

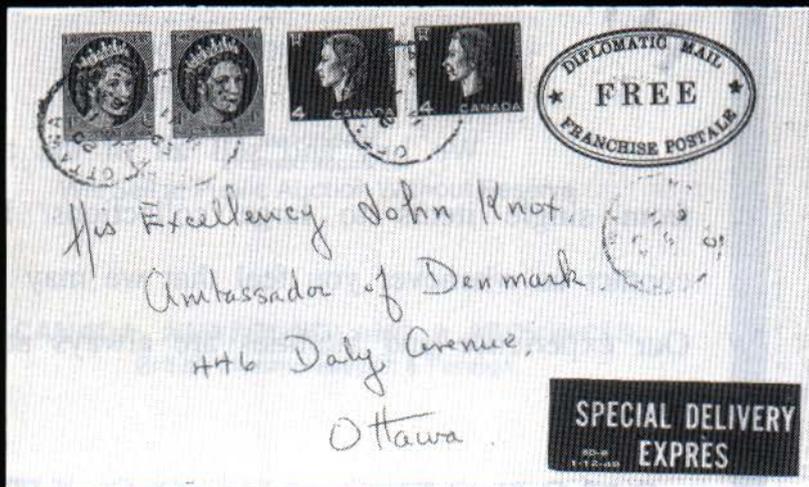
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VOL 53 NO 2

WHOLE NO 467



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VOL 53

NO 2

WHOLE NO 467

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(continued on page 76)

Thanks to the efforts of a good number of people, the first 1996 issue of *Topics* went to the printer fairly close to the scheduled date, despite my being away for three week periods on business in both December and February. I noticed a few glitches in the final product – undoubtedly there were others. Some of these problems should be sorted out in this issue. One result of my absences is a larger backlog of correspondence than expected. I will try to keep cutting away at the pile, but getting the issues of *Topics* out is still my top priority.

Jeff Switt has quietly spent a fair bit of time over the last few years helping to improve the quality of the pictures shown in *Topics*. He has done photography, and converted photographs and photocopies submitted with articles into PhotoMechanical Transfers (PMTs) suitable in size and quality for reproduction, usually on short notice after Jack Schmidt had done the layout. The PMT equipment Jeff used has recently been sold, and he has had to withdraw his help in this area. I still intend to ask for his expert advice, and hope he will try to keep me in line if the quality of figures deteriorates. Thanks for your help Jeff.

I also wish to express my appreciation to Jack Schmidt, who has been putting in long hours over the last few years doing *Topics* layout in a careful, conscientious fashion. He has been a big help in breaking me into the *Topics* regime. Recently he has had to take a leave of absence from his production duties. However, he expects to be back at things this summer and I, for one, am eagerly looking forward to his return.

One issue that is crossing my desk these days is how to incorporate more of the substantive newsletter articles into *Topics*. Peter McCarthy's column provides readers of *Topics* an excellent overview of the contents of the newsletters, but there are items that should be expanded (or contracted) into full-length *Topics* articles. As a former newsletter editor, I often wondered why more of my "good stuff" wasn't turning up in *Topics*. Now I know.

Just finding time to read all the newsletters is a problem. Judging what is substantive and new takes a fair effort. Most of the newsletters are written for a specialist audience, and the introductory paragraphs certainly do not generally meet my "be gentle with your readers" guideline. It is often those introductory paragraphs, to address readers who know little or nothing about a particular philatelic area, that need the thoughtful care of a specialist. The *Topics* editor may not be the right person, even if he had the time. That said, I know many newsletter editors (often also being secretary/treasurer, publisher etc.) may not have the time to do this necessary work. We are working to do better (and Ken Ellison has facilitated the submission of a couple of short articles in the current issue of *Topics*) but, so far, we have not arrived at a satisfactory general solution.

I expect to spend a fair bit of time at CAPEX in June, and will probably be in Toronto for the duration of the show. This may be a good chance for members with ideas for *Topics* to discuss them with me – especially after the first few frantic days of the exhibition. If you have trouble finding me, please leave a message at the BNAPS table. Also, plan on joining other members at the informal BNAPS meeting planned for 4:00 p.m. on Sunday, June 9.

APOLOGIES

First, to David Sessions, editor of *Maple Leaves*, and David Whiteley for printing, without accreditation to *Maple Leaves*, an article by David Whiteley in Vol. 52, No. 3, pg. 32 that had previously been published as a letter in that journal. A copy of the typewritten letter was supplied to the editor of *Topics* as information, and was accidentally reprinted without the prior consent of Mr. Whiteley or Mr. Sessions.

Second, to long-time advertiser Robert A. (Bob) Lee. We mislaid his ad for Vol. 52, No. 4, and discovered the ongoing mistake too late to print his normal full-page ad in Vol. 53, No. 1. His ad appears (I hope as intended) on page 9 of this issue of *Topics*.

Third, to Grégoire Teyssier for the typos in his ad in Vol. 52, No. 4, and the accidental omission of the ad in Vol. 53, No. 1.



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Stories Behind My Covers

Jack Arnell

25. Reduction of Inland Postage

As the inland postage between Halifax and Toronto was more than the sum of the British inland postage to Falmouth and the packet postage to Halifax (Fig. 1), there were strong representations in the late 1830s for some reduction. In particular, it was proposed that the scaled rates according to mileage be replaced with a lower single rate. Anticipating the advent of the Cunard steam packets, it was argued that the increased number of letters resulting from a reduction in postage would offset any potential loss in revenue from the reduction.

Figure 1: Letter mailed at Southampton on 21 April 1838 with 2/1 Stg. postage prepaid (10d inland postage to Falmouth + 1/3 packet postage to Halifax). On arrival at Halifax on 3 June, it was rated 1/8 Cy. inland postage to Quebec City, where in turn 1/1 Cy. inland postage from there to Toronto was added for a total postage due of 2/9 Cy., and the letter struck with 'FORWARDED'.



There was joy and some disbelief, when the following General Post Office circular arrived at Quebec City:

TO ALL POSTMASTERS

GENERAL POST OFFICE
March 1839

THE Postage on Letters to and from NORTH AMERICA, conveyed by Her Majesty's

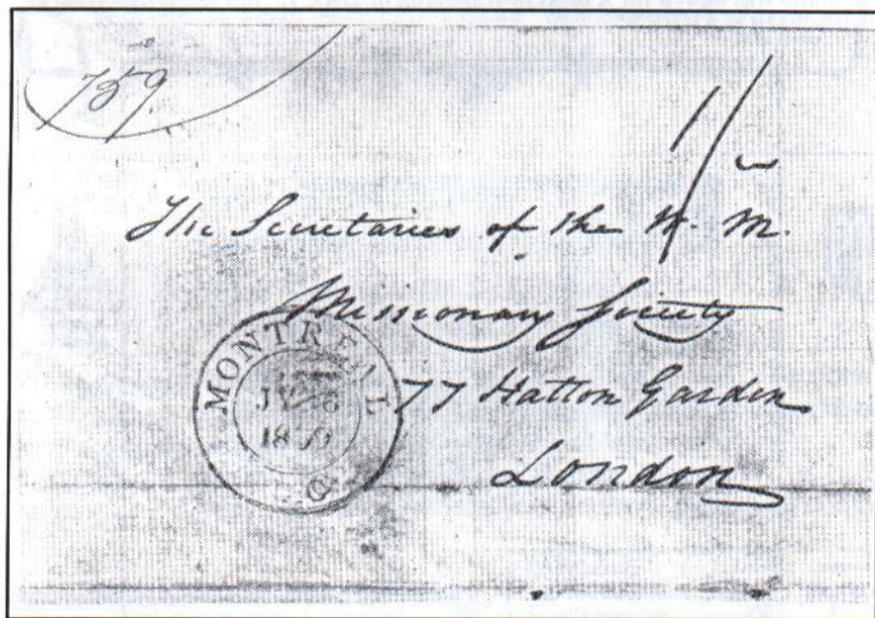
Packets, having been reduced to the uniform Rate of 1s. Single, 2s. Double, and so on in proportion, you will in future charge that Rate upon such Letters, without adding any Charge for Inland Postage.

Letters for NOVA SCOTIA, NEW BRUNSWICK, and the CANADAS, may be forwarded as heretofore, without the previous Payment of the Postage.

By Command
W.L. Maberly
Secretary

Thomas Stayner, the deputy postmaster general at Quebec, and John Howe, his counterpart at Halifax, immediately implemented the regulation (Figs. 2 & 3). Stayner wrote to London on 12 May that 'this is one of the greatest boons that could have been conferred on the inhabitants of these provinces - but the full benefit to be derived from it, will not be realized until the line of Steam packets between England and Halifax is established'.

Figure 2: Letter mailed at Montreal on 6 July 1839 and rated 1/- Stg. postage due at London, England. On arrival, it was backstamped on 16 September and no change made in the postage due.



The G.P.O. was taken aback by this and wrote to explain that the March circular only referred to 'the Inland Charges on this Country [Great Britain]', not those of British North America, and directed that 'the Colonial rates' be levied as before. This was done, as shown in Figure 4. It would appear that the error lay with Maberly, rather than with Stayner, for in the Act for consolidating the Laws relative to Offences against the Post Office of the United Kingdom, and for regulating the judicial Administration of the Post Office Laws, and for explaining certain Terms and Expressions employed in those Laws [1 Vict. cap. 36, 12 July 1837], Inland Postage is defined as 'the Duty charged for the

Figure 3: Letter mailed at Romsey on 9 May 1839 and rated 1/- Stg. postage due. Date stamped at Halifax on arrival on 8 July and marked 'Packet 1 N 1½' as the total postage due (1/1½ Cy.) at Toronto.



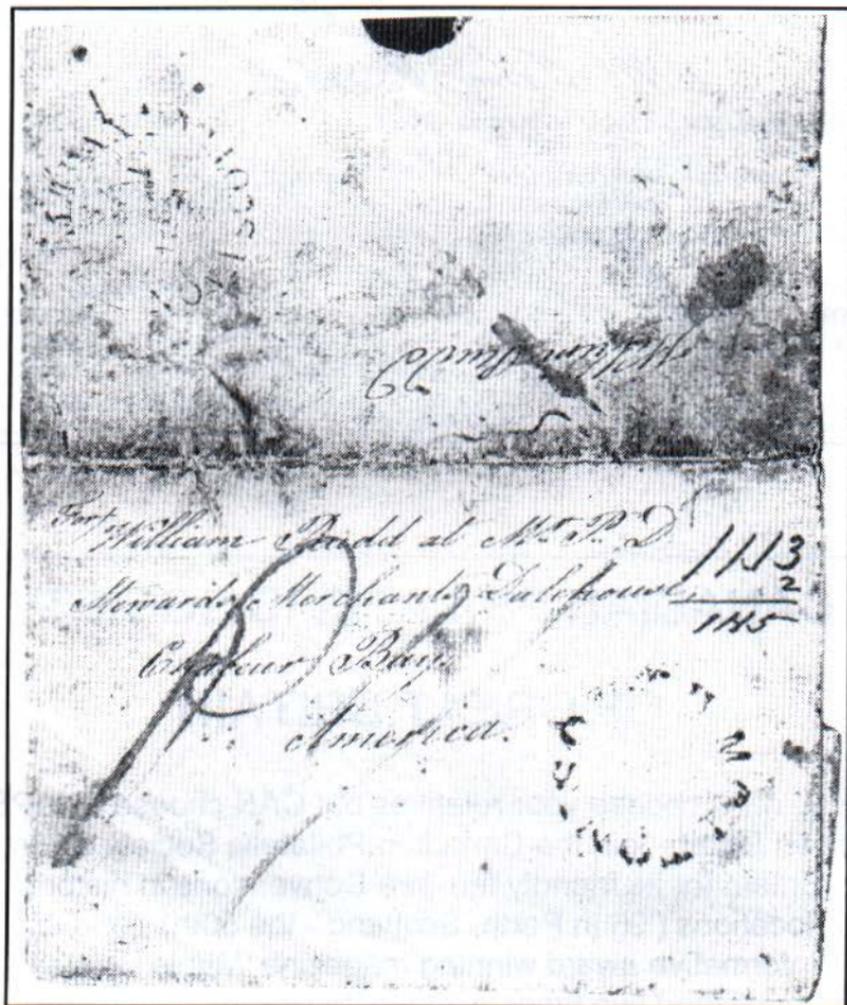
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Figure 4: Letter mailed at South Molton in March 1840 with 1/- Stg. postage to Halifax prepaid. On arrival at Halifax on 26 April, it was rated 1/3 Cy. postage due to Dalhousie, N.B. At Dalhousie, a 2d Cy. way office fee for local delivery was added for a total postage due of 1/5 Cy. [Note the difference in value between the Canadian currency in Figure 3 and the Maritime currency in Figure 4].



Transmission of Post Letters within the Limits of the United Kingdom or within the Limits of any Colony'.

However nothing further occurred until July 1840, when, just after the maiden voyage of the Cunard Britannia, a Treasury Order established a uniform B.N.A. inland postage of 2d sterling or 2½ currency, making the total postage between any post office in Great Britain and in British North America 1/2 sterling or 1/4 currency.



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Canadian Letter Mail to France, April 1851 - June 1859

George B. Arfken and Charles G. Firby

The letter rates to France during Canada's pence period are complicated, with rates over three time periods, two different currencies (sterling and currency), three different routes and France's insistence on a ¼ oz. (7½ grams) weight. Fortunately there is some documentation, and also an excellent series of articles was written by Maggie Toms [1]. Table 1 summarizes these rates. The postal rates and covers illustrating these rates are discussed in the paragraphs following Table 1. All of the five reported pence franked covers to France [2] are shown, and these five covers are listed in Table 2. Three stampless covers to France are also shown to further illustrate these rates.

Table 1. Letter Rates to France

Date	Weight		Ship Line, Route
1851	¼ oz.	½ oz.	
	2/5 stg, 2/8½ cy	2/10 stg, 3/2 cy	Via Cunard; New York, Boston
1855	¼ oz.	½ oz.	
	½½ stg	2/5 stg	Via Cunard; Halifax
	1/4½ stg	2/7 stg	Via Cunard; New York, Boston
1857	¼ oz.	½ oz.	
	8d stg, 10d cy	1/4 stg, 1/8 cy	Via Allan; Quebec
	10d stg, 12d cy	1/6 stg, 1/10½ cy	Via Cunard; New York, Boston

The currency values for the 1857 rates are taken from Reference [3]. By 1859, the ¼ oz. Cunard line rate had become 12½d cy.

April 6, 1851.

The letter rates to France in 1852, and presumably at the start of the Pence era, are given in the 1852 Postal Guide [4]. On p.22, it is noted in the Postal Guide that a cover could be sent paid or unpaid. On p.72 there is a breakdown of the 2/5 stg rate that lets us see how the 2/5 was divided.

Per ½ oz. Britain	20d stg
Per ½ oz. U.S. transit	2d
Per ½ oz. Canada	2d
Per ¼ oz. France	5d

for a total of 29d or 2/5.

One of the earliest pence period covers to France is shown in Figure 1. Posted in Quebec, L.C., SP 5 1851, this cover was paid 2/5 stg, 2/8½ cy marked in red. The payment was certified by the red Quebec crown and circle PAID. The cover was sent on the Cunard ship "Asia" out of New York, Sept. 10, arriving at Liverpool, Sept. 21. There is a red PD, Paid to Destination [5, p.63], and also, a red Calais 23 SEPT 51 transit stamp.

Figure 1: Addressed to France and posted at Quebec SP 5 1851, this cover was paid 2/5 stg, 2/8½ cy. The markings include a red PAID AT QUEBEC, L.C., Quebec date stamp, English transit stamp, PD and a Calais transit stamp. The cover was carried by the Cunard "Asia" out of New York, Sept. 10.



A double weight cover, up to ½ oz., is shown in Figure 2. Here the payment was recorded as 2/10 stg on the left, 3/2 cy on the right. There is a red double circle PAID, DE 24 1853, QUEBEC, L.C. This cover was carried on the Cunard ship "Asia" out of New York on Dec. 28. The cover was stamped with a red British PAID 10 JA 10 1854, a red P-D. and a red Calais transit mark.

Steinhart [6] has written about a stampless cover from QUEBEC, DEC 3 1852, paid to England and sent on unpaid to France. It was rated as a triple 7½ gram (¼ oz.) letter, due 17 decimes per rate for a total of due 51 decimes.

Hubbard and Winter [7, p.122] illustrated an unpaid cover to France from Quebec, July 17, 1853. This cover was carried by the Canadian Steam Navigation Co. "Lady Eglinton" out of Quebec on July 17, 1853. The British marked the cover with a 10 for a 10d debit to France. The French rated this unpaid cover due 15 decimes.

The earliest dated pence franked cover, shown in Figure 3, is possibly the most unusual of these covers, at least so far as the route is concerned. From New Carlisle, Gaspé, DE 1 51, this cover was sent to the Sackville, New Brunswick exchange office. There, the cover was placed in a closed bag for London. Sent to Halifax, the cover went

Figure 2: A double rate cover to France. From Quebec, L.C., DE 24 1853, this cover was paid 2/10 stg, 3/2 cy. Red Quebec PAID - date stamp. Carried on the Cunard "Asia" out of New York, Dec. 28. London PAID JA 10 1854 transit and PD in red. Also, there is a red Calais transit.

