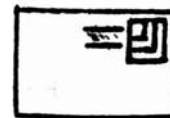


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POSTAL STATIONERY NOTES

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Volume 9, No. 1

March 1990

The index for Volume 8 of Postal Stationery Notes is enclosed. Again we have Steven Whitcombe to thank for preparing this useful guide to our newsletters.

ANOTHER YEAR - ANOTHER RATE INCREASE
A NEW AEROGRAMME AND NEW ENVELOPES

The politics of postal rate increases in Canada seem to dictate that they be small but regular. Therefore, as 1989 ended and 1990 began, the Canadian domestic rate (first 30g) was raised to 39¢ and the rate (first 20g) to foreign destinations (except the U.S.A.) was raised to 78¢. On February 8th, a 78¢ aerogramme and 39¢ #8 and #10 prestamped envelopes were issued.

The envelopes, showing various postal scales, are printed in grey, brown and black with the denomination printed in red. The interior security printing (multiple maple leaves) is in grey. The aerogramme shows hot air balloons (multicoloured) printed on a dark blue background. The knife for the aerogramme is the same as for the previous 76¢ issue. The knife for the #8 envelope is similar to the knife used for the #8 38¢ envelope, but a new knife has apparently been introduced for the #10 envelope.

Robert Lemire

NOTES ON THE ABNC AND CBNC ENGRAVED UPU CARDS OF CANADA

As work on plating Webb P1 and P2 winds down, it looks as though I'll be needing something else to keep busy. The plating of Webb P4 is nearly complete (Bill Walton has already published some notes in PSN, Vol. 3, pg. 9; I have independently reached similar conclusions). Webb P3 is yet to be looked into, but I don't see much of a challenge there once a sufficient number of copies have been accumulated. The 1896 BABNC UPU card (Webb P15) will probably not be "platable" without having a full sheet available - certainly it will be possible to identify all of the subjects, but there are few, if any, clues as to placement of the subjects.

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- * 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. *
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That leaves the ABNC/CBNC cards - Webb P20, P21, P25, P35, P36 - as the next interesting candidates for plating. I have only recently begun to accumulate these, so there isn't too much I can say about the big picture. However, I have made a few observations that I can share at this time.

General Observations

A single engraving was created for the heading (text and coat of arms); a transfer made from this was then used to make the master die for each issue by adding the stamp. The stamp is closer to the text on the Edward and Admiral issues (2mm) than on the Victoria issue (2.7mm). The impression of the heading varies in strength for the cards (strongest on the Admiral issue, weakest on the Edward). On all cards, however, four features exist which prove that the same engraving was used:

1. A small double dash below the arm of the lion on the left side of the arms (usually very weak on the Edward cards).
2. The period after "SIDE" is shaped like a numeral "5".
3. A small mark about 2.4mm above the left upright of the "N" of "UNIVERSAL".
4. A dot about 0.6mm above the centre of the unaccented "E" in "RESERVE".

There is some difference in appearance of the headings from issue to issue, i.e., the weaker lines in some letters ("A"'s in "CANADA") were retouched on several of the Admiral cards.

There are some other constant, or near constant, marks on various issues of cards that are not constant on the other issues; these are marks that got onto the transfer that weren't necessarily present on the master die, or are plate markings (guide dots, etc.).

In each issue, the stamp impression is identical in all respects to the corresponding (two-cent) adhesive stamp, indicating that the same transfer was used to make the master card die as was used in preparing the adhesive stamp plates.

CONSTANT MARKS ON THE VICTORIA ISSUE (WEBB P20, P21)

The following are on every position so far examined, and thus are on the transfer:

1. A small vertical dash 1.4mm below and 2.5mm to the left of the lower-right corner of the stamp.
2. A very small dot just above the frame of the stamp, about 2.5mm right of the upper-left corner.
3. A small vertical mark about 1.3mm below and 0.8mm right of the last "E" of "UNIVERSELLE".
4. A mark in the white border just inside the frame of the stamp, about 4.5mm below the upper-left corner.
5. A very small dot towards the right end of the foot of the "E" of "POSTAGE", in the stamp.

