the quantity of ink on the hammer, or the nature of the paper receiving the strikes.



Figure 8. Cover addressed to Moncton NB: Type 2 Squared Circle cancel QUE. & CAMP. M.C. LOCAL, No. 20 E/NO 2/04 hammer 2 state 6A.

This research was possible because of the regrouping of as much material as possible on a precise subject. Other material exists. Please do not hesitate to contact me with additional

information, as this will help in making this the definitive study on type 2 Squared Circle RPO QUE. & CAMP. M.C. LOCAL, No. 20 State 6 hammer 2. I can be reached at BNAPS.R6263@GMAIL.COM.



Figure 9. Post card with type 2 squared circle cancel QUE. & CAMP. M.C. LOCAL No. 20 state 6B E/JY13/07.



Figure 10. Post card addressed to Portugal, with a pair of 1c Edward VII tied by a type 2 squared circle QUE. & CAMP. M.C. LOCAL, No. 20 state 6C 6 W/MY 8/05.

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Where have all the Special Delivery forms gone?

Raymond Villeneuve

CANADA introduced Special Delivery (SD) service in 1898, and the Post Office Department devised a number of special forms and labels to make this service more efficient. The forms helped distinguish SD items from the regular mail, thus expediting their delivery.

Special delivery forms were identified as SD1 and SD4 to SD8. In his 1991 book, *Canada Special Delivery*, GH Davis presents examples of those that could have made their way to the public or collectors. The SD1 and SD8 labels are also well catalogued in the latest edition of RG Lafrenière's *Field Guide to the Cinderella Stamps of Canada*.

The earliest of the Special Delivery forms, SD4, was first introduced in 1906. It resembled a facing slip and was to be wrapped around individual or bundles of SD letters. Most of the forms used during the first thirty years of the SD service have not survived or at least have not been documented or been seen in my research of the last ten years.

Although the SD4 was not meant to be kept for more than one month, a few from the late '20s and early '30s have survived use and have been found. A date of production is found on the bottom left corner of each.

Other Special Delivery forms, such as the SD 1 label, have stuck around. Many have been found on parcel wrappers or letters. Again, Lafrenière's *Field Guide* has listed all that are known, but many issues have not been confirmed. Between June 1939 and December 1974, it is possible that thirty-nine different labels were issued. Twelve are still unknown. Were they ever printed? Will we eventually find them? Is it possible to find them all? Where are they? Are they still lost out there, or are we left to speculate on those missing editions?

Initially, the SD1 form (Figure 1) was a small slip of paper used as a notice to recipients when a Special Delivery letter could not be delivered. It fell into disuse, and in the late 1930s it took the form of a parcel sticker. When the Special Delivery service was extended to parcels in 1938, postmasters were encouraged to use the SD1 label on them unless they could wrap the larger facing slip, SD4, around the smaller parcels.

Designed for large envelopes and parcel use, the SD4 label is found on Special Delivery letters as well. It is 9.6 × 7 cm, yellow with red horizontal bars and has SPECIAL / DELIVERY / EXPRES lettering in red. Identified in the lower left corner was the form number, quantity, and order date. They were produced annually, sometimes twice a year, between 1939 and 1974, in quantities ranging from 35M to 350M per issue. Although designed for use on parcels, it can be found on many envelopes. As the example in Figure 2 illustrates, the SD4 form was often torn up to fit the available space on the cover.

Keywords & phrases: Special Delivery, postal markings



Figure 1. Early SD 1 Special Delivery Label.

The SD4 facing slip for Special Delivery Letters was used by Post Office personnel to tie up bundles of letters prepaid for Special Delivery. These highlighted packages could then receive prompt attention for dispatch.

Introduced in 1906, they measured approximately 31 cm long by 9 cm wide (Figure 3) with red stripes across them. A production date, found on the bottom left corner, allows us to determine the year of issue. Dispatching and receiving postmarks were to be applied before wrapping them around the SD items. The destination offices were to keep these facing slips as a record for one month. Procedures for the use of the SD4 slip remained the same from introduction in 1906 until a change in 1943.

The 5 June 1943 Weekly Bulletin for the Postal Guide noted the following: “In the future when Special Delivery letters are being dispatched the dispatching office need neither date stamp and initial the Special Delivery facing slip (Form S.D.4) nor indicate thereon the number of Special Delivery items being dispatched.”

Over the years, the SD4 form underwent several cosmetic changes in size and colour. It was also to be used over and over again.



Figure 2. S.D. 4 dated 1935.

In its quest to verify that Special Delivery letters or parcels were being delivered as required, the Post Office Department devised a new form, the SD5 Customer Acknowledgement Form (Figure 4), in July 1923 for those situations where no recipient was present to receive and sign for them. This card-like form was left with the SD item at the recipient's door. Later, postmasters were instructed to have the carriers affix the SD5 form to the left-hand side of Special Delivery letters.



Figure 3. S.D. 4 dated 1960.



Figure 4. S.D. 5 label, dated 1946.

The next form, numbered 33-086-126 (Figure 5), was designed in 1945 to hang on a doorknob, to advise recipients of undelivered Special Delivery mail. It was left by the letter carrier in the case where the premises were closed or no one was there to accept the Special Delivery article.

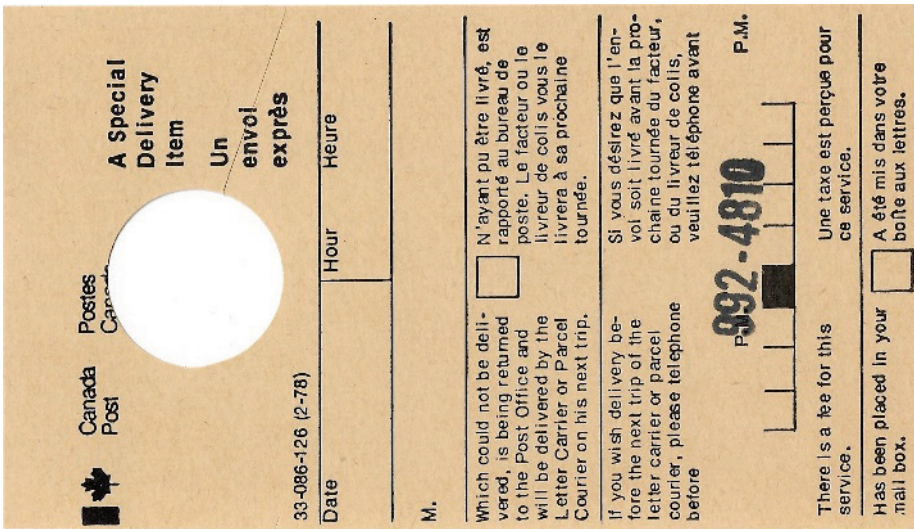


Figure 5. 1945 Hang Tag.

HAVE YOU SEEN THEM? IF SO, I WOULD APPRECIATE FINDING OUT HOW MANY OF THE EARLIER ONES HAVE SURVIVED.

Please contact the author with any information or comments. Readers can contact me at <hrvilleneuve@gmail.com>.

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

1. Going beyond what is usual, regular or customary



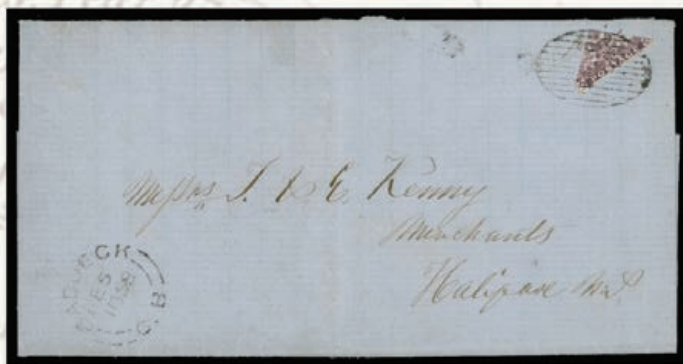
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Part Three: Lot 68 – Realized \$118,500

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In Memoriam

Robert A Lee, OTB

22 February 1938–7 June 2019

ROBERT Allen Lee was born on 22 February 1938 in Saskatoon, SK, to Gordon and Elda Lee. After spending his early years in Saskatchewan, the family moved to Vancouver where they became one of the top men's clothiers in the lower mainland, Margetson Lee.

Bob married Sandra Davies in 1960. They had three children—Mark, Laura, and Craig—with whom they shared many wonderful family vacations and memories, some of the fondest being those at the Bar Q Guest Ranch and Disneyland. As the years passed, the family grew, as the children married and had kids of their own, adding eight grandchildren into the clan. Bob and Sandra enjoyed visiting them and, when not with their grandkids, they often travelled throughout the world, enjoying cruises domestically and abroad, preferring to spend winters in the warmer climates of California and Arizona.



After his start in the family business, Bob was offered an opportunity with a brokerage firm and soon became one of the youngest stock brokers on the Vancouver Stock Exchange. He moved his family to Vernon, BC, in 1978 to pursue his passion in stamps, rapidly becoming one of the leading authorities on British North America philately, hosting successful auctions and eventually outgrowing his space and moving operations to Kelowna.

Bob's auctions were noted for the offerings of specialty BNA material, meticulously broken down into individual lots, and for the many name collections featured over the years. He held one hundred and thirteen auctions between 1978 and his retirement in 2005. Bob also published several major philatelic books, including the thirty-eight-volume *Proof Strikes of Canada* by J Paul Hughes; *A Canadian Military Postal History Anthology* assembled by the BNAPS Canadian Military Mail Study Group; the first two editions of the *Catalogue of Canadian Duplex Cancellations*, which he compiled; and the *Canadian Precancel Album*.

In Vernon, he also made a major contribution to youth philately, initiating contacts with schools and creating an introductory stamp program to capture the interest of children. Stamp clubs were formed as a result of his efforts, and Bob ran weekly meetings for seven years, until he moved to Kelowna.

Bob was very involved in the activities of BNAPS. He was a Director from 1998 to 2000, First Vice-President from 2000 to 2002, President from 2002 to 2004, and Treasurer from 2005 to 2010. He was inducted into the Order of the Beaver in 1997, and he co-hosted the 1999 BNAPEX convention in Vernon, BC. He also established two BNAPS Study Groups—Duplex Cancellations and Roller Cancels—and edited their newsletters.

Bob was always an active member of any community of which he was a part, generously giving of his time and expertise, earning a number of awards and accolades for his efforts. Over the years, he has been fondly remembered by many clubs and organizations including the Jaycees, Rotary, Vernon District Riding Club, British North America Philatelic Society, train clubs, Homeowners Associations, and many others.

