

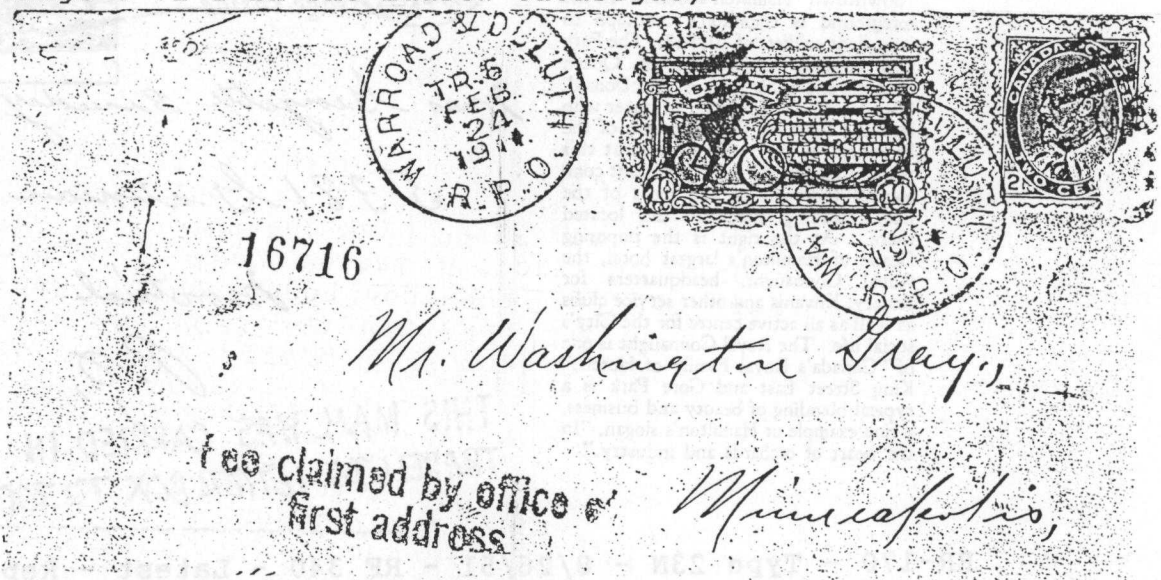
W.G. Robinson  
5830 Cartier St.  
Vancouver, B.C.  
V6M 3A7

THE R.P.O. NEWSLETTER

OF THE CANADIAN R.P.O. STUDY GROUP ( B.N.A.P.S. )

Volume 22 - No.7                      Whole No.113                      September, 1994

NEW LISTING - O-427 - WARROAD & DULUTH / R.P.O. ( US Railway Mail Service Duplex) - Frank Waite has sent this lovely example of mixed U.S. and Canadian franking on a special delivery cover posted on this run. What makes this item particularly interesting, is the use of a U.S. marking on a Canadian Railway in the United States. This line was built by the Canadian Northern Railway in about 1908. The Canadian end was served by the Fort Frances & Winnipeg R.P.O. ( See listings O-71-2 in the Ludlow Catalogue).



O-427 - WARROAD & DULUTH / R.P.O.

Type 17H (US RMS Duplex), Train 6, 2/23/11, RF 500, Reporter 146

Schedules show Train 6 ( sometimes opersting as No. 2-6) leaving Winnipeg at 9:15 AM, arriving in Fort Frances at 2:55 PM, leaving again at 3:15 PM, and arriving in Duluth at 8:45 PM.

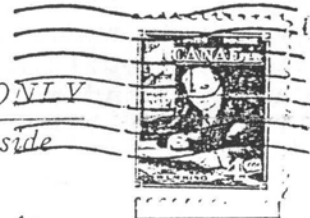
The line was located in Manitoba between Winnipeg and Sprague, then crossed into Minnesota just north of Warroad, crossing into Ontario at Beaudette/Rainy River, back into Minnesota at Fort Frances/International Falls. This was a truly cross-border run.

A TYPOGRAPHICAL ERROR - The sharp eyes of Gerry Carr have noted an error in the excellent article on Registered Railway Post Office Postmarks by Horace Harrison in BNA TOPICS, April-June, 1994. Please see RG-33 on Page 41. The heading should read "St.Clair Branch of the Canada Southern Railway". See also Page 140 of the Canadian Railway Postal History Anthology. Thanks for catching this, Gerry. By the way, Gerry was unable to attend BNAPEX '94 at Burlington because of the 5th Reunion and 50th Anniversary of his World War II Signal Battalion Association. He sent his regrets.

