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# BNA TOPICS



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY

Vol. 44, No. 5

SEPTEMBER-OCTOBER 1987

Whole No. 421

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## BNAPS

For officers and member services see 'Information For Members'.  
Regional Groups and Study Groups are listed in their respective columns.

## BNA TOPICS

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© 1987 by the British North America Philatelic Society

Published bimonthly at Ancaster, Ontario by the British North America Philatelic Society

Printed at Dundas, Ontario by Standard Forms

Opinions expressed are those of the writer and do not necessarily represent those of the Society or BNA TOPICS

SUBSCRIPTIONS are available only as part of membership in the British North America Philatelic Society. For information contact the Secretary, Earle L. Covert M.D., P.O. Box 1070, Hay River, NT Canada X0E 0R0. MANUSCRIPTS should be double spaced — typewritten if possible, but legible handwriting is quite acceptable — and addressed to the Editor. LITERATURE FOR REVIEW should be addressed to the Editor. MISSED OR DAMAGED COPIES — contact the Circulation Manager (listed above). CHANGES OF ADDRESS should be sent to the Secretary (see Subscriptions, above).

# THE EDITOR'S PAGE

by Mike Street

## ARE YOU DOING YOUR BIT?

Around the end of June, Treasurer Howard Twichell and I discussed *TOPICS'* year-end financial summary. Noting the drop in our membership over the last few years, Howard commented that *TOPICS'* costs before advertising revenue were a little bit more than the society is receiving from membership fees.

In this column I try not to be always yelling about something because I know that people get tired of hearing negatives. I also try not to preach, because that turns folks off even quicker. I think the decline in our numbers, however, calls for a little bit of both.

Do you realize that our dues have not gone up for over five years? True. The lack of increases means that costs have been kept down as much as possible. Unfortunately, it also means that money was not available to improve some of the existing services to members or to start new things.

It does not take a genius to know that the situation could spell trouble for the society. OK, I can hear the comments now: "You're softening us up for a dues increase" — "Things always cost more, and there's not much we can do about it" — "So what else is new?"

It is true that there were almost 50 new applicants listed in the July-August *TOPICS*. The same issue also listed, however, close to 50 people who did not renew their memberships. The large number of new applicants, primarily

the result of recruiting activities at CAPEX, came at a fortunate time. Without this influx, membership would have gone below 1400 for the first time since 1974.

If you read the Secretary's Report in each issue, you quickly notice that many people turn up again and again as nominators or seconders of new applicants. Often these people are officers of BNAPS, and while that may be expected, it still takes effort on their part. Unfortunately, it is not enough. Your help is needed.

Ask yourself if you have ever *really* tried to get a friend or acquaintance to join BNAPS. Then mentally run through the list of collectors you know who do not belong but might benefit if they did. Is there not at least one person you might ask? I'd be willing to bet that there is.

If every member persuaded only one other person to join, the results would be quite significant. The additional revenue from dues would more than cover the cost of printing extra copies of *TOPICS* for the new members. There would be extra money for services such as the Library. Perhaps there would finally be meaningful amounts of money to assist Study Groups and Regional Groups with the costs of their newsletters. Maybe BNAPEX exhibition fees could be lowered. What would you like to see? The possibilities are numerous.

Are you doing your bit for BNAPS?

## ADVANCE NOTICE

By the time you read this, I will have informed the Board that it is my intention to step down as Editor of *TOPICS* in 1991.

Four years' notice? It sounds long, but it is really only a moment. To find someone willing to give the time, effort and dedication that an undertaking such as this requires will likely take a while. The more notice there is, the better the chance of someone coming forward voluntarily. If someone really wants to take it on, as opposed to being press-ganged, the better for all of us.

Believe it or not, the ability to write, while helpful, is not a prerequisite for the post. An un-

derstanding of and appreciation for the rules of grammar and syntax is probably more important than writing skill. Patience and the ability to occasionally unravel convoluted thinking are also helpful. A love of philately makes the work a pleasure instead of a chore. The desire to see a well finished product can lead to much satisfaction.

If the thought of taking over *TOPICS* has ever crossed your mind, haul it back for airing. If anyone is interested and would like to discuss it with me, *with no obligation and an absolute guarantee of anonymity*, please get in touch.



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# THE PRESIDENT'S CORNER

by E.A. Harris



In the May/June issue of *TOPICS* I wrote of the BNAPS Regional Groups and their great importance to the Society. Of similar importance, some might say more importance, are the BNAPS Study Groups.

John Burnett of Sidney, Ohio, who has been the Study Group Co-Ordinator for the past 5 years, has just resigned in order, as he says, to take up stamp collecting again. John has done a fine job of popularizing Study Groups and really put them on the BNAPS map. *The Study Group Centerline*, capably written by Frank Waite, appears regularly in *TOPICS* and lists all active Study Groups with comments on the current newsletters and activities of each. This regular feature is worthwhile reading and shows how far Study Groups have come within BNAPS.

Jon Johnson, of Calgary, has been appointed as John's successor. You may recall that Jon organized the Study Group seminars at BNAPEX '85 in Calgary and introduced the system of staggering start times for concurrent seminars. A record number (14) of Study Group seminars at the Calgary convention was handled by Jon who succeeded in adding a measure of discipline to the meetings by insisting on predetermined programs, start times, etc. I am sure Jon will carry on John Burnett's good work with these groups.

Probably the best known Study Group in BNAPS is Revenues. Bill Rockett has been the guiding hand behind this group and has pub-

lished a newsletter since the group's inception. I am told that although they have the largest membership of any group, Revenues were not the first. In reviewing early copies of *TOPICS*, I find the first formed was the Small Queen Study Group in January 1951, followed closely by the Canadian Plate Block Study Group and the Canadian Varieties Study Group. Another large and popular group is the R.P.O. Study Group. My favorite is the Canadian Military Mail Study Group.

One side benefit of being President is having one's name put on the mailing lists for newsletters. In reviewing the newsletters, I especially like the appearance of the Canadian Re-Entries Study Group and the Newfoundland Study Group. For content, I enjoy Canadian Military Mail and the R.P.O. newsletter, the congeniality award goes to the Map Stamp newsletter, and Squared Circles are a first love for me so I eagerly look forward to this one. With this variety of Study Groups and Newsletters, most members of BNAPS should find something to interest them. If not, and if you collect an interesting and important area of BNA philately, why not start your own Study Group?

We need to take off our hats to these Study Group organizers, chairmen and newsletter editors. Their hard work and dedication, often over a period of many years, has increased the knowledge and enjoyment of our hobby for many hundreds of BNAPS members.

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# LETTERS

*Editor's Note: The following letter, reprinted without editing, is a criticism of a book review in the January-February TOPICS. Because of its length and complexity, the reviewer's (myself) replies to specific points appear, in italics, immediately following the pertinent paragraphs or sections. For balance, it should be noted that the writer, Dr. J.M. Sendbuehler, is a close friend of and occasional co-author of articles with Hans Reiche, one of the authors of the book in question.*

**Re: A Literature Review of  
Canadian Postage Due Stamps  
by Chung & Reiche**

I am writing to report to you about a review of the above mentioned book which I'm concerned with.

I am addressing the review in this letter point for point and find it rather difficult to understand why the reviewer mentions the last half of the book first.

The reviewer mentions that the last half received much favourable comment, even though the accuracy of some of it is uncertain. I wonder if the bibliography doesn't make it more certain. It is referenced from official sources.

*The last half of the book was mentioned first simply to 'lead' with good points before making strong criticisms. Every philatelic researcher knows that 'Official' sources can be just as inaccurate as unofficial sources.*

Is the "practice of holding post cards at branch dead letter offices not mentioned in the appropriate section, for instance, a lot of important information is gathered in one location". I am completely puzzled by this statement. Or is it the practice of the branch dead letter office that the reviewer was referring to? Of course, the reviewer may be referred to pages 38 & 63, which deal with undeliverable mail. Is this what the reviewer meant — a lot of important information is gathered in one location? Not so.

*If the part quoted was put together with the rest of the sentence in which it appeared, i.e. in context, it would be clear. The point was that even though the book presents much information, it fails to mention the long term practice of not immediately charging postage due on some types of shortpaid mail, particularly postcards.*

*In these cases, addressees were contacted and asked to forward payment for the deficient postage before it was allowed to go forward. Not to mention this leaves the reader with the erroneous impression that all shortpaid mail was treated and rated as postage due mail.*

The reviewer continues, stating "beginners trying to organize and mount a collection will benefit particularly". True if you read the book but not the review.

*The point here was that the information in the book would help a collector preparing an exhibit but, because of the deficiencies, would not necessarily provide complete understanding of the Postage Dues.*

It is simply not true that "virtually all of the information is presented without any documentation of the sources from which it was gathered. I would refer the reviewer to pages 32 and 46, it is all there.

*Page 32 carries a paragraph acknowledging the help of various people. The 'Bibliography' on Page 46 lists four (4) items: Canada Official Postal Guides (Part 1) 1906-1960; Monthly Supplements to the Postal Guides, "various periods"; Canada Postal Guide — Part 1 1966-1984; Research Files, National Postal Museum. The above comprises all the references given in the book. At the very least, any work which purports to be a definitive study gives volume and page references so that students coming along later can follow-up if required. Simply naming the books consulted does not constitute documentation.*

The reviewer states that much of the information on the stamps themselves can be garnered from reading any B.N.A. stamp catalogue. Any B.N.A. stamp catalogue? Which one mentions the dies, die proofs and appropriate dates? The reviewer continues that important information known to specialists has not been included. What information?

*Because my initial reaction to the book was so negative, several knowledgeable collectors were consulted, over a six month period, before the review was written. Among the information omitted, according to these sources, was: Rarity of stamps from at least one plate of a particular value of the second issue; disagreement among collectors over whether or not J6-J10 exist completely imperforate; failure to mention 'Speci-*

men' overprints on J1, J2 and J4; disagreement with equating order numbers with printings. Many other items were mentioned. I will concede the point about dies and die proofs not being mentioned elsewhere, but would point out that no documentation of the dies and die proofs is given, a surprising omission if this is the first time the information has been presented in a book.

The reviewer questions whether or not the work was carefully planned, or just rushed to print to meet a perceived need/market. I think the answer lies in the acknowledgements given, to all the people who have contributed. Eight people are named in the acknowledgements and two institutions. To me it looks like Chung and Reiche did their homework. I know that photographs cannot be rushed.

Again, the context in which the comment was made is important. In this case the remark referred to the fact that the book was printed even though there were significant omissions, as well as disagreements among collectors. Consulting many sources does not automatically result in a good book, especially if some of their input is omitted.

There are over 50 photographs of stamps, the grading of which is good. This requires time and organization. I don't think it could have been rushed. Was this a rushed review? The reviewer has a second complaint, which comes under the heading Poor Production Quality. I don't understand what is meant by this, as I couldn't find a completely blank page as the reviewer charges, except prior to page 1. There seems to be a preoccupation with new sections beginning at the very bottom of a page. I've noted in B.N.A. Topics vol 43-44, July-August 1986, page 7, that at the top of the page 5 lines on each side of the page seem to come from nowhere and then there is a heading. Is this what the reviewer had in mind? Curious!

The number and quality of the photographs was impressive; forgetting to acknowledge this was an oversight. As mentioned above, several knowledgeable people were consulted — by mail, telephone and in person — over a six month period; obviously the review was not rushed. The work done in getting the photos, and the quality of the reproduction, are only two facets of producing a book, however. The review stated "...half pages (and larger) completely blank...", which is correct. Comparing a journal (TOPICS) to what is supposed to be a

scholarly work is a case of apples and oranges. TOPICS tries to follow normal practices of periodicals. Since 1981, other than for columns like LETTERS and NOTES, with very few exceptions no article in TOPICS has started below the top of the page unless it could be finished on the same page.

The reviewer is quite correct. I couldn't agree more that just because a book is presented for publication doesn't mean it has to be printed, especially since there are standards of publishing and scholarship which the buying public has a right to expect, especially when they are asked to pay \$10.00 for a thin paperback. Exactly. Which recent philatelic publication of comparable size and quality and numbers of photographs costs less than \$10.00?

Yours truly,  
J.M. Sendbuehler M.D.  
Ottawa

**The Canada Specialized Postage Stamp Catalogue, Canadian Stamps with Perforated Initials, and the Scott Specialized Catalogue of Canadian Stamps** are three which come to mind. All cost less than \$10., all have many photos or illustrations, and all were prepared and produced with much more care than I feel was given to the **Canadian Postage Due Stamps**.

The primary purpose of all literature reviews in TOPICS is to try to let our readers know what a particular book contains. Reviews in TOPICS are not a forum for people to show off their writing skills as they skewer authors. In many reviews no comments are made at all. When present, criticism has been carefully considered. The review in question was the most difficult one in over ten years of doing this, partly because I know the people involved, partly because I know the effort which did go into the book. I felt, and still do, that this work was a significant departure from the normal high standards of Canadian philatelic books and, albeit reluctantly, said so. To do otherwise would have been a disservice to our readers. — MS

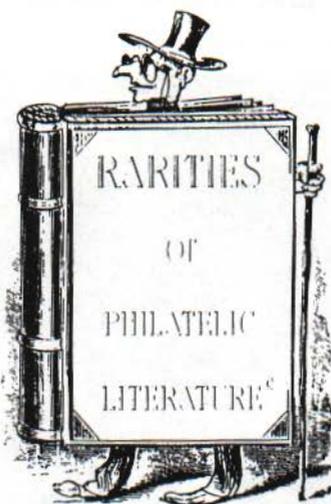
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# CAPEX ROUNDUP

by Bill Pawluk



Ron Saint signs the visitor's book as Jim Hansen and Eric Manchee look on.

The length of 'Applications for Membership' in the Secretary's Report in the July-August *TOPICS* will tell you quickly how successful BNAPS' booth at CAPEX turned out to be. At last count, 25 collectors asked to join the society as a result of our efforts at CAPEX. Since over 200 copies of *TOPICS*, each accompanied by an application form, were distributed during the show, it's a safe bet that more applications are on the way.

A total of 218 members signed the visitor's book — 156 were from Canada, 54 from the USA and 6 from Great Britain. Max Guggenheim from Switzerland and Jack Arnell from Bermuda complete the list.

Over 30 members, often assisted by spouses, helped out at our booth. Many took 2, 3 or more shifts. To avoid giving offence by leaving some names out, suffice it to say that the range of members who looked after the booth went from people with membership numbers lower than 100, including at least 4 founding members of BNAPS, right up to people who joined in the last year or so. To all, many, many thanks.

Sharing the booth with the Postal History Society of Canada worked out beautifully. Many people belong to both societies, of course, but visitors who knew about one quickly found out about the other. Special thanks go to Geoff Newman, who coordinated the PHSC booth, for his help.

There's no doubt in my mind that BNAPS will do this again. We learned a lot about how to present the society at major shows and, if the number of people who mentioned it to me is any indication, the benefits are obvious. Wouldn't it be something if we could do the same thing at London in 1990?

This report will close out with a rundown of the awards received by members for BNA exhibits. The awards given below were recorded from those posted on the frames. Congratulations to all, especially to Gerry Wellburn who won the Grand Prix National.

*(Editor's note — many people spoke to me about how pleased they were to see the BNAPS booth and how well it was run. On behalf of the rest of us, thanks to you, Bill, for all the work you put into seeing it through.)*

## EXHIBIT AWARDS

National Class — BNA Stamps and Postal Stationery

LARGE GOLD — 'Joffre', R.Pratt, G. Wellburn, 'Willson'

GOLD — R.V.C. Carr (2), A. Leggett, H. Lubke, 'S.C.L. Queen'

LARGE VERMEIL — N. Boyd, H. Lussey (2), J. Rose, A. Steinhart

VERMEIL — G. Carr (2), W. Clatterbuck, H. Harrison, W. Rockett, G. Ryan, A. Selby, J. Wallace

LARGE SILVER — R. Bayes, P. Burega, A. Cook, D. Dixon, 'Jenix', S. Pefhany, W. Pawluk,  
A. Selby, J. Shelton

SILVER — E. Covert, D. Dixon, F. Fawn, K. Lamb

SILVER BRONZE — B.Clark, L. Hogg, T.R. Morgan, P. Stager

BRONZE — D. Irwin

BNA Postal History

GOLD — H. Harrison, S. McDonald, A. Steinhart

LARGE VERMEIL — G. Arfken, G. des Rivieres, E.E. Palmer

VERMEIL — D. Sanderson

LARGE SILVER — M. Guggenheim, R. Heasman, K. Salonen

SILVER — L. Paige, D. Sessions, E.R. Toop

SILVER BRONZE — R. Gray, W.G. Robinson, R.C. Smith

## NOTICE TO MEMBERS RE 1988 DUES

Members are asked to note that dues notices will be mailed around the middle of October.

