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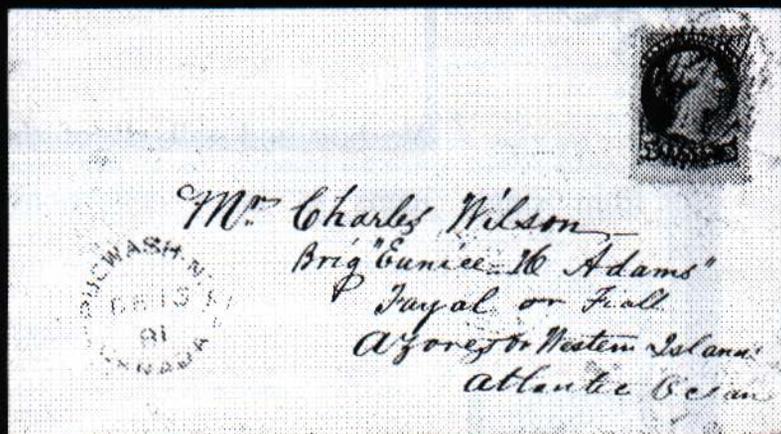
Topics

VOL 56

NO 1

WHOLE NO 478

FIRST QUARTER ♦ 1999



FEATURING:

COVERS BETWEEN BNA AND AFRICA, 1851 - 1898

BY BRIAN MURPHY

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(continued on page 84)

The relationship between BNA philately and the Canadian Post Office (and more recently Canada Post Corporation) has always been complex. The Post Office has a prime function—to deliver mail to persons in Canada and to accept mail in Canada for delivery within the country or to be forwarded to foreign postal services. Even a cursory reading of Archives files for the Post Office shows keeping costs low has almost always been a priority. More recently, there has also been a need to show a profit.

There are two ways this has an impact on collectors. The Post Office has, within limits, long attempted to separate collectors from their money provided it did not hinder the prime objective of moving the mails. The issuance of the high-value 1897 Jubilees and the release of uncut sheets of the recent bird stamps are but two examples. If such issues sell well, the net beneficiary is the Canadian taxpayer or the general public. Thus, these sales can be looked upon as a voluntary tax on collectors. No one makes us buy these issues, and if we wish to subsidize the mail service by doing so, that is to the benefit of both parties. When collectors become a nuisance, and obstruct the Post Office's primary function, the Post Office has every right to cut off the collectors, and on occasion has done so.

The second impact relates to collectors' interest in the history of the postal system and the Post Office. The Post Office maintains records for its own use. Few would expect a stationery shop to be able to have records on how much it charged for envelopes thirty years ago. However, collectors seem surprised when Post Office records from 50 or 100 years ago are unavailable. As a government department it was necessary (and part of the political culture) that detailed Post Office records were kept of all contracts and correspondence. This is not as true of the present Canada Post, a Crown Corporation, supposedly more remote from direct government control. It is noteworthy that Cimon Morin at the National Archives of Canada is making a valiant effort to preserve some of the material that collectors will eventually wish to study.

Postal historians are used to finding old post office rate charts and lists of rates in secondary sources based on those charts. Most rate changes were also proclaimed in government documents. This is no longer the case. Try to think where you would look for overseas air mail rates for parcels during the Centennial era. As one member found recently, that is not a trivial endeavour. The electronic age presents new challenges. Now, as rate charts are replaced by electronic files, changed on little notice at one central location, we should be very aware that if we expect to track today's rates in the future, we need to record and preserve them now. Canada Post is very unlikely to maintain any detailed information. If philatelists themselves do not search out and document current rates and procedures now, we will find fifty years hence that all but the most common late 20th and early 21st rate changes will be at least as difficult to track as those of the mid-19th century.

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Canada's Small Queen Issue Printing Plates

J. Edward Nixon

In 1991, while pursuing research on another subject at the National Archives, I requested a file of assorted material relating to the British American Bank Note Company [1]. In this file I discovered records of all plates, dies and transfer rolls for the printing of stamps, postcards and stationery, all of which were returned to the Government of Canada in 1903, under a signed agreement, several years after the company lost the contract in 1897 to the Canadian Bank Note Co. It appears the loss of the contract was not taken lightly by the British American Bank Note Company. Several years of political lobbying were attempted before the printing materials were returned. The documentation supporting their return to the Government is quite meticulous. This record is now probably the best single research document for Small Queen specialists.

Plate Characteristics

The record of printing plates compiled by the Bank Note Co. in 1903 obviously has the plates in their last state. Thus if they were re-entered and identity marks added, such as an R, this is the state in which they are recorded in the agreement with the government.

The basic data is recorded on a large piece of cardboard on which the plates were grouped together by value. The size of each plate is indicated as 11½ x 9½ inches or 18½ x 11½ inches. Any marginal letters or numbers on the plate are recorded, but not the imprint style or counters.

We know from actual plate material available that some of the 18½ x 11½ plates are a single pane of 200 subjects, whereas others are two panes of 100 subjects each. The 11½ x 9½ plates of 100 subjects tend to originate before 1876, followed by the large plates having two panes of 100 subjects until about 1889 and then the large single pane of 200 subjects was introduced. It is helpful when identifying plates to agree that an 18½ x 11½ plate having a left and right pane is a single plate and not two plates. Further a re-entered plate is still the same plate and not counted as an additional plate.

The tables in this article attempt to list all known Small Queen plates indicating the type of imprint, size of plate, location of imprints and counters, and any other unique letters or numbers. The imprint styles follow the names assigned in Boggs [2]:

Type III	-	British American BANK NOTE Co. Montreal and Ottawa
Type IV	-	BRITISH AMERICAN BANK NOTE CO. MONTREAL AND OTTAWA
Type V	-	British American Bank Note Co. Montreal
Type VI	-	BRITISH AMERICAN BANK NOTE CO. OTTAWA ('large Ottawa')
Type VII	-	BRITISH AMERICAN BANK NOTE CO. OTTAWA ('small Ottawa')

Imprints were positioned across the top and bottom as well as up and down the left and right sides of most plates. In the tables this is indicated as "T,B,L,R".

However the addition of imprints was not identical for all plates. In this article assumptions have been made about the positioning of imprints on a few plates based on observations of other plates.

The counters expressing the stamp value in words were used on the plates of all values except the half-cent and eight cent. Counters are placed in the top margins on the left or right side. They consist of shaded letters except on the 1, 2, and 3 cent plates issued from 1892 onward which used unshaded Gothic style letters.

The identification letters or numbers always appear in the top margin. Generally the two pane plates showing letters such as AB have one letter on each pane. However the plates using S1, S2, etc. record the letter and number together on a pane.

A listing of all plates and their characteristics follows after some comments on each value. The identification letters or numbers and the plate size are taken from the Bank Note Co. records. All other information has been gathered from known plate material [2-5].

One-half Cent

There was only one plate for the half cent Small Queen. It consisted of two panes of 100 subjects each and the panes were lettered "1" and "2". The imprint style was Type V and the plate was introduced in mid-1882.

The half cent plates were not always guillotined vertically by the post office and since the gutter is reasonably narrow it is possible to obtain cross-gutter pieces. Also the settings for the perforating machines were clearly a challenge given the odd size of the stamp so that horizontal pairs exist that are imperforate between the stamps.

One Cent

There were 15 plates of the one cent value. Four plates were single panes of 100 subjects each. Seven plates consisted of double panes of 100 subjects and four plates were single panes of 200 subjects.

Imprint types IV, V and VII were used. The first two plates are difficult to distinguish and no plate with numeral "2" has been seen yet to confirm the difference. All other plates have been seen. The counters always read ONE CENT. Although no counters have been seen on the "S" plates there does not seem to be a plate with both left and right panes available to confirm the lack of counters.

The one cent value first appeared in late February 1870.

Two Cents

The Bank Note Co. records list 8 plates for the two cent value. They do not include a Type VII 200 subject single pane plate with the numeral 2 as the identifier and yet plate material from such a plate clearly exists. Thus there could be 9 plates, although it has not been possible yet to confirm the existence of plates 3 and 4 with the Type VII imprint.

One plate has Type IV imprint, one has Type V, two have Type VI and four have Type VII imprints. The counters always read as "TWO CENTS" except on one of the Type IV imprint plates. The two plates with Type VI are interesting. The "IS" plate is reasonably common and is a 200 subject plate. However the "CD" plate appears to have been introduced first and has two panes of 100 subjects. Only one imprint piece from this plate is known. It is an 1888 printing which actually is before the location of printings moved back to Ottawa.

The two cent first appeared in early March 1872.

Three Cents

Twenty three plates are listed in the records but an additional Type VII plate with the letter "G" is known thus making 24 plates of the three cent value. At this time the existence of all but five plates has been confirmed. The missing plates are 6R and 7R with the Type IV imprint, plates "JRK" and "MRRL" with the Type V imprint, and the "S5" plate with the Type V imprint.

One plate has the Type III imprint, six have Type IV, nine have Type V and eight have the Type VII imprint. The counters generally read as "THREE CENTS" but a few plates use only the word "THREE".

The greater availability of three cent plate imprint material permits us to understand that:

- (i) "R" was added to the plates later in the 1880s presumably following re-entering, or conceivably to indicate that the plate had been re-entered at some earlier time.
- (ii) a vertical guillotine line was generally used to divide the left and right panes on the large plates. Evidence of the line in the side selvedge indicates the piece is from the inside margins of a two pane plate.
- (iii) positioning of the counters is sufficiently inconsistent that it is difficult to make presumptions about the location of counters on panes or plates not actually seen.
- (iv) identification numbers seem to be located in the top right corner selvedge on the Type III and IV imprint plates, whereas the identification numbers are positioned above the top marginal imprint on all other plates.

The three cent value was introduced in mid-January 1870.

Five Cents

The Bank Note Co. records list one single pane 100 subject plate, a double pane plate and a large single pane 200 subject plate. There is a problem with this record of the single pane 100 subject plate.

The first plate which produced the proofs, and seems to have been used for all printings until the mid-1880s, has no distinguishing marks. The records list the plate with an "R" added. A top strip of ten, 1889-90 printing, exists from such a plate showing the "R". However the counters "FIVE CENTS" are positioned differently from the counters on the plate used until the mid-1880s. It seems possible that the counters on the first plate which had become quite worn, were erased and repositioned when the plate was re-entered and the "R" added in the late 1880s.

The first two plates have Type V imprints and the large 200 subject plate has the Type VI imprint. All counters read as "FIVE CENTS" in shaded letters. The five cent value first appeared in late February 1876.

Six Cents

Only one single pane 100 subject plate and one double pane plate are listed in the records. The first plate has the Type IV imprint and the second plate has the Type V imprint. Counters read as "SIX CENTS" on each plate.

The first plate of the six cent value has been studied and analyzed more than any other Small Queen plate. In fact it has been suggested there was more than one plate with the Type IV imprint. Certainly this first plate was re-entered a few times and has three clearly identifiable printing stages known as the: 1 dot, 2 dot, and 3 dot stages.

There is a mystery about this plate for a 3-4 month period from late 1873 to early 1874. Printings often show a bare chignon in the Queen's hair and there is a position dot directly under the middle of the left numeral 6. These characteristics do not appear before or after this period. Perhaps there was another plate that was used briefly then destroyed. Alternatively perhaps the first plate was re-entered in 1873 then erased and re-entered again in 1874 when the 2 dot stage appears.

The first plate is known as the "A" plate although the "A" was only added, probably, in the mid-1870s and the "R" was added later, probably in the mid-1880s.

The second plate is known as the "B and C" plate and seems to have been introduced with the chocolate brown shade that appears first in December 1890. A vertical guillotine line divides the panes and is visible on wide pieces of selvage.

The six cent value was issued in mid-January 1872.

Eight Cents

Four large size 200 subject plates are listed in the Bank Note Co. records. However the plates have no marginal imprints, counters or other identification markings to distinguish them from each other. This makes it very difficult to verify if four plates were actually used. In fact, multiples with selvage attached are scarce so it is difficult to confirm pieces from the same plate positions. Further, there is little evidence of re-entering of the plates.

The eight cent value was introduced at the start of September 1893.

Ten Cents

One single pane plate of 100 subjects was used to produce all the ten cent stamps. It has the Type V imprint and counters at the top left and right.

The ten cent value was issued in early November 1874.

In summary, it is hoped all Small Queen specialists will now be able to examine their own plate material in the context of the tables which follow and complete some of the missing information.

References

- [1] National Archives of Canada, RG3 acc. 86-87/396 Box 55 file 13-10-5. Dies, rolls and plates cancelled by the British American Bank Note Co. and relevant correspondence to contracts during the period 1895-1928.
- [2] Boggs, W.S., "The Postage Stamps and Postal History of Canada," Chambers Publishing Company, Kalamzoo, 1945.
- [3] Hillson, J., "The Small Queens of Canada," Christie's-Robson Lowe, London, 2nd edn., rev., 1989.
- [4] Various collections: Simpson (1980 and 1996), Lindsey, Lindeman, Bowen, Jephcott, Wellburn, Nixon.
- [5] Auction and private treaty sale catalogues: Maresch, Hennok, Firby, Sissons, Saskatoon Stamps.

One Half Cent

Imprint Type	Final State Identification	Imprint Location	Plate Size	Counter Location	Comments
V	"1" on right pane "2" on left pane	T, B and outside sides	2 x 100	none	

One Cent

Imprint Type	Final State Identification	Imprint Location	Plate Size	Counter Location	Comments
IV	R	T,B,L,R	100	left	- distinction between 1st and 2nd plates not yet confirmed
IV	2R	T,B,L,R	100	?	
V	3R	T, ?	100	left	- exists without R; large "3" at right margin
V	4R	T, ?	100	left	- exists with R; "4" not actually seen, but plate has been
V	DE	T,B,L,R	2 x 100	left and right on E	- letters indicate left and right panes
V	FG	T,B,L,R	2 x 100	left on F left on G	- imprints on 4 sides of each pane for "DE" and "FG" plates
V	HI	T,B,L,R	2 x 100	left on H left on I	- no side imprints between panes - proofs exist from defaced "HI" plate
V	S1	T,B,L,R	2 x 100	none	- no side imprints between panes on "S" plates
V	S2	T,B,L,R	2 x 100	none	
V	S3	T,B,L,R	2 x 100	none	
V	S4	T,B,L,R	2 x 100	none	
VII	A	T,B	200	left and right	- imprints occur once at the top and twice at the bottom
VII	B	T,B	200	left and right	
VII	C	T,B	200	left and right	
VII	D	T,B	200	left and right	

Two Cents

Imprint Type	Final State Identification	Imprint Location	Plate Size	Counter Location	Comments
IV	RA	T,B,L,R	100	left	- proofs exist from defaced "A" plate
IV	RB	T,B,L,R	100	right	- counter reads "TWO" only
V	ARB	T,B,L,R each	2 x 100	left on A right on B	
VI	CD	T,?	2 x 100	none	- imperforates from "CD" and "S1" plates
VI	S1	T,B	2 00	none	
VII	1	T,B x 2	200	left and right	
VII	2	T,B x 2	200	left and right	- not on BABN Co. list
VII	3	?	200	?	- not yet confirmed
VII	4	?	200	?	- not yet confirmed

Three Cents

Imprint Type	Final State Identification	Imprint Location	Plate Size	Counter Location	Comments
III	1R	T,B,L,R	100	left	- "1" in right margin
IV	2R	T,B,L,R	100	left	- top imprint slopes down to right
IV	3R	T,B,L,R	100	left	- cross above top imprint; counter "THREE"
IV	4R	T,B,L,R	100	left	- "4" not seen but plate exists
IV	5R	T,B,L,R	100	right	
IV	6R		100		- not confirmed
IV	7R		100		- not confirmed

...

