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WHOLE NO 469



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BY ALLAN L. STEINHART

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(continued on page 76)

Jeff Switt and the rest of the Prairie Beavers deserve congratulations and thanks for a wonderful BNAPEX in Fort Worth. Attendance was lower than usual; CAPEX and the mid-September 50th CPSGB convention held in Perth, Scotland were undoubtedly factors. Nevertheless, the members who came were able to actually get through to the dealers' tables, had time to examine the many fine exhibits, and actively took part in some of the best study-group meetings I have seen at any BNAPEX in the last several years. For example, by the time it ended, the Revenue Group meeting involved approximately 20% of the registrants for the convention! Everyone was able to take the show at a slightly slower pace than normal, with time to talk with friends old and new.

The annual convention and show is one of the finest features of BNAPS. The BNA focus distinguishes it from large regional and national shows, the numerous study group sessions provide opportunities to learn and to share information in an informal environment, the exhibits are specialist oriented and often of national to international level in quality. The conventions allow collectors from many different places to get together socially, and there are usually tours and other activities for the long-suffering non-collectors who accompany the philatelic fanatics. Because the location varies from year-to-year and generally alternates between the United States and Canada, the convention even provides a starting point for vacation planning for a good number of members.

Next year's convention is in St. John's Newfoundland, and provides an excellent opportunity to see a part of Canada that many have not visited previously. I have already talked with a number of BNAPS members (especially collectors of Newfoundland material) who have not previously attended a BNAPEX convention, but who plan on spending a week or more on the island and coming to BNAPEX '97 in St. John's. More information will appear in the next issue of *PortraitS*.

A sad note at Fort Worth was the announcement that Jack Schmidt had died the week before the show. Until his declining health dictated otherwise, Jack was doing the layout for *Topics*. I only worked with him for a short time, but he was instrumental in many of the changes you have seen in this journal over the last few years. His work has allowed us to prepare copy to be sent to our printer that is much closer to being "camera-ready copy," and he was always working to improve the product.

I am also still in shock over the death of Allan Steinhart. He was knowledgeable, helpful and kind. He did a tremendous amount for the hobby and for BNAPS over the last 25 years. He was by far the pre-eminent dealer in BNA postal history and searched diligently for new material. He wrote (not just for BNA journals), he exhibited, he did society work including a short stint as *Topics* associate editor. When I mentioned at BNAPEX that I was short of material for *Topics*, Allan said he had a number of unpublished articles already written. He promised he would forward them to me, and that he would put together a few others for my use. I took a few days vacation after BNAPEX, and when I returned, less than a week after

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the show, there was a large package from Allan in my mailbox – sent after his drive back from Texas – and there was an e-mail with the news that he had died. BNA philately will not be the same without him. The articles he sent will be published over the next several issues of *Topics* as “The Steinhart Legacy.”

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Canadian Letters to the American West in the 19th Century – Part I

Victor L. Willson

The drama of the North American West's history is perhaps unsurpassed in richness, variety, and accessibility. For the postal historian there is much still to explore, and covers relating to the West provide a springboard for study and vicarious experience. Canadian postal history in this regard has only been partly examined. This article develops part of that history – the mails sent from Canada to the United States West. While mails for Western Canada have been covered by Arfken [1], Arfken and Leggett [2], Duckworth and Duckworth [3], and some aspects of mails to the American West have also been covered in those references, there is much more detailed information that can be discussed.

The reader may question why a Canadian collector should bother with the details of mail to various U.S. territories and states. From one point of view, there were only five letter rates in the post-adhesive 19th century to the U.S. and five examples should suffice to tell the story. Beyond the romance and interest of the various histories of the American West which might be related to covers, the Canadian mails to the U.S. have left the only body of foreign destination material sufficiently rich to investigate in depth. It is a sad fact that Canadian cover material in the 19th century is severely limited beyond domestic mail. There are so few covers to Africa, Asia, Australasia, or South America that one is reduced to showing at most a few examples of each for the entire nineteenth century if the pocket book can stand it. Certainly no coherent picture of Canadian activity in any of those areas can be represented. In counterpoint, mails to the American West exist and can be found in dealers' common stocks today.

I have spent the last 15 years assembling examples from each territory and state that might illustrate movement of mail, places where Canadians worked and lived, and sources of conjecture for Canadian activity in the Wild West. It is no secret that for many Canadians the American West represented opportunity not available to them in Canada, which in the last century retained much of the British social and economic stratification of the parent country. Certainly Canadians succeeded in their home country, yet until the opening of the CPR lands in the 1880s at Brandon, Winnipeg, Regina, and other railroad towns, it was not easy to get land in Canada, at least not as easy as in the U.S. Also, economic conditions in several parts of Canada fostered north-south business until the CPR tied the country together in 1885. Since the Canadian domestic mail itself flowed through the U.S. until that time when bound for any points west of Chicago, the story of the North West Territories cannot be told without the U.S. mails. All covers shown are from my collection.

West Coast Mails

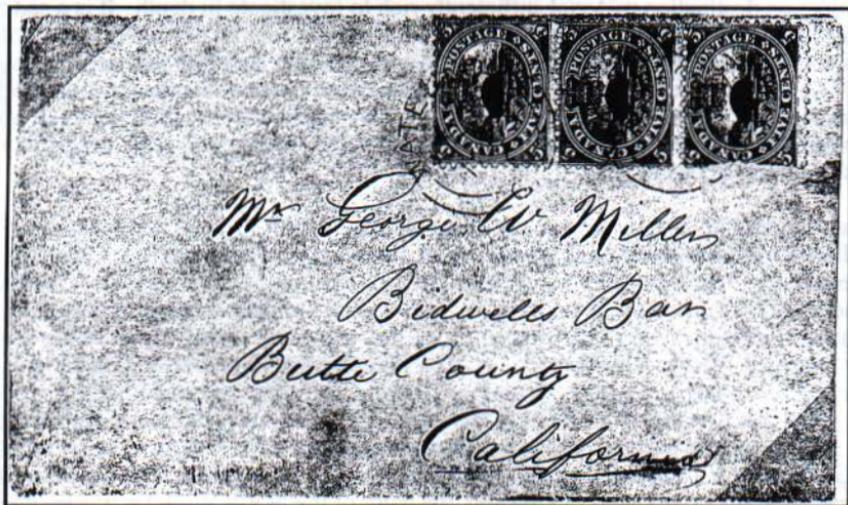
The Western mails can be broken up several ways, but all start with the West Coast. The California gold rush included Canadians, although one would be hard pressed to determine that from the volume of covers remaining from that period. The rate was 9d for half ounce letters travelling over 3000 miles, from June 30, 1851, to June 30, 1859, and a single pence franked cover (3 x 3d) exists, as well as a paid cash 9d cover. The letters might have gone by way of Panama, Nicaragua, or the Overland route (Butterfield), depending on circumstances. If one includes Hudson's Bay letters carried by couriers and American Astoria traders, there are several more items to the Northwest in all of the pre-1859 period. Even de Volpi's fabulous fur trade collection had no early covers to

Vancouver Island. In a Wolffer's auction in 1984 a lot described a gold rush cover and letter from 1850 to Canada West, the only such item I have recorded.

On reflection it should be clear why mail into trading posts and mining camps is so scarce. It is the same reason that mail to soldiers on any front is much rarer than mail from soldiers to the rear. Envelopes were a source for many paper uses – toiletry, fire-starter, lists, messages, and letters in return.

After the changeover to decimal currency, the 9d rate became 15¢; this rate lasted from July 1, 1859, to June 30, 1864. Arfken and Leggett (1996) have recorded 15 covers to the West Coast, all paid with stamps. Fourteen were to California and one to Nevada Territory. The apparent date of the latter is June 14, 1864, although it is possibly an August mark. In any case it is the only recorded cover to territorial Nevada. In the Boyd-Dale and Lichtenstein sale of 1970 was a cover with a Sarnia Customs, Canada, date stamp of May 17, 1864, but with a U.S. 3¢ issue of 1861 with a Port Huron, May 17, 1864, datestamp to Virginia City, Nevada Territory. This was apparently a favor mailing costing 3¢ instead of 15¢.

Figure 1: The 15¢ half ounce rate to the United States for a distance over 3000 miles. Waterloo, CW, Feb. 18, 1863 to Bidwell's Bar, California.



Of the 15 covers, four were franked with three 5¢ beaver stamps. Figure 1 shows the finest of these covers. While mail in small quantities continued to be sent across the continent by stage, most of the 15¢ letters show endorsements stating "via New York, Aspinwall, etc." It is quite unlikely, but possible, that some of the covers actually went by stage rather than steam or sail via Central America. Ben Holladay's mail contracts during the 1862-1866 period are characterized by interruptions due to Indian depredations; the stages went from Atchison, Kansas, to Salt Lake City, where they were continued via either Holladay lines to Boise, Idaho Territory, or Virginia City, Montana Territory, or by Overland Mail to Austin and Virginia City, Nevada, Sacramento, and San Francisco. More will be said about this below.

Figure 2: The 10¢ “Prince Albert” paying the half ounce rate. Aurora, ON, Jan. 18, 1868, via rail and stage, to Campo Seco, California.



Figure 3: The 10¢ half ounce rate, paid in cash. Aurora, UC, Mar. 5, 1867, via rail and stage, to Campo Seco, California.



On July 1, 1864, the rate to the West Coast was reduced to 10¢ per half ounce, the same rate to any point in the U.S. Arfken and Leggett record 18 covers, all to California, paid with stamps. A number of paid cash covers also exist, and these are probably scarcer than the paid stamp covers. One of the 10¢ stamped covers is shown in Figure 2, and a paid cash cover in Figure 3. Both are to the same addressee in Campo Seco, a single correspondence that accounts for four of the stamp-franked and most of the paid cash covers. One of the California covers was forwarded to Oregon with three 1¢ 1861 U.S. stamps added. Properly it is a remailed cover, and no covers to Oregon are known prior to 1868. The 10¢ rate remained in effect until on April 1, 1868, it was reduced to 6¢ per half ounce, the same for a letter to any part of the U.S. It is likely that most 10¢ covers went by stage, as the bulk of U.S. letter mail was directed overland by 1864, Indian raids in Colorado notwithstanding.

Covers to the West Coast for the 6¢ rate can be split into two groups, those sent at least partly by stage before May 10, 1869, and those sent by rail thereafter. The completion of the transcontinental railroad changed forever the role of stage coaches from primary conveyances to feeders to and from gold camps and remote places. The Duckworths (1986) showed a cover with a 6¢ Large Queen posted at Medina, CW, Aug. 1, 1868 to San Juan, California, prior to the completion of the railroad (p. 228). They also showed a 6¢ Large Queen cover from St. John, NB, endorsed "via overland route" posted June 3, 1869, which would have gone by train to Oakland, California. The pre-Promontory, Utah Territory, covers are probably scarcer than any other rating to the West Coast.

Figure 4 shows a double rate cover with two 6¢ dark brown Large Queens to Empire City, Oregon. This is the earliest stamped cover to Oregon from Canada that I have located. Mailed at Picton, UC, on July 28, 1868, the letter would have gone via Detroit, Omaha, and Fort Laramie to end-of-track in Wyoming, then picked up by Holladay's stage to Fort Hall and the Dalles, Oregon, on to Empire City.

Figure 4: Double weight (6¢ per half ounce) letter, Picton, UC, July 28, 1868, sent via rail and stage to Empire City, Oregon.



Figure 5: Letter paid in cash (6¢) from Aurora, Ont., April 7, 1870, transported via rail from Detroit to Sacramento, and by stage to Campo Seco, California.



Figure 5 shows a cover from the the post-Promontory period to California paid in cash, from Aurora, Ont., April 7, 1870, to Campo Seco. This is part of the same correspondence seen in Figures 2 and 3. No covers have been recorded by me to Washington Territory from eastern Canada in the pre-railroad period, and very little until after 1875 except for mail from Vancouver or British Columbia.

The Intermountain West, 1868-1875

After the California and Nevada gold and silver bonanzas, the next serious booms struck Montana and Idaho at about the same time, in 1863. Figure 6 shows the earliest cover I have recorded to this region, a lovely advertising cover from Grimsby, UC, to Idaho City, Idaho Territory, posted June 10, 1868. This cover traversed the same path as the Oregon cover in Figure 4, except that at Boise it would have been put on a Holladay stage to Idaho City in the mountains to the northeast.

The Southwest represented yet another destination for Canadian gold-seekers and businessmen. Since the 1820s a lucrative trade had traveled the Santa Fe Trail from Independence, Mo. As a natural follow-on, the Atchison, Topeka, and Santa Fe Railroad (ATSF) began building southwest from Topeka in March, 1869, and reached the Colorado line by the end of 1872, where the track ended at Granada, Colorado Territory, for several years. Mail stage contracts from the ATSF end-of-track were obtained for the Colorado and New Mexico Territories. Figure 7 shows a letter to Emporia, Kansas, from a small Canadian town with a Nov. 19, 1869, Montreal transit mark. Emporia was a real wild-west end-of-trail cowtown at this date. The ATSF did not reach there until July, 1870, so this cover would have gone to end-of-track and then by stage to Emporia. There are much earlier covers to Kansas, including at least one 10¢ cover in 1859 to Leavenworth, Kansas Territory

Figure 6: The earliest recorded example of a letter from Canada to the Idaho Territory, from Grimsby, UC, June 10, 1868, via Detroit, Omaha and Fort Laramie to End-of-track Wyoming, then stage to Fort Hall and Idaho City.



Figure 7: A letter from Montreal, Nov. 19, 1869, to Emporia, Kansas; carried by U.S. railroads.



Moving down the track, Figure 8 shows a letter to an ATSF official at Pueblo, Colorado Territory, dated April 3, 1873, from Belleville, Ont., with a 2-ring 13 cancel of the 6¢ Small Queen. The earliest cover to Colorado that I have recorded is a phenomenal 12¢ (2 x 6¢ Large Queen) cover to Fort Garland in the San Juan Basin from Montreal dated June 7,

1870 [4]. It is somewhat surprising that no earlier covers from this Territory have survived since the gold diggings at Cherry Creek (Denver) began in 1859, and major strikes occurred in the Central City Region into the 1860s. Miners had many uses for paper, however.

Figure 8: Belleville, Ont., April 3, 1873, via Detroit and U.S. railroads to Pueblo, Colorado Territory.

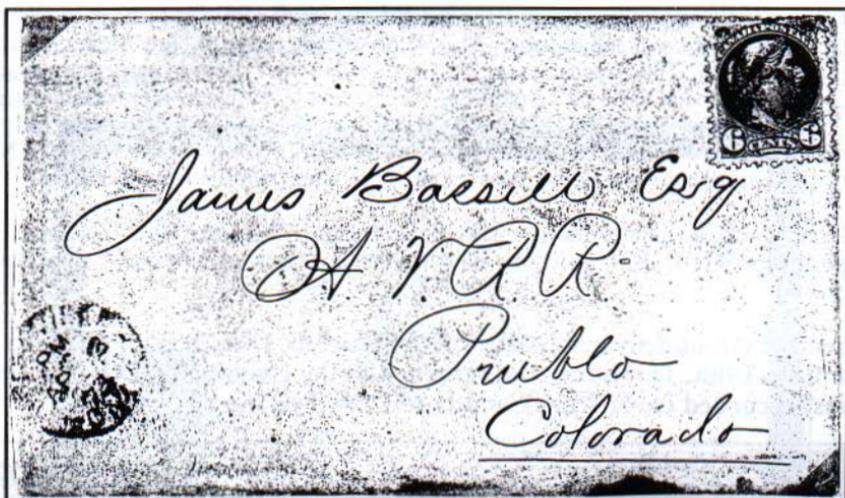


Figure 9: The earliest recorded cover from Canada to the New Mexico Territory; mailed at Stratford, Ont., Aug. 11, 1873, transported by rail via Detroit, Omaha and Fort Laramie to Denver, then by stage to Santa Fe, Las Cruces and Silver City.



A much more remote site is represented by the cover in Figure 9 to Silver City, New Mexico Territory, from Stratford, Ont., dated Aug. 11, 1873. The 6¢ Small Queen is canceled with a 2-ring 24, and a manuscript "prepaid" was written at top left. Silver City is located in the southwest corner of New Mexico. Again, ATSF mail contracts in this period ran to Santa Fe and down to El Paso, although Indian attacks took a heavy toll throughout the 1870s. While this cover might have gone via San Antonio and the stage mail across Texas to El Paso and northward, the most direct route would have been via Windsor to Chicago and Atchison and onward. This is the earliest cover to New Mexico Territory that I have recorded. This is perhaps less surprising than the Colorado early date, since the lack of passenger routes to Santa Fe until the 1860s (usually via Denver) precluded regular mail. Military courier during the 1850s and '60s accounted for some mail, and the old Santa Fe Trail trade carried the rest, which was limited to a couple trips per year. Mr. L. D. Miller was in 1873 at perhaps one of the most remote U.S. sites possible for a Canadian.