At the Annual meeting in Charlottetown, the Board of Directors set the dues for 1988 as \$20CDN or \$15US. Members living in Great Britain will be able to pay in sterling (see below). Early payment is appreciated.

Send Notices, with cheques or money orders *made out to BNAPS*, to: Howard Twichell, P.O. Box 185, Addison, TX USA 75001.

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# The RPO Cowcatcher

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## END OF TRACK AND THE C.P. MAIL CO.

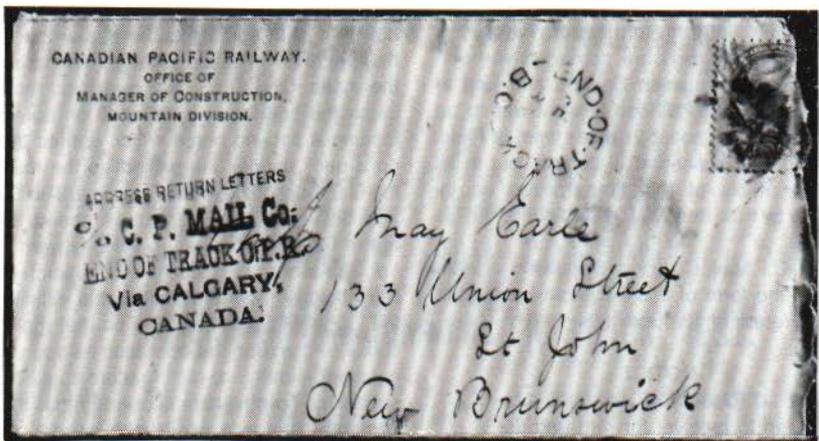
by H.A. (Alex) Price  
Guest Columnist

On 15 August 1883 track laying for the Canadian Pacific Railway reached Calgary, after two years of remarkable progress over the relatively flat Canadian prairie. The work was to continue westward with the same intensity, but with one difference — the stark barrier of the Rocky Mountains was clearly visible. This feature alone meant that there would be a need for changes in the supply arrangements and construction tactics. Not the least of these was the handling of the mails to and from the multitude of camps, most of which were in a constant state of leap-frogging ahead as the work required.

Track laying continued on through Calgary. By the end of September, Morely was reached, then Banff on 27 October. At the end of November, track laying terminated for the year about one mile east of the Continental Divide, the summit of the Rockies. A supply camp was created at what was then known as The Summit, later Laggan, and today as Lake Louise. Here, construction headquarters were established in a store run by Tom Holt, a brother to engineer-contractor H.S. Holt, later to become wealthy as a financier and entrepreneur. Holt's store became the focus of the mail handling process for the winter of 1883-84, until such



1. A C.P. Mail cover mailed in August 1884 when the C.P. post office was at Palliser, before the establishment of the 'End of Track'.



2. For a period after 'End of Track' was established the C.P. Mail Co. return address handstamp was also used. This cover was mailed in February 1885 when the post office was 'wintering' at Beaver Crossing.

time as the work had advanced westerly to a point where relocation of this 'focus' was advantageous.

Westbound mail was now being carried as far as Calgary by regular trains, with mail cars staffed by postal clerks, although, from time to time, the service might be altered and the mails handled by baggage car. The 'C.P.R. West of Winnipeg' hammer was now in use. How the handling of mail addressed to points further west than Calgary was undertaken for the period ending early in 1884 is not clear. There certainly was no predictable train service from Calgary where postal business could be transacted or the westward movement of the mails could officially terminate. Mail did move, however, probably on the occasional construction work train if its departure from Calgary was convenient, or by casual wagon teams or sleighs as the weather dictated. Mails in the eastward direction met the same conditions.

Holt's store at The Summit became the point where westward mails terminated or were redirected, or were dispatched to the east. It is known that the C.P.R. assigned a man to be responsible for mail at Holt's store. The name that emerges for such a position is T.A.W. Gordon, although it is not known if he was assigned to this job right from the beginning.

West of The Summit, some work was carried out through the winter. Grading and tracklaying was impossible, but bridgework and some engineering fieldwork and surveying did continue. Mail from Holt's store to camps engaged in these labours was probably carried

by couriers on horseback or sleighs, and possibly even dog teams. This practice was the beginning of what was to become one of the functions of the C.P.R. Mail Co. There is no doubt that the movement of the mails was handled in a haphazard manner, but, as it usually was in such times, with much care, and no losses were noted.

The first evidence of some formality to the mail situation appears in an advertisement in the *Calgary Herald*, then a weekly paper, of 13 February 1884, in which George A. Winton advertised to carry mail between The Summit, Silver City, and Calgary. Service was to be weekly. On 20 February a news item noted that Winton was carrying the mails and would put on a second team if warranted. On Wednesday, 2 April 1884, there was a further news item stating, "Mail carrier Winton went down to Calgary (from The Summit) for the first time on the train with the mail and after this will make weekly trips by rail to Holt City (The Summit). From there his pack train will carry the mail as far as there is any to be delivered.

The final news item which makes reference to Winton is dated 21 May 1884, and states "Geo. A. Winton, mail carrier, makes weekly trips from Calgary to the Columbia River (Golden City). He has eleven horses and two couriers and with this outfit he supplies mail matter to all the intervening camps.

Winton's operation does not appear to have had the official blessing of the Post Office. However, more or less concurrent with the Winton phase, the Postmaster General reported that,

up to 30 June 1884, "a further 153 1/2 miles of railway on which mails are carried have been put in operation between Calgary and End of Track." This put the railhead at what was to be known as Palliser, about 21 miles west of Field, B.C. No doubt this report is correct, but in all probability mails at this time moved so infrequently by train that Winton continued with his service.

The C.P. Mail Co. now appeared on the scene, in the form of this advertisement in the *Calgary Herald* of 18 June 1884.

#### NOTICE

The C.P. Mail Co. are now prepared to receive, forward and deliver all mail matter for parties who will be located West of The Summit and out of reach of regular postal service. Arrangements have also been made for safe transmission of Moneys, Deposits and other valuables to all points throughout Canada, United States and other foreign countries. Parties who wish to avail themselves of these facilities should call at the C.P. Mail Co.'s Post Office, 32nd siding, Laggan, where they may register their addresses and obtain full information as to rates, etc.

#### C.P. Mail Co.

At the time of publishing this ad, track laying had reached the vicinity of Field, B.C. It is known,

however, that some months earlier the C.P.R. had made an 'in house' arrangement for moving the mails. One T.J.S. Skinner is on record as being the courier who travelled on horseback, leading a second horse which carried the mail on a pack saddle. He picked up the mail from the C.P. post office in Holt's store at The Summit and delivered it to the camps ahead. On his return trip, he gathered up the eastward mail.

None of the Provincial or Dominion Corporate registry records admit to the existence of the C.P. Mail Co. It may well be that the C.P.R. chose to describe the operation as such to give it a clear identity, so mail matters could be consolidated. To advertise so clearly that the mail company was in a position to handle moneys and other valuables indicates that this function in some way had the blessing of Post Office authorities.

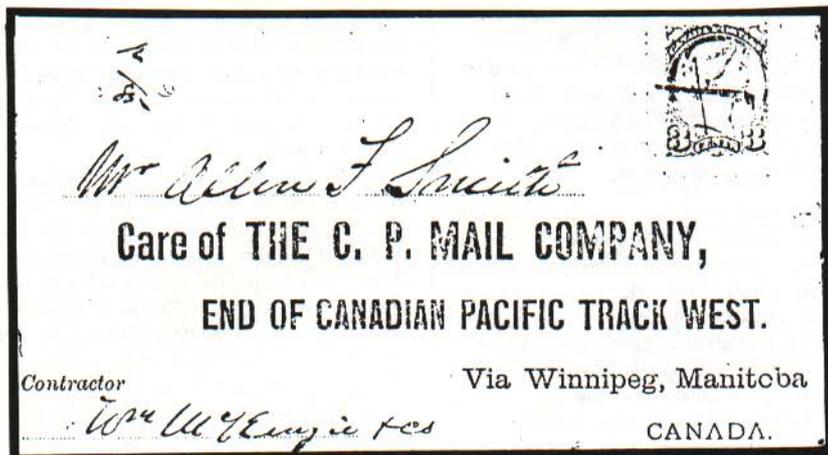
After a very late start owing to abnormal depths of snow, track laying passed over the summit of the Great Divide and into British Columbia on 26 May 1884. Late in August 1884, track laying reached the bridge at the fourth crossing of the Kicking Horse River, some 33 miles west of the Great Divide. Headquarters and supplies were moved from Holt's store at The Summit to a point near this location.

Here a small community quickly grew and was given the name of Palliser. This became the second location of the C.P. Mail Co. post office under T.A.W. Gordon, whose name is mentioned in reminiscences of C.P.R. engineers.

Later in the year, towards the end of De-



3. A cover mailed when the post office was probably at Bear Creek siding.



4. The preprinted C.P. Mail co. cover about which little is known.

ember, track laying reached Beavermouth, 41 miles west of Palliser. Winter had now closed in, and, except for bridge work between this point and the summit of the Selkirks, most activity ceased. Headquarters and the C.P. Mail Co. post office were moved to Beavermouth from Palliser. James Ross, the C.P.R. Manager of Construction, maintained his office at Donald, the first crossing of the Columbia, some twelve miles to the east. Some of the mail arrived at the C.P. Mail Co. post office by train and was taken further west by courier. The train service was irregular, to say the least. A news item in the *Calgary Herald* of 15 January 1885 stated that, "trains from Golden to Calgary, when run, take one week. Snow ahead of them is shovelled clear as there are no ploughs."

In these conditions it is safe to assume that the continuation of the mails between Golden and Beavermouth, and, in all probability, Laggan, was reinforced by C.P. Mail Co. courier sleighs over the tote road during the severe winter months. Evidence supporting this thought is contained in the Postmaster General's Report of 1886, for the period March through September 1885, wherein the C.P. Construction Co. is shown as receiving a total remuneration of \$128.16 for mail transportation between 'Mount Laggan' and End of Track, a distance of 99 miles. One trip a week was required and the mode of conveyance was 'optional' or 'vehicle'.

Sometime in 1884 the Post Office authorities made the decision to exercise more control over the mail situation to the railhead, the result being the establishment of a Government post office given the official name of End of Track, B.C.

Various dates are given for the beginning of this office, from October 1884 to January 1885. The date which appears to be correct is that given in the Postmaster General's report of 1885 where the End of Track post office is shown as opening on 2 January 1885. This is reinforced by an article in the *Calgary Herald* of 29 January 1885 which is worth repeating here for the light it sheds on the situation.

#### A MOUNTAIN TRIP

*A Journey From The End of Track to Calgary In Winter*

"Post Office Inspector MacLeod returned on Monday night from the mountains whither he had gone to establish a new office on the mountain section of the mail route. The office to be opened by Mr. MacLeod was a money order office at Beaver Crossing to be called End of Track office, and to move westward as the track moves. T.A.W. Gordon is the postmaster at this point, so that the mail carriage west of Calgary is now as follows:

"By the regular train mail to Laggan, thence by the construction company's dog team to Beaver Crossing, where the mail service stops and the C.P.R. Mail Service begins, the carriage as far Beaver Crossing being Government business. West of End of Track, the C.P.R. Mail Co. carries

*the mails along the road to various camps as far as the summit of the Selkirks. Inspector MacLeod thinks that, considering the difficulties of the undertaking, the whole mountain mail service is remarkably well done."*

The article goes on to describe Inspector MacLeod's return. It is worth noting that he took a train east from Beaver Crossing which only went about thirty miles before being cancelled, probably because of deep snow; MacLeod walked the remaining forty miles to Laggan.

Now there was a definite relationship between the Post Office and the C.P.Mail Co. T.A.W. Gordon continued as postmaster, acting for the Government and the C.P.Mail Co. The precise points to which the End of Track post office moved from Beavermouth are not known. Where the C.P.Mail Co. post office moved from The Summit to Palliser to Beavermouth housed in stores, the End of Track office, to quote the Postmaster General, was, "in a railway car roughly fitted for the service and moving westward a few miles from day to day with the progress of track laying."

On 17 August 1885 the track advanced over the summit of the Selkirk Range in Rogers Pass. Progress westward was at a slower rate than anticipated. Track laid by the Onderdonk forces from the west was moving rapidly eastward, but the hoped for September connection did not occur owing to heavy rains, slow bridge construction and delayed material delivery. On 7 November 1885, at Craigellachie, B.C., the junction was at last made. Again in the words of the Postmaster General, "with the meeting in the Rocky Mountains of the two sections of railway, that proceeding westward and that coming eastward, the so called 'End of Track' ceased to be. The labourers and navvies employed in construction dispersing, the objects of the temporary office ceased, and it passed out of existence with its name." The precise date of the closing of the office is not clear, although one record gives it as 2 January 1886. No doubt the office did work for some time after 7 November 1885, as there was no other post office in the vicinity until the establishment of Farwell, later Revelstoke, on 1 February 1886.

During the period of operation of the End of Track, B.C. post office, about eleven months, the postmaster issued 2207 money orders to the total value of \$124,184.75. To paraphrase the

Postmaster General, "an amount greater than at any office in Ontario, Quebec or the Maritime Provinces, except the chief or a few city offices, greater, in fact, than at Kingston, Ontario, and nearly equal to the money order issues of the City of Quebec."

The ubiquitous T.A.W. Gordon first appeared on record as receiving \$101.87 as payment for mail transport from Holt's store to the Railway station at Laggan, a distance of one-eighth mile. Then, as postmaster for the C.P.Mail Co., he moved from Laggan to Palliser to Beavermouth, where he took on the added chore of Postmaster of the End of Track post office. He stayed with this until its conclusion, becoming the first postmaster at Farwell on 1 February 1886, continuing as postmaster for Revelstoke upon the name change in June of 1886. In 1888 or 1889 he disappeared from the scene, little knowing that he had probably been the principal actor in a convoluted drama of the early postal history of the Canadian West.

The physical evidence of the functions of the C.P.Mail Co. and the End of Track post office is clearly portrayed by the few known covers, some of which are illustrated. The earlier covers show the C.P.Mail Co. handstamp and a 'killer' only. These predate the End of Track post office. The handstamp gives instructions to the writer of return mail. Without that handstamp, the story of these covers would never have been known. The presence of the 3 cent small queen postage stamp and the target killer suggests that there was a certain involvement between the post office authorities and the C.P.Mail Co. before the establishment of the End of Track post office. For a short period after 2 January 1885, both the C.P.Mail Co. handstamp and the End of Track B.C. postmark appear together on covers. In later months, only the postmark appears to have been in use.

A number of the known C.P.Mail Co. covers are addressed to a Mrs. or a Miss Earle in St. John, New Brunswick. Two C.P.R. engineers who worked through the area during this time, in conjunction with the grading and bridge building contractors, were W.Z. Earle and his younger brother Sylvester Z. Earle. The covers, undoubtedly addressed by them to a mother or sister, went to 133 Union St. in St. John, which was the address of Sylvester Z. Earle, physician, and Allen O. Earle, barrister.

One other C.P.Mail Co. cover is known. The name of the addressee is left blank, to be filled

in by the writer, the balance was preprinted as follows:

CARE OF THE C.P.MAIL CO.  
END OF CANADIAN PACIFIC TRACK WEST  
Via Winnipeg, Manitoba  
Canada

Contractor

The postmark on this cover is legible only to the extent that the date appears to be in March, 1885. The name of the contractor, written in, is Wm. McKenzie & Co. He later became the partner of Donald Mann and together they went on to fame as railway builders. The story of this cover, the whereabouts of which is unknown at present, is an article in itself, one which the author hopes to write.