Three Cents (continued)

Imprint Type	Final State Identification	Imprint Location	Plate Size	Counter Location	Comments
V	GRRF	T,B, ?	2 x 100	left on "F"	
V	IRRH	T,B, ?	2 x 100	left and right on "H"	
V	JRK	T,B, ?	2 x 100		- not confirmed
V	MRRL	T,B, ?	2 x 100		- not confirmed
V	S1	T,B, outside L,R	2 x 100	left on right pane	- guillotine line between "S" panes
V	S2	T,B, outside L,R	2 x 100	left on right pane	- no side imprints between "S" panes
V	S3	T,B, outside L,R	2 x 100	left on right pane	- counter reads "THREE" on "S" panes
V	S4	T,B, outside L,R	2 x 100	left on right pane	
V	S5	T,B, outside L,R	2 x 100		- not confirmed
<hr/>					
VII	A	T,B x 2	200	left and right	
VII	B	T,B x 2	200	left and right	
VII	C	T,B x 2	200	left and right	
VII	D	T,B x 2	200	left and right	
VII	E	T,B x 2	200	right	
VII	F	T,B x 2	200	right	
VII	G	T,B x 2	200	right	- not included in BABN Co. records
VII	H	T,B x 2	200	right	- imperforates exist

Five Cents

Imprint Type	Final State Identification	Imprint Location	Plate Size	Counter Location	Comments
V		T,B,L,R	100	right	- proofs exist, used until 1884
V	R	T,B,L,R	100	right	- exists until late 1880s, possibly re-entered first plate
V	A,B	T,B,L,R	2 x 100	left on each pane	- imperforates exist - imprints on four sides of each pane
<hr/>					
VI	I	T,B	200	left	- imperforates exist

Six Cents

Imprint Type	Final State Identification	Imprint Location	Plate Size	Counter Location	Comments
IV	A,R	T,B,L,R	100	left	- imperforates exist
V	B,C	T,B,L,R	2 x 100	left on B right on C	- imprints on four sides of each pane

Ten Cents

Imprint Type	Final State Identification	Imprint Location	Plate Size	Counter Location	Comments
V	none	T,B,L,R	100	10 on left TEN on right	

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Stories Behind My Covers

36. A Misdirected Letter

Jack Arnell

The envelope shown here was mailed unpaid at London on 4 February 1853 and incorrectly struck with a *black* "19 CENTS" accountancy mark, applicable on letters to the United States, and then incorrectly sent by inland mail to Liverpool, instead of being put in a closed bag for Halifax.

These errors were noted at Liverpool and the accountancy mark cancelled with a *red* examiner's "hot cross bun" handstamp, while a similar strike at the left, where the packet office lozenge was subsequently struck, was to show it had been received "out of course" in the inland mail. A correct *black* 10d. Stg. accountancy mark was then struck at the lower right, and the letter was put in the Halifax bag.

It was carried by the Cunard *America* from Liverpool on 5 February and arrived at Halifax on 17 February, where it was backstamped with the packet office oval "H FE 17 1853 NS", and struck twice with "1/3" to show the postage due in currency—the one at the right to obliterate the "10".



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Postal Rates in Upper and Lower Canada: 1832-1859—A Cover Study of Collect Rates

Part III

Marc Eisenberg

In the first parts of this article [1, 2], examples were shown for rates of postage based on rates, per sheet or by weight, over prescribed distances.

On April 6th 1851 a uniform rate of postage of 3d cry. per half ounce regardless of distance was introduced and remained in effect until the introduction of decimal currency in 1859. Drop letters were ½d per ½ oz. if called for, and 1d per ½ oz. if delivered by letter carrier [3].

On the following pages examples are shown of covers from 1851 to 1859 (including two cross-border covers), rated for various weights.

References

- [1] Eisenberg, M., "Postal Rates in Upper and Lower Canada: 1832-1859—A Cover Study of Collect Rates, Part I," *BNA Topics*, Vol. 55, # 3, pp. 39-44 (1998).
- [2] Eisenberg, M., "Postal Rates in Upper and Lower Canada: 1832-1859—A Cover Study of Collect Rates, Part II," *BNA Topics*, Vol. 55, # 4, pp. 8-14 (1998).
- [3] Lowe, R., "The Encyclopaedia of British Empire Postage Stamps 1639-1952, Volume V, The Empire in North America," Robson Lowe Ltd., London, 1973.

Figure 1: Quebec steamboat letter to Montreal dated October 7 1852, rated 3d cry. collect paying the under ½ oz. rate. (80%)

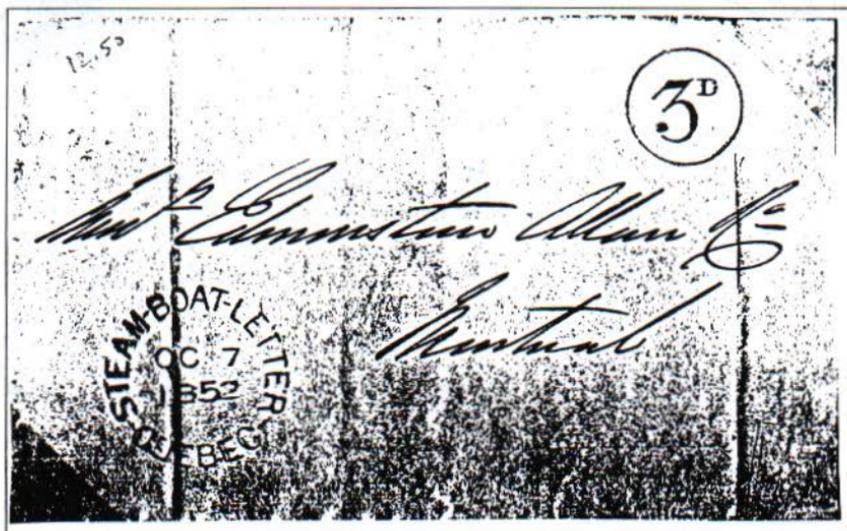


Figure 2: St. Catherines to Stratford dated April 7 1857, rated 6d cry. collect for the over ½ oz but under 1 oz. rate. The marking is unusual in that a “D” appears in the circle next to the “6”. (50%)

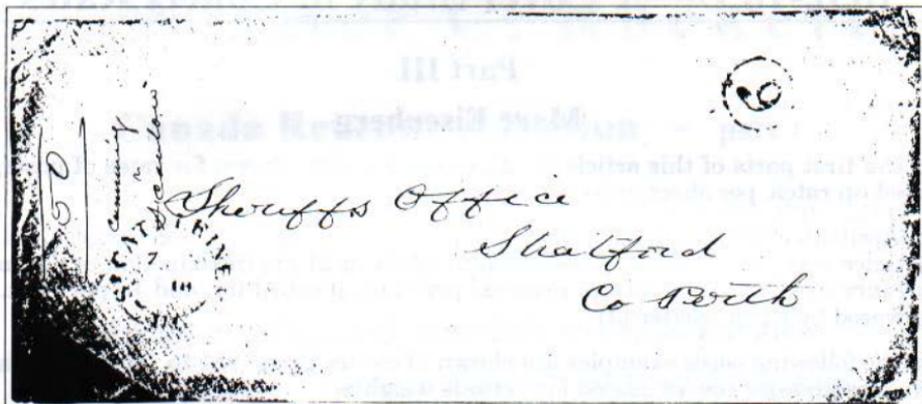


Figure 3: Toronto to Stratford dated August 23 1853. Postage was partially paid with a 3d Beaver, but the letter was found to be over ½ oz and rated 3d cry. postage due collect. (60%)

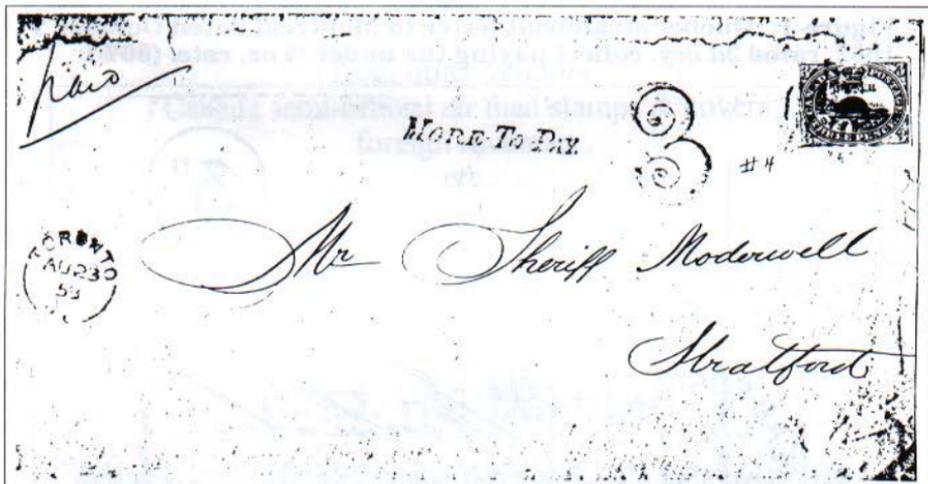


Figure 4: Money letter Doon to Toronto dated October 18 1852. It was sent initially as prepaid, but was rated an extra 3d cry. collect. (80%)

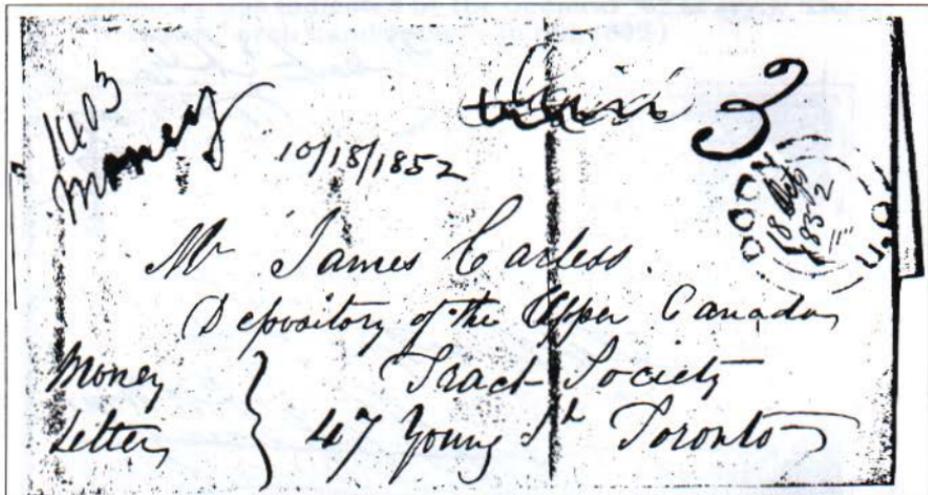


Figure 5: Montreal drop letter dated April 29 1853 rated 1/2d cry. (80%)

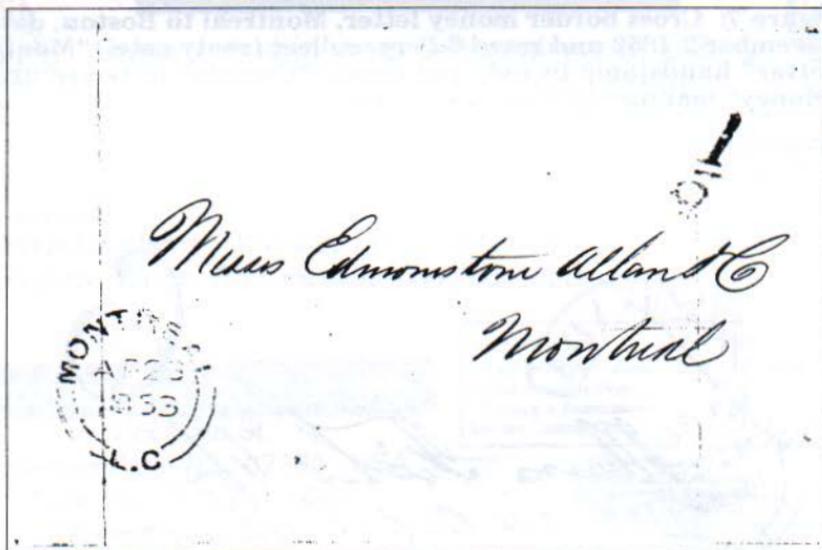


Figure 6: Cobourg to Port Hope dated 1852, initially sent as a drop letter, but later rated 3d cry. collect paying the under ½ oz. rate. (80%)

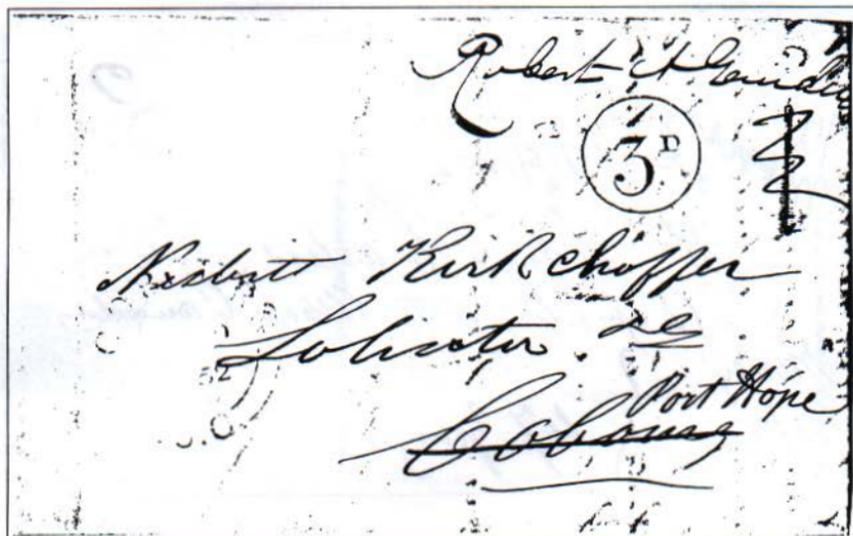


Figure 7: Cross border money letter, Montreal to Boston, dated November 2 1852 and rated 6d cry. collect treaty rate. "Money-Letter" handstamp in red; red treaty "Canada" in boxed arch; "Money" manuscript in black on top of the arch. (80%)

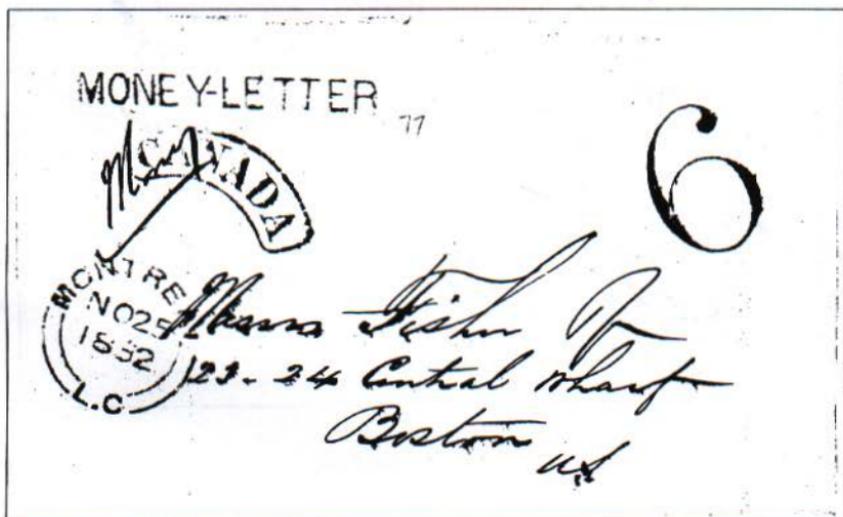


Figure 8: Cross border N.H. to Port Dover dated January 1855. Short paid—prepayment (10¢) was optional. The deficiency was indicated by the numeral “6” (*d cry.*). The “U. States” arch handstamp is in red. (80%)



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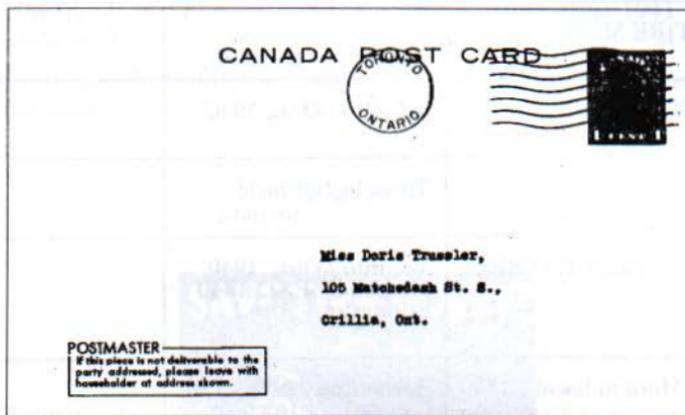
- Since 1962 -

A Small Study of a Large Card

Arthur Klass and William C. Walton

In the early 1940s Goodrich sponsored a series of ads to promote its tires. These ads were printed on prestamped 1¢ post cards. Webb's Postal Stationery Catalogue of Newfoundland and Canada (6th Edition) lists these cards as KP66h in the Private Order Post Card section of the catalogue, and describes them as 1¢ green, George VI, post cards with a type 5 heading (one line English). The stamp impression is offset printed on mimeo card stock (thick, soft, porous, unsurfaced stock) using a die dated 1938 (Figure 1). Two sizes are noted and the cards are easily recognized as Goodrich tire ads.

