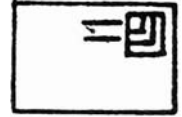
B  
N  
A  
P  
S

## POSTAL STATIONERY NOTES

P  
S  
S  
G

Volume 6, No. 2

June 1987

NEW STATIONERY RELEASED

On April 1, 1987 postal rates in Canada were raised, the domestic first class letter rate (to 30g) becoming 36¢ and the international rate (to 20g) becoming 72¢. On May 19th Canada Post released a new 72¢ aerogramme and new 36¢ envelopes in the #8 and #10 sizes. Unlike the haphazard procedures generally in effect for the release of new Canadian postal stationery, post offices were specifically ordered not to sell any of the new stationery until the specific release date. Canada Post does not plan to release a 36¢ post card.

The 72¢ aerogramme (purple, violet and red) is identical in design and knife to the 68¢ aerogramme except for the denomination. Similarly the #8 36¢ envelope (dark green-blue and gray, security printing in gray) bears the same design as the 34¢ #8 envelope. The new #10 envelope (green and gray-violet, green security printing) differs slightly in design from the corresponding 34¢ #10 envelope in that the ships have been moved down and about 2cm to the right with respect to the words "Canada / POSTES / POSTAGE" and the denomination. This allows the tagging bar to be applied to the envelope without overlapping any portion of the printed design.

Robert Lemire

THE NEWFOUNDLAND REPLY LETTER CARD - HARDLY A NEW IDEA

In Pratt's recent series of articles on Newfoundland Postal Stationery he described Newfoundland's 1913 2¢ + 2¢ reply letter card (Webb L1) as an "ingenious card" (which unfortunately) "did not meet with greater popularity" (BNA Topics, Vol. 43, No. 3, pg. 21). It was hardly a new idea at the time, however. Argentina pioneered reply letter cards with issues in 1888. (Argentina offered an economic incentive to purchase the reply letter cards. The local - i.e., urban - letter card rate for a single card was 2 centavos, but the reply letter card for this rate was 1 1/2¢ + 1 1/2¢; the inland rate for a single letter card was 4 centavos but the corresponding reply letter card was 3¢ + 3¢.)

---

\* 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 R0E 1L0. \*

---





After a few years other countries tried the same experiment. A partial listing includes El Salvador in 1895, Uruguay in 1897, Mexico in 1899, Queensland in 1911 and the Commonwealth of Australia in 1912. All of these experiments were failures, with only the first in Argentina realizing enough purchases and usage to justify a second order. (Salvador did try again in 1911, but apparently with collectors as the primary market target.) Newfoundland was in fact one of the last postal administrations to attempt a reply letter card, although Turkey at least followed in 1914.

One unusual aspect of Newfoundland's issue was that Newfoundland may have been the only postal administration to issue a reply letter card without having had any experience at all in issuing ordinary single letter cards. The second unusual aspect of the Newfoundland issue is that it was almost an exact copy - in terms of graphic layout, and in terms of mechanical layout - of Queensland's 1911 issue, which was apparently printed by the Queensland Government Printing Office. In a future issue of PSN we intend to illustrate the Queensland and Newfoundland reply letter cards for purposes of comparison.

