

2020 second quarter

# BNA Topics



Whole number 563

Volume 77 Number 2



**Letter from the sister of Émile Martin, Canadian soldier in WWI, p 17.**

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# BNA Topics



Volume 77, Number 2, Whole Number 563

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

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Cover Illustration: Letter from the sister of Émile Martin, Canadian soldier in WWI. The letter arrived at FPO 5W four days after his death in the Battle of the Somme.

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<[kwlemke@sympatico.ca](mailto:kwlemke@sympatico.ca)>.

# Editorial

*F Jeffrey Scott Arndt*

**I**T has been a quarter of changes, concern, and uncertainty. I hope this issue finds you and yours safe and sound. With luck and containment practices, we all will stay healthy and safe for the foreseeable future.

For myself, I will be on a two-to-four week enforced vacation. I have tried to take this as a chance to sort and mount stamps I have been unable to get to since BNAPEX. With the efforts to slow the spread of the COVID-19 virus that have seen stamp shows in my area either cancelled or delayed, I have more time to spend organizing what I currently have.

This is also, it seems to me, a good time to consider supporting our online resources. Not only is this a good place to find those one or two pieces you are looking for, but it is an excellent way to send items that are no longer of interest to a good home. It's also an opportunity to visit the society's website and become familiar with the substantial amount of information there and available to you as a member. Finally, please don't forget our advertisers who also have websites and online auctions.

Another topic on my mind and those of others is how to reach "non-collectors." This catch-all term is usually understood as "kids" (a flexible age group that usually depends on your own age!), but it should not be limited to youngsters. Stamps communicate ideas and create bridges between people. There are many activities that can help you to build bridges that connect you and your love of collecting with others, and that might inspire them to learn more about the hobby. BNAPS has allocated funds to our Education Department for resources to reach out to non-collectors (see Readers Write for the related thank-you note). Our Regional Groups and local stamp clubs also have programs that reach out to both children and adults. Take the time to research ways that you could donate either time or money or both to this very worthwhile cause. Bringing in new collectors and new members ensures we have a healthy and vibrant hobby for years to come. If you have ideas you would like to share, please send them to BNAPS in care of the Editor.

One final thought. Consider writing articles for this journal, our Study Groups, or another journal that interests you. My backlog is no longer a backlog. Your articles will help to ensure future journals. And not only will they add to the knowledge available for new collectors, they will allow you to capture your particular passion in print.

## **Members, PLEASE!**

**If you change your address, phone number or email address,  
advise the Secretary.**

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

**Postal and email addresses for both are on p 79 of *BNA Topics*.**

## Readers write

**FDC Help Request:** Bob Vogel and Andrew Chung are preparing a comprehensive study of Canada Post Replacement First Day Covers and Publicity First Day Covers. A replacement cover is one bearing a Canada Post Office cachet replacing a collector's private envelope sent to Ottawa for a first day of issue stamp and cachet that was damaged when it was being serviced. A Publicity FDC was sent out by Canada Post to dignitaries in Canada and around the world which contained a letter describing the new stamp and the history behind it. Also included in the study will be "PMG FDCs," first day covers mailed by a current Postmaster General to friends and colleagues with an enclosed letter. These covers were franked with the PMG's initials on the front, with the Canada Coat of Arms and a bilingual Postmaster General logo imprinted on the reverse.

In particular, Bob and Andrew are looking for Publicity covers and their enclosed letters sent to Greece, Poland, Russia, and Czechoslovakia. They have identified forty-plus of the sixty-one known destination countries and colonies to which Publicity FDCs were sent and would like to include more. The handbook will be published by BNAPS in the Spring/Summer of 2020 and will complement the Chung/Narbonne *Canada Post Official First Day Covers* catalogue. Anyone interested in participating in this study is asked to please contact Bob Vogel at [berlinb@csolve.net](mailto:berlinb@csolve.net)



**BNAPS Ties available for postage:** Mike Street advises that a small number of BNAPS ties—long or bow styles in red or blue—are available for the cost of postage: Canada \$3.25 Cdn; US: \$5.50 Cdn; Overseas \$11 Cdn. First come, first served. Please contact Mike by mail at Unit 105, 1136 Maritime Way, Kanata, ON K2K 0M1, or by email at [mikestreet1@gmail.com](mailto:mikestreet1@gmail.com).

**Ralph Trimble writes:** "I just noticed the Correction on page 57 of the [2020Q1] issue of *BNA Topics* concerning my award additions in the NZ National Philatelic Literature Exhibition. Thank you very much for that! However, it is listed as "the BNAPS Re-entries website." Actually, although I founded and ran the BNAPS Canadian Re-entry Study Group for fifteen years, 1981 through 1996, winning numerous medals and awards, my website came six years later, in 2002, and is my personal website, with no connection to BNAPS whatsoever! This may seem like a small point, but it should be known that this is a personal, privately owned website, completely originated by me, paid for by me, and completely separate from the Dots & Scratches, Re-entries and Constant Plate Varieties BNAPS Study group, founded by Mike Smith in 2015! While Mike and I have corresponded for many, many years, and consider each other very good friends, our projects are completely separate from each other.

**Ken Lemke OTB writes:** The RPSC Royal \*2020\* Royal was scheduled to be held on 19-21 June 2020 in Fredericton New Brunswick. On March 30, 2020, the board of directors of The Royal Philatelic Society of Canada (RPSC) decided, based on current conditions with respect to COVID-19, that it was unsafe and impractical to hold the convention and the RPSC 2020 annual general meeting in June, 2020.

(Readers write continues on p 55.)

# Update on “Wing Roller” cancels

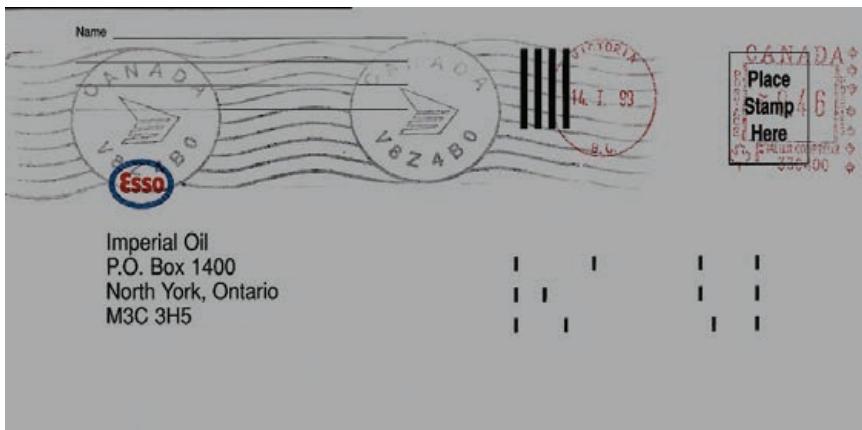
Raymond Villeneuve

**T**HIS article is a follow-up to a report first published in *BNA Topics* 2010Q1 [1]. This type of roller cancellation first appeared in the latter part of 1998. It is applied with a handheld device used on mail that did not go through the automated system for one reason or another, such as size, bulkiness, or shape. Most of these roller cancellations were identical or quite similar to the Vancouver Wing Roller shown in Figure 1.



**Figure 1.** Early Wing Roller cancellation used at Vancouver BC postal facility V6B 3A0.

The single-line oval impression is approximately 27mm × 30mm, with CANADA at the top and a postal code at the bottom. Nine wavy lines link the ovals, and the spacing between each oval varies between 27mm and 35mm.



**Figure 2.** Wing Roller cancellation used at Victoria BC postal facility V8Z 4AO.

Keywords & phrases: Roller cancellations, 1998 and later

A few exceptions to the commonly seen cancel have been found. The measurement of the arc from the “C” to the last “A” in CANADA is approximately 16mm in the regular cancel, but that length is shorter in one LONDON cancel and longer in an OTTAWA and the VICTORIA cancel illustrated in Figure 2. Another slight variation was found in the spacing within the postal code of a VANCOUVER cancel.



**Figure 3.** Wing Roller cancellation with city name, “Halifax, NS”, in place of “CANADA.”

The most obvious variation involves use of the city name instead of CANADA in two of the roller cancels observed so far. These were from HALIFAX (Figure 3, above) and REGINA, this cancel being the latest discovery (Figure 4, below).



**Figure 4.** Wing Roller cancellation with Regina, SK on top line.

The examples I have collected so far suggest the use of the Wing roller cancellation is widespread among the main mail processing plants across the country. The accompanying table lists them in geographic order, east to west. The absence of cancellations from Toronto and Calgary, at least to date, is surprising.

### **Wing Roller Cancellations—Revised table September 2019**

Place	Postal Code	MPP Location	Date	Notes
CANADA	A1B 3T3	ST. JOHN'S		
CANADA	B3K 1T0	HALIFAX		
<b>*HALIFAX NS</b>	B3K 1T0	HALIFAX		
CANADA	E2L 2B0	SAINT JOHN		
CANADA	H3C 1S0	MONTREAL		
CANADA	K0A J0X	OTTAWA	MAY 2003	
<b>*CANADA</b>	K0A J0X	OTTAWA		“CANADA” wider, arc 21.5mm
CANADA	L8E 2R0	STONEY CREEK	OCT. 1998	
<b>*CANADA</b>	N5Y 1B0	LONDON		“LONDON” smaller, 15mm
CANADA	N8W 4W0	WINDSOR		
CANADA	P7B 5W0	THUNDER BAY	JUNE 2007	
CANADA	R3C 0K2	WINNIPEG		
CANADA	S4P 0B5	REGINA		
<b>*REGINA SK</b>	S4P 0B5	REGINA	MAY 2015	Latest find
CANADA	S7K 2L5	SASKATOON		
CANADA	T5J 2T6	EDMONTON		
CANADA	V6B 3A0	VANCOUVER		
<b>*CANADA</b>	V6B 3A0	VANCOUVER	DEC. 2009	Narrow spacing, 2mm, in postal code
<b>*CANADA</b>	V8Z 4B0	VICTORIA	JAN. 1999	“CANADA” wider, arc 21.5mm

**\* indicates variation from regular cancellation.**

I would be happy to receive any information on these Wing Roller cancellations that readers might have to complete this study. Please contact me by email at [hrvilleneuve@gmail.com](mailto:hrvilleneuve@gmail.com) or through the Editor of *BNA Topics*.

## **Reference**

[1] Mike Street, “Three Cancellations Looking for Collectors,” *BNA Topics*, Volume 67, Number 4, Whole No 525 (October–December 2010), p 62.

**BNAPEX 2020**  
**HALIFAX**  
**PLAN TO ATTEND!**

# Centennial Issue election envelopes with added adhesives

Michel Ledoux, Pierre Gauthier, and Robert Lemire

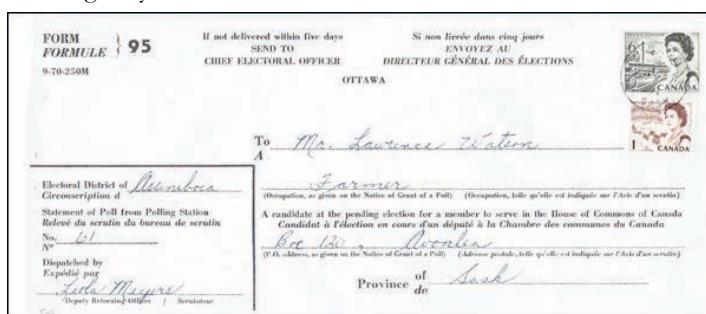
FROM the early 1920s through the mid-late 1970s, special postal stationery envelopes were prepared for use by the Chief Electoral Officer to transmit results in federal elections (including general elections, by-elections, and territorial elections). Results from each poll were mailed to every candidate in the specific Electoral District (riding), and also to the Returning Officer for that Electoral District.

As election dates were not fixed, the postage initially printed on the envelopes often did not conform to the current first-class domestic rate when the envelopes were required. Extra stamp impressions were applied to envelopes used in an election in 1935 and for a referendum in 1943; also, envelopes were surcharged after a rate change in April 1954 and for use in a territorial council election in 1970.

Six-cent election envelopes (FORM 95 9-70-250M and FORM 154 9-70-80 M, Webb's [1] EN819 and EN819a, respectively) were printed in 1970, when the first-class postal rate was six cents. There was no general federal election between September 1970 and 1 January 1972, so the "9-70" envelopes could only have been used at the six-cent rate in three by-elections on 6 November 1970 and in four by-elections on 31 May 1971 [2]. There was also a by-election (8 November 1971) when a seven-cent rate would have been appropriate [2].

Shown below (Figure 1) is a scan of the FORM 95 9-70 6¢ envelope (EN819) used properly for the 8 November 1971 by-election (riding of Assiniboia) at the seven-cent rate, uprated with a 1¢ adhesive. The envelope is postmarked 9 November 1971. It was addressed to Mr Lawrence Watson, the candidate for the Progressive Conservatives. Bill Knight, the New Democratic Party candidate, was elected, making 9 November 1971 the earliest-reported postmark for EN819.

Of the many thousands printed, few copies of EN819 or EN819a must have been used in the eight by-elections held in 1970-71.



**Figure 1.** Election envelope FORM 95 9-70-250M with an added 1¢ adhesive as used in the 8 November 1971 by-election.

For the October 1972 general election, the Chief Electoral Officer arranged to pay the Director of Accounting the full amount necessary to make up the difference in payment for all the 6¢ envelopes used [3].

Keywords & phrases: Centennial issue, postal stationery, election envelopes, rates

Some newly printed 8¢ election envelopes (FORM 95 4-72-250M), Webb's EN820 [1], were also used in the October 1972 election.

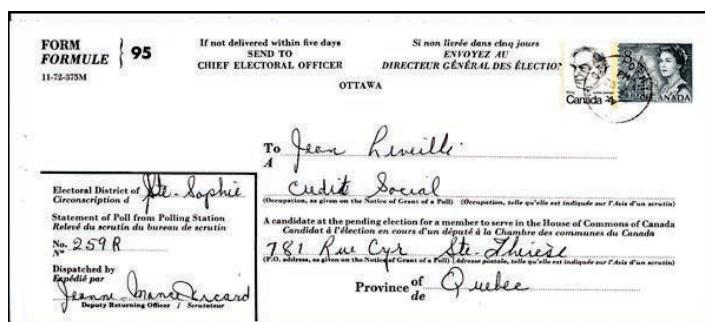
It appears the "arrangement" between Elections Canada and Canada Post made for the 30 October 1972 general election was only granted due to the large remaining quantity of the 6¢ envelopes.

But a question remains: why were the envelopes not uprated by Canada Post as had been done in the past? Was it simply an issue of cost? Can anyone report a copy of EN819 or EN819a used properly at the six-cent rate prior to the October 1972 general election?

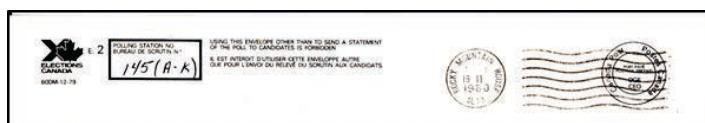
Eight-cent election envelopes (FORM 95 11-72-375M and FORM 154 11-72-90 M, Webb's [1] EN820a and EN820b, respectively) were printed in late 1972 when the first-class postal rate was eight cents. In 1976, Joseph-Roland Comtois resigned his federal seat to become a candidate in a Quebec provincial election.

That attempt to gain a seat was unsuccessful, but he won his federal seat in Terrebonne back in a 24 May 1977 by-election. Recently, used copies (postmarked 25 May 1977) of Form 95 11-72-375M were found with an added 4¢ adhesive (the proper first-class rate was twelve cents from 1 March 1977 until 31 March 1978).

The envelope shown below (Figure 2, Electoral District handwritten "Ste Sophie" in error) was addressed to Jean Léveillé, the unsuccessful Social Credit candidate in the 24 May 1977 by-election.



**Figure 2.** Election envelope FORM 95 11-72-375M with an added 4¢ adhesive as used in the 24 May 1977 by election.



**Figure 3.** Top portion of an election FORM E2 as used in the February 1980 general election.

election is shown below (Figure 3). The authors would be interested in learning if anyone has a corresponding election envelope used in the October 1978 by-elections or in the May 1979 general election.

An 8¢ FORM 95 11-72-375M envelope (unused) with an added two-cent stamp is also known. It could have been prepared for use between 1 September 1976 and 28 February 1977, when the proper first class rate was ten cents: There were two by-elections in October 1976.

In later elections, an "E2" envelope with a permit was used for a purpose similar to that of FORM 95, and a portion of a copy employed in the 1980

## References and endnotes

- [1] WC Walton, EL Covert, *Webb's Postal Stationery Catalogue of Canada and Newfoundland 2001*, 8th Edition, Unitrade Publications, Toronto, ON, 2019.
- [2] [https://en.wikipedia.org/wiki/By-elections\\_to\\_the\\_28th\\_Canadian\\_Parliament](https://en.wikipedia.org/wiki/By-elections_to_the_28th_Canadian_Parliament); <[https://en.wikipedia.org/wiki/Assiniboia\\_\(electoral\\_district\)](https://en.wikipedia.org/wiki/Assiniboia_(electoral_district))>; websites accessed 2019-08-07.
- [3] DC Irwin, MH Freedman, Editors, *Canada, the 1967-73 Definitive Issue*, 2nd edition, George S Wegg Limited, Toronto (1984). (Apparently, in October 1972, not all POs and election officials realized that the arrangement was in place, and adhesives sometimes were added).

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# War correspondence of Émile Martin, 1914–1916

*Luc Legault*

## The history of this collection-exhibit

**I**HAVE been collecting since 1974, and I have been a member of philatelic clubs since 1976. I became interested in postal history in 1978 and have had the privilege of practicing as a professional philatelist, full-time, since 1984. In all these years, a number of philatelic “opportunities” have presented themselves. This article is the result of one of them.

A few years ago, one of my clients, Dr Claude Girard, was preparing to close his office. Wanting to dispose of some parts of his collections, he offered me, among other items, a selection of correspondence dating from the First World War. Most of the covers were mounted on the type of photo album page that has adhesive lines to fix the photographs. These may have a practical side for photographs, but they are inappropriate for philatelic editing. My “postmark eye” noticed that some envelopes had been cancelled at the St-Jean-sur-Richelieu military camp. Close examination revealed that what Claude had given me was a private archive of the Martin family. It included fifty-three covers, four handwritten documents, and a print, all written between the autumn of 1914 and the summer of 1917. After delicately removing the items from the pages, I sorted them in chronological order. Some were not in very good condition, but these were the exceptions. The correspondence reflects quite faithfully the course of the legendary 22<sup>nd</sup> Battalion (French Canadian) [1] in its first years of existence. Primary research on the Internet allowed me to follow the course of this battalion’s military commitment during the Great War. It was the beginning of a wonderful discovery that would lead me to present, in philatelic competition, twenty-seven of the most significant items, all selected to tell the story of the participation of soldier Émile Martin in the First World War.

## Introduction: Historical context

Canada joined England against Germany on 4 August 1914. At that time, French Canadians were virtually absent from the ranks of the Canadian Army. Camp Valcartier, near Quebec City, was designated as a mobilization centre on 6 August 1914. The first Valcartier contingent, composed of 32,665 soldiers, including 1,245 French-Canadian volunteers spread out among the English-speaking battalions, left for England on 3 October. After the Minister of Militia and Defence, Sam Hughes, excluded the senior French-speaking members of the Permanent Militia from the contingent, Captains Hercule Barré and Émile Ranger tried to form an exclusively French-speaking battalion, but had to settle for two companies in the 14<sup>th</sup> Battalion.