Figure 1: The Goodrich special order prestamped post card (Webb's KP66h)



A closer look at the cards shows that two types can easily be distinguished (Figure 2). Type 1 cards measure 178 x 108 mm and have a postal instruction box in the lower left corner reading "POSTMASTER / if this piece is not *deliverable* to the / party addressed, please leave with / householder at address shown" (emphasis added). Type 2 cards are slightly shorter (178 x 105) and the postal instruction box reads "POSTMASTER / if this piece is not *delivered* to the / party addressed, please leave with / householder at address shown" (emphasis added). In essence, the taller cards used the word "deliverable" and the shorter cards used "delivered." Both cards were printed on mimeo card stock but the color of the stock differs slightly—type 1 cards were printed on cream colored stock whereas type 2 cards were printed on a whiter card stock.

Figure 2: The two types of information box found on copies of KP66h.

POSTMASTER—
If this piece is not deliverable to the party addressed, please leave with householder at address shown.

Type 1

POSTMASTER—
If this piece is not delivered to the party addressed, please leave with householder at address shown.

Type 2

Ten different ads have been found so far on the two cards (shown reduced to 50% in Figures 3-12)—seven on the type 1 card, and three on the type 2 card. Type 1 cards (deliverable) were used in 1940 and type 2 cards (delivered) were used in 1941. The ads do not appear to cross card types. Table 1 provides a description of the ads and the cancellations found on the cards in several collections. The descriptions in the table highlight the most prominent words in each ad.

Table 1

Goodrich Ads on KP66h		
Ad Description	Type 1 (178 x 108 mm, "deliverable") cancelled	Type 2 (178 x 105 mm, "delivered") cancelled
1) SAVE TIRE MONEY! (Fig. 3)	Toronto / Ontario, no date	
2) NO EXTRA COST..... (Fig. 4)	Toronto / Ont., 1940	
3) LOOK / SAVE with SAFETY..... (Fig. 5)	Toronto / Ontario, no date	
4) EXTRA MILEAGE / FREE! (Fig. 6)	Toronto / Ont., 1940 Montreal / P.Q., 1940 Edmonton / Alta., 4/30/40	
5) 19.1% / More miles at..... (Fig. 7)	Edmonton / Alta., 10/29/40 Toronto / Ontario, no date Toronto / Ont., 1940	
6) 17% / LESS MONEY..... (Fig. 8)	undated, addressed to London, Ont.	
7) WE PAY MORE (Fig. 9)	Toronto / Ont., 1940	
8) IS YOUR LIFE HANGING / BY A THREAD---?? (Fig. 10)		Toronto / Ontario, no date
9) BIGGEST DOLLAR'S WORTH OF TIRE VALUE FOR..... (Fig. 11)		Toronto / Ontario, 6/9/41
10) HERE'S MORE / FOR YOUR MONEY! (Fig. 12)		Toronto / Ontario, no date

As with other users of advertising post cards such as Bulova, Rexall, or Raybestos, Goodrich prepared the ads, obtained the prestamped cards from the Post Office (in this case as a special order) and arranged for the cards to be printed—presumably by a private firm. Participating retailers for Goodrich included service stations and auto supply stores. These local retailers gave Goodrich their name and address to print below the ad, sometimes along with basic extra information (*e.g.*, phone number, owner's name, or a simple slogan such as "Instant Easy Credit"). Retailers also supplied a mailing list of their local customers, and Goodrich appears to have addressed and mailed their cards—usually in Toronto. Cards have been noted postmarked in Toronto for retailers as far away as Nova Scotia, Alberta and British Columbia, addressed to their local customers. As yet, it is not clear why some cards were mailed in other large cities as well (Montreal and Edmonton).

Each different ad could theoretically be found with hundreds of different retailer names from across the country. While these may be interesting to some collectors, the focus here is on the actual different ads, representing different mailings.

One reasonable working hypothesis is that this was a monthly scheme, with a new ad every month. If so—and even if the April 1940 and June 1941 cards are by chance the first and last—there would be at least 15 different ads in total.

Illustrations of KP66h ads corresponding to those listed in Table 1 are shown on the following pages.

Figure 3

SAVE TIRE MONEY!

17% LOWER in price than ordinary tires

19.1% MORE No Extra Cost

35% LOWER in price Guaranteed to Goodrich

Quicker Stopping "STANDARD"
The modern "road-aligner" tread set sells for as much as 17% less than ordinary tires with ordinary tread.

Safety Silvertowns Cost Less Per Mile
By actual tests Goodrich Safety Silvertowns give you up to 19.1% more miles—plus fast-stopping semi-slick L.R.-Saver Tread and Golden Ply Blow-out Protection — yet SILVERTOWNS COST NO MORE.

Here's a Real TIRE BARGAIN
A genuine Goodrich tire, tested by the Goodrich engineers. Can't be beat for such better, low-cost values.

DOMINION GARAGE
MOBIL SALES AND SERVICE
9 Front Street, QUELTER

Figure 4

NO EXTRA COST

This new kind of tire sweeps wet roads so dry you can **LIGHT A MATCH ON ITS DRY TRACK**

Goodrich Safety Sweepers with Life-Saver Tread will save you labor on wet roads that you've once stepped behind. And we save you, too. In addition, the Life-Saver is the only tire tread with the Life-Saver Grooves™ which prevents you from skidding on wet roads.

Goodrich Safety Sweepers call no more.

Tougher GOLD and BLACK TUBE

Won't tear and cut to pieces like ordinary tubes when you flat. Costs no more than standard grade tubes. A real money-saver!

NEW! Life-Saver Seal-O-Matic Tube

Protects you against sudden flats from spikes, nails, etc. "Self-Healing" lining seals punctures while car rolls on. Cost no more than ordinary "premium" tubes.

POWELL BROS.
WHITINGHOE SERVICE STATION
Talbot and Albert Sts.
Phone 622 M - LEXINGTON, ONT.

Figure 5

LOOK

SAVE with SAFETY

on Brand New Lower-Priced Goodrich **COMMANDER** Tires!

For rock-bottom, low-cost mileage you can't beat Goodrich **COMMANDERS**. They're "double-cured" by the famous Goodrich "water-cure" method to add thousands of extra miles... and look of the money you can save! A written guarantee goes with every tire.

WE MOUNT TIRES FREE

HAMILTON'S SERVICE STATION
GAS, OILS and GREASES - TIRES and ACCESSORIES
BROOKFIELD, NOVA SCOTIA

Goodrich

Built by **GOODRICH**

Water-Cure™ **LONGER LIFE**

35% **LOWER IN PRICE** Than Standard Grade Tires

Guaranteed by **GOODRICH**

Wear-Resisting **NUMBER**

Save Gas **TRAIL**

EXTRA MILEAGE FREE!

GOODRICH Silvertowns give you 19.1% more miles yet cost no more

Independent tests show that the Goodrich Life-Saver Tread gives 19.1% average more miles than other tires in some price ranges. You get this extra mileage FREE because Silvertowns cost no more.



ONLY GOODRICH SILVERTOWNS HAVE THIS DOUBLE PROTECTION AGAINST SKIDS AND BLOWOUTS

Only Goodrich Safety Silvertowns have that other great life-saving protection—the famous Golden Ply—in safeguard you against dangerous high-speed blow-outs. This extra protection is Free.

WENTWORTH RADIO & AUTO SUPPLY CO. LTD.

King William & John Sts. 2-1539	245 King Street East 7-7121	Ottawa and Carleton Sts. 4-6646
---------------------------------------	-----------------------------------	---------------------------------------

Figure 6

Figure 7

19.1% More miles at NO EXTRA COST with GOODRICH Safety Silvertowns



BY ACTUAL TEST you get more non-add miles from Safety Silvertowns—and they will stop you quicker than any other tire regardless of price. No other tire gives you this extra mileage at no extra cost. Ask about Golden Ply Blow-out Protection—It's FREE!

GOODRICH SILVERTOWN STORES
1108 Granville St. - Marine 5744
— OPEN EVENINGS —

Figure 8

17% LESS MONEY For Goodrich "STANDARD" TIRES

Why buy ordinary road tires when you can get the Goodrich STANDARD with genuine "road-drying" tread at much lower price. You get extra added protection and extra mileage when you buy a Goodrich STANDARD!



Gold & Black Tube WON'T TEAR
When run Flat

Made of special rubber that won't set in place like ordinary tubes when run flat.



RADIATOR HOSE

Three-ply ribbed, 100% rubber, 1/2 inch, 1 1/2 inch, 2 inch, 2 1/2 inch, 3 inch, 4 inch, 5 inch, 6 inch, 8 inch, 10 inch, 12 inch, 14 inch, 16 inch, 18 inch, 20 inch, 22 inch, 24 inch, 26 inch, 28 inch, 30 inch, 32 inch, 34 inch, 36 inch, 38 inch, 40 inch, 42 inch, 44 inch, 46 inch, 48 inch, 50 inch, 52 inch, 54 inch, 56 inch, 58 inch, 60 inch, 62 inch, 64 inch, 66 inch, 68 inch, 70 inch, 72 inch, 74 inch, 76 inch, 78 inch, 80 inch, 82 inch, 84 inch, 86 inch, 88 inch, 90 inch, 92 inch, 94 inch, 96 inch, 98 inch, 100 inch.

Goodrich FAN BELTS
Made of 100% rubber, 1/2 inch, 1 inch, 1 1/2 inch, 2 inch, 2 1/2 inch, 3 inch, 4 inch, 5 inch, 6 inch, 8 inch, 10 inch, 12 inch, 14 inch, 16 inch, 18 inch, 20 inch, 22 inch, 24 inch, 26 inch, 28 inch, 30 inch, 32 inch, 34 inch, 36 inch, 38 inch, 40 inch, 42 inch, 44 inch, 46 inch, 48 inch, 50 inch, 52 inch, 54 inch, 56 inch, 58 inch, 60 inch, 62 inch, 64 inch, 66 inch, 68 inch, 70 inch, 72 inch, 74 inch, 76 inch, 78 inch, 80 inch, 82 inch, 84 inch, 86 inch, 88 inch, 90 inch, 92 inch, 94 inch, 96 inch, 98 inch, 100 inch.

Amazing NEW Goodrich GLASSTEX Battery

Packs extra power because it is built with Goodrich GLASSTEX Separator Mats. You pay no more for its longer guarantee.

Longer **2 1/4** GUARANTEE Years

GOODRICH SILVERTOWN STORES
198 King Street, LONDON, ONT.
ROAD SERVICE — "OPEN EVENINGS"

Figure 9

WE PAY MORE

That's right! Your present tires are worth money to you when traded-in on new Goodrich Silvertowns. We have a ready market for your old tires and pay the best prices in town!

Come in now and we will give you a real proposition on one tire or a full set. We mount tires free.

FREE A COMPLETE TIRE INSPECTION If You Bring This Card With You.

CHAPPELL'S
Tires - Batteries - Ignition - Motor Windings
50-54 Grenfell St.
Phone B-6666 - HALIFAX, N.S.



Figure 10

**SKIDS, BLOW-OUTS
SEEN AS SUMMER
DRIVING MENACE**

The motorist who starts on a city with worn or otherwise unsafe tires on his car, not only is asking for trouble, but actually is asking for death, according to a report by the Traffic Bureau. It is a long way to the morgue if he is to attempt to drive a car that is not safe.

**IS YOUR LIFE HANGING
BY A THREAD?**

THE TREAD THAT GIVES
Quickest
NON-SKID
STOPS

**NEW KIND OF TUBE
INCREASES TIRE MILEAGE**

The rubber in this tube is so light it floats in water, which means it is more pliable than any other tube.

**ASK FOR THE
GOLD & GLASS TUBE**

SILVERTOWN

WENTWORTH RADIO
Three Hours
179 Ottawa St. E.—Tel. 4-4545
John & King William Sts.—Tel. 2-1223-26
245 King St. E.—Tel. 7-7181
WAGLTON, ONTARIO

Figure 11

**BIGGEST DOLLAR WORTH
OF TIRE VALUE**

STANDARD

Proven price features are built in this four priced tire.

- Modern quick stopping tread.
- Newly designed streamlined sidewall.
- Extra tough water-cured carcass and tread.
- Backed by the standard Goodrich guarantee for quality and service.

BUY NOW AND SAVE

*We Pay More for
Your Old Tires*

Special KEYRA HEAVY DUTY TUBE

The only tube on the market that has water repelling properties, that will last longer.

**MAKES THEM LAST LONGER
"STANDARD" Tube**

Figure 12

HERE'S MORE FOR YOUR MONEY!

BUY NOW - AND SAVE
at our Low Prices!

... From the lowest price tire to the best tire money can buy.

The best non-skid tread... quiet running tread... repair-free tread... long mileage tread... and bargain prices... the and more, you will find in our large tire stock.

TRADE IN YOUR OLD TIRES TODAY!
LIBERAL ALLOWANCES ON NEW
GOODRICH TIRES

FREE BRING THIS CARD WITH YOU FOR FREE TIRE INSPECTION

Budget Tires & More
GOODRICH SILVERTOWN STORES
109 King Street, LONDON, ONTARIO — Tel. 5073
Open Evenings — Road Service

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Welshpool, Powys, SY21 9ER U.K.

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Presentation Booklet for the 14th Universal Postal Union Congress Ottawa—1957

Jerome C. Jarnick and Andrew Chung

In 1957 Canada hosted the 14th Congress of the Universal Postal Union with the delegates meeting in Ottawa. Two stamps, (Scott No. 371-72) in 5¢ and 15¢ denominations, were issued on August 14, 1957 to commemorate the Congress. Following the established practice, the Post Office Department produced a souvenir album of Canadian postage stamps for presentation to the delegates. Aware of their role as host nation and intending to produce an impressive souvenir of this meeting, design work on the booklet, in cooperation with the Queen's Printer, began as early as March 1955.

The finished booklet was a significant departure from those booklets presented to prior U.P.U. Congresses. Produced by Ronalds-Federated Limited of Montreal in conjunction with The Queen's Printer, the booklet measures 208mm x 163mm. The cover (Figure 1) consists of half tan suede leather and a bright scarlet fine grained leather. The embossing of the Coat of Arms, "CANADA", and a simulated postage stamp is in gold. "U.P.U. 1957" is printed in black on the simulated stamp. The booklet contains a total of 14 light buff pages held in place by a 16 ring wire binding. The two introductory pages (Figures 2 and 3) are printed in red. The eight pages containing stamps are preceded by a glassine interleaf (Figure 4) with the name of the stamp printed in black in French and English. The stamp pages (Figure 5) contain a block of four of the stamps in a black printed frame line. The stamps were mounted to by moistening the top two stamps of the block of four and firmly affixing it to the page. The first page contains the two stamps (371-72) issued to commemorate the Congress. A title page follows for "TIMBRES-POSTE ORDINAIRES" "REGULAR ISSUES". This is followed by a page containing six blocks of four of the 1¢ through 6¢ 1954 Wilding issue (337-42) depicting Queen Elizabeth II. Mounted on the next page are the 15¢ Gannet (343), the 7¢ Canada Goose (320) and 10¢ Eskimo in Kayak (351) stamps. The last page in the regular issue section contains the \$1.00 Totem Pole (321), the 25¢ Chemical Industry (363), the 20¢ Paper Industry (362), and 50¢ Textile Industry (334) stamps.

The next section, "ÉMISSIONS COMMÉMORATIVES" "COMMEMORATIVE ISSUES" has four commemorative blocks of four, the 5¢ International Civil Aviation Organization (354), the 5¢ Alberta-Saskatchewan, the 5¢ Boy Scout World Jamboree (356), and 4¢ Red Cross (317) commemoratives. The final section is labeled "ÉMISSIONS SPÉCIALES" "SPECIAL ISSUES" and consists of three pages bearing stamps. The wildlife series, 2¢ Polar Bear (322), 5¢ Beaver (336), 5¢ Mountain Goat (361), 4¢ Caribou (360), 3¢ Moose (323) and 4¢ Musk Ox (352) appear on the first page. A following page contains the 4¢ Walrus (335), 5¢ Loon (369), 4¢ Big Horn Sheep (324) and 5¢ Whooping Crane issues. The last page is devoted to the 5¢ Fire Prevention (364), the 5¢ Hockey (359) and the 5¢ Recreation Sports (365-68) issues. The last page of the booklet is blank.

The booklet is contained in a bright scarlet slip case bound in bookbinder's cloth with a colorless embossed Coat of Arms centered on the front of the case. Ronalds-

Figure 1: Cover of the 1957 U.P.U. presentation booklet.



Figure 2: Title page of the 1957 U.P.U. presentation booklet.