The following are on most, but not all, subjects and vary in size:

6. A dot 4mm right of the lower-right corner of the stamp.
7. A dot 4.5mm below the left side of the word "A" in the bottom text line.
8. There may be a guide dot near the left side of the stamp, about on the level of the bottom of the line ending ". . . UNIVERSELLE"; it is frequently covered by the stamp's frame.

I have identified about 13 different subjects so far, between the two colours; this would seem to rule out the possibility that one plate of ten subjects was used to print both issues (in PSN Volume 3, pg. 43, it was mentioned that a full sheet of these cards is/was on display at the National Postal Museum, but the size wasn't mentioned. Most of these subjects I've seen in only one colour or the other, but two (including the "DOT AFTER UNIVERSELLE" variety, listed in the first to fourth editions of Webb's Catalogue) in both. In each case (6) and (7), noted above, are much smaller and weaker on the blue cards but, otherwise, there is no evidence of plate work (re-entering or retouching); there is, of course, evidence of normal plate wear between the orange and blue cards. What is interesting, though, is that I do have copies of one subject (blue only, not yet seen in orange) showing unmistakable evidence of two states (re-entered). What I am beginning to suspect is that there may have been one plate used to print the orange card, with that same plate and another used for the blue. Far more cards than the twenty or so I've seen will be needed to come to any conclusions, but this is shaping up as a very interesting issue.

CONSTANT MARKS ON THE EDWARD ISSUE (WEBB P25)

There are no noteworthy constant marks on the transfer; the following are all variable guide dots:

1. A dot just below the left foot of the word "A" (bottom text line), with a second dot about 4.4mm below it.
2. A dot about 3.4mm right of the lower-right corner of the stamp. Careful observation shows that this dot is horizontally in line with the upper dot noted above.

All three of the above features have been found on all cards I've examined; the exact position may vary (in some cases, the left foot of the "A" may be directly on top of the upper dot) . . . some cards also have a dot just to the right of the frame of the stamp at the right, about 5.6 - 6.3mm from the top.

Although I've found only five subjects so far of this issue, and I've made no pairs, it is already looking quite complicated - several of the subjects show evidence of misplaced entries (from the original state of the plate); and there is reasonably good evidence that every subject was re-entered once during the working life of the plate.

CONSTANT MARKS ON THE ADMIRAL ISSUE (WEBB P35, P36)

There are no new constant marks on the transfer, and no visible guide dots on this issue. Many of the cards have numerous fine lines running in virtually every direction, depending on the card; there seems to be no pattern at all to these lines, and they do not appear to be intentional.

Of the two subjects I have in both unoverprinted and overprinted versions, there appear to be more of these lines on the later card - what is strange is that some of the lines present on both cards are actually stronger on the later cards (not what one would expect with scratches). Perhaps some of the lines are scratches, and some (those running approximately, but not exactly, horizontally) are hairline cracks. More study will be needed here, but again it looks interesting. One subject has a very nice misplaced entry; others may exist as well.

As mentioned above, some - maybe all - of the Admiral cards have been retouched in the text area; this appears to have been done when the plate was laid down, and is not a progressive characteristic. Subjects I've seen in both 2¢ and 6¢ versions show no evidence of intentional change; in fact there is nothing to indicate more than one state (other than age differences) for any subject. I have made four pairs on this issue (three horizontal, one vertical, involving a total of seven cards); this fact, plus inclusion of features showing positive non-adjacency between these cards and other non-paired cards I have, positively rule out a single ten-subject plate; however, I believe it unlikely that more than one plate was used (probably of twenty subjects). All the pairs are in proper relation to each other (not head-to-foot).

ADDITIONAL MARKINGS

In addition to the marks already noted, some or all cards have intersecting short vertical and horizontal lines (crosses, obviously cutting guides) in some or all corners. It is necessary to have multiple copies of each subject, each centred differently, to determine how many subjects have these marks. If they are present on all, or even on most, they will certainly aid in plating.

GENERAL POTENTIAL FOR PLATING

All three of these issues seem to be platable, even without seeing full sheets. It will not be easy, but with enough material I'm sure it can be done. Updates will be provided as I progress.