A group of politicians, religious leaders, and businessmen pointed out that the integration of French Canadians into the permanent army was necessary for national unity and decided to finance a francophone unit. Sir Wilfrid Laurier, then leader of the official opposition, wrote

---

Keywords & phrases: World War I, Royal 22<sup>nd</sup> Regiment (Van Doos)

a letter to Prime Minister Sir Robert Borden explaining the need to form a francophone unit to recruit soldiers from the French-Canadian population. The government finally approved the creation of a French-Canadian battalion on 20 October, and it was formed the next day.

Initially known as the “Royal Canadian-French Regiment,” the battalion adopted the designation “Royal 22<sup>nd</sup>” because it was the 22<sup>nd</sup> battalion authorized to take part in the Canadian Expeditionary Force. The official designation of the battalion is “22<sup>nd</sup> Infantry Battalion (French Canadian).” Anglicization of the French words for the number of the regiment, “vingt-deux”, resulted in the battalion becoming well known as the “Van Doos.”

### Émile-P -Léon Martin, Regimental Number 61513

Émile Martin (Figure 1), born on 7 February 1880, was 5 ft, 8 inches tall. He had brown eyes and black hair. He was Roman Catholic, single, and he practiced the profession of accountant. At the moment of his enlistment, on 21 October 1914 he became one of the first to join the Royal 22<sup>nd</sup> Regiment, on what was the first day of its formation. He had previously served in the 65<sup>th</sup> Regiment, *Les Fusiliers Mont-Royal*, a Primary Reserve infantry regiment of the Canadian Army. Émile, second in a family of eight children (five boys and three girls) lost his father, Adolphe, in April 1910. Adolphe, a journalist, had emigrated to Canada from France.



Figure 1. Émile Martin, ca. 1914.

### Summary of the journey of Émile Martin in the 22<sup>nd</sup> Regiment

Émile Martin went to the military camp at Saint-Jean-sur-Richelieu to join the new battalion as early as 4 November 1914. Training of 1,024 soldiers had begun in October 1914 under the command of Colonel Frédéric Gaudet. Lack of space, as well as desertions and cases of indiscipline due to the proximity of Montreal, led the Colonel to request a more suitable place to continue the training of the new soldiers. On 12 March 1915, Colonel Gaudet’s request was accepted and the battalion was transferred to Amherst, Nova Scotia. The 22<sup>nd</sup> Battalion embarked on RMS *Saxonia* at Halifax on 20 May 1915 and, at 5 o’clock in the morning on 29 May, arrived at the port of Plymouth, England. Transferred to Shorncliffe by train, the battalion stayed at Sandling Camp for nearly two months, where training continued. Émile was promoted to Lance-Corporal on 20 August.

The battalion arrived at Boulogne-sur-Mer on 15 September. On 20 September, it was sent to the trenches near Ypres, in Flanders (Belgium) as part of the Fifth Brigade of the Second Division. From 4–10 February 1915, Émile was hospitalized at the 6<sup>th</sup> Canadian Field Ambulance due to eye strain caused by a night-time explosion. On 26 February 1915, he returned to the Belgian trenches, where he remained until March 1916.

The Battle of the Somme, in Picardie, France, began on 1 July 1916. On 20 August, Émile was promoted to Sergeant. The entire Canadian Corps began to transfer from Belgium to the Somme Valley on 26 August, and on 15 September 1916, the 22<sup>nd</sup> took part in the first large-scale offensive at the corps level in Flers-Courcelette (France). On October 3, during the Battle of the Regina Trench, a German shell landed in the trench and buried Émile, who lost his life there, along with 20,000 of his compatriots.

## Postal correspondence

The correspondence in the exhibit shows the exchanges between Émile and his mother, Mme Caroline Martin (1854-1947), and his sisters Caroline (1886-1962) and Flore (1888-1917). Letters were sent to two addresses: 804 rue Saint-André before 30 April 1915 and 2090 Cartier Street after 1 May 1915. Soldiers were encouraged to send news to their relatives, but they had to be careful to avoid revealing information that could be detrimental if it fell into enemy hands. Among other things, specially designed post cards were provided for the purpose of sending quick updates: the sender had only to circle information that applied to his situation, or cross out irrelevant information, then sign and date it.

### The "Key Elements" of the correspondence

Émile sent the letter shown in Figure 2 by registered mail on the morning of Tuesday, 20 November 1914, four days after the opening of the post office of the Saint-Jean military camp.



were applied, then subsequently replaced with the number "515" stamped within a so-called "precursor" registration mark.

Addressed to his mother, the letter arrived at 2 pm the same day. It was franked twelve cents by two 1¢ "Admiral" stamps and a 10¢ value, though the latter stamp is now missing. A manuscript letter "R" and

registration number "33"

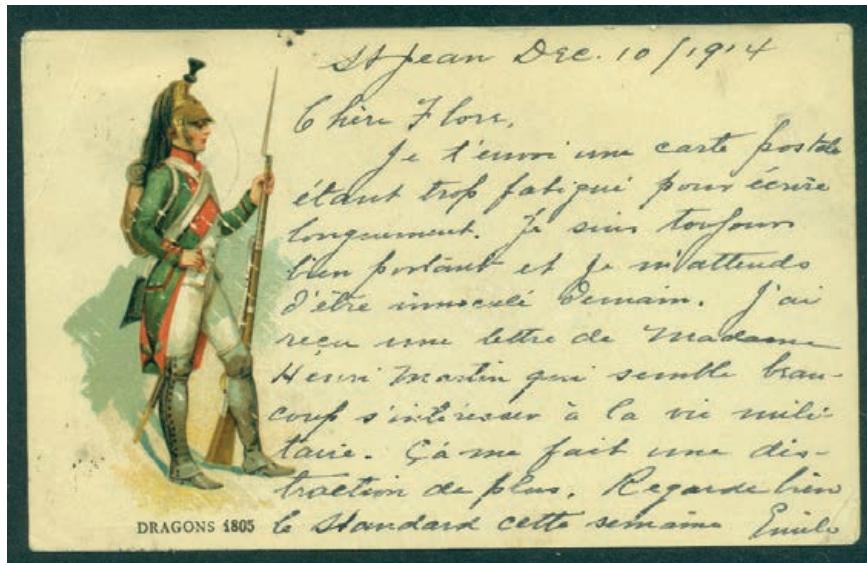
**Figure 2.** Registered letter, 20 November 1914, from Émile to his mother. Mailed from Saint-Jean Military Camp.

**Figure 3.** Registered letter, 4 December 1914, from Émile to his sister Flore, mailed from Saint-Jean Military Camp.

The letter shown in Figure 3 was mailed by Émile on the afternoon of 4 December 1914. The postage consisted of two postage stamps, a 2¢ Admiral from a booklet and a 10¢ value, also



now missing, that was probably acquired at the post office at the time of mailing. The manuscript “R” and initial registration number “29” were followed by three subsequent numbers (492, 393 and 687). Even after being “RECEIVED AT MONTREAL / IN DAMAGED CONDITION,” it was still delivered on the afternoon of the 5th to the recipient, his sister Flore.



**Figure 4.** Post card, dated 4 December 1914, from Émile to his sister Flore, Mailed from Saint-Jean Military Camp.

The post card to Émile’s sister Flore, shown in Figure 4, showing a soldier in uniform on the writing side, was published by the Beauchemin Bookstore on rue Saint-Jacques in Montreal. On its back is a promotion of the “Sir Wilfrid Laurier” fountain pen, named in honour of the former Prime Minister and Leader of the Opposition in the House of

Commons. Laurier was the first French-Canadian Prime Minister of Canada.

Émile used the Patriotic “Maple Leaf Forever” envelope in Figure 5 to write to his mother on 1 March 1915, shortly before the battalion was authorized to transfer to Amherst, Nova Scotia from Saint-Jean Military Camp.



**Figure 5.** “Maple Leaf Forever” patriotic envelope with lyrics of a military anthem on the back.

The introduction of the War Tax, effective 15 April 1915, is reflected in the increase of 1¢ on letters and post cards posted from Canada on and after that date. On 17 April 1915, Émile, having arrived a few days earlier by train, franked the envelope in Figure 6, provided by the Young Men's Catholic Club, located in the "Maritime Block" in Amherst, Nova Scotia, with five 1¢ green Admiral booklet stamps. The 5¢ tariff corresponds to the third step of the letter rate. The two stamps on the left each have several hairlines.

The stamp at lower right is specifically identified "War Tax" in manuscript in the bottom margin. It is impossible to tell whether this notation was added at the time of mailing by someone aware that it was only two days after the new War Tax had been imposed, or later by a stamp dealer or collector who recognized the significance of the mailing date.

The letter shown in Figure 7 was posted on 23 August 1915 from Sandling Camp, Shorncliffe in England. Three days earlier, Émile was promoted to Lance Corporal. The letter



**Figure 6.** Another letter from Émile to Flore, mailed 17 April 1915 at Amherst, Nova Scotia. Note manuscript "War Tax" in bottom margin of lower right stamp.



**Figure 7.** First letter to Flore from overseas, postmarked at Sandling Camp, Shorncliffe, England on 23 August 1915.

The Field Service post card in Figure 8 was sent by Émile to his sister Caroline. It was dated 13 October 1915 and postmarked on 17 October at Field Post Office FPO 5X. Upon

arrival in Canada, a 2¢ stamp (here missing) was attached to the card. The War Tax did not apply to soldiers on the front line. The card arrived at its destination in Montreal on 30 October 1915.

The message side of a Field Service Post Card is shown in Figure 9. Soldiers could quickly circle appropriate phrases such as “I am well” or “I have been admitted into hospital” or “I have received your letter/telegram/parcel” or “I have received no letter from you lately”.

The letter shown in Figure 10, addressed to Sergeant Émile Martin 61513 by his sister Flore, was mailed in Montreal on the morning of 14 September 1915. It arrived at FPO 5W on 7 October, four days after Émile’s death.

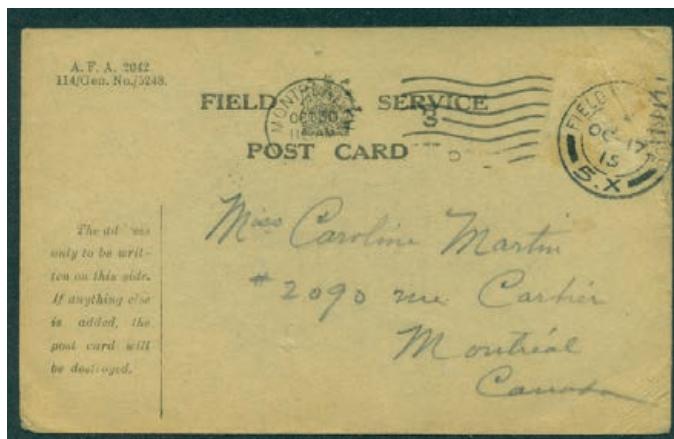


Figure 8. Field Service post card to Emile's sister Caroline, postmarked 17 October 1915.



Figure 10. Letter from Émile's sister Flore that arrived at FPO 5W four days after he was killed in action.

“Killed” (manuscript), the original address scratched out in blue, an “X” in violet pencil, two empty rectangular boxes, linear “KILLED IN ACTION” handstamp in red and, finally, a rubber stamp “CANADIAN CONTINGENTS / FEB 14, 1917 / RECORD OFFICE / POSTAL DEPD” and, finally, a boxed “UNDELIVERED / RETURN TO SENDER.”

The envelope shown in Figure 11, which contained a letter of condolence to Flo(re) from Dr A Ross, reached Montreal on 10 January 1917. To the left of the mark of the Censor 142 are the initials of Dr Ross. The stamp used to frank the envelope is a paste-up coil version of the 2¢ red “Admiral.”

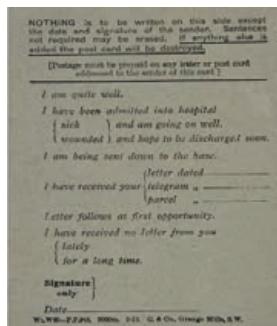


Figure 9. Message side of a Field Service post card. (Courtesy: Imperial War Museum)

Annotations and multiple erasures cover the envelope:

“Killed” (manuscript), the original address scratched out in blue, an “X” in violet pencil, two empty rectangular boxes, linear “KILLED IN ACTION” handstamp in red and, finally, a rubber stamp “CANADIAN CONTINGENTS / FEB 14, 1917 / RECORD OFFICE / POSTAL DEPD” and, finally, a boxed “UNDELIVERED / RETURN TO SENDER.”

**Figure 11.** Cover that carried a letter of condolence from a Canadian Army Medical Corps Doctor to Émile's sister Flo(re).

A 5 August 1917 *Lettre de Sympathies*, probably from one of Émile's brothers-in-arms, addressed to his sister Caroline is shown in Figure 12. In addition to losing her brother in October 1916, Caroline's sister Flore died in June 1917 at the age of 29.

## Conclusion

These few envelopes represent only a tiny fraction of the correspondence this soldier exchanged with members of his family. It is

easy to perceive the affection shared from both sides of the Atlantic. I would like to share one of them with you.

**Figure 12.** 1917 letter of condolence to Émile's sister Caroline, likely from one of his fellow soldiers, mailed from Ashford, England.



letters, but also, it is not necessary to sadden you greatly about my lot, because I am not as unfortunate as you may think since I am hardened now in the profession of a soldier at the front and I take things on the right side, realizing my position well: In short, we also have our good moments when we are out of the trenches, and there is the regiment's canteen which follows us everywhere; where we can get all kinds of good things so that we quickly forget the hard times that we have had to spend in the previous few days.

The guns still roar with fury on our front, but in the sector where we are this time it is very quiet. ...

These few lines allow us to significantly capture some of the atmosphere in which Émile Martin lived.

## Epilogue

Émile Martin rests in the company of his brothers-in-arms in ADANAC Military Cemetery at Miraumont, France. His grave is Stone 9, in Row D of Lot 2. On 19 May 1962, his sister Caroline was buried in concession B 01583 of Côte-des-Neiges Cemetery in Montreal with other members of her family, including their sister Flore, who was buried on 13 June 1917, and their mother, Caroline Cherrier, buried on 19 April 1947.



On 2 July 1916, Émile wrote to his sister Flore:

... Thank you for all the good news of the family in general and the affection that you do not cease to express to me in all your

## References

Library and Archives Canada (LAC), RG38, Minister of Veterans Affairs Fonds.  
 LAC, 1891 Canada Census: [www.bac-lac.gc.ca/eng/census/1891/Pages/about-census.aspx](http://www.bac-lac.gc.ca/eng/census/1891/Pages/about-census.aspx).  
 WJ Bailey and ER Toop, *Canadian Military Postal Marking 1881-1995*, Volume 1, Charles G Firby, 1996.  
 Notre-Dame-des-Neiges Cemetery, Montréal.

## Endnotes

- [1] In the British Army in World War I a battalion consisted of approximately six hundred and fifty men. After the 22nd Battalion went into battle in Flanders, it was considered a Regiment, the name it has been called since. Here, “battalion” and “regiment” are used interchangeably.
- [2] <http://numerique.banq.qc.ca/patrimoine/details/52327/3207679?docsearchtext=La%20presse%2018%20novembre%201916z>.
- [3] <http://central.bac-lac.gc.ca/.item/?op=pdf&app=CEF&id=B5976-S030>.
- [4] [https://services5.arcgis.com/JQFh9nfqYx8kyDi9/arcgis/rest/services/Cadastre\\_3\\_defunts\\_22\\_mai\\_2018/FeatureServer/0/46342/attachments/40150\\_3](https://services5.arcgis.com/JQFh9nfqYx8kyDi9/arcgis/rest/services/Cadastre_3_defunts_22_mai_2018/FeatureServer/0/46342/attachments/40150_3).
- [5] <https://www.r22er.com/>.
- [6] <https://carlpepin.com/2010/08/23/1914-1918-la-guerre-du-canada-la-somme/>.
- [7] <http://www.veterans.gc.ca/remembrance/memorials/canadian-virtual-war-memorials/detail/183657?Emile%20Martin>.

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# The Maritime Express Company of Nova Scotia

Bruce H Mosher

THE Maritime Express Company was founded in 1895 and operated exclusively in and around the province of Nova Scotia, Canada—initially over the Dominion Atlantic Railway (DAR) and the Nova Scotia Central Railway (NSCR). An early announcement (reproduced in Figure 1) of this new express service was published in the 15 April 1895 issue of the *Express Gazette*. The American Express Company (AMEX) held the original express rights on the DAR from its creation on 1 October 1894 [1] until AMEX withdrew on 15 March 1895. Then, the Dominion Atlantic Express (forerunner of the Maritime Express) took over all lines of the Dominion Atlantic Railway (231 miles total), which principally operated a mainline between Yarmouth and Halifax through the northwestern and central expanses of Nova Scotia (NS). The Dominion Atlantic Express opened forty-three exclusive offices (listed in Figure 1) at the train depots along the DAR mainline. In addition, the new Express Company maintained the following four “common point” offices in port cities that each hosted established agencies of far-reaching and reputable express companies:

- 1) At Annapolis, NS (American, Canadian, and Dominion Express Companies).
- 2) At Digby, NS (American, Canadian, and Dominion Express Companies).
- 3) At Halifax, NS (American, Canadian, and Dominion Express Companies).
- 4) At Yarmouth, NS (American Express Company).