NEW LATE DATE - RR-170 - THIS MAIL WAS CARRIED IN / TRAVELLING LETTER BOX TO TORONTO - Peter McCarthy has reported this example dated August 26, 1951. It appears to have been placed in a travelling box on a train in Hamilton, Ontario, carried to Toronto, and placed in the regular mail stream there. From Toronto to Montreal it appears to have travelled in a regular bag.

KING STREET EAST AND GORE PARK.  
HAMILTON

Gore Park, King Street East, is one of the many attractive beauty spots in which "downtown" Hamilton abounds. In the foreground is Hamilton's cenotaph to its gallant soldiers of 1914-18. The Park also contains monuments of Queen Victoria and of Sir John A. MacDonald, Canada's first great Prime Minister who led the fight for Confederation of the Provinces in 1867. King Street at this point is Hamilton's most important commercial thoroughfare and most of the City's leading merchants are located there. At the right is the imposing facade of Hamilton's largest hotel, the Royal Connaught, headquarters for Rotary, Kiwanis and other service clubs as well as an active centre for the City's social life. The Royal Connaught is one of "Canada's Royal Family of Hotels." King Street East and Gore Park is a typical blending of beauty and business, a fine example of Hamilton's slogan, "In the heart of orchards and industry."



*Miss Georgette Brandy*

*5381 Gatinneau*

*Montreal*

*P.O.*

THIS MAIL WAS CARRIED IN  
TRAVELLING LETTER BOX TO TORONTO

RR-170 - Type 23N - 8/26/51 - RF 340 - Latest - Reporter 270

JUST A FEW LINES - The Story of Canada's First Railway - The Champlain & St. Lawrence Railroad - by Lionel F. Gillam, FCPS.

Several months ago our Honorary Member, Lionel Gillam, sent a copy of his new book to each member of the Study Group. I hope you have all acknowledged this public spirited action, and sent him the cost of the book - \$ 21.00 Cdn. \$ 16.00 US, or 10 pounds 50 pence sterling. If not, will you please attend to this as soon as possible so Lionel will not have to carry a large deficit for long.

Many thanks for your courtesy, Lionel. It is appreciated.

HAMMER STUDY FOR O-165 - LONDON & WINDSOR R.P.O. - See page 2 of Issue 111. Jim Lehr writes that he has sent Ross Gray his information - Hammer 1 - W/OC 26/03, Hammer 2 - W/DE 21/10. Jim questions the date in the article for Hammer 2 - and he is quite correct. The date of 5/15/15 which I reported should be for the LATEST date. The earliest is presently 7/28/11 by Ross Gray.

COMBINATION TRAIN AND DIRECTION NUMBERS - Jim Lehr also writes - "This is getting pretty close to pure trivia but, how do we know if the differences are meaningful? It's sort of like the wandering apostrophes in W'P'G. - of interest to the specialist only."..../3

WATERLOO, ONTARIO - C.N.R. STATION - Dr. Sandy Campbell sends this clipping from the Kitchener-Waterloo "Record" of March 31, 1994.

**By Carol Goodwin**  
Record Staff

Waterloo's old CNR station has for years sat empty on Regina Street, but it is about to get a new lease on life, a city official says.

Canada Trust is negotiating with the city for use of the building, Doug McKenzie, the city's director of economic development, said Wednesday.

Waterloo council recently decided to spend \$350,000 upgrading the exterior of the building and installing basic electrical and mechanical services. The project will be paid for with federal-provincial job-creation grants.

Chief administrative officer Bob Byron said it's likely council will be asked soon to approve a lease agreement because the city doesn't want to start exterior work until there is a tenant who will agree to fix up the interior. There's been

some speculation that the building could be used for a restaurant, Byron said.

Mayor Brian Turnbull said he understood the city would complete the exterior improvements, then seek bids from prospective tenants.

Canada Trust officials were not available to comment Wednesday.

The train station was opened in 1910 by the Grand Trunk Railway, which was absorbed by CNR in 1917. It was closed in 1949.

Now in disrepair, it is sometimes used by the city for storage space.

The city is under pressure to begin its job-creation projects quickly to meet the grant requirements.

Waterloo's \$8-million allocation, of which each level of government pays a third, has to be 35-per-cent spent by March 1995, the balance by March 1996.

Waterloo has hired the firm Totten, Simis, Hubicki associates to handle the

station project and its instructions were "to focus on bringing the building to a condition where it can be readily leased."

Although the building does not have a heritage designation, its architectural and historical significance will be recognized in its restoration, the consultant's report says.

"We understand this project is not to be considered as a historical restoration, but we also recognize that the building has heritage significance and will require careful architectural conservation skills."

Meanwhile, a senior's group is a little put out by the impending work.

Dee Bartkiw of the Old Salts Seniors Canoe Club said the city has been allowing the group to store its nine canoes, trailer and life preservers in the old station. But the club's been told the equipment has to be out by the end of April.