Steven Whitcombe

VIEWS ON THE BACK OF CPR CARDS

In the Higgins and Gage Catalogue, and starting with the 1974 edition of Webb's, there is a rather cryptic note with the CPR view card listings. It states that black views can be found on the left half of the reverse side of the CPR green series and some of the multicoloured Edwardian cards. The 1988 Webb's adds the multicoloured Victorian cards to the group.

These cards are uncommon. It was years before I even saw one. Now, with the assistance of several of the Study Group members¹, I have finally been able to satisfy my own curiosity, and to share some information about them. A special note of thanks is due to Bill Walton. This article essentially follows the outline he provided, and includes many of his insights.

1. Photocopies and helpful comments were provided by Earle Covert, Horace Harrison, Bruce McCallum, Erick Middleton, Dick Staecker, Bill Walton and Steven Whitcombe.

At the outset, I would like to mention that these cards seem to be collected not only for the view on the back, but for the one on the front as well, and attention is paid to any difference in the wording or lettering of both the view caption and the accompanying form. A further variable is the form printing date, sometimes accompanied by an order number. In this article I have chosen to concentrate my discussion on the back view, after providing a brief description of the form usage.

The CPR view cards found with the back views all have forms used by the Passenger Traffic Department. Most seem to have originated from the Montreal head office. Form 1489 (which became form P.T.8) advised that a refund claim had been dealt with, but was not yet ready for payment. Further correspondence would follow. Form 1489A (succeeded by form P.T.8A) advised the refund claimant to apply to the CPR Ticket Agent at a particular location.

The third form, which I call the Sleeping Car Service announcements, had no form number. All seem to have announced the start of sleeping car service. As yet, I have seen none announcing suspension. All but one of the cards seen so far is for service between Montreal and Ottawa. Bill Walton has noted that these cards are a puzzle, since if they were advertising intended for general distribution they should be much more common. The only used card I have seen addressed was sent to a ticket agent. From the list attached it appears there might be a card announcing Montreal to Ottawa service for 1901, but it has not turned up yet. As Bill noted, all these forms on the Victorian cards with multicoloured scenes seem very difficult to find.

At this time it is not possible for me to pin down the exact period the back views were in use. From the date listing it appears they were introduced early in 1899, or perhaps late in 1898. The latest form date on a postal stationery card is Nov. 20, 1907, but a non-postal card or formula is known dated May 8, 1912. Whether these unstamped cards were contemporary with the postal cards, or replaced them, has not yet been established.

So far, four basic views have come to light:

The Notch, Montreal River, Lake Temiskaming
 Mount Sir Donald
 Two Magnificent New Steamships
 Lake Louise .

These views can be found with a variety of frames, and with different printing flaws on the same negative. Within the listing for each view, where the frame varies I have labelled it a "type". If the frame is the same, but there are constant flaws on the same negative, I have labelled this a "state". As mentioned earlier, I have chosen to ignore the variations in caption and form printing that also take place, as I feel that once the breakdown has gone that far it is simpler, and clearer, to refer to the form date. This outline follows Bill Walton's, with additions from other collections.