EXPRESS GAZETTE.		89																																																			
<p><b>Express World.</b></p> <p><b>AMERICAN EXPRESS.</b></p> <p>On March 15 the American Express withdrew from the Dominion Atlantic Railway, closing the following offices in Nova Scotia: Bear River, Clementsford, Meteghan, and Weymouth. These points, as well as all other stations on the Dominion Atlantic lines, are now reached by the Dominion Atlantic Express—Yarmouth, Annapolis, Digby, and Halifax being common points. Matter for such points offered for transportation can be accepted and way-billed as follows: Originating at Portland, Me., and points west thereof, way-bill to Yarmouth, N. S.; originating at points east of Portland, way-bill to Annapolis, N. S. Charges at full local rates must in all cases be prepaid through from point of origin to point of transfer.</p>																																																					
<p><b>DOMINION ATLANTIC EXPRESS.</b></p> <p>The American Express Co.'s service having been withdrawn from the Yarmouth &amp; Annapolis Division of the Dominion Atlantic Railway, the Dominion Atlantic Express now operates over all the Dominion Atlantic lines, as follows:</p> <table> <tbody> <tr> <td>Yarmouth, N. S., to Annapolis, N. S.—30 miles.</td> </tr> <tr> <td>Annapolis, N. S., to Halifax, N. S.—130 miles.</td> </tr> <tr> <td>Kentville, N. S., to Kingsport, N. S.—14 miles.</td> </tr> </tbody> </table> <p><b>EXCLUSIVE OFFICES:</b></p> <table> <tbody> <tr> <td>Auburn,</td> <td>Clementsford,</td> <td>Kingston,</td> <td>Paradise,</td> </tr> <tr> <td>Avonport,</td> <td>Cherryfield,</td> <td>Lawrencetown,</td> <td>Port Williams,</td> </tr> <tr> <td>Aplesford,</td> <td></td> <td>Middleton,</td> <td>Round Hill,</td> </tr> <tr> <td>Albany,</td> <td>Cleveland,</td> <td>Amherst Co. }</td> <td>Riversdale,</td> </tr> <tr> <td>Alpens,</td> <td>Dalhousie,</td> <td>Mt. Uniacke,</td> <td>Springfield,</td> </tr> <tr> <td>Bear River,</td> <td>Ellershouse,</td> <td>Meteghan,</td> <td>Tupperville,</td> </tr> <tr> <td>Bever Bank,</td> <td>Falmouth,</td> <td>Mahone,</td> <td>Waterville,</td> </tr> <tr> <td>Berwick,</td> <td>Grand Pre,</td> <td>Newport,</td> <td>Weymouth,</td> </tr> <tr> <td>Bridgetown,</td> <td>Hantsport,</td> <td>New Germany,</td> <td>Wilmot,</td> </tr> <tr> <td>Blockhouse,</td> <td>Horton's Lndg,</td> <td>Nictaux,</td> <td>Windsor,</td> </tr> <tr> <td>Cambridge,</td> <td>Kentville,</td> <td>Northfield,</td> <td>Wolfville.</td> </tr> </tbody> </table> <p><b>COMMON POINT OFFICES:</b></p> <table> <tbody> <tr> <td>Annapolis (Am. Can. Dom.)</td> <td>Halifax (Am. Can. Dom.)</td> </tr> <tr> <td>Digby (Am. Can. Dom.)</td> <td>Yarmouth (Am.)</td> </tr> </tbody> </table>			Yarmouth, N. S., to Annapolis, N. S.—30 miles.	Annapolis, N. S., to Halifax, N. S.—130 miles.	Kentville, N. S., to Kingsport, N. S.—14 miles.	Auburn,	Clementsford,	Kingston,	Paradise,	Avonport,	Cherryfield,	Lawrencetown,	Port Williams,	Aplesford,		Middleton,	Round Hill,	Albany,	Cleveland,	Amherst Co. }	Riversdale,	Alpens,	Dalhousie,	Mt. Uniacke,	Springfield,	Bear River,	Ellershouse,	Meteghan,	Tupperville,	Bever Bank,	Falmouth,	Mahone,	Waterville,	Berwick,	Grand Pre,	Newport,	Weymouth,	Bridgetown,	Hantsport,	New Germany,	Wilmot,	Blockhouse,	Horton's Lndg,	Nictaux,	Windsor,	Cambridge,	Kentville,	Northfield,	Wolfville.	Annapolis (Am. Can. Dom.)	Halifax (Am. Can. Dom.)	Digby (Am. Can. Dom.)	Yarmouth (Am.)
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Figure 1. April 1895 “Express World” news items.

The name “Dominion Atlantic (RR’s) Express” did not last long, according to the announcement, shown in Figure 2, which appeared in the 15 May 1895 issue of the *Express*

Keywords & phrases: Nova Scotia, Maritime Express, railroad

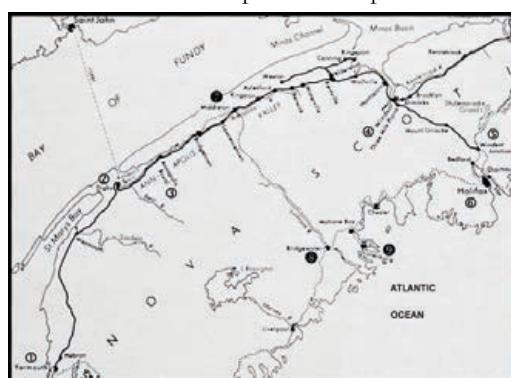
**MARITIME EXPRESS.**

Maritime Express Company is the incorporated title name of the Dominion Atlantic R. R.'s Express, which recently superseded the American Express Company on the Western Counties Railway, between Digby, N. S., and Yarmouth, N. S., and the Western Express on Windsor & Annapolis Railway, between Digby, N. S., and Windsor Junction, N. S. A list of the new company's offices was published in April issue.

**Figure 2.** May 1895 announcement of change in the 'Express' business name.

**Gazette.** The Maritime Express Company became the incorporated title name of the DAR's new express enterprise that operated from Yarmouth to Halifax. An 1895 newspaper account of the new Maritime Express is reproduced in Figure 3. It states that the line provides service to Boston, Massachusetts and St John, New Brunswick (NB), locations previously only reachable by marine vessel from ports in Nova Scotia. The Maritime Express' leading agents were identified as AD Hewat in Halifax, JF Masters in Boston and George Sterling in St John. William Fraser was the Manager and Treasurer of the emergent Maritime Express Company. Fraser's headquarters were in Halifax; he wrote the illustrated newspaper item.

The Maritime Express also operated over the Cornwallis Valley Branch of the DAR beginning in 1895. This short (fourteen miles) Valley Branch road connected Kentville (on the DAR mainline) with Kingsport on the northern coastline of Nova Scotia at Minas Basin.



**Figure 4.** Route of the Dominion Atlantic Railway, ca 1894.

Report One (from Figure 1 information):

- Yarmouth & Annapolis Division – 1 to 3
- Annapolis to Halifax line – 3 to 6

Report Two (from the original caption for Figure 4 [2]):

- Yarmouth and Annapolis Railway – 1 to 3
- Annapolis and Windsor Railway – 3 to 4
- Intercolonial Railway's Windsor Branch – 4 to 5
- Portion of Intercolonial Railway – 5 to 6

**MARITIME EXPRESS CO.**

**Via "Land of Evangeline Route."**

**EXPEDITION, ECONOMY, EFFICIENCY**

Goods, money, valuable enclosures of every kind forwarded to all parts. The leading reliable express company to and from Halifax, Boston and St. John, with first class daily service by special messenger through the rich and populous Annapolis Valley and western Nova Scotia by express trains of Dominion Atlantic Railway. The best connections covering south shore towns via Middleton and Yarmouth.

The Maritime Express Co. does for its customers everything perfect organisation and rapid despatch can accomplish. Say what you want and look upon it as done. The lowest rates and highest efficiency are your reward.

Leading agents, A. D. Hewat, 126 Hollis street, Halifax; J. F. Masters, 228 Washington street, Boston; George Sterling, 114 Prince William street, St. John, N. B., or apply to any station agent of the Dominion Atlantic Railway.

WM. FRASER,  
126 Hollis street, Manager and Treasurer  
Halifax, Maritime Express Co.  
472

**Figure 3.** 1895 introduction and description of the new Maritime Express Company.

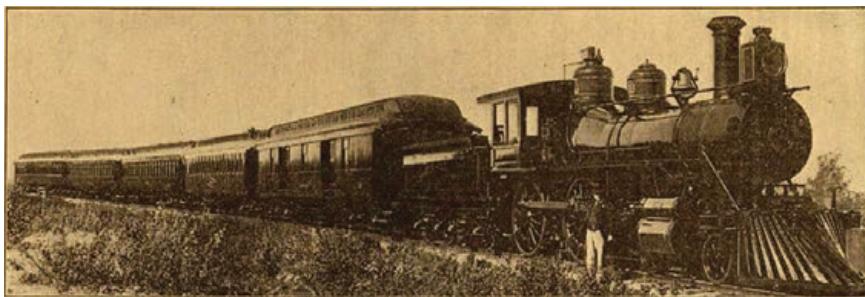
Report Three (from Wikipedia [3]):

- Western Counties Railway – 1 to 2
- Completed with government assistance – 2 to 3
- Windsor and Annapolis Railway (W&A) – 3 to 4
- W&A negotiated trackage rights over Intercolonial Railway's Windsor Branch – 4 to 5
- W&A negotiated trackage rights over Intercolonial Railway's mainline section from Windsor Junction into Halifax – 5 to 6

Nevertheless, all three reports achieve the same result—possible definitions of the existing railway entities that were combined in late 1894 to form the DAR mainline from Yarmouth to Halifax.

It should be noted that, although the Dominion Atlantic Railway technically connected to the Intercolonial Railway (ICR) at Windsor, the ICR rarely operated on this segment of its line to Windsor Junction and generously left it to the DAR to liberally traverse it [4].

The Figure 5 photograph of Dominion Atlantic Railway's *Flying Bullnose Limited* train was taken in 1896 near Kentville, NS. General Manager WR Campbell is standing next to the Digby (Engine No. 18), originally built by the Baldwin Locomotive Works in 1893 for the Yarmouth & Annapolis Railway. The combination freight and express car is shown directly behind the coal tender.



**Figure 5. Dominion Atlantic Railway's *Flying Bullnose Limited* (1896).**

Not to be overlooked is the Maritime Express hosting role undertaken by the Nova Scotia Central Railway. The NSCR opened a rail line between Middleton and Lunenburg, by way of Bridgewater (7 to 9 via 8 on the map in Figure 4) in December 1889 [6]. Initially, the Western Express Company provided express service on this line that continued until the Dominion Atlantic Express made its debut, and the latter quickly supplanted the Western Express early in 1895. By June 1895, the NSCR had joined the DAR as the unique railway hosts of the Maritime Express in Nova Scotia.

In April 1896, it was reported that the Bay of Fundy Steamship Line—which plied the route between St John, NB, and Digby or Annapolis, NS—had just acquired Maritime Express privileges when it replaced the incumbent Canadian Express Company's service [7].

The news item illustrated in Figure 3 tells of a Maritime Express Company office at 228 Washington Street in Boston, which turned out to be the only city in America that hosted a dedicated Maritime Express agency. We also find that the United States Express Company maintained several Boston agency offices in 1895 and '96, but none in 1897 or thereafter [8]. When we consider the Maritime Express label inscriptions in the illustration in Figure 6, it

becomes apparent that 1895 and '96 are the only two years when both express companies retained active agencies in Boston. The Maritime and United States Express Companies did not enjoy such cohabitation in any other North American city throughout their remaining business years.

Most of United States Express' routes in 1895-96 were westward of Boston. Thus, we anticipate that the instruction express label shown in Figure 6 was pasted on consigned goods



**Figure 6.** Enlarged 1895-96 Maritime Express, conjunctive usage, instruction label that is

37 x 21 mm. Label is buff coloured on dark purple, surface-coated, gummed paper. The label is perforated 14 on three sides.

developed an identity as the ‘Land of Evangeline’ Wadsworth Longfellow’s poem about the Acadians. This promotion grew to include a whole series of posters, post cards, books, named locomotives, and a prominent herald depicting Evangeline, which was seen on all DAR publications and most of its locomotives. A large DAR advertisement that promoted the “Land of Evangeline Route” theme is depicted in Figure 7. This ad appeared in *McAlpine’s Illustrated Tourists’ and Travellers’ Guide*, published in 1897.

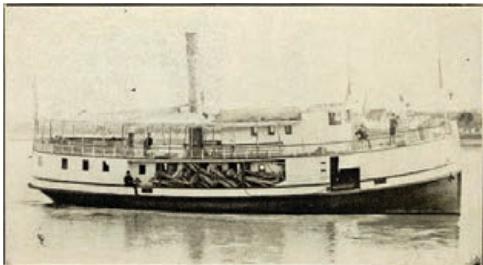
The illustrated DAR ad promotes its connectivity to Boston, Mass; Halifax, NS; and St John, NB—destinations only reachable at that time by steamer or ferry plying the Gulf of Maine or the Bay of Fundy. The first steamer mentioned is the DAR-owned Prince Rupert, which probably (although not assertively stated) linked the Boston, Halifax, and St John ports when navigating from Digby and/or Yarmouth, NS. The SS *Evangeline* (eventually owned by the Dominion Atlantic Railway Steam Ship Lines, see Figure 8) is the other steamship cited in the ad. Both steamers regularly hosted Maritime Express messengers during their many seaward journeys.

ess' routes in 1895-96 were westward of Boston. Thus, we  
cess label shown in Figure 6 was pasted on consigned goods  
at a Maritime Express agency in Nova Scotia, with the  
ultimate delivery address in the US, west of Boston. Even  
though the United States Express appears to have  
withdrawn from Boston in 1897, several other westward-  
servicing expresses, such as Adams Express, American  
Express and others, conducted business in that city for  
many years thereafter. However, no similar maritime  
conjunctive-usage express labels have been seen with the  
name of any other express company printed on them. In  
fact, no other Maritime Express labels or stamps have been  
recorded to date.

Influenced by promotional themes from Yarmouth steamship companies, the Dominion Atlantic Railway and of *Evangeline Route*" to exploit interest in Henry



**Figure 7.** 1897 DAR advertisement using the “Land of Evangeline” route theme.



**Figure 8. Dominion Atlantic Railway's SS Evangeline.**

all the large Maritime offices named in the ad, but not at the smaller remaining DAR stations.

The 1899, 1900, and 1901 issues of the *ABC Pathfinder Shipping and Mailing Guide* carried the advertisement shown in Figure 9, which was generated at the Maritime Express office in Boston.

**Figure 9. 1899-1901 Maritime Express Co advertisement from Boston.**

Atlantic Railway and its Steamship Service, and also operates over the Central Railway." In addition, this ad carries this boastful declaration: "The Maritime Express Co. does for its customers everything that perfect organization and rapid dispatch can accomplish." [10]

We next focus on the Coast Railway of Nova Scotia (CRNS), which was chartered to connect Yarmouth with Halifax via a route along the southern coastline of Western Nova Scotia. The first section of CRNS rails from Yarmouth to East Pubnico, NS, was completed by the start of 1897. Construction of the road was projected to advance to Lockport (sometimes spelled 'Lockport'), NS, by the end of 1898 [11].

This Coast Railway completion scenario seems to dovetail nicely with the CRNS track expansion depicted in the undated map shown in Figure 10, estimated to have been published sometime in 1898 or 1899. Coast Railway construction subsequently continued until its rails reached Halifax later in 1899 to complete the CRNS route. The Coast Railway of Nova Scotia was subsequently renamed the Halifax & Yarmouth Railway Co, Limited in April 1900 [12].

The ad shown in Figure 7 contains a small section attributable to MEC Manager and Treasurer William Fraser, identifying the Maritime Express Company's offices at Halifax, Windsor, and Yarmouth, NS; St John, NB; Boston, Mass, and all the stations on the DAR. Also stated is the Maritime's ability to exchange express goods with the leading express companies of Canada and the United States. That exchange capability was likely facilitated at

Boston. JF Masters, at the 228 Washington Street agency office, is cited as the New England Superintendent of the Maritime Express Co. This seems somewhat unusual since the four listed Boston offices are the only known locations of Maritime Express agencies in all New England. Maybe in 1899 the DAR/Maritime Express hoped to open additional agencies in New England in the not-too-distant future. If they had, they would eventually need an Express Superintendent in the US.

A different 1898 Maritime Express Company ad, stated this: "This Company covers the territory of the Dominion

In 1897, American Express and Maritime Express initially reported they were sharing privileges on the partially completed Coast Railway [13]. However, beginning in 1898, and into April 1900, only the Maritime Express operated over the lines of the Coast Railway.

The map shown in Figure 10 shows extensive sea routes around Nova Scotia for the Yarmouth Steamship Company. It is noted that this company did not utilize the services of

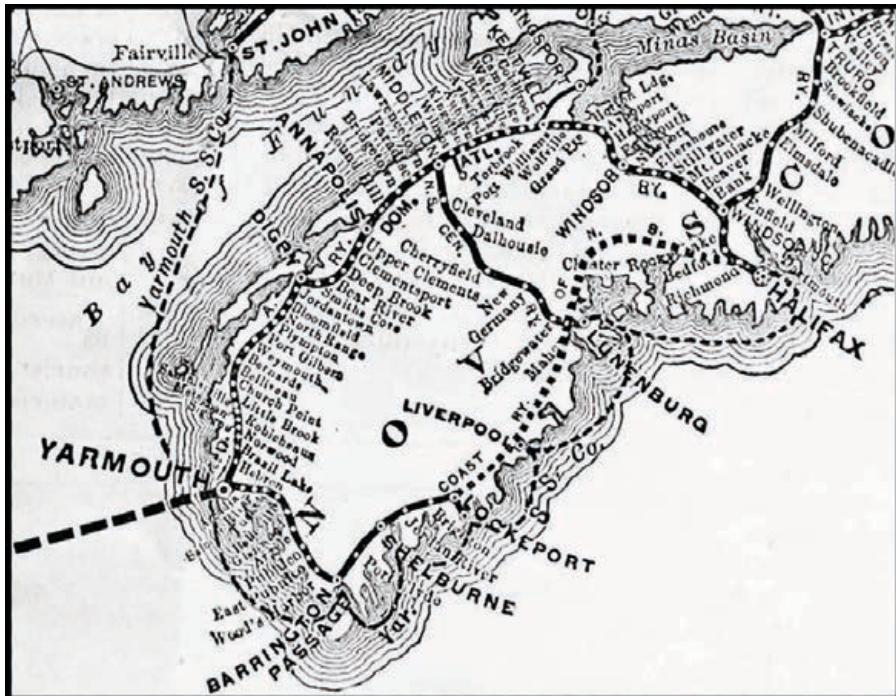
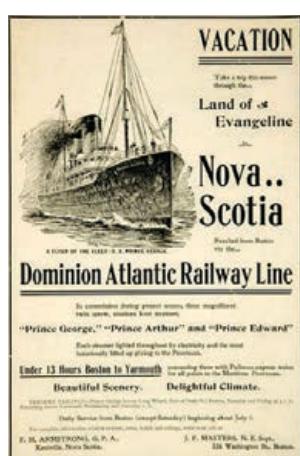


Figure 10. Western Nova Scotia map showing the DAR, NSCR, and CRNS routes (ca 1899).



the Maritime Express Company in 1899. However, the steamships of the Dominion Atlantic Railway Steamer Lines engaged in similar coastal port connectivity at that time, and all its ships definitely hosted the Maritime Express. Subsequently, in June 1901 it was announced by DAR General Manager, P Gifkins that the Dominion Atlantic Railway Company had absorbed the Yarmouth Steamship Co. (Ltd.) [15].

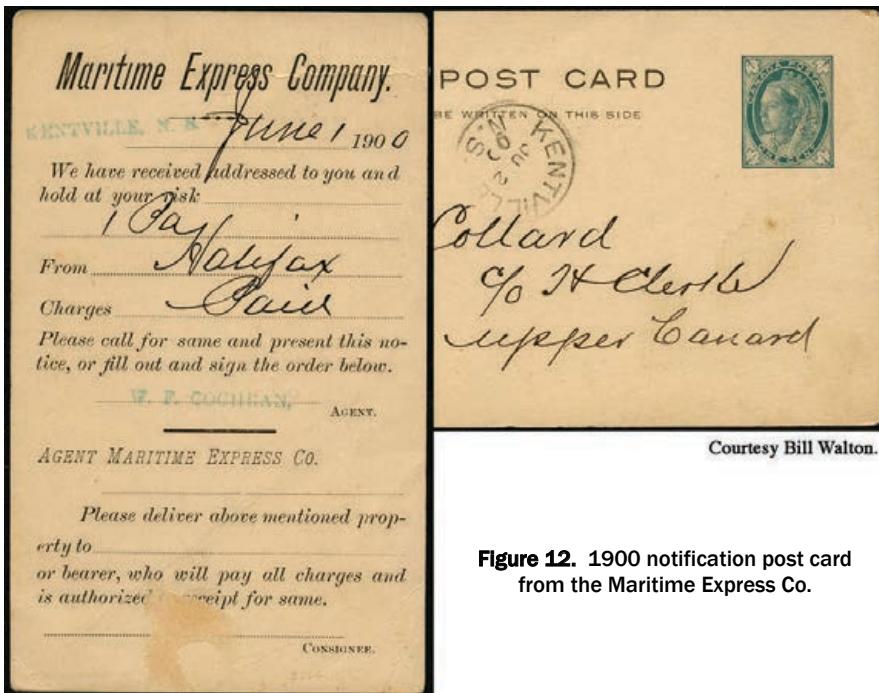
According to the announcement reproduced in Figure 11 (published in 1900 [16]), the Dominion Atlantic Railway Line had commissioned three twin-screw, nineteen-knot steamers;

Figure 11. 1900  
Dominion Atlantic  
Railway Line  
advertisement that  
illustrates the SS  
Prince George.

the SS *Prince George* (depicted), the SS *Prince Arthur*, and the SS *Prince Edward* for seaborne voyages. These vessels provided daily service (except Saturday) from Boston to Yarmouth beginning

around 1 July 1900. Boston was located about two hundred fifty miles west of Yarmouth and the one-way trip by each of the three steamers took about thirteen hours. As stated previously, all DAR's steamships hosted Maritime Express service.