There are numerous inconsistencies and gaps in the story of the C.P.Mail Co. and the End of Track post office, many of which can be attributed to the manner of reporting of the events at the time. Nonetheless, the pattern is reasonably clear and as more information emerges the story can be improved.

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# NEWFOUNDLAND PLATE NUMBERS

by John M. Walsh

(With the assistance of John Butt,  
Thomas Nemecek and Mary Boland)

## Part 1 — 1897 to 1931

Sheets of Newfoundland stamps, issued over the years from 1857 to 1949, have had several interesting markings located in the margins or selvage, placed there by the particular printing firm hired to design and print the issue in question. Several ideas exist as to why this was done.

In some cases it was used to identify or promote the name of the printing firm, i.e., the company name appears as an imprint or inscription (American Bank Note Co., New York; National Bank Note Co., New York; British American Bank Note Co., Ottawa; Bradbury, Wilkinson & Co., LD, New Malden, Surrey, England; Canadian Bank Note Co., Ottawa). In another case the markings were used to determine when the engraved plate was wearing out, i.e. lathe scroll work or solid color bars.

In other instances, a numeral is found in the margin. Collectors have come to call this a plate number. With Newfoundland stamps it is interesting to note that this numeral or plate number is not found prior to 1897, nor is it found on all values of issued stamps.

Before tackling the study of the Newfoundland plate numbers it is necessary to state what perforation gauge is being used, because Meyerson states that not all gauges give the same perforation readings. In this study a Stanley Gibbons Instanta Perforation Gauge with the perforations going from 9.8 to 18.2 was used.

Sources that have assisted me in my research include Winthrop S. Boggs, *Postage Stamps and Postal History of Newfoundland*, Chambers Publishing Company, 1942, reprinted by Quarterman, 1975; Robson Lowe, *The Encyclopedia of British Empire Postage Stamps, Volume V, North America*, Robson Lowe Limited, 1973; John Aysford, *The Last Stamps of Newfoundland*, Robson Lowe Ltd., 1978; and Daniel C. Meyerson, *The Trail of the Caribou*, British North America Philatelic Society, edited by R.J. Woolley.

The earliest use of a plate number that I know of appears in connection with the 1c blue green value of the 1897 Royal Family Issue. It

has a reversed numeral 3 in the upper left corner margin, and is perforated 12 x 12. Neither Boggs nor Lowe mention the existence of any plate number for this stamp. Lowe, however, reports that plate 2 exists for the 2c orange, while plates 3 and 4 appear with the 3c orange.

Meyerson reports that the 2c orange has a reversed numeral 2 in the upper right corner. Meyerson also reports that the 3c orange has a 3 in the upper left and that the reversed numeral exists in the upper left. He also reports a reversed numeral 4 with F 5610 (a control number?) in the upper right corner. I have not seen these.

Plate numbers for the Map of Newfoundland Issue, the lithographed John Guy Issue, the engraved John Guy Issue and the 1911 Royal Family Issue have not been reported in the literature.

The Caribou Issue of 1919 is the next issue to have plate numbers. I have found the 1c green value has plate 1 at left center, opposite the 41st



A reversed '3' on the 1c value of the 1897 Royal Family Issue.

stamp, plate 2 at right center, opposite the 50th stamp, and plate 3 at left center, opposite the 41st stamp. All are perforated 14.1 x 14.1. Robson Lowe stated that the 1¢ green plate 1 was unnumbered; this is obviously incorrect.

The 2¢ scarlet value has plate 1 at left center, plate 2 at right center, and plate 3 at left center. These too were perforated 14.1 x 14.1

The 3¢ brown value has plate 1 at left center, plate 2 at right center and plate 3 at left center. Again these were perforated 14.1 x 14.1.

Meyerson reports that a 1¢ green Caribou plate exists on a 1923 cover. I have not seen this item.

The next issue to have a plate number appear in the selvage is the Pictorial issue of 1923;

the 3¢ brown value with plate 2 is known.

It has been reported by Boggs that the 3¢ value was printed in sheets of 100. The plates of this issue that I have found are located in the lower left corner, with a line located below the upright numeral — most likely an indicator for cutting the sheet apart. A cover has been found bearing the 3¢ value with the same numeral style located in the upper left corner still, with the same line located below the numeral. For this to happen there must have been two panes of 100 subjects, or a sheet of 200, printed contrary to what Boggs has reported. The perforation 13.7 x 14 has been found on these examples.

The Publicity Issue of 1928 has not been reported as having any values with plate num-

### Plate Numbers on Newfoundland Stamps 1897 to 1931

| Issue                    | Perforation | LC | UL   | LL | UR | LR | RC                           |
|--------------------------|-------------|----|------|----|----|----|------------------------------|
| <b>1897 Royal Family</b> |             |    |      |    |    |    |                              |
| 1¢ blue green            | 12 x 12     |    | 3(R) |    |    |    |                              |
| <b>1919 Caribou</b>      |             |    |      |    |    |    |                              |
| 1¢ green                 | 14.1 x 14.1 | 1  |      |    |    |    |                              |
| 1¢ green                 | 14.1 x 14.1 |    |      |    |    |    | 2                            |
| 1¢ green                 | 14.1 x 14.1 | 3  |      |    |    |    |                              |
| 2¢ scarlet               | 14.1 x 14.1 | 1  |      |    |    |    |                              |
| 2¢ scarlet               | 14.1 x 14.1 |    |      |    |    |    | 2                            |
| 2¢ scarlet               | 14.1 x 14.1 | 3  |      |    |    |    |                              |
| 3¢ brown                 | 14.1 x 14.1 | 1  |      |    |    |    |                              |
| 3¢ brown                 | 14.1 x 14.1 |    |      |    |    |    | 2                            |
| 3¢ brown                 | 14.1 x 14.1 | 3  |      |    |    |    |                              |
| <b>1923 Pictorial</b>    |             |    |      |    |    |    |                              |
| 3¢ brown                 | 13.7 x 14   |    |      | 2  |    |    |                              |
| 3¢ brown                 | 13.7 x 14   |    | 2    |    |    |    |                              |
| <b>1929 Pictorial</b>    |             |    |      |    |    |    |                              |
| 2¢ deep carmine          | 13.8 x 13.5 |    |      | 2  |    |    |                              |
| 2¢ deep carmine          | 13.8 x 13.5 |    |      | 3  |    |    |                              |
| 2¢ deep carmine          | 13.8 x 13.8 |    |      | 3  |    |    |                              |
| 3¢ red brown             | 13.8 x 13.8 |    |      | 3  |    |    |                              |
| 3¢ red brown             | 13.8 x 13.8 |    |      |    |    |    | 2(Imperforate Bottom Margin) |
| 3¢ red brown             | 13.8 x 13.5 |    |      |    |    | 3  |                              |
| 3¢ red brown             | 13.5 x 13.8 |    |      |    |    | 3  |                              |
| 3¢ red brown             | 13.8 x 13.8 |    |      |    |    | 3  |                              |
| <b>1931 Publicity</b>    |             |    |      |    |    |    |                              |
| 2¢ red                   | 13.8 x 13.8 |    |      | 2  |    |    |                              |
| 3¢ red brown             | 13.8 x 13.8 |    |      |    |    | 3  |                              |

Legend: LC - left center; RC - right center; R - numeral reversed

bers on them.

In the Publicity Issue of 1929 both the 2¢ deep carmine and the 3¢ red brown are reported to have plate numbers. I have found the 2¢ deep carmine with plate 2 at the lower left corner, with 13.8 x 13.5 perforation, and plate 3 at the lower left corner, with 13.8 x 13.5 and 13.8 x 13.8.

I have found the 3¢ red brown value with plate 2 at the lower left corner, perforated 13.8 x 13.8. Another plate 2 lower left corner, perforated 13.8 x 13.8, has been found with the bottom sheet margin imperforate horizontally. Lowe makes no mention of a plate having this feature. To date I have seen only one example of a plate with this variety. The 3¢ value is also found with plate 3 at the upper right corner, with three different perforations, 13.8 x 13.5, 13.5 x 13.8 and 13.8 x 13.8.

In the Publicity Issue of 1931 the 2¢ red value with plate 2 at the lower left corner is perforated 13.8 x 13.8. The 3¢ red brown value with plate 3 at the upper right corner is also perforated 13.8 x 13.8.

The table shows the plates, locations, and perforations I have found associated with the issues from 1897 to 1931.

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# ONTARIO LEGISLATIVE POST OFFICE METAL 'CROWN' HAMMER REPLACED

by Ian S. Robertson



1. l to r — The first rubber canceller, the 'crown' device and a pre-use proof strike of the second rubber canceller.

The distinctive 'Crown' indicia C.D.S metal hammer, used for years in the basement Ontario Legislative Post Office at Queen's Park, has been retired — again.

On 1 January 1987 postal employees replaced the 25-millimetre diameter 'HOUSE OF ASSEMBLY P.O. ONTARIO' metal hammer with a 37-millimetre rubber cancelling device. Not an unusual occurrence, except that this is the second rubber hammer ordered in less than six months.

During the first week of August 1986 a 40-millimetre diameter device was introduced. Its life was short, however, and it should prove quite rare on cover.

By mid-November, a clerk's mistaken use of metal hammer ink on the felt pad used for rubber devices caused a 'bloating' of the letters and numerals. As many post office clerks have discovered when the wrong ink was used, "The new device had to be discarded when a clear image could not be struck," said Legislative Post Office Postmaster Reg James.

The metal hammer, with its distinctive five-millimetre crown above the date, came out of retirement for the remaining six weeks of 1986.

Like its predecessor, the second rubber 'LEGISLATIVE P.O. ONTARIO' device was also made by Toronto Stamp Inc., Mr. James said. It gives a much more pleasing strike than the first rubber device, whose figures were awkwardly fat.

Mr. James said he switched to a rubber de-

vice because "it's easier to get a better stamp (strike)" than from the metal hammer. The metal hammer "was not popular with the staff," we often had difficulty getting a clear impression on mail and on receipts.

"It was used by Legislative Post Office staff for a number of years because you could service vast quantities of envelopes quickly," Mr. James said, but when the Ontario Ministry of Government Services moved its main mail-handling office to the basement of the Macdonald complex on Wellesley Street in 1968, there was no need for high-volume mail-sorting in the Legislature building.

The new rubber device, once staff get used to it, "will give a better impression."

Mr. James said he was not satisfied with the first rubber device, since the moveable rubber date type slipped below the moulded inscription and did not leave an impression. Both rubber devices were made with the months spelled out instead of the traditional Roman numeral type used on most cancelling devices. Neither was made with a crown on the face.

"We used to get our stamping equipment from Canada Post," Mr. James said. Now, postmasters order their rubber devices from local suppliers, based on approved formats.

The Legislative Post Office reports directly to the Ontario Ministry of Government Services, which in turn deals with Canada Post. Unlike regular post offices, which remain open until 5:30 p.m., the Ontario Legislative Post Office con-



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Corporation

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## Receipt Reçu

Office  
Date Stamp

Timbre à date  
du bureau

Received in  
payment for  
Postage Supplies

Reçu en paiement  
d'articles  
d'affranchissement



Signature

*[Handwritten signature]*

41-016-020(5-85)

2. A strike of the new rubber device on a Post Office receipt.

cludes wicket duties at 4 p.m. daily.

Mr. James would like to keep the old hammer, perhaps for an historic display at the post office or for the Ontario Archives. It won't likely be used again, since no '87' type slug was delivered for use this year.

At the Government Services Post Office in the Macdonald Block on Wellesley Street, a 24-millimetre hammer is used for processing and receiving registered and special delivery mail. The indicia reads 'GOVT. MAIL SERV. MGS TOR. ONT.' An identical second hammer is in storage.

Unlike the Legislative Post Office, the GSPO



3. The cancellation used at the Ministry of Government Services Post Office on Wellesley Street.

does not sell stamps. Mail must be pre-stamped or metered before being turned in at the wicket.

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# CANADIAN LETTER MAIL TO FRANCE THE SMALL QUEEN ERA 1870-1897

by Maggie Toms and George B. Arfken

## Part 1 — Introduction



MURRAY BAY, QUE., JY 2 70. 17¢ per ¼ oz. rate. This rate had been in effect since the beginning of the Decimal era in 1859.

Canadian letter mail to France has been explored in detail in a series of articles entitled *Letters Exchanged via England between British North America and France, 1844-75* appearing in *BNA TOPICS* starting in 1979 (1). These articles focussed primarily on the pre Small Queen period. The present article, after some introductory material to set the background for the 17¢ per ¼ oz. rate, deals exclusively with the Small Queen era. Postal rates, registration rates and the treatment of underpaid letters during the Small Queen era are considered.

When the Anglo-French postal convention of 1843 became effective on June 1 of that year, the British North American Colonies were just beginning to enjoy a regular steamship service to Great Britain performed by the British Cunard Line. The packet rate for letters to Great Britain was 1sh 2d stg for a single letter not over ½ oz. Under these circumstances it was difficult to understand why a single letter not over ¼ oz sent via England to France should cost 2sh 5d stg.

In 1855 in order to alleviate the hardship to the provinces of this high rate of postage, Great Britain adopted the ¼ oz scale for single letters exchanged with France, advancing a rate for

each additional ¼ oz, instead of two shillings for the first ½ oz. The provincial inland postage of 2d per ¼ oz was included in this charge. The French postage was reduced from 5d per ¼ oz to 2½ d per ¼ oz.

The Anglo-French postal convention of 1856, effective 1 January 1857, brought a further reduction in the postal rate for letters to France. The new rate was 8d stg per ¼ oz, or 10d stg via the United States (because of the additional transit charge). When the Canadian Post Office changed to decimal currency on 1 July 1859, the 8d stg per ¼ oz rate became 17 cents per ¼ oz. (2) This currency equivalence was included in the 17¢ stamp of the 1859 Decimal issue; the stamp has 17 in each of the two lower corners, and 8d stg in each of the two upper corners.

The 17¢ rate continued through the Large Queen era and into the fall of 1870. There is evidence that a widespread reduction in overseas postal rates went into effect in February 1870 as a consequence of the reduction in the sea postage in the previous month. However, these rate reductions did not include France or the countries reached via France. One sentence in a letter from W.H. Griffin, Deputy P.M. General

to John Tilley, Esq., dated 19 March 1870 (R.G.3, vol. 837, p. 211) shows the situation.

"...notice was given to the Canadian Public that all correspondence by the Ocean Mails would have the benefit of the reduction; and, as respects most countries I observe by a table recently received by you, this construction is confirmed; but there are some exceptions, and unfortunately those exceptions embrace countries with which Canada has, relatively, a considerable correspondence, and correspondence of a character in which our population is much interested — namely France and the Papal States."

Additional correspondence in the National Archives (R.G.3, vol. 568, p. 415 and p. 436) makes it clear that the 17¢ rate was continued.

The principal reason for the exception of France and the Papal States was delayed ratification of the 21 September 1869 Anglo-French convention. The ratification waited the appropriate action in Great Britain, under the 1866 Standards of Weights, Measures and Coinage Act, that would authenticate a change in a secondary standard of weight - one third of an ounce. Then came the parliamentary procedure requiring an order in council to make the change effective. The convention was finally ratified on 16 June 1870.

Figure 1 shows a cover from Murray Bay, Que., dated 2 July 1870, paying the 17¢ rate. In retrospect, this appears to be an overpayment of 7¢ as, according to the July 1870 *List of Post Offices - Tables of Rates of Postage (3)*, the rate had been reduced to 10¢ for the first ¼ oz. Actually, judging from the dates of the correspondence quoted below, it is clear that this 10¢ rate was not yet in place and that the July 1870 Tables had not yet been published. There is evidence that the Ottawa postmaster received his copy on 13 October 1870. Other lines of evidence support the conclusion that the July 1870 *List of Post Offices - Tables of Rates of Postage* did not appear until October 1870. Accordingly October 1870 will be taken as the date of the rate reduction from 17¢ to 10¢ for the first ¼ oz.