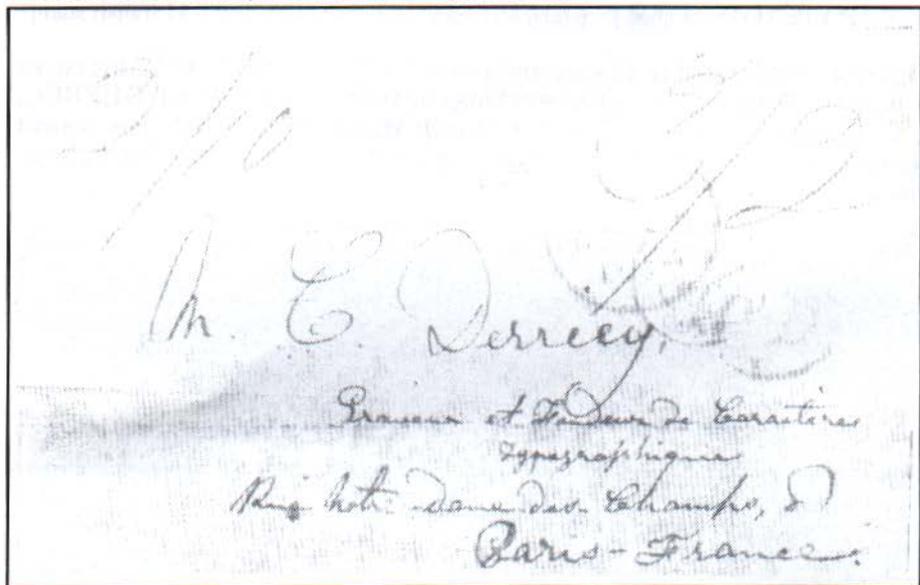


Figure 3: From New Carlisle, Gaspe, DE 1 51, this cover went to France. The three 6d Consorts are grayish purple on thin to medium laid paper. They paid the 3d rate to Sackville, New Brunswick and the 15d Cunard rate from New Brunswick to Liverpool, a total of 18d cy. Carried to Liverpool from Halifax on the Cunard "Asia", the cover was forwarded to France as unpaid mail. There is a red CALAIS transit mark and a purple stylized 15 for due 15 decimes (30¢).



on the Cunard ship "Asia" out of Boston on Dec. 10, which stopped at Halifax on Dec. 11 and arrived at Liverpool on Dec. 20. There is a red Calais 23 DEC 51 transit stamp. The three 6d Consorts, slate purple on laid paper, paid the 3d interprovincial rate to New Brunswick plus the 15d cy Cunard rate from New Brunswick [8, p.275]. The cover was forwarded to France as unpaid mail. The French rated the cover due 15 decimes.

January 1, 1855.

The Additional Articles to the postal convention between Great Britain and France reduced the rates on prepaid letters from Canada to France, effective January 1, 1855. Details on these new rates have been given by Toms [9]. Toms also quoted a letter from W.H. Griffin who was very unhappy because the rate reduction for a ½ oz. letter was so "trifling." Griffin received no satisfaction from the British G.P.O. The rate reduction was noted in the 1855 Report of the Postmaster General [10, M #3].

Figure 4 illustrates the postal rate during this period. Mailed in Quebec, C.E., MAR 4 1856, this cover was charged 2/7 stg, 3/2 cy as a double weight cover (over ¼ oz., not over ½ oz.). The cover was registered: red Canadian REGISTERED, red British crown and curved REGISTERED and black French CHARGE. The British marks PAID and PD are in red. By British - French agreement, this PD meant Paid to Destination. If this cover had been addressed to the U.K., the British would have rated the cover due 6d to pay the British registry fee (see Figure 5). There are no French stylized numerals here to indicate any similar postage due rating in France.

Figure 4: Registered to France. Posted in Quebec, MAR 4 1856, this cover went to La Rochelle, France via Liverpool, London, Calais and Paris. The cover was carried by the Cunard "America" out of Boston on March 12 (red British MR 27 1856, black Calais 28 MARS). The total charge was 2/7 stg (top left) equal to 3/2 cy (top right). Courtesy of Horace W. Harrison.



Figure 5: Registered in Toronto, MAR 28 1857, this cover was franked with a 10d Cartier on thin wove paper and a 6d Consort on medium wove paper. The Cunard "*Africa*" carried the cover out of New York, April 1. The cover was registered in Canada, reregistered in England and accepted as registered in France. Red crown and curved REGISTERED and red PD. Black Calais transit and black CHARGE (registered).



January 1, 1857.

A new Anglo-French postal convention was signed in September 1856. This convention set new prepaid rates effective January 1, 1857. The 8d stg, 10d cy rate for the Allan Line was **per** ¼ oz. For the Cunard rate, there was an additional 2d stg per ½ oz. Details of this rate have been given by Toms [11]. The rate reduction was noted in the 1857 Report of the Postmaster General [10, M #5]. Unfortunately the Postmaster General caused some confusion (1) by comparing an Allan rate, 10d cy, with a Cunard rate, 2/8½ cy and (2) by ignoring the 1855 1/8 cy Cunard rate.

Four covers franked with pence stamps illustrate the rates during this time period. Two covers were paid at the Cunard rate of 12½d cy for ¼ oz. The third cover was paid at the Allan Line rate of 10d cy for ¼ oz. The rate for the fourth cover is interpreted as being that for a registered double weight cover sent on a Cunard ship.

A Cunard single rate cover is shown in Figure 6. Posted in Montreal, L.C., FE 7 1859, the cover was franked with two imperforate 6d Consorts and a perforated ½d stamp. All the stamps were cancelled with the Montreal 4-ring 21. The cover was carried on the Cunard "*Arabia*" out of Boston on Feb 9. The markings include a red LONDON PAID FE 21 59, a red PD and a black Calais transit stamp.

Figure 6: On this cover from Montreal, FE 7 1859, two imperforate 6d Consorts and one perforated ½d stamp paid the correct 12½d by Cunard postage to France. The cover was carried on the Cunard "Arabia" out of Boston on Feb. 9. The cover received red LONDON PAID FE 21 59 and black CALAIS 24 FEVR 59 transit stamps. The 6d Consorts are gray lilac on medium hard wove paper. The ½d is rose on wove paper. Courtesy of Christie's.

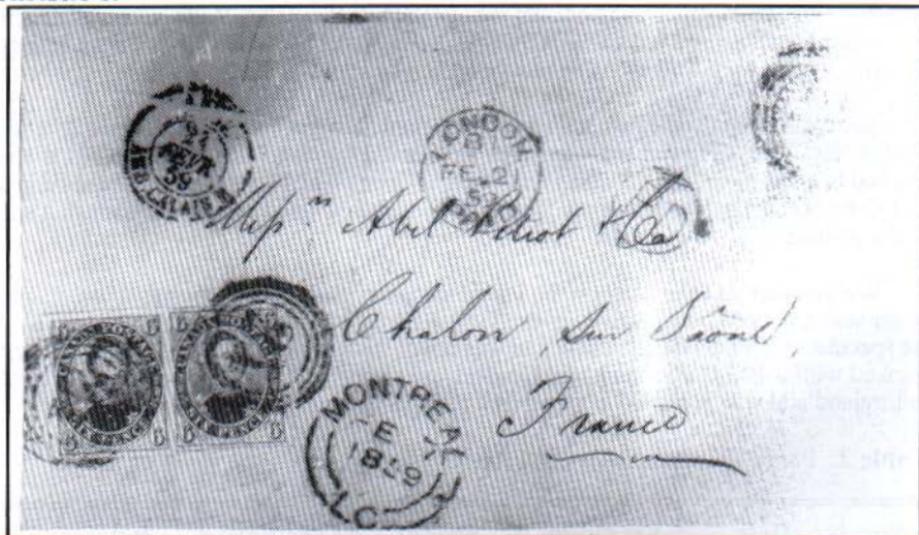


Figure 7: This cover was posted in Montreal, MR 19 1859 and addressed to France. Two perforated 6d Consorts and one perforated ½d stamp paid the 12½d for ¼ oz., Cunard rate. The cover was carried by the Cunard "Arabia" from Boston, March 23. Courtesy of William E. Lea.



Figure 7 shows a second Cunard rate cover. From Montreal, MR 19 1859, the cover bears a pair of 6d Consorts and a ½d stamp. All of the stamps are perforated. The cover went on the Cunard "Arabia" that sailed from Boston on March 23. The markings include a red LONDON PAID AP 4 59, a red PD and a black Calais transit stamp.

Figure 8 illustrates the new 8d stg, 10d cy Allan rate. This cover was mailed in Quebec, L.C., JU 18 1859, and addressed to Bordeause, France. The 10d Cartier is tied with the Quebec 4-ring 37. The cover was carried on the Allan "Indian" out of Quebec on June 18. There is a red LONDON PAID JU 30 59. A faint Calais transit stamp is present. This 8d stg, 10d cy Allan rate became 17d in July 1859.

The registered cover shown in Figure 5 was mailed in Toronto, C.W., MAR 28 1857¹. Sent to New York, the cover was carried by the Cunard "Africa," that sailed on April 1 and reached Liverpool on April 12, consistent with the Calais April 13 date. There are England and Colmar (France) backstamps. The requirement of Cunard postage means that some of the postage was paid in cash.

We suspect that the 2/10 on the left of the cover may be significant. If so, than the cover was a double rate Cunard cover. Beyond this, various scenarios are possible. All are speculative. What is important is that this cover went from Toronto to Colmar, France, franked with a 10d Cartier and a 6d Consort, was registered in Canada, was reregistered in England and was accepted as registered (CHARGE) in France.

Table 2. Pence Franked Covers to France

No.	Date	Franking	Origin	Destination	Reference*
1.	DE 1 1851	3 x 6d	New Carlisle	Granville	Chr-61, 3/19/93
2.	MR 23 1857	10d, 6d	Toronto	Colmar, Haut Rhine	S356-45, 1/28/76
3.	FE 7 1859	2 x 6d, ½d	Montreal	Chalon sur Saone	Chr-137, 3/19/93
4.	MR 19 1859	2 x 6d, ½d, perf	Montreal	Chalon sur Saone	BNA T 3/74, p.46
5.	JU 18 1859	10d	Quebec	Bordeaux	Sgl762-2114, 9/29/94

* The abbreviations for the auctions are: Chr, Christie's; S, J.N. Sissons and Sgl, Robert A. Siegel.

¹ In photos, the 28 date could be interpreted as a 23. The owner of this cover (CGF) insists that the date is a 28. Also, if the cover was posted on the 23rd and went on the Allan "North American" out of Portland, March 28, it would have reached Liverpool on April 9 or 10. Trying to reconcile this with the Calais April 13 date may not be impossible but is certainly awkward.

Figure 8: 10d cy Allan rate to France. Posted in Quebec, JU 18 1859, this cover was addressed to France and paid the proper 10d. The stamp was cancelled with the Quebec 4-ring 37. The cover was carried out of Quebec on the Allan "Indian." Red London and black Calais transit stamps.



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- [1] "Letters Exchanged via England between British North America and France, 1845 - 75," Maggie Toms, BNA Topics: Part I, vol. 36, pp. 4-7, Sept.-Oct. 1979. Part II, pp.16-25, Nov.-Dec. 1979. Part III, vol. 37, pp.3-8, Jan.-Feb. 1980. Part IV, pp. 27-35, Mar.-Apr. 1980. Part V, pp. 21-27, May-June 1980. Part VI, pp.38-47, July-Aug. 1980. Part VII, pp. 28-29, Sept.-Oct. 1980, Part VIII, pp. 22-24, Nov.-Dec. 1980.
- [2] The Postal Rates of Canada: 1851 - 1868, The Provincial Period - A Recording, Charles G. Firby, 1984.
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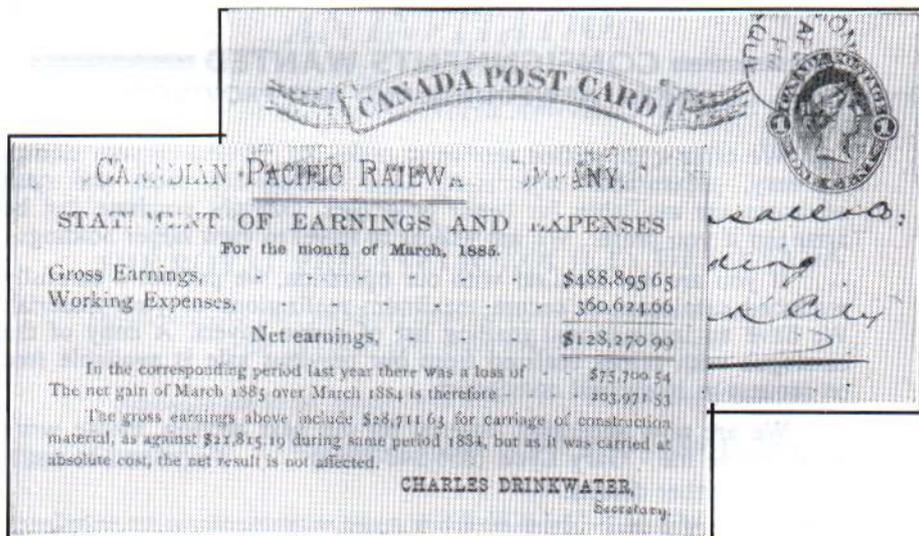
Canada's First Printed to Private Order (PTPO) Postal Stationery Issues

Horace W. Harrison

Over the years several articles [1,2] have been written describing early Canadian postal stationery Printed To Private Order (PTPO). However, in general, such articles have dealt with these items in a piecemeal fashion. The present article is an attempt to draw together information related to different facets of this collecting area.

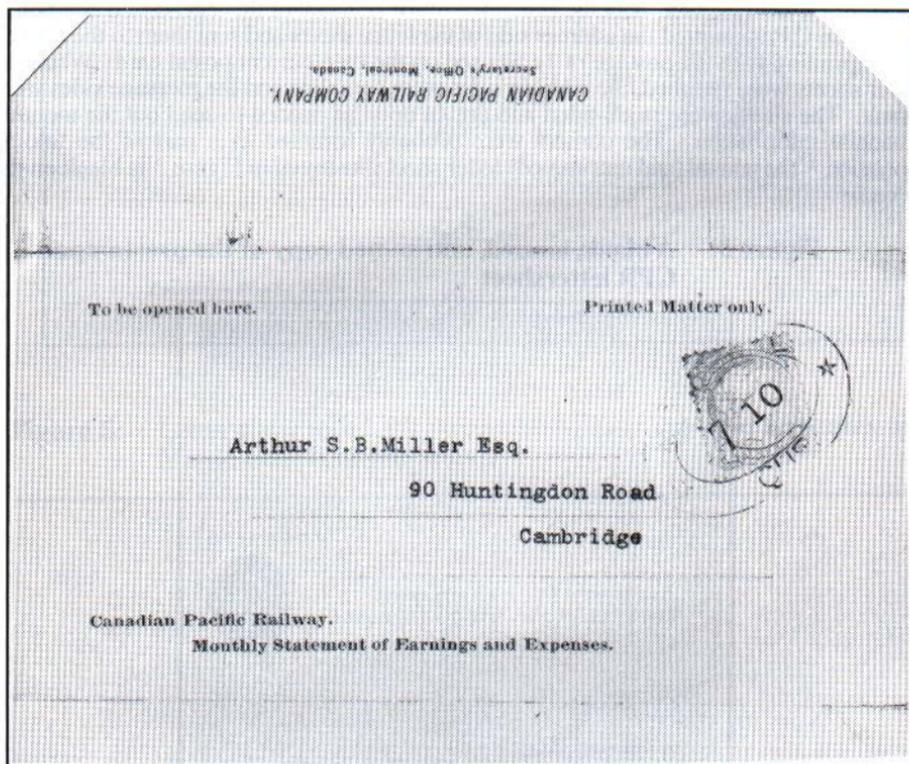
The very first PTPO postal stationery issued by the Canadian Post Office Department (P.O.D.) was a letter sheet on which the 1¢ indicia of the current postal card was imprinted in black for the use of the Canadian Pacific Railway (C.P.R.) in sending out its monthly "Statements of Earnings and Expenses" to the shareholders. It began this practice early in its corporate life, using the current 1¢ postal card (Figure 1).

Figure 1: Regular issue card used for CPR March 1885 Statement of Earnings and Expenses



By November, 1888, the Company had switched to a pale blue wove paper letter sheet with a gummed flap to which a 1¢ adhesive was affixed to pay the 2 oz. U.P.U. printed matter rate. At C.P.R. headquarters these letter sheets were then bundled in closed bags for various destinations, eliminating the necessity for a country destination on each piece. At the next printing, the gum on the flap was eliminated, as neither needed nor permitted by the U.P.U. Printed Matter regulations. The paper was changed to white laid, but the unnecessary admonition "To be opened here" had been retained (Figure 2).

Figure 2: Letter sheet with adhesive used for CPR August 1893 Statement of Earnings and Expenses. Printing inside shown below.