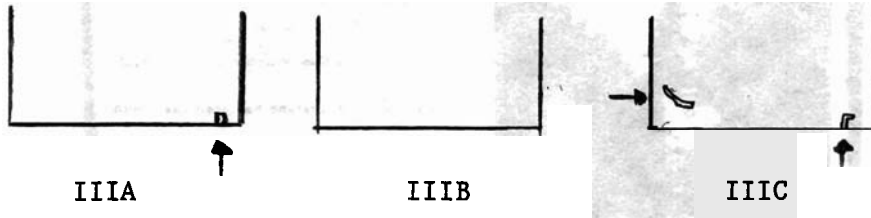
A LIST OF THE BACK VIEWS

| <u>Form Date</u> | <u>Form No.</u> | <u>Back View</u> | <u>Webb No.</u> | <u>Type</u> | <u>Remarks</u> |
|-------------------------|-----------------|-----------------------------------|-------------------------|-------------|----------------------------|
| 2- 3-98 | 1489 | no view | 1B | -- | |
| 29-10-98 | 1489A | no view | 6,8,10 | -- | |
| 28- 2-99 | 1489 | The Notch . . . | 2,3A | I | |
| 28- 2-99 | 1489A | The Notch . . . | 2 | I | |
| MARCH 2nd, 1899 | (S.C.S.) | The Notch . . . | 2,3A,6,8,10 | I | |
| SUMMER (MAY 2, 1899) | (S.C.S.) | The Notch . . . | 3A | I | |
| 14- 6-99 | 1489 | The Notch . . . | 3A | I | |
| 14- 6-99 | 1489A | The Notch . . . | 2 | I | |
| 1- 9-99 | 1489A | The Notch . . . | 10 | I | |
| January 15th, 1900 | (S.C.S.) | The Notch . . . | 9 | II | |
| 13- 2-00 | 1489A | The Notch . . . | 4 | II | |
| 18- 5-00 | 1489 | The Notch . . . | 9 | II | |
| 14-12-00 | 1489A | The Notch . . . | 4A | IIIA | |
| 30- 9-01 | 1489A | The Notch . . . | 4B,10A | IIIA | |
| 14- 2-02 | 1489 | The Notch . . . | 8A | IIIA | |
| March 12th, 1902 | (S.C.S.) | The Notch . . . | 9 | IIIB | |
| March 9th, 1903 | (S.C.S.) | The Notch . . . | A45 | IIIB | |
| March 9th, 1903 | (S.C.S.) | Mount Sir Donald | A43 | I | three "toes" |
| 26-10-03 | 1489 | The Notch . . . | A45 | IIIC | |
| 26-12-03 | 1489A | The Notch . . . | A35 | IIIC | |
| Feb'y 25th, 1904 | (S.C.S.) | Lake Louise | B37,B39 | II | framed, no apron |
| 29- 8-04 | 1489A | The Notch . . . | B41 | IIIC | |
| December 29th, 1904 | (S.C.S.) | Mount Sir Donald | B37 | II | level bottom |
| 13- 1-05 | P.T.8 | Lake Louise | B37,B43 | I | unframed |
| 19- 5-05 | P.T.8 | Lake Louise | B35,B44 | I | unframed |
| 24- 8-05-2245 | P.T.8 | Lake Louise | B44 | I | unframed |
| 24- 8-05-2245 | P.T.8A | The Notch . . . | B36 | IIIC | |
| February 26th, 1906 | (S.C.S.) | Two Steamships | B35,B36,B38, B42,B44 | I | |
| 6- 2-06 | P.T.8 | LAKE LOUISE | B38 | II | framed, no apron, untitled |
| 10- 4-06 | P.T.8A | (Lake Louise) | B44 | II | framed, no apron, untitled |
| 27- 8-06 | P.T.8A | (Lake Louise) | B35 | III | framed, apron, untitled |
| 6- 9-06 | P.T.8A | (Lake Louise) | B38 | III | framed, apron, untitled |
| 20-11-07 | P.T.8 | LAKE LOUISE- NEAR LAGGAN, ALBA | B38 | II | framed, no apron, untitled |
| 8- 5-12 | P.T.8A | (Lake Louise) | formula card | III | framed, apron, untitled |

The Notch

This is the first, and most commonly found back view. To date three types have come to light. The first type is found on cards from 1899. It has a thin black line drawn in contact with the edge of the picture. Type II, found with 1900 dates, has a distinctive black border framing the picture, but separated from it. All copies seen have the lower right corner of the frame missing. Otherwise the picture appears to be the same as that for Type I.

Type III of "The Notch" returns to the contact border like Type I, but the picture shows slightly more of the river at the base. Within Type III, three states have so far been recognized.



Type III, State A has a small white post-like projection into the design about 3mm to the left of the bottom-right corner. There is also frame damage in the top-right corner.