Bill Walton

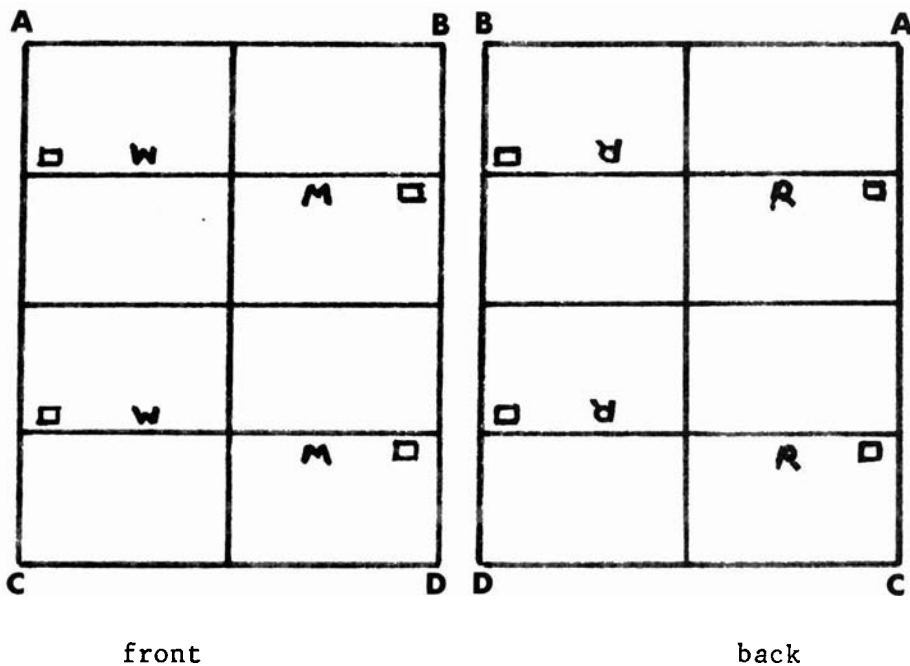
AN UNUSUAL ELIZABETHAN REPLY CARD

Earle Covert has provided photocopies of a 2¢ + 2¢ reply card of the first Karsh design. The card was used by "La Coopérative d'Electricité de Bonaventure", and is unusual in that the reply portion of the card is attached to the message portion of the card at the left (as shown below), rather than at the top as is normal. The card is rouletted between the message and reply parts.

<p>S.V.P. Inscrivez la lecture de votre compteur dans les cercles pour cadran à aiguilles ou dans les carrés pour cadran cyclomètre.</p> <p>Please write down your meter reading in the circles for needle-meter or in the squares for cyclometer meter.</p> <p>Cadran - Aiguilles Needle Meter: </p> <p>Cyclomètre - Cyclometer: </p> <p>M. Donat Bélanger, St-Jogues, Cité Bonaventure, P.Q. Cité No 1303</p> <p>Date de la lecture / Reading Date: <u>30 Avril 1961</u>      <u>April 30th '61</u></p>	<p>CANADA. POST CARD - CARTE POSTALE.</p>  <p><i>Made to reply card</i></p> <p>M. Donat Bélanger, St-Jogues, Cité Bonaventure, P.Q. Cité No 1303</p> <p><u>30 Avril 1961</u>      <u>April 30th '61</u></p>
<p><b>IMPORTANT</b></p> <p>S.V.P. DETACHER CETTE PARTIE &amp; MALLER L'AUTRE AVANT CINQ JOURS PENALITE de \$1.00 POUR CARTE NON-RETOURNEE DANS LE TEMPS ALLOUE.</p> <p>PLEASE TEAR OFF THIS PART &amp; MAIL THE OTHER ONE WITHIN FIVE DAYS. PENALTY OF \$1.00 FOR CARD NOT RETURNED IN TIME ALLOWED.</p>	<p>CANADA. REPLY POST CARD - CARTE POSTALE REPONSE.</p>  <p>La Coopérative d'Electricité de Bonaventure</p> <p><b>C.P. 200, Bonaventure, Qué.</b></p>

Note that, except for the location of the roulette, separated halves of these meter reading cards would look exactly like halves of the regularly issued cards, Webb P84a. The headings are apparently identical. The cards were most likely printed to private order.

However, reply cards for the first Karsh Issue were probably printed and made available in uncut sheets of four or more reply cards per sheet (this would correspond to the availability of P83 in 8-on format). It would be interesting to know how the reply cards were arranged on these uncut sheets. An arrangement of the printed headings can be envisioned (as shown below) that would permit both normal reply cards and cards of the "Bonaventure" type to be cut from the same sheet. Yet at first glance this seems an awkward and unlikely arrangement. Does anyone have a copy of multiples of P84a (or P84) that would help settle this question ?