Figure 10 shows a much more accessible destination, Salt Lake City. The cover from Guelph, mailed Sep. 7, 1874, includes a letter to a brother discussing business arrangements they shared.

Figure 10: An undeliverable letter from Guelph, Ont., Sep. 7, 1874, to Salt Lake City, Utah, Territory, and returned to the Canadian DLO. This is the earliest recorded cover from Canada to Utah Territory.



The cover was advertised on Sept. 25, went to the U.S. Dead Letter Office (probably Chicago) on Nov. 27, and back to the Canadian DLO on Jan. 9, 1875. It is not clear if the cover was returned to Guelph, since a letter that was clearly a business letter would suggest people of some substance who might be tracked down. This cover would have gone by rail all the way to Salt Lake City via Chicago, Omaha, then via Union Pacific to Promontory. This is the earliest cover to Utah Territory I have recorded.

Figure 11: Paid at the 10¢ (half ounce) rate, the cover was sent from Toronto, Aug. 16, 1867, probably via New Orleans and then by costal steamer to Columbia Texas.



A discussion of the Southwest would be incomplete without Texas (not only because it is my residence). Canada-Texas connections go back to Republic days, with covers to and from Austin and Galveston and Montreal via New Orleans having been recorded. During the Civil War, Texas businessmen apparently tried to circumvent Union blockades through Canadian connections, and covers to Canada from Confederate Texas are known. Figure 11 shows the earliest adhesive period cover I am aware of, a 10¢ decimal cover from Toronto, Aug. 16, 1867, to Columbia, a seaport at the mouth of the Brazos River. The cover would likely have gone to New York and steamer to New Orleans at this period, since north-south rail options were not particularly good in 1867. Mississippi packetboat may have been an option, however. One of the surprising things to me has been how little Canadian mail to Texas I have seen in the 19th century. The state gained population rapidly after the Civil War, although it was largely agrarian with little Scots-Irish immigration after the initial founding period and immediate post-Civil War period. Texas may not have held much interest for Canadians in this period.

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- [1] Arken, G. B., "Canada's Small Queen Era: Postal Usage During the Small Queen Era 1870-1897." Vincent Graves Greene Foundation, Toronto, 1989.
- [2] Arken, G. B., and Leggett, A. W., "Canada's Decimal Era 1859-1868." Vincent Graves Greene Foundation, Toronto, 1996.
- [3] Duckworth, H. E., and Duckworth, H. W., "The Large Queen Stamps of Canada and Their Use 1868-1872." Vincent Graves Greene Foundation, Toronto, 1986.
- [4] Cavendish Philatelic Auctions, Sale of Oct. 3, 1987, lot 318.

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Stories Behind My Covers

Jack Arnell

27. A Rare Ship Letter

Over the years, I have built up quite a collection of early ship letter strikes on transatlantic letters from the first introduction of the "SHIP-LRE" handstamps with the name of the port as an integral part. The earliest ones date from 1765 (Dover), followed by Deal, London, Plymouth, Poole and Plymouth the following year, with their use being extended to less important ports with time. As might be expected, the early ones are all recorded on letters from the British American colonies, rather than from, in today's vernacular, British North America. I have exhibited many of these at BNAPEXs, so some of the readers will have seen them.

Recently, I was fortunate enough to find a letter landed at the small Scottish port of Stranraer. The ship letter mark thereon is so rare, that it was not recorded by Alan Robertson. The reason for this is obvious from a look at the map of Scotland. The principal west coast Scottish port was Greenock in the Firth of Clyde, which was the port for Glasgow. As many readers will be aware, much of the early transatlantic linkage with Quebec was with Scotland. This was both because many of the settlers had Scottish roots and kept in touch with their families, and because the west coast of Scotland was the most likely landfall on the great circle route from the St. Lawrence.



This letter was written by John Shaw in Quebec on 29 October 1801 and was a duplicate of an original letter with orders and remittances to the addressee in Greenock – the original having been sent by a returning Royal Navy vessel, HMS *Resistance*, with a further duplicate to follow a few days later on the *Juno*. The fact that the letter was being sent in triplicate implies the importance the sender put on having the information reach Greenock, recognizing from the date that it was getting close to the closure of the St. Lawrence River shipping season, and there was no guarantee that any of those early sailing vessels would get out of the Gulf safely.

As shown on the front, the letter was sent by the *Ann*, which presumably was headed for Greenock, but made port at Stranraer instead. There the letter was struck with a two-line "STRANRAER/SHIP-LRE" marking and dated 2/9 Stg. postage due as a triple letter to Greenock (3 x 4d S.L. fee + 3 x 7d inland postage).

Thinking in geographical terms, it might be surmised that the *Ann* would have come in the North Channel between the northeast corner of Ireland and the Mull of Kintyre, with a northwesterly wind behind her. In such a wind, it would have been difficult, if not impossible, for a square-rigged ship to turn northeast into the Firth of Clyde for the long run up to Greenock. In such a case, the obvious choice was to run across the mouth of the firth to Loch Ryan and into Stranraer at its head.

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First Day Covers of the Classic Issues of Canada

Part 15 - Postal Stationery - Stamped Envelope

Issues of 1930-1943

Melvin L. Baron

Collecting the First Day Covers of the stamped envelope issues of Canada for the 1930-1943 period offers a real challenge to the research worker in this field. During this period, four types of stamped envelopes were issued as follows:

- (1) Regular stamped envelopes which were produced and issued to the public through the Post Offices. First Day Covers of these issues were made by T.R. Legault, both for himself and for A.F. Brophy, a friend of Legault and a prominent First Day Cover collector of this period;
- (2) Commercial or Business stamped envelopes which were printed to private order for business firms who required them in large quantities. Special arrangements were made by the Post Office Department with these firms to have such envelopes prepared (either by the Department of Public Printing and Stationery Printer or by Dominion Envelope Limited [1]). The color of the stamp impressions often vary somewhat from those of the regular issues. No First Day Covers of these commercial stamped envelopes are known;
- (3) Election envelopes, which were specially printed in a manner similar to the regular stamped envelopes, but had special directions regarding election forms printed on their face, and other official envelopes [1]. No First Day Covers are known for these envelopes;
- (4) O.H.M.S. stamped envelopes which were overprinted for official use. No First Day Covers are known for these envelopes.

As mentioned above, First Day Covers were prepared for the major stamped envelope varieties by T.R. Legault, Accountant in Charge, Postage Stamp Division of the Canadian Post Office Department. These Legault covers in fact, identify the First Day of Issue dates for the stamped envelopes. Once again, the tremendous debt that Canadian First Day Cover collectors owe to Mr. Legault for making First Day Covers of the classic issues of Canada during the 1930-1940 period becomes evident.

A listing of the First Day Covers for the regular stamped envelope issues is presented in this paper. These envelopes were generally issued in two sizes: (a) legal size - 9½" x 4½", usually designated #10 and (b) regular size - 6½" x 3¾", usually designated #8. Often, the two sizes of stamped envelopes for the same denomination were issued on different dates. The numbers used to identify the envelopes correspond to these from the Webb's Catalogue [1] and the Holmes' "Specialized Philatelic Catalogue of Canada and British North America," 11th edition [2]. Twenty six different stamped envelopes together with their First Day dates are listed in the paper for the 1930-1943 period. The First Day dates which are identified from the Legault and Brophy covers in the author's collection, correct and supplement the partial listings which appear in the Holmes' catalogue. In all cases, the official First Day city is Ottawa, Ontario. No cachets are known for these covers.

Figure 1: Rare First Day Cover of Holmes 1045, the One Cent Stamped Envelope Issue of 1930 - #10 Size.

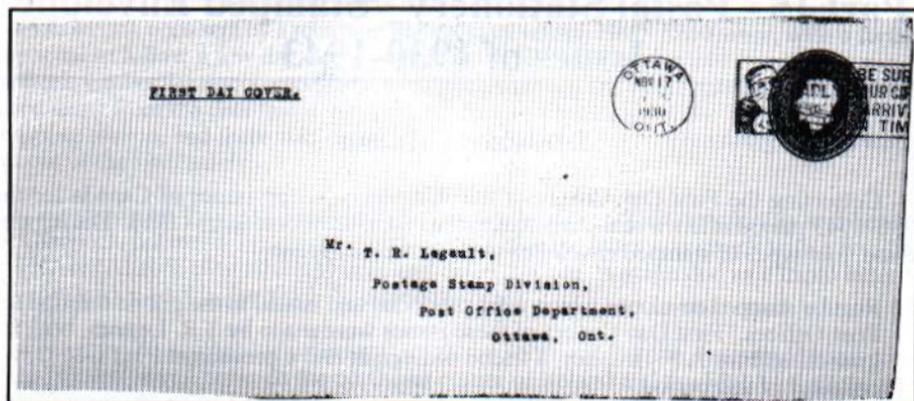


Figure 2: Rare First Day Cover of Holmes 1047, the Two Cents Vermillion Stamped Envelope Issue of 1930 - #10 Size.



LISTING OF POSTAL STATIONERY - STAMPED ENVELOPE FIRST DAY COVERS

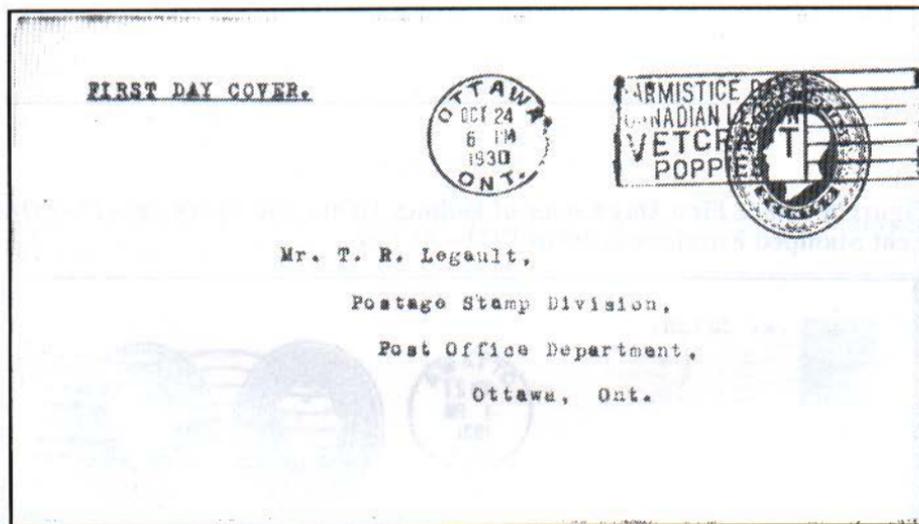
I King George V Stamped Envelope Issue of 1930-31

The designs for this issue show a white side portrait of King George V facing left in an oval frame with "CANADA POSTAGE" above the design and the denomination numerals and "CENTS" below. Five major types of stamped envelopes were produced for this issue.

- (1) Webb's EN27a (Holmes 1045) - One Cent Green Stamped Envelope - #10 size
First Day - November 17, 1930 - Ottawa, Ontario
 a) Legault Cover, Figure 1.
- (2) Webb's EN27 (Holmes 1045a) - One Cent Green Stamped Envelope - #8 size
First Day - November 17, 1930 - Ottawa, Ontario
 a) Legault Cover.
 b) Brophy Cover (prepared by Legault).

- (3) Webb's EN29a (Holmes 1047) - Two Cents Vermillion Stamped Envelope - #10 size
First Day - November 17, 1930 - Ottawa, Ontario
 a) Legault Cover, Figure 2.
- (4) Webb's EN29 (Holmes 1047a) - Two Cents Vermillion Stamped Envelope - #8 size
First Day - October 24, 1930 - Ottawa, Ontario
 a) Legault Cover, Figure 3.
- (5) Webb's EN30 (Holmes 1048) - Two Cents Brown Stamped Envelope - #8 size
First Day - June 26, 1931 - Ottawa, Ontario
 a) Legault cover.
 b) Brophy cover (prepared by Legault).

Figure 3: Rare First Day Cover of Holmes 1047a, the Two Cents Vermillion Stamped Envelope Issue of 1930 - #8 Size.



II King George V Overprinted Stamped Envelope Issue of 1931

The two cent vermilion stamped envelopes of November 17, 1930 (Webb's EN29a/Holmes 1047 and Webb's EN29/Holmes 1047a) had a one cent stamped impression added to them, thus producing unusual stamped envelopes with two portraits of King George V affixed. Both #8 and #10 size envelopes were issued.

- (6) Webb's EN40a (Holmes 1070) - Two Cents Plus One Cent Stamped Envelope
 - #10 size
First Day - June 25, 1931 - Ottawa, Ontario
 a) Legault Cover, Figure 4.
 b) Brophy Cover (prepared by Legault).
- (7) Webb's EN40 (Holmes 1070a) - Two Cents Plus One Cent Stamped Envelope
 - #8 size
First Day - June 27, 1931 - Ottawa, Ontario
 a) Legault Cover.
 b) Brophy Cover (prepared by Legault), Figure 5.

Figure 4: Rare First Day Cover of Holmes 1070, the Two Cents Plus One Cent Stamped Envelope Issue of 1931 - #10 Size.

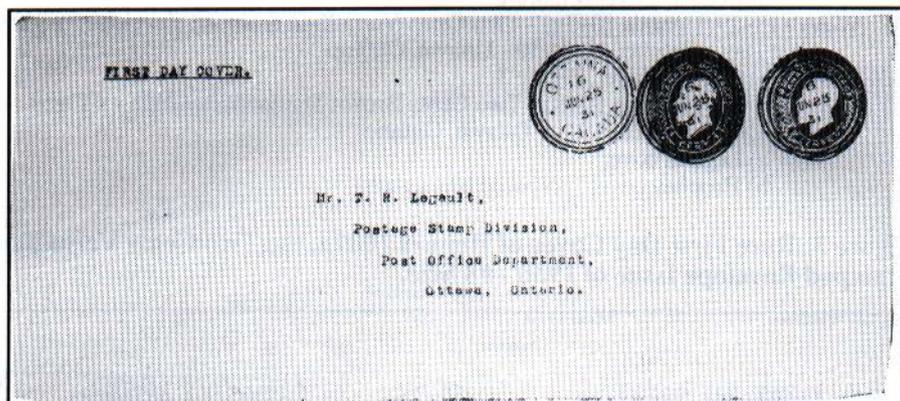
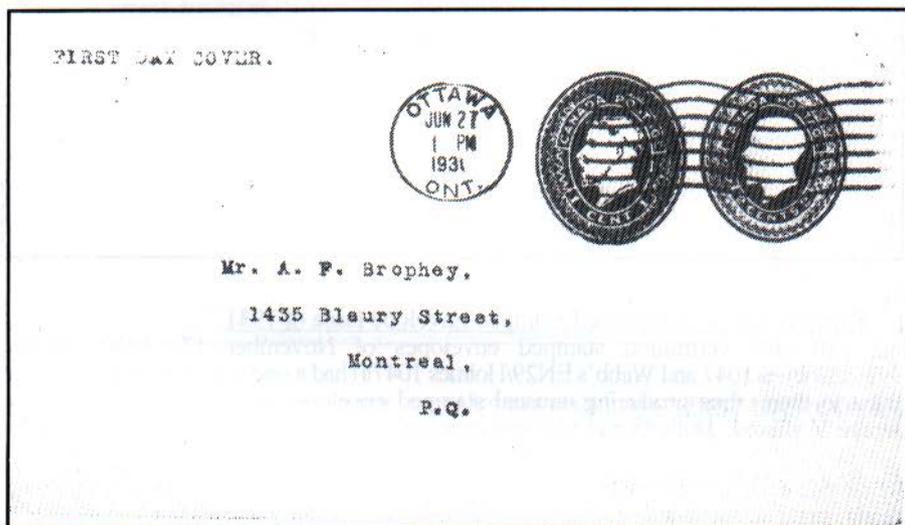


Figure 5: Rare First Day Cover of Holmes 1070a, the Two Cents Plus One Cent Stamped Envelope Issue of 1931 - #8 Size.

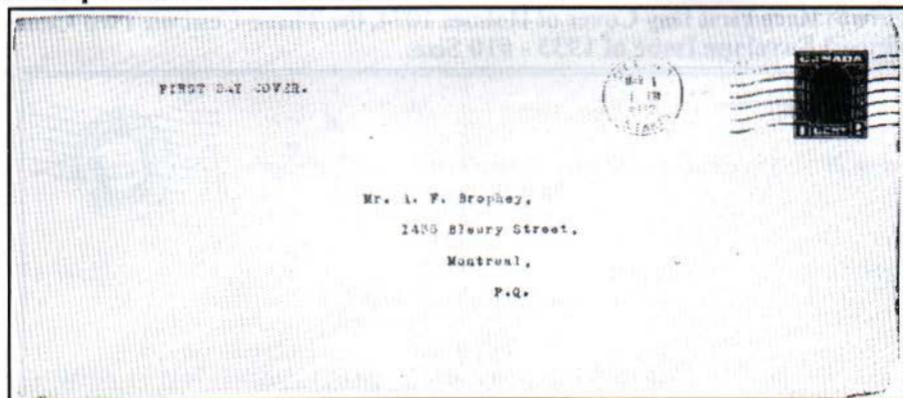


III King George V Stamped Envelope Issue of 1931-32

The designs for this issue show a full portrait of King George V facing slightly left with the horizontal printing "CANADA" above the portrait and the denomination numerals and "CENTS" below. The die was prepared by the British American Bank Note Company and typograph printed on white paper. Five major types of stamped envelopes were produced for this issue. First Day Covers are known for four of them as follows.