Bob was both an avid traveller and a train enthusiast. He earned his pilot's license and, by virtue of his children's participation, he was an active member of the Vernon equestrian community. Throughout his life, Bob enjoyed making a variety of wines that he happily shared with friends and family.

Bob passed away peacefully, surrounded by family and friends at Kelowna General Hospital on 7 June 2019. He is survived by his loving wife, Sandra; eldest son Mark (Kirsty) and children Jesse, Nicolas, Hayley, and Adrianna; daughter Laura (Renso) and children Alexandra and Tyler; and youngest son Craig (Kelly) and children Lyndon and Madison. The family also wishes to thank Joanie for her kindness and friendship.

Obituary by Mark Lee, with additional notes by Leopold Beudet and Mike Street.

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The Canadian Multipost Co Ltd

Tom Meyerhof

SHORTLY after the US Post Office Department began issuing coil stamps in 1908 to serve the needs of commercial bulk mailers, several companies saw an opportunity to develop small hand-operated machines to quickly and efficiently dispense and affix the coil stamps to envelopes. At least a dozen different UK and US companies are known to have manufactured and sold stamp affixers in both countries. The names of the affixers included the Fixo Stamping Machine, the Kendall Stamp Affixer, the Lightning Stamp Affixer, the Multipost Stamp Affixer (Figure 1), the Poststamper Affixer, the Simplex Stamp Affixer, the Standard Stamp Affixer, and the Wizard Stamp Affixer. Stamp affixers were designed, depending on the model, to use either endwise (vertical) or sidewise (horizontal) coils of perforated stamps. Manufacturers of some affixers claimed the operator could apply stamps to envelopes at a rate of up to two hundred and fifty per minute.

Created in 1910, the Multipost Co of Rochester, NY, was probably the most successful company to manufacture and sell stamp affixers. The company was formed by William F Schweiger, who assumed the position of Company President (he had previously been the General Manager of the Schermack Co, which became the Mail-O-Meter Co of Detroit MI); Bennett D Straight, the mechanical designer; and Edward C Morris, who financed the operations [1, 2]. The initial stamp affixer model known as the Multipost Jr, or Model 1, was designed to work with the recently introduced US Bureau of Engraving sidewise coils. Various improved models were subsequently marketed over the ensuing years. Models destined for the UK market were originally designed to handle endwise rolls of perforated stamps but, under pressure from the Merkam Trading Co, which was the UK Multipost agent, the British Post Office began producing sidewise rolls in 1920.

After the Canada Post Office Department began its own production of 1¢ and 2¢ coil stamps in about October 1912, Multipost seized the opportunity to set up a branch plant in Toronto to serve the needs of Canadian businesses (Figures 2, 4, and 5). The affixers were designed to handle five hundred-stamp sidewise coils regardless of perforation gauge, using a set of internal fingers to engage some of the stamp perforations and advance the stamp to the exit opening.

The stamp was then guillotined, moistened with water dispensed from an internal chamber, and then pressed into place on envelopes or cards by means of a rubber foot. Two models were originally available, retailing for about \$15 and \$25. To demonstrate and promote their machines, Multipost used dummy coil stamps (Figure 3) featuring their name and Toronto location. These labels are listed in the *Field Guide to the Cinderella Stamps of Canada* [3].

The first reference to the Canadian Multipost Co appeared in the 30 November 1912 edition of *The Toronto Globe* newspaper, in an article titled “Another Industry of Importance to Business Men.” Part of the article reads as follows:

Keywords & phrases: Coils, stamp affixers, Multipost Co

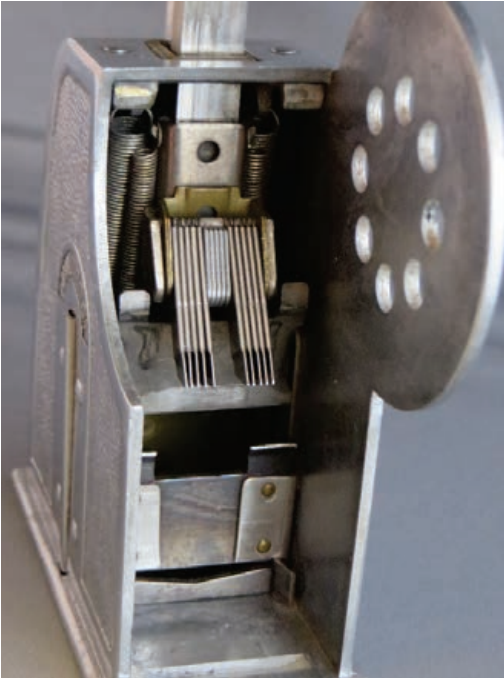


Figure 1. Multipost model 35 interior, showing the ten fingers used to engage stamp perforations.

Shortly thereafter, an article titled “Post Office Department Progressing” appeared in the 28 December 1912 edition of *The Ottawa Journal*. It read in part:

The latest departure of the Department is the issue of stamps in rolls of 500 stamps in the 1¢ and 2¢ denominations. These stamps (which may be obtained at any Post Office) are meeting with large demand all over the Dominion, where business houses are using them in postage stamp affixers, a company for the manufacture of which was recently formed at Toronto, and which, in The Multipost Postage Stamp Affixer, they have a machine that is meeting with marked success, the supply being hardly equal to the demand.

The first Toronto city directory listing for the Canadian Multipost Co appeared in 1913, but it disappeared by 1919. The company advertised in *The Toronto Globe* newspaper on several occasions in 1916,

Figure 3. Demonstration stamps ca 1914 [3].



Daniel J. Lynch of Toronto has formed a Canadian company composed of prominent business men of Toronto and Hamilton, who having thoroughly investigated all such machines [stamp affixers] have selected the one which they have found to actually have made a substantial reputation for itself in the United States, and have purchased the Canadian manufacturing and selling rights. They have equipped a factory at Toronto, and will immediately place this machine on the market so that Canadians are assured of a reliable article Canadian-owned and Canadian-made, and at the same price as in the United States.



Figure 2. Canadian Multipost Stamp Affixer, patented in 1911.

although before and after this year no advertisements were found, suggesting the height of success for this Canadian company lasted only about one year.

MULTIPOST YOUR MAIL

The old method of affixing stamps by hand (as shown herewith) actually requires **five** operations. The **Multipost**, however, will affix stamps to any size or form of mail—Instantly and securely—in **one** operation. Saving four out of five operations, therefore, **must** save time.

Every stamp used by the **Multipost** is recorded automatically—same as a cash register records sales. It therefore protects your stamps like a bank protects your money.

Multipost Stamp Affixer and Accountant

Is in daily use in more than 15,000 offices, although only three years old. Its users say it begins to save immediately—in large or small offices; that it instantly eliminates the temptation to take a "stamp or two"; and has established the fact that "a stamp is money".

The **Multipost** is very simple and fool-proof. Simply insert coiled stamps (obtainable at any P. O.) in stamp case, fill water chamber, and is ready for 500 stampings.

The **Multipost** Co. sells service as well as their machine, and guarantee their product for one year. It is also financially able to do all that it promises.

Get Multiposted—Send for Free Book

"How Stamps are Lost" is a very interesting book that every employer should read. Send for a copy today, and learn why you should protect your stamp account. It's full of facts—some say, eye-openers.

Multipost Company
39 Allen St. Rochester, N. Y.
Canadian Multipost Co., Toronto, Ont.

THE MULTIPOST DOES IT ALL IN ONE STROKE

YOUR METHOD REQUIRES THESE FIVE OPERATIONS

- Picking up Sheet of Stamps
- Stripping Sheet of Stamps
- Taking up Strip of Stamps
- Inserting Strip of Stamps
- Affixing

Figure 4. System Magazine, December 1914 listing Toronto branch.

BUSINESS CONCERNS SHOULD CHECK THEIR POSTAGE ACCOUNT.

The **Multipost Stamp Affixer and Accountant** saves money, labor and time. Its use in an office will make it possible to account for every postage stamp purchased, even to the extent of preventing the use of stamps for personal mail; it will check the postage account from the cash book to the mail bag.

Provided with a conveniently locked case for the care of the stamps, it will pay for itself many times over from actual labor saved, irrespective of its preventing the diversion of stamps from proper channels.

If the operators are honest the **Multipost** gives them protection against possible suspicion of false accusation and removes all temptation. Stamps may be misused by persons other than those authorized to handle them.

If the operators are rapid the **Multipost** will enable them to at least double their speed when they become as proficient in handling the mail with it as they are with their present method, no matter what the method may be, as the **Multipost** has positively proven itself to be the fastest stamp-affixing method known.

It is guaranteed against defects of workmanship or material for one year, and during that period will be repaired or replaced without cost to the owner.

Stamps coiled for the **Multipost** are obtainable at any postoffice.

Write for booklet. **Henry P. Darroll & Co., 67 Richmond street east, Toronto.**—(Advertisement.)

Figure 5. Advertisement in *The Globe*, Toronto, 15 January 1916.

While the Canadian manufacturer and distributor of Multipost machines appears to have ceased operations by 1919, Multipost stamp affixers continued to be sold in Canada, as indicated by several entries in the Public Accounts for Ontario for the year 1921-22, which list expenses for the purchase and repair of Multipost stamp affixers, and advertisements for the sale of these machines also appeared in *The Ottawa Journal* in 1947 and 1948.

The US Multipost Co is known to have made a number of different models over the years, some with counters and locks to track mail expenses and protect stamps from unauthorized use. In 1942, the US Multipost Co was taken over by the National Postal Meter Co, which was renamed Commercial Controls Corp in 1944, and still headquartered in Rochester. It ceased production of stamp affixers a few years later.

In the years between 1912 and 1924, the Canada Post Office Department issued a number of coil rolls in 1¢, 2¢, and 3¢ denominations, all bearing the portrait of King George V in his full dress uniform as an Admiral of the Fleet—a stamp commonly known as the Admiral issue. A summary of rolls issued to postmasters over the fiscal years 1912-1913 to 1927-1927, taken from Marler's book [5], is shown in the table below.

Table 1. Admiral Issue, summary of coil rolls issued.

Denomination	Coil Direction	Perforation	Year of Initial Issue	Quantity of Rolls
1¢ Green	Sidewise	8	1912	459,956
	Endwise	8	1913	7,390
	Endwise	12	1914	
2¢ Carmine	Sidewise	8	1912	525,799
	Endwise	8	1913	10,573
	Endwise	12	1913	
2¢ Green	Sidewise	8	1922	650,000
	Endwise	12	1924?	500
3¢ Brown	Sidewise	8	1918	252,600
	Endwise	12	1921?	868
3¢ Carmine	Sidewise	8	1924	95,170

In general, the sidewise rolls proved much more popular than the endwise rolls for use in stamp affixing machines. On 1 January 1920, over three thousand one-cent and four thousand two-cent endwise rolls still remained in stock. Consequently, the decision was made to issue the remaining endwise rolls to some of the larger post offices for sale as normal stamps.

