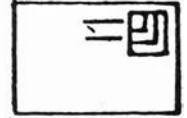


BNAPS

POSTAL STATIONERY NOTES

PSSG



Volume 5, No. 1March 1986

STUDY GROUP NEWS

The index for Volume 4 is enclosed with this issue. As has been the case in previous years, the index has been prepared by Steven Whitcombe. The preparation of any index is an extremely time-consuming task, and our thanks go to Steven for the excellent job he has done.

Planning is underway for BNAPEX, and once again the Postal Stationery Study Group is planning a meeting in conjunction with the exhibition. This year, because the show is on the Labour Day weekend, it will be held on the Friday, Saturday and Sunday. Dearborn, Michigan is within a reasonable travelling distance for a good number of members of the Study Group, and we hope many of you will attend BNAPEX in 1986. The organizers of BNAPEX'86 are holding a raffle to help defray costs of the show, and an information sheet has been enclosed at the request of the BNAPEX'86 committee.

John Burnett, the Study Group Coordinator has requested each Study Group to set down its basic ideas on what is important in judging exhibits of its specialty. The argument made is that "non-traditional" and "specialized" exhibits are not always fairly judged. Many of the members in BNAPS have major collecting interests in areas other than the classic 19th century adhesive issues, but their collections and research are not given proper recognition at BNAPS shows.

You may or may not agree with these comments (I have certain doubts myself), however I do need your feedback before the Study Group Chairmen meet at BNAPEX. I particularly ask those who have exhibited postal stationery, or who have judged postal stationery exhibits to provide me with their perceptions of what would (or should) be important in an award winning exhibit of postal stationery. Further, I am interested in perceived differences between these standards and those expected for a corresponding exhibit of adhesives.

Finally, I owe an apology to several U.S. members of the Study Group. A change in policy at the bank I use has made it very expensive for me to cash cheques drawn on U.S. banks. An alternate procedure has been

* Postal Stationery Notes is the newsletter of the BNAPS Postal Stationery Study Group, *
* and is edited by Robert Lemire. All information for the newsletter, and *
* correspondence about the study group, should be addressed to Robert Lemire, Box 549, *
* Pinawa, MB, Canada ROE 1L0. *

developed, but cheques may take several weeks to clear. I realize this is a nuisance, however the only other option would be a substantial dues increase.

BACK ISSUES OF PSN AVAILABLE

From time to time there have been requests for back issues of PSN. For some time no extra copies have been available of some of the earlier issues. Recently, Earle Covert donated photocopies of the "out-of-print" issues, and we can now offer copies of all issues of PSN from Vol. 1, No. 1 through the current issue (six issues per Volume plus an index). The cost is \$1.00 per issue or index, or \$6.00 for a complete volume including the index.

TRADE NOTES

It is interesting to note that mid-range Canadian stationery (catalogue value \$5 - \$20) has been selling well in recent Hoffer sales. According to Bill Walton this reflects a new interest in Canadian stationery by collectors of world-wide postal stationery. Traditionally Canadian stationery has been handled almost exclusively by dealers in Canadian stamps and covers. On the other hand, stationery of other countries is handled by dealers of world-wide stationery as well as by dealers who are one-country specialists. Until now the general collector of postal stationery has stayed away from Canadian stationery. It is generally unavailable from stationery dealers, is reasonably complex and there are enough "tough" items to discourage the casual collector. If this neglect of Canadian stationery is ending we can expect to see increasing prices for mid-range and expensive items in the near future.

MORE SURCHARGED ENVELOPES

The Barber Ellis type 32¢ #8 envelopes, surcharged to 34¢, have now been issued. At first small stocks of the revalued #10 and #8's were released through the Philatelic Service of Canada Post. However, the surcharged envelopes are now being supplied as regular Post Office field stock. Envelopes with several different size tagging bars have been reported. So far no revalued International Envelope type envelopes have been reported.

PRECANCELLED ENVELOPES - INFORMATION NEEDED

Our precancel expert, George Manley, has compiled a detailed list of precancelled envelopes. This list, a revision and extension of the information given in his book on Canadian Precancelled Stationery, is planned as a future special issue of PSN. If anyone has information concerning precancelled envelopes not listed in George's book, please write to him directly (11 Bonnets Lane, Wareham, Dorset, ENGLAND BH20 4HB) or to the editor of PSN.