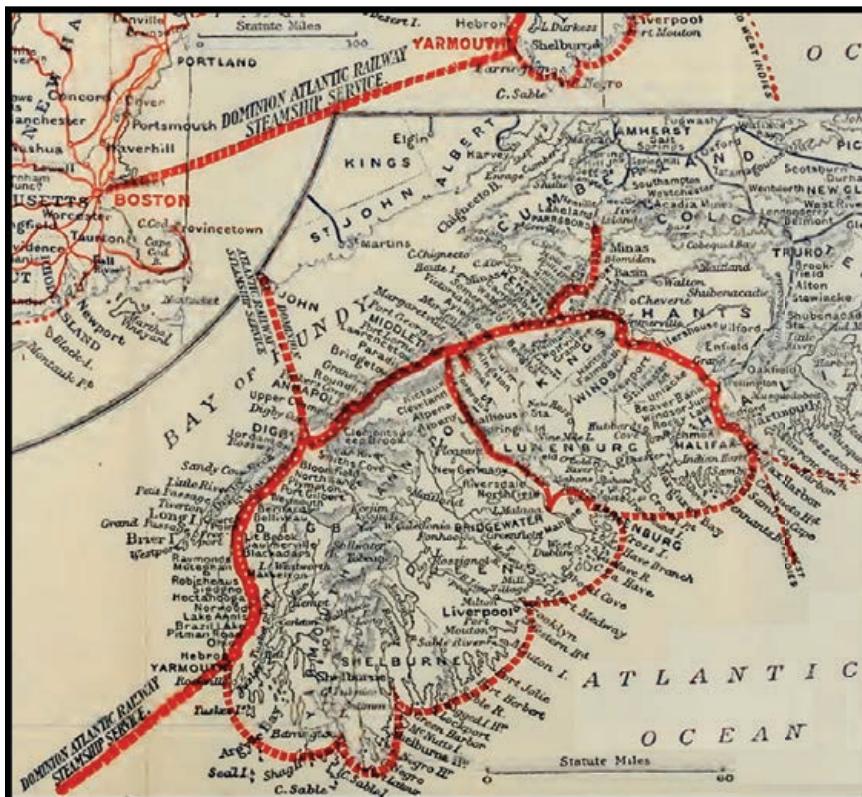
An 1898 one-cent green, Queen Victoria Maple Leaf, postal stationery card (see Figure 12) was used by Maritime Express agent WF Cochran in Kentville, NS, to notify the addressee



**Figure 12.** 1900 notification post card  
from the Maritime Express Co.

that the Express Company had received a package addressed to him (or her). The Kentville station was in the north-central area of Nova Scotia on the Dominion Atlantic Railway mainline. This preprinted post card was mailed on 2 June 1900 to inform C Collard (the addressee) that his package (*i.e.*, “1 Pa”) was transported by prepaid express from Halifax, and that it was ready to be picked up at the Kentville Express agency. No doubt the Maritime Express mailed out thousands of notices comparable to this one during its sixteen-year business lifetime; however, no other similar post cards bearing a Maritime Express imprint are known to the author.

On or about 1 August 1900, the Dominion Atlantic Railway issued a twenty-page folded advertising brochure titled “Boston and the Maritime Provinces/Dominion Atlantic Railway/Evangeline Route.” A detailed map of Nova Scotia that shows the Dominion Atlantic Railway and Central Railway routes plus the DAR Steamship Service routes is included in this brochure, and a cropped portion of the map is illustrated in Figure 13. This map does not show the Coast Railway of Nova Scotia (aka Halifax & Yarmouth Railway) because it was not part of the DAR system.



**Figure 13. 1900 Western Nova Scotia map showing the routes of the Dominion Atlantic Railway (solid red lines) and its Steamship Service (dashed red lines).**

The DAR Steamship Service routes shown on the Figure 13 map can be grouped within these four regional areas:

- (1) Between Boston, Mass., and Yarmouth. (West of Nova Scotia across the southern Gulf of Maine).
- (2) Between Digby and St John, NB. (Northwestern coast of Nova Scotia across the Bay of Fundy).
- (3) Between Yarmouth, Barrington, Shelburne, Liverpool, Lunenburg, and Halifax. (Along the southwestern coast of Nova Scotia).
- (4) Between Kingsport and Parrsboro. (North-central coast of Nova Scotia across the Minas Basin).

Exclusive Maritime Express service was present on all steamers that plied the above Steamship Service routes.

Two operations buildings with "Dominion Atlantic Railway Steam Ship Line" signage affixed to them are shown in the Figure 14 photo from Yarmouth. A DAR passenger train in the foreground is seen leaving a concealed (at left) railroad terminal, and the twin-stack SS *Prince George* appears to be docked in the background at the hidden Evangeline wharf. This



**Figure 14. DAR rail and steamship facilities at the Port of Yarmouth.**

appears at the left—a Mercurial image standing atop the upper part of a world globe. Listed below are a few of the printed statements in this ad, they reveal some of the Maritime Express' detailed goals and operations.

*Express is carried by Fast Passenger Trains, and under the charge of special Messengers. Express cars are furnished with Fire and Burglar-Proof Safes for the carriage of Money Packages, Bonds, and other valuables.*

*All classes of produce, as well as Fish, Lobsters, etc., when forwarded by the Maritime Express Company, reach their consignees' hands in the pink of condition. The Maritime Express controls the only quick route between Boston and the Maritime Provinces, and its Messengers are continually en route between Boston, Halifax and St John, NB.*

*The Maritime Express Company secures Quickest Dispatch for Perishable Farm, Orchard and Dairy Produce by Express Trains and Fastest Passenger Steamers on the Eastern Seaboard.*

*The Maritime Express Company does for its customers everything that perfect organization, and rapid dispatch can accomplish.*

Notice in the ad that the Chief Office of Maritime Express is now given as Kentville, NS. The Maritime Express Company had previously been headquartered at Ottawa, Ontario. The move from Ottawa to Kentville was not officially accomplished until 17 August 1905 [19], so it is befuddling why a 1900 Maritime Express advertisement would document such a change.

The advertisement shown in Figure 15 includes Parrsboro, NS, as an office location for the Maritime Express Company. The port of Parrsboro lies on the north shore of the Minas Basin and is accessible via the SS *Evangeline* steaming from Kingsport, NS (located to the south on the Cornwallis Valley Branch of the DAR), as previously seen in the Figure 7 advertisement. Lunenburg, NS, also mentioned as an office location, is a Central Railway station on the south shore of Nova Scotia.

undated photo was identified as taken at Yarmouth's DAR wharf, at the foot of Forrest Street [18]. The rail car behind the coal tender appears to be the combination express, mail, and freight type.

An informative DAR/NSCR promotional brochure titled *Nova Scotia, Glimpses of Halifax and Surroundings, etc.* was published in 1900 by Edward Williams of Portland, Maine, and it contained the full-page Maritime Express ad reproduced as Figure 15. The logo of the Maritime Express



**Figure 15. 1900 Maritime Express Company advertisement.**

The Nova Scotia brochure also contains a full-page Dominion Atlantic Railway advertisement that lists four commissioned steamships—the SS *Prince Rupert* being added to the three steamers announced in the advertisement shown in Figure 11.

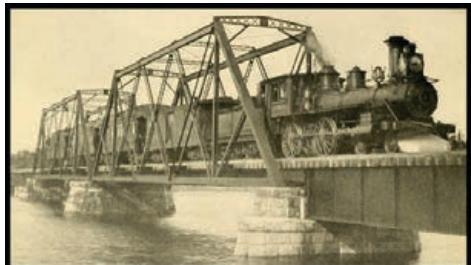


**Figure 16.** Maritime Express Co., advertising page taken from a 1900 Dominion Atlantic Railway marketing brochure.

A Halifax & Yarmouth Railway (formerly Coast Railway of Nova Scotia) train crossing the Tusket River Bridge in Yarmouth County sometime around 1901 is depicted in Figure 17 [20]. The developing Halifax & South Western Railway Company purchased the Halifax & Yarmouth Railway on 15 May 1905 [21].

In August 1900, the Dominion Atlantic Railway issued a twenty-page folded advertising/marketing brochure titled "Boston and the Maritime Provinces/Dominion Atlantic Railway/Evangeline Route." A full-page ad for the Maritime Express Company appeared on page 19 and is reproduced in Figure 16. Comparison of this ad with that shown in Figure 15 reveals that about ninety-eight percent of the text is identical; however, the printed layout and type fonts used are vastly different. Among the few textual differences are the locations of the Chief Office of the Maritime Express. The Figure 15 ad names Kentville, NS, while the Figure 16 ad gives Halifax, NS. Neither city appears to be historically correct as the Maritime's Chief Office was in Ottawa in 1900 and prior to August 1905 as stated previously. There are no obvious reasons that explain the recorded disparities in the Chief Office locations.

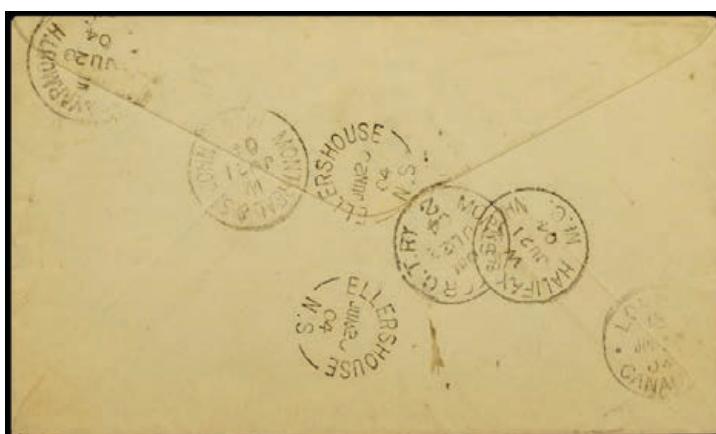
Construction began in 1898 to build a railway from Truro, NS, through Clifton, Princeport, South Maitland, Kennetcook, Stanley, and Scotch Village to Windsor, NS; it was to be known as the Midland Railway. This Railway was completed in 1901 and was operated as an independent short line, with its own fleet of locomotives, freight cars and unique stations. The Dominion Atlantic Railway Co purchased the Midland Railway in 1905, and this line became its "Truro Subdivision." [19] The Canadian Express Company was active on the Midland from 1901 until the 1905 sale. After the DAR took over the "Truro Subdivision" line, it was converted to exclusive Maritime Express service.



**Figure 17.** H&YR train crossing the Tusket River Bridge (ca 1901).



**Figure 18.** 1904 Registered cover with the Maritime Express Company cachet that was mailed in Ellershouse, NS (eBay 2019 auction illustration).



**Figure 19.** Reverse side of Figure 18 cover.

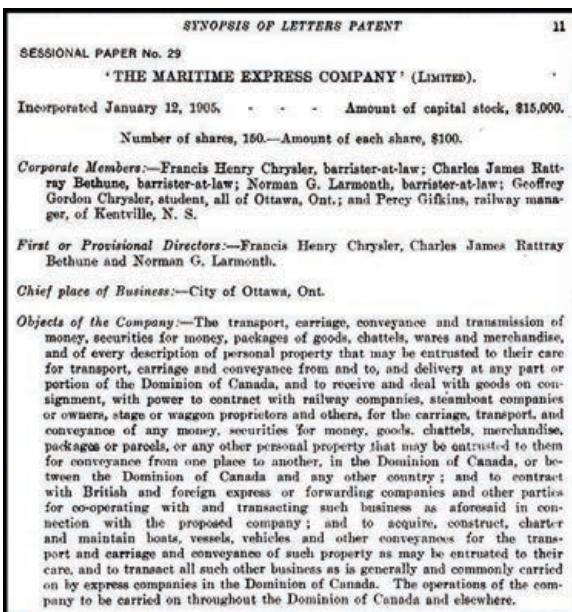
Postal history covers from the Maritime Express Company are very scarce and only the relevant cover shown in Figure 18 (Figure 19 is the reverse side) has been uncovered by the author. The Maritime Express logo appears as a large dark-blue cachet at the left—consisting of a Mercurial-looking man atop the upper part of a world globe. This logo will be recognized as very similar to that printed on the Figure 15 Maritime ad. The Maritime agency addresses at Boston, Halifax

and St John are printed in three lines directly below the logo image. This letter, incidentally, was not transported by express as it was registered and mailed at the Ellershouse, NS, Post Office on 20 June 1904. It was subsequently delivered at London, Ontario on 24 June. Furthermore, Ellershouse was a station on the DAR mainline situated between the Windsor and Windsor Junction stations. Assuming that unused cached envelopes were available at many of the Maritime Express agencies, perhaps the Figure 18 envelope was originally obtained at the Ellershouse express office. The 1904 contents of this cover are unknown.

After being posted at Ellershouse, the cover shown in Figure 18 was picked up by the Halifax & Yarmouth Railway Post Office (RPO) and transferred to the Halifax & St John RPO, which ran over the former International lines and the former European & North American Lines. It was then transferred to the Montreal & St John RPO, which in this period was known as the Atlantic & North West Railway and was leased to the Canadian Pacific Railway (CPR). On arrival in Montreal, the cover was transferred from Windsor Station to Bonaventure Station and traveled to Toronto on the Grand Trunk Line and then on to London, Ontario.

Readers are invited to email the author at [bhmexp@digital.net](mailto:bhmexp@digital.net) with colour scans of any additional Maritime Express collectible covers, labels, stamps, waybills, correspondence, etc., they know about.

Even though the Maritime Express Company was established late in 1894, it was not incorporated until 12 January 1905, as attested by Sessional Paper No 29, recorded in Sessional Papers, Volume 13, Second Session of the Tenth Parliament of the Dominion of Canada, Session 1906 (see Figure 20). The capital stock for the new corporation was established at \$15,000, divided into one hundred and fifty shares of \$100 each. Ottawa, Ontario was the initial Chief Place of business; this was, however, officially changed to Kentville, NS, later in August 1905. The Objects of the Company (*i.e.*, the Company Charter) authorized many practical activities that were necessary for any express company operating in the Dominion of



**Figure 20. 1905 Maritime Express Company incorporation summary.**

Canada, including the authority “to acquire, construct, charter and maintain boats, vessels, vehicles and other conveyances for the transport ... of property ... entrusted to their care,” In this list, the permission to construct boats and vessels is the most interesting.

The Halifax & South Western Railway (H&SWR) was pieced together from several smaller roads and charters. This amalgamation included the seventy-four-mile Nova Scotia Central Railway (NSCR), the 4.6-mile Liverpool and Milton Railway (L&MR), the fifty-mile Halifax & Yarmouth Railway (H&YR) and the fifty-mile Coast Railway of Nova Scotia (CRNS). Also incorporated was the charter for the Nova Scotia Southern Railway (NSSR), which had no trackage. The Middleton and Victoria Beach Railway (M&VBR) was also included [24]. The latter road had been started but was incomplete. It was subsequently completed by the H&SWR Company. The total length of the Halifax & South Western Railway was given as 365.6 miles in the January 1910 *Bullinger's Postal and Shippers Guide*.

The H&SWR was nicknamed the “Hellish Slow & Wobbly” because of its numerous curves and rugged terrain. Construction took several years due to the difficult topography and, during this time, the H&SWR bought other railway companies to add to its line. On 1 July 1902, the H&SWR purchased the NSCR, and a portion of its line formed part of the new H&SWR mainline between Bridgewater and Halifax. The H&SWR purchased the L&MR in April 1905 and the H&YR in 1905. On 19 December 1906, the first H&SWR train reached Yarmouth from Halifax via its new southern Nova Scotia route [25]. The H&SWR hosted the Maritime Express from sometime during 1903 into 1907. After that they terminated relations with the Maritime Express and operated their own Halifax & South Western Railway Express Company until at least 1911 and probably later.

The Dominion Atlantic Railway station at Digby, NS, is captured on the 1908 post card shown in Figure 21. This scene may have been typical of many of the other DAR stations located on its mainline. The Maritime Express agency office is not visible in this illustration, but assuredly it existed in Digby in 1908.

The Dominion Atlantic Railway was originally comprised of 231 miles of track and this distance remained the same until the 58-mile long Midland Railway was acquired in 1905. In January 1910, the DAR was credited with operating along 289 rail-miles in addition to its steamship lines.

#### Express Companies Merge.

St. John, N.B., Aug. 27.—The Maritime Express Co. has been absorbed by the Dominion Express Co. The former operates between St. John and Digby, and Yarmouth and Boston by boat, and between Yarmouth, Digby and Halifax by rail. The change, which will take place Sept. 1, will give the Dominion Express entry to Boston.

**Figure 22.** News clipping from St John, NB, published in the 27 August 1910 edition of *The Windsor Star*. Courtesy Ron Lafrenière.

steamer lines on 3 September as proclaimed in the final paragraph of the Figure 23 news article.

In conclusion, the chart in Table 1 summarizes all the Nova Scotian railways that hosted Maritime Express operations beginning with its March 1895 inception (as the Dominion Atlantic Express) until its demise in 1910 at the end of August. The tabulation covers the 1893-1911 timeframe in nineteen annual increments. The Maritime Express information recorded in the many *Bullinger's Postal and Shippers Guides*, issued annually in January, was the primary source of the data in the tabulation.



**Figure 21.** 1908 Dominion Atlantic Railway station in Digby, NS.

The Maritime Express operated over the DAR through 31 August 1910 as the news clip reproduced in Figure 22 describes. The Dominion Express Company absorbed the Maritime Express as of 1 September and took over all Maritime Express routes previously conducted over rail-based DAR facilities. Dominion also acquired the express agency in Boston. The

Western Express Company replaced the Maritime Express on all the DAR

#### TO DOMINION EXPRESS.

##### Maritime Express Company Was Transferred Yesterday.

The formal transfer at Boston of the Maritime express company, a subsidiary company to the Dominion Atlantic railway steamship line, to the Dominion express company took place yesterday.

The transfer was conducted by V. G. R. Vickers, manager of the foreign department and superintendent of Atlantic division of the Dominion express company, and Wm. Fraser, manager of the Maritime. John F. Masters will be general agent for Boston and New England.

The Western Express company will reach all points in Maritime Provinces and will operate via the steamers of the Dominion Atlantic railway line.