Possible Sheet Arrangement of Reply Cards 4-on. The corners of the front and back of the same sheet are labelled A, B, C and D.

Robert Lemire

DOES NO ONE ELSE HAVE A COPY OF WEBB P18b ???

No further reports on P18b have been received. Does that mean no other members of the study group have any copies ? If so this card must well be among the scarcest of Canadian stationery items. Yet this card has been known for a long time. Horace Harrison has sent along an item from the July 1900 issue of "Postal Cards & Covers" that reads:

" Two varieties of the advertisement card may be looked for, one with the inscription 76 mm. and another 83 1/2 mm. How many qualities of card there are we will not venture to guess."

UPDATES TO THE ERP LIST

Another small list of ERPs based on reports from John Aitken, Pierre Gauthier, Robert Lemire, Allan Steinhart and Bill Walton. Remember to keep checking your new stationery acquisitions. If any has a postmark that is earlier than our ERP, please send photocopies of both the front and back of the item to Bill Walton or to the editor of Postal Stationery Notes.

P1 June 7, 1871	P34k Feb. 12, 1929	P46 Oct. 29, 1930
P48c Dec. 6, 1930	P49b Mar. 31, 1931	P49c Apr. 18, 1931
P69 Apr. 18, 1951	P91f Sept. 18, 1962	P94i May 27, 1966 (1)
EN31a Apr. 2, 1925		

- (1) Congratulations to Robert Lemire. This is not only an ERP for this card, but the earliest date on any of the Cameo Issue cards with the type 18 heading.

GTR ERP UPDATE

GTR-G55a Aug. 14, 1916

This report by John Aitken is the first report of this card, and represents a nice find. It is also an ERP for this Grand Trunk Railway set of eight.

Grand Trunk appears to have always printed its cards 8-on with eight views at a time, and our long-standing list of only four views in the first issue on P33a - continuing the same views from P33d - was a puzzle. The discovery by your ERP coordinator of GTR-G41 a couple of years ago (PSN 4, 48, 49), however, made it obvious that instead of four scarce views there were indeed eight, with only five yet reported and three more still to be found. John has found G55a. Look for two more - G2 and G17 - which represent the only two Grand Trunk views likely to exist but not yet identified. Note that Webb's 4th edition shows a GTR-J17, which is a very unlikely card - whereas G17 will inevitably be found; J17 is probably an error for G17, mistaking red for green in a black and white photocopy, but we no longer have the photocopy nor the name of whoever submitted it.