THE 1951 POST CARD SURCHARGE

In 1951 copies of 1¢ cards were surcharged to 2¢ as were the 1¢ + 1¢ cards to 2¢ + 2¢. A letter from Carpenter to Hind dated May 10, 1952 (Post Office File 13-4-1, Vol. 2, from July 1951) indicates that the revaluing was done by Canadian Bank Note Company, and that only sheet stock (multiples) was revalued.

Bill Walton

CANADIAN PACIFIC - A REVISED LIST OF ADVICE CARDS

2) CANADIAN PACIFIC EXPRESS COMPANY (continued from Vol. 4, No. 6, pg. 48)

Flimsy form cards first appeared in 1956, and gradually replaced the rouletted regular issue cards. An entire form has several parts: a flimsy prestamped card on the front and one or two unstamped, printed cards underneath. Carbon paper was bound into the form between the top card and the unstamped card(s). The stamped card was sent to the shipper or the consignee. One of the unstamped copies was for the agent and the other was kept as an office copy.

The printing of bilingual cards (rather than unilingual English cards) increased over the years until most of the flimsy cards were bilingual.

In 1959 the Canadian Pacific truck and express operations on Vancouver Island were integrated and named "Merchandise Services". During the 1960's the service expanded over western Canada, and the CP Merchandise Services form cards were printed for this company. These cards bear form numbers MSO 570 and MSO 590. From this point on I have used no identification listings for the tabs since they were mostly blank, and all information was on the form cards.

In 1972 CP Transport was enlarged by the purchase of Smith Transport, and at the same time CP Express was coupled with CP Transport. This made it necessary to produce new form cards for "CP Transport". The form numbers MSO 570 and MSO 590 were retained from the CP Merchandise Services form cards. These were the last prestamped CP form cards.

TYPES OF ADVERTISING - CANADIAN PACIFIC EXPRESS (cont. from PSN 4, 46)

When Travelling—Carry
CANADIAN PACIFIC EXPRESS
TRAVELLERS CHEQUES
Good the World Over
SEE REVERSE SIDE

Type 12

When Travelling—Carry
CANADIAN PACIFIC EXPRESS
TRAVELLERS CHEQUES
Good the World Over
En voyage—avez des
Chèques de Voyageurs
de la Canadian Pacific Express
Acceptés dans le monde entier

Type 13

("V" of "TRAVELLERS" under "I"
of "CANADIAN", also see Type 11)

WHEN TRAVELLING—CARRY
**CANADIAN PACIFIC
 EXPRESS
 TRAVELLERS CHEQUES**
 GOOD THE WORLD OVER
 PLEASE SEE OTHER SIDE

Type 14

WHEN TRAVELLING—CARRY
**CANADIAN PACIFIC
 EXPRESS
 TRAVELLERS CHEQUES**
 GOOD THE WORLD OVER
 PLEASE SEE OTHER SIDE

Type 15

WHEN TRAVELLING—CARRY
**CANADIAN PACIFIC EXPRESS
 TRAVELLERS CHEQUES**
 GOOD THE WORLD OVER
 EN VOYAGE—AYEZ DES
 CHÈQUES DE VOYAGEURS
 DE LA CANADIAN PACIFIC EXPRESS
 ACCEPTÉS DANS LE MONDE ENTIER

Type 16

Canadian Pacific
EXPRESS COMPANY
 WHEN TRAVELLING . . CARRY
Canadian Pacific
EXPRESS COMPANY
TRAVELLERS CHEQUES

Type 17

Canadian Pacific
EXPRESS COMPANY
 WHEN TRAVELLING CARRY UTILISEZ TOUJOURS
Canadian Pacific
EXPRESS COMPANY
TRAVELLERS CHEQUES

Type 18

When Remitting Use
**Canadian Pacific Express
 MONEY ORDERS**

Type 19

WHEN REMITTING USE
**CANADIAN
 PACIFIC
 EXPRESS
 MONEY
 ORDERS**

Type 20

WHEN REMITTING USE
Canadian Pacific
EXPRESS COMPANY
MONEY ORDERS
 PAYEZ PAR
 MANDAT D'ARGENT
 DE
Canadian Pacific
EXPRESS COMPANY