- (8) Webb's EN41a (Holmes 1071) - One Cent Green Stamped Envelope - #10 size
First Day - March 1, 1932 - Ottawa, Ontario
 a) Legault Cover.
 b) Brophy Cover (prepared by Legault), Figure 6.
- (9) Webb's EN41 (Holmes 1071a) - One Cent Green Stamped Envelope - #8 size
First Day - February 2, 1932 - Ottawa, Ontario
 a) Legault Cover, Figure 7.
 b) Brophy Cover (prepared by Legault).
 c) Ab. Finestone Cover (prepared by Legault).
 d) Miss M.W. Betts Cover (prepared by Legault).
- (10) Webb's EN42 (Holmes 1072) - Two Cents Brown Stamped Envelope - #8 size
First Day - February 4, 1932 - Ottawa, Ontario
 a) Legault Cover.
 b) Brophy Cover (prepared by Legault).
 c) Ab. Finestone Cover (prepared by Legault).
- (11) Webb's EN43 (Holmes 1073a) - Three Cents Red Stamped Envelope - #8 size
First Day - December 15, 1931 - Ottawa, Ontario
 a) Legault Cover.
 b) Brophy Cover (prepared by Legault).
 c) Ab. Finestone Cover (prepared by Legault).

Figure 6: Rare First Day Cover of Holmes 1071, the One Cent Stamped Envelope Issue of 1932 - #10 Size.



IV Three Cents on Two Cents Overprinted Stamped Envelope Issue of 1933

The two cents vermilion #10 size George V stamped envelope of November 17, 1930 (Webb's EN29a/Holmes 1047) was overprinted with the numerals "three" to revalue it.

- (12) Webb's EN44 (Holmes 1074) - Three Cents on Two Cents Stamped Envelope - #10 size
First Day - September 1, 1933 - Ottawa, Ontario
 a) Legault Cover, Figure 8.
 b) Brophy Cover (prepared by Legault).

Figure 7: Rare First Day Cover of Holmes 1071a, the One Cent Stamped Envelope Issue of 1932 - #8 Size.

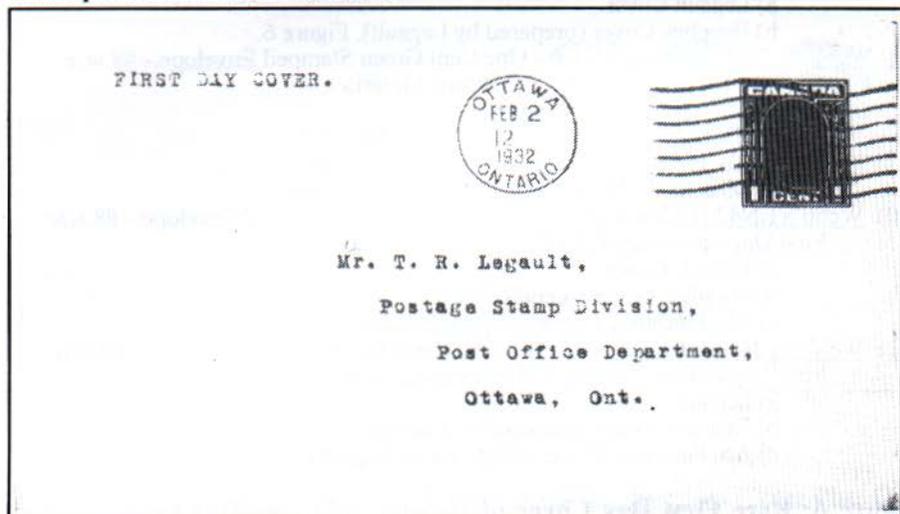


Figure 8: Rare First Day Cover of Holmes 1074, the Three Cent on Two Cents Stamped Envelope Issue of 1933 - #10 Size.



V King George V Stamped Envelope Issue of 1933

The designs for this issue show a side portrait of King George V facing left with the printing "CANADA" above the portrait and the denomination numerals and "CENTS" below. The die was prepared by the British American Bank Note Company and typograph printed on white paper. Six major types of stamped envelopes were produced for this issue.

- (13) Webb's EN45a (Holmes 1078) - One Cent Green Stamped Envelope - #10 size
First Day - July 3, 1933 - Ottawa, Ontario
 a) Legault Cover.
 b) Brophy Cover (prepared by Legault)

- (14) Webb's EN45 (Holmes 1078a) - One Cent Green Stamped Envelope - #8 size
First Day - May 15, 1933 - Ottawa, Ontario
 a) Legault Cover.
 b) Brophy Cover (prepared by Legault).
- (15) Webb's EN46a (Holmes 1079) - Two Cents Brown Stamped Envelope - #10 size
First Day - September 18, 1933 - Ottawa, Ontario
 a) Legault Cover, Figure 9.
 b) Brophy Cover (prepared by Legault).

Figure 9: Rare First Day Cover of Holmes 1079, the Two Cents Stamped Envelope Issue of 1933 - #10 Size.



- (16) Webb's EN46 (Holmes 1079a) - Two Cents Brown Stamped Envelope - #8 size
First Day - April 29, 1933 - Ottawa, Ontario
 a) Legault Cover, Figure 10.
 b) Brophy Cover (prepared by Legault).
- (17) Webb's EN47a (Holmes 1081) - Three Cents Red Stamped Envelope - #10 size
First Day - October 17, 1933 - Ottawa, Ontario
 a) Legault Cover, Figure 11.
 b) Brophy Cover (prepared by Legault).
- (18) Webb's EN47 (Holmes 1081a) - Three Cents Red Stamped Envelope - #8 size
First Day - June 20, 1933 - Ottawa, Ontario
 a) Legault Cover.
 b) Brophy Cover (prepared by Legault).

VI King George VI Stamped Envelope Issue of 1938-43

The designs for this issue show a side portrait of King George VI facing left with the printing "CANADA" above the portrait and the denomination numerals and "CENTS" below. The die was prepared by the Canadian Bank Note Company and typography printed on white paper. Six major types of stamped envelopes were produced for this issue in 1938. Two additional types appeared in 1943.

- (19) Webb's EN48a (Holmes 1088) - One Cent Green Stamped Envelope - #10 size
First Day - June 13, 1938 - Ottawa, Ontario
 a) Legault Cover.

Figure 10: Rare First Day Cover of Holmes 1079a - the Two Cents Stamped Envelope Issue of 1933 - #8 Size.

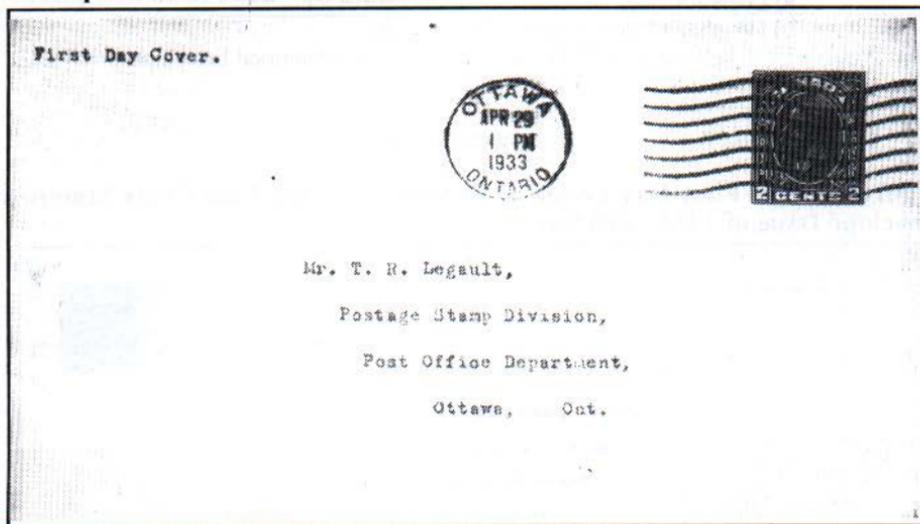
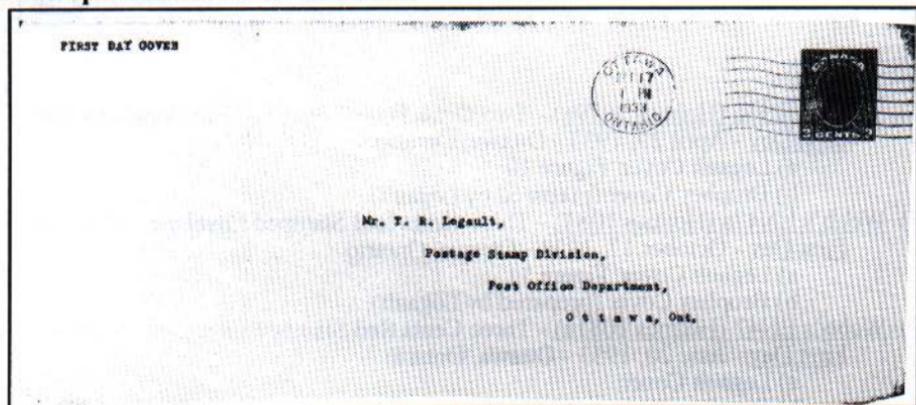


Figure 11: Rare First Day Cover of Holmes 1081 - the Three Cents Stamped Envelope Issue of 1933 - #10 Size.



- (20) Webb's EN48 (Holmes 1088a) - One Cent Green Stamped Envelope - #8 size
 First Day - June 10, 1938 - Ottawa, Ontario
 a) Legault Cover.
- (21) Webb's EN50a (Holmes 1091) - Two Cents Brown Stamped Envelope - #10 size
 First Day - October 29, 1938 - Ottawa, Ontario
 a) Legault Cover, Figure 12.
- (22) Webb's EN50 (Holmes 1091a) - Two Cents Brown Stamped Envelope - #8 size
 First Day - June 2, 1938 - Ottawa, Ontario
 a) Legault Cover.

Figure 12: Scarce First Day Cover of Holmes 1091, the Two Cents Stamped Envelope Issue of 1938 - #10 Size.



- (23) Webb's EN53a (Holmes 1099) - Three Cents Red Stamped Envelope - #10 size
First Day - July 26, 1938 - Ottawa, Ontario
a) Legault Cover.
- (24) Webb's EN53 (Holmes 1099a) - Three Cents Red Stamped Envelope - #8 size
First Day - June 1, 1938 - Ottawa, Ontario
a) Legault Cover.
- (25) Webb's EN64a (Holmes 1104) - Four Cents Red Stamped Envelope - #10 size
First Day - May 11, 1943 - Ottawa, Ontario
a) Brophrey Cover.
- (26) Webb's EN64 (Holmes 1104a) - Four Cents Red Stamped Envelope - #8 size
First Day - May 11, 1943 - Ottawa, Ontario
a) Brophrey Cover.

Most of these First Day Covers are backstamped with the postmarks of the Financial Branch, Postage Stamp Division, Ottawa where T.R. Legault was the Accountant in Charge. The First Day Covers of the stamped envelopes that have been listed in this paper are quite rare. It is of interest to note that Legault made extra covers of Webb's EN41, EN42, EN43 (Holmes 1071a, 1072 and 1073a) for a Mr. Ab Finestone. A First Day Cover of EN41 addressed to Miss M.W. Betts, the secretary of Legault, is also in the author's collection. Also, there is some reason to suspect that the First Day Covers for Webb's EN64 and EN64a (Holmes 1104 and 1104a) were possibly prepared by Brophrey himself. The typed words First Day Cover appear next to the address and the covers are addressed to A.F. Brophrey, rather than to Mr. A.F. Brophrey as are all the other covers in the collection. The author will be grateful for any additional information on these stamped envelope First Day Covers.

References

- [1] Walton, W.C. and Covert, E.L., "Webb's Postal Stationery Catalogue of Canada and Newfoundland", 6th edition, British North America Philatelic Society Ltd., 1993.
- [2] Holmes, L.S., "Specialized Philatelic Catalogue of Canada and British North America", 11th edition, revised by the British North America Philatelic Society Committee, Ryerson Press, Toronto, 1968.



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| INTERNATIONAL MACHINE CANCELLATIONS | REGISTRATION STAMPS |
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| LARGE QUEEN ISSUE | ROYAL TRAINS COVERS |
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| LITERATURE | SEMI-OFFICIAL AIRMAILS |
| MANITOBA POSTAL HISTORY | SHIP CANCELLATIONS, MARKINGS & VIEWCARDS |
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The Creative Postmasters of Baddeck

J.J. MacDonald

Creativity today by a postmaster is very rare - in fact in an era of large unions, huge automatic sorting centres, a private corporation trying to make ends meet and the competitive pressures of couriers and electronic data transmission, creativity is almost impossible. It would not likely be appreciated if it did appear.

Such was not the case, however, a century and a third ago in the small post offices of many parts of colonial Canada. The most notable examples are the cancellation creations, particularly rate markings, produced by the postmaster of Baddeck, Nova Scotia, that delightful village of breathtaking beauty and gorgeous surroundings, where Alexander Graham Bell made his home in the late 1880s. Baddeck and the Bell Museum are still major summer tourist attractions for Nova Scotia.

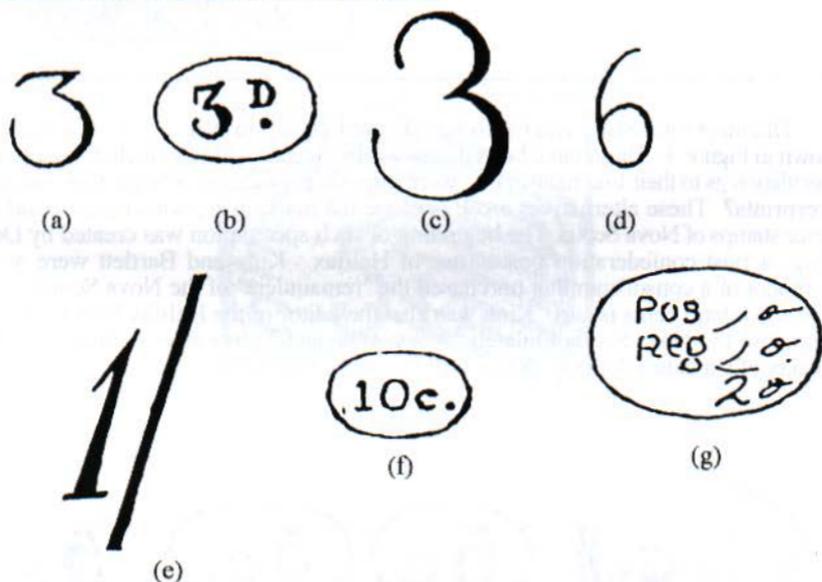


Figure 1: Some of the handstamp creations of the Baddeck Postmaster(s).

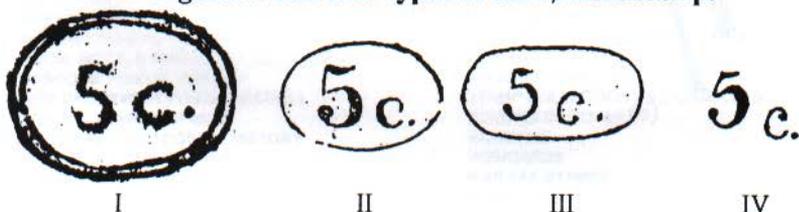
Here postmasters produced original cancels or rate marks in the late 1850s and early 1860s. Some are shown in Figure 1 and are generally very scarce, particularly on covers of the period. A number are known in one example only. Types (d) and (e) are shown in Figure 2 on a unique cover indicating that the fourteen enclosed accounts for road work in Victoria County weighed six times the single 3d rate, or 1/6d.

Figure 2: A unique 6 times the single rate cover showing both the one shilling and the six pence handstamps. Invoices for 14 items of road repairs accounted for the weight of the cover.



The most interesting and controversial markings, however, are the five-cent types as shown in Figure 3. These have been discussed by Argenti [1] who included a great deal of speculation as to their true nature, i.e., were they simply cancels or were they surcharges or overprints? These alternatives arose because the marks were sometimes found on the 3 pence stamps of Nova Scotia. The beginning of such speculation was created by Donald A. King, a post-confederation postmaster of Halifax. King and Bartlett were among the members of a consortium that purchased the "remainders" of the Nova Scotia and Prince Edward Island cents issues. King was also the editor of the Halifax Philatelist, the early Journal of the Nova Scotia Philatelic Association and a forerunner of the Royal Philatelic Society of Canada's Journal, the current Canadian Philatelist.