## Allgemeiner Fahrplan.

### Eisenbahnen.

#### Grand Trunk Bahn.

Die Züge verlassen Berlin wie folgt:

Nach Osten,	2 Uhr 25 Minuten Morgens.		
"	7 " 20 "	"	"
"	10 " 23 "	"	"
"	1 " 10 "	"	Nachmittags.
"	6 " 35 "	"	Abends.
Nach Westen,	2 " 25 "	"	Morgens.
"	10 " 23 "	"	"
"	2 " 30 "	"	Nachmittags.
"	6 " 35 "	"	Abends.
Nach Galt,	9 " 00 "	"	"

#### Great Western Zweigbahn.

Die Züge verlassen Preston wie folgt:

Nach Osten,	7 Uhr 10 Minuten Morgens.		
"	9 " 15 "	"	"
"	3 " 17 "	"	Nachmittags.
"	4 " 05 "	"	"
Nach Westen,	10 " 10 "	"	Vormittags.
"	11 " 00 "	"	"
"	1 " 38 "	"	Nachmittags.
"	7 " 35 "	"	Abends.

#### Wellington, Grey und Bruce Bahn.

Die Züge verlassen Guelph wie folgt:

Nach Norden,	12 Uhr 00 Minuten Mittags.		
"	12 " 15 "	"	Nachmittags.
"	5 " 40 "	"	"
"	8 " 35 "	"	Abends.
Nach Süden,	6 " 35 "	"	Morgens.
"	8 " 50 "	"	"
"	2 " 40 "	"	Nachmittags.
"	3 " 15 "	"	"

Dr. Campbell also sent this German-language timetable from the "Berliner Journal" of February 4, 1875.

It reminds us of the German roots of this area, and the cultural diversity of Canada - even more than a century ago. Thanks Sandy.



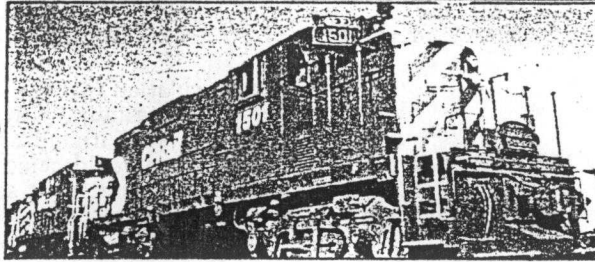
# The Financial Post

Paid circulation 100,949

Wednesday, November 18, 1992

50

## Big battle brews over plan to scrap Maritimes routes



# CP Rail bids to axe major lines

By Deborah Jones

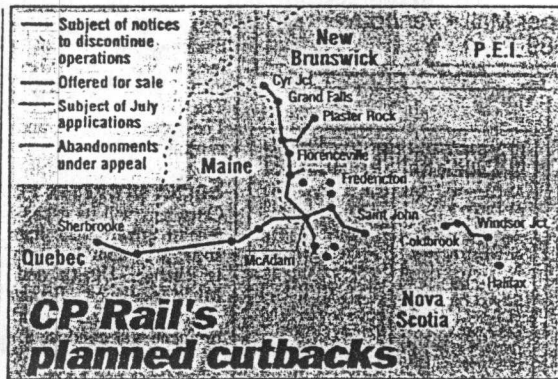
For The Financial Post

HALIFAX — CP Rail System's intention to abandon its lines east of Sherbrooke, Que., provoked a storm of protest yesterday from municipalities, community groups, businesses and provincial governments in the Maritimes.

"We'll be fighting this one tooth and nail," promised Elsie Wayne, mayor of Saint John, N.B., citing the impact on economic development and the loss of Via Rail passenger service to parts of New Brunswick.

"The government has brought in free trade," noted Wayne. "We can see increased trade opportunities for this area, but transportation holds the key to that economic success."

Blaming its decision on a \$52-million loss over the past three years in its Maritimes operations, CP Rail System filed notices of intent yesterday with the National Transportation Agency that it wants to abandon all operations east of Sherbrooke, Que., a region where it



has operated for more than a century. The federal regulatory agency now has 90 days to decide if it will allow CP's application.

CP also has begun the regulatory process in the U.S. to abandon 324 kilometres of railway in Maine.

In Canada, 320 jobs and 358 kilometres of rail line are affected. All but 12 kilometres are in New Brunswick, where the lines are operated by CP subsidiary

Canadian Atlantic Railway, set up in 1988 to market the regional system.

There are no railways left in Newfoundland and Prince Edward Island.

Ken Krauter, chief executive of the Saint John Port Corp., said he would work with shippers and the city of Saint John to oppose the decision. "It puts several hundred thousand tonnes of cargo at risk," he said in an interview.