CANADIAN PACIFIC RAILWAY COMPANY.
STATEMENT OF EARNINGS AND EXPENSES

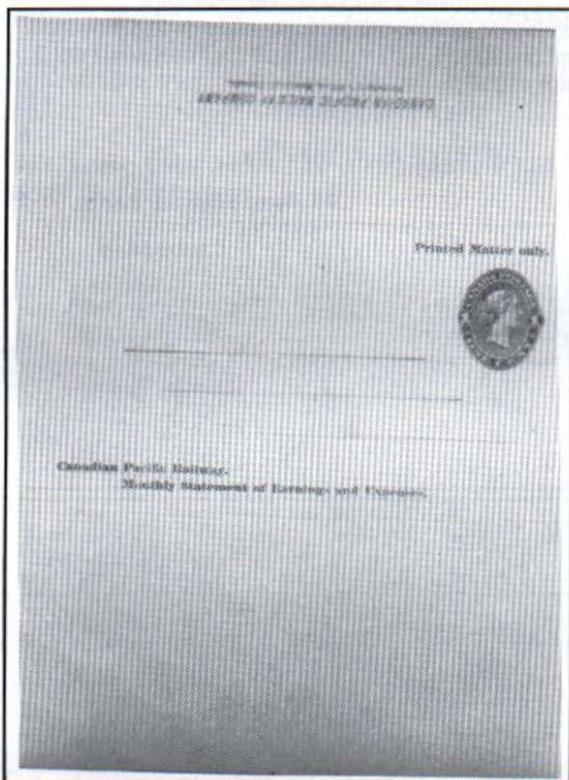
	August 1891	January 1890 to August 31st 1891
Gross Earnings	\$1,873,025.62	\$12,190,893.93
Working Expenses	\$1,238,890.02	\$8,701,948.26
Net Profits	\$734,735.59	\$4,094,942.67
In August, 1891, the net profits were	\$728,288.45	
And from January 1st to August 31st, 1891, there was a net profit of	4,732,418.54	
The gain in net profits over the same period last year is therefore, for August	5,047.04	
And from January 1st to August 31st, there was a decrease of	259,472.87	

C. DRINKWATER,
Secretary

MONTREAL, September 20th, 1893

During the summer of 1893, the C.P.R. officials and Dr. Coulter of the P.O.D. worked out an agreement for one cent indicia to be printed on the letter sheets. This was most likely done at the Montreal plant of the British American Bank Note Co. (B.A.B.N.). Using the same format as in the past, with the exception of the removal of the legend "To be opened here", the C.P.R. printed the address side of the letter sheets and sent them to the P.O.D. for imprinting with the postage of 1¢ as used on the then current postal card. When the letter sheets were returned, the address sides were complete and the message sides were blank. The sheets were stock-piled and drawn upon as needed to send out the monthly financial information. The corners were probably trimmed as a part of the folding operation. The unused (and untrimmed) letter sheet illustrated in Figure 3 is blank on the reverse.

Figure 3: A blank, unused, untrimmed copy of the prestamped CPR lettersheet



The first known use and earliest reported postmark [3] for this PTPO 1¢ letter sheet is the "Statement of Earnings and Expenses" for September, 1893, dated at Montreal, October 28th and cancelled with a purple Montreal parcel cancel "10-31" (Figure 4). The format for the financial information remained unchanged, and the use of closed bags for British destinations continued as before.

In the fall of 1895, there was a change of paper to a slightly finer laid in a pale blue grey shade. This paper continued to be used until the Post Office Department declined to

Figure 4: Earliest Reported Use for a PTPO Canadian Letter Sheet

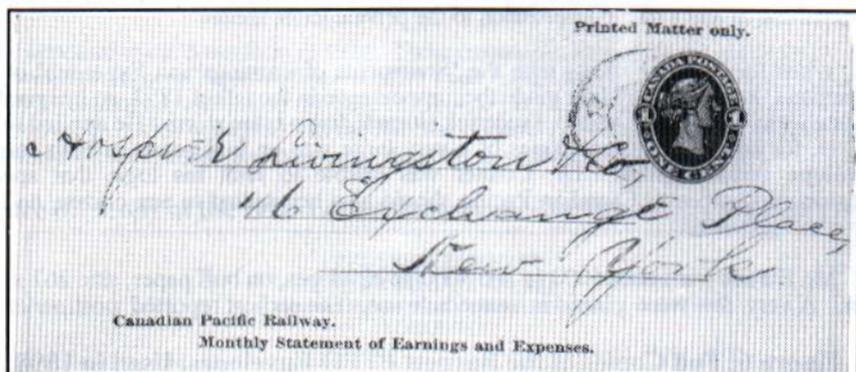
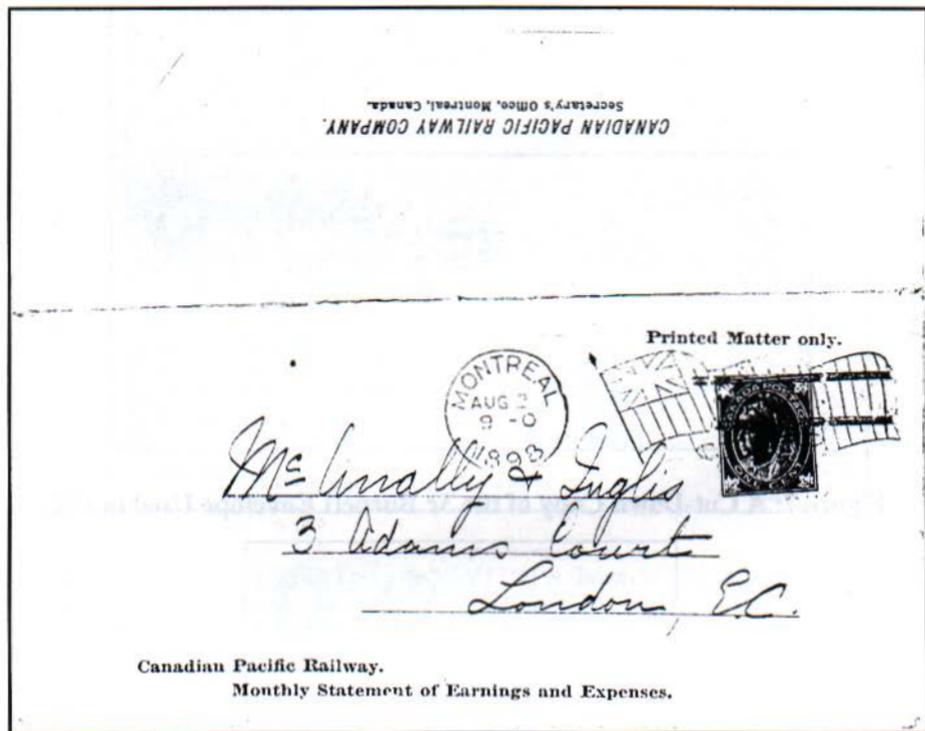


Figure 5: Letter sheet with CPR Statement of Earnings and Expenses with Maple Leaf Issue Adhesive.



imprint the letter sheets any longer, and C.P.R. had to revert to the use of adhesives to frank the mailings. The February 1898 "Statement" is on a 1¢ PTPO letter sheet, and the April

"Statement" is on a letter sheet franked with a 1¢ Maple Leaf issue adhesive (Figure 5). It would appear that the new security printer, the American Bank Note Company, was unable or unwilling to add a stamp impression to the private letter sheets.

When the 1¢ letter sheets with the "Statements of Earnings and Expenses" of the Canadian Pacific Railway first made their appearance in the fall of 1893, an imaginative philatelist in Brantford, Ontario, Frederick Burnett, had a brain storm. He applied to the P.O.D. for some special envelopes of a very large size on buff paper in both current envelope denominations. Dr. Coulter was unable to fault his logic that special consideration given to Canadian Pacific should also be applied to any citizen, and his argument prevailed.

Mr. Burnett was issued 5000 1¢ and 3000 3¢ envelopes, on buff paper, size 267 x 111 mm. A very few were placed in immediate use. The earliest reported postmarks are

Figure 6: Full Copies of the Burnett PTPO Envelopes, Used in 1898.

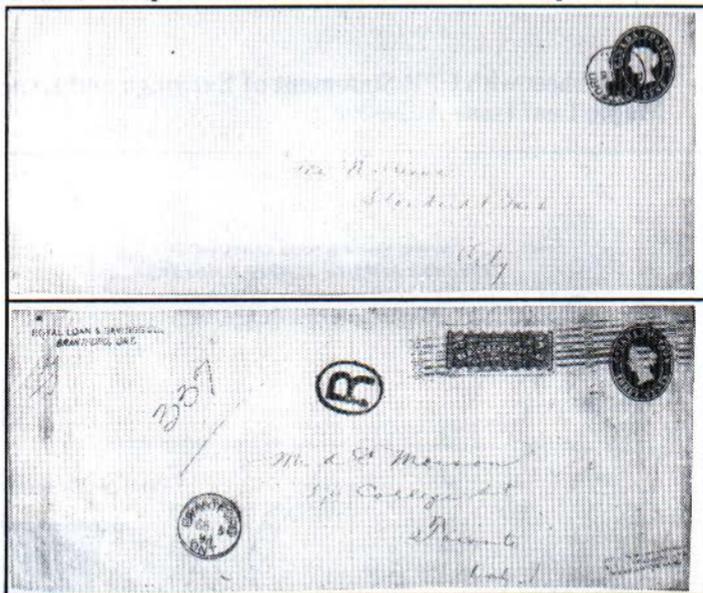
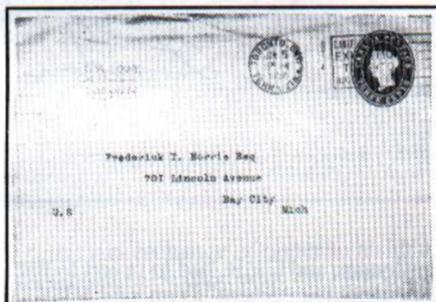


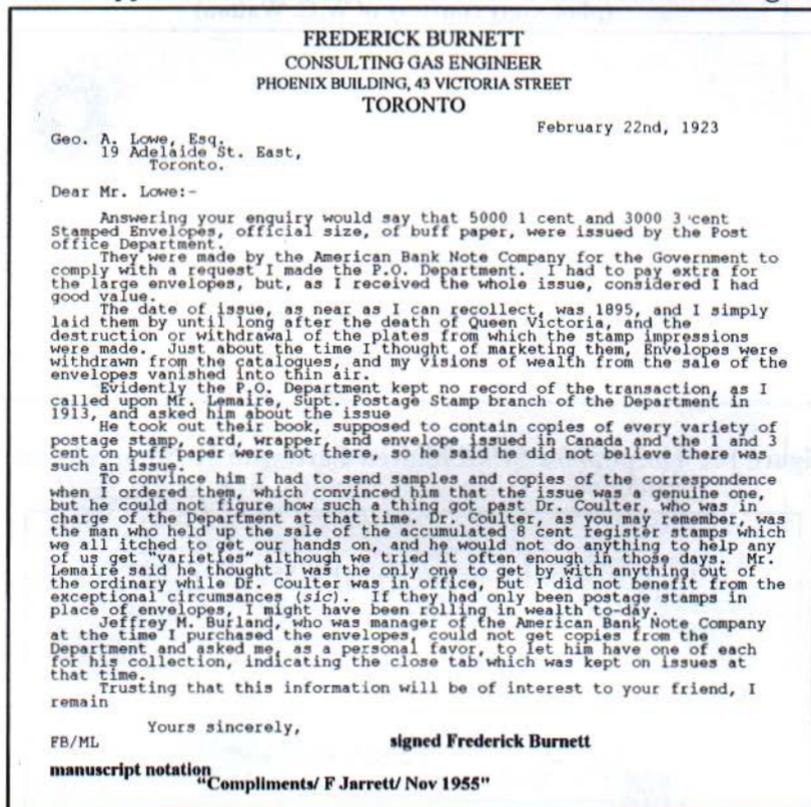
Figure 7: A Cut-Down Copy of the 3¢ Burnett Envelope Used in 1922



December 15, 1894 and January 31, 1895 for the 1¢ and 3¢ respectively [3]. A few more were used in 1898 (Figure 6).

More appeared in cut down form in 1922. These emissions came from the office of George A. Lowe, a prominent Toronto stamp dealer. Fred Jarrett was in the process of preparing his 1923 catalogue, and asked the help of George Lowe in obtaining information about these envelopes with which he was not familiar (Figure 7). Lowe had bought the unused remainders from Burnett and was using them up as postage in cut down form.

Figure 8: Copy of the 1923 Letter from Frederick Burnett to George Lowe



Mr. Burnett's response to the Lowe enquiry [2,4] is shown in typescript form (retyped here) as Figure 8. Either the original or a clear carbon copy of this letter is owned by William C. Walton, one of the editors of the Webb Postal Stationery Catalogue of Canada and Newfoundland, 6th Edition.

Mr. Burnett showed some errors of memory in this letter. The envelopes were almost surely produced by British American Bank Note Company – probably at their Montreal plant, as Jeffrey H. Burland was the manager of the B.A.B.N. Montreal plant, and the nephew of the founder of that company. He was not far off on the date – not more than a month or less, which isn't too bad considering the lapse of time and the great disappointment.

There is another Victorian PTPO envelope listed in the current edition of Webb's [5]. I believe Webb's EN500a (Figure 9, described as a 1¢ blue envelope, 264 x 114 mm, on white laid paper), known from a single unused copy, is a rejected essay for EN500¹. The known copy was lotted at auction some years ago with the 3¢ item shown in Figure 6. I could speculate that Burnett was offered the large envelopes on white laid paper, but since it would be difficult to distinguish cut squares from those from the 1¢ regular issue, Mr. Burnett insisted on the envelopes being of a distinctive manila paper (cut squares were actively sought by many collectors in the last decade of the nineteenth century).

Figure 9: The Only Reported Copy of Webb's EN500a (photocopy courtesy of W.C. Walton)

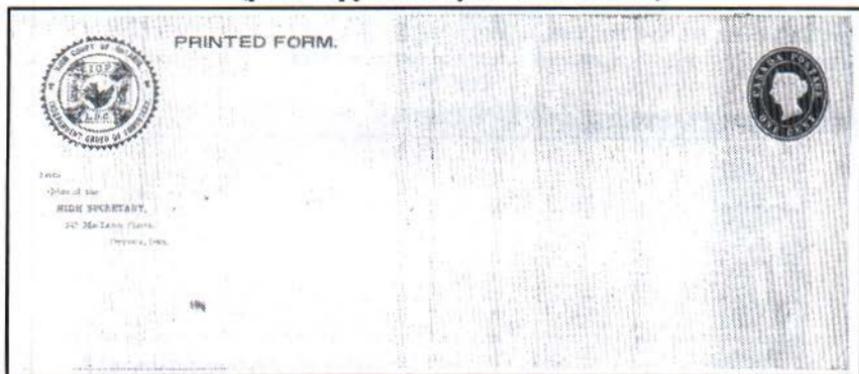
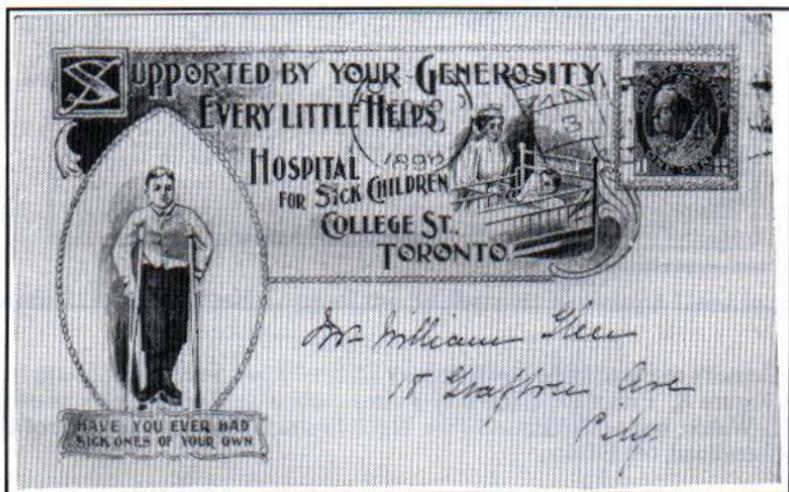


Figure 10: Hospital for Sick Children Card with 1¢ Numeral Issue Adhesive



¹ **Editor's Note:** The printed corner address on the item, as shown, and the fact the size is slightly different from the Burnett envelope, suggest it is also possible this may really be another PTPO item.