**Figure 23.** News article printed in the *Boston Globe* on 4 September 1910. Courtesy Ron Lafrenière.

**Table 1. Western Nova Scotia Railway Express per annual *Bullinger's Postal and Shippers Guide*.**

Railway	1893	1894	1895	1896	1897	1898	1899	1900	1901*	1902	1903	1904	1905*	1906	1907	1908	1909	1910	1911
W&AR	WSRX	WSRX																	
YAR																			
AMEX	AMEX	AMEX																	
WBR	AMEX	AMEX																	
DAR	Dominion Atlantic Railway	AX	DARX	n/a	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	DOMX
M&DR	Midland Railway			[MRTX]															
L&EMR	Liverpool & Milton Railway (1900-05 name)																		
NSCR	WSRX	WSRX	DARX	n/a	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX
H&SWR	Halifax & South Western Railway			[MRTX]															
H&YR	Halifax & Yarmouth Railway																		
CRNS	Coast Railway of Nova Scotia			AMEX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX	MRTX

WSRX = Western Express Co.

AMEX = AX = American Express Co.

DARX = Dominion Atlantic Railway Co. Express (a.k.a. Dominion Atlantic Express)

MRTX = MX = Maritime Express Co.

CDNX = Canadian Express Co.

DOMX = Dominion Express Co.

H&amp;SW = Halifax &amp; South Western Railway Express Co.

Report information does not agree with Bullinger/Pathfinder Guide data  
W&AR W&AR = Windsor & Annapolis Railway  
YAR YAR = Yarmouth & Annapolis Railway (a.k.a. Western Counties Railway)  
WBR WBR = Windsor Branch [part of intercolonial Railway]  
NSCR NSCR = Nova Scotia Central Railway (a.k.a. Central Railway of Nova Scotia)  
n/a n/a = Information is not available. [Estimate in brackets]  
Unlisted Unlisted = Not listed in cited annual Bullinger/Pathfinder Guide

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\* Express information is from cited annual ABC Pathfinder Shipping and Mailing Guide (annual Bullinger Shippers Guide is not available).

\*\* Information concerning merged Railway lines (5 places) was obtained from other sources.

† Express business was done by the Railway Company and not by any regular express company (but the MRTX made direct connection with that Railway).

Express statistics for 1901 and 1905, however, came from two annual editions of the *ABC Pathfinder Shipping and Mailing Guides* since no *Bullinger's Guides* are readily accessible for those two years. No express information is recorded for 1896, because the only-known copy of *Bullinger's Postal and Shippers Guide* for that year resides in the Science/Industry/Business Library in New York City. It is not available to the author. This lack of reference documentation is not problematic for this report as Maritime Express service can confidently be predicted for the two pertinent Nova Scotian railways in 1896.

The railway and express information recorded in the chart in Table 1 is intentionally consistent with the narrative in this report except for a few highlighted (e.g., rose-coloured) entries. The Liverpool & Milton Railway (Liverpool to Rapid Falls, NS) was acquired by the Halifax & South Western Railway Company in April 1905 [27]; however, annual *Bullinger's Postal and Shippers Guides* and annual *ABC Pathfinder Shipping and Mailing Guides* from this period do not document any knowledge of the Liverpool & Milton Railway. Nonetheless, the L&MR is included in the Table 1 tabulation because of its historical significance. Six Nova Scotian railway company mergers are listed chronologically in Table 1, the circumstances surrounding each indicated merger/acquisition having been discussed above.

Incidentally, the most confusing relevant information found in the *Bullinger/Pathfinder Guides* involves the six documented years (1901–06) when the Halifax & Yarmouth Railway Company reportedly conducted its own express business (probably through its Freight Department) but did not utilize an existing or named express company. The Guide's text concerning H&YR's own express becomes somewhat confusing when it further states that this railway company is also connected directly with the Maritime Express. Review of the multitude of Nova Scotia express listings in the annual *Bullinger/Pathfinder Guides* for H&YR stations reveals that they all cite the Maritime as their only express service. Since no further explanations or clarifications regarding these statements are documented, the confusing H&YR years are all marked with a “†” symbol in the table to indicate that the H&YR Company reportedly ran its own express business. This symbol is then followed by the MRTX acronym to show that Maritime Express service was also reported at each of the H&YR stations.

## Acknowledgements

We gratefully acknowledge the receipt of Maritime Express-related images and other pertinent information from Ron Lafrenière, Peter McCarthy, and Bill Walton. Their contributions have been incorporated and, together, they significantly augment the content of this report.

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# Anomalies in the 1934 Cartier postage stamp

Gordon W Turnbull

WHILE attending BNAPEX 2019, I had a conversation with a fellow exhibitor who was showing the 1934 Cartier stamp. Included in his display was a variation of the stamp that he named the “Topless Four.” The anomaly is that the top of the numeral four in “1534” on the left side of the stamp is missing. I must thank this gentleman for pointing out this variation as it spurred me to go through approximately 2,000 used subjects using the Lighthouse microscope.

Apart from the common variations—the “Burr On The Shoulder,” “Scarface,” and the “Line From The Hand”—many other re-entries exist. Many may not be constant varieties; they might have developed as the plates wore. Many others, however, could be constant. This article will focus on two areas of this stamp. I hope that someone has multiples that could position some of these anomalies. I will expand on the “Broken Four” and the “Broken Cents Text Box.”

## The “Broken Four”

The arrow in Figure 2 points to a blank space that obliterates most of the top of the upper left numeral “4” of 1534. Many stamps did exhibit movement of this blank space from side to side, and the size of the blank space varied as well. Figure 2 also shows the depth of the missing top as it goes below the first row of horizontal dots. The top of the numeral four in Figure 3 is, by contrast, whole.

The red arrow in Figure 3 points to a severe crack in the foot of the numeral “4”—an extreme case. I have two examples in which the crack is not as extreme and one example where there is a notch at the point of the arrow. I do not believe there is a relationship between Figure 4 and Figure 3, as the break on the foot of Figure 4 is lower on Figure 4 than on Figure 3. I am sure that this state of Figure 4 is a new find. Located at the points of the red Arrows of Figure 4, this numeral four exhibits three separate and severe cracks that break through the body of the numeral at three different spots. I refer to this as the “Broken Four.”

## The “Broken Cents Text Box”

Figure 5 shows an expanded view of the right side of the cents text box. The top red arrow shows a diagonal line with the lower point at the point of that arrow. The bottom arrow in Figure 5 points to a developing anomaly that I have seen in two states.



Figure 1. 1934 Cartier.



Figure 2. Blank space on top of “4”.

Keywords & phrases: Cartier, re-entries, plating

The crack on the left side of the inner vertical line cuts diagonally across the full vertical bar to just above the indentation at the point of the lower red arrow. This breaks the right side of the cents text box in two places. I have also seen an example in which the crack at the lower arrow develops into a solid horizontal line, breaking the cents text box with one thick horizontal line, but without the top diagonal line at the top arrow.



Figure 3. Normal "4".



Figure 4. Broken frameline in cents box.

## Re-entries

I would be remiss if I did not mention re-entries, so I will describe two of the common ones. Figure 6 illustrates, with two red arrows, the lines under CA of CANADA and JA under JACQUES. Many examples show the line under CANADA has varying lengths and can be very prominent. Many examples may have the line under CANADA only and not under JACQUES.

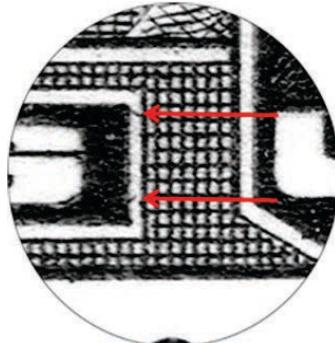


Figure 5. Right side of cents box.



Figure 6. Re-entry of JA under JACQUES.

The red arrow in Figure 7 points to the re-entry on the right side of the left frame line across from the left "POSTAGE." In this case, the line is quite prominent and often exists in varying lengths.

**Figure 7. Re-entry on left frameline.**



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1880 5c pale dull blue mint NH;  
a great rarity in this condition.



1868 3c die essay in green

# The Canada Scout Jamboree 1977 and Military Post Office 100

Lieutenant-Colonel Gordon McDermid (Ret'd)

In July 1977, Cabot Park, PEI was the site of a Canadian Scout Jamboree (CJ'77). Bailey and Toop noted in [1-2] that the activation of MPO 100 was only the second occasion on record when the government tasked the military to provide postal facilities for a Scout

Jamboree hosted by Canada. (The first was at Connaught Camp, Ontario in July 1961, using MPO 308.)

Some years ago, I came upon two discarded MPO 100 Cabot Park PEI steel hammers, one dated AM 11 VII 77 and the second dated PM 11 VII 77. Both were used during CJ'77 (Figures 1 and 2). I became interested in related covers from the Jamboree, and the postal history of MPO 100 on that occasion as an unusual tasking for a military post office.

The postal history of MPO 100 is best covered in chapter 8 of Bailey and



**Figure 1.** CJ'77 MPO 100 AM and PM steel hammers.

Toop's *The Canadian Military Posts*, which describes it as a post-war continuation, on a limited scale, of the WWII MPO numbering practices, with a new series beginning with MPO 100 maintained in Eastern Canada as a dormant MPO, and only activated and allotted for special exercises and summer camps.

The postal markings for CJ'77 MPO 100 in [1-2] include the rubber stamp and the AM marks, but do not include the second steel hammer with the PM marking, one of which appears in Figure 4.

At the time of CJ'77, there was a brief mention of MPO 100 supporting the



**Figure 2.** CJ'77 MPO 100 steel hammers used to cancel postage.

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Keywords & phrases: Military, scouts, postal markings, hammers



Figure 3. CJ'77 MPO100 with AM steel hammer.

No. 060763; Address: Military Post Office 100, Cabot Park, PEI. C0B 2G0; Postmaster: As appointed by CFPU Trenton; and MPO activation 02 July to 11 July 1977.

Envelopes were made with a special CJ'77 cachet, but I am unable to conclude anything about the details of the cachet covers. It seems probable that the envelopes were made by a commercial printer for the Scout organizers and then sold to the scouts and others at the Jamboree canteen.



Figure 4. Three CJ'77 MPO 100 covers with AM and PM steel hammers, and MPO 100 manual rubber stamp cancel.

Jamboree in [3], and a follow-up in [4], with a request for a photocopy of the CJ'77 MPO 100 cancellation. Wayne Curtis provided it, and it was printed as item 151 (MPO 100 – further to item 128). Information in those publications on MPO 100 was limited to the Office Particulars: Office

The cover in Figure 3 provides an illustration of the CJ'77 cachet cover with MPO 100 steel hammer cancellations for 8 July 1977. It includes a letter about Jamboree activities from an American Scout to his mother in Seattle, Washington. The cover was cancelled with the AM MPO 100 steel hammer.

The three covers shown in Figure 4 are further illustrations of the CJ'77 MPO 100 cancellations. They include one cancellation on 7 July 1977 with the AM

hammer, one cancellation on 4 July 1977 with the PM hammer, and one cancellation on 4 July 1977 with a larger MPO one hundred-rubber hand stamp.

Robert Lamoureux, the MPO 100 Postal Officer at Cabot Park in 1977, provided information about the members of MPO 100 for the period of the Scout Jamboree. He was joined by the appointed Postmaster, Master Warrant Officer Jack McKay, and two Postal Clerks, Master Corporal Catell and Private Les Wolfe. Captain Lamoureux was on duty from



**Figure 5. CJ'77 Canada Post Cabot Park PEI slogan cancel.**

Ottawa, and the others were sent from Halifax and Gagetown. Unfortunately, with the passing of years, he is not able to recollect any further details of the postal duty at Cabot Park in 1977.

The history of MPO 100 cancellations is included in References [1-2].

Further to the above, the cover in Figure 5 illustrates the Canada Post commemorative slogan hand stamp for CJ'77 Cabot Park, PEI, dated 6 July 1977. This appears to be the only other postmark specific to the 1977 Canadian Scout Jamboree. (All four covers shown in Figures 4 and 5 are addressed to the same person at the same address, and apparently are philatelic covers probably collected by a Boy Scout collecting postal history as a hobby and to earn a related postal Scout badge). The Canada Post CJ'77 slogan is included in [5].

Finally, it may be of interest to the philatelic community to know that CJ'77 was the last time that MPO 100 was activated and used by the military. The current list of dormant MPOs and CFPOs maintained by the Canadian Forces Postal Unit Trenton, Fleet Mail Offices (FMOs) at Halifax and Esquimalt, and Brigades across Canada for operational activation in Canada and outside the country does not include MPO 100 or RC#060763. This has been confirmed by Chief Warrant Officer Tim Miller at National Defence Headquarters in Ottawa, from whom I received the following information.

"In 2018 there are five portable CFPO kits at CFPU maintained for potential deployments. They do not have numbers assigned to them specifically. Numbers are assigned as required upon activation. The current list of CFPOs is as follows:

CFPO	RC #	CAS H	POSTMASTER	HAND OVER DATE/	LOCATION AND REMARKS
<b>PS&amp;MOD</b>	302562	N/A	Sgt RP Thompson		CFPU Trenton
<b>5000</b>	990000				
<b>5001</b>	990019		MCpl A Henry	16-Nov-17	FLIPS
<b>5002</b>	990027				
<b>5003</b>	990035				
<b>5004</b>	990043		Sgt DR Burgess	16-Jan-18	Op REASSURANCE eFP Latvia
<b>5005</b>	990051				
<b>5006</b>	990396		Sgt S Breton	12-Dec-17	Op IMPACT Kuwait
<b>5030</b>	990248				
<b>5033</b>	990272				
<b>5042</b>	990329				
<b>5043</b>	990337				
<b>5044</b>	990345				
<b>5045</b>	990078				Naples, Italy
<b>5046</b>	990361				Op RENAISSANCE – DART
<b>5047</b>	990418				
<b>5048</b>	990108		Sgt JG Loof	13-Jul-16	OUTCAN SHAPE, Belgium
<b>5050</b>	990426				
<b>5051</b>	990132		Sgt J Symes	17-Jul-17	OUTCAN West Ruislip, England
<b>5052</b>	990140				
<b>5053</b>	990159		Sgt G Power	05-Jul-17	OUTCAN Geilenkirchen, Germany
<b>5054</b>	990167				
<b>5055</b>	990175				
<b>5056</b>	990183				
<b>5057</b>	990191				
<b>5058</b>	990558				
<b>5071</b>	990485				FMO Halifax
<b>5075</b>	990493				FMO Victoria
<b>5104</b>	990434				Inactive
<b>5105</b>	990442				Inactive
<b>5106</b>	990450				Inactive
<b>5107</b>	990469				Inactive
<b>5108</b>	990477				Inactive
<b>5111</b>	990507				Inactive
<b>5112</b>	990515				Inactive
<b>5113</b>	990523				Inactive
<b>5114</b>	990531				Inactive
<b>5140</b>	990302				Inactive
<b>5146</b>	990086				Inactive

“Please note that 5071 and 5075 are CFPO kits maintained and held by the applicable FMOs to support RCN tasks/deployments.

“Mobile MPOs include the following:

#### MOBILE UNITS

104868	B140	CFPO-DOM GAGETOWN	MPO 103
104876	B142	CFPO-DOM PETAWAWA	MPO 305
104884	B141	CFPO-DOM TRENTON	No number assigned
021288	1811	CFPO-DOM VAL CARTIER	MPO 205
103721	B146	CFPO-DOM EDMONTON	MPO 512

“These MPOs are maintained and held by each Brigade, less the Trenton one, which is included in the CFPO kits held at CFPU. As you can see, MPO 100 is no longer maintained.

“Canada Post directs the military on the method to be used to cancel postage for domestic operations, *i.e.*, MPOs mail is often cancelled with electronic impressions which occurs when the mail is forwarded to the serving CPC sorting facility. Further, the CFPOs and mobile MPOs contain an operations date stamp (round) for the cancellation of mail and a finance date stamp (square).”

## Acknowledgements

Thanks to Major Robert Lamoureux (Ret'd) of Ottawa for helping me collect information on CJ'77 MPO 100, and to his brother Georges Lamoureux of Halifax, who provided the four CJ'77 MPO 100 covers shown in Figures 4 and 5. In addition, my thanks and appreciation go to Chief Warrant Officer Tim Miller at National Defence Headquarters for his detailed information on current Canadian Forces MPOs and CFPOs as of 2018.

## References

- [1] WJ Bailey and ER Toop, *The Canadian Military Post*, Volume 3, Edward B Proud, ed., 1990, Chapter 5, p 68 and Chapter 8, pp 137-138.
- [2] WJ Bailey and ER Toop, *Canadian Military Postal Markings*, Volume 2, 1996, Ch 17, pp 509 and 514.
- [3] Canada Post News, “060763 Military Post Office, 100 Cabot Park, P.E.I. C0B 2G0,” *Canadian Philatelist*, Volume 28, Number 5, September-October 1977, p 290.
- [4] BNAPS *Canadian Military Study Group Newsletter*, 23 January 1978, Item 151.
- [5] Steven A Friedenthal, “Canadian Slogan, Commemorative and Pictorial Hand Stamp Markings,” BNAPS Slogan Study Group Newsletter *The Slogan Box*, Whole Number 44, December 1996, p 5.

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of this issue of *BNA Topics*.

# Parcels for Mediterranean Expeditionary Forces, 1915

Mike Street, OTB

THE late Bob Wyse gave me the photocopy, shown in Figure 1, of a (Canada) Post Office Department circular issued in 1915 to postmasters across the country, telling them how to process parcels addressed to troops serving with the Mediterranean Expeditionary Forces (MEF). The text of the directive follows.

**Figure 1. 1915 Post Office Circular with parcel rates to the MEF.**



## Circular to Postmasters

Post Office Department

Ottawa, Canada, November 26, 1915

### RE PARCELS FOR MEDITERRANEAN EXPEDITIONARY FORCES.

*The Postmaster is informed that the British Post Office has advised that parcels addressed to British and any Canadian troops serving with the Mediterranean Expeditionary Forces must be prepaid at the rates of postage applicable to parcels sent to Egypt via England and the P. & O. Line direct, as given on page 109 of the Canadian Official Postal Guide, and that, until further notice, no parcel exceeding 7 pounds in weight can be accepted for transmission.*

*The following are therefore the rates of postage applicable to parcels not over 7 pounds in weight addressed to British and any Canadian troops serving with the Mediterranean Expeditionary Forces:*

1 pound.....	32c.
2 pounds.....	40c.
3 " .....	48c.
4 " .....	74c.
5 " .....	82c.
6 " .....	90c.
7 " .....	98c.

*The British Post office has further advised that letters and parcels for men who have been serving with the Mediterranean Expeditionary Forces and who are known to be in hospital should, where the actual hospital is not known, bear the word HOSPITAL in large printed characters.*

*(signed) R.M. Coulter*

*Deputy Postmaster General.*

13,500-26-11-15

Keywords & phrases: World War I, parcel rates, Mediterranean Expeditionary Forces

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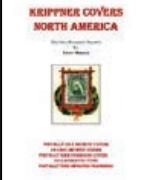
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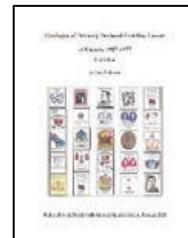
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## BNAPS book release notes

**B**NAPS is pleased to announce the release of two new books related to Canadian First Day Covers, a catalogue and a handbook, as well as the online release of a complete update to a book previously available only in a paper edition. The BNAPS Squared Circle Study Group has announced the electronic publication of an update of the 2001 Fifth Edition of the *Squared Circle Catalogue*. In addition, Deveney Stamps has published a set of new albums for Canadian Pre-cancelled Stamps. A note at the end of this article advises of changes in BNAPS' new book distribution arrangement with Longley Auctions.