Figure 3: The four types of the 5¢ handstamp.



In the Halifax Philatelist of 1888, King [2] related that he apparently once received a box of stamps from an individual in Port Hawkesbury, N. S. Included in it were three examples of a marking, all on squares cut from the original covers. King was astute enough to return the stamps to the sender and ask if by any miracle the rest of those original covers had been kept. Amazingly the owner had done so and he sent the two parts of the envelopes back to King who observed that they had all been used in January 1860, on the 13th, the 20th and on an illegible date. King, of course, was convinced that he had found himself a fortune and that he had the only examples of "cent" surcharged pence issues.

Figure 4: Type I - The upper-right item is from King's original paper of 1888 [2] and also carries a manuscript 5 beside the stamp. The lower example may well be a forgery as it also bears the grid cancel.



However, some uncertainty must have plagued him, for years later following all the speculation, controversy and discussion on the topic in the philatelic press of the 1880s, he was clever enough to write to Robert Elmsly, the gentleman who had been postmaster about 1860, asking him directly what they were. Elmsly who was now getting rather elderly, wrote back a somewhat ambiguous letter to King, on April 24, 1888:

"Dear Sir: Twenty-eight years ago I made my own stamps (read cancels) out of wood and had the 5-cent one that appears on the envelopes enclosed. Without any order I used the latter in manner thereon as I do now in a hurry with ink or date stamp. Enclosed paper shows stamps then in use but I cannot find the 5-cent one. I could tell you how the wind blew and (what) the temperature (was) forty years ago but I have a job to find the old stamps." (signed) "Robert Elmsly."

Figure 5: Type II. (a) The McKinley cover was lot 8 in the Kauffmann sale of May 20, 1978, and is dated July 4, 1860; (b) the only known example of these markings on a 6 penny, and is from the Jarrett sale of November 1960; (c) The Howe cover dated July 20, 1860.



This answer, of course, ruined King's dreams of owning surcharged stamps as it was quite clear that Elmsly claimed to have made the wooden instruments and used them either as cancels, or to indicate the amount of postage paid, or due, back in 1860.

A close examination of these '5-cent' markings shows that there are, in fact, variations in two of the types. Assuming that those appearing on the N. S. pence stamps are the ones made first, Types I to IV, have been assigned and are described in what follows.

Type I - a double oval with 5c in the middle. the oval measures 26 mm x 19 mm.

King described three covers from the original correspondence, all addressed to Sarah

Witson, and also a fourth that he had observed in issue #304 of "Le Timbre Poste" published in France in the 1880s. There is a fifth example from the Kaufman auction of May 20, 1978, coming from the McKinley correspondence of Pictou. Two examples exist off cover, one from the Dale-Leitchenstein sale lot 768 and a second from the Maresch auction of November 1991, lot 87. These seven examples are the only ones the author has recorded in 40 years of searching. Hence they are very scarce to 'rare'. All those on cover are dated in 1860, before the issuance of the cents stamps, on October 1st of that year.

There is an eighth example also from the Dale-Leitchenstein sale however, which has a decidedly different shape to the '5' and the 'c' and with a different relative position to each other. Figure 4 shows the contrast with the latter shown as Figure 4c. It could well be that this type is a forgery as it also carries the Nova Scotia grid cancellation and none of the others do.

Type II - A single oval enclosing 5c with period, dimensions 21 mm x 14 mm.

This type is even rarer than the first. It exists on a cover in the McKinley correspondence dated July 4, 1860 as shown in Figure 5 and is also illustrated in Robson-Lowe [3] on an individual 3 penny stamp. In addition there is a stampless cover dated July 20th, 1860 to Joseph Howe, then Provincial Secretary. Figure 5 also shows a double strike on a 6d stamp. This is the only example of any type on this denomination. Certainly the marking is very scarce to rare and appears to occur on the pence issue and not on the cents.

Type III - an elongated oval enclosing 5c with period, dimensions 23.5 mm x 12 mm.

The oval is decidedly an oblong shape rather than a true oval. It, in contrast to the first two types, was used only on the 5 cent issue. It is also very rare on cover. Only four have been seen, one dated August 20, 1860, was lot 753 of Siegel's sale of October 20, 1988 and had previously been in the Guggenheim collection. Three others are addressed to William MacDonald of Little Glace Bay, all dated in 1865. The mark on single 5¢ stamps is scarce but a number exist. Figure 6 shows one MacDonald cover and a single. The cover, dated July 25, 1865, was exhibited by Maritimus at Capex 1996.

Type IV - 5c with period but with no enclosing lines, height 7 mm.

There are really two types of IV, the early version, used in 1861 and 1862, is shown in Figure 7a. The second type, used in 1864, is harder to find. Both are always found used on stamps together with the eleven line defacer used by many of the offices of the Colony. However, the mark occurs in all positions relative to the centre of the defacer, hence it was not attached to it.

Type IVb has a much more vertical downstroke to the top of the 5 and a shorter top horizontal "flag", as shown in Figure 7c. Apparently the period disappeared from Type IVa also as shown in Figure 7b. Possibly the hammer began to break off and required the second version to be carved.

Both types are very scarce on covers and are uncommon on single stamps which are always the 5¢ blue issue. Good strikes are rare. There is one example on a stampless cover dated April 16, 1861, addressed to Joseph Howe the Provincial Secretary. Type IVb items have been seen on covers dated from September 1863 until October 1864.

All covers seen by the author or recorded by others are listed in Table I. However the identification, description and scarcity of these cancels still leaves unanswered questions. Among them: How and why were they made? and most importantly who made them?

Figure 6: Type III. The cover is from the 1960 Sissons sale of Jarrett's collection.

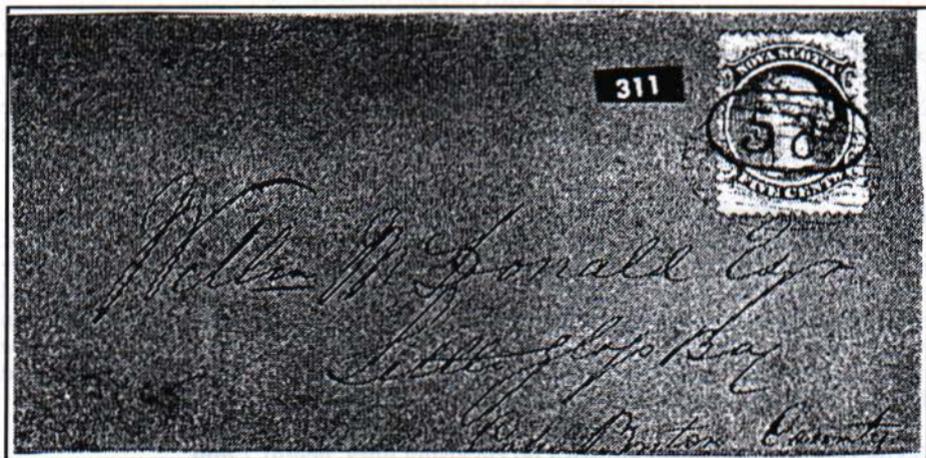


Figure 7: Type IV. (a) Type IVA as found on a stampless cover to Joseph Howe, dated AP 16, 1861; (b) an example with missing period; (c) Type IVB from a cover dated SP 1864.



Table 1: Reported Baddeck Handstamp Covers 1860 - 1865

Date of Cover	Type of Mark
January 13, 1860	I
January 20, 1860	I
January ?, 1860	I
July 4, 1860	II
July 20, 1860 on stampless cover	II
August 20, 1860	III
March 13, 1861	IVa
April 16, 1861 on stampless cover	IVa
October 29, 1861	IVa
(February 21, 1862) on stampless cover	(Fig. 1b, the 3D)
November 26, 1862	IVa
September 9, 1863	IVb
March 25, 1864	IVb
July 9, 1864	IVb
September ?, 1864	IVb*
October 22, 1864	IVb*
July 18, 1865	III
August 15, 1865	III
unknown date, 1865	III

* exhibited by Maritimus at CAPEX 96.

How were they made? Despite the statement of Elmsly it is doubtful if these cancels were made from wood. The sweeping curves of the ovals and those in the 5 itself were not likely carved in wood, like the geometric and fancy initial cancels of the small queen era. It is much more likely that they were made by a pantograph and gouged in soft steel. We know that Mr. Bolton, the official printer of the post office department in Halifax, made "rate marks" for postmasters, on request [4]. Thus possibly they came from this source or even from other artisans closer to Baddeck in the 1850's and 1860's.

But why were they made? Since the first type, I, is never found with the defacer grid, except for the possible forgery, maybe the regular defacer was lost and the postmaster resorted to the 5c cancel. We know from correspondence to various postmasters that Woodgate, the PMG in Halifax, was very reluctant and very slow to replace any lost items. But if necessity was the cause for the procuring of Type I, why were the other three made? The chronology of the dated covers in Table 1 proves that Type IV was not made because Type III was lost, for example. In fact, the small 3d in oval, Figure 1b was used in February of 1862 on a stampless cover. Clearly a number of these markings existed around the Baddeck office and appear to have been used rather randomly. The creative impulses of the postmaster is as good an explanation as any other for their making.

But the most important question of all is: Who made them? We know that Mr. Elmsly claims that he made at least one of them by his letter to King in 1888, but was Elmsly really the postmaster in the 1860's? Baddeck became a way office in 1837 and officially a post office on January 6, 1852. It was only on this latter date that the office was eligible to receive any official markings from the Department in Halifax. The postmaster at the time

of transfer from way to official status was William Kidston. Belcher's Almanac, which was printed in the late summer or early fall of each year would list the postmasters for the coming year. Hence the 1860 Almanac would really contain the names of those in place in 1859. Belcher's Almanac lists Kidston as the postmaster in 1859 and 1860 and even in 1861. Robert Elmsly does not appear as postmaster until the 1862 edition. One, therefore, suspects that Elmsly, intrigued by King's letter in 1888, took onto himself the credit for being both postmaster and maker of cancels of 1860 and 1861. All the evidence points to Thomas Kidston as the creative individual.

Consider the markings of Figure 1. The type 1a is recorded as having been used on August 26, 1852; 1c on August 21, 1856; and 1b in February of 1862. Certainly Emsley was not the postmaster when the first two were made. The term "made" refers to either the actual physical effort of carving the marking or of commissioning someone else to do so. These were not cheap instruments to make and would have taken a large portion of the salary of any small office postmaster of the day. The salary ran only from 2 to 6 pounds per annum. They were likely locally made, if Bolton did not produce them.

There is a possibility that Robert Elmsly really did replace Kidston in the official records and on the date claimed by Elmsly but then he leased back to Kidston the work and perks of the office. This had happened a number of times in other Nova Scotia post offices. It must be remembered that the postmaster did not have to serve in the militia or on many other commissions or, most importantly, have to do work in maintaining the roads, all of which were onerous and often distasteful. These things were more important than the small salary, hence Emsley might well have wanted to be the PM but sell the office to another. In summary, these artistic cancellers were most likely produced by Thomas Kidston, not Robert Elmsly.

There is also some uncertainty in the spelling of Elmsly's last name. The old man signed his 1888 letter to King as "Elmsly" but some authorities, e.g., Carl Munden [5] write it as "Elmsl(e)y" also reflecting some local popular usage of the time.

The necessity for Kidston to assert his creativity may not have improved the operation of the Nova Scotia Post, but it certainly left collectors a century and a third later with a legacy of interesting items, certainly ones that are most desirable and valuable. The author would be most appreciative if collectors who own such items would report the dates of covers and any other variations in the markings that are noticeable. There also may well be types other than those discussed here.

References

- [1] Nicholas Argenti, *New Brunswick and Nova Scotia*, RPS London, 1962, p. 76 and p. 181.
- [2] Donald A. King, *The Halifax Philatelist*, Vol. II, # 12, December 1888, pp. 136-138.
- [3] Robson-Lowe, *The Encyclopaedia of British Empire Postage Stamps*, Vol. V, Part 3, p. 379, Robson-Lowe Limited 1973.
- [4] PANS, RG 24, Vol. 17, 3rd. Folio.
- [5] Carl Munden, *Postal History Society of Canada Journal* No. 63, p. 2-6.

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Countess Grey's Jewel Box

Jerome C. Jarnick

The Post Office Department of Canada has a long history of presenting philatelic souvenir items to the Royal Family, the diplomatic corps, Members of Parliament, and other important persons. One of the most interesting of these is a jewel case presented to the Countess Grey for the celebration of the Tercentenary of Quebec in 1908. Manufactured by A. Rosenthal & Sons, Jewelers, Ottawa, the case measures 210mm x 135mm x 18mm (Fig. 1) and is covered in rough grained brown leather with a brass crown above an engraved plaque on the cover. The plaque reads:

**SETS OF CANADIAN TRICENTENARY STAMPS
1608 - PRESENTED TO - 1908
HER EXCELLENCY THE COUNTESS GREY
BY THE HON. RUDOLPHE LEMIEUX
POSTMASTER GENERAL OF CANADA
ON OCCASION OF THE THREE HUNDREDTH
ANNIVERSARY OF THE FOUNDING OF QUEBEC**

Figure 1: Top of the Presentation Jewel Case



The case contains the eight stamps issued for the Quebec Tercentenary, each stamp contained in an individual brass frame and nested on a background of bright green silk (Fig. 2). A small brass container, such as would be used for water, in the stamp boxes of the Victorian period, is placed between the two rows of stamps. Accompanying the case, is the calling card of **M. RUDOLPHE LEMIEUX, MINISTRE DES POSTES, CANADA** on which has been handwritten "**Avec mes compliments**".

Lady Grey was the wife of Albert, fourth Earl Grey, who served as Governor General from 1904-1911 during the period when Sir Wilfred Laurier was Prime Minister. Lord Grey was an exceptionally popular Governor General, so much so that his term of office was extended at the request of the Canadian Government. Laurier was quoted as saying that Grey gave "his whole heart, his whole soul, and his whole life" to Canada from the moment he landed in the country [1]. The Grey Cup, honored by Canadian football fans, was named for him. Rudolphe Lemieux served in the Laurier cabinet, as the Postmaster General, from 1904 to 1911. He had first been elected to the House of Commons in 1896, representing the riding of Gaspé [2]. This unusual item has appeared on the philatelic market twice in the past forty years. In both cases it was sold at auction by J. N. Sissions.

Figure 2: Contents of the Presentation Case



References

- [1] Davis, H.W.C. and Weaver, J.R.H., ed. "Dictionary of National Biography, 1912-21", Oxford University Press, London, 1968, pp.227-28.
- [2] Wallace, W. Stuart, "Macmillan Dictionary of Canadian Biography," 3rd edn., Macmillan, Toronto, 1963, p. 407.

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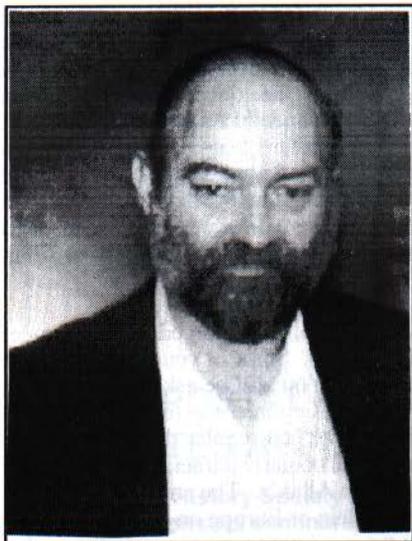
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Allan L. Steinhart 1940 - 1996

Gray Scrimgeour

Allan Lawrence Steinhart (1940-1996) passed away suddenly on Saturday, September 7, 1996. Allan was very well known to BNAPS members from his faithful attendance at BNAPEX, his work on the BNAPS board and committees, his award-winning exhibits of Canadian postal history and stamps, his many philatelic publications, and probably most of all his sale of the covers that came to the BNAPS shows.



Allan had driven back to Toronto from BNAPEX'96 in Fort Worth – arriving in Toronto on Tuesday, September 3rd. He manned his bourse table at PhilEx on Friday, but didn't appear when the show reopened on Saturday morning. Ted Wright tried to contact Allan at home, and when he was unsuccessful, he and security people from Al's condominium found Allan had passed away. Allan is survived by his mother Yetta, his sister Paula Silver and her husband Lou Silver, his nephews and nieces – Jeff, Candice, and Jordy Silver, and his aunt Rose Berg.

Allan joined BNAPS in 1963. He served on the Board of Directors and was its chairman, and he headed up the Publications Committee for years. He was associate editor of *Topics*. He was a member of the Order of the Beaver. He also was active in many other philatelic organizations. For example, he had been president of the Postal History Society of

Canada and had been a vice president continuously since 1980. He was a Fellow of the Royal Philatelic Society of Canada. He was an active contributor to many study groups in BNAPS and other organizations.