Figure 11: Printing on the Back of the Card in Figure 10

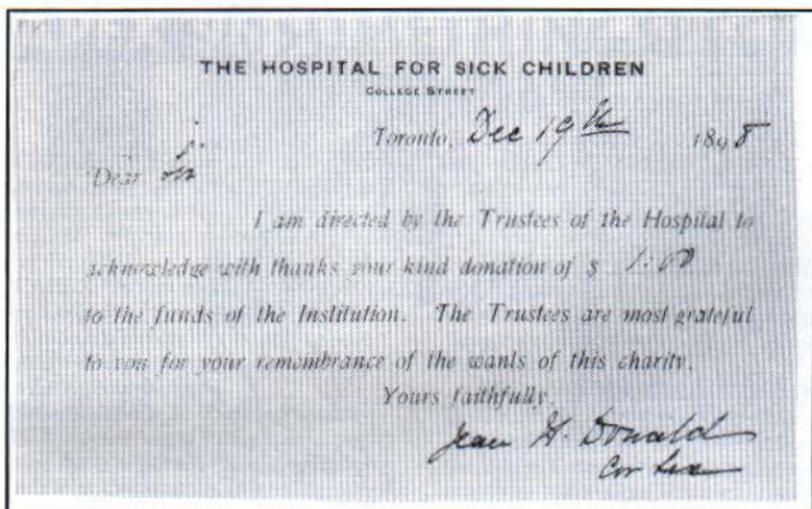


Figure 12: PTPO Hospital for Sick Children Card, Used April 1902



The first PTPO postal card made its appearance around the turn of the century [3], and was issued to the Hospital for Sick Children at Toronto. The Hospital had previously used pictorial cards (with adhesives) as part of an appeal for funds in furtherance of its charitable and compassionate mission (Figures 10, 11). The PTPO cards (Figures 12, 13), prepared in sheets of up to 16, did not have the printed admonition "THE SPACE BELOW IS RESERVED FOR ADDRESS ONLY" that appeared below the stamp impression on the normal pre-stamped "business" cards (Webb's P18), as this would have interfered with the picture. While the PTPO items for the C.P.R. and Mr. Burnett were short-lived, the special treatment accorded the Hospital continued into the 1920s, until the P.O.D. adopted for everyone what they had been furnishing to the Hospital since 1901.

Figure 13: PTPO Hospital for Sick Children Card Used January 1903



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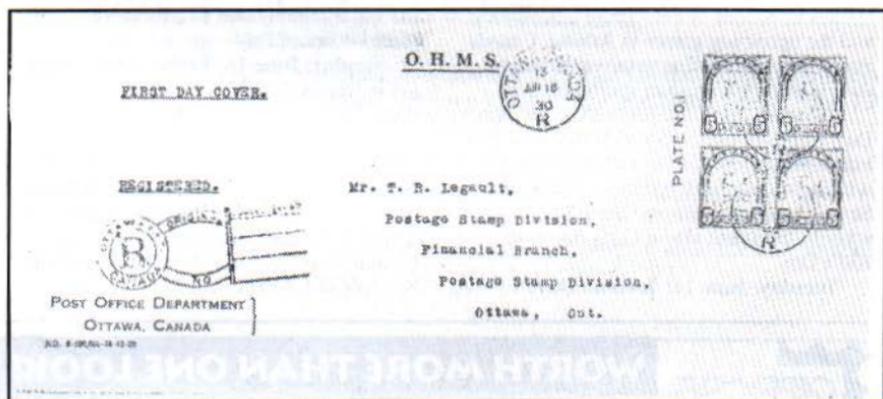
First Day Covers of the Classic Issues of Canada

Part 13 - First Day Covers of the Definitive Postage Stamp (Maple Leaf) Issue of 1930-31 (Scott 162-177)

Melvin L. Baron

The definitive postage issue of 1930-1931 consists of a series of sixteen stamps, the majority of which were issued on different dates during this period. The series is often referred to as the "Maple Leaf" or "Maple Leaf and Arch" issue because of the maple leaves which appear in the upper right and left corners of each design, and the "arch" over the portrait on the low-denomination values. An initially planned original issue of ten stamps was augmented by an additional six stamps as changing Universal Postal Union agreements required new colors and in some cases, new values for the definitive postage stamps.

Figure 1: Plate Block of Four of Sc. 169 on First Day Cover - 5¢ Violet Maple Leaf Definitive Issue.



From April 1, 1930, the contract for the manufacture of Canadian stamps was held by the British North American Bank Note Company, Ltd., Ottawa. The previous regular issue of 1928 had been designed and produced by the Canadian Bank Note Company, Ltd., Ottawa. This change of contract necessitated the issuance of a new regular series of single size definitive stamps with the portraits of King George V on all of the lower denominations. In addition, a new series of higher denomination stamps was also issued. The policy first established in 1928, of depicting scenes representative of the character of Canada on these double sized higher denomination stamps, was continued for this issue. It is of interest to note that complaints from the public regarding the proposed double size of the 10 cent denomination stamp, Sc. 173, resulted in the issuance of this denomination in a single size format. A summary of the stamps of this issue, including their chronology,

their first day of issue dates, and the plates that were used, is herewith provided. All sixteen stamps of this series were issued in Ottawa, Ontario, the official city.

In November, 1930, the master die used for this series of stamps became worn and the manufacturers decided to strengthen the engraving by transferring the impression to a new steel block. The re-engraved dies showed differences from the original ones. The dies that were re-engraved are: 1¢, August, 1931; 2¢, November, 1930 and 3¢, June, 1931.

The first group of the new stamps to be issued under the new contract consisted of fourteen items.

(A) George V Portrait

- (1) Sc. 162 - 1¢ orange - July 17, 1930 - Plates No. 1 and 2 were used - Die I.
- (2) Sc. 164 - 2¢ green - June 6, 1930 - Plates No. 1 through 6 were used - Die I.
- (3) Sc. 168 - 4¢ bistre - November 5, 1930 - Plates No. 1 and 2 were used Die I.
- (4) Sc. 169 - 5¢ violet - June 18, 1930 - Plates No. 1, 2 and 3 were used - Die I.
- (5) Sc. 171 - 8¢ blue - August 13 1930 - Plate No. 1 was used - Die I.

Changes in the international postal rates effective 1930 required color revisions of the 1¢, 2¢, 5¢ and 8¢ denominations. The changed color stamps for these values were issued in late November - early December 1930 as follows:

- (6) Sc. 163 - 1¢ green - December 6, 1930 - Plates No. 1, 2, 5, 6, 7 and 8 were used. Plates No. 1 and 2 were those originally used for the printing of Sc. 162 - Die I.
- (7) Sc. 165 - 2¢ red - November, 1930 - Plates 3, 4, 5 and 6 were originally used for Sc. 164 - Die I. Plates 7 and 8 were transferred from Die II.
- (8) Sc. 170 - 5¢ blue - November 13, 1930 - Plate No. 3 was used - Die I.
- (9) Sc. 172 - 8¢ orange - November 5, 1930 - Plates No. 1, 2 and 3 were used. Plate No. 1 was originally used for Sc. 171 - Die I.

(B) Pictorial High Value Stamps

- (10) Sc. 173 - 10¢ olive green - September 15, 1930 - Single size design shows the Library of Parliament, Ottawa and represents Canada's cultural heritage. Plate No. 1 was used.
- (11) Sc. 174 - 12¢ grey black - December 4, 1930 - Double sized design shows a view of the Citadel at Quebec as seen from the St. Lawrence River. The design emphasizes the time when pioneers travelled past this fortress on their way to new homes in the interior of Canada. Plate No. 1 was used.
- (12) Sc. 175 - 20¢ brown red - December 4, 1930 - Double sized design shows a view of harvesting by tractor on the Canadian prairies. It depicts the importance of agriculture in the economy of Canada. Plate No. 1 was used.
- (13) Sc. 176 - 50¢ dull blue - December 4, 1930 - Double sized design shows a view of Grand Pré, Nova Scotia, the home of Evangeline, the heroine of Longfellow's poem. The composite view is taken from photographs, and shows the museum, the Evangeline statue and the well, all grouped together for pictorial effect. The grounds and buildings are a national shrine of Acadian culture. Plate No. 1 was used.
- (14) Sc. 177 - \$1.00 olive green - December 4, 1930 - Double sized design shows a view of Mount Edith Cavell in British Columbia and depicts the natural beauty of Canada. The mountain is named in honor of the English nurse who was executed in Belgium by the Germans in 1915. Plate No. 1 was used.

Two additional single-size low denomination stamps bearing a portrait of King George V were required in 1931. A change of postal rates effective on July 1, 1931 required the issuance of a 3¢ red stamp. Since all the 3¢ stamps of the 1928 issue had already been used and no die for a 3¢ stamp of the 1930 series had been prepared, the Post Office Department provisionally issued a 3¢ red stamp of the December 1924 George V Admiral type, Sc. 184. This stamp will be discussed in Part 14 of the series. To replace this 3¢ provisional stamp, two new regular issue stamps were produced. The former 2¢ red stamp, Sc. 165 could no longer be printed in this color since the new Universal Postal Union agreements mandated a red stamp to pay the three cent first class rate on one ounce letters. Therefore the 2¢ stamp was reissued in a brown color, and a new 3¢ red stamp was also issued as follows:

(A) George V Portrait - additional stamps - 1931

- (15) Sc. 166 - 2¢ brown - July 4, 1931 - Plates No. 5 and 6 (Die I) and 7 through 10 (Die II) were used.
- (16) Sc. 167 - 3¢ red - July 13 1931 - Plates No. 1 through 5 were used. Die 1.

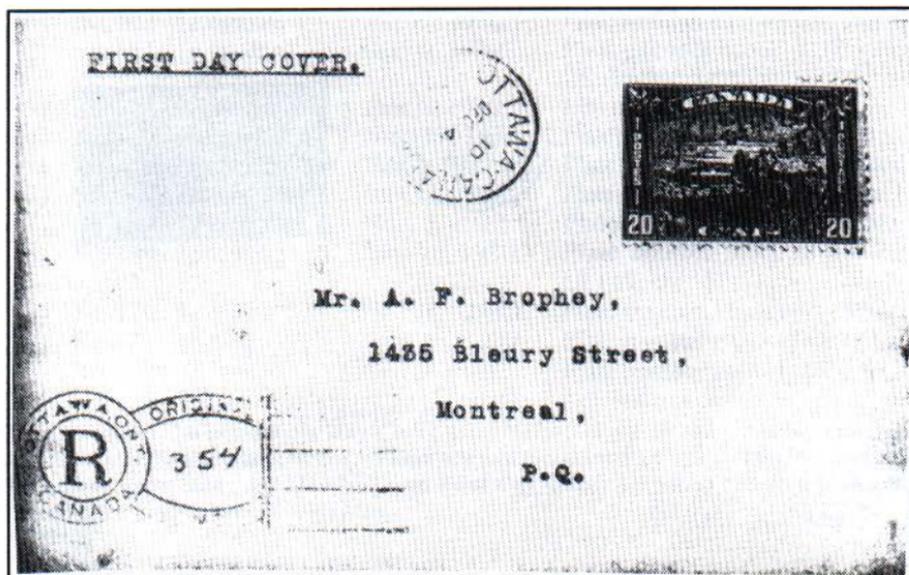
A study of the Post Office Department records at the National Postal Museum of Canada, Ottawa, Ontario fails to show that any formal announcement regarding the issue dates of the individual stamps in this series was made to collectors. This is perhaps not too surprising, since most of these dates are different for each value and several of the stamps were issued rather hurriedly as a result of the Universal Postal Union rate agreement changes. Consequently, first day covers of this issue, especially those for the higher value stamps, are rare.

The First Day of Issue dates for each stamp are confirmed by a bulletin list, Ph. 51, issued by the Post Office Department - Financial Branch - Philatelic Division, Ottawa, Canada. Bulletin Ph. 51 is undated and is titled "LIST OF PLATE NUMBERS USED IN THE MANUFACTURE/OF THE FOLLOWING ISSUES AND DATE OF ISSUE." The list was issued by H.E. Atwater, Financial Superintendent and contains Date of Issue and Plate Number Information of Canadian stamp issues starting with the Confederation and Historical Issues of 1927 and extending through the King George VI regular issue of 1943. The date of issue information given in Ph. 51 for stamps of the definitive issue of 1930-31 coincides with the dates shown earlier in this paper.

Complete sets of sixteen first day covers, each with a single stamp postmarked at Ottawa, Ontario, do exist and are very rare. The two sets known to the author were prepared by Mr. T.R. Legault, Accountant in Charge, Postage Stamp Division of the Canadian Post Office Department and are addressed partially to himself and partially to Mr. A.F. Brophy. Mr. Brophy was a friend of Legault and a prominent Canadian collector. Collectors of Canadian First Day Covers owe a debt of gratitude to T.R. Legault, who was responsible for making first day covers of many of the classic issues of Canada during the mid 1930-1940 period. His major contributions to the Canadian First Day Cover field can be compared to those of Edward Worden and Phillip Ward for United States First Day Covers.

The high value stamps of this series on First Day Cover are rare and of special interest. Figures 2 - 4 show First Day Covers of the three high values, Sc. 175-177 respectively.

**Figure 2: Scarce First Day Cover For Sc. 175 - 20¢ Maple Leaf
Definitive Issue.**



**Figure 3: Rare First Day Cover For Sc. 176 - 50¢ Maple Leaf
Definitive Issue.**

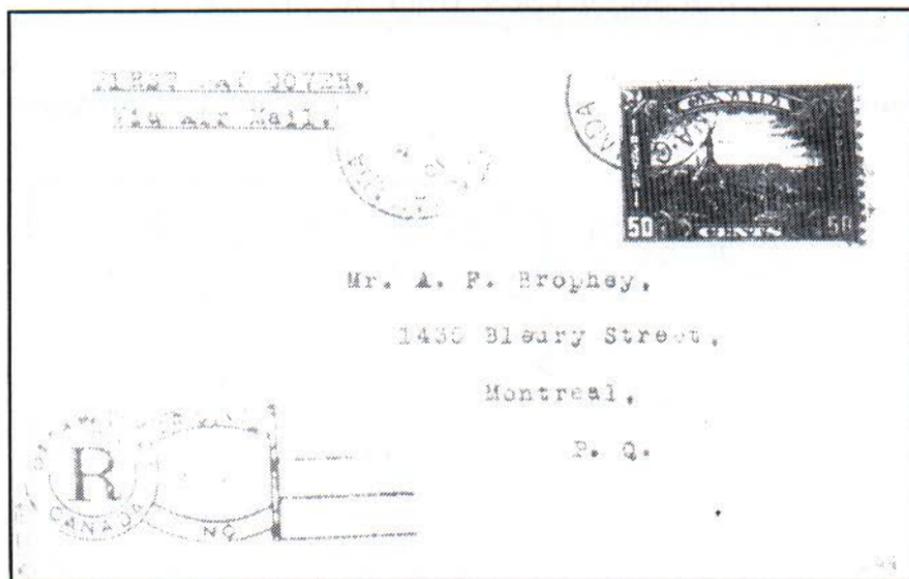
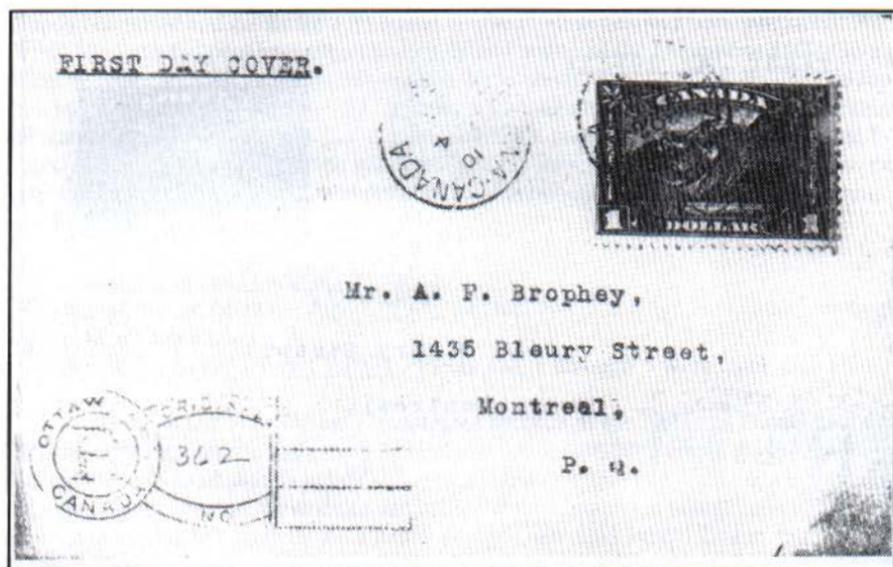


Figure 4: Rare Full Day Cover For Sc. 177 - \$1.00 Maple Leaf Definitive Issue.



Blocks and plate blocks of any stamp of this series on First Day Covers are quite rare. A very interesting set of plate blocks on First Day Cover was made by T.R. Legault for the single sized King George V portrait values of this issue, namely Sc. 162 - 172. He also made a very rare margin pair on First Day Cover for Sc. 173, the ten cent olive green value of this series. The Legault blocks, plate blocks and margin pair on First Day Cover are listed in Table I.

Figure 5: Plate Block of twelve of Sc. 163 on First Day Cover - 1¢ Green Maple Leaf Definitive Issue.