#### REFERENCES

- (1) *Letters Exchanged via England between British North America and France, 1844-75*, Maggie Toms, *BNA TOPICS*, 36, 4-7, Sept-Oct 1979 and subsequent issues.
- (2) *The First Decimal Issue of Canada 1859-68*, Geoffrey Whitworth (1966), p.94. Also, *Canadian*

*Postal Guide 1863*, p.37.

(3) *Tables of Rates of Postage, List of Post Offices in Canada, 1 July 1870*. (Actually published in October 1870.)

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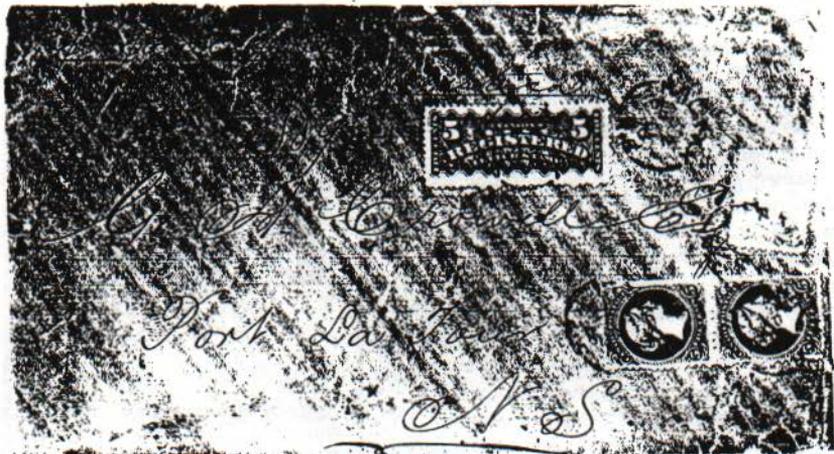
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# USE OF THE 5 CENT REGISTERED LETTER STAMP ON CANADIAN DOMESTIC PARCEL POST

by Victor L. Willson



Chaplin (1973) wrote about the establishment of the Canadian parcel post. He noted that from 1 July 1859 domestic registration was available for parcel post items at a cost of five cents. When registered letter stamps (R.L.S.) were in preparation, the October, 1875 *Postal Guide* (vol. 1, No. 1) was quoted by Chaplin as noting that the parcel post registration could be paid by the new 5 cent R.L.S., which was issued 15 November 1875. Figure 1 shows use of the 5 cent R.L.S. tied to a large cover, additionally franked with a vertical pair of the 5 cent Large Queen and single 3 cent Small Queen, overpaying the 12½ cent rate for under eight ounces by ½ cent. All stamps are tied by a Halifax split circle cds dated SP 2/76.

Less than two years after the issuance of the 5 cent R.L.S., the October 1877 *Postal Guide* (vol. 3, No. 1) stated that the 5 cent R.L.S. was to be used only for letters to the U.S., and parcel post registration was to be paid by ordinary postage stamps. This was, of course, prior to the reduction in the registration rate to Great Britain from 8 cents to 5 cents on or about 1 January 1878, necessitating the use of the 5 cent R.L.S. for that purpose. The Post Office reversed itself by July 1882, (*Postal Guide*, vol. 7, No. 4), again requiring use of the 5 cent R.L.S. on parcels. This was apparently reversed once more with

the Post Office Act of 1889, effective May 8, at which time all classes of mail could be registered at 5 cents and the 2 cent R.L.S. could be used with ordinary postage to make up the rate. Arfken (1984) has pointed out that the Canadian Post Office as early as 1890 noted that ordinary postage stamps would be accepted in payment of the registration fee on domestic mail, although indicating that use of the registration stamps was desirable. The requirement to use the R.L.S.'s at all was dropped in late 1893.

Thus, there are six distinct periods for registration of parcel post, of which the 5 cent R.L.S. could be used in four:

- 1) July 1, 1859-Nov. 14, 1875: payment by cash or ordinary postage stamps;
- 2) Nov. 15, 1875-Oct. ?, 1877: payment by 5 cent R.L.S.;
- 3) Oct. ?, 1877-July ?, 1882: payment by ordinary postage stamps;
- 4) July ? 1882-May 7, 1889: payment by 5 cent R.L.S.;
- 5) May 8, 1889-July 31, 1893: payment by 5 cent R.L.S., or 2 cent R.L.S. and/or ordinary postage stamps;
- 6) Aug. 1, 1893-onward: payment by ordinary postage stamps, use of any R.L.S. optional.

Chaplin shows covers for periods 1,5, and

6, and Figure 1 shows period 2 usage. Can anyone provide examples of usage in periods 4 and 5? Correspondence is invited at 2818 Pierre Pl., College Station, TX 77840.

References:

Arfken, G.B., *Canada's Registry System 1890-1893. Maple Leaves*, Vol. 19, No. 4, Aug. 1984, pp. 177/181.

Chaplin, R.A., *The establishment of Canadian Parcel Post. Maple Leaves*, Vol. 14, No. 13, Oct. 1973, pp.317-324.

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## MORE SKETCHes of BNAPSers

By Dr. R.V.C. Carr

### SKETCH 219 W.S. (BILL) PAWLUK

Ask Bill Pawluk about his Maple Leaf and Numeral collections, about his job, or about his wife Lorraine and their daughter Shileen, and he's more than happy to bend your ear. Asking him to put down on paper a few facts about himself for a Sketch is another matter. I finally had to resort to using my secret weapon - I sent our intrepid Editor, who took the photo at the Winnipeg convention four (can it be?) years ago, after him!

Bill and Lorraine both hail from Edmonton. After getting his B.A. in Economics and doing some graduate school work at the University of Calgary, Bill joined the Statistics Canada Branch of the Canadian Government. Little did they know that they were about to see Canada! In 17 years they have lived in Ottawa, St. John's, Halifax, Edmonton and Winnipeg. At CAPEX Bill told us that they were in the process of moving to Calgary, where this fall he will become STATS CAN's Assistant Regional Director for Southern Alberta.

In 1981 Bill won the Reserve Grand Award at STAMPEX for his Numerals; he followed up with the Grand Award at the 1983 BNAPEX for his Maple Leaf exhibit. Besides these stamps and their postal history, he collects Small Queen rates, postal history of Strathcona, Alberta and covers from the Upper Colombia Company. On the side, he collects philatelic memorabilia, including stamp boxes. Bill is an accredited Na-



tional Level judge.

BNAPS has benefited from Bill's energy too. He was our Handbook Sales Manager for a while, Bourse Chairman for BNAPEX '83, and is serving his second term on our Board of Directors. He is currently working on a publicity and membership program, and was the *Generalissimo* of the society's very successful booth at CAPEX.

Our best to the Pawluks as they unpack in Calgary.

# MISPLACED ENTRIES ON THE ONE CENT NUMERAL

by Warren L. Bosch

photography by Ralph E. Trimble

During the past five years or so membership in the Re-entry Study Group of BNAPS has made me aware of various kinds of printing mishaps, from paper creases to latent re-entries. Of the various types of such errata, misplaced entries have taken a firm grasp of my mind. I should like to make the general readership more aware of what can be found, especially on the 1¢ Queen Victoria Numeral issue.

For the uninitiated, a re-entry occurs when the sideographer finds it necessary to redo the subject on the printing plate; that is, to 're-enter' the plate with the die. If the second entry does not match the first entry exactly, some lines of the design will be visibly doubled when the plate is subsequently used. Because of the advances made in printing techniques over the years, re-entries are rather more common on older stamps. Because wear of the plate often necessitated re-entry, stamps issued in large quantities are the most likely to include one or more re-entries. The 2¢ carmine Numeral issue, for example, is widely known for re-entries, from minor numeral box doubling to major extensive doubling of half of the design.

When the second entry is significantly far removed from the original entry — say, a few millimeters or more — we give it the name 'misplaced entry'. The different name indicates that it is not likely to have been the result of misalignment, but of completely putting down the die in the wrong place on the plate, and not being able or willing to burnish off the resulting incorrect impression. Since this action would probably have been only momentary, one expects to find that misplaced entries do not cover as wide a region of the stamp as some re-entries do. Typically, the misplaced entry shows merely as a band of lines across the width of the stamp. Just as the 2¢ carmine Numeral issue is known for re-entries, the 1¢ green Numeral issue includes several notable misplaced entries which have not been described in any of the major authors' books, Jarrett and Boggs included. The 1¢ numeral also includes nice re-entries, but that is not the subject at hand.

During the past two or three years, I have

been able to find three superb misplaced entries on the 1¢ Numeral. Two of these items have been published in the newsletter so ably edited by Trimble for the Re-entry Study Group; the third is too new to have had that honor. The first item discovered is shown in photograph A. The clear picture shows the upper left corner shifted to the right so that the left vertical margin falls between TA of POSTAGE, and part of the top margin shows clearly in the selvage.

Using that feature — notice the individual lines composing the frame show separately — one can easily make out the stem of the maple leaf, the vein which points directly downwards, the lower border of the leaf and part of its upper border, as well as some vertical lines (seen in the G of POSTAGE) which were from the shading lines just below the tip of the leaf. Fragments of the design can be seen on the Queen's head and also into the left side lettering at the level of the N of CANADA, but the photograph does not extend that far. The only bit of positional information available is that this stamp is the left one of a pair.

Photograph B, showing the extreme lower right side of the subject, is the item which has not yet been sprung on the membership of the Study Group. The misplacement is quite large, since the upper right corner appears  $\frac{2}{3}$  the way up the right numeral box. In this case, unlike case A, the displacement is only vertical; both entries have the same horizontal positioning. The individual four lines making up the top frame line can be seen between the frame and the outer vertical of the right numeral box; only one or two of these four lines extends far enough to reach the numeral itself. From the positioning of the second entry, one can deduce that the 'accent mark' in the numeral box must be the stem of the upper right maple leaf. Two small fragments of the top line (not the frame line) are also visible in the numeral box. The only other major feature of this misplaced entry is a long arc extending from the white area above C of CENT in a southeasterly direction through all three arms of E of CENT, the horizontal shading lines, and ending just below the bottom frame line.



*Photo A*

This arc is the top of the oval band (meant to contain the lettering) from a point above P of POSTAGE to a point between S & T of POSTAGE. The dot in the C of CENT probably is part of the misplaced entry — around the P mentioned — but had not yet been assigned as of

this writing. Nothing else is recognizable in this region of the subject.

The last item to be mentioned is both the least extensive and most interesting of this trio. Three photographs have been put together to show the lower half of the stamp. Because the



*Photo B*



*Photo C*



# The Study Group CENTERLINE

by Frank Waite

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**MAP STAMP:** W.L. Bradley, 122 Sherwood Ave., Kitchener, ON N2B 1K1

**MILITARY MAIL:** Ken Ellison, R.R. #1, Oyama, BC V0H 1W0

**NEWFOUNDLAND:** C.A. Stillions, 5031 Eskridge Terrace, N.W., Washington, DC 20016

**POSTAGE DUES:** Calvin Cole, 3839 Ezle St., San Jose, CA 95111

**POSTAL STATIONERY:** Robert Lemire, P.O. Box 549, Pinawa, MB R0E 1L0

**PRINCE EDWARD ISLAND:** James C. Lehr, 2918 Cheshire Rd., Wilmington, DE 19810

**PROVINCE OF CANADA:** Charles Firby, P.O. Box 208, Southfield, MI 48037

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**REVENUES:** Wilmer C. Rockett, 2030 Overlook Avenue, Willowgrove, PA 19090

**R.P.O.'s:** W.G. Robinson, 5830 Cartier St., Vancouver, BC V8M 3A7

**SEMI-OFFICIAL AIRMAILS:** David A. York, 1207 Hillcrest Rd., Akron, PA 17501

**SMALL QUEENS:** Bill Burden, P.O. Box 152, Truro, NS B2N 5C1

**SQUARED CIRCLES:** Gary D. Arnold, 5509 East St. Joe Hwy., Grand Ledge, MI 48837

**1972-78 DEFINITIVES & LANDSCAPES:** D.J. Moore, Box 29, Aylesford, NS B0P 1C0

**TRANSATLANTIC MAIL:** Dr. J. Arnell, Box HM 1263, Hamilton, Bermuda

## ON THE FRINGES

It has been a hot summer, and I have been a picture of indolence. I marvel at the energy of John Burnett. John has organized three prospective study groups: **Leafs and Numerals**, Charles Johnson, Chairman; **Roller Cancels**, Robert Lee, Chairman; and **Postal History of Manitoba and the West**, Bill Topping, Chairman.

In addition, the **Flag Cancel Study Group** has been reactivated with Bob Heasman as Chairman. The Flag group has also issued a newsletter, edited by Doug Lingard. Doug has volunteered to act as interim Editor and compose three newsletters. He hopes this will incite enough interest to secure a permanent Editor and insure an active group. The newsletter outlines the goals of the group and presents an illustrated article, by Doug, giving an update on the flag cancels of 1917-19. A survey requests additional data on these cancels. Well done, Doug. Your efforts certainly deserve success.

I find no newsletter more interesting than that of the **Military** group. The latest presents a comprehensive article by Dr. R. Oakland; *Some Trans-Atlantic Mail Carrying Activities of R.A.F. Ferry Command/Transport Command and the*

*Return Ferry in WWII*. This well illustrated article is fascinating.

The **Newfie** newsletter discussed the one Shilling Orange on laid paper. The article reports the results of two auctions, one of which properly described the piece as a proof, the other as a stamp. Carl Newswanger reported some new earliest and latest dates for slogan cancellations. Jim Felton sent in an illustration of a nice Newfoundland to Arkansas cover.

Jim Catterick, **Perfin** Editor, submits two newsletters. Colin Pomfret adds some information to a previous article on a Wm. Rennie Co. perfin. Bob Traquair has authored an article, with illustrations, on a Gunn, Langlois & Co. perfin. The editor writes about the Newfoundland perfins and encloses a survey sheet to obtain more information on these. It was reported that in a Maresch & Son auction a cover, with a three cent Small Queen and a two cent Registration, both with the IC/R perfin, fetched \$2600.00 plus 10% commission! Those holes can be pretty expensive. A listing is presented of the 19 types of perfins of the International Harvester Co. of Canada.

Robert Lemire, **Postal Stationery** group

Editor, reports two new releases — a 36¢ envelope and a 72¢ aerogramme. Bill Walton briefly discusses Reply Letter Cards of the world. Earle Covert provides photocopies of an unusual Elizabethan reply card and proposes a printing arrangement of these. John Aitken, Pierre Gauthier, Robert Lemire, Allan Steinhart and Bill Walton furnish a list of new ERPs. Earle Covert gives some information on the source of the pictures used for the Official Pictorial Cards issued by the Canadian Post Office Department in the 1930s. The newsletter concludes with illustrations of some of the less common of the Transportation Pictorial Post Cards.

The **RPO** newsletter, Editor - Bill Robinson, discusses CAPEX '87 and reviews the awards won by BNAPS members. Lew Ludlow lists the RPOs that should appear on the Jubilee stamps, and notes as to whether or not they have been reported. Whit Bradley has requested the same for the Map Stamp. I'm sure the energetic 'Sheriff' will find time to help Whit. Horace Harrison sends in a mail clerk strike, and asks if others have found it. Similarly, Iain Neighbour submits a photocopy of a railway depot and requests identification.

Ralph Trimble, **Re-Entry** savant, always heads his newsletter with a huge illustration. This time it's a lovely re-entry on a five cent Registration stamp. There are more differences of opinion among re-entry group members than in all other groups put together. This time, Ralph presents new evidence concerning latents on the two cent (Small Queen?). This must be the Small Queen as John Hillson, Hans Reiche and Mike Sendbuehler are involved. Ralph illustrates a one cent Numeral with peculiar lines at the lower right, and speculates as to the cause. Two lengthy letters are printed from Derek Paul concerning the positions of re-entries on the sheet of the Newfoundland five cent Caribou, and what plates are involved. This scholarly discussion is a nice example of philatelic research.

The **Revenue** newsletter gives details of the 16th Annual Willow Grove Revenue Mini-Convention. Come on you Revenuers — give your editor more input for the newsletter. He is to be commended. Without a regular newsletter interest dies and so does the study group.