As postal rates for drop letters, domestic and US letters and post cards were either 1¢ or 2¢ from 1908 to 1928, the quantities of three-cent rolls supplied to postmasters were much lower than the 1¢ and 2¢ denominations. The production of perforation 8 endwise rolls was superseded by perforation 12 endwise rolls, as the coarser perforation gauge was found to cause tearing in both stamp vending and some stamp affixing machines.

The major users of coils stamps would have been commercial mailers, who were not shy about making the Canada Post Office aware of their requirements and concerns. As early as summer 1912, the Post Office Department issued a circular, which reads in part;

The question of stamps in rolls for use in stamp affixing machines has been engaging the attention of the department for some time past, and, in answer to numerous requests received, it has been decided to supply the public with same.

Correspondence dated 17 January 1917 from the Post Office Department to a private firm stated this:

Endwise rolls were first issued in January 1913, on the representations of the Canadian agent of an American stamp-affixing machine who claimed to have already sold some three or four hundred machines . . .

In a memorandum dated 9 June 1920, the Deputy Postmaster General provides a further explanation for the issuance of the first rolls of coiled stamps, stating in part;

In September 1912, the Department began to issue stamps in rolls, the issue on the recommendation of the undersigned, being confined to stamps rolled sidewise. In December of the same year, a gentleman from Montreal, stating that he had invested some \$15,000 for the Canadian rights to a certain stamp-affixing machine of which he claimed to have already sold between three and four hundred, induced the Department to also issue endwise rolls. In consequence, an order was given on the 7th of January 1913, to prepare and deliver 10,000 endwise rolls of each, the one- and two-cent denominations.

It is not generally known that, starting in 1923, coils were produced on thinner paper in response to complaints by stamp-affixer companies whose workers had observed poor separation of stamps from coil rolls. These difficulties referred to problems with “Standard Stamp Affixer” machines, according to Allan Steinhart writing in *BNA Topics* [6]. Unlike the Multipost, which used a shear plate to cut each stamp from the roll using a guillotining action, the Standard machine used a series of teeth to engage the perforations holes and to tear off the stamp against a stop blade. In a series of letters from the Post Office Department beginning on 27 January 1923 in response to complaints, it is stated:

The General Manager of the American Bank Note Company has just informed me that he has been able to procure a quality of paper which he thinks will overcome the difficulty you have experienced with the rolls, that is that they did not tear off at the perforations. This paper, although just as strong, is of a much thinner quality, and he is convinced that this will overcome the difficulty.

As soon as I receive some of the rolls, I shall forward a small quantity to the Postmaster, Toronto, and you will be informed by him when you may procure the stamps from his office, and may experiment with them to see if they give satisfactory results.

Then, on 3 February 1923, a letter from the Post Office Department included the following statement:

“The paper has been specially procured from England, and if satisfactory will likely be adopted as the quality to be used in the future.”

A letter from the Toronto postmaster, dated 17 May 1923 noted that the rolls were being used by the Canadian General Electric Co, and the Wm Davies Co In a subsequent report on these experiments dated 13 June 1923, the Canadian Office Appliance and Supply Co noted:

The special paper that was used on the rolls supplied to several Toronto firms has proven far superior and is much more satisfactory for use in Stamp Affixing Machines.

As the thinner paper proved to be satisfactory to various companies, a further Departmental letter was issued. Dated 10 January 1924, it reads, in part:

The manufacturers of the paper decided to put a thinner paper in the rolls on account of the trouble experienced in separating the stamps (Multipost Stamp Affixer). While the paper now used is of the same quality as that in the postage stamps, it is about three pounds per thousand sheets lighter in weight.

While the Multipost stamp affixer is mentioned by name, it seems improbable that these machines had a problem with perforated stamps regardless of the perforation gauge, as they used a guillotining action to separate each stamp from the roll, a characteristic that periodically caused the stamps to be miscut.

The use of stamp affixers was just one of a number of mechanization aids private companies began exploiting to deal with the enormous growth in mail volumes beginning in the early 20th century. Before its demise in the 1940s, the Multipost Co was assigned or filed twenty-five patents for stamp affixers. In total, the company held over forty patents for mailroom equipment, such as envelope sealing machines, permit printing machines, and self-inking handstamp cancellers. The Multipost Co played an important role in the early development and standardization of coil stamps in Canada as well as the US, but this is no longer generally known in the BNA philatelic community.

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A report on BNAPEX 2019

Ronald E Majors, OTB

THIS year's seventy-first BNAPEX returned to the nation's capital, Ottawa, after nearly an eighteen-year hiatus. Held on the Labour Day weekend (August 30-September 1), chaired by Roy Houtby, popular dealer and longtime BNAPS member, the hosts and volunteers went all out to make this one of the best-organized meetings in recent years. With a full social program—including a tour of Library and Archives Canada Preservation Centre, dinner and evening out at the Canadian Museum of Nature, and a tour of the Diefenbunker, Canada's Cold War Museum—spouses and members who participated had many activities to keep them “on the go.” The one hundred and thirteen attendees at the awards banquet (Figure 1), held at the host Delta Hotel Ottawa City Centre, came from all over Canada and the United States, as well as from the Netherlands, Sweden, and Jersey, Channel Islands.

The conference celebrated five important events in Canadian history: (1) The one hundredth anniversary of the death of Sir Wilfrid Laurier; (2) the seventy-fifth anniversary of D-Day and the Battle of Normandy; (3) the one hundred and twenty-fifth anniversary of the Canadian Parliament's declaration of Labour Day as a national legal holiday; (4) the centenary of the first transatlantic flight by Alcock and Brown, 14-15 June 1919; and (5) the eightieth anniversary of the 1939 Royal Train visit of King George VI and Queen Elizabeth. Souvenirs reflecting these memorable events were available for purchase. A typical example is shown in Figure 2.



Figure 1. Participants enjoying refreshments and each other's company at the Past-President's Reception, prior to the Awards Banquet.



Figure 2. Precancelled block of ten of the 1973 1¢ Sir John A Macdonald Caricature definitive, overprinted to commemorate the eightieth anniversary of the 1939 Royal Train visit.

twelve Vermeil, three Silver, and two Silver-Bronze medals were awarded (see *Palmares* on page 70 and online)—special mention is made here of the winners of the Horace Harrison Grand Award: Guillaume Vadeboncoeur for “Canada—The Small Queens of 1870-1897”; the Allan Steinhart Reserve Grand Award: Grégoire Teyssier for “Canadian Government Official Postmarks (1841-1939)”; and the Herbert L McNaught One Frame Exhibit Award: David Piercy for “The Cancellations of Newfoundland 1865-1908: Corks, Fancy Cancels and Other Obliterators.” Although there was no court of honour, dealer Gary Lyons had a single non-

The exhibits were of the highest calibre as expected at a specialist meeting like BNAPEX (Figure 3). Thirty-three exhibitors showed a total of one hundred and twenty-seven frames, a decrease from the number shown last year's meeting in Quebec. A total of eighteen Gold,

exhibit frame—a poster showing rare Canadian material. A special thanks to the BNAPEX 2019 judging crew, Gary Steele (Chief Juror), Victor Willson, and Jeff Arndt (Apprentice), for their careful and thorough review of the twelve single- and twenty-three multi-frame exhibits.

I think that many attendees will agree that the Study Group (SG) meetings continued their tradition of excellence. Most SG meetings were well attended, and included computer presentations, “show and tell,” lectures, and other presentations of the interesting material members brought along, including their purchases at the bourse. Overall, sixteen Study Groups met during BNAPEX.



Figure 4. New Large and Small Queen SG editor, Vic Willson, OTB, gave a detailed presentation on Plating the 12½ Cent Large Queen.

the Canadian Airmail Society, where Chris Hargreaves discussed the updated *Air Mails of Canada and Newfoundland* catalogue, and Leopold Beudet, BNAPS webmaster, gave an update on improvements to the BNAPS website, which recently received a Gold Medal at the 16th New Zealand National Philatelic Literature Exhibition. Figure 4 shows the meeting of the Large and Small Queen Study Group.

Dealer activity seemed to be strong throughout the three-day bourse (Figure 5). Twenty-three dealers and auction houses were present, two more than were at BNAPEX 2018. Most of the dealers focused on postal history but plenty of stamps, postcards and other philatelic items could still be had. Many dealers were strongly supportive of BNAPEX activities; they should be thanked for their financial and physical contributions.



Figure 3. A partial view of the one hundred and twenty-seven frame exhibition at BNAPEX 2019.

In addition to the Study Groups, other meetings and seminars were held during BNAPEX, including the Philatelic Specialists Society of Canada (PSSC), where Ron Majors made a presentation on “Cross Border Use of US Civil War Patriotic Covers”; a meeting of



Figure 5. An active day at dealers' tables.



Last but not least, the Annual General Meeting (AGM) was held on Sunday morning (Figure 6). President Ken Lemke announced that there will be no increase in dues for 2020, that BNAPEX 2020 will be held in Halifax, NS (the 2021 location is still pending), and that BNAPS is financially strong. (Thanks to Adri Veenstra for the photographs shown in this article.)

Figure 6 (left). Ken Lemke chairing the BNAPS AGM.

Readers write

Canada to Host 2022 International Single-Frame and Literature Exhibition: David McLaughlin advises that CAPEX 22, a four-day exhibition is being planned for mid-June 2022 in the Greater Toronto Area (GTA). The specific location and dates are not settled, pending final selection of a venue. CAPEX 22 will be a two-class exhibition: Four hundred single-frame exhibits and philatelic literature, including periodicals, books, and catalogues in both print and electronic forms. CAPEX 22 has the approval of the Royal Philatelic Society of Canada (RPSC) which is the Canadian member of the worldwide *Fédération Internationale de Philatélie* (FIP) and the *Federacion Inter-Americana de Filatelia* (FIAF), the continental organization for the Americas. CAPEX 22 has received the patronage of FIAF and will apply for recognition status with FIP.

A sixty-five booth bourse is planned, with both Canadian and international dealers participating. Canadian and international societies will likewise be invited to participate, hold society meetings, and offer seminars and presentations. CAPEX 22 connections are being established within geographic regions and with Canadian and international societies. Past-President Eldon Godfrey has been appointed as the BNAPS liaison.