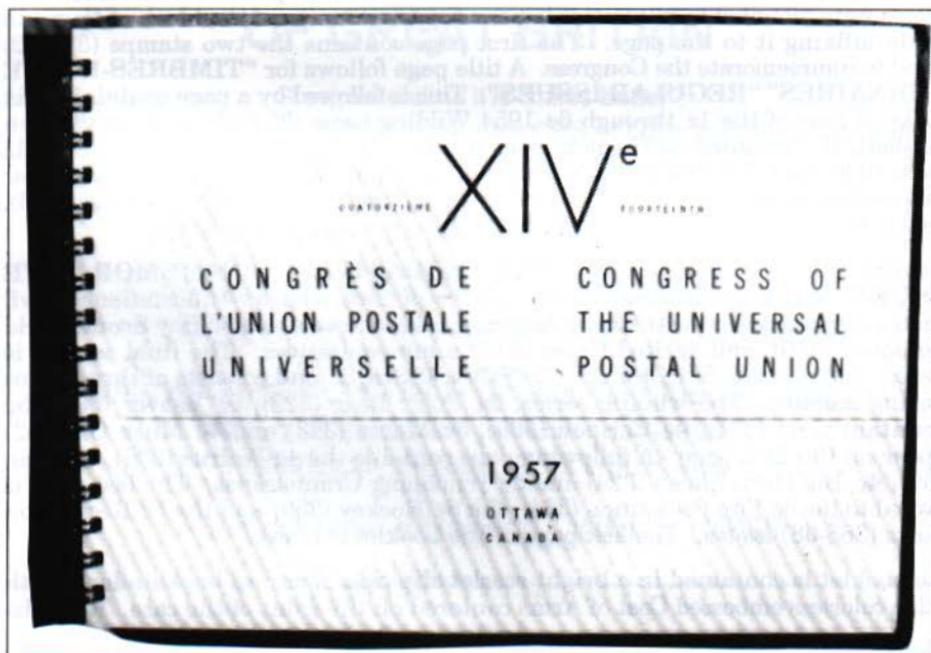


Figure 3: Second page of the 1957 U.P.U. presentation booklet.



Federated manufactured 518 of these booklets at a cost of \$9.63 each. Included in the cost is \$660.00 for the engraving, by the British American Bank Note Company, of a die to have been used for embossing the cover of the booklet. The die was deemed unsuitable for the gold foil stamping and Ronalds-Federated was forced to use another in producing the booklets.

Of the 518 booklets manufactured, three were damaged during production. Three hundred and fifty booklets were assembled with the calling cards of the six Canadian delegates to the Congress for presentation to the other delegates.

References

- [1] National Archives of Canada, RG3, all acc. 86-87-396, Box 17, File 60-8-6-18.
- [2] *Unitrade Specialized Catalogue of Canadian Stamps, 1997 ed.*, Unitrade Press, Toronto, 1996, pp. 104-118.

**BNAPEX
VERNON IN 1999**

Figure 4: Printed glassine interleaf.

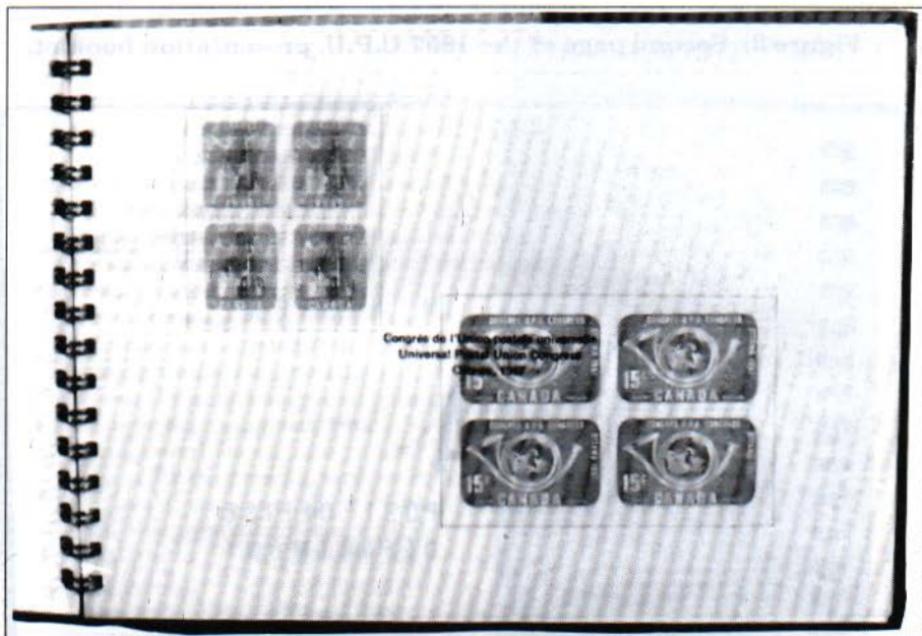
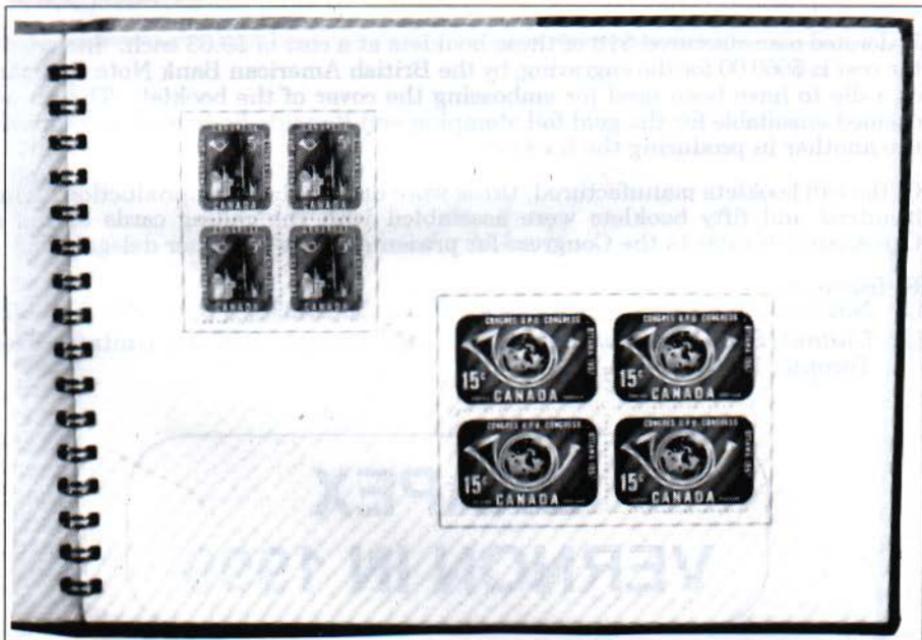


Figure 5: Typical mounting page with stamps affixed.



The African Mail. Covers Between British North America and Africa, 1851 - 1898: Part I

Brian Murphy

Introduction

Covers to Africa are barely mentioned in the philatelic literature of 19th century Canada and its Provinces. In a series of eight articles, Matthew Carstairs in *Maple Leaves* [1] identified fifteen overseas routes or clusters of routes which the Canadian Post Office used for overseas mail. He labeled these fifteen as Route "A" through Route "P". Although, he included a route to the Falkland Islands—Route "J"—in deference to a wonderful pre-UPU 16¢ cover from Canada, and although he included a trans-Siberian route to China—Route "P"—for which he could not imagine a cover existing, he ignored the routes to Africa, and Canadian covers to Africa. Similarly Arfken et al. [2] made no mention of Canadian mail to or from Africa between 1851 and 1859. In Arfken and Leggett [3] only passing references to Africa were made for 1859-68, and no covers were identified. Duckworth and Duckworth [4, pp. 411-413] discussed routes and rates to Africa during the Large Queen period, but concluded "We have seen no covers that illustrate this service."

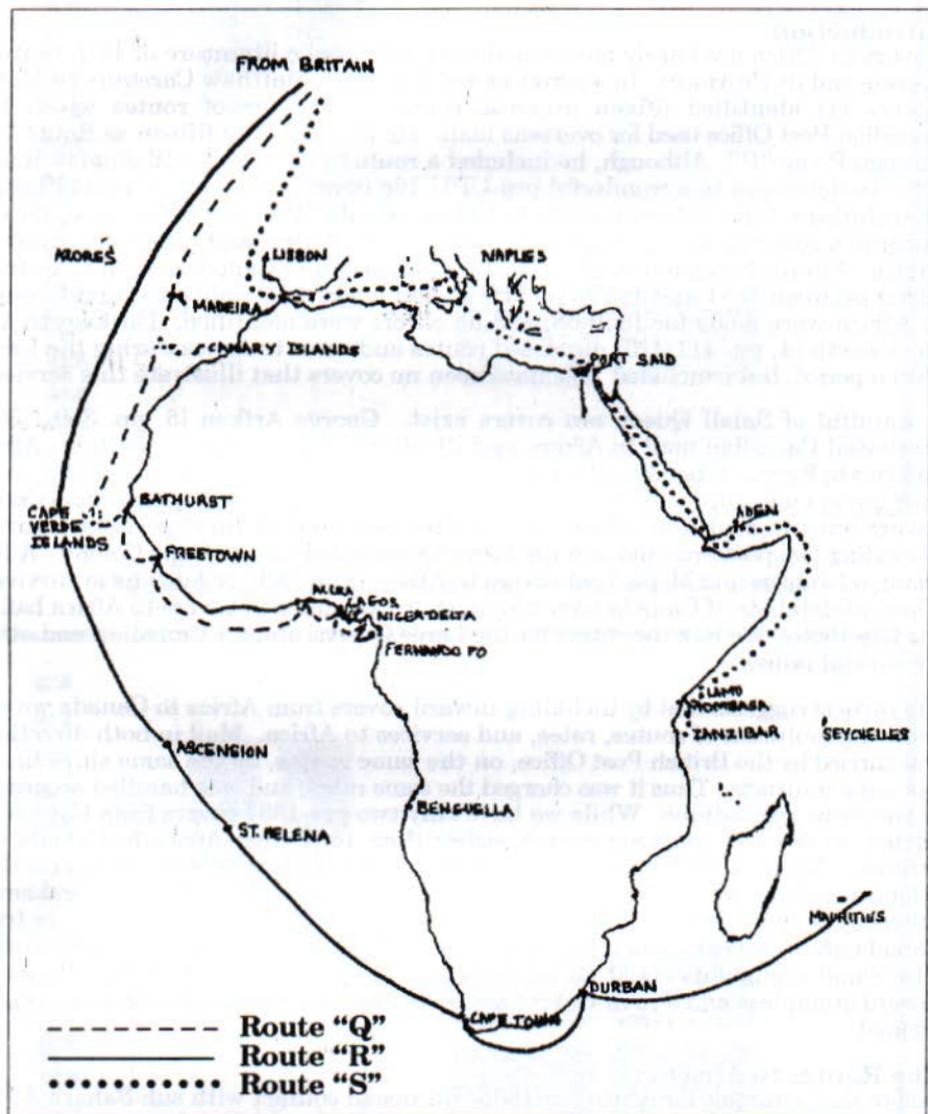
A handful of Small Queen era covers exist. George Arfken [5, pp. 350 - 356] discussed Canadian mail to Africa, and illustrated four covers to southern Africa and two to Egypt. When his collection was auctioned in 1997, it included the same four covers and three others to southern Africa. At least ten other Small Queen covers exist to southern Africa. As we shall see, most of these seventeen covers (including two postcards and one 15¢ Large Queen cover) are to Cape Colony. A few Diamond Jubilee and Maple Leaf covers to Africa from 1897 or later have survived. Thus, philatelists of Canada have only one or two stamped covers to Africa before the late 1880s. We lack the covers for the Large Queens and for Canadian and other Provincial issues.

This article suggests that by including inward covers from Africa to Canada we can show the evolution of routes, rates, and services to Africa. Mail in both directions was carried by the British Post Office, on the same routes, by the same ships under the same contracts. Thus it was charged the same rates, and was handled according to the same regulations. While we have only two pre-1887 covers from Canada to Africa, at least 20 stamped covers earlier than 1887 from Africa to Canada are known. Most of them are from the Cape of Good Hope; some are from other colonies. Additionally, covers during the 1890s to Canada exist from several small colonies such as Sierra Leone, St. Helena, and Mashonaland to which covers from Canada are unknown. Similarly, we can include stampless and Provincial covers. The same arguments could be made about other parts of the world. By using inward stampless and Provincial covers, richer and more varied collections can be formed.

The Routes to Africa

Before the "scramble for Africa" in 1885, European contact with sub-Saharan Africa was restricted to the coast. The Cape of Good Hope and Natal were exceptions. They were "settlement colonies"—Europeans had settled there as they had in Australasia and in the Americas. Algeria was also a settlement colony, and so was Sierra Leone. About 1787, Black Loyalists were sent to Sierra Leone from Nova Scotia. However, little philatelic evidence of contact between Nova Scotia and Sierra Leone exists. Perhaps the social standing of the Black Loyalists was too low; perhaps their association with Nova Scotia was too fleeting. In contrast, many

Figure 1: General Mail Routes with Africa via Britain
(map prepared by Martha Scott)



more covers between Canada (indeed the whole European world) and the settlement colonies of Cape Colony, Natal, and Algeria have survived.

North Africa was part of the Mediterranean world and had many and varied postal connections with Europe. To sub-Sahara Africa, Britain had three principal postal routes. These routes have been described by Robinson [6], the Duckworths [4], Ince and Sacher [7], and Jane and Michael Moubray [8, pp. 212-220]. These three mail routes, and their ports, are shown on the map in Figure 1. To build on the model of Matthew Carstairs, one may think of these three as Routes "Q", "R", and "S". These routes suggest a geographic organization for our consideration.

1. North Africa
2. West Africa, via Portuguese Islands—Route "Q"
3. South Africa, the Cape of Good Hope and Natal, via St. Helena and Ascension—Route "R"
4. The interior, via Cape of Good Hope
5. East Africa (excluding Indian Ocean Islands), via Aden—Route "S"

North Africa

Egypt is at the cross roads of Africa, Europe, and Asia, and was one of the few non-European founding members of the General Postal Union, the Universal Postal Union (UPU) from 1879. From Canada, some wonderful Small Queen covers to Egypt have survived: an 1874 20¢ rate, a 10¢ singly used in October 1878, the correspondence to Surgeon-Major Neilson with the Canadian voyageurs on the Nile in 1884-85 (and one inward from them to Winnipeg), and a few other 5¢ rates. Several covers to Algeria have been recorded, including a correspondence of at least three covers (two stamped!) from 1863 [3, pp. 202-204], one pre-UPU Small Queen cover, and a few 5¢ UPU rates. But Algeria was part of France, at least postally. That postal status is clearly revealed with Figure 2—a French postcard used in Algeria. It points out that Canadian covers to Algeria would have been rated and treated as mail to France. A pre-UPU cover to Ceuta in Spanish North Africa appeared in a British auction in the 1970s, and is shown (Figure 3). The cover is slightly reduced at right, and appears to have lost a stamp at the far left. Ceuta—and other places in North Africa—were considered part of Spain (just as the French pretended Algeria was part of France) and the rate in September 1876 was 10¢—the rate to Spain. The cover had been "Returned For Postage" and was backstamped at Cadiz, so the correct rate must have been paid.

West Africa

Four British West African colonies joined the UPU 1 January 1879—Gambia (Bathurst was its port), Sierra Leone (Freetown), Gold Coast (Accra and Cape Coast Castle), and Lagos. The Oil Rivers Protectorate joined in 1892. The Spanish, Portuguese, and most French colonies had joined in 1876 and 1877. The German colonies joined in 1887 and 1888. Canada had very little contact with West Africa. No covers from Canada to this part of the world have been recorded earlier than a Diamond Jubilee post card, which was exhibited about 1878 by Matthew Carstairs. It and a Maple Leaf Issue cover—both to the Niger Coast—were in the auction of his collection [9]. So apparently nothing exists for collectors of overseas covers—no rates, and no destinations. Must we ignore West Africa? Well, perhaps not. Perhaps covers from West Africa to Canada can illustrate points that interest philatelists of Canada.

British West Africa—via Route "Q"

Nine covers from British West Africa to Canada during the Large Queen and Small Queen eras are listed below.

Figure 2: Algiers to Toronto, 1893.