Judging — I understand the judges were judged as much as the stamps at CAPEX. We have been wrangling in BNAPS for several years. Instead of this let's try to be constructive. I suggest that our BNAPS president appoint a

committee consisting of a couple of board members, a couple of study group representatives and a couple of judges. Their duty should be to establish a point system for judging BNAPS exhibitions. A hurried example:

|                         |      |
|-------------------------|------|
| Philatelic Significance | — 30 |
| Philatelic Knowledge    | — 30 |
| Research                | — 15 |
| Presentation            | — 10 |
| Completeness            | — 10 |
| Rarity                  | — 5  |

I further suggest that the exhibition chairman must provide a pad of these printed evaluation sheets for each judge. Each judge shall fill out an evaluation sheet for each exhibitor. The exhibitor shall be given the evaluation sheets before the judging critique.

This will not solve the problem, but it will pinpoint areas of disagreement. Judging will always be, to a certain extent, subjective. Lets make it as objective as possible.

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# THE AMERICAN BANKNOTE COMPANY'S B.N.A. SPECIMEN PLATE PROOFS

by Norman Boyd FRPSL, FRPSC

Interest in proofs has been increasing in the last few years. Exhibits which contain proofs, including proofs overprinted with the word SPECIMEN, tend to score higher at exhibitions. Discussion as to why the SPECIMEN proofs were made in the first place, and to what uses were they put, sparks a controversy. The word SPECIMEN was certainly to make sure they would not be used for postage. With few exceptions they were printed on sheets of proof paper or on India paper mounted on board. Postal authorities received full colour trial sheets of proofs (including SPECIMEN proofs) before giving their final approval. Boggs states... "SPECIMEN stamps were distributed to various foreign and colonial Postmasters General to show what stamps were official and to be accepted as paying the postage rate."

While this was undoubtedly the case, it is also known that postal and printing company officials used them for philatelic favours. During the Pence period the Post Office Department sent a Canada stamp to the printers and complained that it had been bought from a New York

dealer and had not come through the Canada Post Office. The American Banknote Company replied "We recognize this stamp as one of a few impressions of the die given by us, as specimens, to friends and customers, some time ago".

The Plate Proofs and SPECIMEN Plate Proofs of the Nova Scotia Decimal issue of 1860, in particular, are relatively common. Despite a suspicion that extra SPECIMEN sheets were printed specifically for philatelic purposes, interest in them is steadily increasing.

Little effort has been made to classify these issues according to the details of the overprints of the characteristics of the plates that printed them. One article by Henry Gates was published in *BNA Topics*, May-June, 1979, entitled *Contemporary Specimen Overprints on the First Decimal Currency Issue of Canada*. A catalogue of the Province of Canada plate proofs is included in the *Canada Specialized Postage Stamp Catalogue*.

In his article Gates affirms that new SPECIMEN plates were made for the 1859 Decimal issue. I can find no differences between the



PLATE NUMBER 1 (SPECIMEN) — 1851

- SERIFS & PERIOD
- HORIZONTAL OR RIGHT VERTICAL SPECIMEN (reading upwards)
- MEASUREMENTS 21 x 3.0mm (including the period)
- FOR 10 x 10 VERTICAL AND HORIZONTAL FORMATS



**PLATE NUMBER 2 (SPECIMEN) — 1851**  
 — SERIFS & PERIOD  
 — DIAGONAL  
 — MEASUREMENTS — 23 x 3mm  
 — FOR 10 x 10 VERTICAL FORMAT

serifed letters (Gates' Style 'A') of the 1851 Specimen overprints and those of the 1859 issue. It is my contention that, in addition to new SPECIMEN plates, the same SPECIMEN plates used on the 1851 issue were reused not only on the 1859 issue but also on the Decimal issues of New Brunswick and Nova Scotia.

The following is an attempt to organize some confusing observations into a rational classification. I can see no useful purpose in trying to report measurements to an accuracy of less than 0.5 mm. Paper shrinkage and heavy

inking can account for that much variation.

For the purposes of this article I shall define SPECIMEN Plate Proofs as overprints of the word 'SPECIMEN' on all or large numbers of the impressions of a stamp on a proof sheet of any kind of paper and printed simultaneously by letter press. Separate printing or handstamping of individual stamps with the word 'SPECIMEN' or 'PROOF' is not included in this definition. The words 'Plate Number' followed by a numeral identify the different printing plates which were used over the years to apply the overprints.

**PLATE NUMBER 1 (SPECIMEN) — 1851**

On horizontal proofs such as the 3 penny, the word SPECIMEN appears horizontally across the bottom. On vertical proofs, such as the 6d and the 12d, it is on the right, reading upwards. (For this format the sheet was fed into the press at right angles to that for the 3d.) All these SPECIMEN plates were set by hand from loose type. Printing was by typography. Plate Number 1 occurs on the 1851 3d, 6d, & 12d in orange, carmine and green; on the 1859 issue it occurs on the 1c & 2c in black, on the 10c & 17c in carmine and on the 12½c in black or carmine.

**PLATE NUMBER 2 (SPECIMEN) — 1851**

The word SPECIMEN on Plate Number 2 may measure from 23 x 3.0mm to 23.5 x 3.0mm diagonally from south-west to north-east. It was made from the same serifed type as Plate Number 1. The difference in length is easily explained by the differences in justification in setting up the diagonal plate. Plate Number 2



**PLATE NUMBER 3 (SPECIMEN) — 1851**  
 — SERIFS & PERIOD  
 — DIAGONAL  
 — MEASUREMENTS 23 x 3 mm  
 — FOR 10 x 10 HORIZONTAL FORMAT



**PLATE NUMBER 4 (SPECIMEN) — 1854**

- SERIFS & PERIOD
- RIGHT VERTICAL (reading upwards)
- MEASUREMENTS 21 x 3 mm
- FOR 6 x 10 VERTICAL FORMAT

was set up for a 10 x 10 sheet of proofs and used extensively on several issues. I can see no change in its use on the Pence, the 1859 issue, or the Decimal issues of New Brunswick and Nova Scotia.

Plate Number 2 was the most widely used of all the A.B.N.C. overprints. It occurs on the 6d, 7½d, 12d, 10c and 17c in carmine, on the 10d in carmine or orange, and on the 1c and 12½c in black. It also occurs on the New Brunswick 5c and 10c in black, on the 5c Connell, and the 17c in carmine. On Nova Scotia issues it is known on the 1c, 2c, 5c, 8½c and 10c in carmine, and on the 12½c in black.

**PLATE NUMBER 3 (SPECIMEN) — 1851**

In contrast with Plate Number 1, Plate Number 2 could not be used for a horizontal

format such as the 3d or later the 5c because the printing would have read in the opposite diagonal. Consequently, a different plate was made for the 3d and 5c. This is Plate Number 3. Except for the layout, I can see no differences from Plate Number 1. The explanation for 14P4 in *Canada Specialized* (a diagonal reading down instead of up) is that Plate Number 2 was used and the sheet was inserted sideways. Plate Number 3 occurs on the 3d, 5c 1859, and on the New Brunswick 1c and 12½c in red.

**PLATE NUMBER 4 (SPECIMEN) — 1854**

Boggs states that when the 10d appeared in 12 x 10 sheets, a new 6 x 10 SPECIMEN overprint plate was made and printed twice on each sheet of the new values. This is verified by an occasional misalignment of the word SPECI-

MEN, the second print not being exactly in line with the first. This new overprint sheet was carefully made from the same font of type as Plate Number 1 and duplicated quite exactly. I can see no differences between Plate Number 1 on the 3d, 6d, & 12d and Plate Number 4 on the 10d, 1/2d & 7 1/2d. It is surprising that this could be copied so well after three years. Plate Number 1 was not broken up and the type reused, as it was used on the 1859 issue.

Neither *Canada Specialized* nor the Essay Proof Society Catalogue gives the dimensions of the word SPECIMEN on Plate Number 4. Boggs says it is 20 x 2.75mm. I do not challenge the 2.75, but I find the length consistently above 20.75 mm, going up to a full 21 mm. It occurs on the 1/2d in carmine and green (before the stamp plate was reduced in size to 10 x 10), on the 7 1/2 in carmine and on the 10d (both black or blue) in carmine.

The second printing of a SPECIMEN plate on each sheet of stamps worked very well, despite the occasional minor problem of aligning the second print with the first one. Presumably the number of sheets overprinted with SPECIMEN was limited in number, and printing by letter press so simple, that it was not worth the time required to set up a full SPECIMEN plate. Hence

I feel there is strong evidence that all subsequent SPECIMEN plates of the American Banknote Company were designed to double print each sheet of stamps.

(To be continued)

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# NEWFOUNDLAND'S FIVE CENT CARIBOU AGAIN

by Derek Paul

## Waterlow & Sons' Plate 41419

*Abstract: The comb perforated five cent Caribou stamps that were first used in October 1941 are here shown to have been printed from the same Waterlow & Sons' plate as the line perfed 12½ stamps from 1942. Thus there must have been a 1941 printing from this plate, even though the known records of Waterlow & Sons do not show this. None of the 1941 printing appears to have been line perfed, whereas the February 1942 printing may have been perfed both ways and all later printings seem to have been only line perfed.*

Since the publication of my article (1) on the five cent Caribou stamp that first appeared in October 1941, I have been encouraged to do more research because little was known about the printing of these stamps (2). The earlier die I stamps, which are systematically about 0.6mm narrower than those of 1941, had been produced by Perkins Bacon, and had not been in use since 1938. The die I reappeared, after three years out of use, comb perforated. These stamps were used

in considerable numbers in October and November 1941 and again in October and November 1942 (1). The first line perforated 12½ die I were issued early in June 1942; except for the months of October and November of that year, their use was dominant from that time.

Ayshford learned that due to the bombing of the Perkins Bacon printing works in May 1941 the production of Newfoundland stamps passed to Waterlow & Sons (3). He lists the known printings of all five cent caribou stamps by Waterlow, beginning with the February 1942 printing (20,000 pulls) and the July printing (25,000 pulls) of the same year. He also identifies the proofs for the July printing as plate 41419, and attributes the same plate number to the February printing on grounds of similarity. A new plate, 42078, was used for the one printing that was done in 1943 and for part of the March 1944 printing. Other plates were used later on. The mystery of the comb perforated stamps is that they predate the available records, suggesting the possibility of a completely separate printing. The present re-

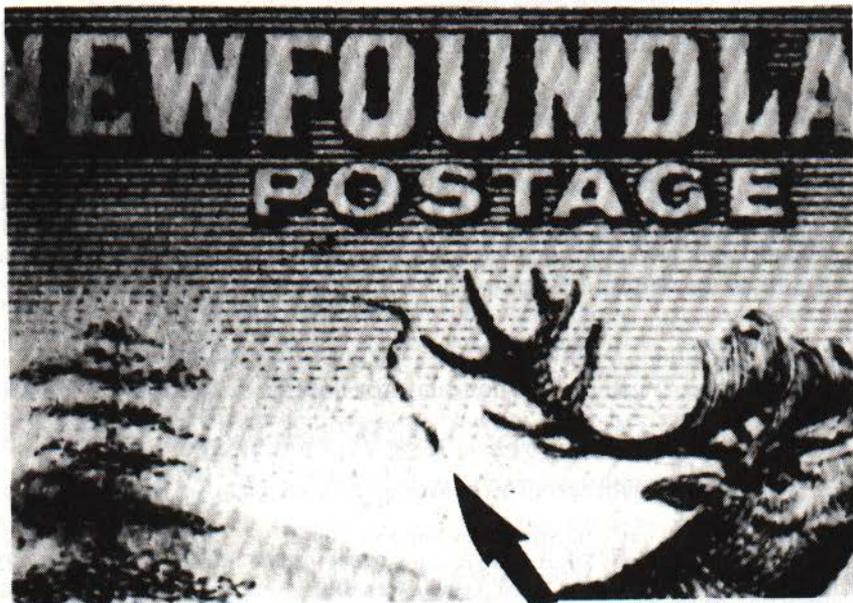


Fig. 1 The most spectacular of the faults of plate 41419, occurring at position 73.

search has settled the question definitively as follows.

The extremely close similarity in appearance between the comb perfed and line perfed varieties (S.G. cat. #280 and #280a) challenged me to find out whether they came from the same plate. Ayshford provided the essential clue. His book lists eight major plate faults which had been circled on the February 1942 plate proofs and describes them in words, giving their positions in the plate. In addition he mentions three minor plate faults at positions 39, 60 and 74 without describing them, bring the total number of faults to eleven. In a time of peace these faults would likely have been corrected prior to printing. They were certainly not corrected prior to the February 1942 printing, because the same faults were found in the plate proofs for the July 1942 printing.

In 1983 I began to search for plate faults on both the line and comb perfed stamps. One by one the major faults were found on both varieties. At the time of writing, faults have been found at over forty different positions (4), including all eight of Ayshford's major faults as described in his book. Only one of his eight proved at all difficult to identify, position 16, and that was only because a very similar fault exists with which it is easily confused. To establish the origin of these

stamps as plate 41419, it was sufficient to find some of the faults at the prescribed positions, at least twice each so as to be sure that they were not mere printing flaws. At least one each of these needed to be found on line perforated stamps bearing 1942 postmarks. The origin of the comb perfed stamps was settled by finding matching faults. This task, easy enough though it requires much time, established beyond doubt that the comb and line perfed stamps used in 1942 came from the same plate. However, to identify the 1941 printing it was necessary to find at least some of the same plate faults on stamps cancelled before February 1942.

The first two years of this investigation failed to turn up any items with established plate faults and clearly cancelled in that early period. The study reached a point of near certainty that the 1941 stamps must have been from an earlier and previously unheard-of-plate. I even prepared a draft article to this effect and sent it to a few friends! Then, at last, one of the most tiny of the minor faults turned up on a stamp having a clear 1941 cancel. I held off publishing, to await further evidence.

Recently, with a large new batch of wholesale material to work on, the 1941 cancels on established plate faults began to appear in statistically expected numbers. Fig. 1 illustrates a rather



Fig. 2 Position 60 detail showing the dots below the mane that stem only from the July 1942 printing, and the fault in the left-hand margin.



*Fig. 3 Position 60 detail showing the faint streak at right but no dots below the mane. This type — from the earlier printings — has the same fault in the left margin as is seen in fig. 2.*

photogenic example of a most conspicuous fault that has now been found several times with a 1941 cancel. The extensive new evidence shows beyond a shadow of a doubt that the 1941 printing was done from plate 41419. All thirty four of the presently known plate faults that are found on the comb perforated stamps are also found on line perforated with cancels that preclude later plates.

Prior to this, I was a little in doubt that Waterlow had printed the 1941 stamps. Clarence Stillions had sent me a photocopy of a cover bearing a comb perforated Caribou dated November 1941 and having part of a Waterlow sheet mark — his stamp corresponds to position 5. These sheet markings tend to be very characteristic of the printing firm — Perkins Bacon's markings had been quite different. On re-examining my own collection, I found Waterlow sheet marks on several stamps postmarked in 1941, confirming Still-

ions' prior indication that Waterlow printed the 1941 issue.

In the later stages of this investigation another mystery emerged. Ayshford's frontispiece shows a block of four (positions 49, 50, 59, 60) from plate 41419; the plate faults at position 60 are circled and there is a signature in the margin with the date 19.8.42. This fault, illustrated in fig. 2, did not correspond to the fault already established for position 60 in the present study (fig. 3)! Careful re-examination of both types of position 60 stamp finally showed that the faint streak in fig. 3, between the tree and right hand frame-lines, can also sometimes be seen on the stamps having the fig. 2 fault. In addition, the > mark in the left margin is always common to both types. Thus the three dots below the name in fig. 2 were a new feature of plate 41419 in the summer printing, representing new damage to the plate. I have

not so far found the fig. 2 fault on any comb perforated stamps, nor on any of the line perforated bearing 1942 postmarks. This suggests that the stamps used in 1942 were all or almost all from the 1941 and Feb. 1942 printings and that little if any of the July printing was comb perforated.

In conclusion, it appears that all Waterlow's printings of the Caribou in 1941 and 1942 were from plate 41419. In particular the comb perforated stamps are all from the same plate, and although a few of these were still in use in 1943 and 1944, there is no evidence yet that any stamps from the July 1942 and later printings were comb perforated.