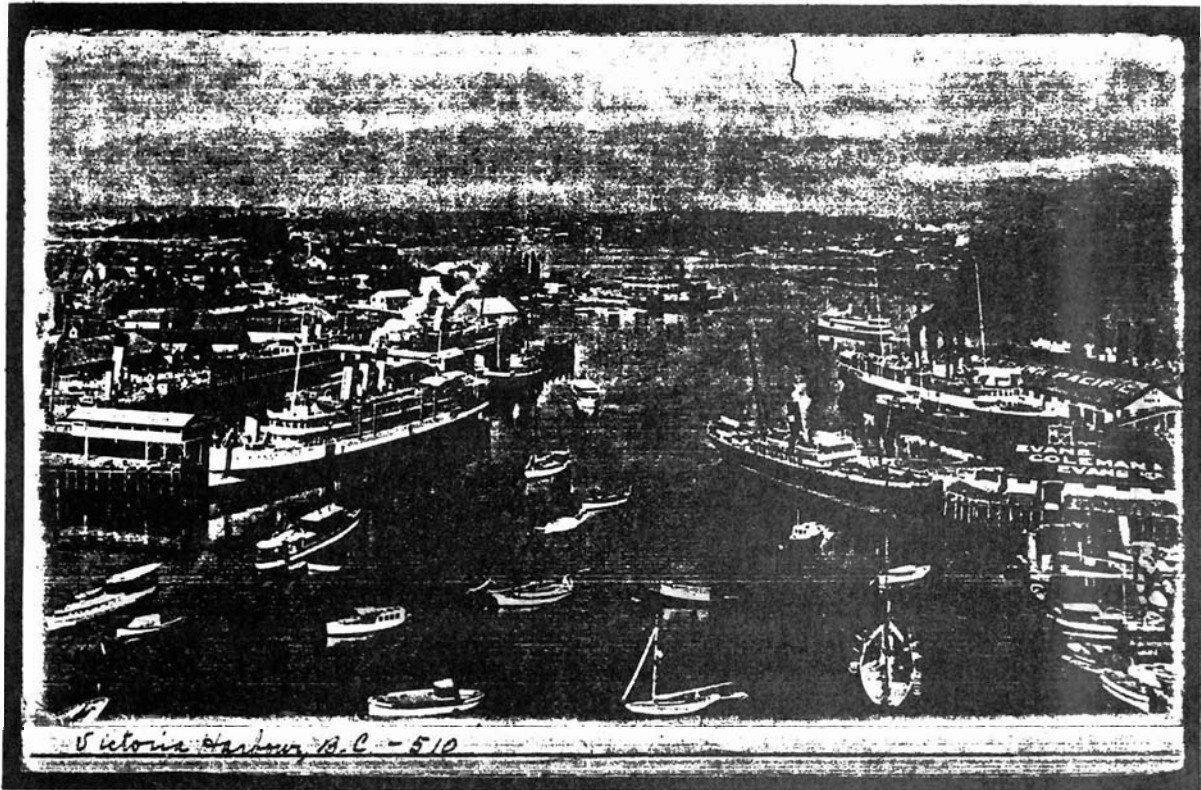
Bill Walton

MORE ON THE VIEWS USED FOR THE SEPIA OFFICIAL PICTORIAL CARDS

A few months ago Tom Flynn asked if anyone knew the source of the pictures used for the Official Pictorial cards issued by the Canadian Post Office Department in the 1930's. Thanks to Earle Covert more information on this topic is now available.

A number of years ago a pile of mounted photographs, many of them waterdamaged, were found in an Ottawa basement. These appear to be mounted copies of the photographs used to prepare the Official Pictorial cards. Many of the black and white photographs have been modified and the Official cards appear to have been prepared from these modified pictures. For example, in the view shown below, the white smoke coming from the funnels of the vessel at the centre-left was added in white on the mounted

photograph. As issued, card 510, Victoria Harbour, B.C., also shows this "smoke". The photographs are marked (in ink) with the Pictorial Card titles and numbers.



In some cases the photographs have lifted from their backing. The information on the back of the prints also proves interesting. For example, the back of the picture shown above is marked (handstamp):

"CANADIAN GOVERNMENT MOTION PICTURE BUREAU  
 (Still Photographs Division)  
 DEPARTMENT OF TRADE AND COMMERCE  
 OTTAWA, CANADA

Neg No..... Date.....  
 Title.....  
 .....