Allan has had a number of Canada collections that have won high awards. These included RPOs, Medallion Issue, Special Deliveries (stamps and covers), Admiral Issue postal history, post cards, and of course his super stampless covers to and from BNA (1685-1865). His collections of Klussendorf and spray-on cancels raised the level of study of these modern postmarks. He owned collections and formed exhibits from them. He always distinguished between collections and exhibits (and collectors and exhibitors). He used the collections to learn so that he could properly prepare the exhibits. That way, he learned to recognize the unusual items that gave his collections their extra strength.

I am compiling as full a bibliography of Al's publications as I can. I have found 8 books so far, and over 200 articles, and the number keeps growing. His first articles were in the two series "Admiral Period Notes" and "Rambling Through the Records" in *Topics*. At about the time he commenced writing these series, he started a column in *Canadian Stamp News*; his column was featured in the first issue of that paper and ran regularly for

about three years. The diverse topics of his many articles reflected his collections and research. He had done extensive research in Ottawa at the Archives and the Postal Museum and accumulated information on all sorts of philatelic topics. For example, from his research, he had compiled but never published a detailed study of Canadian postal rates.

Allan took pride in his own publications, but even more in books and articles written by others that he'd helped (either by advising or by arranging the printing). He liked to walk through postal history exhibits at shows, pointing out how many covers in each display he had supplied. He admitted that he'd have liked to collect many more areas of BNA postal history, but he didn't want to conflict with his good customers.

Allan developed his monstrous cover stock from a small box taken to a BNAPS convention in the mid-1970s. He had just left a regular job (as traffic manager for a large furniture manufacturer in Oshawa) and had decided to become a full-time cover dealer. He sold from the small box and starting seriously purchasing wherever he could – at garage sales, flea markets, stamp auctions, and bourses. Eventually, he concentrated on auctions and stamp shows. One Toronto auction house has permanently retired his permanent floor-buyer's number, #69. At stamp shows, he'd often buy covers from collectors at prices above their asking prices; his comment was that the seller would remember next time, and bring material for sale to him first. Al didn't advertise much in the philatelic literature. He was his own best advertising. His loud comments and jokes were directed at his friends, and he couldn't be missed at a show. Earle Covert pointed out to me that the absence of Allan and his covers will leave a big hole at future BNAPEXs.

I worked with Allan at both CAPEX'87 and CAPEX'96. It was an education to meet and talk with his many customers (both collectors and dealers). Some of you may remember Steve Thorning's 1987 fortune from a Sai Woo cookie: "You will be asked to give more than you care to;" Allan put it under the glass on his CAPEX counter top for a joke. Those that thought Al's prices were high should consider that he had regular dealer-customers from overseas who purchased many covers for resale, particularly attractive Small Queen Issue covers that sell in Europe at prices far higher than Allan's. The amusing thing was that some of these same covers had been purchased in Britain or Europe on one of Al's trips or from European auctions.

Those of us living in southern Ontario had the opportunity to visit "Allan's Archives" frequently at the St. Lawrence Hall Sunday stamp bourse. Spurred on by Al's sense of humour, the gang of regulars formed a non-fee-charging association called the St. Lawrence Hall Postal History Society. It says "conceived December 8, 1990" on my membership card. After one year, every regular member became a vice president. The SLHPHS became a chapter of the RPSC and was the formal sponsor of BNAPEX'93 in Toronto. The society even had a first annual banquet at Allan's favourite restaurant, Sai Woo. At the Hall, we'd see the big box of new covers (purchased, sleeved, and priced during the past 13 days) and the super additions to Al's collections (with a good, long show-and-tell). Al usually brought along a few dozen other boxes of covers, trying to please the customers he thought would be coming. He also sifted every other dealer's stock during the morning. If business was slow, he'd go home early to watch NFL football on TV. If the afternoon game was important, he'd hustle us out so he wouldn't miss it.

Away from the bourse and the auction hall, Al was much quieter. He may have barked loudly in public, but those of us who knew him well are familiar with his other side, the generous and kind Al. Away from the stress of the auctions and the sales room, Al smoked much less and talked quietly about his many interests. He told amusing stories, reminisced,

and sang folk songs. He'd tell a little about what he hoped his next big purchase would be. He constantly sought out sources of good covers, in all sorts of ways. He dug up thousands of gems by hard work. We'll really miss his searches.

I learned much of what I know about postal history from Allan. He was a scholar, and owned and used a huge library – even if it had covers piled in front of it. Many of my friends say that they already miss asking Al about their new covers, to make sure of the rate, the route, or the importance of the material. Allan's photographic memory was filled with useful information from his research and from the millions of BNA covers he'd examined. We'll have to try and manage on our own, but we'll have Al's many publications and our memories to help us.



THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

The Postal History Society of Canada publishes an award-winning quarterly journal, sponsors seminars on Canadian postal history, and awards prizes for the best postal history exhibit at philatelic shows across Canada.

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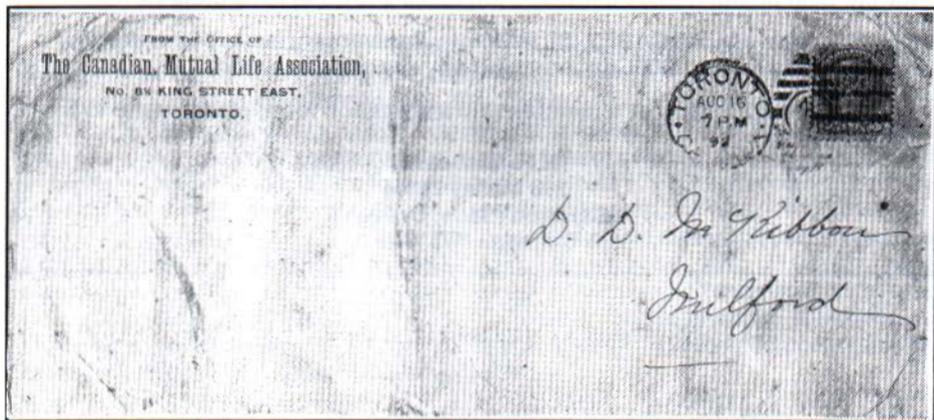
Ronald I. Ribler

Precancels are usually collected off cover and without additional cancellation. The "Standard Canada Precancel Catalogue 1997" [1] lists only single stamps without additional postal markings. Many collectors seeking examples of all precancels are satisfied with clean examples, and make little or no effort to find examples on cover. The most obvious reasons for collecting precancels off cover are the difficulty in making space for storing many covers, and because precancels on cover without being tied are virtually the same as single stamps off cover. If the stamp is not tied to the cover, the possibility always exists that it was added after the fact.

If we look at the history of the precancel in Canada, we learn it was first authorized for use in 1889 and was not allowed for first class mail [1]. Therefore, the one cent value was the most commonly used on circulars, newspapers and similar items. The three cent stamp was used for heavier items, and such larger items rarely survived. Examples of the various types of precancels are more prevalent and available on one cent stamps than on others of the same issue.

According to the "Standard Canada Precancel Catalogue" [1], fourteen precancel types have been reported on the three cents Small Queen. Of those, only three or four of the wavy line between parallel bars types seem ever to be seen – on or off cover.

Use of these precancels in the nineteenth century was not only early use, but the stamps were used only in limited numbers. Also, for many years collectors tended to shun the precancelled stamps, preferring other types of cancellations. Surviving copies of these issues have become scarce. With the apparent upsurge in precancel collecting world wide, collectible examples of this early issue will become increasingly difficult to find.



Being a collector of the three cents Small Queen, examples of all available usages belong in my collection so, naturally, the precancel items became of high interest. At CAPEX, search of every dealer's stock produced only two of the wavy line and parallel bars types, but none on cover. None appeared in any of the exhibits either. About two weeks after returning home from Toronto, Allan Steinhart recalled my fruitless search and sent me a photocopy of the cover shown on the previous page.

By pure luck, he had just acquired a correspondence, not a collection, in which he discovered this cover. Consequently, this cover has never been reported previously in the philatelic literature, but has been hidden for more than 100 years. Of course the cover is now in my collection. Aside from the fact that the stamp is on cover, the fact that it is tied (as shown below) attests to its genuineness, even though it may have been erroneously used on first class mail.



Queries of other collectors and dealers relative to having ever seen such an example invariably led to a negative response or one of uncertainty. If anyone reading this has knowledge of such items, please let me know. Until proven otherwise, this cover will remain a true Canadian rarity.

Reference

- [1] Kraemer, J.E., Reiche, H., Walburn, H.G., "The Standard Precancel Catalogue 1997" The Unitrade Press, Toronto, 1996.

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BNAPEX '97 - ST. JOHN'S

A Long-Sought Boer-War Cover

John Wannerton

I started collecting Canadian Boer War material around 1965, and having been able to read up some on the subject, started on the search for the necessary philatelic items. Early on I read somewhere that the *S.S. Sardinian*, with the Royal Canadian Regiment aboard, had called at Rimouski for a two and a half hour sojourn. The thought then crystallized that material might/should exist that could have emanated from there. The search was on, and the wait was a rather long one, but well worth it.

At BNAPEX in Vancouver in 1991 Ritch Toop, who was aware of my search, directed a gentleman my way who happened to have the item shown below. A 26-year search had satisfactorily been concluded, and I am forever grateful to the late Ritch Toop for having pointed the previous owner in my direction. There are other items of the same genre from the Boer War, and the search and enjoyment continues.



The item was sent to Lieutenant Weldon (C.W.W.) McLean of the Royal Canadian Regiment "G" Company by his father, Colonel H.H. McLean. It bears a QUE, & CAMPBELLTON EXPRESS Oct. 31, 1899 R.P.O. cancel. The *Sardinian* was in port from 0650 to 0920 on that day, and so far as is known, this is the only item to or from the contingent during this short stop.

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The Steinhart Legacy

The Canadian Steam Navigation Company

Allan L. Steinhart

In 1853 a new transatlantic venture called the Canadian Steam Navigation Company began carrying mails between Canada and Great Britain. On December 2, 1852, Canadian Postmaster General Morris wrote Maberly at the G.P.O. in London as follows:

"I have the honour to enclose herewith for your information a copy of a contract recently concluded by the Government of the Province and Mess^{rs} McKean and McLarty & Co., of Liverpool for a communication by Screw Steamer between this Port and Liverpool in Summer and between Portland (State of Maine) and Liverpool in Winter. This contract will commence on the opening of the Navigation next Spring, and as it is my intention to dispatch a mail by each trip of these Steamers, I have to request you will inform me whether mails will be made up at Liverpool for transfer by these Vessels to Canada and to what Postage will letters be liable, when carried by these Vessels and delivered into the Liverpool Post Office."

The normal postal rates on transatlantic mail at this time by Cunard British Steam Packets was 1/0 sterling - 1/1½ currency when *via* Halifax all the way through B.N.A., or 1/2 stg. - 1/4 cy. when *via* the U.S.A. through Boston or New York (per rate).

Morris again wrote Maberly on the subject of the Canadian Steamers on February 4, 1853. This was in response to Maberly's letter of January 10, 1853 in which the Postmaster General of Great Britain gave instructions for the transmission of mails by the Canadian Steam Navigation Co. and rates of postage he would recommend to the Lords of the Treasury. Morris noted

"The rate . . . would operate as a relief to the poorer classes of correspondents, to whom the present rate of 1/2 sterling is a serious sum . . . I think the mails by the new line will not be large, as the correspondence sent by them will be almost entirely confined to letters written on the day of departure at Quebec and Montreal, and to the letters of emigrants & others, to whom the reduced postage would be of superior importance to speedy conveyance."

Morris went on to request a reduction in the rate of postage accruing to Canada that is the sea and colonial portions "to such a sum as will, in my opinion be within the means of the poor settlers and emigrants."

The General Post Office in London issued a circular of instructions, "No. 17, 1853", dated in April, to the effect that a line of mail packets was being established by Canada and was about to commence running between Liverpool and Quebec. Mails would be forwarded by this route if endorsed "By Canadian Mail Packet" and the postage would be 1/0 stg. for a ½ ounce letter (equal to 1/1½ cy.), 2/0 double, etc., prepaid or collect.

The contract between the Canadian Government and McKean, McLarty & Lamont (better known as the Canadian Steam Navigation Company) for carriage of the mails called

for twice a month mails between Quebec and Liverpool, except winter service which was once a month between Portland Maine and Liverpool. The mails were to be carried by the Grand Trunk Railway between Portland and Montreal. The subsidy was to be £24,000 a year; £19,000 from the Canadian Government, £4000 from the St. Lawrence and Atlantic Railroad (GTR) and £1000 from Portland. The steamers were to be at least 1200 tons in burden, and capable of making the trip in 13 days eastbound and 14 days westbound. Sailings were to be monthly until sufficient steamers were available.

The service was supposed to commence in April, 1853 with the 1450 ton *Cleopatra*, which was on her maiden homeward voyage from Australia, if she arrived in time. Instead, the maiden voyage of the line was by the *Genova*, about 500 tons, which normally sailed between Liverpool and Italy, and likely was chartered for the trip. The *Genova* left Liverpool April 19, 1853 and arrived at Quebec May 9, 1853 before proceeding to Montreal. She made only one round trip for the C.S.N.C.

There was a protest by the Montreal Board of Trade, and signed by Hugh Allan, concerning the size of the *Genova*. McLarty responded in April 1853 that proper vessels were being built and the *Genova* was only in temporary service until the new vessels were delivered. The response noted the contract for the Canadian service was not received until the end of October 1852, and that for the winter service to Portland until March of 1853.

From April 19 to May 9 exceeded by far the control time for the voyage. On May 12, 1853 Morris wrote Maberly of the arrival of the *Genova* with the British mails and the agents for the line explained "that the length of the voyage was caused by the inferior quality of the coal taken on board at Liverpool . . ." He noted he was sending a mail to England with the *Genova* and had advertised accordingly. He was unable to give the days of future sailings, but noted "one of the Line will however start from Quebec and Liverpool respectively about the middle of each month of the present summer."

In a further letter from Morris to Maberly dated May 14, 1853 it was noted that mails made up at both Montreal and Quebec for Britain were forwarded with the *Genova*, and such letters were rated "one shilling per half ounce in accordance with your letter of 11th March last."

There was no sailing by the C.S.N.C. in May. In June the *Cleopatra* was still unavailable, so the 750 ton *Lady Eglinton* of the British & Irish Steam Packet Co. was chartered and made her maiden voyage for the C.S.N.C. She made one further voyage for the C.S.N.C. under charter in August. In 1858 she made two further voyages to Canada under her owners.

The *Cleopatra* was still unavailable for the July voyage, so the *Sarah Sands* was chartered to make the trip. She was much larger than the previous vessels at 1300 tons. She went on to make nine round trips for the C.S.N.C. (including the last voyage of the line) – more than any other ship. The *Sarah Sands* was only the second iron-screw ocean-going steamer; she was launched in 1846, made her maiden voyage between Liverpool and New York in 1847, and made about a dozen round trip sailings in 1847-1849. She sailed for San Francisco in 1849 and then Panama-San Francisco returning to Liverpool in January 1852, made two more trips to New York and then a round trip to Australia before her voyages for the C.S.N.C. Later she was worked as a Crimean War transport and carried troops to India during the Mutiny, catching fire off Mauritius. After repairs she returned to England and was refitted as a sailing ship.

The *Sarah Sands* made the September 1853 trip and also the November (first) run via Portland. There were no sailings in October or December.

The Postmaster General's report for the period ended March 31, 1853, dated August 13, 1853, noted an effort had been made to get a reduced rate of postage for the new line of steamers and this was denied by the Imperial authorities, i.e., the G.P.O. in London. However, the report also indicated that a general reduction in the rate to the colonies, to six pence sterling, was in the offing, and upon adoption this rate would apply to the Canadian steamer mails. A report of the P.O.D. in Canada, dated December 2, 1853, gave a breakdown on the division of the postage rate of 1/0 stg. (or its equivalent of 1/1½ cy.) on mails carried by the C.S.N.C. as follows: 0/226/60 cy. (0/2 stg.) to the U.K. G.P.O. and 0/114/60 cy. (0/10 stg.) To the Canadian Post Office. In the proposed new 6d stg. (7½d cy.) the breakdown was to be 1d stg. (1 13/60d cy.) to Britain and 5d stg. (6 17/60d cy.) To the Canadian Post Office.

Letters exchanged in December 1853 between Griffin of the Canada P.O. and Maberly alluded to the sending of mails for Canada through Portland and the United States, and whether the United States had approved of this. Griffin noted he would write the U.S. P.M.G., but anticipated no problem even though it was after the service had commenced.