The style of comb perforation used on plate 41419 is unusual in that the bottom right-hand corner block is perforated through both margins. The top right-hand corner block, on the other hand, is perforated through the right margin but not the upper margin, as is normal. I also have a left hand margin stamp that is perforated through the margin. The first newsletter of BNAPS' Newfoundland Study Group showed photocopies of a set of four corner blocks belonging to John Siverts, perforated through all except the top

margin, which is consistent with all my own observations. In the newsletter Stillions tentatively ascribes this style to double comb perforation or to harrow perforation (5).

I take pleasure in thanking Clarence Stillions and David Aggersberg for their letters and encouragement, Palmer Moffat for donating some stamps, Paul Prechner for encouragement and for leading me to a large and meaty herd of Caribou, and Harry Martin for actually supplying the beasts.

#### References

- (1) Derek Paul, 1984, *BNA TOPICS*, vol. 41, no. 2, pp33-36
- (2) Clarence A. Stillions (private communication)
- (3) John Ayshford, *The Last Stamps of Newfoundland*, (Robson Lowe, 1978)
- (4) A list and description of the plate faults may be obtained from the author.
- (5) I have referred to this style of perforation as comb in this article merely for brevity and to distinguish it from line.

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# CALENDAR

CALENDAR lists exhibitions and bourses with significant BNA content, and BNAPS Regional Group functions. Information/prospectus must reach the Editor at least 3 months in advance.

- OCTOBER 2-4, TORONTO, ONTARIO - PHILEX**, International dealer's bourse, seminars. Sheraton Centre. Information: David B. Bastedo, Box 980, Stn. K, Toronto, ON M4P 2V3.
- OCTOBER 15-18, MONTREAL — SALON DES COLLECTIONNEURS**, exhibition and bourse by the *Fédération québécoise de philatélie*. Complex Guy Favreau, Dorchester Blvd.. Information: FPQ, Box 1000, Stn. M, Montreal, Qc H1V 3R2.
- OCTOBER 16-25, COPENHAGEN, DENMARK — HAFNIA '87**. FIP sanctioned International Exhibition. Canadian Commissioner: R.K. Malott, 16 Harwick Cres., Nepean, ON K2H 6R1.
- OCTOBER 17, CAMBRIDGE, ONTARIO —** the Cambridge Stamp Club's exhibition and bourse. Waterloo South Agricultural Building, George St. at Parkhill, Cambridge. Information: A.G. Moore, P.O. Box 1632, Cambridge, ON.
- OCTOBER 17, GUELPH, ONTARIO — GUELPHPEX '87**, Guelph Stamp Club show and bourse. St. James Junior High School, 59 Victoria Rd. Information: D. Odegard, 54 Lyon, Guelph, ON N1H 5C6.
- OCTOBER 24, LONDON, ONTARIO — MIDDPEX '87**, Middlesex Stamp Club show and bourse. White Oaks Mall, 1105 Wellington Rd. S.; Information: Middpex '87, 177 Millbank Dr., London, ON N6C 4V6.
- NOVEMBER 20-22, VIRGINIA BEACH, VIRGINIA — VAPEX '87**, Virginia Philatelic Federation show and bourse. Virginia Beach Pavilion Convention Center. BNAPS' Mid-Atlantic Regional Group Fall meeting. Information: BNAPS — G.H. Davis (address on Regional Group Ramblings page); VAPEX '87, P.O. Box 5367, Virginia Beach, VA. 23455.
- DECEMBER 5, STONEY CREEK, ONTARIO —** Stoney Creek Stamp Club show and bourse. Special Junior section. Fiesta Mall, Hwy. 8. Information: P.O. Box 9343, Stoney Creek, ON L8G 4S1.

## 1988

- JANUARY 8-10, TORONTO, ONTARIO — PHILEX**, International dealer's bourse, seminars. Sheraton Centre. Information: David B. Bastedo, Box 980, Stn. K, Toronto, ON M4P 2V3.
- FEBRUARY 13-28, CALGARY, ALBERTA — OLYMPEX '88**, special 'International' Philatelic Exhibition and bourse. Calgary Convention Centre. Information: OLYMPEX '88 Stamp Exhibition, c/o P.O. Box 1988, Stn. C, Calgary AB T2T 5R4.
- APRIL 30 - MAY 1, OTTAWA, ONTARIO — ORAPEX '88**, R.A. Stamp Club show and bourse. RA Center, 2451 Riverside Dr. Rooms available for Societies and Study Groups. Information: D. Lingard, 2425 Blackstone Cr., Ottawa, On K1B 4H3.
- JUNE 1-12, HELSINKI, FINLAND — FINLANDIA '88**. FIP sanctioned International Exhibition. Canadian Commissioner: David Dixon, P.O. Box 1082, Oakville, ON L6J 5E9.
- AUGUST 26 - SEPTEMBER 4: PRAGUE, CZECHOSLOVAKIA — PRAGA '88**. FIP sanctioned International Exhibition. American Commissioner: Henry Hahn, c/o Artech Corp, 2901 Telestar Court, Falls Church, VA 22042.

## BNAPEX '88

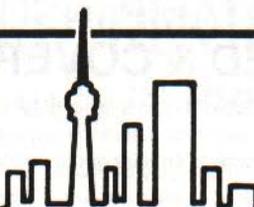
**VIRGINIA BEACH, VIRGINIA, September 8-10**, BNAPS' Annual Convention. Virginia Beach Resort and Convention Center. Publicity: C.A. Stillions, 5031 Eskridge Terrace N.W., Washington, DC 20016. Reservations: Marva Paige, 1145 Shillelagh Road, Chesapeake, Virginia 23323.

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# APS STAMP INSURANCE RATES LOWERED & COVERAGE INCREASED

*(Editor's Note: Although BNAPS is an affiliate of APS, only APS members or collectors who submit a membership application with their insurance request can obtain the coverage detailed below. Non-APS members are welcome to enquire about insurance coverage. US dollar amounts are quoted throughout.)*

The cost of the first \$10,000 of insurance coverage for 11,000 American Philatelic Society members covered under the APS-sponsored stamp insurance program has been reduced by \$4, to \$34 from \$38, effective 1 May 1987. The goal of this cost reduction is to encourage collectors without stamp insurance coverage to obtain coverage for their collections, even if their value is a few thousand dollars. Up to \$3,000 of value can now be insured for only \$12 annually.

Coverage for burglary and theft for the most popular insurance coverage option has also been increased to \$50,000 from \$40,000. Other coverage options also have had the burglary and theft coverage increased.

The cost reduction is the fifth in the past ten years, Stamp Insurance Plan Manager W. Danforth Walker announced. In 1976, \$10,000 of coverage cost \$73, he said. Today that amount of coverage costs only \$34, less than one half the cost of ten years ago.

In addition to the rate reduction, collectors without a safe or burglar alarm now may obtain substantial at-home full coverage for their collection. In 1977 a collector could only retain material valued at up to \$15,000 at home unless he also had a safe or burglar alarm. Today the same collector may keep \$50,000 of value at home, with full coverage, without a safe or alarm. Coverage at home above \$50,000 for robbery, fire, flood, and other natural catastrophes is available at the low cost of \$1 per \$1,000 of value.

With a good fire class safe or a central station alarm system, a collector may now have full coverage for up to \$75,000 in value at home, an increase from \$70,000. A collector with a burglar class safe may now obtain full coverage up to \$100,000 in value at home, an increase from \$70,000.

Coverage at home above \$75,000 with a fire class safe or central station alarm, and coverage above \$100,000 with a burglar class safe, for robbery, fire, flood, and other natural catastrophes is available at the low cost of \$1 per \$1,000 of value.

Collectors who keep most of their collection in a bank are now allowed to keep up to \$25,000

of value at home, an increase from \$20,000. This coverage option requires values above \$25,000 to be kept in a bank.

A mark of the successful operation of the APS-sponsored program, Walker added, is the \$5 million in stamp claims which have been paid under the program. While many other insurance companies have a minimum premium of \$50 or more, Walker said, the APS-sponsored plan has a minimum annual cost of only \$12.

More important than the savings in cost are the other features exclusive to the APS-sponsored coverage. The plan does not contain a co-insurance (loss sharing) clause, found in virtually all other policies. Coverage is automatically increased by 1.25 percent per month to provide for normal collector additions of material and increases in value. This feature eliminates the need for most collectors to make changes in the amount of insurance coverage as the collection is enhanced.

While many other stamp insurance policies require detailed inventories, the APS-sponsored plan only requires items valued at more than \$5,000 to be individually listed in the policy. Only a brief description of a collection is needed, the geographic area or subject, approximate period covered, and type of material. A professional valuation is not required; the collector is encouraged to estimate the value of his or her collection.

The APS-sponsored coverage is as broad or broader than any available on the market today, Walker said. It is known in the insurance industry as "all risk", which means that the coverage applies unless it is specifically excluded by the terms of the coverage. Briefly, he added, the more important types of losses not covered are those caused by careless handling, gradual deterioration, insects, vermin, dampness, theft from an unattended motor vehicle, checked baggage, and atomic or nuclear destruction.

To keep frivolous claims to a minimum, the coverage does not provide for any loss of \$50 or less. It pays in full for any covered loss which amounts to more than \$50.

(Continued on Page 46)

# LITERATURE REVIEWS

## BNA Philately in Print

**THE BICKERDIKE MACHINE PAPERS; Geoffrey R. Newman, with research by Raymond McLean; BNAPS/The Unitrade Press, Toronto, 1986. Soft cover, 144 pp, \$24.95.**

*The Bickerdike Machine Papers* is the culmination of two and a half years of laborious research by the team of Ray McLean and Geoff Newman. This pair had begun research on a different project entirely, when a chance discovery of previously unknown correspondence concerning the Bickerdike mail marking machines started them on a quest covering two continents.

Uncovering information previously unknown to postal historians at every turn, they unravelled the story of J. Brooks Young, the Canadian Postal Supply Company and its Bickerdike mail marking machine.

Philatelists will discover many new early and late dates for Bickerdike cancellations. One entire chapter is devoted to an interesting, though speculative, explanation of the mysterious 1902 Montreal machine cancels.

Unfortunately, the person most responsible for the tireless research on the project — Raymond McLean — was overlooked at the time of publication, his name omitted from both the cover and title page, where it rightfully belongs. The publisher has noted this oversight with apologies, and will ensure the error is rectified in any future editions.

There are really two stories here. The first is that of a couple of men who believed enough in their 'better idea' for one of them to go literally around the world to promote it. The second story concerns a different pair of men, the author and the chief researcher. One's dogged persistence turned up a wealth of information; the other's faith in the project was rewarded when the personal notebook of the central character turned up at the proverbial last minute, leading to a major revision in the original manuscript.

Anyone even remotely interested in the early machine cancellations of Canada must read the book. While some may find that the narrative line strays on occasion, as much due to the events recounted as to the author's writing style, the whole is fascinating. The many illustrations are as important as the text. Production

quality is very good. The only question in the reviewer's mind is whether or not, given today's computer assisted printing techniques, the book could not have been produced at a lower cost to the purchaser. (See the review which follows for more on this subject.)

**NORTHWEST TERRITORIES POSTAL CANCELLATIONS 1907-1986; Kevin O'Reilly; The Unitrade Press, Toronto, 1987. Soft cover, 230 pp, \$24.95.**

Containing more than 800 illustrations, the first comprehensive handbook of Northwest Territories postal cancellations ever produced represents the culmination of ten long years of research by the author.

The reader is provided with an historical sketch of each of the Northwest Territories' post offices — including changes of name or location, followed by opening and closing dates, postal code, changes in status, and full-size illustrations of the cancellations.

An overall map of the territories illustrates the location of each post office by number; larger scale topographical maps are used throughout, offering more detailed information on the various regions.

A special feature of the study is the inclusion of United States Army Post Offices (APO's) located in the NWT. A thirty page appendix lists the Eastern Arctic Patrol Ship itineraries, naming the postmasters and ports of call.

All those people who have been squirrelling NWT cancels and covers away, waiting and hoping for a comprehensive reference, can get to work — it's here! 'Labour of Love' is a cliché, but it really applies to this book.

Not a postal history in the sense of telling how the mails moved in the north, it nevertheless provides the sound basis necessary for such study. The profusion of high quality illustrations, laid out with intelligence and forethought to complement the text, will serve for a long time as an example of how this type of study should be presented to the philatelic public.

Other than the Robinson/Topping BC and Alberta post office lists, this is the first BNA book printed directly from copy produced by a per-

sonal computer and a dot-matrix printer. Purists and snobs, those who insist on glossy paper and hard cover bindings, will probably turn up their noses at this. Those who want easily readable, good quality printing at reasonable cost, however, will cheer. While the price of this book is a bit stiffer than perhaps it should be, it still represents good value for the money, and deserves a place on the shelf of every serious BNA postal historian.

Detailed information about the APS-sponsored stamp insurance plan, as well as membership in the American Philatelic Society, is available from APS, P.O. Box 8000, State College, PA 16803 (814-237-3803) or from APS Stamp Insurance Plan, P.O. Box 157V, Stevenson, MD 21153 (301-486-5500).



## NEWS

# From The BNAPS Library



*Members in good standing may borrow a maximum of two books or ten articles for thirty (30) days. Members pay postage cost both ways. Please note: Because U.S. banks charge large fees to cash non US cheques, the librarian's postage must be reimbursed only by US cheque or money order, or by mint US postage stamps.*

BNAPS' LIBRARIAN Clint Phillips and the members of the Library Advisory Committee met at College Station, Texas in May. Committee Chairman Ed Richardson and members Ed Christman and Vic Willson, together with Clint, discussed all the Library activities which have taken place since the passing of Don Makinen last year.

Clint was surprised to find that there were many gaps in the holdings. An appeal to Study Group Chairmen has resulted in most of the holes being filled, but any member having complete runs of any Study Group Newsletter(s) might drop Clint a line in case a copy of one or more issues is still needed.

### CATALOGUE

The physical move from the Houston area to central Texas, which was accomplished by Clint, Vic and Barry Shapiro, turned out to be the easy part. As the material was sorted and checked over, it quickly became obvious that members of the Society would benefit if some of the new computer technology was applied to cataloguing the Library's holdings.

Vic Willson is leading the way on this project. A decision on the best format for organizing the material is all that stands in the way of starting to enter information into a computer. The Library Board is considering a proposal to list all material according to the numbering system used in Cimon Morin's *Canadian Philately - Bibliography and Index*. While preliminary discussions on this are underway, input — pro or con — from the members would be greatly appreciated. Let us know what your thoughts are.

### STUDY GROUP NEWSLETTERS

One of the first projects undertaken was to list all the Study Group newsletters in the Library.

### POSTAL GUIDES NEEDED BADLY

The biggest gap in the Library's holdings seems to be in the area of *Canada Postal Guides*. We have guides for 1880, 1881, 1882, 1885, 1907, 1932, 1936-37, 1940-41, 1944-45, 1947 (extra copy available for trade), 1955 Part 1, 1961 Part 1 (poor condition). We have only a few volumes of *Postal Guide Monthly Supplements*, and any help at all in this area would be appreciated.

### DONATIONS WELCOME

With all the new books on BNA subjects being printed, especially in this CAPEX year, the Library Advisory Committee is working up an acquisitions policy which should be in place shortly. Keep watching this space for news of additions and other Library activities. Don't forget that donations are always welcome. Write first to Clinton A Phillips, BNAPS Librarian, 1704 Glade St., College Station, TX USA 77840.