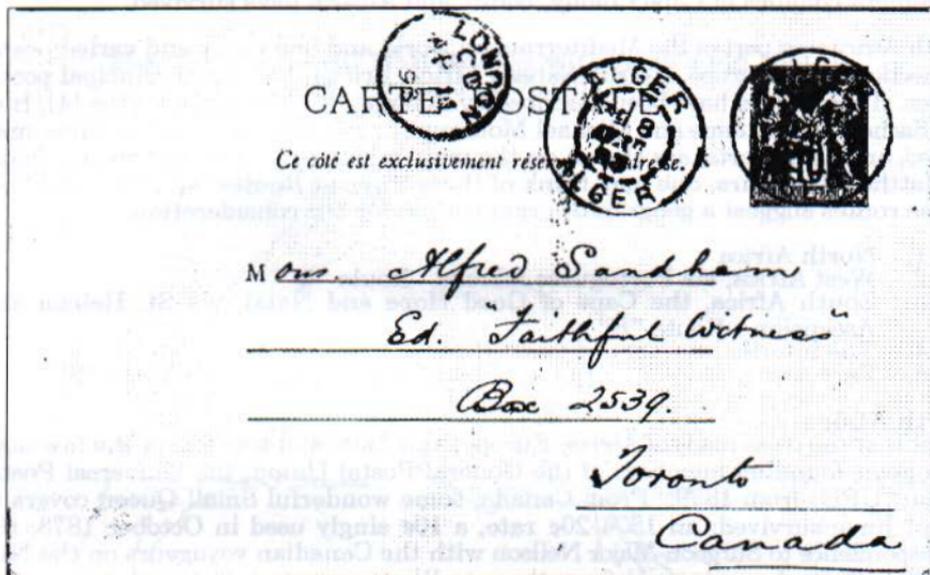


Figure 3: Canada to Ceuta in Spanish North Africa, 1876

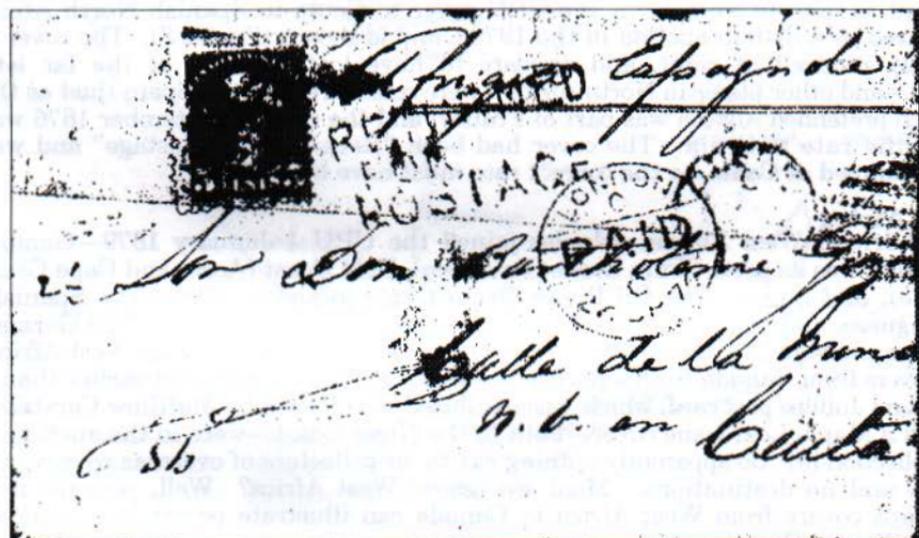


Table I
Covers from British West Africa to British North America, 1851 - 1898

from	destination and receiver	postage and markings	transit cancels	provenance ^(a)
1869, Sierra Leone	Clementsport Nova Scotia	stampless; rated "10" in red ("Paid" cds)	"Paid" Liverpool Br. Packet"	S #250 1059, 3/12/64 (John H.M. Young)
24 July 1870 Lagos	New Brunswick	stamped 1/4	1869 Sierra Leone ("Paid" cds)	Ince and Sacher, [7], p. 33
11 Aug. 1888 Freetown (B 31) Sierra Leone	Heckler Halifax NS b/s	3d pair; registered	cancelled "B31"	C RL lot 1143, 14/9/94
16 July 1894 Old Calabar Oil Rivers Protectorate	J.F.? Pennington London Ont	2d, 1/2d, 1d, 2 1/2d	"Br Packet"? 20 Oct. 94?	M #84 922, 15/1/76
7 Sept. 1896 Accra GPO Gold Coast	W.H. Schmalz Berlin Ont 12 Oct. 96	"OHMS", "2/25" due "10"		M #299 653, 13/9/95
24 Sept. 1896 Lagos	R.G. Hitchman Toronto 29 Oct. 96	3d, 5d; registered	Liverpool 21 Oct.	M #324 1462, 8/10/97
12 Apr. 1897 Accra Gold Coast	W.H. Schmalz Berlin Ont 17 May 97	2d, 1/2d, 1d x 2, total 4 1/2d; registered	Liverpool 6 May	M by M, lot 6299, 4/5/98
27 Sept. 1897 Opo River Niger Coast	Chas. Fisher Middleton NS	2 1/2d, 2d registered, AR "AR" in oval		Ince and Sacher, [7], p. 463
30 Apr. 1898 ^(b) Freetown Sierra Leone	W.H. Schmalz Berlin Ont 25 May 98	2d, 1/2d x 5, total 4 1/2d; registered	Liverpool 17 May	M by M, lot 8514; 18/12/98

(a) Sources: various auction catalogues in passim: C RL, Christie Robson Lowe, England; M, R. Maresch & Son, Toronto; M by M, Maresch by Mail, Toronto; S, J.N. Sissons Ltd., Toronto.

(b) Endorsed "H.M.S. *Wye* via England 30/4/98"

Except for the earliest two, most and perhaps all of these covers are to known philatelists. Nevertheless, some of them are wonderful covers! We should look for excuses to chase them! At least three points of interest to Canadian philatelists are illustrated by these covers. First, the one of 27 September 1897 from Niger Coast Protectorate (which had been the Oil Rivers Protectorate until 1894, and like Lagos is today part of Nigeria) is an "AR" or acknowledgment of receipt cover. No examples of "AR" service from Canada are known this early! Only two earlier "AR" covers into Canada are known. So this cover is a very rare example of Canadian "AR" service.

The second point is illustrated by the last cover, which is shown in Figure 4. It arrived at Berlin, Ontario from Sierra Leone in 25 days; in contrast, three other covers from the previous 18 months each needed exactly 35 days. Why was this cover ten days faster? Perhaps because Freetown was closer to Britain than Lagos and Accra. But it probably was not ten days closer. The endorsement by a Royal Navy ship suggests a faster service. Throughout the Empire, mail could be directed

Figure 4: Sierra Leone to Canada, 1898, by Royal Navy Packet.



by RN ships, at the packet rates, and this service was mentioned in the *Canada Official Postal Guides* until 1893 or later. At least two such stamped covers from Halifax to Bermuda in the early 1870s have been recorded (Arken [10]). However, Canadians had access to fast regular mail ships, and so by the 1890s they were not using Royal Naval packets, thus examples of Canadian covers are almost unknown. In contrast, other parts of the Empire were quicker to seize opportunities to send mail by a Royal Navy ship. About 1875 Sierra Leone had a weekly packet to England. But perhaps not in April/May 1898; or perhaps the packet stopped at several other ports, and so was slow. Whatever his reason, the sender endorsed this cover "H.M.S. Wye via England 30/4/98", and got it to its destination ten days faster than other mail!

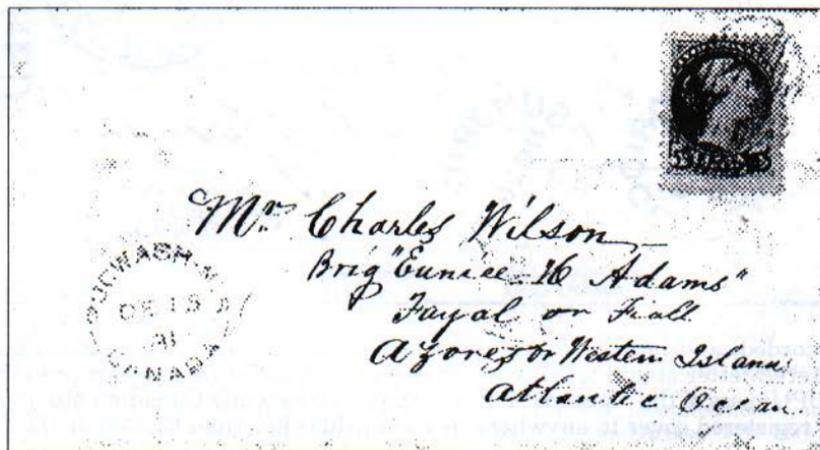
The two earliest of the nine covers—from the Large Queen era—reveal the third point of interest to Canadian philately. The first cover was rated "10", which was a common credit to England with the intercolonial rate of 11d stg. From BNA this 11d inter-colonial rate was the 23¢ rate. In 1869 the rate from Canada to Sierra Leone was 23¢. The second cover was stamped 1/4—double the Lagos rate of 8d to Canada. From Canada the rate was 16¢. Thus we have an 11d rate (the 23¢ Canadian rate) in 1869, and an 8d rate (the 16¢ Canadian rate) of 24 July 1870. This rate reduction is paralleled by and linked to the large scale reduction in 1870 of Canada's overseas letter rates which was first explained by H.E. and H.W. Duckworth [4]. They pointed out that the reduction of the letter rate to England from 12½¢ to 6¢ in January 1870 allowed the reduction of all letter rates via England. Since Britain (and then Canada) was charging 3d less—3d not 6d—for trans-Atlantic service, it followed that letters via the North Atlantic and England should have been 3d less. And indeed all Canadian overseas rates via England did come down about 6½¢—23¢ to 16¢ or 35¢ to 28¢. However, it is not clear when that rate reduction happened [4, 5, 11]. Although the revised Rate Tables were dated July 1870, they may have been published as late as October. The Duckworths [4] cite sources that the rate reduction occurred in February 1870. Perhaps the Canadian Post Office told its exchange offices about this rate reduction in February 1870, but did not tell the public until October 1870! The date of the rate change is uncertain, but it is critical since Canadian stamped overseas covers during 1870 are

both rare and valuable. The two West African covers listed here reveal two related points: if the 3d reduction of the North Atlantic letter rate allowed 3d lower Canadian rates to the world, it also allowed 3d lower rates from the rest of the world to Canada, and North America. All letter rates to Canada from everywhere in the world should have been lower by 3d soon after 1 January 1870. Additionally, the 24 July 1870 date of the second cover suggests that perhaps the Lagos Post Office was faster than the Canadian Post Office in passing the 3d reduction on to the public! As with the "AR" service mentioned above, the West African Post Offices may have been faster than the Canadian Post Office to implement changes!

Portuguese and other Foreign West Africa—via Route "Q"

No 19th century Canadian covers to or from French, German, or Spanish colonies in West Africa, or anywhere in Africa, have been recorded other than the one to Ceuta in Spanish North Africa shown above. However, a few (perhaps six) covers between Canada and Portuguese African colonies exist. From its origins in 1850 and 1852, with the General Screw Steam Shipping Company to the Cape via Sierra Leone, Route "Q" included stops at foreign, or what became foreign, possessions including some of the Portuguese Atlantic islands. By 1868 service on Route "Q" was twice monthly, with stops at Benin, Fernando Po, Cameroons, Brass River, Bonny, Lagos (all in or near the Niger River delta), Accra, Cape Palmas, Sierra Leone, Bathurst, Teneriffe (Canary Islands), and Madeira (Ref. [4], pp. 411-13). A cover to Halifax, Canada was posted at Funchal, Madeira 20 April 1876 endorsed "Via England". The cover has a "Liverpool British Packet" transit of 7 May 1876 [12]. Another cover from Madeira to Halifax, in 1878, was in the Charles de Volpi collection, as auctioned by Jim Sissons in 1966 [13]. St. Vincent (the Cape Verde Islands), and perhaps the Azores, were on this route at other times. An 1881 cover from Canada to the Azores is shown in Figure 5. Like many Canadian overseas covers circa 1880, this one was from Nova Scotia to a ship. The letter, still with the cover, was from a Nova Scotian mother who urged her ship-wrecked son "... to be thankful to your heavenly father for having his kind hand over you ...". From Angola an 1889 cover to Montreal (b/s) exists; it has Benguella, Lisbon, and London transits, and was forwarded to Beloit, Wisconsin [14]. Another cover from Angola to Canada originated in Benguella, and has Lisbon 17 March 1898 and Montreal 27 March 1898 backstamps. From Canada to Angola, a 2¢ orange Maple Leaf postcard exists. It was posted at Montreal 16 May 1898 to Benguella West Africa, and has a Lisbon transit of 25 May, but no receiver [15]. Since all three Angolan covers

Figure 5: An 1881 cover from Canada to the Azores.



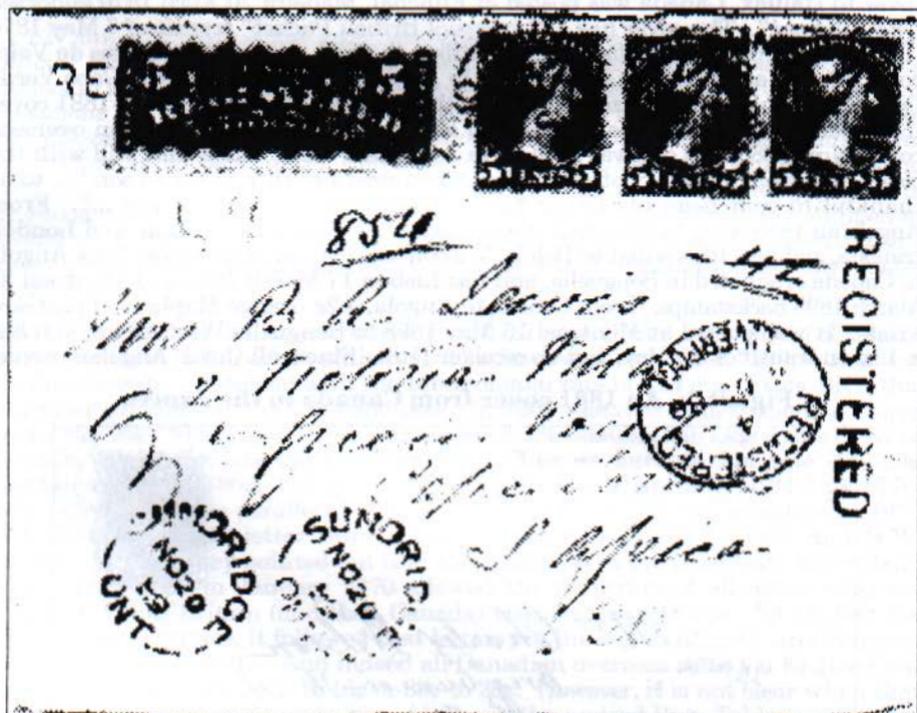
have Lisbon transits, they were not carried directly to England. However, Carstairs's routes were often a cluster of evolving routes, and so we also may consider these Portuguese routes with, and perhaps part of, Route "Q".

South Africa—via Route "R"

Naturally, most Canadian correspondence with 19th century Africa was with the British subjects of Cape of Good Hope and Natal. There are probably more covers between Cape Colony and BNA, than between the rest of Africa and BNA. A cover posted from Hitenhage Cape of Good Hope 12 March 1835 to Montreal was in the de Volpi collection. However, that is earlier than our 1851 starting date. As mentioned in the Introduction, at least twelve Small Queen era covers to the Cape exist. Those twelve and one Diamond Jubilee cover are listed in Table II.

Of these thirteen covers, ten are pre-UPU! The Cape Colony did not join the UPU until 1895, so in addition to the five 15¢ rates and one 12¢, the first four 5¢ rates are pre-UPU. There are some great covers here. The two from Calgary in 1894 were forwarded inland to Mashonaland (later Rhodesia), and were charged the African interior 4d rate. We shall return to that rate below. The greatest BNA cover to Africa is the registered cover in Figure 6 below.