Type III, State B has no projection, frame damage or breaks

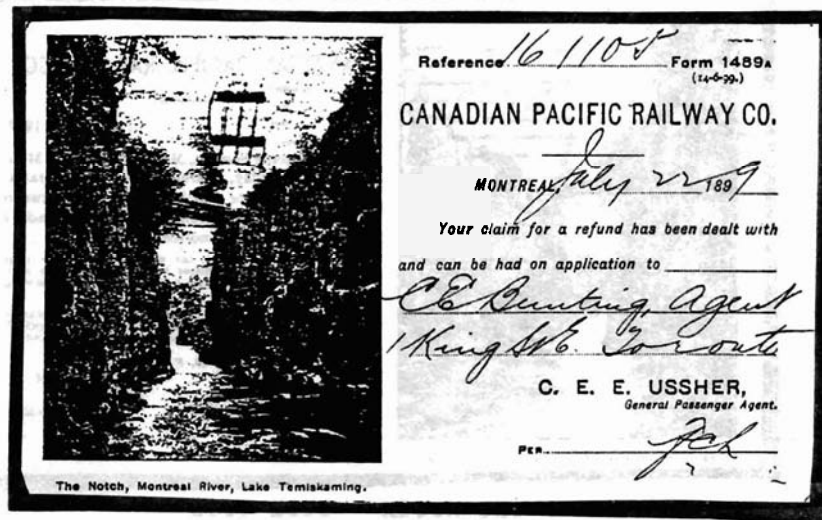
Type III, State C has a small white angled projection 3mm to the left of the bottom-right corner. It also has a white crescent-shaped mark in the bottom-left corner. The damage in the top-right corner is more extensive than in IIIA, and there are more frame breaks.

Mount Sir Donald


Only two examples of this view have been found so far, and they differ from each other in their border shapes. Type I has the base of the picture descending in three projections or "toes". The base of Type II is (more or less) level.

The types and states of the view "The Notch" and "Mount Sir Donald" are shown below. In the next issue of PSN the details of the other three views will be given.

John Aitken



THE NOTCH - TYPE I



Reference 172197 Form 1489a
(13-2-00.)

CANADIAN PACIFIC RAILWAY CO.

MONTREAL Feb 7 1902

Your claim for a refund has been dealt with
and can be had on application to _____
J McCrae
Agent Sarnia
C. E. E. USSHER,
General Passenger Agent.

PER Ek

The Notch, Montreal River, Lake Temiskaming

THE NOTCH - TYPE II



Reference 175784 Form 1489a
(14-12-00.)

CANADIAN PACIFIC RAILWAY CO.


MONTREAL _____ 190 _____

Your claim for a refund has been dealt with and
can be had on application to _____
D. Hanger
Agent Sarnia
C. E. E. USSHER,
General Passenger Agent.

PER SA

The Notch, Montreal River, Lake Temiskaming.

THE NOTCH - TYPE IIIA



CANADIAN PACIFIC RAILWAY CO.

MARCH 12th, 1902.

Commencing Sunday, March 16th, from Montreal, and Monday, March 17th, from Ottawa, Sleeping Car Service will be inaugurated between Ottawa and Montreal, continuing daily, Sundays included, until further notice, as follows:


From Montreal for Ottawa, car will be attached to 10.05 p.m. train, from Windsor station. Passengers may remain in car at Ottawa until 9.00 o'clock following morning.

From Ottawa for Montreal. Passengers may board car at Union station at 9.00 p.m. or any time thereafter, until train time, 4.15 a.m., arrive Montreal 8.00 a.m.

GEO. DUNCAN, W. F. EGG,
City Passenger Agent, City Passenger Agent,
42 Sparks St., 179 St. James St.,
OTTAWA, ONT. MONTREAL, QUE.

The Notch, Montreal River, Lake Temiskaming

THE NOTCH - TYPE IIIB



Reference *207870* Form 1489A
29 8-04-39140.

CANADIAN PACIFIC RAILWAY CO.

MONTREAL, *NOV 10 1903* 190.....

Your claim for a refund has been dealt with and
can be had on application to Mr.
..... Ticket Agent C.P.R.
King St. E. Toronto
at

C. E. E. USSHER,
General Passenger Agent.

The Notch, Montreal River, Lake Temiskaming.

THE NOTCH - TYPE IIIC



CANADIAN PACIFIC RAILWAY CO.

MARCH 9th, 1903.