CAPEX 22 would not be possible without the support of many exhibitors, members of the philatelic trade, and Canadian/North American philatelic clubs, societies, and associations. I would like to thank BNAPS for its support of the CAPEX 22 Guarantee Fund which, as in previous CAPEX exhibitions, provides the seed money needed to organize the exhibition.

Sixteenth New Zealand National Philatelic Literature Exhibition Awards: The jury at the 28-29 September 2019 exhibition, held at Christchurch, NZ, honoured the following BNA entrants: **Leopold Beaudet**, British North America Philatelic Society website, Gold; **Ralph Trimble**, Re-entries website, Gold; **Michel Houde**, Philatelic Specialists Society of Canada website, Vermeil; **Jonathan C Johnson**, *WW1 Canadian Army Nursing Sisters Serving Overseas*, Large Silver; **CA Stillions**, *Newfoundland's Last Definitives; The Waterlow Printings*, Silver.

John Graham writes in reference to the 2019 second quarter article on 1928 Airmail Rates. The article notes that the 5-cent rate agreed upon by Canada and the US came into effect, in the US, on 1 August 1928, “but, for unknown reasons, it was not publicized in Canada.”

The article indicates that this created some confusion as to the date on which the 5-cent rate came into force in Canada, it would seem logical that given this was a bi-lateral agreement it most likely came into effect in Canada on 1 August, as well but not with great fanfare. Allan Steinhart notes, at p. 49 of his classic work, *The Admiral Era: A Rate Study 1912-1928*, that Mail Order No. 186, of the Vancouver Post Office, dated 7 August 1928 advised that “*all concerned are informed that by agreement with the United States Postal Administration the air mail fee for all classes of mail matter posted in Canada intended for transmission over any United States Air mail route has been lowered to 5 cents for the first ounce....The above rate prepaid by Canadian Postage stamps, includes both the postage and air mail fee.*” This means that there had to have been communications between Ottawa and at least some post offices prior to 7 August 1928, although these appear to be lost over time. In addition, the Order is framed in the past tense: “*the air mail fee...has been lowered to 5 cents...*,” strongly suggesting this occurred before the date of the Order and again making it likely that the new rate, and the agreement whereby each country would honour each other’s air mail stamps, came into force in Canada on 1 August 1928.

Rick Parama writes with reference to Topics Vol 76, No 2, (Whole Number 559), pp11-18 on the 1887 ½¢ Newfoundland Dog: I hope you will find the following interesting; but my memory fades about who engraved what (*e.g.* did the ABNC engrave the Newfoundland Seals?).

The Newfoundland Dog seems to have had a lot of attention, particularly the varieties. May I offer a rather bizarre observation, which requires some detailed explanation. It seems the ABNC, after acquisition of the CBNC, took up or continued a program of preserving the engravings of all holdings. I would hazard a guess that Goodall, directed the firm to do such. Perhaps a reason was degradation of the dies (corrosion?) and cost of future work. He seems to have instructed his engraver team to do so, and they chose to work off of transfer rolls. How do we know this? Because several “Goodall images” have cross hatching in the background. This cross-hatching was a simple way of picking the image on a multiple image transfer roll to preserve it, (by surrounding the chosen image with marks) perhaps by gouging or filing. Such would have been easy to do on softened transfer rolls with multiple images which all had raised designs taken from a common die. With a file, for example, unwanted (raised) images could be taken off a roll.

What if the die and transfer roll were not usable (say corroded)? Then an image could be taken directly from a plate. This would save the step (and labor) of engraving the image, something hard to do. If a good plate was available, such an image could “easily” be transferred back to a roll (harden the plate and soften a new roll, the technology of the day.). The problem was that the plate had “extra” baggage or imagery, sometimes the guide dots and/or guidelines would be present.

What struck me in the Walsh article was the same manuscript number (1391) used for two small proofs (Figures 12 and 13). Could "1391" represent the code for the ABNC for this image? A code would be useful for finding an image in the future.

If the transfer image was taken from a plate, it could also pick up guide dots and even guidelines. Dots were often hidden by the engraved image. Lines sometimes existed and may or may not have been burnished off plates, or the lines disappeared from plate wear (the line was often very shallow). The phenomenon of making a transfer image from a plate would save a lot of effort and time and would pick up guide dots (which may be the reason for the falling ice cubes on the ABNC Seal issue).

Usually the Transferer (Siderographer) worked from one corner to another until a roll became unserviceable, and the next available roll would be used (at least that is what Marler concluded for the Admirals); but there were no rules or dictates that this sequence must be followed. Another roll or second roll or roll image, could be chosen and used by the Transferer.

BNAPEX 2020 IN NOVA SCOTIA: PLAN TO ATTEND!

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On the website you will find a short review and a scanned image of the book cover. A text-only list is also available on the web site. A hard copy will be sent free on request.

New Titles




C\$ Retail

	<p><i>NEWFOUNDLAND Early Legal Documental History: via Stampless Precursor and 1898 Queen Victoria First Revenue types</i>, John M. Walsh. After the fortunate 2006 acquisition of a holding of many documents from a long defunct law business, John Walsh realized that much of the information contained therein was not in the “reference” literature. The result was this exhibit. Because of the physical size of the various documents it was necessary to mount them vertically on “legal size” paper. Accordingly, the resulting BNAPS Exhibit Series book is, for the first time ever, also printed and bound in the 8.5”×14” legal size. 2019, Spiral bound, 88 pages, 8.5 × 14, colour. ISBN: 978-1-989280-00-3. Stock # B4h923-106-1.</p> <p style="text-align: right;">Price C\$38.00</p>
	<p><i>Krippner Covers North America</i>, Peter Matson. At the turn of the 20th Century German Philatelic dealer ER Krippner prepared and mailed over 200 colourful covers, most franked with stamps of the Newfoundland Royal Family issue. 2019, Spiral bound, 150 pages, 8.5 × 11, colour. ISBN: 978-1-989280-01-0. Stock # B4h098-1.</p> <p style="text-align: right;">Price C\$42.00</p>
	<p><i>Newfoundland's Last Definitives: The Waterlow Printings, CA Stillions</i>. The second of two exhibits on Newfoundland's long running “Industries” issue, which was produced by three different printers. 2019, Spiral bound, 114 pages, 8.5 × 11, colour. ISBN: 978-1-927119-98-3. BNAPS Exhibit Series No. 104. Stock # B4h923-104-1.</p> <p style="text-align: right;">Price C\$38.00</p>
	<p><i>WWI Canadian Army Nursing Sisters Serving Overseas</i>, Jonathan C. Johnson. The Canadian casualty lists of World War 1 would have been much greater had it not been for the efforts of the Nursing Sisters of the Royal Canadian Medical Corps. 2019, Spiral bound, 88 pages, 8.5 × 11, colour. ISBN: 978-1-927119-99-0. BNAPS Exhibit Series No. 105. Stock # B4h923-105-1.</p> <p style="text-align: right;">Price C\$34.00</p>

Pricing: To simplify the process for selling books, BNAPS has decided to price each book at a single price that will be close to the previous "Member Price" level.

More New Titles

C\$ Retail

	<p><i>Newfoundland's Last Definitives: The Perkins Bacon and Sprague Printings.</i> The first of two exhibits on Newfoundland's long running "Industries" issue, which was produced by three different printers. 2018, Spiral bound, 126 pages, 8.5 × 11, colour. ISBN: 978-1-927119-96-9. BNAPS Exhibit Series No. 102. Stock # B4h923-102-1.</p> <p style="text-align: right;">Price C\$39.00</p>
	<p><i>Brant County Postmarks and Cancels to 1930.</i> The postmarks of Brant county organized by type of postmark. 2018, Spiral bound, 136 pages, 8.5 × 11, colour. ISBN: 978-1-927119-97-6. BNAPS Exhibit Series No. 103. Stock # B4h923-103-1.</p> <p style="text-align: right;">Price C\$40.00</p>
	<p><i>Japanese Canadians in World War II - Censored Mail from the Uprooting in British Columbia;</i> Louis Fiset. Canadian postal history used in a unique way to illustrate the sad story of the internment of Canadians of Japanese origin. 2018, Spiral bound, 154 pages, 8.5 × 11, colour. ISBN: 978-1-927119-95-2. Stock # B4h097-1.</p> <p style="text-align: right;">Price C\$42.00</p>

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BNAPS business and reports

President's column

Ken Lemke

BNAPEX 2019 Ottawa is now over. It was a great success. Much of the following will be a report on the Convention, written especially for those members who were unable to attend.

I would like to thank Gary Lyon and Eastern Auctions for their ongoing, generous contributions to the convention. These help to cover the costs of insurance, rentals, and transporting frames to and from the venue.

I would also like to extend a big thank you to all the volunteers, including members of the RA Stamp Club, the Ottawa Philatelic, and the St Lawrence Seaway Regional Group. The volunteers made this a truly great convention, and I apologize that I cannot list everyone by name. Thank you to Cavendish Auctions for their sponsorship of the hospitality room.

Special thanks to Mike Street, Earle Covert, and Roy Houtby for their efforts over the past year in securing the venue and seeing to the many, many details of the convention.

On the Thursday, your Board of Directors held a very fruitful meeting. As you may have noted in *BNA Topics*, our membership has declined, something other organizations (philatelic or otherwise) have experienced as well, of course.

In response, we will be increasing our membership activities, with Charles Livermore serving as the Committee Chair. We already have a few volunteers, as well as some ideas about what we can do to increase the retention of members and recruit new members. You can assist by volunteering to help and/or offering suggestions as to where we can make improvements. Even if you can't volunteer, may I encourage you nevertheless to send suggestions to Charles (charleslivermore@hotmail.com).

To complement our membership activities, we will be increasing publicity under the direction of Bill Longley (bill@longleyauctions.com). We will be developing new ads and expanding where we advertise; *e.g.*, shows and bourses where we have not been visible in the past. Have a suggestion of where we might place an advertisement? Please let Bill know.

The BOD again addressed the question of stipends and vouchers. While over the year we experienced an improvement in how these were handled, there were still a few glitches. Consequently, the following motions were passed:



Study groups

Each study group with operational expenditures may request a stipend not to exceed \$100 CDN per year, to defer costs of the study group's requirements. Requests shall be submitted for approval to the Vice-President for Study Groups and forwarded to the President for inclusion in the proposed budget. Unspent funds shall not be carried forward but will be returned to the Treasurer at the end of the fiscal year.

Vouchers for new members will continue to pay for a year's membership in any study group that has a membership fee. The vouchers will be valid for one year from date of issue, and the new member has up to six months to submit the voucher to a study group. So, for example, if the new member were to submit the voucher three months after the date of issue, the study group would have nine months to submit the voucher for reimbursement. Vouchers will have this information printed on it.