Type 21

Canadian Pacific

MERCHANDISE SERVICES

ONE CALL FOR ALL

Type 22

WHEN TRAVELLING CARRY
Canadian Pacific
EXPRESS COMPANY
TRAVELLERS CHEQUES

Type 22a



Type 23

FLIMSY FORM CARDS

1954 FIRST KARSH DESIGN

P 83g 2 cent green die I

- | | |
|---------------------------------------|------------------------------|
| 1) Type D-12 <i>printing in black</i> | tab: FORM 161 N.I.B. |
| 2) Type D-12 "TORONTO" | tab: FORM 161 N.I.B. |
| 3) Type D-12 <i>printing in red</i> | tab: FORM 161 I.B. |
| 4) Type E-13 <i>printing in black</i> | tab: FORM 161 ? |
| 5) Type E-13 <i>printing in red</i> | tab: FORM 161 ? |
| 6) Type D-15 | tab: FORM 161-REV.9-59 |
| 7) Type D-15 "TORONTO ONT." | tab: <i>no form #</i> |
| 8) Type F-15 | tab: FORM 161-REV.-9-59 |
| 9) Type F-16 | tab: FORM 161 F.&E. REV.9-59 |

2 cent green die II

- | | |
|---------------|-------------------------|
| 10) Type D-14 | tab: FORM 161 REV. 9-59 |
|---------------|-------------------------|

(Die I has about 20 dots within the "D" of "CANADA"

Die II has 8 dots within the "D" of "CANADA")

P 85b 4 cent purple

- | | |
|--|---|
| 1) Type 0-17 | tab: FORM 161-REV.10-63 |
| 2) Type 0-17 "TORONTO" | tab: FORM 161-REV.10-63 |
| 3) Type 0-18 "SPECIMEN" <i>on the back</i> | tab: FORM 161 F&E REV.63 |
| 4) Type 0-19 | tab: FORM 186 |
| 5) Type 0-20 <i>72mm from top
to bottom line</i> | tab: FORM 186 REV.9-59
<i>purple box 5 mm wide</i> |
| 6) Type 0-20 <i>74mm from top
to bottom line</i> | tab: FORM 186 REV.9-59
<i>purple box 7 mm wide</i> |
| 7) Type 0-20 "TORONTO ONT." | tab: FORM 186 REV.9-59
<i>purple box 7 mm wide</i> |
| 8) Type 0-21 | tab: FORM 186 REV.10-63 |

1964 CAMEO DESIGN

P 97a 4 cent red

- | | |
|---|------------------------------|
| 1) Type 0-18 <i>no initials</i> | tab: FORM X161 F&E REV.12-65 |
| 2) Type 0-17 "CP" <i>under the stamp</i> | tab: FORM X161/REV 3/67 |
| 3) Type 0-18 "CPR" <i>under the stamp</i> | tab: FORM X161 F&E REV.3/67 |
| 4) Type 0-18 <i>no initials</i> | tab: FORM X161 F&E REV.3/67 |
| 5) Type 0-21 <i>no initials</i> | tab: FORM X186 REV.10-63 |
| 6) Type 0-21 "TORONTO" | tab: FORM X186 ? |
| 7) Type 0-21 "CPX" <i>under the stamp</i> | tab: FORM X186 F&E REV.10-63 |

1967-1973 CENTENNIAL DESIGN

P 101 4 cent red

- 1) Type 0-18 "CPR" *on the right* tab: FORM X161 F&E REV.3/67
- 2) Type 0-21 "CPR" *on the right* tab: FORM X186 F&E REV.10-63
- 3) Type 0-21 "CPR" " " "TORONTO" tab: FORM X186 F&E REV.10-63

P 103 6 cent orange

- 1) Type 0-18 "CPR" *on the right* tab: FORM X161 F&E REV.3/67
- 2) Type 0-21 "CPR" *on the right* tab: FORM X186 F&E REV.10-63

All initials are in the same colour as the stamp imprint.

Cards listed "TORONTO" or "TORONTO ONT." have it printed in the space marked "OFFICE"

CP MERCANDISE SERVICE

All "MSO 590" cards also have type 22a advertising above the shipping form

P 93b 4 cent red 1960 Queen E.II design

- 1) Type 22 MSO 570 *above the stamp*
- 2) Type 22 MSO 590 *above the stamp*

P 97a 4 cent red 1964 Cameo design

- 1) Type 22 MSO 570 "DATE" *is over* "DATE"
- 2) Type 22 MSO 570 "PROV." *is over* "DATE"
- 3) Type 22 MSO 570 "DATE" *is over* "DATE". "CPM" *under the stamp*
- 4) Type 22 MSO 590 "DATE" *is over* "DATE"
- 5) Type 22 MSO 590 "PROV." *is over* "DATE"
- 6) Type 22 MSO 590 "DATE" *is over* "DATE". "CPM" *under the stamp*