*Catalogue of Privately Produced First Day Covers of Canada, 1927–1977*, Gary Dickinson. An illustrated catalogue of the first day covers produced by private individuals and organizations for Canadian stamps issued over five decades. 2020, Spiral bound, 222 pages, 8.5 × 11, colour. ISBN: 978-1-989280-05-8. Stock # B4h101-1. Price: C\$44



From the first-known cachet for a Canadian stamp issue, which appeared in 1927, through the apex of FDC collecting in the 1950s and 1960s, to the gradual decline of new products following the introduction of Canada Post's own line of official covers in 1971, privately-produced FDCs have rarely been studied and never thoroughly documented. This catalogue represents the start of a broader and more thorough treatment of FDCs as a sub-field of postal history.

Official Canadian FDCs are dealt with in detail in *The New Specialized Catalogue of Canada Post Office First Day Covers* by Andrew Chung and RF Narbonne, which was published by Unitrade in 2015. Consequently, they are not included in this FDC catalogue. Also excluded from this first edition of the private FDC catalogue are such back-of-book covers as airmail, special delivery, official, and semi-postal stamps as well as the stamps of Newfoundland.

This catalogue is also a companion to the current edition of *The Unitrade Specialized Catalogue of Canadian Stamps*, which includes prices for FDCs from 1927 onwards, and these serve as minimum price points for the new volume. The assumption behind the stamp catalogue's pricing is that all cached FDCs are worth the same amount; however, prices for privately produced FDCs often run higher or lower than those listed in the stamp catalogue depending on a variety of factors.

More than eight thousand different cached covers are included in the volume. All of the special-purpose cachets produced for specific stamp issues are illustrated in colour, while general-purpose cachets that could be used for any stamp issue are each shown once, in a separate section, and cross-referenced to every stamp for which examples have been documented by at least one reported cover. The catalogue provides guidance to novice and experienced collectors regarding their acquisitions, by illustrating the range of covers produced for specific stamps and by suggesting market prices for a wide range of FDCs.



*Collecting First Day Covers of Canada*, Gary Dickinson. A comprehensive overview of collecting and studying first day covers for Canadian stamp issues. 2020, Spiral bound, 144 pages, 8.5 × 11, colour. ISBN: 978-1-989280-06-5. Stock # B4h102-1. Price: C\$36

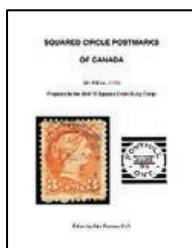
This is the first book-length treatment of this topic, and it will be of interest both to those new to this area of philately or those who have developed an interest they wish to pursue in greater depth. Topics include collecting by stamp issue, cachet maker, theme, and postmark, with each approach being illustrated profusely with sample covers. Canadian cachet makers are emphasized, but American makers of FDCs for Canadian stamps are also discussed. Do-it-yourself cachet makers are also well represented.

The role of the Canadian post office in the production and distribution of FDCs is examined, as are cachet errors and oddities, and information resources for the collector. The final chapter describes the ownership process, beginning with deciding what to collect, and concluding with disposing of a collection.

Dr Gary Dickinson worked in BC secondary schools, colleges, and universities for thirty-five years until he retired in 2000, the last twenty years spent at Okanagan College and Okanagan University College in Kelowna. There he served as South Okanagan Regional Director for five years and Dean of the Faculty of Adult and Continuing Education for fifteen years. He was also Academic Vice-President for the two years prior to his retirement.

After his retirement, Dickinson continued his interest in continuing education by serving as a founder and President of the Society for Learning in Retirement, a six hundred-member organization providing educational programs for seniors in the Central Okanagan, chairing the Okanagan College Central Okanagan Advisory Committee, and serving on that institution's Research Ethics Board. Gary and his wife Barbara have six grown children and were foster parents for twenty years.

Although he had participated occasionally in philatelic since early youth, the hobby became a more serious avocation after he retired. He gradually redefined his area of interest as writing about first day covers rather than just collecting them, and he has published more than three hundred articles in such periodicals as *First Days*, *Canadian Stamp News*, *BNA Topics*, *Stamp Insider Online*, *First Impressions*, and others. He is also the author of fifteen previous handbooks in a series published by the British North America Philatelic Society. He served as editor of the BNAPS FDC Study Group newsletter, *First Impressions*, from 2011 to 2018.



*Squared Circle Postmarks of Canada*, 2020, 686 pages, 8.5 × 11 format, colour. ISBN: 978-1-989280-04-1, Rick Friesen, Editor. Free. The BNAPS Squared Circle Study Group has announced the publication of a major update to the 2001 Fifth Edition of *The Squared Circle Cancellations of Canada* handbook. The new Sixth Edition Handbook, titled *Squared Circle Postmarks of Canada*, builds on the information in the 2001 Edition, adding data reported in the intervening years from the Study Group's Roundup Annex newsletter, as well as information gleaned from auction catalogs, Internet sites, and that submitted by Study Group members.

Recognizing the shortcomings of the previous hard-copy handbook formats, the Sixth Edition Handbook will be an electronic book format, available to the general public on the BNAPS website, in the "Online Resources and Exhibits" section. This format will allow for updates to be easily incorporated periodically. The new Sixth Edition Handbook is available at the following Internet link:

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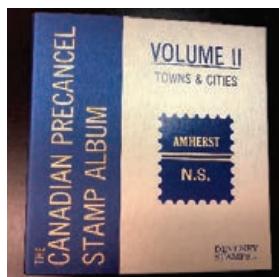
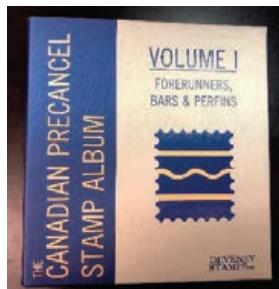
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Responding to increased interest in Canadian Precancel stamps, Deveney Stamps have just announced publication of the two-volume set of *The Canadian Precancel Stamp Album* ©. Volume I includes Forerunners, Bars and Perfins, while Volume II covers Towns & Cities. The more than two hundred and fifty full-colour pages, which show various precancel reference examples and have spaces for all of Canada’s 4,000+ precancelled stamps, are printed on 110lb and 65lb ACID FREE cardstock pages. The Table of Contents corresponds to coloured tabs throughout, allowing quick location of specific sections. The boxes for individual stamps were designed for stamps to be hinged OR to be mounted with hinge-less mounts. Orders can be placed with Deveney Stamps Ltd, PO Box 644, Penticton, BC V2A 6J9 or by email at [info@deveneystamps.com](mailto:info@deveneystamps.com).

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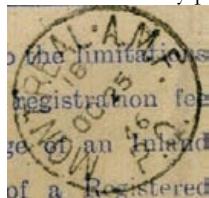
# Help wanted—Canadian air mail facility and airport cancellations

Mike Street, OTB

**T**N 1997, the Canadian Aerophilatelic Society (CAS) published the *Air Mails of Canada and Newfoundland, 1st Edition* (AMCN1), a volume in the 6<sup>th</sup> Edition of the American Air Mail Society's (AAMS) *American Air Mail Catalogue*.

Members of both societies are now preparing to replace the first edition of AMCN1 with a revised second Edition, AMCN2. As part of this effort, the author has undertaken to revise Section 16 of AMCN1 [1], "Canadian Airport and Air Mail Field Cancels."

The purpose of this article is to bring the revision effort to the attention of collectors who may not focus on airport or air mail facility cancellations but might have some of them in local or provincial or even county postal history collections, or in specialty collections such as Canadian military postal history.



The first Canadian cancellations specifically referring to airports or air mail facilities appeared at Montreal in April 1939 and Vancouver a month later. Later strikes of these postmarks are shown at left and right.



In the 1940s, airport and air mail facility postmarks appeared at Brantford, Ontario; Calgary, Alberta; Edmonton Alberta; Gander, Newfoundland; Goose Bay, Labrador; Lethbridge, Alberta; Moncton New Brunswick; Regina, Saskatchewan; Saint John, New Brunswick; Toronto, Ontario; Windsor, Ontario; and Winnipeg, Manitoba.



In addition to new cancellations that have inevitably turned up since the publication of AMCN1 and a Supplement published in 2001, I have found that the listing of Canadian airport and air mail field cancels in AMCN1 did not always distinguish between the typographic fonts used in the handstamps. The issue here is that some



cancellations could have been duplicated in different fonts. Shown here are two examples of numbered Montreal cancellations—the No 27 strike is in a sans serif font, while the No 13 strike is in a serif font. Identifying fonts, at least as far as to serifs/non serif, is obviously necessary.

Another finding is that some of the air mail cancellations listed in AMCN1 were not applied at an airport or air mail field. They were actually applied at central mail handling offices in a major city. The cover shown in Figure 1 illustrates the problem:

The boxed "Clerk-in-Charge/TORONTO, ONT. / AIR MAIL" mark was applied on 3 June 1956.

Keywords & phrases: Canadian airport and air mail facility postmarks, aerophilately



**Figure 1. Air Mail letter from Argentina received and processed in Toronto on 3-4 June 1956.**

The two “TORONTO / AIR MAIL SECTION” circle date stamp (CDS) strikes were added at 0500, 4 Jun. The “TORONTO ONT. A.M.S. / 1956” barrel cancel was applied at 0530, 4 VI (June). It seems logical that the “Clerk” strike was applied at one of the main Toronto postal stations, likely Station A, while the June 4 marks were applied at Toronto Airport. Or were they? The “Clerk” strike is not listed in AMCN1 but, now that it has turned up, it needs to be listed, possibly with a note that it was likely applied downtown, not at the airport. Note also that the “TORONTO / AIR MAIL SECTION” mark has a dot before and after “TORONTO.” The O-54b listing of this strike in AMCN1 does not mention the dots. (The “AIR PARCEL POST FOR SPEED” slogan cancel adds another, different, air mail aspect to the cover. Air mail-related slogan cancels between 1938 and 1948 are covered in Section 18 of AMCN1. This section is also being updated.)

You can see the problem! What I need are scans of ANY and ALL air mail-related cancellations that were or appear to have been applied at a Canadian airport, air mail facility/section or other postal facility. Please email scans to me at [mikestreet1@gmail.com](mailto:mikestreet1@gmail.com). If you have a large number of scans, please contact me first for a different method of sending them over the Internet all together in one step. THANKS in advance for any and all assistance.

## Reference and endnote

[1] William G Robinson, “Canadian Airport and Air Mail Field Cancels,” Section 16 of *Air Mails of Canada and Newfoundland, 1st Edition*, Canadian Aerophilatelic Society, 1997. In this article, Bill Robinson referred to earlier work on the subject by JF Wilsdon in 1956, JL Purcell in 1973, and himself in 1975-77 (3).

## Readers write (Continued from p 4)

**Dave Hannay and Edward Zaluski** have noted that in Anthony Thompson's article on "aniline" inks in *BNA Topics*, Volume 77, Number 1 (2020), pp 32-49, the 1938 purple 5¢ Customs Duty stamp of Newfoundland was absent from his review. Some of these stamps show ink bleed-through to the back of the paper. The first reference by Erling van Dam to this appears in *The Canadian Revenue Stamp Catalogue* 2017 edition, where he describes this variety as "NFC5a – aniline."

The Customs Duty stamps of Newfoundland were first issued in 1925 to evidence payment of required fees on foreign envelopes, post cards, or catalogues containing or displaying advertising matter entering Newfoundland by mail.



The second issue, with a design featuring a caribou, was released subsequent to the 1938 amendments to the *Revenue Act*. Stamps in 1¢ and 5¢ denominations were intaglio-printed from line-engraved plates by Bradbury, Wilkinson & Co., New Malden, Surrey, England. The 5¢ stamp exists in a variety of colour tones of deep purple. One is purple-brown and appears as though it was printed with a fugitive ink. The ink is easily seen when viewed from the back, and tends to "run" or diffuse through the paper when the stamp is placed in water. In his DVD catalogue, *Canadian Revenues*, Edward Zaluski identifies the stamp and its known shades (shown left to right in the figure above) as NLCD5 C1 (maroon), C2 (deep purple-brown), and C3 (purple-brown), using the Stanley Gibbons Stamp Colour Key.

At the right in the figure above is a reverse image of the purple-brown stamp removed from a cover by soaking in water and now showing the fugitive ink variety. While bleed-through ink is associated with "aniline," it is not, in itself, confirmation of that stamp being "aniline"; rather, to be so requires additional properties as suggested by Thompson. All three of the varieties shown have been inspected using an UV light and found to have been printed with non-fluorescent ink on dull paper. Absence of fluorescence of the ink under UV light would indicate the bleed-through variety is probably not "aniline."

The assistance of Anthony Thompson in preparing this information for publication is acknowledged with appreciation.

**Ken Lemke OTB writes:** As part of BNAPS support of youth philately and in memory of BNAP's Past President Norris (Bob) Dyer, a youth award has been established as Bob was very active in promoting youth philately. Earlier this year, BNAPS donated \$1,000 to the American Philatelic Society (APS) in support of their youth activities. We recently received a letter of thanks from APS Executive Director, Scott English. An excerpt from that letter follows:

"We would like to thank British North America Philatelic Society for the generous gift of \$1,000 to the Campaign for Philately (Youth Scholarship Fund). You are making a big difference with the APS, APRL, and the hobby!"

# BNAPS business and reports

## President's column

*Ken Lemke*

CANADA is going to host an international exhibition—CAPEX'22. Currently, the final dates and a venue have not been finalized, but it will be a four-day show in the Toronto area. CAPEX'22 is planned to be a four hundred-single-frame exhibit and will also include electronic and print classes, such as websites and literature. The exhibition is being organized by the Canadian Association of Philatelic Exhibitions and will be hosted by the Royal Philatelic Society of Canada. BNAPS has contributed financially to it.

CAPEX'22 hopes to showcase a broad range of Canadian one-frame exhibits and literature. Your one-frame exhibit must have received at least a Vermeil at a WSP show in order to qualify for entry. Exhibits can qualify at Canadian or US WSP shows. I look forward to seeing many BNA exhibits at CAPEX'22. With the exhibition two years away, you have plenty of time to qualify your one-frame exhibit. More information will be available as plans are finalized, so watch for information in the monthly e-letters and on the BNAPS website.

By the time you receive this issue of *BNA Topics*, I expect the results of London 2020 will be available with respect to the entry of our website by Leo Beaudet and a number of BNAPS' Exhibit Series books.

BNAPS established a Norris (Bob) Dyer Youth Award a few years ago, as a way of supporting youth philately. Bob, a Past President of BNAPS, was an avid collector of Newfoundland philately and also a strong supporter of youth philately. Bob would secure stamps and supplies from a variety of sources and distribute them to youth clubs.

Recently, I received a large volume of stamps from members of the BNAPS Golden Horseshoe Regional Group. These stamps were distributed to a local stamp club which has a youth programme within its club, and which distributes stamps to local elementary school stamp clubs. I also received some beautiful stamps from a member in Michigan, which also were given to the club.

Not to be outdone, Longley Auctions donated three boxes filled with stock books. The clubs enjoyed receiving these books as they help the young people who don't have albums to organize their stamps.

With the above as background, I would like to suggest that members of BNAPS help to promote youth philately and maintain Bob's legacy.

What can we do?

- Try to start a youth programme, if your club doesn't have one.



*Have a youth table and give out free stamps, if your club has a bourse.*

- See if any local elementary schools have a stamp club and offer to provide them with stamps. Offer to help start a club if they don't have one.
- Do you know of a young person who has an interest in stamps? Give him or her some of your extras.

I'm sure members can think of other ways to encourage youth philately. The stamps do not have to be BNA material. We want to encourage young people to get involved in philately, and I am told that youth enjoy receiving colourful thematic and topical stamps--birds, horses, butterflies, fish, geography, etc.

We all know that many of the young collectors will leave the hobby as they go off to university and eventually raise a family. We also know that a number will return to the hobby after their family responsibilities have been reduced (I did). Some of those returnees will become collectors of BNA material and become BNAPS members. Supporting youth philately is like planting seeds. If the seeds aren't planted, nothing will grow.

By the time you read this issue of *BNA Topics*, more information regarding BNAPEX Dartmouth/Halifax will be on the BNAPS website. I can taste the two-pound lobster already.

I look forward to seeing at the Conference.

*Give some stamps to a young person!*

Ken Lemke

## **From the Secretary–Report date: 15 December 2019 –15 March 2020**

*P Charles Livermore, OTB*

(100-08 Ascan Avenue, Forest Hill, NY 11375 USA, <[secretary@bnaps.org](mailto:secretary@bnaps.org)>)

### **Membership fees**

Membership fees for 2020 are C\$35 for Canadian members, \$30US for US members, 26£ for UK members, and C\$40 for members from any other country. The membership fee schedule was confirmed (with no change) 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](http://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 **7068** to **7081** 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 4, 2019.

R-7082 Charles Epting, New York, NY	R-7087 Thomas Fauth, Elizabeth, CO
R-7083 Alan Spencer, Birmingham, UK	R-7088 Dylan Staeker, London, ON
R-7084 Jed Fuller, Ancaster, ON	R-7089 Michael Wickson, Edmonton, AB
R-7085 Judy Kingsley, Chelsea, QC	R-7090 Robert Lang, Mississauga, ON
R-7086 Bruce Pollock, Victoria, BC	R-7091 Robert Coulson, Mount Hope, ON

## Deceased

R-6620 Gary J Brown	R-6251 John C McCuaig
R-6786 David G Cottenden	R-6431 Peter Motson
E-2145 Don Fraser	R-5339 Thomas W Shaw
E-2335 Richard K Malott	

## Members reinstated

None

## Members resigned

R-7054 Kenneth David
R-6689 Stephen L Dunn
R-6939 James Oliver

## Postal address changes

R-5172 Robert Binner, Muenchen
R-4929 John H Bloor, Centennial, CO
R-3999 Mel A Boone, Clarkes Beach,, NL
R-7025 Louis Fiset, Seattle, WA
R-6522 Alexander Globe, Vancouver, BC
R-6329 Pascal Leblond, Lochaber-Partie-Ouest, QC
R-6775 Luc Legault, Montreal, QC
E-3222 Cameron Lindsay, New Westminster, BC

## Email address changes

L-4882 Anthony G Chila, Athens, OH
R-6994 Brian Damien, Brunswick, ME
R-7039 Chris Fischer, Saskatoon, SK
R-7051 Gino Gagnon, Cole Harbour, NS
R-6522 Alexander Globe, Vancouver, BC
R-5221 Richard A Johnson, Winnipeg, MB
R-6903 Harold Jones, Meriden, NH
R-6908 John Lefevre, London, ON
R-5726 Danny C McCoy, Utica, NY

## 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: 971

Note: Exchange/non-member subscriptions (18) are not counted as active members.