Regional groups

Each regional group with operational expenditures may request a stipend not to exceed \$100 CDN per year, to defer costs of the regional group's requirements. Requests shall be submitted for approval to the Vice-President for Regional Groups and forwarded to the President for inclusion in the proposed budget. Unspent funds shall not be carried forward but will be returned to the Treasurer at the end of the fiscal year.

Sparks Auctions will no longer be handling the BNAPS books and exhibit series, as this activity no longer fits their business model. As I prepare this report, we are close to having a new agent for the book department. By the time you read this, the information should be (or has been) made available on the BNAPS website.

Plans are underway for a CAPEX 2022. This will be a four hundred single-frame and literature exhibition. The current plan is to hold the event in June 2022 in the Metro Toronto area. BNAPS has agreed to support the event as one of the sponsors. BNAPS Director David McLaughlin <david.mclaughlin@rogers.com> is currently the primary contact. If you have any questions regarding CAPEX 2022, please contact David.

The conference included twenty-three study group meetings and other activities, in addition to one hundred and twenty-six outstanding exhibit frames and twenty-two dealers to satisfy your philatelic interests for the entire convention.

There were two tours, one to the Diefenbunker, and one to the Library and Archives Canada (thank you James Bone and Pascal LeBlond of the LAC). Feedback from those who attended the tours was very positive.

BNAPEX 2020 will be held in Halifax/Dartmouth, Nova Scotia, 4-6 September 2020. If you have never been to Nova Scotia, you should really plan to go to this convention. Plan a few extra days to visit places like Peggy's Cove, Lunenburg (not to be missed) and Cape Breton Island. To tempt your taste buds, Chairman Gary Steele has promised two-pound lobsters for the banquet dinner.

Enjoy your stamping.

Ken

From the Secretary—

Report date: 20 June–14 September 2019

P Charles Livermore, OTB

(100-08 Ascan Avenue, Forest Hills, NY 11375 USA, <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 AGM. People who apply for membership during the second and third quarter of the year pay seventy-five percent and fifty percent of the annual fees, respectively, while those who apply in the fourth quarter are charged 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 in cost. 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 Secretary.

Applications for membership

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

New members—applied

All applicants assigned membership numbers from **7042** to **7056** 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 3, 2019.

R-7057 Eric Eden, Las Vegas, NV
 R-7058 Douglas King, Chatham, ON
 R-7059 John King, Garden Bay, BC
 R-7060 Lorne Roder, Winnipeg, MB
 R-7061 Stephen Hellsten, London, ON
 R-7062 John Vengris, Hamilton, ON

R-7063 Heather Combaluzier, McDonalds
 Corners, ON
 R-7064 Elaine Bochniewicz, Nashua, NH
 R-7065 Ross Dulmage, Ottawa, ON
 R-7066 Terrance Carr, Edwardsville, PA
 R-7067 Barry Millman, Hamilton, ON

Deceased

R-6180 Brian R Cannon
 R-6695 Karl Siemens

Members reinstated

R-3897 James A Bracken
 R-7008 Michel Guilbault

Members dropped

None

Members resigned

None

Postal address changes

E-2635 Ross D Gray, Peterborough, ON
 R-6935 Harold Krische, Langley, BC
 R-5957 Peter R MacDonald, Ottawa, ON
 R-6277 Andrew Olma, Paradise Valley, AZ
 E-2840 K Gray Scrimgeour, Victoria, BC

R-6110 Elizabeth F Sodero, Halifax, NS
 R-5532 Arlene M Sullivan, New
 Westminster, BC
 R-7012 Butch Terpening, Port St Lucie, FL
 R-6814 James Wardell, Toronto, ON

Email address changes

R-6356 John Carley, Toronto, ON
 R-6440 Anestis Karagiannidis, Montreal, QC
 R-6759 Reid Parker, Rothesay, NB

R-6767 Gordon C Richardson, Nepean, ON
 E-2840 K Gray Scrimgeour, Victoria, BC
 E-2617 William C Walton, Califon, NJ

Members with unknown addresses

R-6793 Joseph Bell, Waterloo, ON
 E-2883 Douglas J Squires, St John's, NL

Active member and non-member count by membership type

Total active members: 965

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

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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 those received between 15 June and 15 September 2019.

British Columbia

The *British Columbia Postal History Newsletter* is edited by Andrew Scott. The favourite cover in the September issue is a post card from Nass Bay, with a Port Nelson cancel describing the opening and closing of the post offices in the area. In the “From Our Readers” section, Glenna Metchette is looking for information on Grouse Fort, and you are reminded that it is dues time. Tracy Cooper tells of the Jewish settlement in British Columbia in the 1860s through a cover franked with three BC 3d stamps, bearing a General Post Office marking, and an embossed Star of David on the flap. Also illustrated is a cover addressed to Henry Nathan, the first Jewish politician in BC. Andrew Scott relates a story of early mail to Gabriola and Valdes Islands, close to Nanaimo, off Vancouver Island. Tracy Cooper tells how to investigate the genuineness of a cover from eBay. Barry Milavsky asked if there was ever a post office in Doriston, and that gave Andrew a chance to tell the story with great illustrations. Morris Beattie then tells the story of the Shuswap & Okanagan Railway Post office. He reports that only two strikes of the steamer *Aberdeen* exist, and only up to six strikes of the S.&O RWY MC / BC strike exist. It’s a good illustrated story. Finishing off the newsletter is a cover—sent along by Don Crawford—addressed to President Franklin Roosevelt, from New Westminster, BC. FDR was a lifelong philatelist.

Elizabeth II

Robin Harris, the editor of *Corgi Times*, has provided a very interesting July-August newsletter, which carries a reproduction, from the *Vancouver Sun*, of the obituary of member Brian Cannon, who passed away on 20 May. In the opening article, Robin Harris suggests that someone or some group managed to purchase all of the Canada Post official Apollo 11 FDCs. Ingo Nessel is congratulated on being elected a Fellow of the Royal Philatelic Society of Canada. Mention is made that twenty-four distinct varieties are now apparently attributed to the Beneficial Insect issue. Ingo Nessel writes about and illustrates another Parliament booklet cover mailed to Greenland. Robin Harris has contributed an interesting six-page explanation of the repeating Canada underprintings. Modern philately is getting to be a more and more interesting study. Listed next are the pre-packaged stamps sold by Canada Post as early as 1969 with various stiffener cards. This work-in-progress requires members’ and non-members’ assistance in providing examples of those not illustrated here. Ending the newsletter is an illustration of the Apollo 11 stamp launch invitation, with a request for different picture postage examples for the Unitrade catalogue.

Fancy Cancels

In the August issue of the *Fancy Cancels & Miscellaneous Markings* newsletter we learn that Dave Lacelle, the editor, is recovering from heart surgery. We wish him all the best! You are also reminded that if you haven’t paid dues, it is time. Thanks is given to those who have done,

and also to donors. In this issue, a number of corrections to previous newsletters are noted. The question raised in this issue is when the first carved cork cancel was used in Canada. To answer this, members are asked to send in any early 1850s carved corks they may have. Jim McCormick, Robert Coulson, Ron Smith, Mike Halhed, Brian Hargreaves, and Mike Street have all sent examples of early and late periods of use and unlisted cancels. Luc Frêve sent in an example of a four-heart cancel: each heart is a different size. A four-ring cancel with the number "022" in the centre turns out probably to be a UK receiving cancel from Ripley. Ending the newsletter are illustrations of the Bowman Cancel Illustrations 1959 edition published by Robson Lowe.

First Impressions

First Impressions, edited by George Basher, is the newsletter of the First Day Cover Study Group. In issue Number 40 (July–September), George indicates there are no articles for the next issue and encourages members to please submit material based on their knowledge. In the first article of the newsletter, George tells the story of Allard Brophrey, an early BNAPS member who became friends with the legendary TR Legault and Joseph Rosenbaum. A nicely illustrated story. Gary Dickenson then tells the story of the first cacheted FDC for the stamp marking the sixtieth anniversary of Confederation, a stamp produced by George Eppstadt, and he illustrates Eppstadt event covers. The third and last article, by Russell Smith and George Basher, is in the form of a question and an answer. The question by Russell was why two versions of the Artcraft cachet for the 1953 Karsh definitive exist. Russell eventually answered his own question through research and shares it with readers.

Military Mail

The August issue of the *Canadian Military Mail* newsletter, edited by Dean Mario, includes a cover sent in by Dave Hanes. The cover relates to Pearl Harbour, in that it was sent to a Pte Toms on 7 December 1941 per the FPO 488. A good find! Jerry Glasgo sent in a cover featuring a write-up from Captain Watts who was part of the North Russia Expeditionary Force. The cover was dated 26 DE/18 according to the British FPO, PB 11. Note the previously unreported MPO strike 1214 and the discussion that follows. Michael Dobbs sent in a correction about the period of use of certain FPO hammers. Also illustrated is a post card from the Juno Beach Centre mailed to the actual 1944 home addresses of Canadian soldiers killed on D-Day. The card includes facts about D-Day. Jon Johnson has done quite a story of Second World War Merchant Seamen captured by German surface warships, with illustrations of their POW mail. The history of merchant seamen during WWII is an interesting one, and Jon is bringing the postal history portion of it to the fore. Ending the newsletter is a fortieth anniversary D-Day cover.

Newfoundland

Congratulations to Malcolm Back, recently announced as the new permanent Editor of the *Newfoundland Newsletter*. Congratulations are also extended to Anthony B Thompson on receiving the prestigious Pratt Award. In the issue, members' attention is drawn to the study group news found on p 2, articles and finances. Elsewhere, Malcolm writes about one of his favourite covers from avid stamp dealer Rev Canon EE Rusted. The cover is illustrated with the enclosure. Bill Coates showed Malcolm some Sir Humphrey Gilbert die proofs and kindly allowed him to publish scans, which are shown here. Anthony Thompson shows the surcharge

NY variety on the Newfoundland 1939 Royal Visit stamp and asks if this is a constant variety. John Walsh submitted some proofs of the 1942–49 Resources Issue taken from his exhibit. John also has an interesting observation on the development of the 1¢ Prince-of-Wales stamp (number 41), and possibility that the engraver forgot to include the left outer frame line. On that note the newsletter ends.

Pence-Cents

Jim Jung, editor of the *Pence-Cents Era Newsletter*, headed the first page of Vol VIII, No 2 with a beautiful cover submitted by Ron Leith. It is addressed to England and franked with a 10¢ blue Cartier stamp and a 1d British stamp. A rarity. David Shurman submitted a lovely seven-page illustrated article on a brief overview of the revenue stamps issued in the pence-cents era. Really very attractive material.