McCain Foods Ltd. in Florenceville, N.B., has already taken CP Rail to Federal Court for its abandonment of branch line leading to its plants in the St John River Valley.

The Atlantic Province Transportation Commission said it has written federal Transportation Minister Jean Corbe to ask him to place the proposed lines outside the normal abandonment procedures of the NTA until the central rail network committee, which is studying rail lines in Canada as a whole has finished its work.

But CP official Pat Pender said the regional subsidiary has failed to make the line viable. "Despite the best efforts of employees, customers and government officials, there is no substantial new traffic to be secured and no real revenue gain to be made," Pender said. "Our revenue is shrinking faster than our ability to cut costs and our outlook is for continuing losses for CAR in the Maritimes."

### Rail service withdrawal

CP Rail System said yesterday it has filed applications with the National Transportation Agency for permission to withdraw freight service on portions of its line between Smiths Falls, Ont., and Mattawa, Ont. The company said the filing follows the announcement in early June of the signing of the CNCP Ottawa Valley Partnership agreement between CN North America and CP Rail System, providing for a single railway route for their competing freight services between western Quebec and North Bay, Ont.

Wednesday, July 28, 1993

### CN sale to RailTex OK'd

In an important ruling for CN North America, the National Transportation Agency approved CN's proposed sale of 400-kilometres of track in Nova Scotia to a subsidiary of RailTex Inc. of San Antonio, Texas. The sale, expected to close by early fall, will net CN \$20 million. The line runs between

Truro and Sydney. The NTA also said CN has promised the government of Nova Scotia that if the RailTex subsidiary were to cease operations, "CN would ensure the continuation of rail service on the Truro-Sydney line." A CN spokesman said CN would find another operator for the line in such a situation but would not repurchase the track and associated assets.

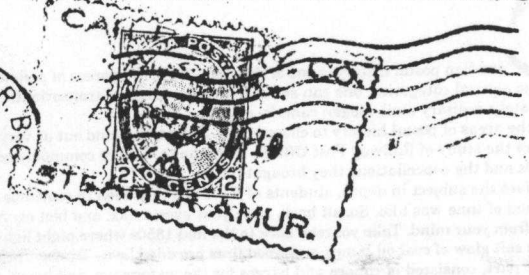
FROM SEA TO SEA

Recalling the Post Office -5-

A NEW STEAMER LISTING - Bill Topping recently reported this new Purser marking, which has been given the number S-126B.

RECEIVED  
MAY 4 1910

VANCOUVER B.C.  
APR 28  
4-PM



*The W.A. Winter Co  
Winter Building  
Washington  
D.C.*

*File No 43903*

S-126B - CAN.PAC.RLY.CO./ PURSER / STEAMER AMUR - Type 1L  
4/23/10 - RF 500\* - Reporter 97.

*Miss Flossie Russell  
Goose Bay.  
B.C.*



S-6 - PRINCE RUPERT - Q.C.ISLDS R.P.O./ STR."PRINCE ALBERT" - Bill also reported a new early date 6/6/12 for this RF 500\* run. The latest report is 3/10/14 by Ken Ellison.

.... /6

# FROM SEA TO SEA

## Recalling the heydays of the Railway Post Office

By PETER J. MCCARTHY

**C**anadian postal history is one of the more interesting areas of philately. Divided into several categories, one can select from such areas as transatlantic mails, aérophilately, military mail, slogan cancels, etc. etc...

Of all the areas of postal history to choose from, those that stand out as very interesting are the study of Railway Post Offices, or as they are more commonly referred to, R.P.O.s and the cancellations they brought forth.

To explore the subject in depth, students of R.P.O. history need to remember what that period of time was like. So, sit back, close your eyes, relax, and blot everything modern from your mind. Take yourself back to the mid 1850s where night light came from the soft glow of coal oil lamps and wood fires provided heat. Transportation for the most part, consisted of canoes and barges for the waterways, and horse, wagon and ox-drawn carts for overland transportation. Stage coaches carried mail and people over rough roads that were little more than foot paths.

An overland trek to Halifax and the ocean was long and tedious. The fastest means of getting there was by ship down the St. Lawrence River. The navigation period was relatively short due to winter freeze-up. Back then, the river froze a lot earlier than today and stayed frozen a lot longer. Because of this much of the mail to and from Montreal and other Canadian points, went through the ports of either Boston or New York. The routes north inevitably crossed such points in Quebec as Stanhope, Stanstead or up through St. Albans to East Alburg, Vermont and into Canada at Noyan and along the Richelieu River to St. John's (St. Jean), Quebec and on to Montreal. It was quite a trip and the mail was for the most part more than 70 hours reaching its destination.