Another interesting point was the question of soldiers' and seamen's 1d rate covers. As there was only 1d to divide, if the Canadian packets carried such mail, who got the penny or how would it be divided? A letter of Griffin's, dated January 4, 1854 to Maberly, noted in response to a letter from Maberly there would be no additional charge by Canada, and the prepaid penny would in all cases be placed to the credit of the British Post Office. From this one can conclude that the C.S.N.C. carried 1d soldiers' and seamen's concession rate covers even though Canada received nothing for the service.

The January voyage was taken up by the *Charity*, 1339 tons, purchased by the C.S.N.C. and built by John Laird of Birkenhead for the African Steam Ship Co. She sailed January 16, 1854, but turned back due to severe weather damage. Therefore, there was no January voyage by the *Charity*. Instead the *Sarah Sands* sailed late on January 31st. The *Charity* made the February voyage, the first of four voyages for the C.S.N.C. A second steamer, the 1274 ton *Ottawa*, purchased from Laird by the C.S.N.C., was originally laid down as the *Northern Light* for the African Steam Ship Co.

A circular of the G.P.O. in London, dated March, 1854, announced that effective March 23, 1854 the rates on letters to and from Canada and P.E.I. were reduced to 6d stg. (7½d cy.) per half ounce, prepaid or collect., plus U.S. transit charges if applicable. The first voyage carrying covers by this rate to Canada was the March 31 sailing of the *Sarah Sands*, and the first sailing eastward was possibly by the *Ottawa* on March 28 from Portland if the news had arrived, and if not by the return voyage of the *Sarah Sands* as above.

The P.M.G. report for the period ending March 31, 1854 noted that "mails have been carried to and from England by the Canadian line of steamers during the past year, but as yet the voyages of the vessels employed have not yet been performed with the degree of speed and regularity requisite to secure any considerable share of the correspondence."

On April 11, 1854 the *Cleopatra*, launched in 1852, after making one voyage to Australia for McKean, McLarty and Co., finally entered service with the C.S.N.C. She sailed for Quebec, but was stopped by heavy ice in the Gulf of the St. Lawrence. She proceeded to St. John's, Newfoundland, stayed two days, and then made her way to

Portland, Maine, arriving May 5. The mails were forwarded over the Grand Trunk Railroad to Montreal, along with the passengers. She finally made it to Montreal on May 25 and sailed June 6 from Quebec for Liverpool. The *Cleopatra* made three round trips for the C.S.N.C.

A note (April 28, 1854) from Griffin to Maberly noted the C.S.N.C. would dispatch ships for Quebec on the 10th and 25th of May to October. In spite of this, in June and in October there was only one voyage. The G.P.O. London announced this information to British postmasters with circular of instructions "No. 34" of 1854, and noted such mail had to be specifically addressed "By Canadian Mail Packet."

The *Ottawa*, on her second voyage, leaving April 25 from Liverpool for Quebec, also diverted to Portland because of ice in the Gulf of the St. Lawrence, then went on to Quebec, not sailing for Liverpool until May 31. The next voyage of the *Charity* too was delayed by ice, and she took from May 10 to June 6 to arrive at Quebec. This was the reason for the missed June 10 sailing from Liverpool to Quebec.

Other problems also arose. The *Ottawa*, after sailing on about July 21, went aground in the St. Lawrence, and had to be refloated. Therefore, she did not arrive back in Liverpool until August 11, a day after she was supposed to sail. The *Sarah Sands* was again chartered to cover this trip, and sailed August 15 for Quebec. The *Cleopatra*, *Ottawa* and *Charity* were taken over by the British Government as Crimean War transports. As a result, the *Sarah Sands* was used for a sailing to Portland on October 7, 1854. In addition, the *Canadian* of the Montreal Ocean Steam Ship Co., or Allan Line, which had made her maiden voyage to Montreal, was chartered by the C.S.N.C. to run from Britain to Canada until the three C.S.N.C. steamers were released by the British government. The *Canadian* made only one voyage for the C.S.N.C. Unfortunately, after that voyage she also was taken over by the British government as a Crimean War transport. This left only the *Sarah Sands*, under charter, sailing for the C.S.N.C. On her December 7 voyage the ship returned to Britain after experiencing very severe weather, and did not reach Portland until January 18, 1855. She returned to Liverpool on March 10, 1855. This was the last voyage for the C.S.N.C. and the company ceased carrying the mails after this time.

Three other steamers, the *Ontario*, *Erie* and *Huron* were advertised as being built for the C.S.N.C. However the *Huron* was not built, and the other two ships changed hands and were launched with other names for other companies.

A letter dated December 2, 1854, from Griffin to Rowland Hill, noted the United States intended to collect a transit charge on letters transmitted through the United States via Portland. The Canadian government, i.e., the Canadian Post Office, planned to bear this charge with no increase in postage. This became irrelevant to the C.S.N.C., as the company ceased operations. The same letter noted there were no mails received in Canada by the voyage of the chartered *Canadian*, and so only mail from Canada to Britain can exist from the single voyage of that vessel for the C.S.N.C. Additional information about the C.S.N.C. is found in this letter in Appendix C.C.C. of the 1855 records of the Legislative Assembly.

There was a total of twenty-four round trips made by the C.S.N.C., with one other voyage started but not completed (*Charity*, January 16, 1854). These were done using the three company steamers and four chartered ships for a total of seven. Because of the lack of success of this line and its irregularity, there are not many covers known that were carried by C.S.N.C. steamers. A cover carried by the *Charity* is shown in Arnell, and covers carried by the *Canadian* and by the *Ottawa* are noted by Hubbard and Winter.

The *Canadian* cover is quite interesting as Griffin's letter of December 2, 1854 indicated there was no British mail received by the *Canadian*, but the cover from Glasgow to Montreal (illustrated on page 124 of the book) is dated March, 1854. It was addressed to Edmonton Allan Co. (the Allan Line) and was endorsed "Per Screw Steamer 'Canadian'." Since the letter was probably from the Allan Line or its agents to the Allan Line per the Allan Line steamer *Canadian* under charter to the C.S.N.C., it was, it appears, carried outside the post to Portland, and mailed there. The cover bears a Portland datestamp of November 23, 1854, and is rated 6d collect (the United States - Canada treaty rate). It also bears a U. States scroll handstamp indicating a United States origin of posting. The *Ottawa* cover illustrated on page 123 of Hubbard and Winter is rated 7½d collect with a 7½ cy. Handstamp. - Arnell E10 - probably used at Toronto, and also a 1d accounting handstamp applied in Liverpool indicating 1d stg. credit to Britain.

In Arnell's "Atlantic Mails", on pages 162-163 a cover to England is shown, endorsed *via* Halifax, but held at Quebec and carried by the *Charity* on her fourth voyage, leaving Quebec on August 19, 1854. The cover was rated 6d stg. collected and rerated 1/0 stg. collect, enclosure over ½ ounce at double rate. The reverse bears probably the earliest known example of the BY-CANADIAN / PACKET handstamp in black.

Figure 1 shows a cover from New Castleton in Scotland to Sydenham, Lake Shore Line, Owens Sound, Canada West, dated October 27, 1853. The cover is endorsed "Per Canadian Mail Packet" and is rated paid 1/ with a 1/0 green cut-to-shape embossed issue stamp cancelled with an unclear grid cancel. The cover was carried by the chartered *Sarah Sands* for the C.S.N.C. on her third chartered voyage, sailing from Liverpool November 28, 1853, and arriving at Portland December 17, 1853. This was the first voyage by C.S.N.C. *via* Portland. The stamp is tied with a faded 10d - Arnell F-2 - accounting mark showing 10d stg. credit to Canada of the 1/0 stg. This is a very unusual use of this handstamp which is normally found in black to show the 10d stg. credit to Britain of the 1/0 stg. due to Britain on 1/0 and 1/2 rated collect covers to BNA. This is one of the very few 1/0 rated covers known to have been carried by the C.S.N.C. The cover was in a closed bag from Liverpool to Montreal, confirming there were two closed mails by the C.S.N.C. - one each to Quebec and Montreal. The cover was forwarded from Montreal to its destination *via* Guelph, Owen Sound and Leith, C.W.

Figure 2 shows a cover from Quebec to Little Easton near Derby in England. It was endorsed "Per 'Ottawa'" and dated October 4, 1854. The cover was carried by the *Ottawa* on the return portion of her fourth and last voyage. She sailed from Quebec on October 5, 1854, arriving in Liverpool October 15, 1854. The cover was rated 6d stg. collect, and received a 6d stg. handstamp at Quebec (Arnell E-6). This is an extremely early use of this handstamp (recorded as used in 1857 in Arnell). On the reverse is an AMERICA / LIVERPOOL OC 16 54 datestamp which is normally associated with Cunard mails, and a BY-CANADIAN / PACKET straight-line handstamp in black, also an early use of this handstamp, but not the earliest reported. The contents of the letter bear reference to the C.S.N.C., reading in part "we arrived in the good ship *Charity* last evening about ½ past nine o'clock. The first day after leaving Liverpool was very fine indeed but the day after it began to blow and we had very heavy weather from that time till last Wednesday with a very heavy sea running all the time. Last Sunday week we lost our bowsprit. It had been sprung a day or two previously." This was also the last voyage for the *Charity* before she was converted to a troop transport.

Figure 3 shows the only cover I am aware of carried by the C.S.N.C. which did not only go between Canada and Britain. It is dated July 16, 1853, endorsed "p. 'Lady Eglinton'",

Figure 1: A Cover from New Castleton, Scotland to Sydenham, Canada West, carried November 1853 on the C.S.N.C. Chartered *Sarah Sands*.

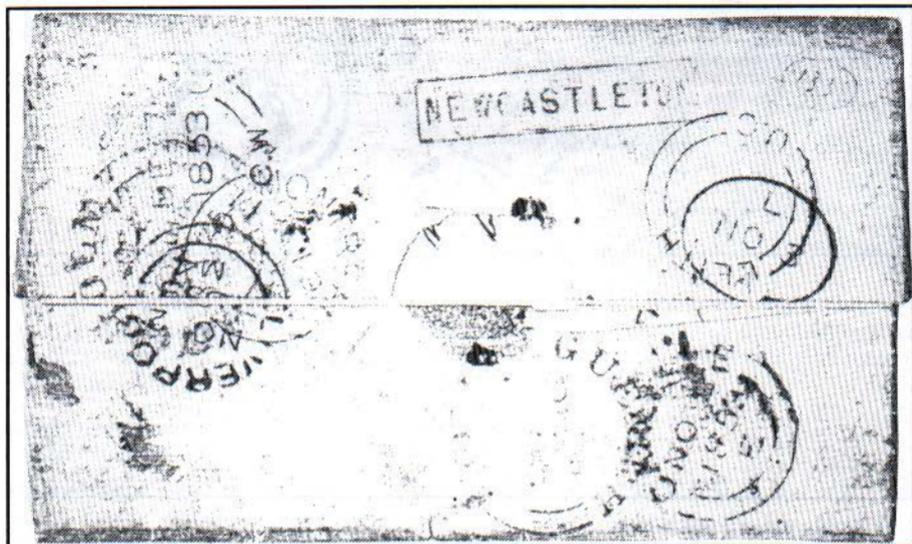


Figure 2: A Cover from Quebec to Little Easton, Derby, carried by the C.S.N.C. Ottawa in October 1854.



and was sent from Quebec to Cognac, France. The letter was carried by the *Lady Eglinton* on the return portion of her maiden voyage, sailing from Quebec on July 17, 1853, and arriving at Liverpool on July 28, 1853. There a Liverpool Packet Letter handstamp was applied, and the cover was forwarded *via* London, Calais and Paris to Cognac. In London a boxed COLONIES + ART. 13 Anglo-French postal agreement accountancy handstamp was applied (Hargest, Figure 18, p. 41). This agreement, effective January 1, 1846 to December 31, 1856, under Article 13 rated 3/4 stg. was due Britain from France per ounce or 30 grams on unpaid letters. The cover was originally rated 1/0 stg. collect to Britain, but this was crossed out and rerated 15 decimes collect in France for a 1/4 ounce letter (10 dec. G.B. debit to France and 5 dec. French internal postage). By this date in 1853, all unpaid letters from Canada to France except ship letters should have received the Canada + Art. 12 marking in London. Why this letter was exchanged under Article 13 is unknown, unless it had to do with the fact it was carried by a Canadian packet rather than a British (Cunard) packet.

Figure 3: A Cover from Quebec to Cognac, France carried by the C.S.N.C. Chartered *Lady Eglinton*, July 1853.



The short period of a year and a half that the Canadian Steam Navigation Company was in operation is an interesting one for transatlantic collectors, but the shortage of material makes the study of these items difficult.

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- Arnell, J.C., "The Atlantic Mails," The National Postal Museum, Ottawa, 1980.
- Hubbard, Walter and Winter, Richard F., "North Atlantic Mail Sailings 1840-75," U.S. Philatelic Classics Society, Inc., 1988.
- Hargest, George E., "History of Letter Post Communication between the United States and Europe 1845-1875," Quarterman Publications, Inc., Lawrence MA, 2nd edn., 1975.

Canada Post issued an interesting set of five stamps on June 13 to mark the centenary of the Klondike. There is plenty of variety for topical collectors, three stamps relevant to mining, one on law enforcement (North West Mounted Police), one on water transportation (a flotilla of a sort not often seen), and - anyone collect gambling on stamps? It was an exciting time. As you know, a number of members of our Society collect postal history from the Klondike, and have produced excellent exhibits of this material.

Issue	Yukon	Canada Day	Sports	B.C.	Heraldry	Film
Value	5 x 45¢ s-t	45¢	5 x 45¢ s-t	45¢	45¢	10 x 45¢ s-t
Issued	13 Jun 1996	28 Jun 1996	8 Jul 1996	19 Jul 1996	19 Aug 1996	22 Aug 1996
Printer	A-P	A-P	A-P	A-P	A-P	CBN
Quantity	12 MM	15 MM	12 MM	12 MM	8 MM	2 x 870 M
Size (mm)	45 x 33	30 x 46	33.5 x 40	32 x 40	30 x 36	32 x 35
Paper	CP	CP	CP	CP	CP	CP
Process	6CL + 1CF	5CL	6CL + 1CF	6CL	6CL	5CL
Pane	10 (SP)	12	10 (SP)	25	25	5 (SS) x 2
Tag	FCP	G4S	FCP	FCP	FCP	FCP
Gum	PVA	PS	PVA	PVA	PVA	PS
Perf.	13.3 x 13.3	diecut	13.1 x 12.5	13.1 x 12.5	12.7 x 12.2	diecut
Teeth	30 x 21	N/A	22 x 25	21 x 25	19 x 22	N/A

ABBREVIATIONS: 1CF = one colour foil; 5(6)CL = five (six) colour lithography; A-P = Ashton-Potter; CBN = Canadian Bank Note Company; CP = Coated Papers; FCP = fluorescent coated paper; G4S = general tagging (four sides); M = thousand; MM = million; N/A = not applicable (diecut sheets are not perforated); PS = pressure sensitive gum; s-t = se-tenant; SP = stamp pack; SS = souvenir sheet.

There are some new developments in the current definitives. The 45¢ Flag stamp was released on Peterborough paper on April 5, 1996, replacing the previous printing on Coated Paper. This applies both to the sheet stamps and to the stamp packs of 10 and 25. There are now three printer/paper combinations for the 45¢ Flag: Leigh-Mardon on Coated Paper, CBN on Coated Paper, and CBN on Peterborough paper. The Leigh-Mardon printing is noticeably darker, but the only differences between the CBN printings are gum colour on mint stamps (white for Peterborough paper and off-white for Coated Paper) and a stronger curl for the Peterborough paper.

Ashton-Potter Canada Ltd is now printing the 25¢ Berries definitive on Coated Paper, with a release date of May 1, 1996. This is the fourth printing of the 25¢. The first was by the previous Ashton-Potter firm on Coated Paper, followed by CBN on Coated Paper and CBN on Harrison paper. There is no discernible difference between any of the printings except for gum colour on mint stamps. Ashton-Potter Canada Ltd. has now printed all of the Berry stamps except the 3¢ and the 6¢.

Two new postal stationery envelopes were released on July 25, 1996, in the latest Bird series, the Ruby-Throated Hummingbird on the No. 8 envelope and the American Kestrel on the No. 10. The data are the same as for the previous two envelopes, reported in this column in *Topics*, Vol. 53, No. 2.

Much of the information in the table on page 54 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). All stamps in the table are commemoratives.