Canada's 5¢ Beaver is a popular stamp and Michael Smith is quite the student of this issue. Here he writes about and illustrates the proofs that show various plate flaws. In Part 1, a grid is provided showing state 1 proofs by position and state 4 proofs by position. The Beaver Byline by Clayton Huff and Arthur Groten is a reprint of an article from *BNA Topics*, Vol 37, No 3 from May-June 1980. Jim Jung completes the newsletter.



Figure 1. 2¢ Queen Victoria with neck scratches.

In the Vol VIII, No 3 issue that came out in September, there are a number of photos of the PHSC Symposium that took place last summer as well as of BNAPEX 2019, but the front page shows a lovely 2¢ Queen Victoria, with neck scratches, from the cents issue, (Figure 1). Elsewhere, a question was raised about the validity of the Ron Leith cover that appeared on the front page of the previous issue and was discussed in it. Earl Noss contributes an article on the re-entry and plate scratches on the ½d. Jim McCormick writes about the burr on the 6d Prince Consort forehead and suggests collectors check their stock. Dr Jim Watt writes about the two 12d defaced proof sheets in existence. He owns one; the other is for sale by Hank Narbonne of Greenwood Stamps. Jim Jung announces that a new BNAPS website will be coming to help collectors identify the position and state of the Beaver stamps. Jim

continues illustrating plate positions of the 1859 5¢ Beaver. In this six-page article, Jim continues with a paper restoration article illustrating a cover in its original state and its restored state. The outcome is unbelievable. That article ends the newsletter.

Postal Stationery

The front page of *Postal Stationery Notes*, edited by Robert Lemire, shows a letter dated September 1959 indicating the end of Wilding post card printings by CBNC. Pierre Gauthier recently acquired a precancelled Canadian National Express card, form 5339, and he asks if anyone else has seen a similar item. Robert Lemire wrote a companion article on rates affecting the use of postage post cards between 1938 and 1964. The previous article appeared in PSN Vol 29, pp 35 and 36. Michel Ledoux illustrates and writes about election envelope varieties, including gum differences. On 17 June of this year, Canada Post issued more postage-paid cards featuring historic covered bridges; illustrations of them are included here. Robert Lemire

continues with Part Eight of the printings of the railway flimsy forms in an article titled “Centennial-issue printings for Canadian National Express 1967–1971.” Michel Ledoux has an interest in election envelopes and writes about their use in by-elections, the upgrade in postage, and asks whether anyone has seen the 6¢ rate properly used. Earle Covert writes an article titled Unusual and new Xpresspost mailers with the primary topic being those items sent out by CNIB (the Canadian National Institute for the Blind) with illustrations. He also shows a 407 ETR envelope and asks when these came into use. Robert Lemire writes of an unusual CPR flimsy found with a stamp impression printed in orange. Rounding out the newsletter, Bill Walton comments on Newfoundland registered formula envelopes noted by Mike Sagar and discussed in a previous newsletter.

Precancels

In the introduction to the August issue of *Precancels Canada*, the precancel newsletter edited by David Maresco, both Andy Ellwood and David stress that in order for the group to survive, members must take an active part by supplying articles. The Editor can help elaborate on whatever you submit. Tom Meyerhof writes asking if different bar precancels are associated with specific towns. This is an illustrated article, and you may want to look a little deeper into the topic. Tom also submits another article in which he asks if the bars on the 20¢ and 50¢ Widow Weeds are really precancels. If you have similar markings, you may want to share or discuss. David MacLellan asks if anyone has a perfin precancel properly used on cover. Michel Gervais made a new discovery. Once, there were two copies of the famous Amherst, NS precancel, both believed to be 1-105 die 1. The copy that Michel purchased (that once belonged to Harry Lussey) turns out to be a die 2. There are now two unique copies. Ron Pazdzierski has a question pertaining to the style X precancels and who printed them—Another instance of input needed from the membership. Gary Steele sent in a precancelled cover that was returned via California from China. Ending the newsletter is an oddity from Chatham that is not a precancel.

Railway Post Office (RPO)

Ross Gray, Editor of the Railway Post office study group newsletter, reports the finding of a new RPO clerk stamp discovery, sent in by Richard Cromwell. It is a clerk stamp from the Calgary & Vancouver run, on an undated post card, with a nice Alberni recipient marking. News of this discovery opens the newsletter. Brian Copeland provided a couple of pictures of clerks on the final runs of Victoria & Courtney RPO and of the last mail bags carried on the E&N Railway on Vancouver Island. New reports and updates were provided by Brian Stalker, Ross Gray, Brian Copeland, Jack Brandt, and John Aitkin. Ross also provided two hammer studies for the BRANTFORD & FT. ERIE / M.C. and the HALIFAX & ST. JOHN R.P.O. / NIGHT hammers. Gary Steele came across a hoard of RPO facing slips and cut squares at ORAPEX. He called on Sean Weatherup, his neighbour, to help sort them out. Sean catalogued them and has now submitted three pages of illustrations with a promise of more to come. Here is an opportunity for Western RPO collectors to add to or enhance their collections. The newsletter ends with an illustration of a late-date Great Western Railway manuscript accountancy mark sent in by Brian Stalker, and an illustrated, previously unreported clerk stamp for the Montreal & Mansonville RPO.

Revenues

In the September issue of the *Canadian Revenue Newsletter*, Chris Ryan, the editor, begins a new series titled Ontario Law Stamp Tariffs, 1864–1961. Part 1 deals with the Superior Courts from 1864 to 1913. This is an eight-page article that has had a great deal of research behind it. It is an eye-opener to learn about how court documents were treated and the cost of handling them. Elsewhere in the issue, Chris advises collectors that new excise stamps for cannabis and tobacco will be coming on 1 October, along with new methods of distribution. An anonymous writer comments on Dave Bartlett's and Dale Speirs' article of a year ago on the Calgary 5¢ incinerator stamps and illustrates the four denominations used. The newsletter ends with Fritz Angsts illustration of a strip of three of the 7¢ excise stamp with the wide spacing of the 14¢ overprint.

Postscript

Congratulations are extended to Michael Smith, editor of *Dots and Scratches*, on receiving the John S Siverts Award for the best newsletter for 2018. Well done, Michael! At the same time, may I extend congratulations to all the newsletter editors for the wonderful work they do in promoting the hobby, sometimes under difficult circumstances. You can support your editors by supplying articles. If you have trouble writing something up, ask the editor of the newsletter for help. Most would be very happy to assist you.



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Regional group rant

David Bartlet

Overview

THE show of the year, BNAPEX 2019, was held in Ottawa on the Labour Day weekend. Another good show, in a wonderful city, with lots of philatelic information to pick up in various meetings—maybe you had the opportunity to show new items you obtained in the Show-and-Tell at your Regional Group’s fall meeting.

As usual, activity has picked up with the coming of autumn, and you can continue working through your Regional Group to enhance your collecting experience. I can be contacted by email anytime at regionalgrouops@bnaps.org.

Please send all meeting notices and reports to me there; we will post them on the website and on the Facebook pages. Upcoming meetings currently scheduled for the fall include Atlantic, Calgary, Golden Horseshoe, Prairie Beavers, Midwest, and Pacific Northwest.

The reports discussed below come from the Atlantic, Calgary, Lower Canada, and Midwest groups. Please have a look at the Regional Groups’ individual webpages to see when things are happening in the groups and what transpires at their meetings.

Around the Regions—Reports

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

Atlantic

The Atlantic Group last met on 7 August at the Inn on the Lake at Fall River, Nova Scotia. Thirteen members attended, bringing a variety of items to examine, as well as raising several topics for discussion. See the photo, below, of members gathered for this meeting. The next meeting was scheduled to be held at NOVAPEX in late September.



Figure 1. Atlantic Region group, left to right: George Lafontaine, Jack Forbes, Paul Grimm, Brainard Fitzgerald, Doreen Fitzgerald, John Hall, Claude Michaud, Guy Jeffery, Gary Coolen, Carl Munden (standing), Karen Galbraith, Sean Weatherup, Gary Steele.

Calgary

The Calgary group held its first meeting of the 2019-20 season on 11 September, with eleven members attending. Hugh Delaney made a presentation on the post-WWII partition of Germany into Russian, British, American, and French zones. Examples of mail to and from the zones was displayed, and it was noted that it was most difficult to get postal items from the French and Russian zones. Following the presentation, members held a Show-and-Tell, showing many items they obtained over the summer.

Dixie Beavers

The Dixie Beavers met at CHARPEX, which took place on 27-28 July in Charlotte, NC.

Golden Horseshoe

Saturday, 8 September was a sombre day weather-wise, but that didn't stop eighteen BNAPS members from gathering at the Brewers Blackbird, formerly The Rousseau House Restaurant, in Ancaster for the first meeting of the 2019-2020 season. However, the greetings and smiles from the group more than made up for the dreariness of the day.

The group received the good news that beginning in January 2020 it will be returning to Sunday meetings. This means that the schedule for the remainder of the season will be: Saturday, 30 November; Sunday, 26 January 2020; Sunday, 22 March, and Sunday, 24 May. Victoria Day 2020 is on Monday, 18 May.

September 8 began as usual with coffee and catching up from summer philatelic ventures and going through dealers' stock until noon, followed by a fine lunch from the special menu made up just for the group. Mike Street reported on BNAPEX 2019 held in Ottawa. It was a very good weekend. A very special announcement advised members that Sparks Auctions will no longer be the distributor of BNAPS books. Bill Longley of Longley Auctions will be taking over. The transfer and set-up should be finished by the end of November.

We had a very good auction, thanks in great part for the contributions made by Wayne Schnarr and Bill Longley. Thanks are also extended to all who contributed and to those who provided a new home for the many items. Computer problems prevented Peter McCarthy from giving his presentation (*Oh Simon, we missed you!*), but he did talk about what it takes to help make the Golden Horseshoe function. As someone said. "The best presentation made at GHRG!" The group meets next on Saturday, 30 November. The speaker, Ingo Nessel, will make a presentation on the 1985 Parliament Booklets.

Lower Canada

The Lower Canada/*Bas Canada* Regional Group held its semi-annual meeting at BNAPEX on Friday, 30 August 2019. Eleven members attended, including two BNAPSers attending a Group meeting for the first time. Guest speaker Dave Schurman gave a very animated presentation entitled "Federal and Quebec Revenues—A Brief Overview," which was supported by many interesting legal documents. The next meeting will take place in spring 2020 around the time of the Lakeshore Stamp Club show.