R-6251 John C McCuaig

R-6431 Peter Motson

R-5339 Thomas W Shaw

## Members dropped

None

R-6772 John B Wiens

R-6912 Kenneth Woodward

R-5957 Peter R MacDonald, Ottawa, ON
R-6744 David Macmorine, Mississauga, ON
R-6690 Jason Moisan, Greenwood, NS
R-6392 Robert J Montpetit, Whitby, ON
E-2090 Brian D Murphy, Chester Basin, NS
R-6732 Jacques Poitras, Quebec, QC
R-6835 Charles Shreve, Dallas, TX
E-3182 Derek M Smith, London, ON
E-3848 H Michael Street, Kanata, ON

E-2451 J Douglas McCulloch, Niagara, ON

R-7067 Barry Millman, Hamilton, ON

R-6879 Erhard Nachtigall, Leinefelde

R-6368 Malcolm Newton, St. Brelade, Jersey

R-6591 Stuart Packard, Bloomfield Hills, MI

R-6732 Jacques Poitras, Quebec, QC

R-6260 David Rhodes, Nanaimo, BC

R-6046 William A Robertson, Orangeville, ON

R-6842 Philip Visser, Owen Sound, ON



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Scott #1454i VAR

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Canada Scott #1454i VAR

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NOW: \$950.00 CAD

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NOW: \$2,250.00 CAD

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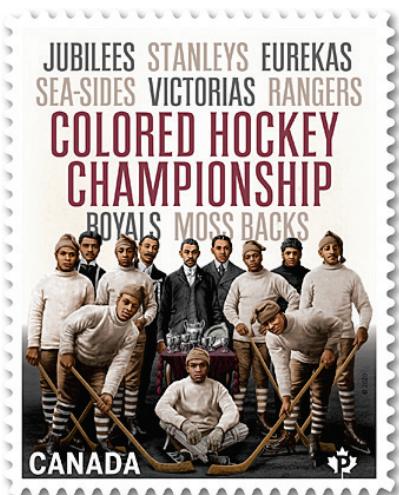


# New issues

William J F Wilson

## The Colored Hockey League

ON 19 February 1904, the Halifax Eurekas (the team shown in Figure 1) took on the Truro Victorias in the first game of the 1904 Colored Hockey League Championship. (Except where noted, all information in this column is from [1].) In a hard-fought game at the New Exhibition Rink in Halifax, with about five hundred spectators in the stands, the Eurekas emerged the winners at four goals to zero.



**Figure 1.** The Halifax Eurekas, winners of the 1904 Colored Hockey League Championship.

The return match on 20 February was a 2-2 draw, with the Eurekas playing "...a very rough game in order to counter the Victorias (*sic*) superior stick handling and passing ability [1, p 126]." The Victorias were also described as being among the fastest skaters in the province. With a win and a draw, the Eurekas claimed overall victory, and went on to play the Africville Sea-Sides. The first game was on 26 February at Halifax's North-End Rink, once again with five hundred spectators watching. The Eurekas won 5-3, but the result of the second game on 3 March is unknown. It would seem to have been either a win for the Eurekas or a draw, because they were still considered the champions when they and the Dartmouth Jubilees began a three-game exhibition tour in Sydney and North Sydney on Cape Breton Island. The Eurekas defeated the Jubilees 5-4 and 5-2 on 8 and 9 March, respectively, with the Jubilees rebounding with a 2-1 win over the Eurekas on 10 March.

On 11 March, the Eurekas closed out the season with a final game against the Truro Victorias, this time in Truro (their fourth game in four days). With a 4-2 win over the Victorias, the Eurekas took the 1904 Colored Hockey League Championship.

The Colored Hockey League was unprecedented in Canada. As described in [1, p 59], it "...appeared on the outside to be simply an avenue of recreation for young Black men, [but] in fact, it was something much more. Never before had Canadian hockey witnessed such a phenomenon. Never before had a hockey league been organized using religious leadership as the guiding organizational force. Never before, or since, has the message been so clear. The league's rulebook would be *The Bible*. Their Game Book, the words, oral history and lessons derived from the Black Canadian experience and the legacy of the Underground Railroad. Their strategy, to uplift the Black man to a level that would make him equal to their White brethren, all-the-while installing a sense of leadership, organization, community, purpose, determination, teamwork, and duty into the hearts and minds of young Black men. The Colored Hockey League was more than just a sports organization; it was in fact, the first Black

Pride sports movement in history—truly a magnificent undertaking considering nothing like it had ever been attempted, either before or since.”

Black people in the Halifax area had been playing hockey on frozen inland ponds and shallow ocean inlets since at least as far back as the early to mid-1870s. Their formation into teams in an organized hockey league in 1895, however, was apparently the idea of a Black Trinidadian, Henry Sylvester Williams. He had arrived in Halifax in 1893 to study at the Dalhousie Law School, and had become active in the Cornwallis Street Baptist Church. He was also very much aware of the colonial attitudes of the White elite in Halifax, and saw hockey as a political statement against these attitudes. Drawing from the existing pool of experienced players, and with the help of the Black Baptist leadership, he promoted two teams, the Halifax Eurekas and the Halifax Stanley. Meanwhile, across the harbour in Dartmouth, Reverend James Borden of the Lake Baptist Church organized the Dartmouth Jubilees. Borden was faced with an aging and dwindling congregation, and hockey gave him a way to attract the younger generation back to his church.

The first game of the 1895 Championship took place at the Dartmouth Curling Rink on 27 February, with the Eurekas and the Jubilees playing to a 1-1 draw. By the end of the series, the Stanley had surpassed the other two teams to become the 1895 Colored Hockey League Champions [1, p 246].

Shortly after one of the season’s games, however, Williams’ tenure in Halifax came to an abrupt end. In response to racist coverage of the game in the *Halifax Herald*, a letter appeared in the *Acadian Recorder*, one of Halifax’s three major newspapers, on 3 March that basically described the *Herald* reporters as idiots, and the Black teams as being on par with the best White hockey clubs in Halifax [1, p 69]. This was seen as an unforgivable affront by some members of the White community. Although the letter was anonymous, it seemed to have been written by an educated Black person, and attention quickly turned to Williams. By that evening, he was a man on the run. Through a series of “safe houses” of Black Baptists and sympathetic members of the White elite (people like Harry Gibson Bauld, editor of the *Acadian Recorder*), he made his escape to England. He finished his law studies at Gray’s Inn in London, and went on to found the Pan-African Association.

The letter also put an end to the League’s ice time and press coverage. The Eurekas took the Championship in 1896 and 1897 without losing a game, but it was all played on the frozen inland ponds and shallow ocean inlets that had served them before 1895.

The next turning point came in 1898, after two younger members of the Cornwallis Street Baptist Church finished their studies and could put more time into the League. James AR Kinney (standing under the “M” of “MOSS” in Figure 1 [1, p 82]) graduated from the Halifax Commercial College in 1897, and joined the John Thomas Bulmer law firm as a stenographic clerk [2]; and James Robinson Johnston (standing under the double “S” in Figure 1) graduated from the Dalhousie Law School in February 1898, and also joined the Bulmer law firm. He was called to the bar in 1900, and was Nova Scotia’s first Black lawyer.

With their education and their business and law connections, Johnston and Kinney opened doors that had previously been closed [1, p 80]. They made the Eurekas the League’s flagship team and, along with team members, they were responsible for organizing everything from League ice-time to advertising, promotion, and finances. The League expanded as other teams were formed around Nova Scotia, and also in Prince Edward Island and New

Brunswick. Examples include the Africville Sea-Sides, the Hammond Plains Moss Backs, the Truro Victorias, the Amherst Royals, and, in Charlottetown, the West End Rangers.

In only about a year, Kinney, Johnston, and the church leadership had reversed the League's fortunes, making the League one of the top sports draws in Nova Scotia. Over five hundred spectators watched the Sea-Sides lose 10-1 in their debut game against the Eurekas on 17 February 1899, when Halifax's top White hockey clubs were regularly drawing three to four hundred. On 19 March 1900, in a non-championship benefit match involving two White teams and two Black teams, the White teams (the Crescents and Chebuctos, both of Halifax) played first; then, with seven hundred spectators watching, the Sea-Sides defeated the Eurekas 5-1. And on 18 February 1902, in the first Inter-Provincial Maritime Championship hockey game, 1,200 people watched from the stands as the Sea-Sides defeated the West End Rangers 3-2 in a very hard-fought match at the Empire Rink in Halifax. This was one of the largest crowds ever to attend a hockey game in Nova Scotia.

Clearly, the skill of the Black teams had won the interest and respect of the general community. This is perhaps not surprising. From [1, p 78]: "Research into this period of Halifax history shows that the socio-economic as well as political and religious interaction between Black and White lower classes was rather progressive and tolerant. Only within the upper classes of Halifax society ... was there a dominant anti-Black sentiment."

However, the 1904 season described at the beginning of this column was the last in which the Colored Hockey League played as a major entity. In that year, the Halifax School Board tried to authorize a distinctly segregated school in the city. Kinney fought against this and won. At the same time, Mackenzie, Mann & Company Ltd was trying to create a rail link between Yarmouth (the major Nova Scotia port of entry for US goods) and Halifax (the major port of entry from Europe), and the chosen route into Halifax ran right through the middle of the Black community of Africville. To clear the route, the City slated seven Black properties for seizure without compensation. Affected community members (including some high-profile members of the League) took on City Hall with the help of Johnston and Kinney and lost. As in 1895, there was backlash. Ice time disappeared, or was delayed until warmer weather had degraded the ice. Press coverage also disappeared, with only three brief mentions of the League from 1905 until after World War I. Black teams returned to the arenas in the 1920s, with Championships recorded for 1920, 1921, 1922, and 1930, but the League could not regain the social force that it had had in the years before 1905 [1, p 192].

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 and endnotes

- [1] George and Darril Fosty, *BLACK ICE: The Lost History of the Colored Hockey League of the Maritimes, 1895-1925*, Nimbus Publishing Limited, Halifax, 2008.
- [2] Judith Fingard, "KINNEY, JAMES ALEXANDER ROSS," in *Dictionary of Canadian Biography*, Volume 16, University of Toronto/Université Laval, 2003. The article is available at <[http://www.biographi.ca/en/bio/kinney\\_james\\_alexander\\_ross\\_16E.html](http://www.biographi.ca/en/bio/kinney_james_alexander_ross_16E.html)>.

**Table 1. 2020 Commemoratives and definitives.**

Stamp	Far and Wide	Year of the Rat	Colored Hockey Championship	Dahlias
<b>Value</b>	5 × P, \$1.07, \$1.30, \$1.94, \$2.71 (s-t on SS)	P, \$2.71	P	2 × P (s-t on SS)
<b>Issued</b>	13 Jan	17 Jan	24 Jan	2 Mar
<b>Printer</b>	L-M	CI	L-M	Bk, SS: CBN Coil: L-M
<b>Pane</b>	(a)	A,B,C,D,E: (b)	Bk: 10	Bk: 10 SS: 2 Coil: 50
<b>Paper</b>	C	C	C	C
<b>Process</b>	(c)	A,B,C,D,E: (b)	4CL	Bk, SS: 5CL Coil: 6CL
<b>Qty (1000s)</b>	SS: 70 <sup>(d)</sup> All other formats continuous.	A: 35    B: 260 <sup>(d)</sup> C: 60 <sup>(d)</sup> D: 120 <sup>(d)</sup> E: 60 <sup>(d)</sup>	140 <sup>(d)</sup>	Bk: 600 <sup>(d)</sup> SS: 70 <sup>(d)</sup> Coil: 130 <sup>(d)</sup>
<b>Tag</b>	G4S	G4S	G4S	G4S
<b>Gum</b>	Bk, coil: P-S <sup>(e)</sup> SS: PVA	Bk: P-S SH, SS: PVA	P-S	Bk, coil: P-S <sup>(e)</sup> SS: PVA
<b>Size, mm</b>	(f)	32 × 32	32 × 40	Bk, SS: 26 × 32 Coil: 20 × 24
<b>Perf</b>	(f)	Bk: Simulated SH, SS: 13.1 × 13.1	Simulated	Bk, coil: Simulated SS: 12.3 × 12.5
<b>Teeth</b>	(f)	Bk: Simulated SH, SS: 21 × 21	Simulated	Bk, coil: Simulated SS: 16 × 20

**Footnotes for Table 1:**

(a) **P stamp** (5 designs): Bk(10), coil(100). **\$1.07**: coil(50). **\$1.30, \$1.94, \$2.71**: Bk(6), coil(50). The souvenir sheet contains 9 stamps: 5 × P + one each of \$1.07, \$1.30, \$1.94, \$2.71.

(b) **A**: SH 25×P (5CL + embossing + 1 foil stamping); **B**: Bk 10×P (6CL); **C**: Bk 6×\$2.71 (5CL + 1 foil stamping); **D**: SS 1×\$2.71 (5CL + embossing + 1 foil stamping); **E**: Transitional SS with one \$2.71 Rat stamp from 2020 and one \$2.65 Pig stamp from 2019 (both 5CL + embossing + 1 foil stamping).

(c) Souvenir sheet and P stamp booklet and coil: 6CL. Higher-value booklets and coils: 5CL.

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

(e) Intermeshed “Canada” on back of Far and Wide booklet & coil stamps and Dahlia coils.

(f) **SS**: size 24 × 20 mm, perf. 13.3 × 13.0, 16 × 13 teeth. **\$1.07 coil**: size 25.5 × 21.0 mm (given as 26 × 22 mm in *Details*), 4-sided simulated perforations, teeth opposite (like those on sheet stamps), perf. 13.3 × 13.3, 17 × 14 teeth. **Booklets and all other coils**: size 24 × 20 mm, simulated perforations (two straight edges on coils & high values), teeth alternate (so that teeth on adjacent stamps intermesh).

**Abbreviations for Table 1:**

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



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# Regional group rant

*Dave Bartlet*

## Overview

THE signs of Spring are upon us, and all the shows and exhibitions that come along with it will be well upon us when you read this Rant. Fall and winter are a thing of the past, and now you can all prepare for BNAPEX in Dartmouth in less than six months. Meetings have been held, presentations made, exhibits prepared over this period, along with your discussions of philatelic matters. Hopefully you have added new members to your groups so you can spread the work of the Society. I can be contacted by email at any time at [regionalgroups@bnaps.org](mailto:regionalgroups@bnaps.org). Please send all your meeting notices and reports to me there, and we will post them on the website and on the Facebook pages. Upcoming meetings already scheduled in the spring include Atlantic, Calgary, Edmonton, Golden Horseshoe, Prairie Beavers, St Lawrence Seaway, and Lower Canada. (editor's note: Some of those meetings may be, or have been, cancelled because of the COVID-19 pandemic.)

Reports below are from nearly every corner of the Regional Group domain. Please view the Regional Groups webpages to see when things are happening in the various groups and what transpires at those meetings.

## Around the Region Reports

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

### Atlantic

After a meeting in December, there was a luncheon meeting on 24 January attended by eleven people. Some interesting items were shown, but most of the discussion was on upcoming shows, with the emphasis being the upcoming BNAPS show in Halifax. There was discussion on the planning of the show and what was to take place and when.

The Halifax/Dartmouth area will be the host location for BNAPEX 2020, the annual Convention, Exhibition, and Bourse of the British North America Philatelic Society, and representatives at our meeting reiterated the outline of the planning process to date. The convention will be at the Hilton DoubleTree in Dartmouth over the Labour Day weekend, with up to one hundred and sixty frames of exhibits.

### Calgary

The last quarter has seen three meetings held by the Calgary Regional Group. On 8 January, Dave Bartlet made a presentation on the Alcock and Brown flight at a joint meeting of the Calgary Regional Group and the Calgary Philatelic Society. The next meeting rolled along on 12 February with a dozen members in attendance. The business part of the meeting included a discussion of a joint Alberta meeting in Red Deer of all the clubs, with the regional group committing to make three presentations. Also discussed was BNAPEX 2022; Dave Freeman agreed to be co-chair of the convention along with Murray Bialek. Jon Johnson spoke next, making a presentation on Canadian Forces Airmail carried by "Mailcan" WWII RCAF No 168

(Heavy Transport) Squadron. As is normal, the group had a show-and-tell after the presentation and spent an hour viewing a variety of interesting items brought by the members.

The inaugural meeting of the BNAPEX 2022 organizing committee was held on 29 February with twelve members in attendance. Various organizing positions were allocated, allowing certain functions to continue in preparation for the convention.

## Dixie Beavers

The next Dixie Beavers Regional meeting was planned at the Southeastern Regional Stamp Show in Atlanta on the last weekend in January. Unfortunately, John Burnett, who organized the meeting, was too ill to conduct the meeting, and it was consequently cancelled. We hope John will recover soon and be able to conduct the meeting in Atlanta in late July. Get well soon, John.

Anyone in the area or beyond is welcome to attend this meeting.

## Edmonton

The group met in January, but not in February, as a significant number planned to be away. We struggle to maintain attendance, but there are usually at least four of us there. Jim Watt, of Hamilton, almost always attends, and is a catalyst within the group, often showing his Cents material and his latest findings.

The group meets monthly, with members bringing their own material for show and tell, for information, and general discussion. Any visiting BNAPSer is welcome to attend.

## Golden Horseshoe

The Golden Horseshoe Regional Group met on 26 January. Due to the renovations of the Brewers Blackbird Kitchen & Brewery, our regular meeting place, this is the first time we have gathered since last September. Thirty-one BNAPSers and a guest were in attendance on this rainy but mild Sunday, including Dave the VP, Regional Groups. We had such a good crowd because the restaurant has now reopened on Sunday. As usual, the day started with conversation and the browsing some dealers stock. As with previous meetings, the Blackbird provided a special lunch menu for those to partake in.

After lunch, the more formal portion of the gathering gets underway with announcements. Former member Ken Kershaw passed away on 30 December. It was through Ken that Jim Watt managed to secure the Rousseau House Restaurant for our meetings and thereby revive the Golden Horseshoe Regional Group. Mike Street was also very much involved. A condolence card was sent around to be signed by the members present.

This was Mike Street's last meeting with us as he is moving to Ottawa. Mike was really the glue that held this group together for the past fifteen years and he will be missed. The



**Figure 1.** Mike Street, who will be missed by the Golden Horseshoe Group after he moves to Ottawa.

group was always encouraged to be active and enjoy one another's company. Mike worked on many conventions and tried to involve group members on those that were close to home. A token of appreciation was presented, and we wish Mike and his wife Carol all the best as they enjoy a new life in Ottawa.

The speaker for the afternoon was Peter McCarthy, and the topic was Mountain Sheep, the 15¢ denomination from the 1972–1977 definitive issue. The varieties were shown, along with examples of their use. Thanks to Simon Claughton for providing the electronics, and making our PowerPoint presentations possible.

Upcoming meetings are on Sunday, 22 March (subsequently postponed) and planned to be on Sunday, 24 May. The March meeting introduces Nick Poppenk, taking over from Mike, and the speaker will be Doug Irwin. Doug's subject will be "The Early Canadian Bank Note Printings of the Canadian Centennial Issue: The Stamps and their Errors and Varieties."

## **Lower Canada**

The Lower Canada/Bas Canada Regional Group will hold its next meeting on Sunday, 22 March, the weekend of the Lakeshore Stamp club show (a show subsequently cancelled).

## **Manitoba NorthWestern Ontario**

The group held a meeting in Winnipeg on 1 February from 1pm to 4pm. There were five group members in attendance, and I made a visit to the group. The first part of the meeting was an introduction of people around the table, followed by a discussion of BNAPEX 2021 preparations which were moving ahead nicely. The last ninety minutes were spent with members doing show-and-tell on a variety of interesting stamps and covers.

It is with much regret that we announce that long-time BNAPS member and Chairman of this group Don Fraser passed away on the night of 2 March from lung cancer, after being in hospital since shortly after the 1 February meeting. Our condolences go to his family.

## **Midwest**

The Midwest Regional Group hopes to host another meeting in Hartford, CT in August during the American Stamp Show. Please consider attending and bring material to share.

## **Pacific Northwest**

The Pacific Northwest Regional Group normally just holds an evening and full day meeting each year in September. Their next meeting is scheduled to be held in Vernon BC from 25-27 September 2020. There might even be some Okanagan wine to partake of at a winery. This event is open to all BNAPS members and a registration form will be added to the Pacific Northwest regional group webpage when available.