Table of Legault Covers - Blocks. Plate Blocks and Plate Pairs on First Day Cover (all cancelled Ottawa, Ontario)

(1)	Sc. 162	1¢ orange	Jul. 17, 1930	Plate number block 12 - Plate 1
(2)	Sc. 163	1¢ green	Dec. 6, 1930	Plate number block of 12 - Plate 1 LR (Figure 5)
(3)	Sc. 164	2¢ green	June 6, 1930	Left margin block of 6
(4)	Sc. 165	2¢ carmine	Nov. 17, 1930	Plate number block of 6 - Plate 3 UL
(5)	Sc. 166	2¢ brown	July 4, 1931	Plate number block of 6 - Plate 8
(6)	Sc. 167	3¢ red	July 13, 1931	Plate number block of 6 - Plate 1 UR
(7)	Sc. 168	4¢ bistre	Nov. 5, 1930	Plate number block of 4 - Plate 1
(8)	Sc. 169	5¢ violet	June 18, 1930	Plate number block of 4 - Plate 1 UL (Figure 1)
(9)	Sc. 170	5¢ blue	Nov. 13, 1930	Plate number block of 4 - Plate 3
(10)	Sc. 171	8¢ blue	Aug. 13, 1930	Plate number pair - Plate 1 UL
(11)	Sc. 172	8¢ orange	Nov. 5, 1930	Plate number pair - Plate 1 UL
(12)	Sc. 173	10¢ olive green	Sep. 15, 1930	Left margin pair

Plate number blocks on First Day Cover are also known for Sc. 164 and Sc. 169 from an unofficial city, Senneville, Quebec. These are discussed later in this article. No multiples of the higher value stamps, Sc. 174-177, on First Day Cover have thus far been found by the author after many years of searching.

Unofficial First Day of Issue Post Offices

First day covers from post offices other than the one in Ottawa, Ontario, the official First Day of Issue city, are generally not available. It appears that this issue was not distributed to major post offices throughout Canada for first day sale. Covers from only two unofficial first day of issue post offices appear in the author's collection.

Figure 6: Very Rare First Day Cover of Sc. 176 - 50¢ Maple Leaf Definitive Issue cancelled at Grand Pré, Nova Scotia, the same town that is depicted on the design.



The first such cover is shown in Figure 6. The cover has the 50¢ blue Grand Pré stamp, Sc. 176, cancelled at Grand Pré, Nova Scotia on December 4, 1930, the first day of issue. This is the same town that is depicted on the stamp design. A copy of a note from the Postmaster (Figure 7) verifies that this is one of three known covers that were cancelled on the first day of issue at Grand Pré.

Figure 7: A note from the postmaster of Grand Pré verifying only three covers with Sc. 176 were cancelled at Grand Pré on the First Day of Issue.

Grand Pré P.O.
Nova Scotia
Dec. 8th, 1930

Frank S. Thompson
Winnipeg

Dear Sir:-

Answering your letter of the 3rd instant enquiring as to the number of covers bearing the now 50c "Grand Pré" stamp mailed and postmarked at this office on the first day of issue, December 4th, I have to advise there were three (3) three only.

(Signed) D.I. Hardacker
Postmistress

Certified Copy
of Original

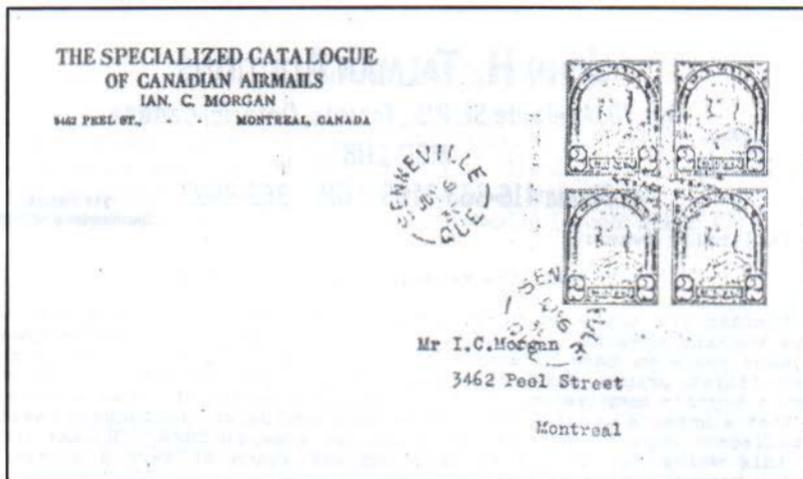
Several first day covers with plate number blocks of four of the 2¢ green value, Sc. 164 and 5¢ violet value, Sc. 169 were made at Senneville, Quebec by Mr. Ian C. Morgan, the publisher of the "The Specialized Catalogue of Canadian Airmails", Montreal Canada. The Sc. 164 covers were made with Plates No. 3, 4 and 5 (Figure 8). The Sc. 169 cover is made with a block from Plate No. 1.

Cachets

No cacheted First Day Covers are known for this issue. The author is fairly certain that no cachets were made. Both the Legault and the Brophrey covers have "FIRST DAY COVER" typed in the upper left portion of the envelopes.



Figure 8: Plate Block of Four of Sc. 164 on First Day Cover, cancelled at Senneville, Quebec, an unofficial First Day of Issue post office.



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A handwritten signature in dark ink that reads 'John H. Talman'.

John H. Talman.

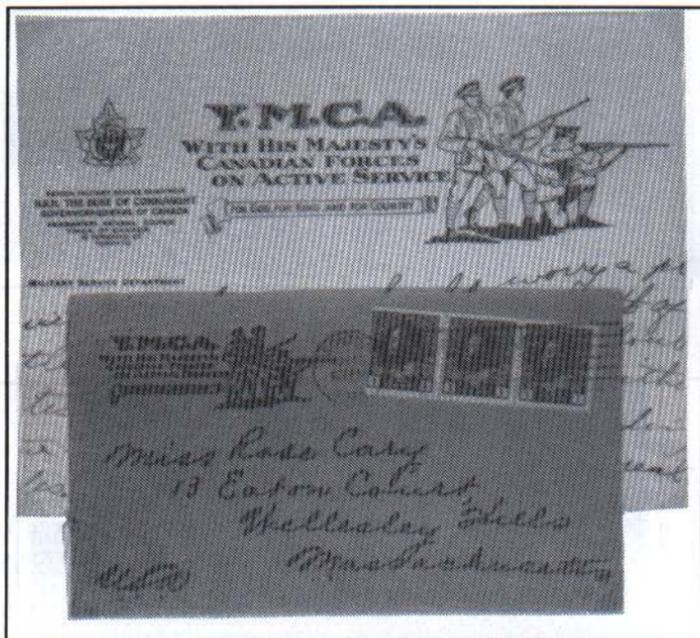
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Auxiliary Service Covers of the Canadian Armed Forces in WW I: YMCA Material

Robert A. Bayes

This is a continuation of a series of articles on Auxiliary Service Covers that have appeared over the last few years in *BNA Topics* [1-4]. The items shown here were available to Canadian Forces at various venues both in Canada and in France. The first cover and associated stationery, shown in Figure 1, were posted in Toronto in late 1915.

Figure 1



Three soldiers, along with "YMCA with His Majesty's Canadian Forces on Active Service" and "For God, For King, and For Country", are shown both on the cover and on the stationery. These materials were printed in either black or brown on various papers. The cover in this example is of a poor quality brown kraft-type paper. Figure 2 shows the same format on a postcard.

Figures 3 to 6 illustrate the YMCA "Special Types" mentioned briefly in a previous article [2]. Figure 3 shows what I denote YMCA Special Type I [2]. It has a small maple leaf with YMCA at the top and inscription below: "AND THE CANADIAN WAR CONTINGENT ASSOC. AND THE CANADIAN CONTINGENT ON ACTIVE SERVICE." The covers were posted in June and July, 1915.

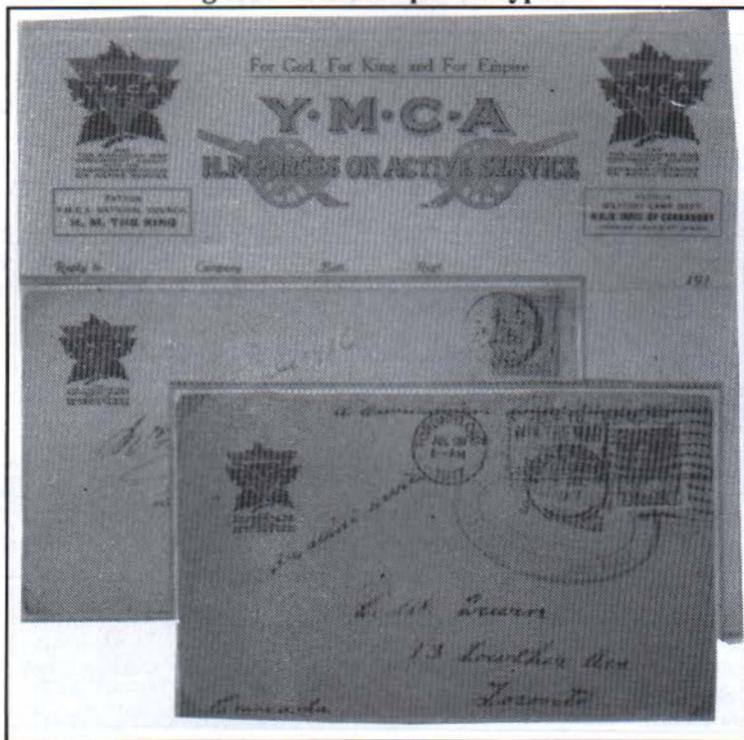
Figure 2



Figure 3: Y.M.C.A. Special Type I



Figure 4: YMCA Special Type II



Special Type II [2] shows a modified format with large YMCA symbol, larger maple leaf, and the inscription now listed below the leaf. Examples on cover and stationery are shown in Figure 4, with covers posted in December, 1916, and July, 1917. The latter cover is the last date that Canadian cities placed stamps on incoming mail from the front (as noted in Vic Willson's recent article [5] on the cities and rates).

Yet a different design, Special Type III [2], is shown on the cover in Figure 5. A panel with Canadian YMCA appears at the top part of the maple leaf, with the rest of the inscription in a panel covering the bottom half of the leaf. A different stationery accompanies the cover with cannons and "H. M. FORCES ON ACTIVE SERVICE" below the YMCA legend, flanked by YMCA symbols. The cover was posted in February 1917.

The final listing, Special Type IV, exhibits a maple leaf with circular panel in its center. Within the circle is the YMCA triangle with words "MIND, SPIRIT, BODY" on the three sides and the Greek letters chi (χ) and rho (ρ), denoting Christ, behind. The cover has "T. F. Best, Secretary", below the leaf, but the accompanying stationery lists "Ed. R. Archibald, Secretary." Likely the material was used up at different rates. The cover is dated January, 1916, and is shown in Figure 6.

References

- [1] Bayes, Bob, "Auxiliary Service Covers of the Canadian Armed Forces", BNA Topics Vol. 50, pp. 19-22, Mar.-Apr. 1993.

Figure 5: YMCA Special Type III

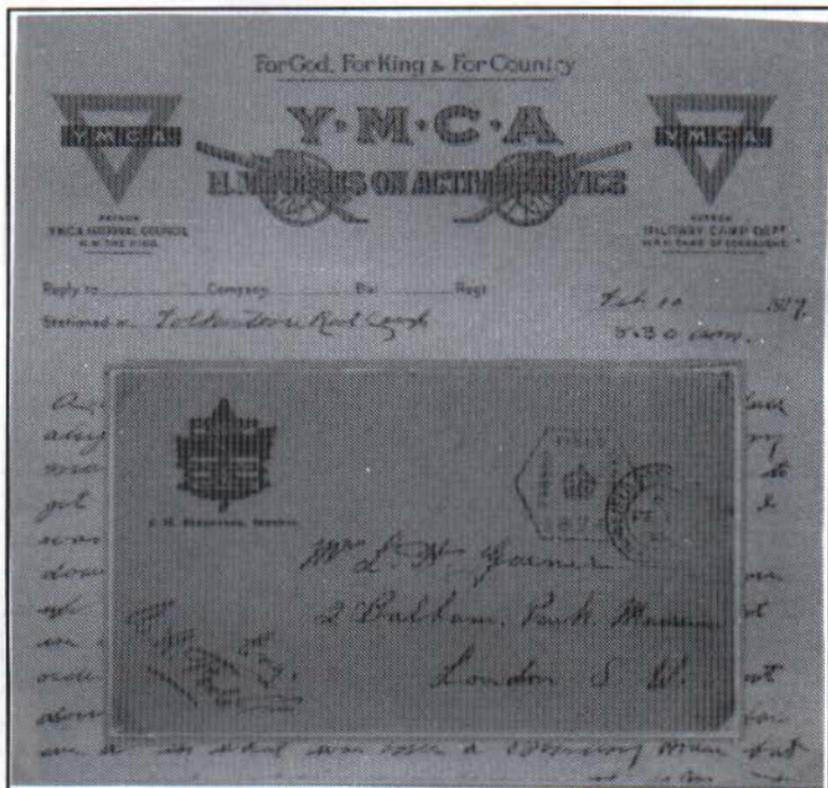
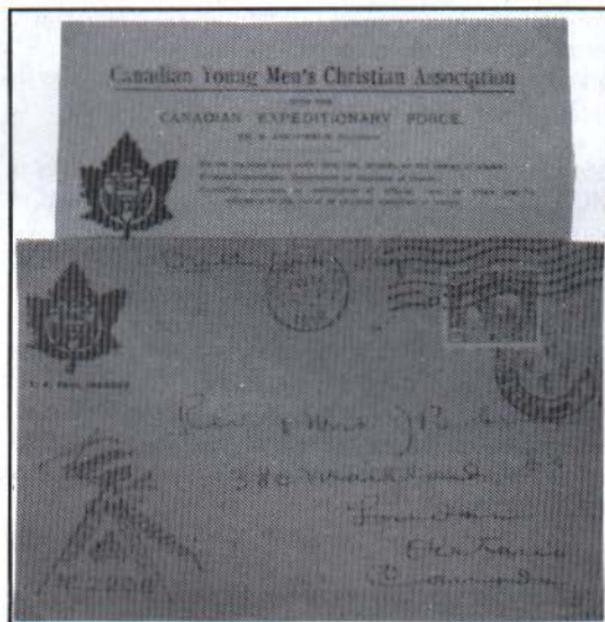


Figure 6: YMCA Special Type IV



- [2] Bayes, Bob, "YMCA Service Covers", BNA Topics Vol. 51, pp. 61-73, Oct.-Nov.-Dec., 1994.
- [3] Bayes, Robert A., "Salvation Army Covers of the Canadian Armed Forces", BNA Topics Vol. 52, pp. 30-40, Apr.-May-Jun. 1995.
- [4] Bayes, Bob, "World War I Auxiliary Covers - Church Army Huts", BNA Topics Vol. 52, pp. 38-45, Oct.-Nov.-Dec. 1995.
- [5] Willson, Victor L., "Postage Rates and City Cancels for Soldiers Mail from the Great War, September 1914 - July 27, 1917", BNA Topics, Vol. 53, pp. 38-45, Jan.-Feb.-Mar. 1996.

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Diplomatic Covers Posted in Canada Carried Free under the Pan American Postal Convention

Ian McMahon

From 1921 to 1971, the Pan American Postal Convention provided free franking privileges for surface mail from the embassies and consulates of member countries to destinations within the Pan American Union (later called the Organization of American States). A description of these franking privileges is given in an article by Cary Finder in the January 1993 issue of the *American Philatelist* [1]. Covers posted under this arrangement usually bear rubber handstamps, such as 'Diplomatic Mail Free' to indicate that the mail was posted under the convention, together with the seal of the embassy or consul.

Canada was a signatory to the Pan American Postal Convention treaties from 1931 to 1966, and hence mail posted during the period 1931 to 1971 from the embassies and consulates of other signatories to the Convention was carried free by the Canadian Post Office. Canada was not a signatory to the 1971 convention, but in any case the franking privilege for diplomatic mail under the Pan American Postal Conventions ceased in 1971, as the 1971 Convention made no provision for free diplomatic mail.

I illustrate here six covers that were posted in Ottawa in 1962 or 1963 by embassies of countries which were signatories to the Convention. All bear a rubber handstamp indicating that the correspondence was diplomatic mail and most, in addition, have an embassy handstamp or printed address. All of these covers were addressed to a common address in Ottawa; however, the fact this was the address of the Danish embassy had no bearing on the handling of the mail.

Reference

- [1] Finder, Cary J., "Pan American Postal Union Free Postal Franking", *American Philatelist*, Vol. 107, # 1, pp 51-54 (1993).

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Figure 1: A cover from the Cuban embassy bearing a handstamp inscribed 'Cuban Diplomatic Correspondence Postage Free Pan American Postal Convention Universal Postal Union'. The reverse of the cover bears a Cuban Embassy handstamp. The cover has also received an Ottawa machine postmark.