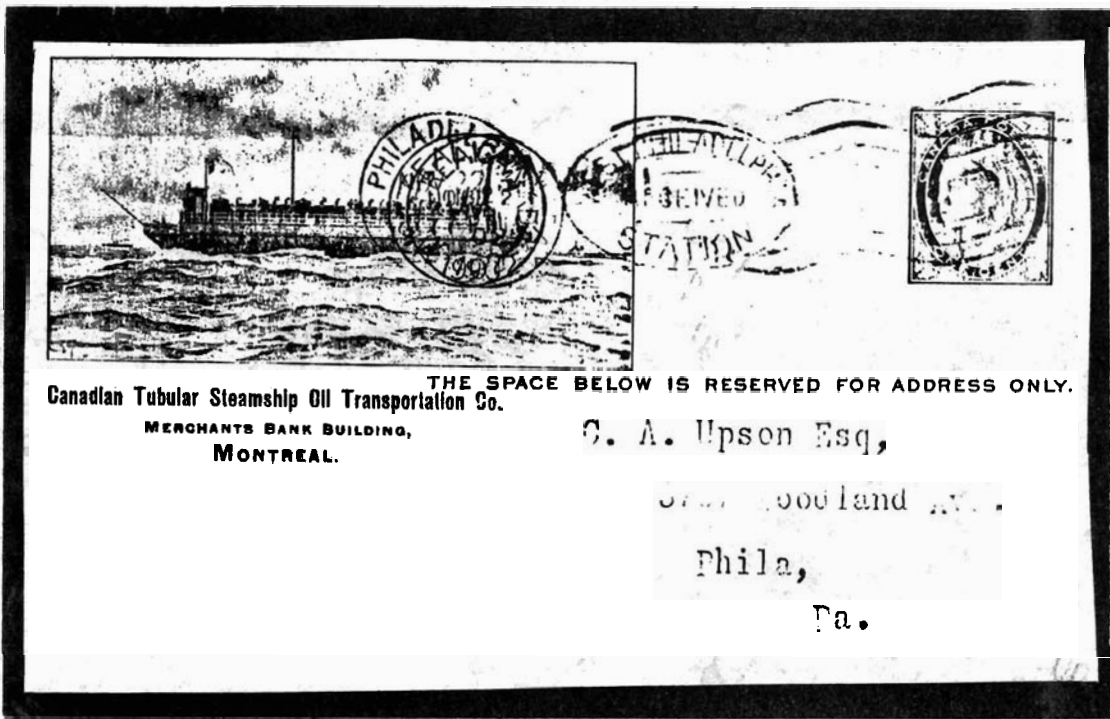
"

After "Title" appears "Victoria Harbour B.C. in manuscript in two lines.

Photographs are known for views 53, 54, 55, 106, 151, 154, 156, 202, 203, 251, 254, 255, 303, 306, 308, 351, 352, 401, 402, 403, 404, 451, 452, 453, 454, 459, 460, 461, 503, 506, 507, 509, and 510.

THE TRANSPORTATION PICTORIAL POST CARDS - LESS-COMMON VIEWS AND VARIETIES  
 (cont. from PSN Vol. 6, pg. 12)

We continue our listing of the cards.