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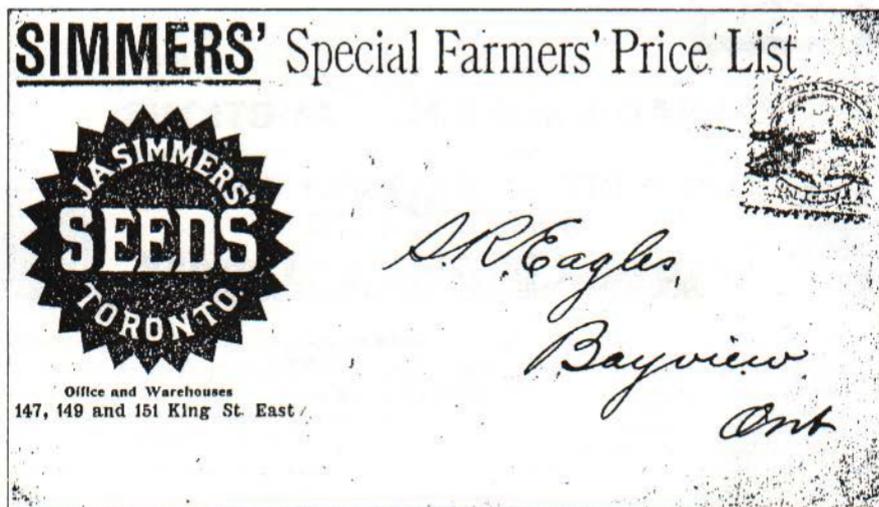
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# EARLY PRECANCEL LOCATIONS

by Roger Grigson



In an article in *TOPICS*, May-June 1977, page 7, Dr. Stulberg stated that it was very difficult to identify the early precancels because very few covers were available to give accurate identification, i.e. postmarks, return addresses, etc. The covers shown locate two towns or

places of origin, one for Toronto and the other for Paris. Backstamps verify the place of posting. The items themselves do not warrant a lot of writing up and are submitted purely for information purposes for those who may want to know.



# REGIONAL GROUP RAMBLINGS

by Jim Goblen

**REGIONAL GROUP COORDINATOR:** Dr. Robert V.C. Carr, 117 Robin Hood Way, Youngstown, OH 44511

**REGIONAL GROUP REPORTER:** Jim Goblen, 304 W. Lincoln St., Bloomington, IL 61701

**PRAIRIE BEAVERS:** Howard Twichell, 5200 Keller Springs, No. 530, Dallas, TX 75248

**CALGARY:** Phillip Wolf, 636 Woodbine Blvd. S.W., Calgary, AB, T2W 4W4

**NORTHERN CALIFORNIA:** Garvin Lohman, 1541 Sacramento St., Apt. 3, San Francisco, CA 94109

**MID-ATLANTIC:** G.H. Davis, Box 7, Fawn Dr., Lebanon, NJ 08833

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**DETROIT-WINDSOR:** Mike Barie, P.O. Box 1445, Detroit, MI 48231

**MANITOBA-NORTHWESTERN ONTARIO:** Robert Lemire, P.O. Box 549, Pinawa, MB, R0E 1L0

**PACIFIC-NORTHWEST:** Brian Plain, 230 Robson Rd. W., Kelowna, BC V1X 3C8

The **Manitoba-Northwestern Ontario** group has reported on two meetings. The May 10 meeting was held in conjunction with the Winnipeg Philatelic Society's show. Robert Lemire presented a slide program entitled 'Why Not Collect Postal Stationery Instead of Stamps?' Robert has long been an active collector of Canadian Postal Stationery and dedicated worker in the Postal Stationery Study Group.

The meeting of June 27 was held at St. Peter's Anglican Church in Winnipeg. Members were asked to bring a few pages from their favorite collection and discuss each page. This type of meeting has been very successful for the group.

The **Golden Horseshoe** group held their annual banquet on May 22. This event celebrated the fifth anniversary of the group. Mrs. W.C. Wright of Toronto, the guest speaker of the evening, gave a very interesting talk and slide show on 'Bells on Post Cards'. The next meeting will be held at GUELPHPEX on October 17 (see Calendar for location).

The September 'Newsletter' will be issued by a new editor, Bob Traquair, who will be facing for the first time all the problems so familiar to editors the world over. Good Luck, Bob!

The May meeting of the **Prairie Beaver** Chapter was held at the Unitarian Fellowship Hall in College Station, Texas. As usual the day was filled with events to interest all. There were trading sessions, a clothes line exhibit, a donation auction, and a two part presentation on Military Postal History by Ed Richardson. All of this was followed by a dutch treat dinner and an open house at Clint Phillips' home.

Once again *The Beaver Chatter* contained some very worthy articles. Jim Felton wrote an

informative article titled *Fredericton, New Brunswick Timemark Practices During the late Victorian Era*. Victor L. Willson contributed *The Drop Letter Rates of Canada 1851-1875*. A very fine effort. In a separate entry Vic presented an interesting theory concerning wrappers — could they have been precancelled? These articles should be forwarded to Mike Street for publication in *TOPICS*.

The September 26 meeting in Austin, hosted by Eric Middleton, promised to be another good one. Details will be in an upcoming column.

The **Pacific Northwest** group will be looking forward to welcoming all BNAPSers to Vancouver from September 4-7, 1991 for BNAPEX '91. Bill Robinson was chosen to be the chairman for this major event. The show is in good hands.

The group's fall meeting will be held in Kelowna, B.C. on October 3-4. If you can make it I am sure you will receive a warm welcome. Bob Lee will hold an auction on Saturday morning. Geoff Walburn, Cec Coutts and Brian Plain will give short talks on selected topics. The guest speaker at the dinner will be Bill Barlee, editor of *Canada West Magazine*. Sounds like another great meeting.

As promised last column, we have a report on the Pacific Northwest Group's last meeting. After a Saturday breakfast, Bill Robinson presented a very interesting program on the stamps of the Edwardian Era. Bill discussed and showed the issue with imperforates, fly specks, precancels, stationery, post cards, rates, and cancels. After a coffee break, a show and tell of the Edwardian Era was held. After lunch Dan Rosenblatt gave a talk on 'The Squared Circles of Great Britain'. The evening meal was followed by a talk by Captain John T. Howell, U.S. Coast

Guard. Captain Howell discussed the circumnavigation of the Northwest Passage by the Coast Guard Cutter POLAR SEA. All of this plus the socializing made for a fun filled weekend.

The **Mid-Atlantic** group reports that a third of their members attended SPRINGPEX on March 28 and 29. Jim Lehr gave a status report on the 1987 PEI Convention plans. Leo Lafrance and Marva Paige updated the group on the 1988 convention to be held in Virginia Beach, Virginia. The members brought over 25 items relating to Postage Due and/or the Dead Letter Office to discuss.

The **Calgary** group has been active this spring. The weekend of April 25 and 26, 1987, was a busy one for Alberta BNAPSers, as Calgary philatelists hosted two one-day events back-to-back. On the Saturday a Calgary BNAPS regional meeting was held at the Marlborough Inn. Participants included visitors from Edmonton, Red Deer, and Prince George, in addition to the Calgary locals.

During the morning session, three speakers were heard from: Jon Johnson (W.J. Gage & Co. Ltd.), Jim Karr (Klussendorf machine cancels), and Dick Wilsey (Alberta town cancels). After luncheon, the seminars continued with Dave Piercey (Arctic cancels), Art Davey (Small

Queens), Dale Speirs (How to write good and short), Jon Johnson (Calgary Olympic Philately), Jim Brown (Map Stamps on Cover), and Ed Harris (Military Mail). An evening banquet was held to wrap up the day, with Jim Taylor speaking on 'Flayscale Philately'.

The following day was STAMP DAY '87, the spring minishow of the Calgary Philatelic Society. This show is designed to encourage novice exhibitors and to interest the general public in philately. Exhibits consisted of one frame of sixteen pages, and there was a bourse of thirteen dealers. The Calgary Australasian Study Group had previously issued a challenge to Calgary BNAPSers to see which group could exhibit the most prizewinning frames in STAMP DAY 87. A gold was worth three points, silvers worth two, and bronze was one point. The loser of the two groups was to cancel its regular monthly meeting and give a program at the meeting of the winning group. Fortunately the Calgary BNAPSers upheld the honour of this society, winning by 19 points to the Australasian's 12 points.

Winners were: Gold — Jim Brown (Postal Rates of the Map Stamp period) and Ed Harris (Pioneer Post Offices of the Prairies); Silver — Jack Benningen (Perfins Collateral Material),

Continued on Page 52

## MICHAEL JACKSON PHILATELISTS LTD.

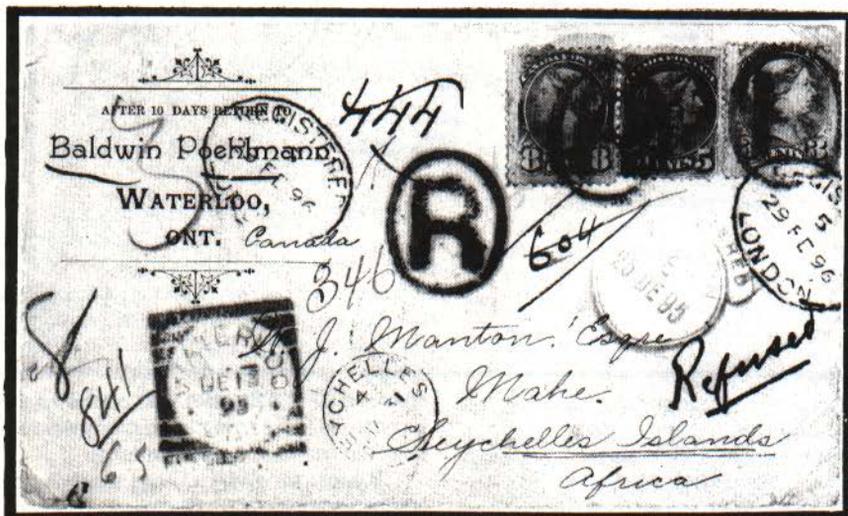
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# A REGISTERED LETTER TO THE SEYCHELLES

by Gary Arnold



An interesting aspect of collecting postal history is the ability to extract a story from a cover's postmarks and manuscript markings. An excellent illustration of this facet is featured in this article.

The cover illustrated was posted at Waterloo, Ontario on 13 December 1895, with a final destination of Mache, one of the group of islands comprising the Seychelles, a British colony lying approximately one thousand miles off the east coast of Zanzibar, Africa.

The 16¢ franking, made up of one each of a 3¢, 5¢ (grey) and 8¢ Small Queen, likely constitutes a one cent overpayment of the 15¢ double letter (5¢ + 5¢) plus registration fee (5¢) rate.

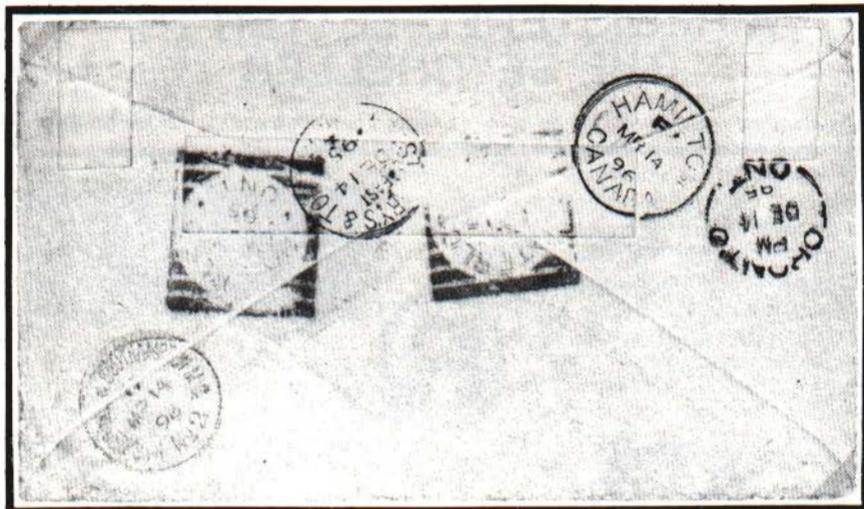
Originating postmarks include three strikes of the WATERLOO squared circle hammer, dated -/DE 13/95, and three strikes of an oval 'R' registry mark. Additional outbound Canadian postmarks include a LONDON ST. MARYS & TOR (0-159) circular date stamp (a Grand Trunk Railway RPO). That pickup was probably made at Berlin (now Kitchener), a stop on the 0-159 run. Although there is no marking (there should have been), it must have come from Waterloo to Berlin on the GALT & ELMIRA RPO, a short line which, in 1895, was under lease to the Grand Trunk. The towns are so close to each other that the cover must have been off-loaded at Berlin in

minutes rather than hours and the clerks probably missed marking it.

Upon its arrival at Toronto on the 14th (Toronto split ring PM/DE 14/95), the cover was probably placed in a sealed bag and forwarded through the United States postal system to England (it being December, the St. Lawrence shipping route was almost certainly closed for the winter). The next marking on the cover was struck on Christmas Day, 1895 at London, England; note the circular cancel with the horseshoe 'registered' cap on the cover face (this cancel was struck in purple ink).

The letter was then transferred to another ship for the final leg of its journey, arriving in the Seychelles on 31 January 1896, as evidenced by the circular date stamp on the cover face. Forty-nine (49) days after posting at Waterloo, the cover reached its destination ONLY TO BE REFUSED DELIVERY BY THE ADDRESSEE! (Note the manuscript 'refused' at the lower right corner of the cover.)

The cover then began a 44 day journey back to Waterloo. The first markings to appear on the return trip were a pair of oval registered receivers applied at London, England on 29 February 1896. From London, it was again placed on-board a ship for its journey back to North America. The port of arrival in Canada was at



Hamilton, where a circular dater was struck on the cover back on 14 March 1896.

At Hamilton, the cover was transferred to a train on the HARRISBURG & SOUTH-HAMPTON RPO run, as evidenced by the circular cancel of this RPO dated 14 March 1896. In 1896, the HARRISBURG & SOUTH-HAMPTON and the HAMILTON & SOUTH-HAMPTON operated contemporaneously (See Gillam, page 72). At Galt, the cover was off-loaded, to be picked up again by the GALT & ELMIRA RPO for the last stage of the return journey to Waterloo. Once

again, no GALT & ELMIRA RPO cancel marking was applied to the cover; at least they were consistent in not marking it on either trip.

The return to Waterloo ended a 93 day journey that took the cover halfway around the world and back again. Surprisingly, it escaped relatively unscathed and remains in good condition.

(The writer gratefully acknowledges the contribution of Lewis Ludlow for providing the RPO information for this article)

#### REGIONAL GROUP RAMBLINGS (Continued From Page 50)

Gordon Hill (Admiral Coils), Jon Johnson (W.J. Gage Co.), Jim Karr (Alberta Territorial Postmarks), Sam Nickle (Irish Mails), and Jim Taylor (CANADA Paquebot Cancels on St. Pierre Mail). Dale Speirs won a bronze for his exhibit on the Stylized Maple Leaf Definitive of the early 1980's.

The BNAPS regional meeting was declared a success by its participants. Discussion is now underway to see if another can be held in the autumn, possibly in Red Deer, which is halfway between Calgary and Edmonton and therefore more likely to improve attendance.

Remember our publication deadlines. News for the November-December issue must be on the way to me now. Your newsletters and releases for the January-February issue need to reach me by November 15. Please try to give me releases as far in advance as possible.

Join a Regional Group in your area, or form a new one if none are close by. They are great fun.

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# THE CANADIAN AIRGRAPH SERVICE

(Compiled From Dormant Post Office Records)

by E.R. Toop

## PART III

### AIRGRAPH SERVICE TO CANADA FROM ALGIERS

Word was received in March 1943 that an Airgraph service from Algiers to the United Kingdom would be commenced on 1 April. On 19 June Toronto (Airgraph) advised the Department at Ottawa of the receipt by Air Mail, in a bag made up by the General Post Office at London, of a direct film despatch from British Army Post Office No. 5 containing 400 messages, which was sent from Algiers on 13 June.

### AIRGRAPH SERVICE BETWEEN INDIA AND CANADA

With the inauguration of Airgraph service between the United Kingdom and India in June 1942, a proposal was made by the India Postal Administration at New Delhi that an Airgraph service be introduced between India and Canada.

On 15 October 1942 a westbound service was commenced, the messages being placed on microfilm in India and flown to the United Kingdom, where the enlarged prints were made. The prints were then despatched by bombers of the R.A.F. Ferry Command in the same bag with the films for Canada made up by the United Kingdom.

In December the General Post Office, London, requested the India Postal Administration to make up a direct film on Canada. This necessitated arrangements being made for the diversion of the films first to Eastman Kodak for processing and the completed prints sent to Toronto for enveloping, sortation and despatch to destinations in Canada.