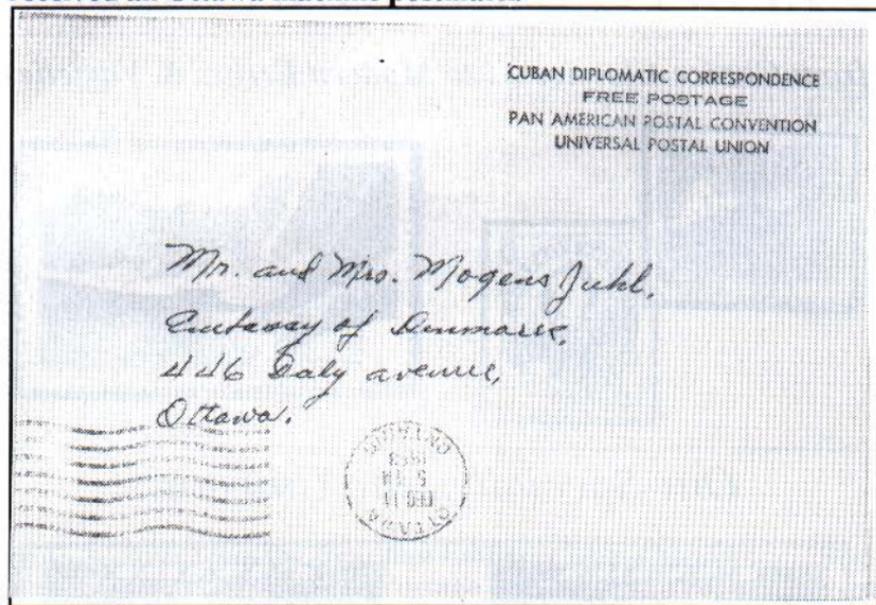
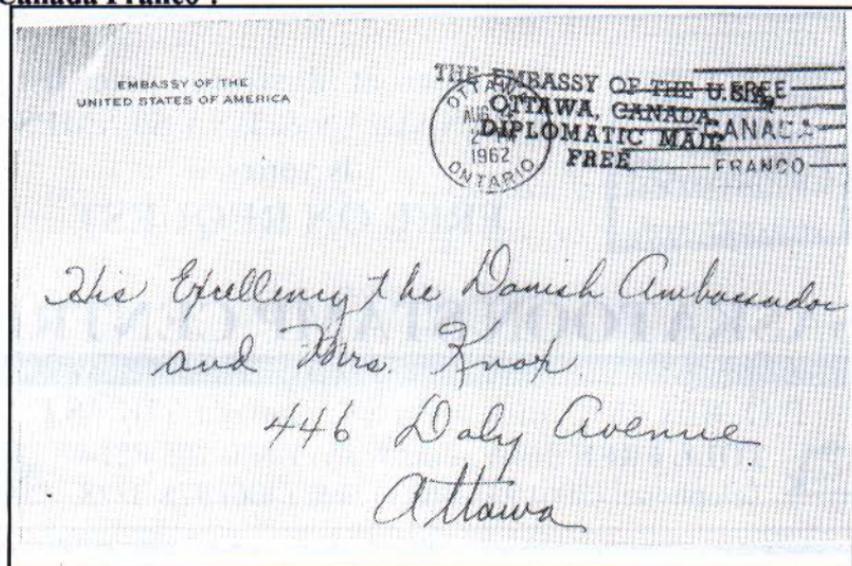


Figure 2: A cover from the USA Embassy in Ottawa. The handstamp reads 'The Embassy of the USA, Ottawa, Canada, Diplomatic Mail Free'. Postmarked with the Ottawa machine cancel reading 'Free Canada Franco'.



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Figure 3: A cover from the Embassy of the Dominican Republic. The handstamp reads 'Diplomatic Mail Free' and, in addition, the cover bears an embassy handstamp.



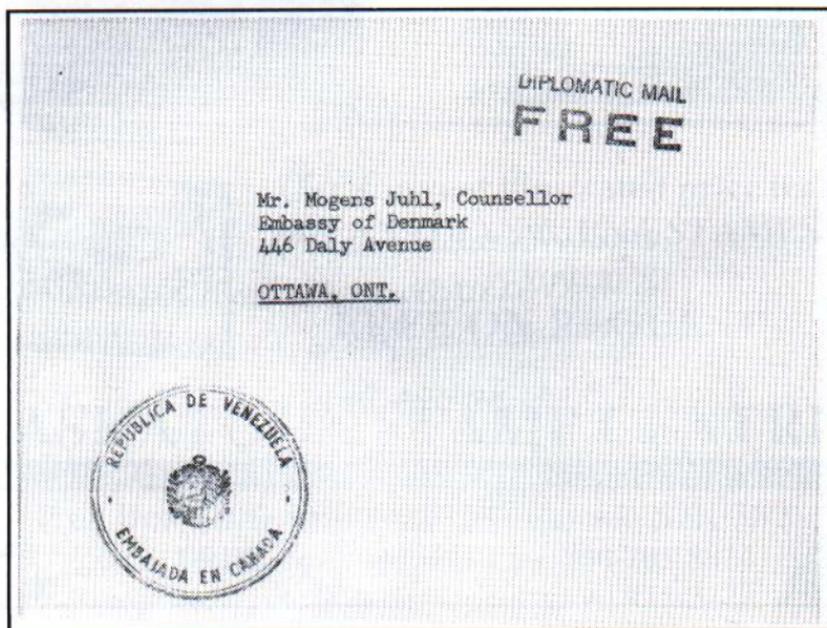
Figure 4: A cover from the Brazilian Embassy with a handstamp 'Brazilian Diplomatic Correspondence Free Postage Pan American Postal Convention'. The cover was postmarked 24 August 1962 with the Ottawa free mail cancel.



Figure 5: A special delivery cover from the Uruguay Embassy with a handstamp 'Diplomatic Mail Free Franchise Postale' in an oval. The cover has 10¢ in adhesives added to pay for the special delivery fee which was not covered by the Convention.



Figure 6: A cover from the Embassy of the Republic of Venezuela with a handstamp 'Diplomatic Mail Free' and the Embassy seal.



Canada's \$1.00 1942 Destroyer Stamp

W. Whitehouse

The question has arisen as to which Canadian ship is represented on the \$1.00 blue of 1942 (Scott # 262). Perhaps this is a good time to lay to rest the myths this stamp (Figure 1) has generated. There have been many suggestions that the engraving of a "Tribal" class destroyer represents *Iroquois*, Canada's first ship of this type, or *Athabaskan*, the second ship. *Haida* has been suggested in a recent letter to the author.



The fact is that the stamp design does not represent a Canadian ship but is an accurate reproduction of a pre-war photograph of a British "Tribal", *H.M.S. Cossack*, pendant number L-03.

I have a copy of a photograph that was distributed by Ottawa in 1941-1942. The ship is shown at speed trials while still in the hands of the builders. The photo has been touched up by the censor with a wash of black in order to darken the sky and background. It could be that this was a deliberate attempt to make a pre-war photo appear to be a censored wartime photograph for use by the press.

Proof that the photo is pre-war is the pendant number. In 1938, Royal Navy "Tribal" class ships carried the pendant prefix "L". In 1939, this was changed to "F"; then early in 1940 the prefix was changed to "G" which remained throughout the rest of the war. For those interested, the prefix "L" was assigned to the "Hunt" class destroyer escorts as they entered the Royal Navy starting in March 1940.

There are several easily recognized differences between British and Canadian "Tribal" class ships. None of these Canadian changes are indicated in the \$1.00 stamp design.

For the Canadian "Tribal" class the tripod mainmast, a prominent feature in the stamp design, was eliminated. With this high mainmast gone, the Canadian ships were able to mount a multiple pompom on the high platform forward of the mainmast. On British ships, a searchlight was carried on the platform. The pompom in this location allowed a better arc of a/a fire to the stern. The searchlight was moved to a platform below and forward of the pompom.

There would be no wide band painted on the forward funnel of a Canadian "Tribal"; in the Royal Navy this indicated a flotilla leader. The photo of *Cossack* shows such a band. Having been built as a leader, she became divisional leader in the 1st Destroyer Flotilla. Canadian "Tribals", when completed, were painted in the special Home Fleet design camouflage - three shades of blue panels on white. The stamp design shows the pre-war light grey overall.

Finally, the \$1.00 blue was issued on July 1, 1942, but the first Royal Canadian Navy "Tribal" was not commissioned until November 1942. It was named *Iroquois*. As the engraving work for the stamp would have begun at least six months prior to issue date, a photo of a British "Tribal" would have been the only reference available.

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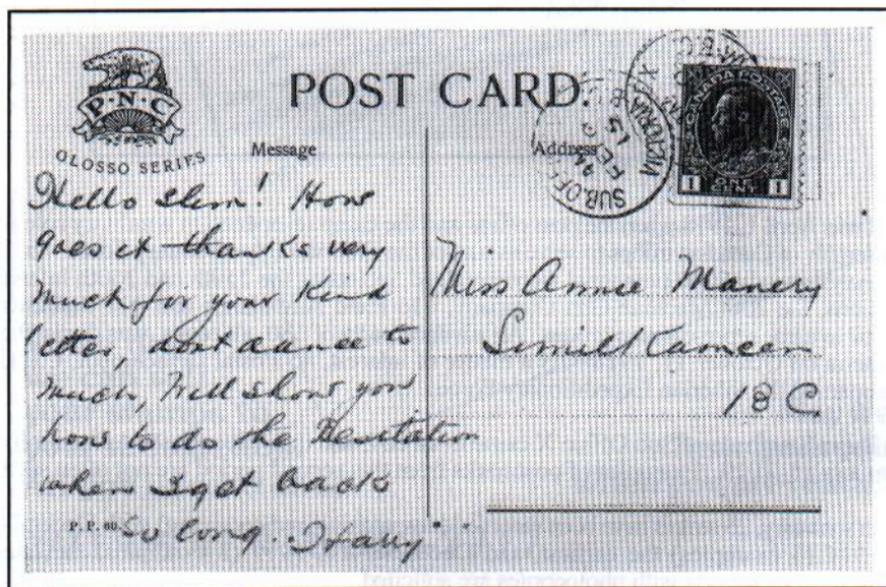
J.C. Campbell

This article is concerned with a little known British Columbia postmark from an office that operated for 28½ months during World War One. The site was on a 60 acre tract of land purchased from the Bowker Park Company in 1907. Situated on Cadboro Bay Road, it was outside the Victoria City limits in the Oak Bay area, and was used for an annual fair that was a popular event for many years. It was also the location of a horse racing track.

During the war the fairground was leased to the Army and was called Willows Camp. A number of units concentrated there, among them the 30th Infantry Battalion (C.E.F.), Vancouver, B.C., the 48th of Victoria – later to join the 3rd Pioneer Battalion, the 67th (Western Scots) of Victoria – later to serve in the 4th Division, and the 88th Victoria Fusiliers who would eventually serve in the 11th Battalion, C.E.F.

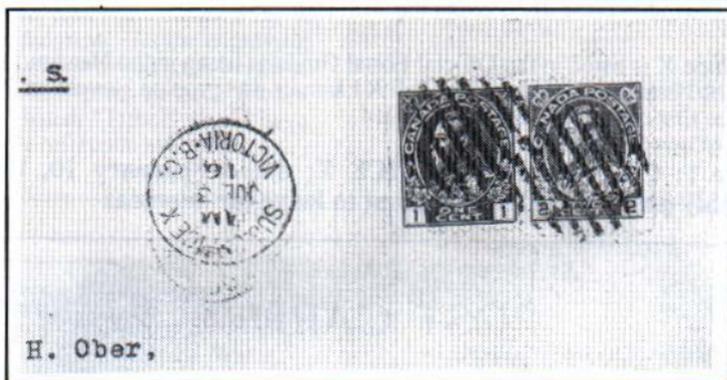
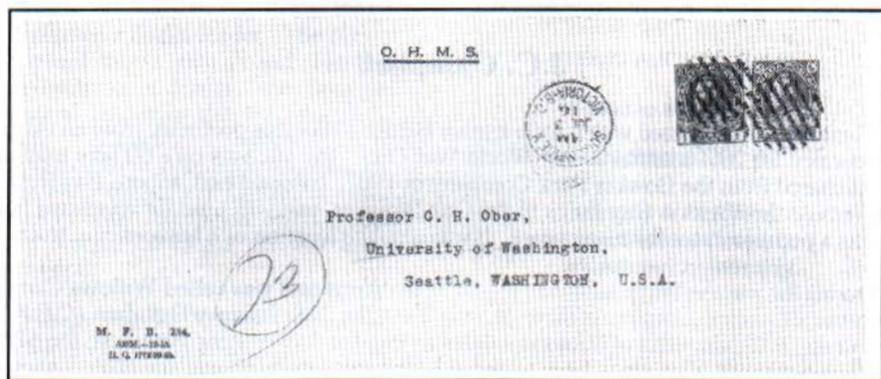
Sub Office X is listed in the Official Postal Guide as being in the Nanaimo Electoral District, but no postmaster is named. The Sub X hammer was proofed November 14, 1914, and the office first opened December 11, 1914.

Figure 1: Cancelled SUB OFFICE X; dated February 10, 1915. Probably posted by a soldier about to leave for overseas



After 21 months of operation the office closed July 15, 1916, presumably because heavy recruitment had finished, and recruits as were required were routed to other more permanent camps. Willows Camp was probably relegated to "caretaker" status.

Figure 2: An official military cover from SUB OFFICE X dated Jul. 3, 1916.



It was April 1, 1918 when the post office and the camp re-opened in a military role for the assembly of Canadian troops to serve as part of the Siberian Expeditionary Force. In the final analysis nearly 5000 personnel were involved, including the 259th and 260th Infantry Battalions, the 20th Machine Gun Company, #16 Field Ambulance and #11 Stationary Hospital to name representative groups. An advance party of 680, all ranks, was dispatched to Siberia on October 11, 1918. As a matter of interest, #5 Postal Detachment, C.P.C., accompanied the Siberian Expeditionary Force.

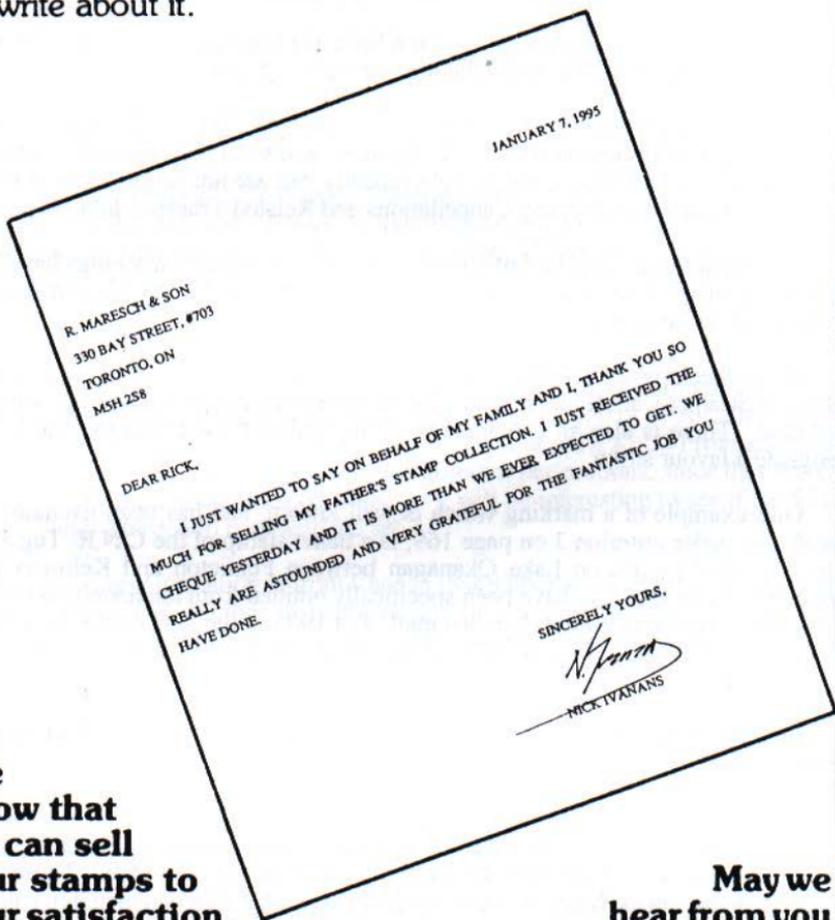
The military role of Sub Office X came to an end, and the office ceased to function as of January 15, 1919. Examples of postmarks from this second period are not often seen.

In summary, 25 strikes have been recorded (despatching and receiving) with December 14, 1914 (3 examples) the earliest, and December 14, 1919 (2 examples) the latest reported. Your reports with photocopies are solicited.

NOTE: Some mail addressed to Willows Camp has been seen bearing a WILLOWPARK receiving cancel. These should also be reported.

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The RPO Cowcatcher

A guest column by William G. Robinson

For various reasons this column has not been available for the past several issues, but we hope it will be back as a steady feature commencing now.

In this issue I would like to address the subject of "UNLISTED" steamer markings. Numerous auction lots appear with this designation - and what they appear to indicate is that these are items which have come to light recently, but are not yet included in the Ludlow Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks.

Usually nothing could be further from the truth. Most such markings have been well known for many years, are not included in the Catalogue for various reasons, and will probably never be so included.

If you check pages 168 and 169 of the Catalogue, you will find an introduction to the subject of Steamer Cancellations, and a list of eleven categories of markings which are not included. There is also an explanation of the symbol # used with the Rarity Factor to designate a favour strike.

One example of a marking which is well known, and has been excluded from the Catalogue under criterion 3 on page 169, is a ticket stamp of the C.N.R. Tug *Pentowna*, which pushed barges on Lake Okanagan between Penticton and Kelowna in British Columbia. Note that tugs have been specifically omitted from the listing, as there was no reasonable cause to expect they handled mail. Lot 1933 of the R.A. Lee Sale of September 23, 1995, and Lot 1221 of the Wild Rose Sale of March 2, 1996, both contain examples of this marking.