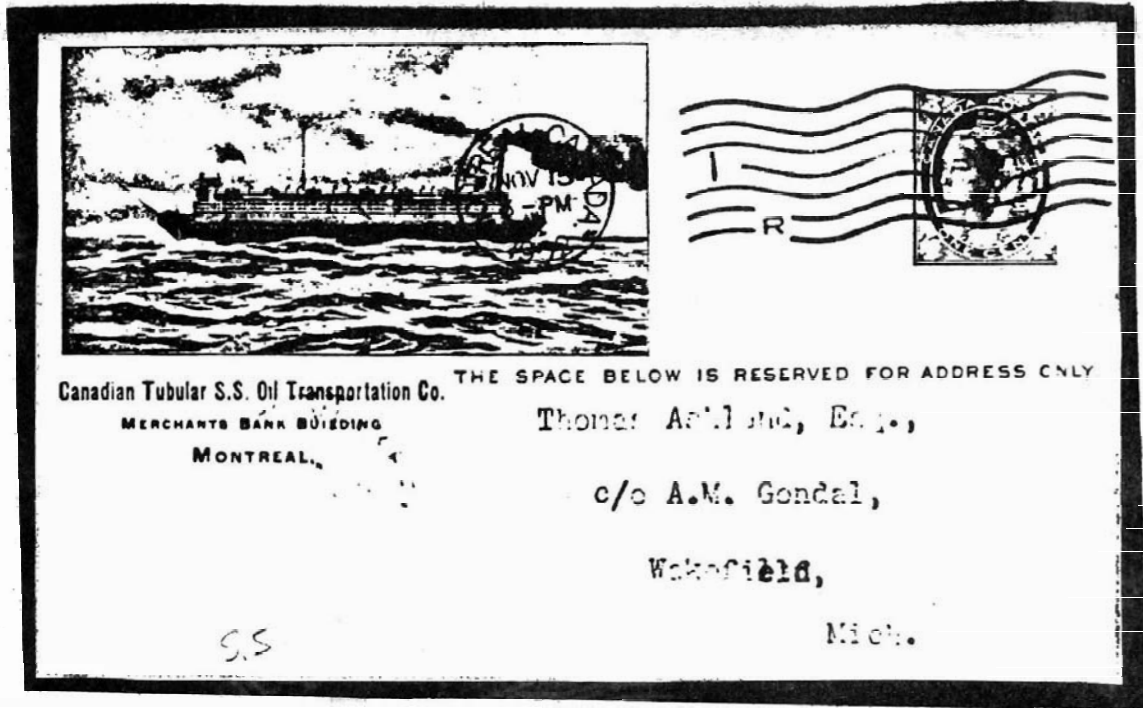


Canadian Tubular Steamship Oil Transportation Co.  
 MERCHANTS BANK BUILDING,  
 MONTREAL.

THE SPACE BELOW IS RESERVED FOR ADDRESS ONLY.

C. A. Upson Esq,  
 377 Woodland Ave.  
 Phila,  
 Pa.

Canadian Tubular Steamship Oil Transportation Co.  
 (Webb CTS1, steamship, first setting)



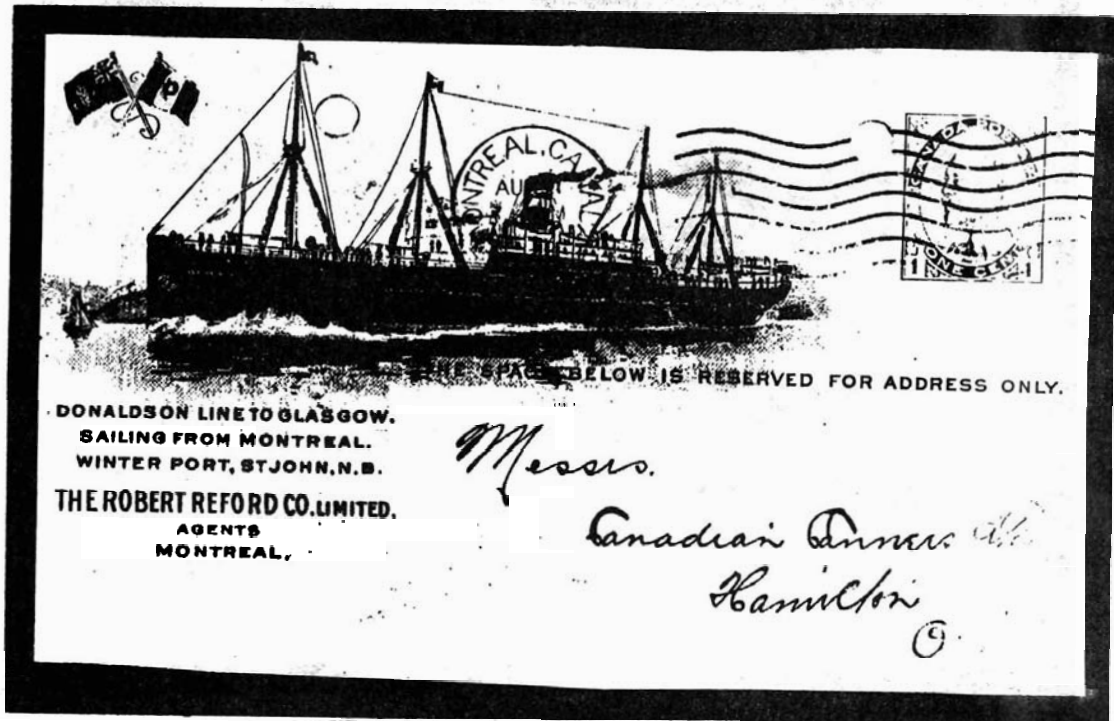
Canadian Tubular S.S. Oil Transportation Co.  
 MERCHANTS BANK BUILDING  
 MONTREAL.