The Montreal business community was looking for a fast rail route to an ice free ocean port. Several routes were considered with the final decision being made to go to Portland, Maine. This led to the incorporation of the first railway of major importance to be built in Canada, the St. Lawrence & Atlantic Railroad, in 1845. The first section extended from Longueuil — a point on the south shore of Montreal — northeast to St. Hyacinthe, a distance of 36 miles and was completed and opened for traffic in December of 1848. That part referred to as Longueuil became the South-west yards. The station was located closer to the river at what is known as St. Lambert.

The railway continued to push on in a northeasterly direction through the small communities of St. Liboire, Britannia Mills, Upton, Actonvale and South Durham gradually turning south east. Politics played a large part in the direction the rails were to go. The original plan was for the route to go through the town of Melbourne on the west side of the St. Francis River. Richmond, on the east side of the river directly across from Melbourne was equally anxious for the railroad to go through their town. Richmond won the battle by giving land to the railroad. A trestle was constructed over the St. Francis River just outside of town and the rails were run into Richmond and completed to that point, a distance of 71 miles. It opened for traffic in 1851.

During the next year a further 24 and a half miles were constructed taking the railroad to Sherbrooke. In the process, another trestle over the St. Francis River had to be built at Bromptonville.

The St. Lawrence & Atlantic Railroad reached its final destination, Island Pond, Vermont, 10 miles south of Stanhope, a town on the Quebec Vermont border. There it connected with its U.S. counterpart, the Atlantic & St. Lawrence Railroad that originated in Portland, Maine and was constructed at the same time as the former road. The Montreal businessman, now had a fast direct route to an ice free ocean port. The whole route was completed and opened for traffic in July of 1853. A total of 292 miles

On August 12, 1853, Postmaster General James Morris sent a letter to the Governor General of British North America suggesting the establishment of travelling post offices because of the near completion of several important railways in Canada. To that date, mail was carried by existing railroads, namely the Champlain and St. Lawrence, but as freight. It is assumed however, that the R.P.O. was established with the opening of the St. Lawrence & Atlantic Railroad as the sections were completed. The first known cancellation device, ordered from John Frances of Clerkenwell, London was used on October 22, 1853. Another dated handstamp had been ordered at the same time for use on the Ontario, Simcoe & Huron Union Railroad.

At the same time, the St. Lawrence & Atlantic Railroad was being constructed, the Quebec & Richmond Railroad was incorporated. It was to extend from Lévis, on the south shore of Quebec City to Melbourne. With the St. Lawrence & Atlantic going through Richmond, it simply junctioned at that point. The line was completed in late 1854 and closed down for the winter.

In 1854 the St. Lawrence & Atlantic Railroad and its American counterpart amalgamated with the Grand Trunk Railroad that was incorporated in 1852. The Quebec & Richmond Railroad fell under this umbrella in 1855, making this the biggest railway of the day. New handstamps then had to be ordered for the R.P.O.s.

The nation entered the romantic age of steam and together the railways and the post office were to help write history.

By all accounts though, there was little romance between the post office and the railways. Although the railways were obliged to carry mail, there was disagreement on rates and privileges granted postal authorities and clerks.

In the beginning, the rolling stock sometimes used as mail cars were nothing more than poorly constructed and drafty baggage cars that afforded little or no protection against bad weather, particularly in winter. It wasn't until late 1863 that some improvement was seen.

In the meantime, the Railway Mail Clerk (RMC) became the elite of the postal service, although they were paid less than clerks in stationary post offices. Maybe it was because of the travel and adventure and being part of opening this

vast country. Whatever the reason, there was no shortage of applicants. With the job went a great deal of responsibility and numerous hazards. An RMC was required to report for duty some 15 minutes before the mail when run was to leave the post office for the railway depot. The clerk remained on duty until the train reached the destination of the run. The clerk was responsible for the proper delivery of mail at named and connecting points and of those closest to a main point. His time was spent sorting mail while bouncing and swaying over a road bed that was anything but smooth.

In the early days of railroading there were many derailments. The mail car, situated directly behind the locomotive, would undoubtedly leave the tracks along with the locomotive. Equipped with coal burning stoves, the mail cars would sometimes catch fire. Nasty weather, derailments and poorly equipped cars made these postal employees a special breed. They would continue to be so until April 24, 1971 when the last R.P.O. operation came to an end with the return run from Campbellton, N.B. to Lévis, Quebec.

The railways passenger service peaked in the early 1950s. From then on, with the improvements of roads and cars and the greater use of the airplane, there was a steady decline of the use of passenger trains, forcing the railways to cut back on a service they always claimed unprofitable. Steam had left the rails a few years earlier and now another part of the romantic era was being put into a siding.