Figure 6: Sundridge, Ontario registered to Cape Town, South Africa, 1889. (courtesy C.R. McGuire)



Unrecorded, and largely unknown, it is not merely the only known use of the registered-letter stamp to Africa, it is one of only about five known pre-UPU (or non-UPU) uses of the registered-letter stamps. Indeed any Canadian stamped pre-UPU registered cover to anywhere in the world other than Britain or the United

Table II
Stamped Covers from British North America
to Cape of Good Hope, 1851 - 1898

from	destination and receiver	postage and markings	transit cancels	provenance ^(a)
18 Oct. 1879 Noel, N.S.	Capt. J. Scott Cape Town 28 Nov. 79	6¢ x 2, 1¢ x 3 "50" red	Halifax 20 Oct. London 3 Nov.	de Volpi ^(b) ; Lussey ^(b) ; Arfken ^(b) ; [5] p 352; [16]
7 Nov. 1879 Lennoxville, Que.	Clifford K. McLellan ? Cape Town 17 Dec. 79	15¢ LQ, "7½" ms. "5d" hand- stamp		Capex'96 J.R. Frank frames 1089- 1093
16 May 1887 Economy, N.S.		5¢ x 3 "Too Late"	Saint John NB London 30 May Port Eliz. 26 Ju?	S #316 31, 9/8/72 "damaged and tatty"
20 Feb. 1889 Stanford, N.S.	Albert Harris Cape Town 23 Mar. 89	5¢ x 2 "T 25", blue "50" red	Yarmouth 20 Feb.	S #502 584, 20/2/90; [16]; Arfken ^(b)
20 Nov. 1889 Sundridge, Ont.	Mrs. B.A. Lewis Cape Town 27 Dec. 89	5¢ x 3 5¢ RLS "30" red?	RPO 21 Nov. Toronto 22 Nov. Liverpool 4 Dec.	
15 Dec. 1891 Indian Head, NWT	Gen. T.F. Hill Grahamstown 24 Jan. 92	5¢ x 2, 2¢		[5], p. 353; Arfken ^(b)
10 Feb. 1893 Amherst, N.S.	J.E. Titterton Port Elizabeth 19 Mar. 93	3¢ postal stat. envelope, ½¢ x 4	London 22 Feb.	David Feldman, lot 30,263, 17/11/92
9 May 1894 Calgary Alta.	E.J. Harvey Cape Town	3¢, 1¢ x 2 "4", "9d", "T8d"	London 13 June Tuli 15 July Buluwayo 20 July, RLO Cape Town DLO Canada	Lussey ^(b) ; [5], p. 353 Arfken ^(b)
14 June 1894 Calgary, Alta.	E.J. Harvey Cape Town 20 July 94	3¢, 1¢ x 2 T2d	Salisbury RLO CapeTown DLO Canada	Arfken ^(b)
13 July 1894 Montreal	T.W. Dalldorf Port Elizabeth	3¢, 1¢ x 2		F lot 853, 15/10/98
31 Aug. 1896? Hamilton, Ont.		3¢ postal stat. envelope, 2¢	Cape Town 31? Aug.? 96?	
13 June? 1897 Hamilton	Philosophical Soc., Cape Town 14 July 97	1¢ post card, 1¢		[5], p. 354; Arfken ^(b)
13 July 1898 Moncton. N.B.	Alex Nevel? Port Elizabeth 13 Aug. 98	10¢ Diamond Jubilee	RLO CapeTown DLO Ottawa, 30 Sept. 98 and 12 other cds	M; F lot 526, 26/2/89 JC #2, 148 (3/4/97)

(a) Sources: various sale catalogues in passim: F, Charles G. Firby Auctions Ltd., Detroit; JC, Just Covers; M, R. Maresch & Son, Toronto; and S, J.N. Sissons Ltd., Toronto.

(b) The source is the auction catalogue of the three main collections, identified here by name: de Volpi (S #242, 26 Jan. 1966), Lussey (M #161, 26 Oct. 1983), and Arfken (F 15 May 1997).

States is extremely rare. This cover is in the C.R. McGuire collection. The 15¢ rate was reduced to 12¢ just six weeks later. In addition, the cover appears to have a credit of "30" centimes (6¢ Canadian or 3d stg) to the British Post Office for transport to the Cape. That credit and the accounting system deserve our attention.

Accounting Marks on Canadian Covers to South Africa

This international accounting system can be seen at its simplest in Figure 7. This cover was posted in the Cape 23 December 1889 to Canada. Since the Cape was outside the UPU, no other postal system was obligated to forward its mail. The Cape had to credit Britain the full 2½d postage from Britain to Canada. That credit by the Cape PO was confirmed by the "2½" on the front. In Britain the letter was considered as one posted locally, prepaid the 2½d rate to Canada. The accounting marks from Canada were analyzed in detail by George B. Arfken [16]. He pointed out that until 1890 Canadian covers were rated "50" in red, which was a credit of 50 French centimes—UPU accounting being done in French currency—to the British Post Office to carry the letter to the Cape of Good Hope. However, the "30" on this 1889 cover suggests an additional point: the dates of the various rate and accounting changes may be more complicated and nuanced than philatelists have understood.

Figure 7: The letter rate from Cape of Good Hope was 6d. Here the Cape Post Office credited Britain 2½d (the full UPU rate) for Britain's postage to Canada.

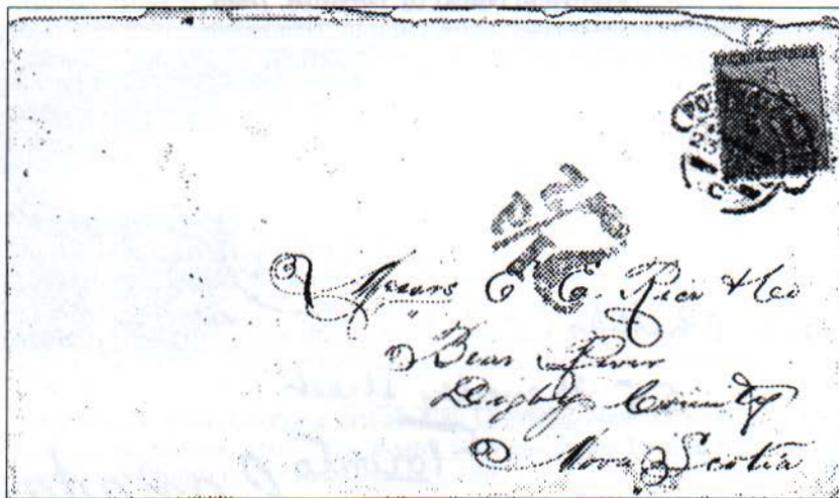


The rate from Britain to the Cape and to Natal was 6d from 1876 until 1888. Of that 6d, 1d was Britain's inland postage, 4d was the sea postage, and 1d was the Cape's (or Natal's) postage. An identical division of postage had existed with most of the Empire from the introduction of the 6d rates beginning in 1854. Accounting between Britain and each colony was soon simplified from individual letters to bulk weight. Thus beginning about 1857 individual letters between Britain, and for example Canada, were not rated with accounting marks. However, mail from one country or colony through Britain to another was still accounted for individually, and so—perhaps happily for philatelists—the covers have accounting marks! Until joining the UPU, the despatching Post Office credited Britain with the full British postage from Britain to the destination. Upon joining the UPU, two changes occurred: Britain no longer was entitled to its internal 1d postage, and the accounting was in centimes. How did that work in the case of Canada's mail to the

Cape? Before 1 August 1878, Canada credited 6d to Britain; beginning 1 August 1878, that 6d became 5d, and was accounted for as "50" centimes in red. Surviving covers should have that red 50. And it appears that they do. Canada's 15¢ rate to Cape Colony was that "50" cts (5d or 10¢ paying postage from Britain to the Cape) added to Canada's 5¢ rate to Britain.

Complication arises with rate changes. In the case here, when Britain changed its own rate to the Cape, it did not automatically reduce its charge to Canada (or others) for the same service, and then when it did, the Canadian Post Office did not necessarily pass the savings on to the public. So Britain's domestic rate (in this case 6d), its rate to another Post Office (in this case 6d, which becomes 5d, which is accounted for as 50), and that Post Office's rate to its public (in this case Canada's 15¢ rate) are three distinct rates. Those distinctions can be seen in the registered cover, and in the cover in Figure 8, which reveals some of that confusion. Arfken has pointed out that the Figure 8 cover was 5¢ shortpaid, and so rated "T 25", but that since the full "50" was credited to Britain, the postage due was never collected. However, the sender may have been closer than the Canadian Post Office to the "correct rate". Britain had reduced its letter rate to Cape of Good Hope from 6d to 4d on 1 November 1888 (Moubray and Moubray [8], p. 409). Britain's letter rate to its Empire was 4d, with a few exceptions such as Canada, Newfoundland, Malta and Cyprus. From Canada the rate to those 4d destinations was 10¢. Perhaps the sender of the letter knew that Britain had reduced the rate to Cape of Good Hope to 4d a few months earlier, and expected that Canada's rate to the Cape would now be 10¢. Philatelists might also expect that when Britain reduced its rate to the Cape by 2d, Canada would reduce its rate to the Cape by 2d or 4¢ to about 11¢, and that the red "50" (5d) would become a red "30"(3d).

Figure 8: The letter rate to Cape of Good Hope was 15¢. Here, although the letter was 5¢ shortpaid, the Canadian Post Office credited Britain the full 50 centimes (10¢) for Britain's postage to the Cape. So the postage due was never collected.



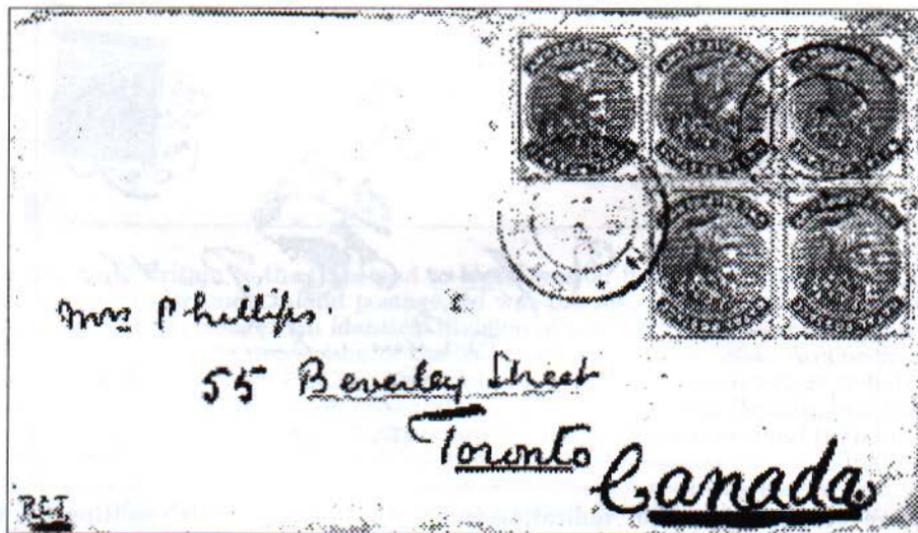
However, both the "T25" indicating 5¢ shortpaid and the "50" crediting 10¢ to Britain show that had not happened. Who was right? Did the sender know that Britain had reduced its rate 2d, and try to calculate the new rate? Had Britain extended the reduced rate to other Post Offices? Was the Canadian exchange office

right to credit "50" to Britain? Or should it have credited only "30"? Was the sender closest to the "correct rate"? In this context, what is a correct rate? This cover suggests that Britain had not yet passed on the savings. If we return to the registered 15¢ cover in Figure 6 (nine months later than the one in Figure 8), we see that only "30" cts was credited with it to Britain. However, the public was still charged 15¢!

The "Canada Postal Guide" two months later reduced the rate to 12¢, but only to Cape Colony, not to Natal. To Natal (and to St. Helena and to Ascension which both were on Route "R") the rate remained 15¢ for another year. Arfken's article showed a 15¢ cover to Natal posted 2 October 1890. It had the red "30" crediting 3d (or 6¢) to Britain. Even though Britain had reduced the rate to Natal 23 months earlier, even though that reduction included Canada for a year or more, even though only "30" was credit to Britain, 15¢ was still the current rate in the "Canada Postal Guide", and so that cover was prepaid 15¢! Was it a correct rate? Or an overpayment? Is the cover in Figure 8 5¢ short? Should it have been paid 15¢, or 12¢, or maybe 11¢, or was 10¢ really correct?

The 15¢ cover of 2 October 1890 to Natal may be the only Small Queen letter cover to Natal, although two other Small Queen covers to southern Africa exist: a 1¢ postcard with a 1¢ Small Queen about the stamp trade was posted from St. Hyacinthe, Que. 29 December 1896 and received at Durban 8 February 1897; and an 1897 cover with a 5¢, 3¢, and four ½¢ was in auctions twice in 1995. The latter cover was poorly described, and might have been to Natal or to Zululand, which was part of Natal from 20 December 1897. From then until June 1898, Natal and Zululand stamps could be used interchangeably. A cover with a mix of many Natal and Zululand stamps, was posted from Eshowe, Zululand 9 March 1898, registered to Toronto. It has Durban and London backstamps [17]. No UPU cover from Canada to Natal has been recorded, but a UPU rate cover from Natal is shown in Figure 9.

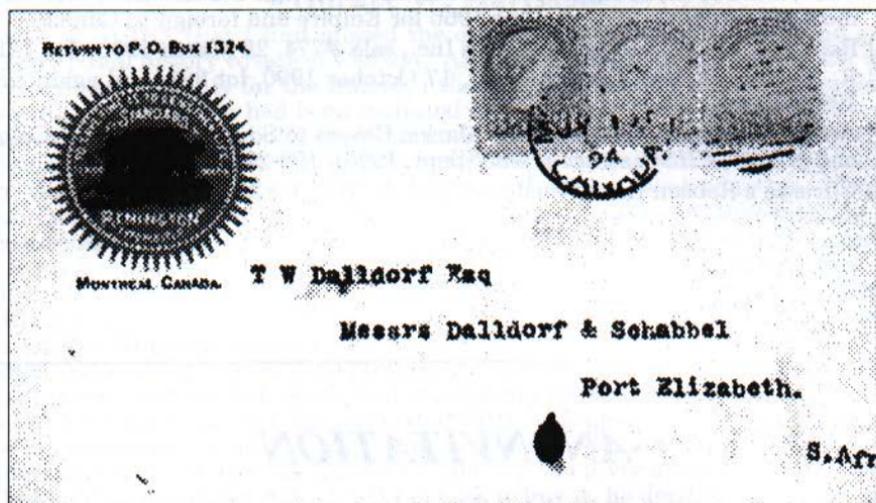
Figure 9: Natal to Toronto, 1896.



It was posted at Stanger, Natal on 1 September 1896 to Toronto, and has backstamps of Durban (2 September), London, (28 September), and Toronto (10

October). We cannot leave these covers without showing the lovely illustrated 5¢ in Figure 10.

Figure 10: Illustrated cover from Toronto to Port Elizabeth, South Africa, 1894.
(courtesy Charles G. Firby Auctions)



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GROW WITH THE ROYAL

Another Funny Fable from Sixty-five Years of Philately

Horace W. Harrison

It was at SIPEX that I first missed the opportunity to acquire one of the great military postal history covers of Canada. As Vice-President of the Exhibition with primary responsibility for the frames, I thought that most of my duties would be over after the exhibits had been mounted and secured. For whatever reasons, it became apparent that both the Chairman of the Board, Svend Yort, and the President, George Turner, were so busy entertaining visiting world-wide dignitaries that the operational decisions required during the show devolved to me. Thus, it was not until late in the week of the show that I got around to investigating the dealers bourse for material to add to my collection. I arrived at one table, manned by a single dealer and had to wait my turn for service as he was taking care of a prime customer, the late Ezra Cole of Nyack, New York. I was observing Ezra's pickings from a lot of covers when one caught my eye. It was a registered cover to the United Kingdom franked with a single 10 cents Prince Consort stamp of the "Cents" issue of Canada, with no postage due markings when the postage rate was usually twelve and one half cents, and the registry fee was eight cents. I anxiously waited for Ezra to discard this somewhat ratty looking cover, but he put it in his pile of purchases, much to my disappointment. I have never been able to understand why I didn't ask Ezra if I could buy the cover after he had purchased it, but I do not remember doing so. If I did ask to buy it, he declined to sell it to me. This cover, illustrated below, is a soldier's letter on which the Empire postage rate was but 2 cents, plus the registry fee to the United Kingdom of 8 cents.



So far as I know, it is the only Registered Soldier's Letter from Canada, and I chased it for 30 years. The next year, at the annual convention of the British North America Philatelic Society, held in 1967 at the Alpine Inn at St. Marguerite's Station, Quebec, I was approached by Norman Hubbard who asked my opinion of this very same cover. Though terribly tempted to tell him I thought it was no good, so I could buy it, I told him I thought it was as good as gold and a first class rarity. Some years later, I was told that the cover was owned by Sam Nickle who was indebted to me for having given up a very rare straight-line town cancel of Petite Nation on a registered cover so that he could complete his collection of straight-line

cancel. Through an intermediary (probably a mistake on my part) I offered him several very rare items from the second Riel Rebellion, including a post card from a ranker at Frog Lake with a very interesting message, in exchange for the Registered Soldier's Letter, but he turned down the trade.