P 101 4 cent red 1967 Centennial design

- 1) Type 22 MSO 590 *stamp size 25 x 21mm, "CPM" under the stamp*
- 2) Type 22 MSO 590 *stamp size 24 x 20mm, "CPM" under the stamp*

CP TRANSPORTP 104f 6 cent black 1967 Centennial design

- 1) Type 23 MSO 570 at lower l. "SEE OTHER SIDE 1" is 30 mm long
- 2) Type 23 MSO 570 at lower l. "SEE OTHER SIDE 1" is 29 mm long
- 3) Type 23 MSO 590 at lower l. "SEE OTHER SIDE 1" is 30 mm long
- 4) Type 23 MSO 590 at lower l. "SEE OTHER SIDE 1" is 29 mm long

P 106e 8 cent slate 1967 Centennial design

- 1) Type 23 MSO 570 at lower l. "SEE OTHER SIDE 1" is 30 mm long
- 2) Type 23 MSO 570 at lower l. "SEE OTHER SIDE 1" is 29 mm long
- 3) Type 23 MSO 590 at lower l. "SEE OTHER SIDE 1" is 30 mm long
- 4) Type 23 MSO 590 at lower l. "SEE OTHER SIDE 1" is 29 mm long

Reports of unlisted cards should be sent to Dick Staecker (384 Regal Dr., London, ON N5Y 1J7) or to the editor of PSN. Several new items have already been reported and these will be described in the next issue of PSN.

Dick Staecker

VARIATION IN THE TAGGING BAR ON WEBB A31

Dan Moore is the coordinator/editor for the "1972-78 Definitives and Landscapes" Study Group. He also has an particular interest in the postal stationery of that period. Recently he has been having another look at the 15¢ Ashton-Potter aerogrammes with the goose on the back and the value on the flap. Webb lists two types, A31 (tagged at left of value) and A31a (tagged right of value). Both were released in late 1972, and the early copies of both have a short narrow tag bar (20mm x 1mm). The 15¢ 1973 floral aerogrammes (and 8¢ domestogrammes), and the 1976 20¢ aerogramme (Webb A56), also prepared by Ashton Potter, have the tag bar at the left of the value, but it is a longer and much broader bar (22mm x 2mm). Dan has now found copies of A31 with this later type of tagging bar.

GRAND TRUNK RAILWAY CARDS AND GRAND TRUNK RAILWAY CARD ERPS

(continued from PSN Vol. 4, pg. 49)

1922 - same views in green on P34d

GTR-J4	Oct. 2, 1922	GTR-J50	Apr. 20, 1923
GTR-J15	Apr. 7, 1923	GTR-J52	Aug. 31, 1922
GTR-J19	May 28, 1923	GTR-J54	?
GTR-J28	Mar. 12, 1923	GTR-J56A	June 27, 1922 (1)

(1) Earliest date for the series

This was the last issue showing Grand Trunk Railway in the title.

CNR CARDS AND CNR CARD ERPS - THE GREEN VIEWS

(The black views were separately issued and will be listed at the conclusion of the green views.)

first set - 1923

These are the same views as the last GTR set, still on P34d, but now showing Canadian National Railways in the last line of the title.

CNR-C1	Feb. 12, 1924	CNR-C16	Apr. 1, 1924
CNR-C4	June 27, 1923	CNR-C17	Oct. 4, 1924
CNR-C6	June 25, 1924	CNR-C22	Oct. 17, 1923
CNR-C13	Mar. 24, 1924	CNR-C25	June 26, 1923 (1)

From this point on the green CNR views often present a confusing pattern. There is little doubt that they continued to be printed in groups of eight - but with view substitutions within the eight as circumstances dictated. The neat pattern of units of eight views, changed together to new units of eight views, frequently breaks down from here on. Your assistance with any ERPs from here on is urgently required to help pin down the issues.

1924 - new views in green on P34d

CNR-C17 continued in use through this period.

CNR-C2	?	CNR-C24	Dec. 3, 1924 (1)
CNR-C7	? ? , 1924	CNR-C28	?
CNR-C12	Nov. 6, 1925	CNR-C30	Dec. 6, 1924 (2)
CNR-C21	Jan. 12, 1926		

CNR-C30 is an unlisted street scene not previously reported. As is the case for CNR-C28, it carries a CNR form on the back.