Although there is no more rail mail service in Canada, the postal clerks left us with



Bonaventure Station, Montreal

First RPO cancellation used in Canada

Depot cancellations

Continued on page 6



# Sea to sea... continued from page 5

a legacy that had been researched long before their demise; namely, R.P.O. cancellations.

Winthrop Boggs talks about these unique cancellations in his book *The Postage Stamps and Postal History of Canada*. In it he lists about 600 routes. In a study of this area of postal history, T.P.G. Shaw released a classic handbook in 1963 listing some 2,100 runs. The supplement to the handbook that appeared in 1970, added about 400 more. T.P.G. Shaw spent more than 30 years in the study of Canadian R.P.O.s.

In 1967 Lionel Gillam of Great Britain wrote a superb book entitled *The History of Canadian R.P.O.'s*. More and more was coming to light about this fascinating aspect of postal history at the time that the service was coming to an end.

In 1973, under the umbrella of the British North America Philatelic Society, a Railway Post Office Study Group was formed to further and preserve the knowledge and postal history of the R.P.O. There were 28 charter members.

Through their dedication and the hard work of Lewis M. Ludlow and with the co-operation of T.P.G. Shaw, *The Catalogue Section of the Handbook of Canadian Transportation Postmarks* as first published by Shaw was edited and revised in 1975. The romance and nostalgia of the steam age caught fire and the study group grew and supplied Ludlow with numerous new finds that led to his 1982 publication of the *Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks*. Ludlow is now considered the new dean of R.P.O.s. There were now more than 3,000 new listings and counting. But just when the end seems to be in sight, new finds crop up.

Identifying R.P.O. cancellations is not difficult. At first glance the later examples appear like most cancellations, about 22 mm in diameter. The similarity ends there however. R.P.O. markings show both the initial and terminating points of a

run either in full or abbreviated, separated by an ampersand and followed by the letters R.P.O. or M.C. (mail car).

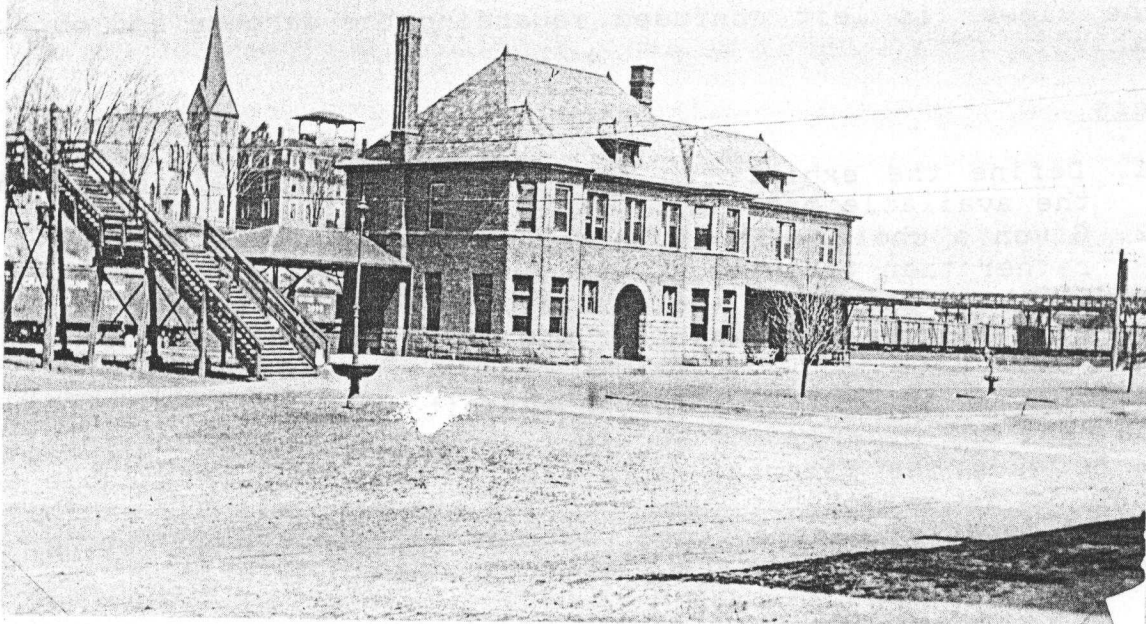
The indicia has been defined as the removable slugs above the month, day and year and consists of time marks, ie. AM or PM or the hour of day. Direction marks such as north, south, east and west or a combination of direction and time marks may be used. Those combinations would appear as; N.E. meaning Night East and D.W. as Day West and so on. The early strikes will use direction marks of A or UP and B or DOWN. Allow me to explain.