Commencing Thursday, March 12th, from Montreal, and Friday, March 13th, from Ottawa, Sleeping Car Service will be inaugurated between Ottawa and Montreal, continuing daily, Sundays included, until further notice, as follows:

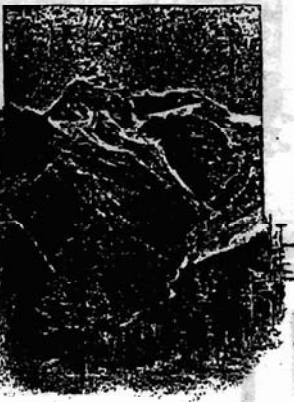
From Montreal for Ottawa, car will be attached to 10.05 p.m. train, from Windsor station. Passengers may remain in car at Ottawa until 9.00 o'clock following morning.

From Ottawa for Montreal. Passengers may board car at Union station at 9.00 p.m. or any time thereafter, until train time, 4.15 a.m., arrive Montreal 8.00 a.m.

GEO. DUNCAN, *City Passenger Agent,* 42 Sparks St., OTTAWA, Ont.
W. F. EGG, *City Passenger Agent,* 129 St. James St., MONTREAL, Que.

Mount Sir Donald

MOUNT SIR DONALD - TYPE I



CANADIAN PACIFIC RAILWAY CO.

December 29th, 1904.

Commencing Monday, January 9th, '05, from Montreal, and Wednesday, January 11th, from Ottawa, Sleeping Car Service will be resumed between Ottawa and Montreal, continuing daily, Sundays included, until further notice, as follows:

From Montreal for Ottawa, car will be attached to 10.10 p.m. train, from Windsor station. Passengers may remain in car at Ottawa until 9.00 o'clock following morning.

From Ottawa for Montreal. Passengers may board car at Union station at 9.00 p.m. or any time thereafter, until train time, 4.25 a.m., arrive Montreal 8.00 a.m.

GEO. DUNCAN, *City Passenger Agent,* 42 Sparks St., OTTAWA, Ont.
A. E. LALANDE, *City Passenger Agent,* 129 St. James St., MONTREAL, Que.

Mount Sir Donald

GEO. E. MCGLAD

MOUNT SIR DONALD - TYPE II

SOME NOTES ON THE GEORGE VI PRECANCELLED CARDS

In the Post Office records at the National Archives of Canada in Ottawa, (in file 13-19-11 of Volume 62) is a memorandum dated April 19, 1950 from J. R. Carpenter, Superintendent, Postage Stamp Division to L.J. Mills, Director of Financial Services.

The letter is one of a series discussing the possible illegal reuse of precancelled postcards by companies carrying out an every householder mailing, and then recovering the cards by offering to redeem them for a discount on one of their products. This apparently resulted on a prohibition on the use of the cards "where the card acts as a coupon for redemption by the issuing company as part payment or premium on its product".

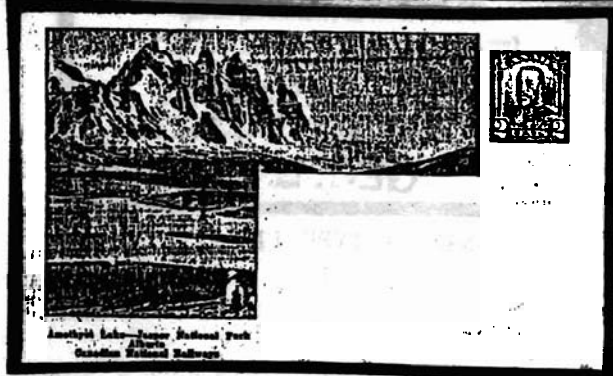
The memorandum also indicates the precancelled cards were only available 8-on.

Robert Lemire

AN UNUSUAL RAILWAY VIEW CARD OFFSET

An editor's biases show, and as most of you will have figured out by now, I am not greatly interested in errors, freaks and oddities. However, Art Klass has sent along a photocopy of one that I just couldn't resist, even though the offset doesn't involve the printed stamp at all!

CUSTOMER REPORT
No. _____
PRO. No. _____
The following described property has arrived at this station consigned to you in Car No. _____
From _____
DESCRIPTION _____ WEIGHT _____ ADVANCE _____
Form 222
replaces
C.N.R. 905
P. 200
AMERICA'S Lake-Jasper National Park
Alberta
Canadian National Railway
AGENT



CNR-D2A with offset of the view printed on the back