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The Canadian Bank Note Company (CBNC) Perforator at CAPEX '96

Julian Goldberg

The Canadian Bank Note Company brought one of their modern working perforators to Toronto for CAPEX '96. It was displayed and operated in the "Get Rolling with Stamps" exhibit in order to show how modern postage stamps are perforated. During demonstrations, the perforator was perforating large uncut sheets which consisted of 3 small panes of 25 vehicle stamps which were issued by Canada Post for CAPEX '96. The perforating machine was a stroke comb perforator that was automatically set and controlled by a computer. In one feed, it could perforate up to 5 full sheets stacked together on each other which amounts to 15 small panes with 25 vehicle stamps in each. Also, it took 9 comb strokes across a large uncut sheet in order to have perforated all of the stamps on it. The operator of the machine stated that the distance between the centres of the holes on the perforating plate was 1.5 mm and that the size of the holes on the perforating plate was 1.0 mm across. This works out to $13 \frac{1}{3}$ (13.33) perforations per 2.00 cm, which is not inconsistent with the 13+ measurement that Canada Post states in their stamp information literature. Also, this is close to a Kiusalas measurement of 59 thousandths of an inch (0.059") between holes and an imperial perforation measurement of 16 15/16 perforations per inch. The perforating machine operator was giving out samples of blank unprinted yellow paper that was perforated by the machine. Also, Canadian Bank Note Company prepared and distributed at the show a small card and calendar with a picture of a vehicle stamp that was perforated with the same measurements that the machine had. This live demonstration of how modern stamps are perforated by Canadian Bank Note was both educational and entertaining to all who stopped by the exhibit during the CAPEX '96 stamp show in Toronto, Ontario, Canada.

From the above information which was obtained from the operator of the Canadian Bank Note Company perforator at the CAPEX '96 stamp show, one might conclude that modern perforating machines are made using metric measurements instead of Imperial measurements which were used to make older perforators. However, this still may not be the case as revealed by a closer examination of the actual measurements of the perforator and the stamps that were perforated by it.

With regards to the machine, there are two perforation plates that can be removed and changed for other plates, but the operator cannot set the distance between perforations automatically because these plates are already drilled with holes at a preset distance that remains unchanged for those plates. One plate has holes on it and the other has pins on it. The only thing that the operator can do is pull out unwanted pins to control the pattern of the rows of perforations from the perforating plate. The perforating plates are drilled and usually have tolerances of ten-thousandths of an inch [1].

For a stroke perforator, the most accurate method of measuring stamp perforations, if possible, is to take direct measurements off the perforating machine by measuring the perforating plate with the holes on it. My measurements were carried out to the nearest $\frac{1}{32}$ ". Thus the uncertainty in the measurement (assuming my ruler was accurate) was approximately ± 0.02 ". On the plate with the holes on it there were 235 holes in a horizontal length of $14 \frac{25}{32}$ ", and there were 36 holes in a vertical length of $2 \frac{5}{32}$ ". When rounded to the nearest ten-thousandth of an inch, this is (0.0629 ± 0.0001) " between holes horizontally by (0.0599 ± 0.0004) " between holes vertically. In metric measure, these would be (1.598 ± 0.002) mm by (1.521 ± 0.011) mm. In terms usually used for philatelic

descriptions, this is about 12.52 perforations per 2.00 cm horizontally by about 13.15 perforations per 2.00 cm vertically.

In most cases, one can also obtain these exact same measurements by directly measuring fully perforated stamp sheets from the stroke perforators. When examining the perforation measurements of the vehicle stamps using an "Instanta" perforation gauge, one gets about 12.50 perforations per 2.00 cm horizontally by about 13.10 perforations per 2.00 cm vertically. On an Imperial perforation scale this is about 15 7/8 holes per inch horizontally by about 16 5/8 holes per inch vertically. On the Kiusalas perforation gauge this is again about 63 thousandths of an inch (0.063") between holes horizontally by about 60 thousandths of an inch (0.060") between holes vertically. I also took measurements off of the yellow paper, and I took them many times. To double check, I also took measurements with a perforation gauge several times to make sure I was correct. The evidence is not conclusive, and it is not clear whether modern perforators are being constructed based on metric measurements, or if they are still being produced using the older Imperial system of measurements.

Reference

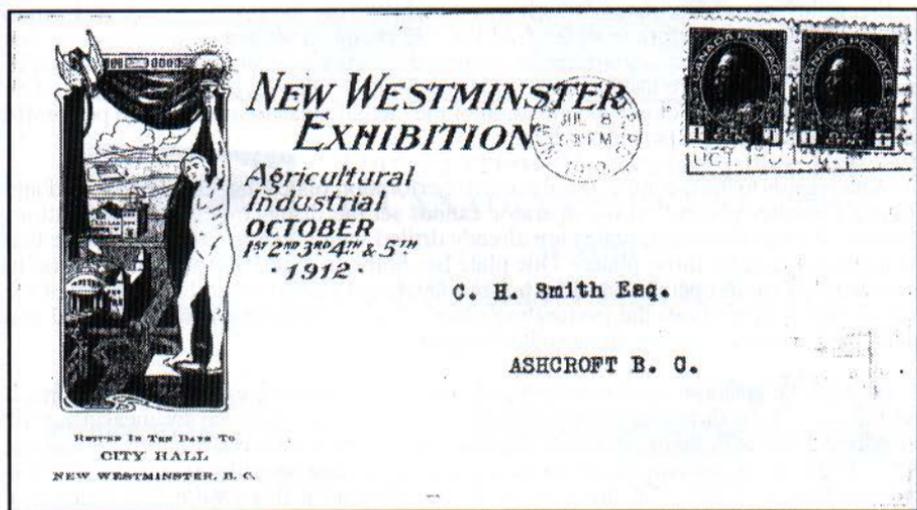
- [1] Bergstrom, Robin P., "Drilling Precision Stamp Cylinders at NBS," Manufacturing Engineer, April 1984, pp. 76-79.

Early Exhibition Covers of British Columbia

Ken V. Ellison

New Westminster Exhibition 1912

Even though the Vancouver Fair, only a few miles away, was tough competition, the New Westminster Exhibition (*BNA Topics*, Vol. 50, #5, pg. 48) still continued for some years.



This cover, dated 8 July, 1912, shows the usual illustrated advertisement for the fair, and in addition, the postmark by machine cancellation, shows the slogan PROVINCIAL EXHIBITION / NEW WESTMINSTER, B.C. / OCT. 1-5, 1912.

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David Whiteley

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

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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

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Small Queens: Ron Ribler, P.O. Box 22911, Fort Lauderdale, FL 33335

Squared Circles: Jack Gordon, 2364 Gallant Fox Ct., Reston, VA 20191-2611

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

On The Fringes

As you all know Peter has left the field of play for the sidelines, and has figuratively passed the ball to me to run with. I am sure you all wish Peter all the best for the future. I personally would like to thank Peter for his help in making the transition as smooth and painless as it has been. I also hope that all the newsletter editors out there will support me as well as you supported Peter, as without your input there will be no column. At this point I would like to take a moment to outline one or two areas where I will be looking for specific help from newsletter editors. I have become aware of a lack of communication between Study Groups and the parent Journal in that many important articles and notes appear in the various newsletters that should be reproduced in some form or other for the attention of the general reader. To further the wider distribution of knowledge I will on occasion be flagging what I consider to important items and advising Robert Lemire accordingly. Therefore, I would hope that newsletter editors who see what they consider to be an important item that could be of interest to a wider audience would advise me so I can take appropriate action. Also, any comments on how to improve the Centreline will be greatly appreciated. Now to business.

The July issue of the Canadian Military Study Group newsletter contained a variety of articles, leading off with David Hanes' "The Canadian Provost Corps, Part II," a comprehensive article with illustrations. There is an article by J.C. Campbell covering Sub. P.O. "X" Toronto, Ont. with illustrations of the various cancellations. Colin is also seeking additions to his listings of Sub. P.O. "X" Toronto, 1914-18. So, readers please check your material. A History of Goderich Militia Camp with illustrations was submitted by C.D. Sayles. Other short pieces cover such subjects as the United Nations Command Military Armistice Commission (Korea), U.K. Philatelic Naval Covers 1940-41, a wonderful H.M.T. Olympic postcard, "The Ship That Brought Me Home" (1919), a Military Liaison Officer Westminster Hospital, London, Ontario, 1945 cover, and a 1943 R.C.A.F. in Alaska YMCA corner cover. Finally, Ken Ellison sent in pictures of two additional types of the comic Netherlands postcards and a request for reports of others.

The August edition of the Centennial Definitive Study Group newsletter contains an apology from the editor for the long gap between newsletters. This edition contains a good mix of material including the possible discovery of a new variety on the 2¢ green Centennial from the Opal booklet "missing tree trunk at left," offered as lot 2830 in Robert A. Lee Auction Feb 24/96. "Is this item unique?" is the question posed – responses requested. A 4¢ blank coil test strip is illustrated by Mike Painter with a request for information on the blank test starting strip with a Dummy handstamp. John Jamieson sent an example of a triple perforation on the bottom five stamps of a strip of seven #550pii. Mike Painter also sent along an article on the 1969 25¢ booklets with handstamp "Two Booklets Of." The newsletter finishes with an extensively illustrated article on Balloon Postcards issued in conjunction the balloon races that took place in Western Canada in 1967. Cards from the three issuing locations; Brandon, Yorkton and Calgary are shown.

Ralph Trimble produced the May-August edition of the Canadian Re-Entry Study Group newsletter almost single handed – how about some of you guys out there giving him hand by sending him some material. The table of contents shows a wide variety of subjects from modern to classic including "Canada's Most Modern Re-Entry?" The latter is "postage" on the 6¢ Lester B. Pearson Stamp in the U.R. corner of the 25¢ Booklet Scott #BK 74. The stamp position on the sheet is BK658. Ralph also reports more re-entries on the Jubilees notwithstanding they have been around for 99 years. Ralph then goes on to report and illustrate a Major Re-Entry on the 12½¢ Decimal at sheet position #94.

The July/August edition of the Newfie Newsletter contains a continuation of Kevin O'Reilly's series of illustrations of the cancellations used by Labrador postal outlets. Horace Harrison is again calling for information, this time on 'Railroad Tie' obliterations on Newfoundland registered mail around the turn of the century.

The BNA Perforator for August contains information from Conrad Tremblay on the origin of the C3 and C4 perforators used in Toronto between 1903-1912 in Toronto (Conrad, could you identify C3 and C4 perforators for the uninitiated). There is also an article by Barry Senior on various Newfoundland perforating machines complete with illustrations. This issue also warns collectors to be aware of fake four-hole OHMS perfins which appear mainly on back of the book, Coronation and Royal Visit material.

The July edition of *The Slogan Box* contains an important note from the Editor discussing the new numbering system – the Coumts system – and the problems envisaged during the change over from the Proulx system. For the time being, both numbers will be listed. Cecil Coumts' new catalogue *Slogan Postmarks of Canada* is now available from the author. The remainder of the newsletter is taken up with two articles. One covers Forest Fire Related Slogans, the other Blood Donor Related Slogans; both come with check lists.

Volume 13 No. 6 of *Postal Stationery Notes* contains a useful note on two copies of a newly reported Canadian Railway View Card (with different ads on the back) and a continuation of a series on the Plating of P1 and P2 (finishing the discussion on Plate P1) by Steve Whitcombe. Christmas Seal Cards are updated. A further article on the Admiral U.P.U. card discloses, in the words of the author, "A Shocking Discovery." The discovery is four cards from a "new plate" of the Admiral card. The plate was identified as the Edward VII plate with stamps burnished off and re-entered with new Admiral stamps!!!" Steve has now identified three distinct types of P35 – Die I on the Edward Plate, Die I on the new plate and Die II.

The Air Mail Study Group August newsletter contains a piece on the Yukon Airways Colour Proofs, and one on Winter Mail from Magdalen Islands 1910 by Arthur Hobbs. The feature article is by Derek Rance, "The January 25, 1928 Air Stage Service Inaugurated from Rolling Portage - Narrow Lake" which points out two inconsistencies with the AAMC description. These are the routing of the service, and the volume (weight) of mail carried. The article is well argued and illustrated.

The Corgi Times for May-June 1996 is full of a variety of articles from a wide range of contributors covering many of the different interests supported by this group. Of the many pieces by far the most important is a article by Joseph Monteiro, "The Samuel de Champlain and Royal Visit Imperforate Errors - Are these genuine line perforator errors?" A revised version of this article is scheduled to appear in *Topics* in the near future. Other pieces include a market update submitted by Saskatoon Stamps and a reprise on CAPEX'96 by John Arn with some thoughts on exhibiting. Eppe Bosch and Dr. Jim Watt report a new constant variety on the 25¢ Saskatoon Berry Definitive - "Brown Snake in Field" on a pane from the 3rd Canadian Bank Note Printing (first vertical row, every stamp in the row in Positions 2 through 10, but not Position 1).

Chris Ryan sent along the August edition of the Canadian Revenue Newsletter which is mostly taken up with a dissertation on Tobacco Company Cancellation Dating Codes - Part 2 by John B. Harper – a must for anyone collecting Tobacco stamps, and a discussion of a Montreal "Cigarette-Tax Cinderella." Also, William Gerlach presents an interesting alternative explanation for the Wrigley War Tax Rebate certificate described in the previous issue of the newsletter.

Issues of the *R.P.O. Cowcatcher* for both August and October have been received. The former contains another wonderful vintage photograph entitled "Climbing the Rockies." Also shown is a beautiful C.P.R. steamer *Amur* cancellation on a post card to Japan, sent via Tacoma, with a Vancouver 15 May machine cancel and transit and receiver markings. The October edition contains an illustration of a post card from the Smithsonian showing

the two cent inverted centre U.S. 1901 Pan-American Exposition issue. Much of the rest of the newsletter contained a report of John McCrea's presentation at BNAPEX '96 with a printing of various time-tables. There are also a number of new listings, reported with illustrations, together with a short illustrated piece on "Railroad Money." Ross Gray completes the October edition with a discussion on the Toronto Hamilton & Buffalo Railway operations in the 1930s and 1940s, with special reference to the postal clerks' handstamps.

That's it for this edition of *Topics*, and I hope I have left out nothing of importance. If I have, Editors please let me know along with any ideas in how to improve the *Centreline* format. It would also be appreciated if you would let me know what you expect from the bi-monthly round-up, and of ways to improve the presentation of material given the limited space available.

Information concerning the Small Queens and Squared Circles Study Groups

Good news for those BNAPS members who have been concerned about the Small Queens and Squared Circles study groups. Jack Gordon has volunteered to be the editor of the Squared Circles newsletter. His address is listed above. The Small Queens study group is also back on track with Ron Ribler as chairman and Roy Sass as editor. If you want to be involved in either of these study groups just drop a note to the appropriate person at the address as listed on the first page of *Centreline*.



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BNAPEX Judging Recommendations – a Discussion

Editor's Note: what follows is the full text of an exchange stemming from the publication of the BNAPEX Judging Recommendations in *BNA TOPICS*, Vol. 53, #1, pp. 38-41 (1996)

John D. Arn, Chairman of the Elizabethan II Study Group and Editor of its newsletter, the *CORGI TIMES*, expressed his views in No. 23 of that publication; BNAPS President Mike Street replied.

John Arn wrote:

The current issue of *TOPICS*, Vol. 53 No. 1 contains a report by the Judging Committee appointed by Chuck Firby and extended by Mike Street entitled "BNAPEX Judging Recommendations: A Proposed Framework for Implementation." The Committee put together an excellent report which unfortunately is flawed (in my opinion unnecessarily) in two respects.

Exhibits at BNAPS Annual Conventions are fully the equal of those found at Canadian National Shows held under the wings of the Royal Philatelic Society of Canada or World Series of Philately shows under the American Philatelic Society umbrella. BNAPS is an independent organization with great strength in a specialized area. It is not an affiliate of the Royal or APS. The report takes the position that BNAPS must start over and create its own judging contingent to handle one show a year. It then sets up a rule that an approved BNAPS judge may only judge twice in a five year period. These provisions are unnecessary. A large number of BNAPS members are approved qualified judges serving either under the Royal or APS. There is no need for a further unique BNAPS designation. Further, if an individual has chosen not to serve philately as an approved Royal or APS judge he certainly is not going to become a qualified judge by serving as an apprentice on one BNAPS jury and then only judging a maximum of twice in the following five year period. The BNAPS jury should be made up from approved Royal and APS judges. They should be free to call on the expertise of any willing BNAPS member to the extent they deem desirable, such member performing in the role of a consultant only (no voting rights).

Of greater concern is the provision that "it should be equally clear that exhibits of contemporary or recent material, of narrow conceptual scope, or of (in the jury's opinion) less philatelic significance, will be substantially less competitive." Contemporary and recent are undefined terms. This section (and it goes on) is subject to varied interpretations but the overriding impression is to consign a large contingent of member interest to second class status. This is wrong for the hobby and for sure not in the best interests of BNAPS. I have no intention of beating the drum to death but if these provisions are permitted to stand I believe there will be a very negative impact on our already too few younger members and irreparable damage to the Society.

Much excellent thought has gone into the report and those parts should become a part of the BNAPS philosophy. At the same time, elements that smack of elitism should be dropped. BNAPS is an excellent organization and does not need this kind of provincialism.