Prior to 1923, there was no system of train numbering. Certain railroads may have referred to their two daily trains as number 1 and number 2 but, nationally speaking, train numbers didn't exist. Instead the above method of train reference, N.E., N.W., D.E., D.W., A. B. UP, and DOWN was used. After 1923 however, a universal system of train numbering was introduced that saw north and west bound trains designated odd numbers while east and south bound trains were issued even numbers. It was these numbers that replaced the time and direction markings in the indicia. A simple way of remembering the system is with the word NEWS. Odd, even, odd, even. If you, for example, had a strike that read MONTREAL & TORONTO R.P.O., you would likely assume that to be a westbound train. However, the number 18 in the indicia would then tell you that the strike was made by a Montreal based clerk on his return run home.

This is a very basic outline of the beginnings of both the railway and the Railway Mail Service. I do hope however, that it has aroused your interest enough to send you scurrying to look through your stamps and covers for those enchanting markings from the romantic age of steam. If so, listen carefully and you just might hear the far away mournful sounds of a steam whistle. □



G. T. R. Station, Island Pond, Vt.



LEWIS M. LUDLOW  
5001 - 102 Lane N.E., Kirkland, Washington 98033, U.S.A.

### GUIDELINES FOR EXHIBITING IN BNAPS

The British North America Philatelic Society <BNAPS> is a specialist society and it is one of the objectives of BNAPS to encourage all of its members to share their special interests with the other members of our Society. There are two major avenues for such sharing:

1. WRITING - Articles in BNA Topics, specialized handbooks and the presentations in study group newsletters are important vehicles for conveying the research and knowledge of the philatelist and this is particularly true if such represents previously unknown enlightenment and scholarship. BNAPS strongly encourages and supports all efforts of its members in philatelic writing.
2. EXHIBITING - Showing the results of the specialist's work is done equally well - sometimes better - by exhibiting the actual philatelic efforts of the specialist. Often seeing is a greater step to believing than reading the printed page, although the two efforts - writing and exhibiting - are frequently interwoven and inseparable. In this presentation, we 'confine ourselves to the subject of 'exhibiting'.

In putting together an exhibit, there are a number of things that the philatelist must consider: <these are not necessarily in the order of their importance, but rather more in the order of consideration as an exhibit is conceived and put together.>

**SUBJECT MATTER AND CONTENT** - Define the philatelic area that is to be shown and see that this definition is fully encompassed in the title of the exhibit or on an introductory page with which the exhibit opens. The viewer must know what you are trying to show, not only what is expected to be seen but, by inference, what is not going to be presented. It is a fact that many exhibitors do not give this matter proper consideration and the viewer is left confused regarding the purpose and objective of the exhibit.

#### Pointers:

1. Define the exhibit to fill the number of available frames with the available material.
2. Given a choice, it is better to narrow the scope of the exhibit rather than to enlarge it.
3. In the write-up of the exhibit, be sure the viewer can recognize what message the exhibitor wishes to convey.

**PRESENTATION OF AN EXHIBIT** - For an exhibit to be enjoyed by viewers, it must be neat and orderly and should flow in the same manner as telling a story. Be sure the material is presented in an understandable sequence and that it is reasonably tasteful and symmetrical. The exhibit should be void of negative distractions, such as illegible handwriting, crossed out words, erasures and vacant spaces for future material.



Pointers:

1. Unless the exhibitor is an artist and beautifully proficient in pen and ink, consider the alternatives of typewriter or printer.
2. Before making the first page, lay out the complete exhibit and rough draft the wording for each page so the exhibitor knows the full story will be told.
3. For the wording and description on each page, condense; less is better. In an exhibition of many frames, the viewer only has time to read brief captions and sentences, not full paragraphs. Such condensation is an art form and requires practice.
4. Add collateral material to enhance or explain the story of the presentation. For example, if the exhibit covers small towns, or routings in between, maps are in order to enlighten the viewer. CAUTION - never let collateral material overpower the philatelic content of the exhibit.
5. Where possible, particularly with stamps, vary the format from page to page. An identical format on all pages has the tendency to mesmerize the viewer.
6. In being reasonably artistic, a matter of personal taste, do not distract the viewer from the material being presented.

TOTALITY OF THE PRESENTATION - Within the subject matter definition that has been established by the exhibitor, it is desirable to have a showing that is as complete as the exhibitor can make it. Of course, there are some limitations to completeness in every exhibit; however, the more of the defined subject that can be shown, the more the viewer will learn about the presented philately. Totality can be a trap. If the exhibit covers only a single issue, then it is to be expected the showing will cover not only stamps but also proofs, essays, covers, cancellations and rates of that issue; however, if several issues are defined within the exhibit it follows that completeness will have a different standard.