At the Christie's, N.Y. sale of his early covers, Nesbitt envelopes, and express material, held on Friday, March 19, 1993, I was told that he had brought the cover to offer to me for \$20,000 Canadian. I was at the sale and bought quite a lot of Nesbitt and express material, and spoke briefly to Sam, but he never offered to sell me the cover. Considering its condition, I doubt if I would have been prepared to pay such a price. After Sam's death, when this cover came up for auction at the Charles G. Firby sale, I was the underbidder at \$15,000 and my agent, the late Allan Steinhart, also held the winning bid and toyed with Charley by increasing his own bid. Charley asked for a starting bid, since he had no mail bid, and Allan obliged with \$1000, much to Charley's chagrin since he had estimated the lot at \$15,000 in the catalogue. Challenged at the \$1000 level, Allan raised the bid to \$10,000 and when there was no advance from others on the floor, increased his bid to \$11,000 to which Charley responded by saying that the \$10,000 bid was Allan's. It was only then that Allan said "make it \$15,400," closing out the bidding. Allan told me that he held a substantially higher limit from his other client. Like fishing, the biggest and best are always the ones that get away.

Small Queen Dates of Earliest Use

Ron Ribler

The Large/Small Queen Study Group has conducted a survey to update and enlarge the 1987 inventory. Now it is time to expand the knowledge base to a broader range of collectors. Even though these stamps went out of print more than 100 years ago, we are still learning and finding new varieties and usages. Earlier dates show up from time to time; new perforation, printing, and paper varieties find their way into collections.

We ask your assistance in updating the accompanying chart in two ways:

1. Correct or add dates of early use for the numbers listed.
2. Add major varieties not listed on the chart.

Some of the chart entries may require further explanation. For example, 37i is the soft, almost blotting paper (similar to Kleenex) and is a dark rose printing. The rose shade is also found on hard and soft papers, 37a, 37ax respectively. The 37ax is different in shade, paper quality, and scarcity from 37i—37ax stamps are often erroneously offered as 37i. Similarly, kiss prints showing partial double impressions probably exist in greater quantities than have been reported, partly because collectors have not been looking for them, and partly because many collectors do not know what such an item looks like. Perforations of 11.75 have not been publicized very much. Therefore, almost nobody checks for that perforation.

It is virtually impossible to verify all information put into the chart, so we ask simply if you are unsure of an item, but believe it to be worthy of inclusion, get another opinion or a certificate before submitting it. Please contact me with any questions, for clarifications, or with additions or corrections. If you have items, such as covers with earlier dates, photocopies would be appreciated. Once we receive the new data, we will publish an updated listing.

Reports can be made to the author at P.O. Box 22911, Ft. Lauderdale, FL 33335. Thank you for your participation.

Small Queens Dates of Earliest Reported Use

cat.#*	shade	perf.	on cover (date, town)	on stamp (date, town)	notes
$\frac{1}{2}\text{c}$					
34	Black	12	Feb. ? 1883, Paris	Aug. 15, 1889, St. John	
34a	Black	imp. pair			
34b	Black	imp. btwn.			
34i	Gray black	12	Jun. 21, 1893, Toronto	Jan. 29, 1886	
34ii	Black	12		Feb. 9, 1897, Ottawa	Thick white paper
34iii	Black	12	Jun. 27, 1895, Berlin		Gutter pair
34iv	Black	12			Major re-entry-
					pos. 49-rt. pane
34v	Black	12			Vert pair-imp. between
34vi	Black	12			Major re-entry - pos. 9
1c					
35	Yellow	12	Jan. 4, 1888, London	Jun. 28, 1889, Halifax	
35a	Orange	12	Nov. 25, 1871, Hamilton		
35b	All shades	imp. pair		29-Mar.-05, Montreal	
35c	Yellow	12			Diag. half used as $\frac{1}{2}\text{c}$
35d	Orange	$11\frac{1}{2}\times 12$	Dec 12, 1871		Ottawa print
35i	Yellow	12	.		Montreal print
35ii	Orange	12			Ottawa print
35iv	Red Orange	12	Jun. 20, 1870	Mar. 24, 1870	
35v	Deep Red Orange	12	Jan. 8, 1870, Sherbrooke		
35vi	Deep Orange	$11\frac{1}{2}\times 12$			
35vii	Yellow	$11\frac{1}{2}\times 12$	Nov. 3, 1879, Barrie	Mar. 6, 1879, Port Hood (?)	
35viii	Yellow	12			Strand of Hair variety
35ix	Yellow Orange	12	Oct. 13, 1871	Jun. 13, 1871	"Almost blotting" paper

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Small Queens Dates of Earliest Reported Use (continued)

cat.#*	shade	perf.	on cover (date, town)	on stamp (date, town)	notes
2¢					
36	Green	12	Feb. 15, 1872	Nov. 12, 1872	Montreal print
36a	Deep Green	imp. pair			
36b	Green	12			Diag. ½ used as 1¢
36c	Green	12			Vert. ½ used as 1¢
36d	Blue Green	12	Feb. 15, 1888, Quebec		Montreal print
36e	Deep Green	11½x12	Oct. 19, 1873	Oct. 27, 1873	
36f	Green	12			Double impression
36i	Green	12		Aug. 18, 1889	Ottawa print
36ii	Blue Green	12	Aug. 13, 1889, Hamilton	Nov. 25, 1889, Fredericton	Ottawa print
36iii	Deep Green	imp. pair			Yellow paper
36iv	Green	12	Mar. 5, 1897	Mar. 24, 1892, Toronto	Latent re-entry
36v	Deep Green	imp. pair			White paper (as iii)
36vi	Green	12			Major re-entry
3¢					
37	Dull Red	12	Oct. 26, 1871, Montreal		
37a	Rose	12	Jul. 22, 1870, Sorel	Sep. 29, 1871	
37b	Copper Red	12	Jan. 13, 1870, Goderich	Jan. 19, 1870	
37b	Indian Red	12			
37c	Orange Red	12	Jul. 4, 1875		
37d	Copper or Indian Red	12½	Jan. 13, 1870	Jan. 13, 1870	
37e	Red	11½x12	Dec. 22, 1873, London		
37i	Dark Rose	12	Dec. 20, 1870	Jan. 20, 1871, Pembroke, UC	"Almost blotting" paper

Small Queens Dates of Earliest Reported Use (continued)

cat.#* shade	perf.	on cover (date, town)	on stamp (date, town)	notes
3¢ (cont.)				
37ii Dull Red	11½x12	Feb. 14, 1873	Feb. 26, 1874	
37iii Orange Red	11½x12	Jan. 19, 1873, Priceville		
37x Indian Red	11¾x12		Mar. 16, 1870, Hamilton	
37xi Faded Rose Red	11¾x11¾		Dec. 1872	
37xii Pale Rose	11¾x11¾		1872	
37xiii Brown Red	11¾x11¾		Mar. 6, 1873	
37iv Rose	12			Kiss print/double impression
37ivx Rose Red	11½ x 12		1875	Kiss print/double impression
41 Bright Vermilion	12			
41a Rose Carmine	12x12¼	Oct. 10, 1888	Oct. 26, 1888	
41b All shades	imp.pair.			
41i Deep Rose Carmine	12	Oct. 10, 1888	Oct. 17, 1888	
41x Vermilion	12	Feb. 1892		¾ bisect to pay 2¢ rate. **
5¢				
38 Slate Green	12	Feb. 26, 1876	Aug. 11, 1876	Montreal print
38a Slate Green	11½x12	Mar. 6, 1876	Jun. 30, 1876	
38i Deep Olive Green	12	Dec. 26, 1876, St. Thomas		
38ii Slate Green	12			Major re-entry-doubling
42 Grey	12	Oct. 17, 1888		Ottawa print
42a Grey	imp. pair.			
42i Brownish Grey	imp. pair			
42ii Grey	12			Double print at bottom
42iii Grey	12			Major re-entry-doubling

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Small Queens Dates of Earliest Reported Use (continued)

cat.#* shade	perf.	on cover (date, town)	on stamp (date, town)	notes
6¢				
39 Yellow Brown	12	Jan. 15, 1872	May 20, 1872	
39b Yellow Brown	11½x12			
39i Brown	12	Jul. 12, 1893, Wolfville, NS		Diag. half used as 3¢.
39ii Yellow Brown	12			Major re-entry pos. 67
39iii Dark Yellow Brown	imp. pair			
43 Red Brown	12	Aug. 2, 1890		
43a Chocolate	12	Aug. 19, 1891, Berlin	Jul. 26, 1891	
43b Red Brown	imp. pair			
43i Chestnut	12	Jul. 9, 1896, St. John, NB	Nov. 24, 1891	
43ii Red Brown	12	Aug. 2, 1890		
43vi Chocolate	imp. pair			
8¢				
44 Grey	12	Oct. 4, 1893	Oct. 22, 1893	
44a Blue Grey	12	Nov. 28, 1893	Nov. 17, 1893	
44b Slate	12	Oct. 28, 1895, Cowansville, Que		
44c Violet Black	12	Oct. 17, 1896, Elgin, ON		
44d Blue Grey	imp. pair			
44i Violet Black	imp. pair.			
44ii Grey	12			Major re-entry/oval doubling

Small Queens Dates of Earliest Reported Use (concluded)

cat.#* shade	perf.	on cover (date, town)	on stamp (date, town)	notes
10¢				
40 Dull Rose Lilac	12	Jul. 9, 1888, Rat Portage	Jan. 18, 1877	
40a Magenta	12		May 4, 1887	
40b Deep Lilac Rose	12	Oct. 31, 1884, Ottawa		
40c Pale Milky				
Rose Lilac	11½x12	Nov. 2, 1874, Montreal	Jun. 26, 1875, Sydney, NS	
40i Light Rose Lilac	12		Aug. 10, 1883, Toronto	
40ii Magenta	11½x12	Jul. 18, 1885 ?		
40iii Dull Rose Lilac	11½x12		Jan. 18, 1877	
45 Brown Red	12	Jan. 23, 1893	Jul. 9, 1892	
45a Dull Rose	12	Aug. 2, 1894, Victoria, BC	Apr. 27, 1894, Halifax	
45b Pink	12	May 5, 1890, Wolfville, NS	Jun. 15, 1888, Ottawa	
45c Brown Red	imp. pair			
45i Rose Carmine	imp. pair			
45ii Rose Pink	imp. pair			
45iii Brown Red	12			

Re-entry-top frame line

* Catalogue numbers are the same as in Unitrade 1998 Catalog, except those with x in the number.

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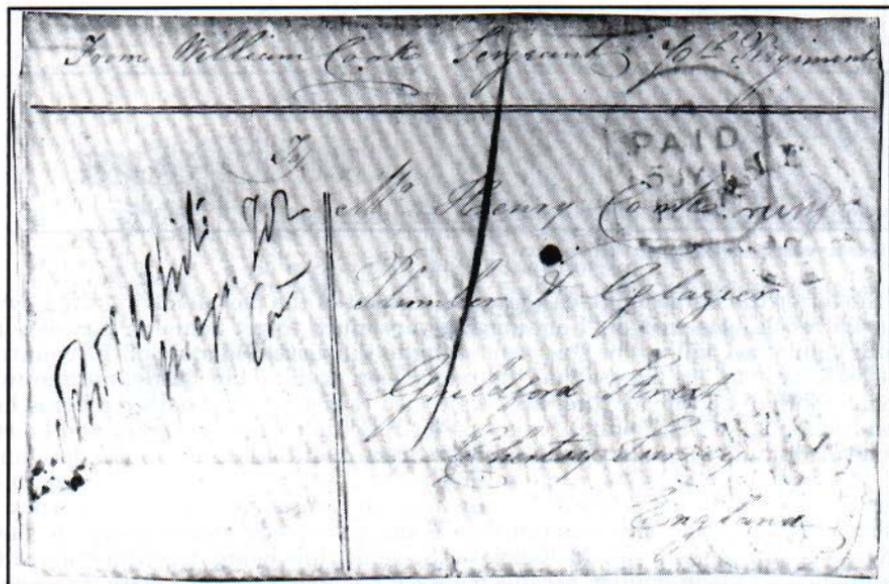
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Allan L. Steinhart

Two Soldier's Covers

Two of the covers I acquired at CAPEX'87 were Soldier's Rate covers from Canada to Great Britain, and both of them were rated the special 1d (one penny) concession rate of given to enlisted men and non commissioned officers.

The first is from Sergeant William Cook of the 70th Regiment stationed at La Prairie, Lower Canada, dated June 18, 1841. The cover is properly laid out in the special format and bears a red LA PRAIRIE 1829-type handstamp, manuscript dated 26 June. The letter was forwarded to England via Halifax and Liverpool per the Cunard British Steamer *Columbia* on the return portion of her third voyage, and bears a London A / PAID / 15 JY 15 / 1841 red datestamp in transit and a CHERTSEY / JY 16 / 1841 datestamp of receipt.



The 70th Regiment was one sent to Canada to reinforce the garrisons in case of more trouble with the patriots or with the United States. It was sent from the West Indies and the writer notes "we left Demerara on the 24th April, arrived at Barbados on the 27th, sailed for Quebec on the 1st May and arrived at Quebec after a beautiful passage, on the 29th May, sailed again in the *Queen* steamer for Montreal on the 31st May, but were transhipped to the *Royal Victoria* steamer for La Prairie." He goes on to note "the place is now in a very quiet state which was more than we expected to find ... our vessel was well equipped for war in case of an attack being made on us ... we are getting 120 men from Ireland this year but they

are not arrived at present ..." He also noted that there were 21 British regiments in Canada.

The second soldier's rate cover is headed Quebec, January 13, 1838, written by a Sergeant Dervon (*spelling of the name is unclear—ed.*) of the 4th Battalion, Royal Artillery and is addressed to England. It is properly laid out in the concession rate format, and is countersigned by the commanding officer. There is a QUEBEC / JA 19 / 1838 red double circle datestamp with a London G / PAID / 25 AP 25 / 1838 red datestamp of receipt and a manuscript P. 1, or paid one penny. It was forwarded via Halifax and carried by the *Magnet* which was the February 1838 Falmouth Packet on the return portion of her voyage.



In the letter the Sergeant gives a graphic account of the plot involving the Lower Canada rebels. He writes: "I am longing very much to get home on her account which I am afraid will not be this year owing to the disturbed state of the country. You will (see) by the papers that there has been nothing but battle, murder and sudden death in Canada for these last 2 months. It appears that a deep scheme has been laid for the extermination of every being of British origin in Upper and Lower Canada. On the 6th of Jany the Canadiens were to enter Quebec in the day time, not in a body, but merely to come in as if nothing extra was up and to remain in town till the dead of night when like one man they were to commence the work of butchery, their arms and ammunition being previously stored away in their accursed haunts in the town. McKenzie at the same time being in conjunction with Papineau had made similar arrangements for Upper Canada. Both Provinces throughout were to raise the standard of Rebellion at once, and deny the authorities and murder the subjects of the Queen of Britain but divine providence ordered it otherwise. A 1000£ each reward is offered by the government for the apprehension of Papineau and McKenzie and 500£ each for about 50 other vagabonds. Some of the 500£ gentry have been taken and are safe in Montreal and Toronto gaols. Martial law has been proclaimed in Montreal District but no trials have as yet taken place ... 3 engagements of some consequence have taken place in which great numbers of the Rebels were settled with. Lynch was at one where about 200 of the rascals were killed. The country begins again to assume the appearance of peace."



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What's
New?



Philatelic
Collections

Cimon Morin

This column is provided on a regular basis to publicize new acquisitions and activities within the philatelic area at the National Archives of Canada (NA). Researchers who wish to use the NA facilities should contact, in writing, the National Archives of Canada, Reference Services, 395 Wellington Street, Ottawa (Ontario) K1A 0N3. FAX: (613) 995-6274; e-mail: reference@archives.ca.

Recent Acquisitions:

British American Bank Note Company Fonds. - [philatelic records]. - 1868-1990. Approximately 3,000 items. This acquisition contains materials produced by the British American Bank Note Company during the period 1868-1990. It consists of 19th and 20th century pre-production (with some issued) postage stamp and related materials (*i.e.*, postal stationery), as well as Federal and Provincial revenue stamp materials, for Canada, Newfoundland, and the Provinces of Ontario and Quebec, issued during the reigns of Queen Victoria, King George V and Queen Elizabeth II. The above includes: artist's models, essays, die essays, die proofs, composite proofs, plate proofs, issued panes and single stamps. [Accession 1998-00566-6].

Canada Post Corporation Fonds. - [philatelic records]. - 1998. 240 items. This acquisition contains Canadian philatelic material for postage stamps issued between January and June 1998. Issues represented include: the Chinese New Year, the Flag, Premiers, Birds, Mining, Sumo, Canals, Health, Canada House, and the 90th Anniversary of the Royal Canadian Mint. Details of items: 96 postage stamps, 84 postal covers, 28 panes of postage stamps, 16 postage stamp booklets, 12 sheets of postage stamps, 4 postal stationery items. Records received from the National Philatelic Centre, Antigonish, NS. [Accession 1998-00546-1].