Midwest

The American Philatelic Society Stampshow was held in Omaha, Nebraska this past August, and the Midwest Regional Group held an open meeting there for all BNAPS members. Some

twelve members attended, representing several Regional Groups. Richard Judge offered a short presentation on the Prussian Blue 15¢ Trail of the Caribou issue of Newfoundland.

The Midwest group will be meeting again this November at the CHICAGOPEX 2019 show. The meeting will be held Friday, 22 November at 1 pm in the Stanford Room. At this meeting, Richard Judge will lead a short discussion about whether the Prussian Blue shade does indeed exist and welcome input from members on shade determination in general. All other topics are also welcome. The meeting organizers have generously supplied a projector, and a computer will be available for your talk. Just bring along a flash drive with your PowerPoint or pdf presentation or actual material to pass around. Please consider coming and telling us about your collecting interests. The show is a good opportunity to meet fellow collectors and to pick up some great material for your collection.

Pacific Northwest

The Pacific Northwest Regional Group was planning a meeting on Thursday, 26 September 2019 just before the national-level show VANPEX, being held for the first time in ten years. The hope was that members would come out to VANPEX Friday to Sunday and join in with the Pacific Northwest group regional meeting while there.

Prairie Beavers

The Prairie Beavers Fall meeting was scheduled for Saturday, 19 October.

St Lawrence Seaway

The St Lawrence Seaway Group was also planning to meet on Saturday, 19 October, in Perth.

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SPARKS

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- Part two of a consignment of mint never hinged Canadian blocks and multiples from the late 1890s to early 1930s, all being offered on the market for the first time.
- An extensive and fresh collection of People's Republic of China mint never hinged from 1949 to 1979 including rarities.
- An extensive collection of Large Queen stamps, postmarks and postal history
- A rarely offered collection of New Zealand Pigeon Post stamps and filmsies.
- Our usual wide range of material for every collecting interest and budget



Canada #E1 VFNH blue green



Canada #120b Mint NH



New Zealand ACS # VP-5



Nova Scotia #5



Scarce Victoria "Rocker" cancel



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BNAPEX 2019 exhibit awards (Palmares)

BNAPS EXHIBIT AWARDS

Horace Harrison Grand Award	Guillaume Vadeboncoeur – Canada – <i>The Small Queens of 1870–1897</i>
Allan Steinhart Reserve Grand Award	Grégoire Teyssier – <i>Canadian Government Official Postmarks (1841–1939)</i>
Ed and Mickey Richardson Award	Barry Millman – <i>Mail Labels from the Inter-University Transit System (IUTS)</i>
Meyerson Award	David Piercey – <i>The Cancellations of Newfoundland 1865 – 1908: Corks, Fancy Cancels & Other Obliterators</i>
Wilmer Rockett Revenue Award	John M. Walsh – <i>Newfoundland early Legal Documental History via Stampless Precursor and 1898 Queen Victoria First Revenue types</i>
Canadian Military Mail Study Group Award	Charles Livermore – <i>Thanks for the Smokes</i>
Herbert L. McNaught One Frame Exhibit Award	David Piercey – <i>The Cancellations of Newfoundland 1865 – 1908: Corks, Fancy Cancels & Other Obliterators</i>
Order of the Beaver Novice Award	Guillaume Vadeboncoeur – Canada – <i>The Small Queens of 1870-1897</i>
John D. Arn White Queen Award	George Dresser – <i>The Mammal Definitives 1988 – 1992</i>
William G. Robinson Award	Peter McCarthy – <i>Railway Post Office Markings</i>
Lola Caron Award	Luc Legault – <i>Postmarks of the Post Offices of the Magdalen Islands: Marques postales des bureaux de poste aux Iles de la Madeleine (1885 – Jour)</i>

NON-BNAPS EXHIBIT AWARDS

Philatelic Specialists Society of Canada (PSSC) Specialization Award	Grégoire Teyssier – Canadian Government Official Postmarks (1841–1939)
Royal Philatelic Society of Canada (RPSC) Title & Synopsis Page Award	Wendi Trauzzi – A Chronological Look at Rationing in World War 2 Canada
Canadian Aerophilatelic Society Best Aerophilatelic Exhibit Award	Per-Olof Jansson – Canada Commercial Airmail During 1925–1954
United States Postal Stationery Society "Marcus White Award"	Earle L. Covert – King George VI Private Order Envelopes

Exhibit Medals

Multi-Frame Exhibits

- Gold:** Earle L. Covert, George Dresser, Charlie Girard, Ron Majors, John A Hall, Luc Legault, Peter McCarthy, Richard Thompson, Grégoire Teyssier, Guillaume Vadeboncoeur, John Walsh
- Vermeil:** Robert J. Elias, John A Hall, Per-Olof Jansson, Luc Legault, P Charles Livermore, Yan Turmine, Sean Weatherup, Richard S Wilson
- Silver:** Luc Freve, Wendi Trauzzi
- Silver-bronze** David Bartlet, Geoffrey Meyer

Single-Frame Exhibits

- Gold:** WG Burden, Bryan Dunne, Paul Grimm, Darcy J. Hickson, Barry Millman, Brian Stalker, David Piercey
- Vermeil:** John McEntyre, Brian Murphy, Derek Smith, Gordon W Turnbull
- Silver:** Mark Berner

Non-Exhibit Awards

Vincent G Greene Award - Chris Ellis (best article or series of articles in *BNA Topics* in the previous calendar year, for *The mysterious postal stationery card Webb Catalogue #P18b: New discoveries and insights. Part I.*)

John S Siverts Award - Michael D Smith (best Study Group newsletter in the previous year: *Dots and Scratches*, newsletter of the Re-entries and Constant Plate Varieties Study Group.)

ER “Ritch” Toop Memorial Award - A David Hanes (best Canadian Military mail article or book published anywhere in the previous year: *The Postal History of Camp Borden, 1916-2016*).

Jack Levine Fellowship Award - Hugo Deshayé (honours the “Spark Plug” of the Lower Canada / *Bas Canada* Regional Group.)

BNAPS Hall of Fame Award – CA Stillions, Victor L Willson, Brian Wolfenden (recognizes members who have made a significant and highly visible general or specific contribution to the work of the Society. The contributions may have been made by a member in an elected or appointed position or by a member acting on their own initiative).

Order of the Beaver (OTB)

Ronald E Majors, 2019 Inductee into the Order of the Beaver (the Fellowship of BNAPS - election recognizes noteworthy service for a considerable time by an individual to BNAPS and BNA philately, regular attendance at BNAPEX Conventions, and long service to organized philately).

New issues

William JF Wilson

Owen Maynard and Apollo

CANADA Post released a *tête-bêche* pair of stamps on 27 June 2019 to commemorate the fiftieth anniversary of the Apollo 11 Moon landing. In the view shown on the stamps, Neil Armstrong and Buzz Aldrin are in the Lunar Module *Eagle* (lower stamp in Figure 1), and Michael Collins is in the Command Module *Columbia* (the conical “nose” of the

Command and Service Module on the upper stamp). The two vehicles have just separated, and Armstrong and Aldrin will now descend to the lunar surface while Collins remains in orbit around the Moon.

The Soviet Union launched the world’s first artificial satellite, Sputnik 1, on 4 October 1957, and followed it only a month later by putting a dog into orbit on Sputnik 2. In launching a dog, they made it clear that they were already thinking about launching humans. (All information in this column is from reference [1].)

The United States thus suddenly found itself in second place in what quickly became known as the space race. In an effort to catch up, the US Army launched Explorer 1 on 31 January 1958. Vanguard 1, backed by the Navy, followed on 17 March, and the Air Force was planning launches. Nevertheless, President Eisenhower felt that the rivalry within the military was actually holding back progress, and he proposed that the space program be put in the hands of a civilian organization. With the approval of Congress, the National Aeronautics and Space Administration (NASA) came into existence on 1 October 1958. By January 1959, it had a man-in-space program named Project Mercury, and one hundred and fifty engineers in its Space Task Group.

These engineers were top notch, but many were from a research tradition. What NASA still needed were engineers with experience designing, building, and testing aircraft (and by extension, spacecraft) on an industrial scale. This, however, posed a problem. There were excellent engineers outside NASA who had

exactly this experience, but they were already making more money in private industry than a government agency could offer. Many also felt that Mercury was a flash-in-the-pan response to the Sputniks and would not provide long-term employment or advance their careers. The pool of candidates was therefore rather small.

As it turned out, Canada unintentionally came to NASA’s rescue when John Diefenbaker’s government cancelled the Avro Arrow on 20 February 1959. Suddenly, hundreds of Avro engineers were looking for work. To try to help them, two of their leaders, Bob Lindley (chief engineer at Avro) and Jim Chamberlin (chief of technical design), approached NASA about taking some on, and he received a very positive response. Nearly



Figure 1. Apollo 11.

four hundred left applications with Lindley and Chamberlin and, on 14 March, a group from NASA interviewed a short list of about a hundred at the Avro plant at Malton, ON. On 18 March, NASA approved the names of thirty-two for hiring, and twenty-five accepted the offer. Six more Avro engineers joined NASA later that year or in 1960.

The hiring choices were determined by NASA's needs, and they included people who had worked on designing and engineering the Arrow, computer specialists, and people from flight testing. The Avro people thus brought skills that were complementary to those of NASA's people, and they took on substantial responsibilities right from the start. As Rod Rose, who worked in flight test analysis and aerodynamics at Avro before moving to NASA, put it, "I'm not sure any other country could have absorbed as big a percentage of 'foreigners' as NASA did at that time and put them, basically, into middle management positions [1, p 42]."

Among the initial twenty-five to go to NASA was Owen Maynard, a native of Sarnia, ON. He arrived with an impressive diversity of skills. He had a degree in aeronautical engineering from the University of Toronto (U of T), and post-graduate courses in advanced aircraft design at U of T's Institute of Aerophysics and in dynamic loads at the Massachusetts Institute of Technology. In the months leading up to starting university, he worked as a loftsman for Avro at its Malton plant, making detailed working drawings of aircraft, and then spent the next two summers in the mechanical shop at Avro, making parts for the CF-100 and the Avro Jetliner. After graduating from U of T, he worked in Avro's stress department, analyzing designs. He then joined the Arrow project where, among other tasks on the CF-105, he did extensive work on its landing gear. "When I went to NASA," he said, "I was viewed as a landing systems expert [1, p. 137]." On top of all this he was an experienced pilot, flying de Havilland Mosquito bombers (a difficult aircraft to fly) with the Royal Canadian Air Force in WW II, and making radar calibration tests and acceptance flights of new aircraft delivered to an RCAF squadron for one summer after the war.