Pointers:

1. The extent of completeness of an exhibit is controlled by the definition established by the exhibitor.
2. 'Don't bite off more than you can chew!' Select areas to collect and exhibit that suit themselves to the exhibitor's interests, time and circumstance.
3. Never hesitate to exhibit because it is felt that a complete showing can not be made; the viewer will appreciate seeing what has been accomplished and will recognize where there is room for improvement.
4. The exhibit should represent a challenging goal that has been or is in the process of being fulfilled by the exhibitor. Viewers will recognize such challenge and accord greater respect to the exhibit.
5. Scarce and rare items enhance an exhibit. In this statement, the terms 'scarce' and 'rare' refer to the difficulty of finding as much as to the difficulty of acquisition. The presence of rare material in an exhibit usually reflects its time of formation. A unique item can only rest in one collection.

CONDITION OF MATERIAL - As a general statement, 'better is best'. Torn or damaged stamps, off-center issues and dirty covers are very negative distractions to the sophisticated philatelist and the exhibitor does not want to offend the sensibilities of the viewer. There are exceptions; if the exhibitor has a unique cancellation on a damaged stamp, it still can be shown as a one-of-a-kind example and identified as such. In the main, the viewers want to know that the exhibitor has the same high philatelic standards as themselves and that the exhibitor has made serious efforts to develop a showing to the best philatelic ideals.

Pointers:

1. Set high standards for collecting and exhibiting.
2. Where something better is available, improve on the collection and the exhibit.
3. Unique or rare items in poor condition can be included in the exhibit but the reason for their inclusion must be delineated.
4. Spurious materials - counterfeit stamps, faked covers, forged cancellations - must not be included in an exhibit unless they serve a specific purpose in the defined subject and then they must be identified for what they are.

PHILATELIC KNOWLEDGE - Philatelists are not merely collectors of stamps; they are students, engaged in the study and research of their particular philatelic area of interest. They wish to become experts in their field and to the extent that they succeed, such should be conveyed to viewers of their exhibits.

Pointers:

1. Study all available literature in the exhibitor's special field and reflect such study in the exhibit.
2. Where study leaves unanswered questions, the exhibitor should try to initiate and present original research on the subject.
3. Becoming expert in any philatelic field is not an accomplishment that succeeds overnight; exhibit as you learn and the success will be more rewarding.

PHILATELIC SIGNIFICANCE - In international exhibitions, "one man's meat is another man's poison". In that forum, classic issues are considered paramount and peer above all else, and the balance of the philatelic areas suffer by such comparison. This fact of life should be evaluated before entering an international exhibition. Conversely, for BNAPS, a specialized society, any area of British North America philately that is of merit and significance to the exhibitor will be of interest to our sophisticated viewers. BNAPS is a research society, an amalgamation of students and study groups, and exhibiting within BNAPS auspices is an opportunity to show the results of these academic efforts.

Pointers:

1. The exhibitor should not hesitate to show any specialized area of British North America philately; however, any such exhibit should reflect the expertise - or the aspiration to become an expert - in that particular field.
2. The more ambivalent the specialized field that is being shown, the greater is the necessity for the exhibit to demonstrate its particular philatelic significance.
3. Original research enhances philatelic significance.
4. Every exhibitor is encouraged to show BNA material in general, non-BNA, shows; we can always hope to educate other philatelists to the beauty of collecting British North America.

SUMMARY - Exhibiting can be a joyful experience. When a viewer says, "I did not know of that particular point", the exhibitor becomes a teacher. If the viewer advises, "I have something you may wish to study", then an exhibitor continues his learning experience. In either case, philately in this field is expanded and the meaning and purpose of the British North America Philatelic Society is enhanced.

Lewis M. Ludlow  
August 11, 1988

THE GUIDELINES FOR EXHIBITING shown above were prepared by Lew Ludlow in 1988, but have never been published, to the best of my knowledge. We hope they will be of help to Study Group members who exhibit or are thinking of exhibiting at BNAPEX.

NEW MEMBER - We welcome Stanley A. Bednarczyk of 5303 North High Street, Columbus, Ohio, 43214. His interests lie in Canadian RPO and steamer markings in general. Welcome to the Study Group.

ANNUAL DUES - It's that time of year again. This issue is a bonus because of the amount of material which has piled up. 1994-95 dues of \$ 10.00 Canadian to Canadian addresses, \$ 9.00 US to American addresses, and 5 pounds sterling to UK addresses is requested if the box below is checked in red. Please make cheques payable to W.G. Robinson.

Volume 23, No.1 - Issue No. 114 - is planned for November, 1994. It will contain a further reminder, and will be the last issue you receive unless your dues are up to date.

1994-95 Dues Owing

Another year has now gone by. I hope it has been productive. Cheers.

*Bill*