THE SPACE BELOW IS RESERVED FOR ADDRESS ONLY

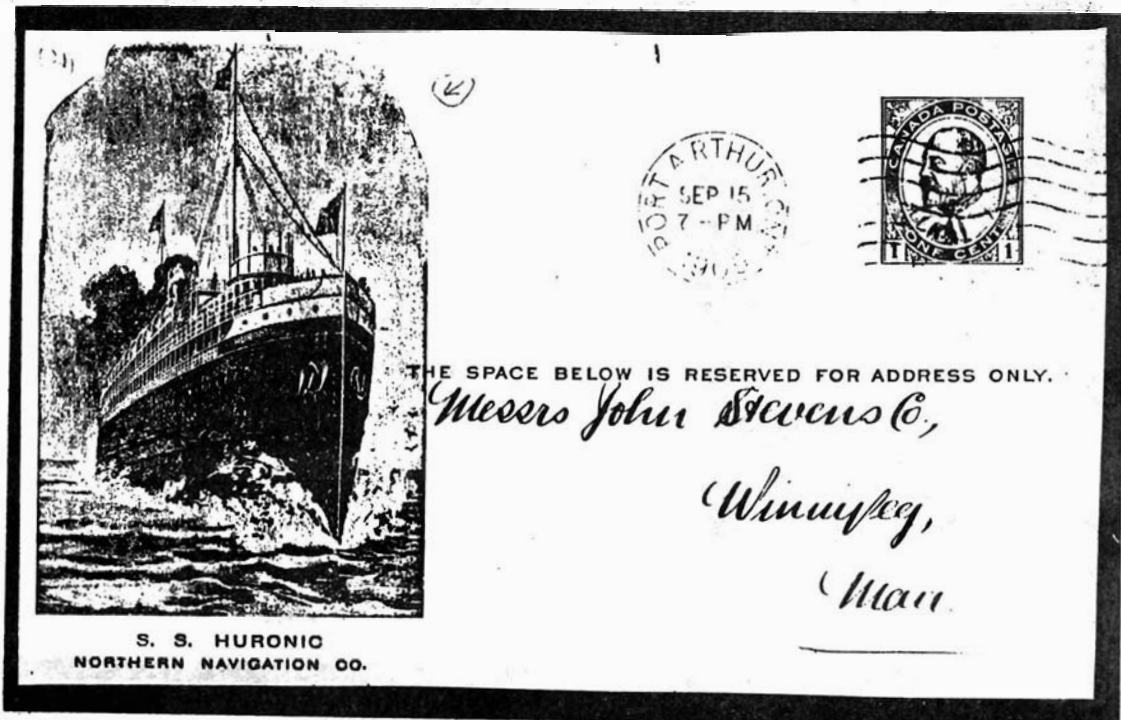
Thomas Ashland, Esq.,  
 c/o A.M. Gondal,  
 Wakefield,  
 Mich.

S.S

Canadian Tubular Steamship Oil Transportation Co.  
 (Webb CTS1, steamship, second setting)



Donaldson Steamship Line  
 (Webb DSL1, S.S. Athenia)



Northern Navigation Company  
 (Webb NN1, S.S. Huronic, two lines)



Northern Navigation Company  
(Webb NNC2, a morning catch, Georgian Bay, first setting)



Northern Navigation Company  
(Webb NNC2, a morning catch, Georgian Bay, second setting)