Direct service began with the despatch of a film containing 400 messages, which left Bombay on 14 March 1943 and arrived at Montreal A.M.F. on 7 April. These despatches were made up every three or four days. Film despatches were also received from Calcutta, the first despatch leaving that city on 3

September 1943 and reaching Toronto on the 20th of the same month. The last despatches from Bombay and Calcutta were dated 3 and 8 July 1945 respectively.

The General Post Office, London, informed the Post Office Department in March 1944 that the Postal Administration of India was in a position to receive inward Airgraphs. At first postal authorities at New Delhi desired separate film despatches to Bombay and Calcutta. As the volume of messages to be sent did not warrant two separate films being made up, arrangements were completed in May for a direct film from Toronto to Bombay to consist of messages for members of the Armed Forces and civilians in India and Ceylon.

This despatch, enclosed in a bag labelled for London Foreign Section, was conveyed overseas by R.A.F. Ferry Command and transferred by the Canadian Postal Corps H.Q. London to the General Post Office for onward transmission by air to Bombay. Despatch No. 1 left Toronto (Airgraph) on 1 June 1944. The service continued five times a week, Monday to Friday, until the final despatch on 1 August 1945.

### AIRGRAPH SERVICE BETWEEN CANADA AND CEYLON

A direct Airgraph film, despatch serial No. 3, made up at Colombo, Ceylon on 29 September 1944, containing messages from members of the Armed Forces and civilians, was received at Toronto via the United Kingdom on 10 October.

During the course of enquiries made in regard to the first two (missing) despatches a bulletin of verification from Colombo dated 26 September 1944, announcing the inauguration of direct Airgraph despatches commencing on that date, was discovered. The two delayed despatches were later found to have reached Toronto on 18 October.

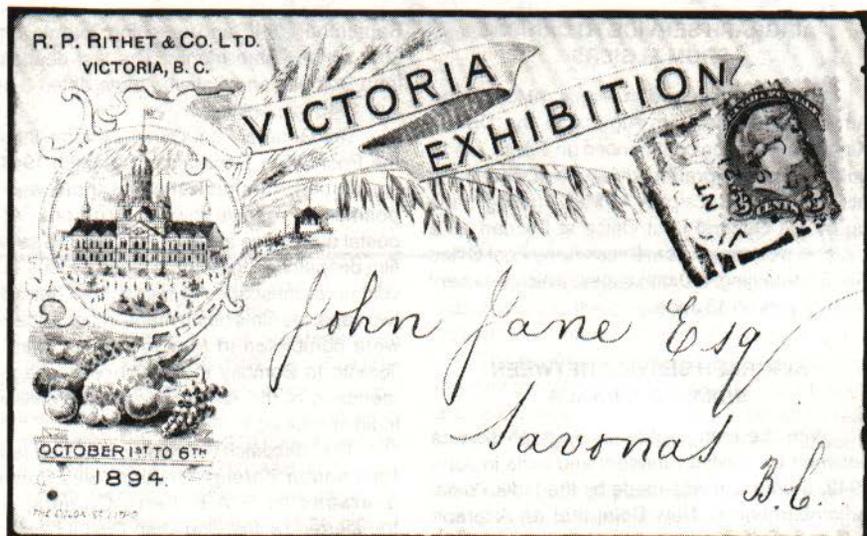
Despatches for Canada were made by Ceylon every few days until the final despatch of

Continued on Page 57

# EARLY EXHIBITION COVERS OF BRITISH COLUMBIA

by Kenneth Ellison

Agricultural exhibitions flourished after 1890 in British Columbia. Transportation had improved, and people could travel more easily. This was the beginning of the era of these attractive covers which for 30 years helped boast fair popularity in many communities of the province.



VICTORIA EXHIBITION 1894

By 1891 the British Columbia Exhibition Association was formed in Victoria, and the exhibition was moved from downtown to the Willows Grounds. A new show building was erected as is shown on this illustrated cover of 1894. The cover is cancelled with the Victoria Squared Circle, Hammer 1, NT/SP21/94.

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## BNAPEX '88 VIRGINIA BEACH, VIRGINIA

YA'LL COME

by C.A. Stillions

Your BNAPEX '88 convention committee is well into the planning for our next annual convention, exhibition, and bourse. The venue will be the very new Virginia Beach Resort and Conference Center. The dates — September 8-10, 1988. The hotel is an 'all suites' hotel — each room features two oversized double beds, a private bath, separate dressing areas, a wet bar, a kitchen with microwave, a living room with

sleep sofa, color cable television, and a private balcony overlooking Chesapeake Bay. All this, and the beach too, will be available at off-season rates.

For those of you who have the time to visit a while the 'Old Dominion', as Virginia is known, has something for everyone — from the famed Blue Ridge mountains with their natural wonders such as the Natural Bridge and Luray Caverns,

to Chesapeake Bay with its good fishing and beaches. Those who like old homes can find 'Monticello', the home of Thomas Jefferson, in Charlottesville, and 'Mount Vernon', the home of George Washington, near Washington, D.C. If you like historical battlefields, ours range from Revolutionary, in Yorktown, to Civil War in Richmond and Petersburg. If soldiers interest you, the General Douglas MacArthur Memorial is in Norfolk.

The sea is important to this area and you can see ships from their beginnings — at the Mariner's Museum in Newport News — to the modern U.S. Navy which brings its ships across the Chesapeake Bay Bridge Tunnel into our harbor.

The life and times of this one-time English

colony are displayed at historic Williamsburg, Jamestown, and in the plantation houses up and down the James River. Once you've had your fill of reflection upon the past, you can have a quiet time at the Chrysler Museum in Norfolk, or have a blast at Busch Garden's Old Country near Williamsburg or King's Dominion just north of Richmond.

If you have any interest that has not been mentioned, let us know and we'll try to find it for you. Everything but snow, that is, because the temperature averages between 81°F and 64°F in September. Reservation requests are being handled through Marva Paige, 1145 Shillelagh Road, Chesapeake, Virginia 23323.

You all come. We're getting ready for you,

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# INFORMATION FOR MEMBERS

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## BNAPS ELECTED OFFICERS EXECUTIVE

|                           |  |
|---------------------------|--|
| <b>PRESIDENT</b>          | Edmund A. Harris, P.O. Box 1478, Calgary, AB T2P 2L6           |
| <b>PAST PRESIDENT</b>     | Edward J. Whiting, 25 Kings Circle, Malvern, PA 19355          |
| <b>VICE PRESIDENT</b>     | Lewis M. Ludlow, 5001-102 Lane N.E., Kirkland, WA 98033        |
| <b>2nd VICE PRESIDENT</b> | Dr. Robert V.C. Carr, 117 Robin Hood Way, Youngstown, OH 44511 |
| <b>TREASURER</b>          | Howard Twichell, P.O. Box 185, Addison, TX 75001               |
| <b>SECRETARY</b>          | Earle L. Covert M.D., P.O. Box 1070, Hay River, NT X0E 0R0     |

## BOARD OF GOVERNORS

**Ten sittings: Five elected in the even numbered years for four year terms**

**Serving until Dec. 31, 1988**

Gary Lyon

David McKain

William Pawluk

William Robinson

Clarence A. Stillions

**Serving until Dec. 31, 1990**

Allan L. Steinhart (Chairman)

Robert Heasman

Barry Shapiro

Garvin Lohman

Jack Wallace

## COMMITTEES AND APPOINTED OFFICERS

**ADMISSIONS:** Chairman: Norm Brassler

**CONVENTIONS:** Chairman: C. Ronald McGuire

**HANDBOOKS:** Chairman: Allan L. Steinhart

**ASSISTANT SECRETARY:** John Graper, P.O. Box 4200, Delaware City, DE 19706

**SALES CIRCUIT:** Manager: R.H. Jamieson, P.O. Box 2, Sta. A, Islington, ON M9A 4X1

**BOOK DEPARTMENT:** Manager: Dave Clare, P.O. Box 1082, Oakville, ON L6J 5E9

**LIBRARY:** Clinton A. Phillips, 1704 Glade St., College Station, TX 77840

**HISTORIAN:** Edward J. Whiting

**BNA TOPICS:** See Page 2

## MEMBERSHIP FEES

Annual membership fees are \$18CDN (or the equivalent in \$US or £). A one-time application fee of \$3CDN is payable by new applicants. Mail new applications, with payment, to the Secretary.

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# From the Secretary

EARLE L. COVERT M.D.

P.O. Box 1070  
HAY RIVER, NWT  
CANADA N0E 0R0

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*Members are asked to note that two SIGNATURES on an application for membership hastens approval of new applications.*

**REPORT DATE: 15 August 1987**

## APPLICATIONS FOR MEMBERSHIP

*Objections MUST be filed with the Secretary IMMEDIATELY upon publication.*

- R4655 STARK, David A., 14734 Elmira Court, Woodbridge, VA, USA 22193  
C Newfoundland, especially Pence Issues; Perfins  
Proposed by: Larry Paige, 2384; Seconded by: Leo LaFrance, 1369
- R4656 MINTERT, Zenith, Box 2250 Snare, Yellowknife, NT, Canada X1A 2P7  
C Canada, Admiral Issue; Christmas USA  
Proposed by: Secretary
- R4657 HAGREEN, Harold T., 2384 Victoria St., Prince George, BC, Canada V2L 2M2  
C Perfins, R.P.O.'s, Re-entries & Plate Flaws on QV Leaf & Numeral  
Proposed by: Trelle A. Morrow, 2890
- R4658 SEYMOUR, Roland B., 9950 South Richeon Ave., Downing, CA, Canada 90240  
C Canada  
Proposed by: Lew Ludlow, L1465; Seconded by: H.M. Street, 3848

## NEW MEMBERS

- |                                       |                            |                            |
|---------------------------------------|----------------------------|----------------------------|
| R4612 MANDEL, Frank                   | R4625 PENKO, Rick G.       | R4640 ROYSTON, David G.    |
| R4613 ENGELDINGER,<br>Gordon H.       | R4626 WILLIAMS, Herb W.    | R4641 BERG, Charles        |
| R4615 EGGLETON, Dr. Rodger B.         | R4629 METZGER, Lewis J.    | R4642 LUKASIK, Jack Gary   |
| R4616 LAVIOLETTE, Yvon                | R4630 LARAWAY, John E.     | R4643 LAVOIE, Gerald       |
| R4617 VENIOT, C. Bernard              | R4632 CASSIE, Marilyn J.   | R4644 PETERSON, Charles J. |
| R4618 COUPLAND, Dr. James G.          | R4634 ZAKLAD, Rafael       | R4645 NORDSTROM, Nils J.   |
| R4619 MORRISSEY, Stuart               | R4635 SMITH, F. Eugene     | R4646 MACQUARRIE, Doug M.  |
| R4621 CAMPBELL, Captain N.<br>Douglas | R4636 MCCROSSAN, Donald G. | R4648 THORNING, Stephen E. |
| R4622 MATHEWS, Barry L.               | R4637 ROBINSON, David G.   | R4651 GILLIS, Harry G.     |
|                                       | R4638 ROBBINS, Stephen C.  | R4652 ROGERS, James E.     |
|                                       | R4639 AIN, Aaron           | R4653 WALLACE, Beverley    |

## APPLICATIONS FOR MEMBERSHIP PENDING

*Applications previously published and awaiting the concurrence of the Admissions Committee*

- |                           |                            |                              |
|---------------------------|----------------------------|------------------------------|
| R4587 CRAIG, Gordon       | R4627 KLUHE, David R.      | R4647 OLSEN, William K.      |
| R4614 CLARKE, Barry S.    | R4628 BELGARD, Ralph C.    | R4649 GABRIEL, Dr. Ronald M. |
| R4620 KEELEY, John Robert | R4631 ZAWASKI, John J. Jr. | R4650 ELLIS, J. Malcolm      |
| R4623 DUNN, Thomas I.     | R4633 SAINTONGE, Ray M.    | R4654 CLAUGHTON, Simon F.    |
| R4624 FINLEY, Don D.      |                            |                              |

## DECEASED

- |                    |   |                            |
|--------------------|---|----------------------------|
| R0043 HYDE, A., NY | E0775 M <sup>c</sup> IVOR, R.G. Jr., NJ | R4526 WOHLGEMUTH, R.E., TX |
|--------------------|---|----------------------------|

## CHANGES/CORRECTIONS

*Notice of change MUST BE SENT TO THE SECRETARY –  
Any other office causes delay*

- R2176 SANGUINETTI, Haughton E., 1960 Union St., Apt. 21, Clearwater, FL, USA 34623  
R3099 ARFKEN, George Jr., 2440 World Parkway Blvd., Apt. 16, Clearwater, FL, USA 34623  
R3260 COX, Richard P., 34 Baltimore Road, Barrie, ON, Canada L4M 5M7  
R3334 POORE, Rev. Elwood S., 1101 Hillcrest Blvd., Gainesville, TX, USA 76240  
R4012 STELZER, George P., 540 Wedge La., Longboat Key, FL, USA 34228  
L4118 LAFLEUR, Jean Claude, 4900 St. Felix, St-Augustin, PQ, Canada G3A 1X3  
L4136 BUCKNER, Dr. John M., 2839 NW 21st Ave, Gainesville, FL, USA 32605-3735  
R4371 NEWROTH, Dr. Peter R., 200 King George Terrace, Victoria, BC, Canada V8S 2K2  
R4386 MAJORS, Ronald E., 37 Yorkshire Drive, Voorhees, NJ, USA 08043  
R4488 MOREAU, Pierre G., Box 204, Ahuntsic, Montreal, PQ, Canada H3L 3N7  
R4492 LEITH, Ronald Douglas, P.O. Box 849, Destrehan, LA, USA 70047  
R4557 CLARKE, Gary A., General Delivery, Petersburg, ON, Canada N0B 2H0  
R4605 ARN, John D., 17708 Saddle Hill Rd. N, Colbert, WA, USA 99005  
R4606 DURBANO, Patrick, P.O. Box 326, Station D, Toronto, ON, Canada M6P 3J9

## MEMBERSHIP SUMMARY

|                                    |      |
|------------------------------------|------|
| Total membership as of last report | 1418 |
| New members added in this report   | 31   |
| Deceased                           | 3    |
| Total membership as of this report | 1446 |
| Previous applications pending      | 13   |
| New applications                   | 4    |

## CANADIAN AIRGRAPH SERVICE (Continued from Page 53)

3 July 1945, which arrived at Toronto (Airgraph) on 12 July.

On the arrival in Canada of the first direct Airgraph despatch from Colombo, the Post Office enquired of the India Postal Administration as to whether or not it should continue to forward Airgraph messages for Ceylon on the film made up for Bombay.

New Delhi's cabled reply resulted in Toronto (Airgraph) being instructed that, on and from 1 November, instead of being included on films for Bombay, Airgraph messages for personnel of the Armed Forces and civilians in Ceylon were to be made up on a separate film for Colombo. This service continued five times a week until the final despatch on 1 August 1945.

## AIRGRAPH SERVICE BETWEEN CANADA AND ST. PIERRE & MIQUELON

After an exchange of correspondence, it was agreed that Airgraph messages for St. Pierre and Miquelon from Great Britain would be included on the regular films for Canada, and that messages from persons on those Islands for Great Britain would be photographed on the films

prepared for Canada.

The eastbound service commenced on 10 July 1943 and the west-bound began on 16 July. The Airgraph messages were prepaid by St. Pierre and Miquelon postage stamps. The forms were enclosed in the mails made up for Halifax and then forwarded by air to Toronto. Airgraph prints made from United Kingdom films at Toronto were enveloped and despatched by air mail to the addresses. No charge was made by Canada for this Service.

(To Be Continued)

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## WANTED

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CANADA MAJOR ERRORS, varieties, specialized collections of any issue, lathework, choice quality singles and blocks pre-1930, choice classics mint or used. John Jamieson (306) 931-6633. Saskatoon Stamp Centre, Box 1870, Saskatoon, SK S7K 3S2 Canada.

PRE-1950 CANADA SPECIAL DELIVERY covers. Also, Special Delivery stamps — perfins, used multiples, proofs, etc. G.H. Davis, RD No. 1, Fawn Drive, Lebanon, NJ 08833.

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