Recently I have received submissions from several members of the R.P.O. Study Group reporting discovery of other similar markings, and asking that they be listed. For example, numerous oval markings of the Hudson's Bay Company, Mackenzie River Transport Division, are known. These have the names of various vessels, usually dating from the 1930s, but are on covers addressed to well known ship marking collectors, and do not cancel the stamps - which show the marking of a nearby Post Office. These are purely philatelic, and are in the nature of corner cards showing that they originated in some manner on the vessel.

Another series of markings show the ships' stamps of the British Yukon Navigation Company, plying the waters between Whitehorse and Dawson in the Yukon. Legitimate early markings have been listed for some of these vessels, but any markings later than about 1920 are suspect, and will not be listed in this Catalogue.

Similar comments can be made for markings of the Northern Navigation Co. on the Great Lakes, Clarke Steamship Co. on the St. Lawrence River, and markings from the B.C. Government and Marine Atlantic Ferries. We will continue to monitor these listings closely, and may even de-list some of those already listed.

Birds are the stars of the show in the latest Canada Post issues. The current set is the first of a three-year series, and shows a Pileated Woodpecker, American Kestrel, Ruby-throated Hummingbird and three Atlantic Puffins on the sheet stamps. The Pileated Woodpecker also appears on the No. 8 envelope and the Puffins on the No. 10. The aerogramme shows a flight of five Harlequin Ducks. The artist, Pierre Leduc, has shown the woodpecker, hummingbird, kestrel and puffins in typical habitat, with the birds nicely highlighted and the background slightly muted. The Harlequins are flying against a blue sky background. The artist and designers are certainly to be congratulated on a superb issue.

For those who like to collect every configuration, life gets expensive with the bird stamps! The regular panes of 12 come in two formats, a diamond-shaped philatelic pane and a rectangular pane for field stock; and in addition, 10,000 uncut press sheets of five panes were released on the same day as the regular panes: 1,000 signed and numbered by the artist and designer for \$69.00 each, and 9,000 unsigned for \$27.00 each. (\$27.00 is the face value of the stamps.) To buy one of each of these would cost a total of \$106.80.

The \$5.00 Victoria Public Library continues the excellent Architectural series of high-value definitives, replacing the \$5.00 Bonsecours Market stamp of 1990. The size of the stamp is the same as for the \$1.00 Yorkton Court House and the \$2.00 Provincial Normal School (Truro) stamps. These exist with two different perforations, since they were first printed by Leigh-Mardon and then by CBN, so it will be interesting to see if the \$5.00 is printed by Leigh-Mardon to complete the set.

The following information is from Canada Post's booklet "Canada's Stamp Details". Size, perforations and number of teeth are my own measurements, and are given as (HORIZONTAL) x (VERTICAL). Table 1 lists the postal stationery; Table 2, the sheet stamps.

TABLE 1: Postal Stationery

Subject	Woodpecker	Puffins	Ducks
Item	#8 envelope	#10 envelope	aerogramme
Value	45¢	45¢	90¢
Cost	48¢ + GST	49¢ + GST	90¢ + GST
Printer	Innova	Innova	CBN
Size (mm)	165 x 92	242 x 105	210 x 323
Process	5CL	5CL	5CL
Tagging	1 vertical bar	1 vertical bar	1 vertical bar

TABLE 2: Sheet Stamps

Issue	Birds	Greetings	High Tech.	Library
Value	4 x 45¢ s-t	2 x 45¢	4 x 45¢ s-t	\$5.00
Issued	9 Jan. 1996	15 Jan. 1996	15 Feb. 1996	29 Feb. 1996
Type	Commem.	Definitive	Commem.	Definitive
Printer	CBN	L-M	CBN	CBN
Quantity	15MM	continuous	15MM	continuous
Size (mm)	40.5 x 30	57 x 30	45 x 33	48 x 40
Paper	P	Fasson	CP	CP
Process	5CL	6CL	7CL	4CL+1SE
Pane	12	10 bklt	12 bklt	25
Tag	G4S	G4S	FCP	untagged
Gum	PVA	PS	PVA	PVA
Perf.	13.3 x 13.3	die cut (not perforated)	13.3 x 13.3	13.3 x 13.0
Teeth	27 x 20	N/A	N/A x 22	32 x 26

ABBREVIATIONS: 1SE = one colour steel engraving; 4(5,6,7)CL = four (five, six, seven) colour lithography; bklt = booklet (or stamp pack); CBN = Canadian Bank Note Company; CP = Coated Papers; FCP = fluorescent coated paper; G4S = general tagging (four sides); L-M = Leigh-Mardon; MM = million; N/A = not applicable (e.g., may depend on how the booklet was trimmed); P = Peterborough; PS = pressure sensitive gum; s-t = se-tenant.

Map Stamp – Plate 4

Fred Fawn

The unissued Plate 4 of the Canadian Map Stamp of 1898 has always been an enigma, and questions about it remain mostly unanswered. Until recently, Map Stamp collectors and enthusiasts only read or heard stories about it, but could not experience the all-important visual contact.

Major works on Canada's Imperial Penny Postage stamp always made reference to Plate 4. Frederick Tomlinson, in his book "*The Canadian Map Stamp of 1898*" [1], page 6, referred to "THE MYSTERY OF PLATE 4" and continued:

"No writer so far has ever claimed to have found stamps printed from this plate, but the undoubted existence or manufacture of this plate have given rise to rumour or conjecture. Mr. Lees-Jones, writing in 1930, suggested that Plate 5 might have been an altered or reconditioned issue of Plate 4. He says he favours this theory "as I understand there were two plates numbered '5'. . . . the writer must hold strongly to his present view, that there was only one Plate 5 and that no copies were printed from Plate 4."

Almost thirty years later, Chapter 6 of Whitney L. Bradley's *Map Stamp Plating Study* [2] (page 38) was entitled "What about Plate 4?" Mr. Bradley ended this study with: "Obviously Plate 4 did exist. The exact reason it was found unsuitable is not known."

The Canadian Postal Archives was reported as having a full imperforate Plate 4 sheet in black [3]. Being among the circle of friends intrigued by, and wanting to study, Plate 4 I was fortunate to find two quarter-sheets of Map trial colour proofs among the American Bank Note Co. Archives material that appeared to be from Plate 4. With the kind assistance of Mr. Ken Johnson, Archivist, a great number of identical features between these two quarter-sheets and a Canadian Postal Archives' imperforate full-colour proof sheet were detected. Many of these similarities were discussed in an earlier article in *Maple Leaves* [4].

Recently, work by Mr. Ralph E. Trimble, President of the Canadian Re-entry Study Group, has yielded another proof of the genuine Plate 4 ancestry of the two quarter-sheets. In an article [5] in the Re-entry Study Group Newsletter, he showed (Figure 1) a copy of a photograph (Plate 4 position #43) he had taken at the archives, and wrote:

"It shows an entry misplaced a full 3.0 mm below the proper position. The most noticeable feature is the row of diagonal slashes in the horizontal white band below the letters CANAD. These are remnants of the upper cable that frames the design. Close examination also reveals light evidence of portion of the letters 'CANA' in Asia and the Arctic Ocean, the strongest of which is the right side diagonal of the first 'A'. These markings have been confirmed as being what I have described by tracing them from the photograph on thin white paper and then sliding the paper upwards where they matched perfectly with the described areas..."

I find this major re-entry matches perfectly the plate position 43 stamp in the appropriate ABNC quarter sheet (Figure 2), and thus further confirms the two quarter sheets were printed from Plate 4. Hence, these accord Map Stampers the pleasure of viewing 50 stamp proofs from the "non-existent" plate.

References

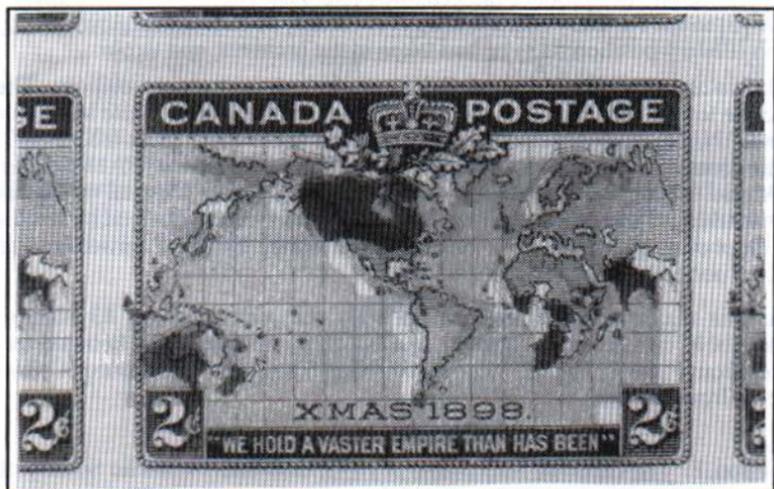
- [1] Tomlinson, F. *The Canadian Map Stamp of 1898*, Canadian Philatelic Society of Great Britain, 1960.

- [2] Bradley, Whitney L. The Canadian Map Stamp of 1898 - A Plating Study, British North America Philatelic Society Ltd. 1984.
- [3] Lum, S. (using the pseudonym "The Yellow Peril"). "Imperforate Map Plate Number Blocks", Maple Leaves, Vol. 19, #12 (1985).
- [4] Fawn, Fred. "Map Stamp - Plate 4", Maple Leaves, Vol. 22, #9, 303-305 (1992).
- [5] Trimble, R. "A Major Misplaced Entry on the Map Stamp but One You'll Never Find!", Re-entry Study Group Newsletter, Jan/Feb. 1991.

Figure 1: From a Photograph of the Proof Sheet in the Canadian Postal Archives



Figure 2: From a Photograph of a partial Proof Sheet previously in the ABNC Archives



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Flag Cancels: John G. Robertson, 10 Pergola Rd., Rexdale, ON M9W 5K5

Military Mail: Dean Mario, P.O. Box 342, Main Post Office, Saskatoon, SK S7K 3L3

Newfoundland: John Butt, 264 Hamilton Ave., St. John's, NF A1E 1J7

Philatelic Literature: Paul M. Burega, 16 Aldgate Cres., Nepean, ON K2J 2G4

Postal Stationery: Steven Whitcombe, 334 Old York Road, New Cumberland, PA 17070-3135

Re-Entries: Ralph E. Trimble, P.O. Box 26556, Markville P.O., Markham, ON L3R 0M4

Revenues: Bill Rockett, 540 Overlook Ave., Willow Grove, PA 19090

R.P.O.s: William G. Robinson, 5830 Cartier St., Vancouver, BC V6M 3A7

Slogan Cancels: Daniel G. Rosenblat, 5300 Edgeview Drive, Byron, CA 94514

Small Queens: Bill Burden, P.O. Box 152, Truro, NS B2N 5C1

Squared Circles: Gary D. Arnold, 10533 Countryside Dr., Grand Ledge, MI 48837

Transatlantic Mail: Malcolm Montgomery, 76 Glen Eyre Road, Bassett, Southampton SO2 3NL
England

New Groups Forming

Dead Letter Postmarks: Gary Steele, 8 Bracemont Court, Lower Sackville, NS B4E 3A1

On The Fringes

CAPEX is upon us and we extend our best wishes to the members of BNAPS who have had their exhibits accepted for this most prestigious of shows. Regardless of how well your exhibit does, you are to be congratulated, for simply being selected is an honour. Many will be heading to Fort Worth in a short while to be warmly received by the very amiable Jeff Switt and company. Hopefully there will be a good attendance.

How better to start things than with a brand new study group. I'm speaking of course about the Admiral Study Group. Their newsletter - The Admiral's Log - is edited by Bill Longley. Several interesting articles are found within the pages. The cover story, in colour and entitled "Incredible Admiral Decalomania Essays", certainly strikes the eye; but the features certainly must be the die proof inventory by D.G. Lundeen and the "Admiral Era Table Of Rates" by Larry Paige and Allan Steinhart. What a great beginning. New members, now is your chance to slip right in on the ground floor.

The January edition of the Transatlantic Mail Study Group newsletter was the first for Malcolm Montgomery. He has pretty much carried on from where Jack Arnell left off. The first item "Old Letters" shows a 1797 letter addressed to "Charlott Town, S^t Johns Island" describing the contents of a chest that was apparently sent at the same time. Another interesting item is entitled "Getting The Mail To The Coast". In contrast to Jack Arnell's research on the movements of Canadian Transatlantic mails to and from the ports, this example illustrates how the British mails made their way to the ships. It's a pity we can't reproduce the whole newsletter, for there's a wealth of information even though you may not actually collect this period of postal history.

In the March edition of the newsletter, a new highlight has been added by inserting a colour photocopy of a feature cover on the front page. Very attractive. In this particular case the cover illustrates a rediscovered New Brunswick handstamp, 1 shilling and fivepence halfpenny in blue. Excerpts from "General instructions to a postmaster - 1848" are included in the discussion of the rate. Two more articles - Inland Charges on Atlantic Mails and Forwarding Postage Due - United Kingdom, with illustrations, complete the newsletter - another fine edition.

The November/December 1995 issue of the Newfie Newsletter edited by John Butt has some excellent articles. It begins with the continuation of the Slogan Cancels of Newfoundland, an article started in the September/October issue. It is edited based on articles published by Carl Newswanger and the Myerson Brothers. Also from the exhibit put together by Derek Paul and from some of Don Wilson's collection. It is meant as an update to which members can submit contributions. Horace Harrison submitted a photocopy of an unaddressed registered cover with a beautiful watercolour hand-painted cachet of the Newfoundland shield. Horace is inquiring as to the existence of more of the same. Duncan Campbell's beautiful pre-stamp covers are shown. Kevin O'Reilly's article on Labrador cancels is the feature of the newsletter. This will be a feature for some time to come, and a good one.

The January/February edition of the newsletter has two main articles. These are the ongoing listing by Kevin O'Reilly of "Labrador Post Offices", and John Butt's listing of "Slogan Cancels of Newfoundland". Both are excellent, and provide an opportunity for students of Newfoundland postal history to add information or provide comments.

Bill Topping is the editor of the British Columbia Postal History Research Group newsletter. Items described in auction catalogues as "unlisted" must be thoroughly scrutinized. In the March issue Bill notes that the "Harbour Princess" corner card handstamp is often misdescribed as an unlisted postal (T.P.O.) marking. Bill takes us through several other interesting items supplied by various members. You'll enjoy the piece "Victoria Postage Due '10'", and the story of mail carried on the mission ship *Columbia*. The feature article I think would be the research done on Big Lake Ranch post office, and the various types of postmarks used. Dr. Brian Plain is working on the Dead Letter Office cancellations used in B.C. and membership assistance is requested. The usual annual report and membership list appears at the end of the newsletter.

The January issue of the R.P.O. newsletter edited by Bill Robinson illustrates several

new items previously unrecorded. An interesting square boxed R marking for registered letters posted on the train is illustrated. This one comes from the Saskatoon & Eston R.P.O. Horace Harrison supplied a lovely cover illustrating markings one year previous to the earliest reported date of the operation of a mail car on the line between Whitby and Port Perry, Ontario. New finds of steamship and clerk markings finish the philatelic portion of the newsletter.

The March issue of the newsletter begins with an explanation from Lionel Gillam of an article which appeared in newsletter 120 concerning the marking "J.L. FRENCH, Railway Mail Clerk, EATON CANADA". More "posted on train registration markings" are showing up as is evident by the cover submitted by Jim Miller. The article "Charge Accounts and Personal Service" by Horace Harrison is an excellent piece of postal history that describes the manner in which certain patrons were able to handle postage charges. The final item illustrates a cover with a total of 19 circular cancellations, 11 of which are R.P.O.s.

With the Canadian Military Mail Study Group back on track, and the newsletter now in the hands of editor Dean Mario, the membership is reminded that material is needed for future newsletters. Contributions for the February issue included articles on *H.M.C.S. Prince Henry* and its markings (by Bill Robinson), Toronto Ont. Sub Post Office "X" (by J.C. Campbell) as well as an illustration of a previously unrecorded Valcartier internment censor marking – the latter from the E.R. Toop collection. Everyone should read the article and data supplied by W. Whitehouse on the design of the Canadian \$1.00 Destroyer issued in 1942. While this may be considered the feature article, Dr. Brian Plain also submits an interesting piece entitled "The Peak Hydro - Buxton Canadian Hospital". Requests for assistance appear from Jon Johnson and John Frith.

Leonard Kruczynski is the editor of the Centennial Definitive Study Group newsletter. In the February issue the feature article pertains to booklet 69; "Airplane In The Sky Variety" submitted by Mike Allen. Still with booklets, Mike Painter send in information on booklets 56, 64 and 65b. An excellent update of the Keane & Hughes Fluorescence tables is found towards the rear of the newsletter. This is a continuation of an excellent study. The last page illustrates two unreported slogans from the centennial era and an offset printing on the 2 cent stamp in reverse printed on the gum side. A good newsletter Len.

A couple of great articles appear in the Air Mail Study Group newsletter edited by Basil Burrell. First however, news of a book, *The Pioneer and Semi-Official Air Mails of Canada 1918 - 1934*. It is published by Unitrade Press at the price of \$19.95. This is a 1995 re-write of the 1982 book by C.A. Longworth-Dames. For non-members of the group, you can write to Basil for the table of contents which appears in the newsletter. As to the articles, the first is about the Yukon Airways and Exploration Co. Ltd., complete with colour reproductions of the stamps used – a great piece of research. The second article, entitled "The First Quebec North Shore Mail Flight - December 25, 1927" is written by Derek Rance. This is excellent research and postal history.