## **Prairie Beavers**

The Prairie Beavers will hold their spring meeting on Saturday, 28 March in College Station, TX, at the St. Mary's Catholic Center. If you are in the area, please come by.

## **St. Lawrence Seaway**

The St. Lawrence Seaway Regional Group had planned to meet next on 2 May 2020 at the now-cancelled ORAPEX show.

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# Study group centreline

Peter McCarthy

**C**ENTRELINE presents brief summaries of the specialized research done by BNAPS members as published in the newsletters of its many Study Groups. This column reviews those received between 15 December 2019 and 15 March 2020.

## British Columbia

Andrew Scott begins the March issue of the *British Columbia Postal History Newsletter* with the usual favourite cover. This one illustrates the life of a Methodist minister at the First Nation community of Kitimat Mission, where he was also the postmaster from 1913 to 1916. A very nice tribute was paid to Jack Wallace, who recently passed away. Tracy Cooper submitted a number of articles: The first is about new insights into the Lytton post office, thefts, arrests, and the detailed monthly audits made by the postal authorities. Then he writes about HH Stevens, who emigrated to Canada from Bristol, England, in 1887 and joined the American army in 1899 to fight in the Philippines. A cover accompanies the story, addressed to Stevens who had become a Quartermaster. He died in 1973, and Tracy doubts he ever saw the undelivered cover. From Ed Kroft comes a story of a Jewish settlement in Prince Rupert, accompanied by a cover from Jerusalem with an EFF (Egyptian Expeditionary Force) stamp. It is noted as being the only reported commercial civilian cover mailed to Canada in 1918 from the Holy Land bearing one of the first four Palestine stamps and reflecting proper franking. It is a very interesting five-page article. Two of the military boys, Mike Street and Jon Johnson, have sent a reproduction of an RCAF cover addressed to Sea Island and wanted to know if the handstamps on the front of the cover were applied at a civilian or military post office. So Andrew told the story of the airman, the airport, and some of the postmarks. Andrew Scott went down Memory Lane with illustrations of three White Spot restaurant covers. Closing the newsletter are images and explanations of two covers with postage due because of void postage.

## Confederation

On the February issue cover page, Vic Willson, the editor of *Confederation*, the newsletter of the Large and Small Queen Study Group, illustrates a 15¢ Large Queen, with questions about slip prints from Earl Noss that are answered by Glen Archer. Also illustrated is the neck flaw on the 2¢ Small Queen, and the scratch in the right numeral of the 6¢ Small Queen on cover. Paul Varty has a cover franked with a pair of copper-red 3¢ Small Queens addressed to the US, dated 25 January 1870. He wanted to know the earliest-known, non-domestic use. Jim McCormick shares observations of the perforations, papers, and inks for Canadian revenue stamps in the Large and Small Queen era. It's an interesting three-page article. Glen Archer sent in scans of the 1868 *Postal Guide* for international rates. Better ones are coming. Ted Nixon sent in a notice of the attachment of the Small Queen printing orders to those received from the British American Bank Note Company. The finishing touch to the newsletter is a query from Vic Willson about a 6¢ rate to the Bahamas on a cover dated 17 February 1871.

## Elizabeth II

In the January-February issue of *Corgi Times*, the newsletter of the Elizabethan II Study Group edited by Robin Harris, Robin explains all about the increase in postal rates. The domestic rate

rose from 90¢ to 92¢ if you buy a booklet of five permanent stamps; but if you buy a single stamp it will cost \$1.07 plus 5¢ HST, for a total of \$1.12. There being no more pennies in Canada, the stamp will therefore cost \$1.10, the same as before the rate increase. Read on. Jean Wang took the time to measure differences between the stamps in the rolls of five thousand and those of one hundred. There is quite a difference in the width and height of “Canada.” Member pricing of Elizabethan II-related publications published by BNAPS was successful in the past, so Robin has listed four titles with their list prices and the ESG prices. Next, take note of the tagging elements of the Far and Wide definitives for 2020, also the hidden text in the same series. Take note of the new postal meter rates for 2020. The 13 January postage increase resulted in the Kiosk stamps having the denominations increased. Ingo Nessel sent in some illustrations of postal rates from the 1960s. What a challenge to find nice covers like those shown. Do you have a sheet of Expo '70 stamps? This is the fiftieth anniversary, and Robin shows the *se-tenant* combinations. Note also the die-cutting differences in the Year of the Pig stamps. Robin also writes of the 2019 Christmas die-cutting varieties. Anonymous took a trip to the Canada Post kiosk location and wrote quite an interesting story of his adventure. And that is the end of another great newsletter.

## Fancy Cancels

Dave Lacelle is the editor of the *BNAPS Fancy Cancel & Miscellaneous Markings Newsletter*. In this, the February issue, Dave starts with the revisions to previous newsletters. There is discussion about the PR cancel and an 1889 cover to which it was applied. Ron Smith sent in two copies of what is proposed to be the genuine British flag on shield, alongside a fake copy. Dave would like members to show the Lunenburg Oval. Norbert Hobrath sent in a nice crown cancel that was first thought to be a fake. Bill Wegman sent in several covers and pieces with descriptions as part two, and Ron Smith sent in a multitude of material with various fancy cancels. There will be more to come. Mike Street submitted foreign cancels on Canadian material. Guy Jeffrey, Mike Halhed, and D Ross sent in various lovely cancels. All of these are illustrated and identified. Gary Steele sent in a nice Hansford, NS crown wax seal, while Joe Smith set a scan of a St Lawrence Street, Montreal, fancy cancel and Luc Frève shows a cover with three cancels used in Hull, Quebec. The cancel on the map stamp sent in by Vince Chermishnok appears to be more of a Toronto cancel than a RPO cancel and, of course, there is at least a fake, bogus, or spurious item—this time one from eBay to round out the newsletter.

## Military Mail

This being the January newsletter, it is quite appropriate for Dean Mario to include a 1930 Christmas and 1931 New Year military greeting card on the front page of the *Canadian Military Mail Study Group* newsletter. Bill Pekonen sent in a nicely illustrated story titled “The Seeds For A Story: An Engineer In Italy.” This is a story of Sapper Green writing to his mother, Ida Peever, with the postmarks on the correspondence being part of the story. A few questions are raised that the study group may be able to answer. Hal Kellett sent in the story of Willard Borden, who enlisted in the Royal Canadian Field Artillery and also played hockey for the Antigonish Hockey Club. Copies of two letters are included that the Antigonish Hockey Club and the citizen’s committee of the town sent when they learned Willard was off to the Boer War in South Africa. Happily, he made it back. The article is a good read. The final item of the newsletter, presumably written by Dean Mario, is entitled “Canadian Armament Research and Development Establishment, Valcartier, Quebec.” This is the story of the National

Research Council and later the Canadian Research and Development Establishment. Closing is a Happy New Year from Mike and Dean.

Beginning the March newsletter, Dean features a story by Jennifer Denman on Field Service Post Cards. The cards were meant to save time and space—time in that they didn't need to go through a censor—and space because it was a single card. Contrary to instructions, this one has Merry Christmas and Happy New Year added to it. Jon Johnson writes about and illustrates WWII YMCA logos. An airmail cover re-addressed to Ferry Command, Harwell, dated 1942, prompted Hal Kellett to write a story on the history of the airfield during the war. John Watson sent a scan of a cover bearing an oval backstamp reading Post Office 1 Canadian Base Park RCE. He isn't sure if it is an orderly room marking or an actual post office. Mike Street found a Great War cover on eBay, and Wayne Schnarr did the research on it to discover that the sender of the letter survived. He was married in 1916 and discharged in Halifax in 1919. A happy ending. There's a memoriam to Major Richard (Dick) K Malott who passed away on 30 January of this year. He will be greatly missed.

## Newfoundland

In the January–March issue of *The Newfoundland Newsletter*, Malcolm Back, the editor, pays tribute to Henry Holton Conlan, a long-time member who passed away in March 2019. David Piercy shows his exhibit of Newfoundland cancels, a continuation from the previous newsletter, and we will see more in the next issue. Anthony Thompson wrote an interesting article about the imperforate pair of the uncommon type of the codfish stamp. Anthony is working on identifying the purpose of the Guidelines. Three people, Garfield Portch, John Walsh, and Richard Judge raised the question, "Does a Prussian Blue Shade Variety Exist For the 15¢ Newfoundland 1919 Trail of the Cariboo Issue?" It is a good question, with a four-page study that you really need to read. And so, John Walsh went fishing, so to speak, and shows what he found on the "Salmon above the falls" stamp. One whitish and another all black. A case of excess ink? Your opinion is solicited. Andrew Hussey has supplied the missing link concerning the A&SL overprint that appears on the 2¢ red Pictorial Issue stamp depicting South West Arm, Trinity, that was issued on 9 July 1923, considered the forerunner to the Newfoundland perforated insignia AYRE. One of each is shown, and Andrew provides a stamp with both, proving both the overprint and the perfins were applied by Ayre & Son Limited. Robert Coulson sent in a re-entry on plate proof SC72P. Read the letter to the editor and the reply. The search is on for someone to do an index of the Newfoundland newsletters. The newsletter ends with a note from Carl Munden, who has agreed to make the Post Offices of Pre-Confederation Newfoundland available on the BNAPS website.

## Pence-Cents

In the December 2019 issue of the *Pence-Cents Era* newsletter, Jim Jung draws attention to a Ron Leith cover that appeared in a previous issue. Charles Verge has admitted that, if Ron's cover is submitted, the Greene Foundation Expert Committee will take a good look at it. Vic Willson talks about a transatlantic cover with a 17¢, 10¢, 5¢, and a 1¢ franking to Norway via London as a significant new decimal cover. Ron Majors brings us Part II of the use of decimal stamps and postal stationery in the post decimal era and beyond. This is the cross-border and overseas destinations. This is thirteen pages of covers and explanations of destinations and rates. This exhibit is absolutely stunning. If you ever get the opportunity to view it, take full advantage and spend time with it. Michael Smith comes in with part two of Canada's 5¢ beaver proofs—seven pages of enlarged illustrations. Absolutely great reference material. On the

cover page of the February issue of the *Pence –Cents Era* newsletter, Jim has elected to go with Michael Halhed's half penny major re-entry from Thorold, of which there is only one known. It was a nice gesture of Jim's to post Ken Kershaw's obituary. Vic Willson purchased a pence wrapper that he believes is a possible 1d newspaper rate of 1858. Vic explains how people slipped illegal letters in the wrappers, but goes on to write about the more significant portion of sending a paper. Michael Smith illustrates the two states of the 10d Jacques Cartier, the scratch in the forehead and the comparison with that in the yellow-orange plate proof. Michael Smith continues the newsletter with Part Three of Canada's 5¢ Beaver proofs. That's eleven pages of illustrations showing re-entries, guide dots, and positions, ending the newsletter.

## Postal Stationery



**Figure 1.** Postal stationery 2¢ envelope Webb's EN22a, showing the capital "C" surcharge (larger "C" for "¢").  
(From Pierre Gauthier.)

happens the moment a new catalogue comes out. George Dresser shows and explains a lovely registered post band to Chile. For those interested in Santa letters and cards, reports of those bearing codes EF1, EF2, and EF3 are known, and Erhard Nachtigall reported envelopes with IE and IF. They certainly are colourful. Pierre Gauthier has taken on a project based on Bill Walton's suggestion about the 2¢ overprint surcharge on the 1898 3¢ imprinted stamp. Take note of Robert Lemire's PFC Corner and the new varieties and Earle Covert's article on Purdy's Chocolates fantasy post cards. Posted are illustrations of Canada Post Christmas cards, and Pierre Gauthier illustrates and writes an article on election envelopes used in Newfoundland's first federal election. The last item of the newsletter is the postage prepaid cards issued by Canada Post on January from the Far and Wide series, and the two from the Year of the Rat, issued 17 January.

## Revenues

Chris Ryan, the editor of the *Canadian Revenue Newsletter*, sent in the following updates. (1) The post-31 March 2020 destruction of stamps supplied under the old contract has been cancelled. Manufacturers can now "continue to apply the old excise stamp to manufactured products until their inventory has been depleted." (2) The stamp printer (CBN) can now "continue to sell the old excise stamp until their inventory is depleted," but at the reduced price provided by the new contract of 1 October 2019. (3) The stamps for Cannabis were being put up in rolls prior to the new contract of October 2019. The earliest date I have found for the existence of these rolls is March 2019. I have no information about tobacco stamps in rolls. (4) The Cannabis stamp in the rolls is NOT self-adhesive. It is the regular stamp, held on the backing-

Robert Lemire, Interim editor of *Postal Stationery Notes*, doesn't realize it yet, but he is editor for life and does a good job. In the February issue, there is a great review by Ed Heir of the new edition of *Webb's Postal Stationery Catalogue*. Bill Walton and Earle Covert, the editors, worked very hard at putting it together with help from many others.

Michel Ledoux sent in a scan of a previously unreported Certified Xpresspost envelope. That's what

paper by a piece of two-sided tape. The tape is grey with rounded corners, and is slightly smaller than the stamp itself. (5) The revised Excise Duty Notice continues to state that the 200-cigarette, 150-, 250-, and 400-gram stamps were discontinued as of 1 October 2019. PS: The test stamp available since 1 May 2019 for the new design is neither Cannabis- nor Tobacco-specific, but simply inscribed "SAMPLE." This test stamp was released in rolls.

## Squared Circles

Gary Arnold is the editor of *The Roundup Annex*, the newsletter of the Squared Circle Study Group. In the January issue, Brian Copeland submitted an illustrated article on the two states of the Kaslo, BC squared circle, showing state one with sharp corners and state two, which he believes has been altered, with rounded corners. Some of this article is based on articles by Jack Gordon in previous newsletters. Reports of dates of usage are mentioned, but Brian also asks for members to submit scans of strikes they may have of state two. David Robinson sent in some thoughts on the damaged MR in the indicia of the Winnipeg squared circle hammer III. Your input is also requested. A couple of updates are mentioned, and a faint strike of the scarce Lambton Mills ON strike on cover, of which only two are known, is shown, ending the newsletter. Under separate cover, Gary has mailed out Rick Friesen's forty-page document of all the squared circle strikes on the Map Stamp. This is quite an undertaking.

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## BNAPEX 2020 IN NOVA SCOTIA: PLAN TO ATTEND!

## From the Treasurer—Report date: 01 March 2020

*J Claude Michaud*

### Members whose dues are still outstanding as of 01 March 2020

R-5072 Francois Alarie	R-6522 Alexander Globe	R-6779 Peter Orlick
R-4144 Ronald Battersby	R-5648 Dr James B Golden	R-6763 David Ross
R-5244 Brian Cameron	R-7008 Michel Guilbault	R-5031 John Roger Rossiter
R-6391 Douglas S Cayer	R-6406 Tony Hine	R-6198 Ben J Rostron
R-4026 Dr Amoz I Chernoff	R-5290 James E Kloetzel	R-5163 Norman C Seastedt
R-6187 Vince Colwell	R-7047 Mike LaLonde	R-6929 Gary Smith
R-7063 Heather Combaluzier	R-6895 Peter Leffler	R-6976 Michael Smith
R-6020 NF Lee Dowsley	R-4492 Ronald D Leith	R-7036 Nell Spicer
R-6116 Dr Raymond J Dubeau	R-7028 Don Macdonald	R-6652 Michael Stewart
R-4606 Patrick Durbano	R-6465 Allan Maki	R-6389 Rob Taylor
R-6223 Ed Dykstra	R-6934 Robert W Martin	R-7037 Robert Thomas
R-7057 Eric Eden	R-5889 Richard J McIntosh	R-5327 Thomas J Watkins
R-7030 Cameron Fleming	R-6449 William McNaught	R-6962 Peter Wiegand
R-6854 Ken Forrester	R-5571 Claude R Melancon	R-4863 Gerald F Wiley
R-6603 Alain Gauthier	R-4493 Peter G Moisan	R-6255 Firmin Wyndels
R-6177 Robert Gibeault	R-6890 Dawn Nickerson	R-6950 Michael Yestrumsky
	R-6711 Gary C Norris	

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# BNAPS exchange circuit news

*Andy Ellwood OTB*

**I**N the past year, members have continued to offer material which they no longer want to other BNAPS members. Most of the older material has been in the Circuit for over five years, and it has now been retired, while over four hundred sheets of new material have been received and posted to the website.

Participation of members has declined in comparison to previous years. Much of the new material is from less popular areas and may not be readily available from commercial dealers. It may be of interest to many members who are looking for unusual items and back-of-the-book material. I anticipate that interest in these philatelic areas will continue to increase.

More common, lower-value items are plentiful and are well-priced, frequently at less than twenty percent of catalogue. I often wonder how long it will be before the millions of stamps now being produced by all countries will cease to be collected at all, especially by specialist philatelists who are just not turned on by most of the subjects being displayed.

There have been over three hundred new sheets of items received—Queen Victoria, Admirals, King Edward, King George V and VI, and early Queen Elizabeth, as well as a wide variety of speciality areas. It is expected that we will see more back-of-the-book material in the coming months, such as airmail, revenues, and pre-cancels. Interest in first day and speciality covers seems to be declining; few new ones have been received. Of course, there is always room for those more expensive items, especially if they are offered at less-than-commercial prices.

Also, there isn't the additional twenty percent handling cost that dealers add to auction prices, let alone their built-in profits (plus the thirteen percent government tax). These additional costs can add fifty percent and more to the selling value. Furthermore, members who have unusual items can offer them without fear of letting them go for the low prices which can often result at open auctions due to the bidders involved.

So, have a look—in your own time. You are able to examine the stamps at home at your leisure. See what you can find that interests you and see what is being offered that is no longer wanted by your fellow collectors, but that you are seeking. Every collector loses interest in areas that were important to him, but might be of interest to someone else.

<b>Opening Balance</b>		<b>\$74,653.70</b>
Sales	\$ 902.95	
New Material	\$16,211.62	
<b>Closing Balance</b>		<b>\$89,962.37</b>
BNAPS Commission	\$ 90.30	

## Classified advertisements

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

## FOR SALE

**WALSH 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.nfldstamps.com](http://www.nfldstamps.com).

**Collecting days reaching endpoint.** 60+ years collecting allows me to offer material reasonably to members. Initially, I have postal stationery, including postcards, envelopes (small and large size), FDC's, mint plate blocks #268 to #1014 including some scarce plate numbers, all values, unexploded booklets, and some recent (1950 to 2000) mint stamps. Bob Warlick, 702-243-7139, <freeentco@cox.net> (mem# L-1953).

## WANTED

**SANTA LETTERS** or envelopes with HOH OH0 return address. Any era. Buy or trade. Tony Shaman, 66 Sweetbriar Dr., Kitchener, ON N2M 4S6, 519-745-2973; e-mail: <tshaman@rogers.com>.

**WWI RNWMP** covers/cards/ephemera (Cavalry Draft/"B" Squadron, Siberia). Priced scans/photocopies. Mario, Box 342, Station Main, Saskatoon, SK S7K 3L3, e-mail: <northcote1885@yahoo.ca>.

## 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.



# ORAPEX 2020

## Ottawa's National Stamp Exhibition

59<sup>th</sup> Annual Exhibition and Bourse

*Theme: "Topicals, Thematics and Illust...*

Exhibit applications for ~

*Show cancelled because of the COVID-19 pandemic.*

*The committee already is starting to discuss plans for a great show in 2021*

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