Maynard started at NASA on 27 April 1959, and the following September he joined a new projects group in the Space Task Group's engineering branch. There, he concentrated on the Mercury capsule, which carried a single astronaut. The first flights were unmanned and suborbital, with the first unmanned orbital flight scheduled for July 1960. Maynard was initially assigned as project engineer for this flight, but on 25 May 1960 he was transferred to a newly-formed group looking into advanced spacecraft, including one that could carry astronauts to the Moon. The name Apollo was given to this latter craft on 28 July 1960.

For the rest of 1960 and into 1961, he was part of the team designing the Apollo Command and Service Module (CSM); then, later in 1961, he and his associates began drawing up the first specifications for what would become the Lunar Module, or LM. (In the early stages of Apollo, the LM was known as the Lunar Excursion Module, or LEM. After the word "excursion" was dropped, "LM" continued to be pronounced "lem").

NASA was opposed to the LM at first, as being too risky. If the LM missed its rendezvous with the CSM after launching from the lunar surface, there would be no second chance. Collins would have to return to the Earth alone. However, the only alternative was to have a single vehicle that would take all three astronauts to the lunar surface and return them directly to the Earth without the need to rendezvous with anything in lunar orbit. This would add considerable extra weight (fuel, fuel tanks, etc.) to the CSM, and this would add many times this weight to the launch vehicle from Earth. This latter vehicle would then be prohibitively

heavy. Lunar orbit rendezvous was therefore the only reasonable option, and this was approved by NASA in the summer of 1962.

In January 1962, Maynard was appointed head of the spacecraft integration branch of the Manned Spacecraft Center, supervising forty engineers. During this time, while also looking at preliminary designs of space stations and missions to Mars, he made major contributions to the design of the LM. In early 1963, with work building the LM having started in earnest, Maynard was transferred to the Apollo Spacecraft program as the manager of the LM systems office. In 1964, he was promoted to chief of the systems engineering division of the Apollo Spacecraft Program Office and, early in 1966, he was reassigned as chief of the mission operations division in the Apollo program office. He was "... the man charged with bringing the many parts of Apollo together into a whole system that worked harmoniously to deliver astronauts to the surface of the Moon and bring them home safely [1, p. 135]." These "parts" included not just the CSM and LM, but also the three-stage Saturn V rocket, the communications network (which involved different stations around the world in order to maintain communication with the astronauts twenty-four hours a day), and the recovery forces at splashdown on the ocean.

Tragedy struck on 27 January 1967. Virgil (Gus) Grissom, Edward White, and Roger Chaffee, the three astronauts training to fly Apollo 1 into orbit, were inside the spacecraft atop a Saturn V rocket in a practice countdown when fire broke out inside the spacecraft. All three astronauts died. In the aftermath, many people left NASA, including the chief of the systems engineering division. This was Maynard's former position, and shortly afterward he was asked if he would be willing to take on the systems engineering function and the mission operations function together. "So we talked about that," he related later [1, p. 153], "and I said, right there – I guess I had anticipated this coming – that I would assume that responsibility. But I will do it through the second lunar landing attempt, and whether or not we are successful, I will then resign and go back to industry. I figured that if we weren't successful after two attempts, I would be a nervous wreck. I wouldn't trust myself to continue." With that, Maynard was at the helm of the effort to fix the Apollo spacecraft.

Apollo 11 was launched into Earth orbit on 16 July 1969, atop a Saturn V rocket. The third stage then reignited, launching into a trajectory to the Moon. The astronauts separated the CSM from the third stage, docked with the LM, and plucked it from the end of the third stage. On arrival at the Moon, the Service Module engine was fired to put Apollo 11 into lunar orbit, and the third stage continued on into orbit around the Sun. The LM's descent stage had a throttleable engine to give Armstrong control over the LM's descent and landing, and is still on the lunar surface. The LM's ascent stage launched Armstrong and Aldrin back up to a successful rendezvous with the CSM, and was then cast adrift. It eventually crashed on the lunar surface. On return to Earth, the Service Module separated from the Command Module and burned up in the Earth's atmosphere, and the Command Module parachuted safely to splashdown on the Pacific Ocean, eight days after leaving the Earth.

On 14 November 1969, the second Apollo flight, Apollo 12, left the Earth. Ten days later, it returned safely from the Moon. As Maynard had promised after the Apollo 1 fire, he retired from NASA shortly afterward, in early 1970, and returned to private industry at the aerospace firm Raytheon, near Boston. He retired from Raytheon in 1992, after twenty-one years of service. He and his wife then returned to Canada, settling in Waterloo, ON. He died in Waterloo on 15 July 2000, at the age of 75.

As noted above, thirty-one Avro engineers joined NASA in 1959 and 1960, and they played significant roles in NASA's programs. This was why NASA hired them. They needed engineers with skills that, for reasons mentioned above, they were not able to obtain in the United States. NASA would surely have reached the Moon without them, but this does not diminish their dedication to the program and the importance of their contribution.

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] Chris Gainor, *Arrows to the Moon: Avro's Engineers and the Space Race*, Apogee Books, Burlington, ON, 2001.

Table 1. 2019 Commemoratives.

Stamp	Apollo 11	Bears	Leonard Cohen	Community Foundation
Value	2 × P (s-t on SP)	4 × P (s-t on SP)	3 × P, \$1.27, \$1.90, \$2.65 (s-t on SP)	2 × P
Issued	27 Jun	24 Jul	21 Sep	23 Sep
Printer	L-M	L-M	L-M	CBN
Pane	Bk: 10 SP: 6	Bk: 8 SP: 4	Bk: 9 SP: 6	Bk: 10
Paper	C	C	C	C
Process	6CL	4CL	6CL	6CL
Qty (1000s)	Bk: 240 ^(a) SP: 40 ^(a)	Bk: 250 ^(a) SP: 40 ^(a)	Bk: 350 ^(a) SP: 75 ^(a)	170 ^(a)
Tag	G3S ^(b)	G4S	G4S	G4S
Gum	Bk: P-S SP: PVA	Bk: P-S SP: PVA	Bk: P-S SP: PVA	P-S
Size, mm	30 × 45	36 × 36	32 × 40	32 × 32
Perf	Bk: Simulated SP: 13.3 × 13.3	Bk: Simulated SP: 13.3 × 13.3	Bk: Simulated SS: 12.5 × 12.5	Simulated
Teeth	Bk: Simulated SP: 20 × 30	Bk: Simulated SP: 24 × 24	Bk: Simulated SS: 20 × 25	Simulated

Footnotes for Table 1:

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

^(b) Plus additional blue tagging as a design feature.

Abbreviations for Table 1:

*number*CL = (*number of colours*) colour lithography; Bk = booklet; C = Tullis-Russell coated paper; CBN = Canadian Bank Note Company; 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.

BNAPS exchange circuit news

Andy Ellwood OTB

THE effort to restructure the Circuit to provide a range of less-expensive stamps and covers continues. A couple of contributing members have decided to reduce the price of material on their sheets by fifty percent. This is a good move on their part in an effort to find new homes for more common and available items.

Still, it will take a while for the changes to become known. Certainly the attraction of lower prices will encourage members to fill some of the holes in their collections or to strike out in a different direction in their collecting. I have also noticed that some members are exploring areas that are “off the beaten path.” These areas include date collections, back-of-the-book areas, printing varieties, colour variations, among others.

If you are intrigued by areas that are not popular or expensive, but are relatively available, take a peek at the Exchange Circuit spreadsheets on the website. An email to me at andy_ellwood@rogers.com could provide you with the opportunity to explore a different area by reviewing the material in your own home, in your own time, and at little cost.

Classified advertisements

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

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WALSH BRITISH NORTH AMERICA Specialized Stamp eCatalogue 11th edition, 2018, Colour 674 pages; and **WALSH NEWFOUNDLAND** Specialized Stamp eCatalogue 11th edition, 2018, Colour, 823 pages. www.nfdstamps.com.

WANTED

SANTA LETTERS or envelopes with HOH OHO return address. Any era. Buy or trade. Tony Shaman, 66 Sweetbriar Dr., Kitchener, ON N2M 4S6, 519-745-2973; email: tshaman@rogers.com.

3¢ SMALL QUEEN AND PRE-CONFEDERATION TERRITORIES COVERS. Anyone interested in trading or selling 3¢ Small Queens (37 & 41) and pre-Confederation Territories (all stamp types). My main interest is Territories, 3¢ circle & split ring small towns & dated cancels (mainly 1870 to 1892). Robert Milner at bmilner42@hotmail.ca, or phone 780-737-9006.

LITERATURE

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

OLD ISSUES OF BNA Topics FOR SALE: Add valuable info to your library. Will do first come, first-served basis. Contact Ken Lemke, information above.

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

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www.bnaps.org

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British North America Philatelic Society

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We are an international organization devoted to the collecting and study of the stamps, markings, and postal history of Canada and the pre-confederation colonies of British North America (British Columbia, Canada, New Brunswick, Newfoundland, Nova Scotia and Prince Edward Island)

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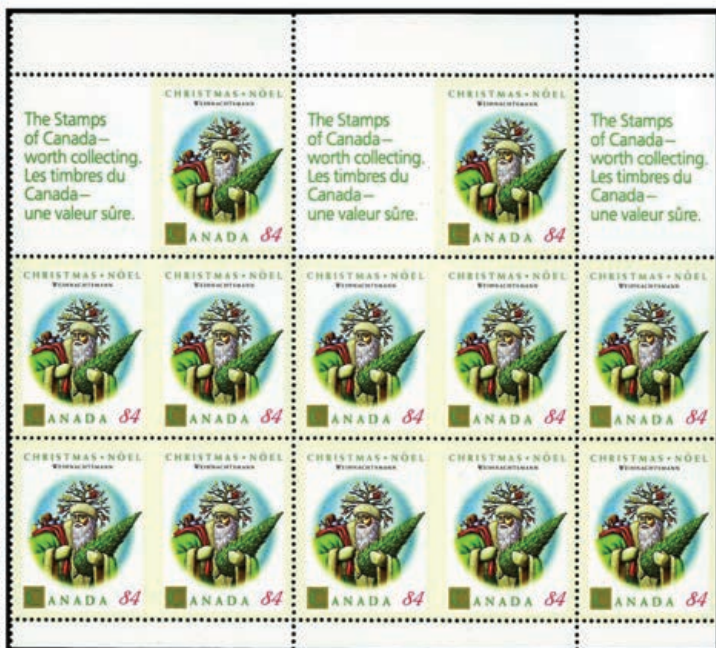
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