John D. Arn

Mike Street replied:

Dear John:

In Corgi Times, No. 23 you made some thoughtful comments relating to the BNAPEX Judging Recommendations which were prepared last year after a great deal of hard work and published in BNA TOPICS, Vol. 53, No. 1 (Jan-Mar 1996). As the President of the Society who requested this report, I feel that you are owed a response and apologize for the delay in doing so.

You are entitled to your opinion, of course, but I honestly believe that some of your comments are based on a misunderstanding of the intent of the Recommendations.

- 1) You state that BNAPS is not an affiliate of either the RPSC or APS. In fact, while completely independent, we are affiliates of both. Our familiarity with them was one of the prime reasons for having our own judging organization, even for only one show a year - BNAPEX. Furthermore, at the 1994 Annual General Meeting in Burlington, VT, members were asked if they wanted BNAPS to try to get 'National Level' accreditation from the APS and RPSC for our annual BNAPEX show. The answer was an overwhelming 'No'.

In a nutshell, the core problem is that there is no requirement for an APS or RPSC judge to have any knowledge of BNA or Canadian philately. If APS or RPSC accreditation were the only criteria, it would theoretically be possible for a BNAPEX jury to be made up completely of people totally unfamiliar with what they were judging.

Thus the prime requirement for a BNAPEX judge is knowledge of OUR field, and as broad a knowledge as possible. Given a person with such a background, it was also felt that he or she should have some experience in judging, leading to the apprenticeship provision.

Even with the above, the recommendations explicitly call for consultations with non-exhibiting experts if the jury runs into something unfamiliar.

- 2) Your comments about restricting BNAPEX judges to no more than two shows in five years are fair. This part of the criteria is being reviewed.
- 3) You go on to quote section D4, "... it should be equally clear that exhibits of contemporary or recent material, of narrow conceptual scope, or of (in the jury's opinion) less philatelic significance, will be substantially less competitive.", and then say, "... the overriding impression is to consign a large contingent of member interest to second class status."

Nothing could be further from the truth. What drove this effort, extending over the past decade, was an increasing need to place many of the specialized BNA fields - what we used to call 'sidelines' - on a more level playing field with traditionally hallowed areas such as the Pence Issue.

This is the point (and the importance) of sections D1, D2 and D3 in the recommendations. These sections mean that all exhibits are to be judged first on their own merits relative to the subject matter of the exhibit, and that any exhibit on any subject may - repeat may - attain ANY level of award. D4, the section you feel restrictive, is simply meant to remind all exhibitors that not every exhibit can win a top

level award at BNAPEX.

Perhaps the following example will illustrate the points of narrow scope and philatelic importance. I collect the postal history of Ancaster, Ontario, where I live. The major mail transfer point at the west end of Lake Ontario between 1810-1820, Ancaster has had a long association with the postal system. If I had samples of all Ancaster cancels – I don't; none are known pre-1829, but they must have existed – my collection could well win a Gold and Grand Award at a local level show. At BNAPEX it would probably not do better than a Silver. This is because, compared to Colin Troup's 'Postmark Niagara' collection for example, mine is less significant – the postal story of a small town which time eventually passed by, versus the story of a large region (the Niagara Peninsula) with a multi-faceted postal system which remains important to the province and country. Colin's exhibit won the Reserve Grand Award at BNAPEX '94 in Burlington, by the way.

Nor do Sections D1-D3 preclude significant awards to contemporary or recent material, which seemed to be a concern in your article. I also collect Postage Rates Paid by Stamps of the Peace Issue, 1946-53, an era which saw the end of Canada having different air mail rates to different parts of the world. During the period, for instance, there were three different rates for airmail to Hawaii. There are some real surprises, including one set of rates which lasted only a short time during the life of the Peace Issue stamps themselves.

If I was able to illustrate well the varying rates, and show at least some of the real tough ones, under the revised BNAPS judging criteria my Peace Issue Rates collection might – stress on might – well win a Gold at BNAPEX. While the Peace issue covers a relatively modern period, certainly compared to Victorian or even Admiral exhibits, my material nevertheless now has a much better chance to compete effectively – it is no longer so tightly 'capped' in award level possibilities. It seems obvious that an exhibit of 1990s definitives would not win a higher level award at BNAPEX – but some of the earlier Elizabethan issues are now much more competitive because of these guidelines.

I hope that this long reply has helped shed some light on the intent and purpose of the judging criteria.

Yours sincerely, Mike Street

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"Canadian Permit Postage Stamp Catalogue," 2nd edition, by Dick Staecker, 1996, pp. 118. Published by the BNAPS Book Department. Members' price CANS\$16.00, plus \$4.00 postage and handling, US\$12.00 plus US\$3.00. (ISBN 0-919854-12-5)

It is a rare treat to see a catalogue on this subject. At a time when one receives much "third class mail", it surprises me that so little interest is shown in Bulk Mailing Permits. The first edition was published (under the title "The Canadian Permit Postage Stamps Specialized Catalog") in 1987. This second edition contains some numbering changes and many additional listings. Also, this edition has been much more cleanly printed (both the computer prepared text and the illustrations), and is therefore much easier to read.

The attractive laminated cover would lead one to explore its contents. By reading through this catalogue, many collectors should be convinced that new fields are open for the study of permits. The listing of the many known types for each city or town is a beginning for such a study.

The Catalogue is divided into two parts – (1) Bulk Mailing Permits and (2) Business Reply Mailing Permits. A fascinating amount of historical data is presented for both, giving a complete picture from the beginning of permits in 1903 to today, with many fine illustrations of typical designs. I was particularly struck by the illustration of the first official impression (1903) with the royal coat of arms and letters "E" and "R" for Edward Rex (VII) – most impressive. Besides the historical data, the Catalogue contains a detailed listing. The bulk mailing permits are divided into four basic parts, and the business reply mailing permits into six parts. In the introduction to each of the two main sections a large, labelled diagram is used to illustrate the standard features used for the listings. Illustrations are then provided showing a standard format of each major type of permit/business reply envelope/card. Instead of a rarity factor table, prices are given for all major types (for entire covers or cards in fine condition).

Mr. Staecker has produced a welcome addition to philatelic literature. In its contents, format and illustrations, this catalogue is designed to help the newcomer to the subject. The book is 118 pages in length, printed on 8½" x 11" pages, coil-bound. It should prove an invaluable aid for collectors.

D. Fraser

"Canadian Revenues, Volume Seven: B.C. and Yukon Revenue Stamps and most Federal Franks, Seals, and Labels" by Edward Zaluski. Published by Right Road Printing Limited, 21 Concourse Gate, Nepean, Ontario Canada, K2E 7S4. Softbound CANS\$24.50, US\$21.50. Available from the author at 2696 Flannery Drive, Ottawa, ON, K1V 8M2.

This is the seventh and last volume of Zaluski's Canadian revenue series. It is an essential reference work for revenue collectors. There are a number of features that make this book and the entire series useful. Coverage of stamp issues includes an analysis of enabling legislation, essays and proofs, available information on the printers, detailed information on the stamps (e.g., design, printing techniques, colour), usage on documents, cancels, illustrations of stamps and documents, etc. Considerable information is

summarized in dozens of tables. Thus, much information is presently efficiently. The illustrations are in black and white and are not of particularly good quality (obviously, high quality paper and illustrations would require a much higher purchase price).

This volume includes British Columbia and Yukon revenues, with considerable discussion of the law stamps. The majority of the book focuses on non-revenue back-of-the-book items, including telegraph stamps, medicine labels, and lock seals. There is an addendum with information related to the contents of Volume 7 and to items described in earlier volumes of the series.

The format generally is chronological by topic (e.g., B.C. law stamps from the First Issue of 1875 to the Thirteenth Issue that stopped in 1985). However, the reader is advised to review the format and content. For instance, essays and proofs tend to be discussed toward the end of sections. This volume included such unexpected items (at least for me) as petroleum labels, Saskatchewan law handstamps, and a visa fee update.

For broad-based collectors of Canadian revenues and related items, the entire series is a must. For specialized collectors, the format is generally useful. However, coverage of a restricted topic may be spread over several volumes. For example, a collector of provincial and territorial law stamps (from the seven provinces and territory (Yukon) in which they have been used) would require Volumes 4-7.

G. Giroux

"Canada Post Office Losses Caused by Fire, 1889-1917," by Susan M. Sheffield, 1996, pp. 216, softcover. Keyboard House Publishing, CPC 67039, Edmonton, Alta., T5R 5Y3. Price postpaid in Canada CANS\$23.95, in the U.S. US\$22.00, in the U.K. £14.50.

Every once in a while in knowledge-based fields an innovator comes along with a whole new outlook on their subject. It may be a matter of unearthing completely new information, or it may simply be a fresh way of looking at information that has been around for a long time, synthesizing it in a way no one ever thought of before. This first effort leads to the belief that Susan Sheffield is such an innovator.

Using data from the annual *Reports of the Postmaster General* and the *Reports of the Deputy Postmaster General*, she has compiled a list of all the post offices in Canada which suffered losses due to fire in the period from 1889 to 1917. These offices are listed alphabetically by province, starting in the West and ending in the East (an order which should gratify Westerners), listing the date of the fire, the financial loss incurred, and the office revenue for that year.

She does not stop here, however. Reasoning that in many cases of fire the postmarking instruments would have been destroyed, she then lists the proof impression dates for all the broken circles and circular datestamps for the burned-out offices, along with the dates of establishment and closing of the office, in an attempt to correlate the fire date with the subsequent acquisition of a new postmarking device. In a large number of cases, the correlation is indeed there. In others, presumably when the postmarking hammers were saved, it is not, as one might expect. The proof impressions themselves are also reproduced in the book.

The data are complemented by the inclusion of postcards showing many of the offices which were damaged by fire, most of the pictures being from before the fire, but several showing the building during or immediately after the fire. The book is made much more useful and easy to use by the inclusion of two indexes at the end, one alphabetical by post office name across the country, and the other chronological by fire date.

This book thus groups together information which, although available separately for many years, had never before been put together. In doing so, it gives us an insight into an aspect of the operations of the Post Office which had never been investigated, and at the same time provides a basis for a whole new collecting field. We've collected airmail crash covers, train-wreck covers, and salvaged-from-the-sea covers. Now we can think about collecting covers from post offices damaged by fire, perhaps attempting to find the latest pre-fire postmark and the earliest post-fire one. If we want a real challenge, we could try to find postcards or photographs showing the "before" and "after" buildings.

Robert C. Smith

"Yukon Airways and Exploration Company, Ltd.," by W.E. Topping, 1996, pp. 72, privately published, available from William Topping, 7430 Angus Drive, Vancouver, BC, V5P 5K2, Canada. CANS\$25.00 or US\$18.50 prepaid, postage charges included.

Yukon Airways and Exploration Company, Ltd. is the title of a 72 page book published by William E. (Bill) Topping in October 1996. This book is the culmination of his long time passion to put onto paper all he knew about this company. When I first met Bill he was carrying a high sheaf of papers under his arm that purported to confirm all the rights and correct all the wrongs that had been previously written about the company. He now has his work out on the street and it is wonderful.

Yukon Airways was one of 15 or 16 companies authorized by the Canadian Post Office Department to issue stamps to be used to pay the AIR postage in addition to the 2¢ regular postage to deliver mail in Canada. The company operated from May 1927 to November 1929 and issued only one "Semi-Official" stamp.

Bill Topping has traced the history of the stamps issued by the company and the First Flight Covers. Illustrations of both complete one's partial knowledge learned from other sources. As a collector of semi-officials I found his detailed description of the dates and locations of flights as well as of the down-time or maintenance periods (these periods could also be for snowed-in weeks or months) to be of great value.

Topping has taken up the matter of the stamps with a punched hole in them as well as the coloured "proofs" which were devised by a dealer at a later date. There is even a sample shown of the envelope that was rejected, as well as the one that was accepted for identification when used by Yukon Airways.

We all like to know what references an author may have read to confirm his story. Bill supplies a two page bibliography. He also details the pilots and planes. There is specific information to allow the plating of stamps. It would appear to be a complete collection of information on an airline that had to operate in harsh environments with a new and developing transportation mode - the aeroplane.

This 8½" x 11" book with soft cover is recommended to all who collect Canadian Air Mail stamps and covers so that the beginner has a basis for understanding what it is he sees when he picks up a semi-official cover, and so that the pro can hone his understanding of what he really has in his collection. This book may change some of his designations with its detailed investigation.

Basil S. Burrell



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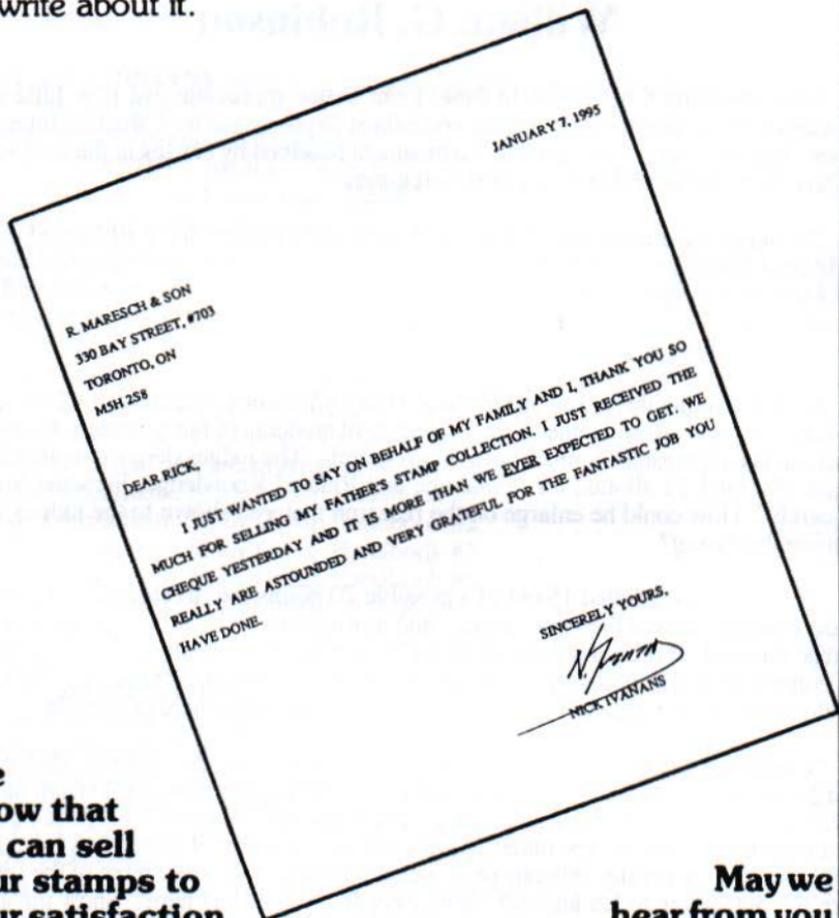
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William G. Robinson

After attending CAPEX'96 in June, I can better appreciate just how little detailed knowledge of Canadian postal history specialties is possessed by Canadian International judges. This statement is prompted by the treatment received by entries in the Railway Post, Military Post, and Klondike Gold Rush categories.

The judges chosen are very able in the Traditional category, have all formed extensive Traditional Canadian or Provincial collections, and have a good general knowledge of the postal history of the pence, first cents, large and small queen issues. Knowledge of the other specialties – such as those mentioned above was not evident in the awards received by such entries, nor were experts consulted.

As an example, there was one Railway Post Office entry, submitted by Ross Gray, of Lindsay, Ontario. Ross is one of the pre-eminent students of the Canadian Railway Post Office, and is responsible for much on-going research. The judges deigned to allow him 29 points of a total 35 allotted for "Philatelic and Related Knowledge, Personal Study and Research." How could he enlarge on the research material shown to the judges, so as to improve this rating?

The exhibit was allotted 15 out of a possible 20 points for "treatment." Several other similar exhibits received the same rating – and this appears to have been given as a general average standard. It received 8 out of 10 for "importance" – which might be acceptable in the context of world philately – but not in relation to the importance of R.P.O.s in the development of the Canadian Postal Service - at an exhibition held in Canada.

"Condition" was awarded 10 out of 10 and here the judges showed some discrimination. The R.P.O. material shown was by far the finest available from the classic period and deserved this rating. "Rarity" only received 15 out of 20. Those of you who examined this exhibit in any detail will be aware that many of the covers have a Rarity Factor of 500* (generally only one or two examples known), while most of the remainder were RF 500 (three to ten known). Why were five points lost here? Show me any rarer R.P.O. material in such quantity.

"Presentation" received 4 out of 5 points – and this is mainly a matter of personal preference. How could the two cover per page approach be improved? It would be very difficult with the material available.

In the end, the total point rating was 81 out of 100 – yielding a Vermeil award – probably a more or less acceptable outcome, but not what such material is really worth. Perhaps we should reflect, however, that CANADIAN judging has vastly improved since CAPEX'87 – where similar R.P.O. exhibits by Ross and another exhibitor received silver-bronze medals. If the standard of judging knowledge improves as steadily over the next nine years, then we may expect more realistic awards at CAPEX 2005.

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