Both C9 and C14 may exist in this group, but neither have been reported as yet.

1925 - views in green on P34

CNR-A2	Sept. 28, 1925	CNR-A14	Oct. 14, 1926
CNR-A7	Jan. 27, 1927	CNR-A17	Jan. 22, 1927
CNR-A9	Jan. 20, 1927	CNR-A21	Feb. 19, 1926
CNR-A12	Aug. 8, 1925 (1)	CNR-A24	Jan. 31, 1927

Various view shades as well as card stocks exist in this group.

1928 - same views in green on P34b

CNR-B2	July 19, 1930	CNR-B14	Sept. 20, 1928
CNR-B7	Nov. 20, 1928	CNR-B17	June 19, 1928
CNR-B9	Aug. 13, 1929	CNR-B21	Oct. 6, 1928
CNR-B12 [#]	Mar. 20, 1930	CNR-B24	May 10, 1928 (1)

[#] The view "12" in this group and the two previous groups show the height of Mt. Robson in the title as 13068 feet.

1929 - new views in green on P34b

CNR-B5	Nov. 6, 1929	CNR-B12*	Mar. 31, 1929
CNR-B10	May 30, 1929	CNR-B19	Jan. 19, 1929 (1)

* This view B12 and view "12" in all subsequent groups show the height of Mt. Robson in the title as 12972 feet.

1929 - old and new views in green on P40

CNR-D2	Jan. 20, 1930	CNR-D14	Apr. 12, 1930
CNR-D5	Apr. 11, 1930	CNR-D19	Jan. 17, 1930
CNR-D7	Mar. 18, 1930	CNR-D20	Feb. 23, 1939 (2)
CNR-D10	May 8, 1930	CNR-D24	Sept. 28, 1929 (1)
CNR-D12	Mar. 12, 1930		

For most of the life of this group the views are in very dull-green shades. Near the very end of the printings on P40, the views begin to appear in a much brighter "blue-green" shade, identical to that used on the views in the next series. D20 is known only in this late shade, and, probably, made its appearance just before P40 went out of use. It may be that D23 also exists, in the later shade, but it has not been reported.

- (1) ERP for the series.
- (2) previously unreported.

ERP UPDATES

A sparse collection of updates for this issue. Reports are from Steven Whitcombe, Tom Collop and John Aitken.

EN9 July 6, 1895

GRAND TRUNK RAILWAY CARD ERP UPDATES1904 series

GTR-C6	Mar. 10, 1905	GTR-C10	Feb. 3, 1906	GTR-C34	Apr. 18, 1905
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1907 series (new views)

GTR-D30	Nov. 20, 1908	GTR-D31	Oct. 3, 1907 (1)
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1912 series

GTR-D17	July 18, 1913
---------	---------------

1914 series

GTR-E13	May 26, 1914 (1)
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- (1) new ERP for this series

Bill Walton

CORRECTION OF AN ERROR CONCERNING PLATES 1 AND 2 OF WEBB P4

In PSN Vol. 3, pg. 9 a method was described for distinguishing between printings of P4 from Plate 1 and Plate 2. The method described is correct, however, the break mentioned occurs on Plate 2, not Plate 1. The text in the second paragraph should have read:

... The two plates are easily told apart by examining the outer edge of

the fourth complete ornament from the left of the top border. Just right of centre, a small break - just visible to the naked eye - occurs in all ten positions on Plate 2. It never occurs on Plate 1. The two plates can thus be easily separated.

The ERP for cards from Plate 1 is Aug. 15, 1879. For cards from Plate 2 the ERP is Nov. 18, 1891.

Thanks go to Colin Campbell for pointing out an inconsistency resulting from the error in the original article.

Bill Walton

ANOTHER ADMIRAL CARD FLAW

Bruce McCallum has reported a flaw on the 2¢ (die II) impression that is constant over a period that included the change in colour from red to green. The flaw shown has been found on copies of P33f, P33g and P34f (type A5 heading).



TEXT VARIATION ON WEBB NNC2

Erick Middleton notes that there are at least two different settings of the text on the Northern Navigation Company card (NNC2), "A Morning Catch, Georgian Bay". These are shown below.



*A Morning Catch,
Georgian Bay*
smaller letters
comma after "Catch"



*A Morning Catch
Georgian Bay*
larger letters
no comma