Corgi Times edited by John Arn is always an interesting newsletter. With the newsletter broken into sections, one can easily go directly to his/her favorite part. Dean Mario's Elizabethan Market report is always popular; it gives the members a run down on

how Elizabethan material did at various auctions. One of the feature articles is Robin Harris' Prairie Town Street Scene. This is a fun project started by Elmore Von Hagen more than a year ago. It's all about the 'Black Sweater' variety. The newsletter winds up with a report on the missing colour error on the \$2.00 Truro Normal School stamp and the minute varieties found on the 2 cent edible berries stamp. John finishes with an article on the red postage dues.

The March issue of the Canadian Revenue Newsletter has some enlightening articles. Christopher Ryan, the editor, shows an early First Issue Bill Stamp document and writes about Railway Ties Precancels on playing cards. The latter item is quite interesting, and the illustrations are excellent (would it be stretching things to suggest these just might be acceptable in a railway topical exhibit?). Chris also writes about the cancellations on Ontario transfer tax stamps, while Fritz Angst contributes an article on the possibility of a second die type for the 1934 New Brunswick probate stamps.

We have had our home for sale for some time with very little action. However, just as quick as that, we signed the papers agreeing to sell on the 29th of March, five days from whence this article is being written. We must vacate our home by June 30th. We will be moving to the London area - at least our furniture will be in storage there. It is our intention to put our travel trailer to use, see this great country of Canada, and more than likely spend next winter in the warmer climate of the southern United States. Much as I enjoy it, it is probable that I will have to give up writing the Centreline. I understand BNAPS President Mike Street is working at finding someone to carry on with this column. Meanwhile, as of July 1st our mailing address will be 74 Milan Place, London, Ontario, Canada, N5Z 5A2.

Some members have been enquiring as to the welfare of certain editors, due to the lack of newsletters. To my knowledge everyone is well, but there could be a few mild cases of burnout. You see, you have to help your editors out. These are your study groups, and you'll only get out of them what you put into them.

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Readers Speak

This is a column where the readers of TOPICS can express their views, ask questions, and add information to previously published articles.

Sir;

re: letter to the editor, BNA Topics Vol. 52 #2 58-59 (1995)

In my original article [1] I concluded that the Sawbill post office was in the Judicial District of Rainy River. Richard J. Chatfield, in a letter to the editor [2], stated that it was in Kenora District. The Sawbill post office is listed in Robert Smith's book [3] as being in Kenora, with a question of whether it was in Kenora or Algoma.

The confusion arises because the name of the District in which the place was located has changed several times: all of us are correct.

In my article, I was using the same ground rule for County/District location as in Smith's book, i.e., "... The county in which the post office is located is given assuming the county and district boundaries as they were in 1950." [4] Using such current boundaries, the Sawbill post office was located in what is now Rainy River District.

I did not mean to give the impression that I was trying to correct erroneous information in Smith's excellent compendium; my purpose was to clarify a P.O. location that had not been pin-pointed. I hope that this letter clears up the confusion for collectors of Northern Ontario postal history.

Nicholas G. Escott

References

- [1] Escott, N. "Where was Sawbill Ontario?" BNA Topics Vol. 48 #5, 10-13 (1990).
- [2] Chatfield, R., letter to the editor. BNA Topics Vol. 52 #2, 58-59 (1995).
- [3] Smith, Robert. Ontario Post Offices, vol. I: An Alphabetical Listing. Unitrade Press, Toronto, p. 157 (1988).
- [4] *ibid.*, p. vi.

Sir;

I wish to bring attention of your readers to information concerning the Maisoneuve Signature Sheet.

To celebrate the 350th anniversary of the founding of Montreal, Canada Post issued 400,000 souvenir sheets of 4 stamps at a face value of \$2.16. At the same time, on March 25, 1992, a similar souvenir sheet with the engraved signature of Paul de Chomedey de Maisoneuve, the founder of Montreal was sold only at the Canada 1992 World Youth Exhibition with the official exhibition program at \$12.00. The issue of the so-called signature sheet was 10,000 copies, of which 500 were distributed to exhibitors and 400 to official judges, organizing committee members and special guests. Only 5800 sheets were

sold at the exhibition, 900 were given away and the remaining 3300 were later sold at auction.

Regarding the signature sheet, the largest German stamp magazine, Deutsche Briefmarken-Zeitung (DBZ) published in its 11/95 issue, page 1001, the following comments: "This sheet was not sold by the Post Office, but by the Exhibition committee. It was a private overprint on an official stamp and it was sold by a private party. It is not important that this sheet is valid for postage, it is a private issue. The German Post office would not have any objection if somebody places a label on a letter besides valid postage stamps. This private sheet should not be accepted by the Michel or any other serious catalogue.

In response to this article I must add the following. The Signature sheet was announced in the Canada Post official press release #03-92 on March 11, 1992. According to Mr. Alain Doucet, marketing director of Canada Post, the signature sheets were printed by Canada Bank Note Co. according to a special order of Canada Post. It was printed on Harrison and Sons Ltd. (England) paper, whereas the sheet without the signature was on paper by Coated Paper Ltd. (Toronto). Under the UV light, the signature sheet has an olive colour; the one without the signature has a lilac colour. Mr. Pierre Danseau, general manager of Canada 92 Youth Philatelic Exhibition, delivered the sheets to the exhibition committee for sale and distribution. This committee consisted of Mr. Richard Gratton, then president of the Fédération Québécoise de Philatélie (the primary philatelic organization in Quebec) and also treasurer for the exhibition and a leading expertizer for Canadian stamps and Mr. Jacques Molet, college professor in Montreal and vice-president of the Canada Youth Exhibition.

The overprint on the signature sheet was done by the intaglio process. Today the signature sheet is listed by the Scott catalogue, the Michel, Unitrade, Darnell, etc.

This is not the first time that souvenir sheets were sold only at philatelic exhibitions. The so-called "Pexip" sheet was sold in 1937 at the International Philatelic Exhibition in Paris, the "Amphilix" sheet in 1967 at the Amsterdam Philatelic Exhibition, the famous "Wipa" sheet sold at the Philatelic Exhibition in Vienna, Austria. By the way, the Wipa sheet had the same number of copies issued as the Signature sheet, 10,000 copies, and a fine Wipa sheet today would sell at \$2000. Finally, a copy of the Heydrich sheet of Bohemia-Morevia, which was distributed to honoraries by a postal employee at the funeral reception in Prague, was sold in November of 1994 at a Berlin auction for \$17,000. There were only 1000 numbered copies of the Heydrich sheet.

Dr. Eugene H. Holmok - Tatra Stamps, Reg.'d

Sir,

This letter is in response to the article which appeared in *BNA Topics*, Vol. 53, #1, pg. 53 in respect to Foreign Exchange Control Board Covers.

It is believed that the comment in respect to cover #2 being "another example of a bank manager abusing his position as an authorized examiner" is speculative and not entirely correct. According to information obtained from several different sources of that period, examination tapes on mail to foreign destinations were not always required. (See pages

Examination tapes are found on mail that was opened when there was some doubt as to whether an envelope or parcel contained currency or securities without the required export permit. The permits could be obtained from various sources, including a bank. A postmaster was authorized to open letters or parcels when he/she had doubts or was unable to obtain satisfactory information in regards to contents. Proof could be presented verbally or in writing at the time of mailing, and that letter might pass without further examination.

Elaborate systems of controls were in place to prevent the export of currency or securities. Further information about the practical application of the rules and the reasons for their existence can be found in the book "Lectures on Wartime Emergency Orders" found at some public libraries. In particular, it is interesting to read the lecture delivered by Mr. H. B. L. Jones, of the Legal Staff, Foreign Exchange Control Board, in Convocation Hall, Osgoode Hall, Toronto, on Thursday, January 21st, 1943 at five o'clock p.m. (pp. 81-94).

For example, on page 93, Jones answered a question in this way "Payments of that kind are subject to permit; but, generally speaking, they can be handled by the banks, who have very wide authority to issue permits."

As for enforcement, Jones made this statement: "Securities also require a licence before they can be exported, except where they are being made by a bank as authorized dealers of the Board. We have had to inconvenience members of the profession (lawyers) from time to time where, through inadvertence, no doubt, securities are found in the mails and there seems to be no licence covering them and they have to be sent back with the request that a licence be obtained."

It would appear from that statement, mail should exist somewhere that has been returned showing evidence that members of the legal profession (or others) did not comply. It is that type of mail that, to me, would seem to be evidence of abuse or error.

In reference to Jeff Switt's column (Vol. 52, No. 3, p. 50), it seems to me that these markings do not justify the title of "pseudo-postal". They were prescribed by regulation to prevent unauthorized export of currency and securities through the mail system. In fact, the envelopes could not be transmitted through the mails unless so marked. In my humble opinion, they are just as valid as the censor markings found on wartime mail, which were applied by officers to circumvent the normal censorship process. They are just as valid as the "certified official" markings found on government mail which qualified the envelope to be mailed under special privileges. These other types of markings were also permitted BY STIPULATED REGULATION, and generally applied before being placed into the mail system. Usually, the markings are not false, deceptive, counterfeit, abnormal nor without specific purpose in reality. Nor were they erratic, since they were used by every authorized dealer. The markings can be also compared to the wording "Printed Matter" found on envelopes to describe the contents for postage rates and postage handling purposes. The markings, to my way of thinking, do not deserve the title of "pseudo-postal", except when used to deceive the inspectors, and then, only if conclusive evidence exists to so classify them.

I have several other examples of the use of the "exemption" certificate signed by bank employees. These appear to be legitimate uses.

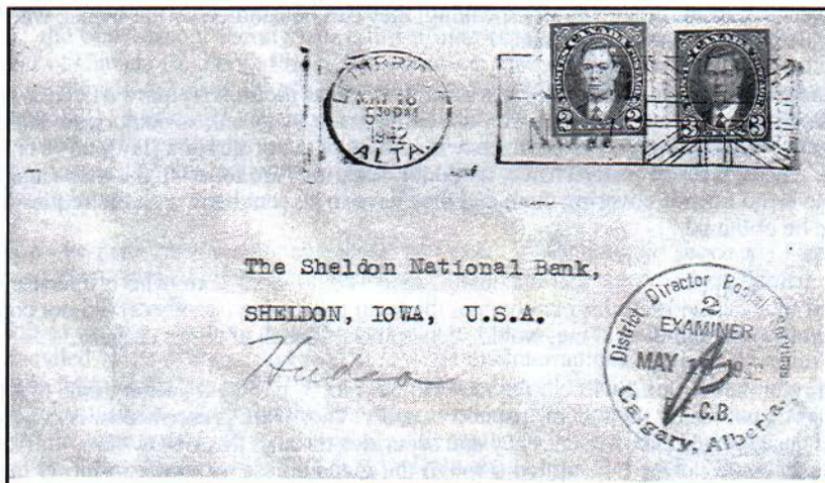
Bill Pekonen

Response from Jeff Switt

I had some of the same concerns as Bill Pekonen regarding the "abuse of position" issue, and wrote directly to Dave. I believe my explanation of my use of the term "pseudo-postal" was relatively clear in my original article, and I stand by my use of the term.

Response from Dave Whiteley

Reference cover #2 in *Topics* Vol. 53, #1: Given that this cover was written from one bank to another bank, it would appear that Bill's comments are valid, and this is probably an authorized usage, given that examination tapes were not always necessarily required. With regards to his other comments on solicitors' letters, the legal profession was not necessarily aware of what constituted and what did not constitute a proscribed item, even though regulations were elaborate. We will never know who had a permit because permits were not attached externally to the mail. Therefore the philatelic history of these items will always be open to interpretation. There was the human element, and individual examiners would exercise their own discretion. I do not claim to be an expert on FECB covers and the governing regulations, and am always willing to learn.



I note one further interesting piece. The above cover was sent from Lethbridge, Alberta to Sheldon, Iowa. The cover is postmarked at Lethbridge on May 18, 1942. It was examined in **Calgary** by Examiner #2 on May 19th and franked with the usual District Director Postal Services Calgary, Alberta dated F.E.C.B. black circular hand stamp with the Examiner's initials in red crayon - all according to regulations. The letter, however, does not appear to have been opened and physically examined by the examiner as there is no sign, nor any trace, of the usual Foreign Exchange Board sealing tape that is normally found on such covers. Why was an examination handstamp from one town (but no tape) applied to an unopened cover mailed in another town?

EDITOR'S NOTE: For the present, the correspondence in *Topics* on the FECB covers is considered closed.

CAPEX'96 Cancellations

Janet L. Heatherington, CAPEX'96 Editorial Co-ordinator, kindly supplied PMT's for the cancellations that will be used at this year's international show in Toronto.

General Show Cancellations:

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(changeable date)



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- | | | |
|--------------------|----------------------|-------------------|
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| 2. OLYMPIC DAY | 5. INTERNATIONAL DAY | 8. SPACE DAY |
| 3. KIDS DAY | 6. GOLD RUSH DAY | 9. FATHER'S DAY |



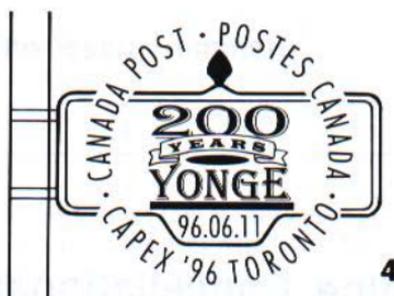
1



2



3



4



5



6



NEW BOOKS

The Pioneer and Semi-Official Air Mails of Canada 1918 - 1934: by C.A. Longworth-Dames, published by The Unitrade Press, 99 Floral Parkway, Toronto, ON M6L 2C4 (CAN\$19.95 (CAN\$19.00 from the BNAPS Book Department)).

A Review - Basil Burrell

This book is a 1995 re-write by C.A. Longworth-Dames of his 1982 book on the same subject. It is a soft cover publication with 172 pages that has been expanded to include the memorable pioneer flights between 1918 and 1928. It also discusses the Maritime and Newfoundland Airways that were dealt with at length in a recent BNAPS Air Mail Study Group newsletter.

On the topic of the Semi-Official stamps and covers he has expanded the sections on each airline as well as adding more pictures and descriptions of their activities. I particularly like the use of the Unitrade numbers in parenthesis under a stamp identified with his own number for that stamp. At the back of the book he has a table of comparative stamp numbers from the different catalogues.

The charm of the book is in the added stories about the airlines, as these may help you to understand your covers and why, for example, an item was cancelled at Edmonton, not Fort McMurray.

The book is available (CAN\$19.00 plus a postage and packaging fee) from the BNAPS Book Department, P.O. Box 66660 Stoney Creek Postal Outlet, Stoney Creek, Ontario L8G 5E6, or from the publisher (CAN\$19.95).

The Major E.R. Toop Collection of Canadian Military Postal History, edited by C.R. McGuire. Published by the British North America Philatelic Society Ltd., in two volumes. 1996. Volume One, CAN\$35 Volume Two, CAN\$22.50 Both volumes, CAN\$50 Please add CAN\$4 postage and packing per volume. Available from the BNAPS' Book Department.

Comments from the editor of the books - C.R. McGuire (not a review, but provided as a notice of publication)

The late E.R. (Ritch) Toop was one of the foremost collectors of the Military Postal History of Canada. Many of the pages reproduced in these volumes are from Ritch's several award winning exhibits and were the basis for his numerous articles and five books, three of which are the 'bibles' of Canadian Military Postal History.

Volume One contains 496 pages from Ritch's collections up to the end of the Second World War. There will be a quantity of 100 copies. Volume Two includes 234 pages from the post-Second World War collections; only 50 copies were published.

A number of items in Ritch's collections are unique, such as the 1886 'Brigade Camp Mil. Dist. No. 4' C.D.S., the 1900 'Canadian Contingent - En Route - South Africa' oval on an unused envelope as distributed to troops on board ship travelling to the Boer War, and the 1908 'Quebec (Parc Savard) Que.' C.D.S., to specify a few.

While not Canadian related, one of the highlights of Volume Two is a series of correspondence Ritch discovered. Its writer, a British soldier, later became a Canadian. The envelopes were sent by the man to his mother while he was a P.O.W. during the Korean War. Ritch did extensive research on this group and put together an impressive story with the material; rare from any of the allied troops held by the enemy because so little was permitted or saved.

Not all the pages are philatelic. Some utilize illustrations, picture post cards, documents, maps and other collateral material relating to the subject being covered. Nevertheless, all are interesting, informative, and indicative of Ritch's collecting and preservation methods.

Included are several of Ritch's extensive studies, such as his Second World War P.O.W. Mails and Airgraph/Airletter collections, complete with charts and descriptive texts.

These volumes are meant to be a tribute to Ritch and his many contributions to Canada's military postal history in particular, and to philately in general. Equally important, they preserve his collections for posterity and make them available to interested collectors to enjoy and study. I hope and encourage other collectors to record, in the same way, their work and treasures, prior to disposing of them.

I commend the Society's officers for their initiative with this project, which I am confident will be a successful venture.

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