Canada Post Corporation Fonds. Saskatchewan Postal District. - [graphic records, textual records]. - 1915, 1976-1993, 0.05 m of textual records, 660 photographs, 2 prints. Accession consists of documents, photographs, and posters related to the Saskatchewan Postal District. [Accession 1998-00103-2].

Former acquisitions:

E.A. Smythies fonds. - [philatelic records, graphic and textual records]. - 1857-1972. Fonds includes (a) 686 postage stamps, 7 plate proofs, 11 reprints, 18 postal covers, 1 pane forged stamps, 1 letterhead, 2 black and white photographs, 6 notebooks and other material, (b) original and forged Newfoundland, Prince Edward Island, Nova Scotia, New Brunswick, Vancouver Island, British Columbia and Canada postage stamps and postmarks as produced by Spiro, Panelli, Sperati, Andrej Frodel, Malcolm MacLeod and others, (c) Arthur A. Bartlett letterhead bearing facsimile nineteenth century British Columbia/Prince Edward Island postage stamps, (d) contemporary postally-used covers bearing 19th century Prince Edward Island postage stamps, (e) Ottawa Senate/British Columbia "crown" cancel

postmarks on postage stamps. Finding Aids: CPA-106, CPA-207 [Accessions 1992-146, 1997-223].

William Weller Fonds. - [textual records]. - 1841-1855. 2 folders. The fonds consists of records created by William Weller, associates and the government of Upper Canada, and all pertain to the business of conveying the mail. The records consist of two series, correspondence (1843-1852) and agreements (1841-1855). The correspondence is both to and from William Weller and refers to the various routes of mail that he controlled. The agreements series includes various contracts, leases and sales pertaining to the conveyance of the mail. The fonds has been listed by series. Finding Aid: CPA-176 [Accession 1995-154].



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The mystery of the tagging on the ATM stamps continues. As Harry Voss reports in the Sept-Oct issue of the *Corgi Times* (Vol. VII, No. 2, p. 23) and I have confirmed with my own new, short-wavelength lamp, the stamps are dull under a long-wavelength UV lamp but bright under a short-wavelength lamp. This fluorescence in fact appears to be identical to the tagging on U.S. stamps. Since it would be surprising if Canada Post issued a 45¢ stamp that did not activate their detectors, it is tempting to conclude that the new tagging is intentional and their detectors respond to it. However, Canada Post in Ottawa affirmed in a phone conversation that the stamps are untagged.

Self-adhesive stamps have been given a new format with the release of rolls of one hundred. Referred to as self-adhesive coils, they are the same size as and of very similar design to the ATM stamps. The most obvious difference is that the coil stamps have "perforations", listed as "simili perf" in *Canada's Stamp Details* (Vol. VII No. 5, Sept/Oct 1998), whereas the ATM stamps have straight edges. These are evidently simulated perforations, since the stamps appear to have been manufactured individually with that shape, rather than having been separated from a perforated sheet. Two other differences on the coil stamps are gold-coloured foil and a lack of "Postage/Postes".

The all-round perfs are a departure from the traditional format for coils, and once the stamps are removed from the backing they look like regular, perforated stamps. While the new format is very convenient to use, collectors will not be able to obtain the familiar pairs and jump strips of the traditional coils.

The new Christmas stamps show sculptures of angels by Quebec artists of the seventeenth and nineteenth centuries. They are very attractive, and maintain the high standard of all recent issues in this series. There are two different sets of perforations, 13.1 x 13.2 for the 45¢ sheet stamp compared to 13.1 x 13.7 for the 52¢ and 90¢, and the reverse for the booklet stamps: 13.1 x 13.7 for the 45¢ and 13.1 x 13.2 for the 52¢ and 90¢.

Two more definitives have been released in the high-value series, a \$1 Loon and a \$2 Polar Bear. The designs are by the same artists who gave us the Loonie and the two-dollar coin, and show the subjects very realistically in their natural environment. These stamps and the self-adhesive coil are listed with a specific number of stamps issued, as was the \$8 Grizzly. This is a departure from the normal listing for definitives, which is simply "continuous printing", and makes these stamps appear almost like commemoratives. It is not clear what the reason is for this, unless it is simply the number in the first printing.

Canada's Stamp Details (Vol. VII No. 5, Sept/Oct 1998) describes the paper for the Loon and Polar Bear stamps as coated one side, gravure, but does not specify the paper manufacturer. The price list in the same *Details* gives the paper as "C", meaning Tullis Russell Coatings, but the stamp selvage shows a "P". A call to Canada Post confirms that they are indeed printed on Peterborough paper.

There is an apparent error in the listing for the Naval Vessels stamp in *Canada's Stamp Details* for Nov/Dec 1998 (Vol. VII No. 6). The printing process is described

there as six-colour lithography, but the stamp selvedge shows eight colour dots. I have taken the selvedge as correct, and listed the stamp as 8CL in Table 2. Also the University of Ottawa stamp in the Sept/Oct issue (Vol. VII No. 5) is listed as 40 x 30 mm (vertically), whereas it is 48 x 30 mm (horizontal).

The information in the accompanying tables is from Canada Post's booklet, *Canada's Stamp Details*, and from philatelic inscriptions on the stamps. Size, perforations, and number of teeth are my own measurements, except for the self-adhesive coil (which is the published size from Canada Post), and are given as (HORIZONTAL) x (VERTICAL).

Table 1: New Issues to September 30, 1998

Stamp	Health Professionals*	Art: Farmer's Family	Housing	University of Ottawa	Self-adhesive Coil
Value	45¢	90¢	9 x 45¢ s-t	45¢	45¢
Issued	25 Jun 98	8 Sept 98	23 Sept 98	25 Sept 98	30 Sept 98
Printer	A-P	A-P	A-P	CBN	A-P
Quantity	7MM	7MM	9MM	7MM	2.72MM
Paper	C	C	C**	C	JAC
Process	2CL+3CF	5CL+1CF	11CL	6CL	3Fx + 1CF
Pane	16	16	9	20	100 (Roll)
Tag	FCP	G4S	G4S	G4S	G4S
Gum	PVA	PVA	PVA	PVA	P-S
Size, mm	30 x 40.5	40 x 48.25	40 x 32	48 x 30	23.28 x 24.4
Perf	12.7 x 12.5	12.5 x 13.3	12.5 x 13.1	13.3 x 13.3	12.9 x 13.1
Teeth	19 x 25	25 x 32	25 x 21	32 x 20	15 x 16

* The Health Professionals stamp was missed from this column in the previous issue of *Topics*.

** *Canada's Stamp Details* (Vol. VII No. 5, Sept/Oct 1998) lists Coated Papers for the housing issue rather than Tullis Russell Coatings (coated), but my information from Canada Post is that the latter is the new name for the former, so the old name in the *Details* booklet may be an oversight rather than an intentional distinction.

Table 2: New Issues for October and November, 1998

Stamp	Circus	John Humphrey	\$1 Loon \$2 Polar Bear	Naval Vessels	Christmas
Value	4 x 45¢ s-t	45¢	\$1, \$2	2 x 45¢ s-t	45, 52, 90¢
Issued	01 Oct 98	07 Oct 98	27 Oct 98	04 Nov 98	06 Nov 98
Printer	A-P	CBN	CBN	CBN	A-P
Quantity	B 10.72MM SS 2.5MM	7MM	\$1: 11.5MM \$2: 11.5MM	7.5MM	*
Paper	C	C	P	C	C
Process	7CL	6CL	\$1: 3CL+2CI \$2: 3CL+1CI	8CL	5CL
Pane	SP: 12 SS: 4	20	\$1: 16 \$2: 16	20	*
Tag	G4S	G4S	untagged	G4S	G4S
Gum	PVA	PVA	PVA	PVA	PVA
Size, mm	26 x 40	40 x 30	48 x 40	56 x 27.5	26 x 39.5
Perf	13.1 x 13.0	13.0 x 13.3	13.3 x 13.1	12.5 x 13.1	*
Teeth	17 x 26	26 x 20	32 x 26	35 x 18	*

* Statistics for the Christmas stamps are:

Sheet Stamps: 45¢, perf. 13.1 x 13.2; teeth, 17 x 26; panes of 50 stamps;
52¢, 90¢, perf. 13.1 x 13.7; teeth, 17 x 27; panes of 50 stamps;
quantity (stamps): 45¢, 39,305,650; 52¢, 9,601,250; 90¢, 10,381,900.
Booklets: 45¢, perf. 13.1 x 13.7; teeth, N/A x 27; panes of 10 stamps;
52¢, 90¢, perf. 13.1 x 13.2; teeth, N/A x 26; panes of 5 stamps;
quantity (booklets): 45¢, 49,415,850; 52¢, 4,912,075; 90¢, 5,642,430.

** The stamp selvage shows P for the paper type, which normally signifies Peterborough paper.

ABBREVIATIONS: 1(2)CI = one (two) colour intaglio; 1CF = one colour foil stamping; 2(3,5, etc.)CL = two (three, five, etc.) colour lithography; 3Fx = 3-colour flexography; A-P = Ashton-Potter; B = booklet; C = Tullis Russell Coatings (coated paper); CBN = Canadian Bank Note Company; FCP = fluorescent coated paper; G4S = general tagging (four sides); JAC = Canadian Jac; MM = million; N/A = not applicable (depends on how the booklet edge was trimmed); P = Peterborough paper; P-S = pressure sensitive; s-t = se-tenent; SH = sheet stamps; SP = stamp pack; SS = souvenir sheet.



William G. Robinson

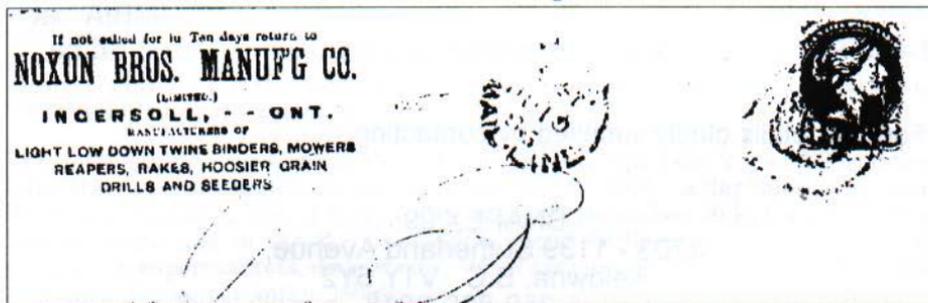
Ludlow Listing No. RR - 73

Recently, a variety of RR-73 "G.W.R. / MAIL LINE" has been reported. This clearly shows the wording MAIN LINE, and is dated March 19, 1877. There are no existing proofs of either hammer, and the run is reported from April 15, 1873 to December 22, 1886. All examples in the writer's collection are from late in the period, and show MAIL clearly—as shown in the June 10, 1886 example below.

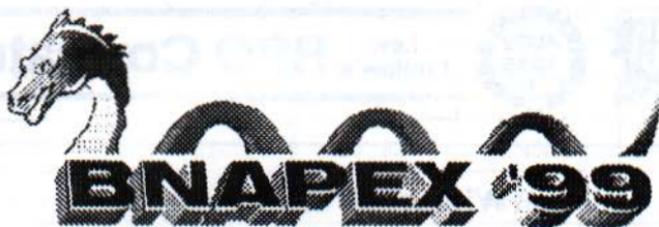
G.W.R. / MAIN LINE - First Report - March 19, 1877.



G.W.R. / MAIL LINE - Normal Report - June 10, 1886.



Please check your copies closely and report full indicia for all examples of either type to William G. Robinson, 5830 Cartier Street, Vancouver, B.C. V6M 3A7) as soon as possible.



16 - 18 September 1999, Vernon, British Columbia

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If you are coming by plane, Kelowna International Airport is the destination where you will take the Vernon Airporter, or rent a car. Canadian Airlines, Air Canada, Westjet, or Horizon Air (direct from Seattle) all have frequent flights to our airport.

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For information on expanding your trip to enjoy more of Beautiful British Columbia, contact TRAVEL BRITISH COLUMBIA at **1-800-663-6000**, or visit their website at <http://www/travel.bc.ca>.

Further details gladly supplied by contacting:

BNAPEX'99
#203 - 1139 Sutherland Avenue,
Kelowna, B.C. V1Y 5Y2
1-250-861-1106 Fax: 1-250-860-0818 e-mail: lee@silk.net

SEE YOU IN VERNON - BNAPEX'99.

Canada Post, prior to Christmas 1998, put a bilingual "Christmas card" into each customer's box. The English side is shown in Figure 1. A letter to the editor of the *Lethbridge Herald* objected to Canada Post sending a "Christmas card" in the light of a domestic one cent first class postal increase on January 1, 1999.

Figure 1



New registered forms for international, U.S.A. and domestic use were introduced on January 1, 1999 (Figure 2). The top copy with "NUL/VOID" is on the top of each package of 100 numbered forms. The top part of each self-adhesive form was the customer receipt. The international/U.S.A. form could be used with a new "AR" form (Figure 3), but the domestic form indicated receipt could be checked using a "888" number or the internet.

It is interesting to see Canada Post release the new 46¢, 55¢, 73¢ and 95¢ stamps, plus the new coils and booklets, on December 28, 1998—a day on which Canada Post was closed in lieu of Boxing Day holiday (December 26 in Canada). These stamps were sold in the R.P.O.s (Retail Postal Outlets) which operated under contract in supermarkets, drug stores, etc. This also explains the January 1, 1999 release of the registration labels.

This Registered Service appears to replace Security Registered whereas the "old" Registered (which was merely an expensive proof of delivery) has been dropped.

Figure 3

Canada Post / Les Postes Canada

Advice of Receipt Registered International / Avis de réception Recommandé International **CN07**

Office of Posting / Bureau de dépôt: _____ Date: _____

Addressee / Destinataire: _____

Country of returning office / Pays du bureau de retour: _____

ON POSTAL SERVICE / SERVICE DES POSTES
AIRMAIL / PAR AVION

Identifiant par No. / N. de la case: _____ Return to / Renvoyer à: _____

Name / Nom: _____

Street and Number / Rue et numéro: _____

City / Provincial Postal Code / Ville / Provincial Code postal: _____

CANADA

25-086-587 (04/10)

AR

	Regional				National			
	1.36kg	5kg	10kg	30kg	1.36 kg	5kg	10kg	30kg
Priority Courier	\$14.13	\$14.13	\$14.76	\$26.77	\$20.60	\$32.06	\$39.69	\$112.12
Xpresspost	5.88	6.62	7.36	14.39	11.88	18.74	23.32	66.88
Expedited Parcel	3.31	4.03	4.74	11.72	5.06	7.23	8.68	22.48
Regular Parcel	2.89	3.63	4.37	11.40	4.33	6.25	7.52	19.64

It will be a major challenge to find all 32 properly used. I was able to find a user who would sell me the 4 unused Regional Expedited Parcel labels, but am still looking for the others unused or used.

The labels for Priority Courier and Xpresspost introduced in 1998 had the shipper's receipt on the top and the label to be affixed to the parcel as a carbonless bottom copy. Many users didn't "press firmly", and the parcel copy was difficult to read. Canada Post supplied post offices with rolls of self adhesive labels (Figure 5) to be applied to the top copy. Subsequent packages of Priority Courier and Xpresspost labels were delivered with the "Press Firmly" labels attached. In late 1998 the shipping copy was placed on top with the shipper's receipt becoming the carbonless copy.

Figure 4

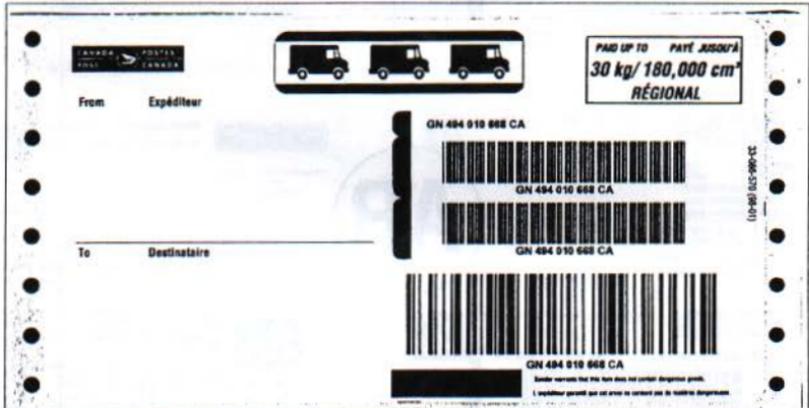


Figure 5



Figure 6

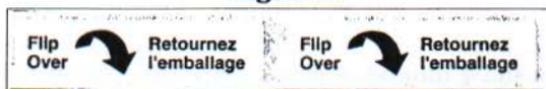


Figure 6 shows a "Flip Over" label applied to the parcels to prevent confusion when the postage and label was placed on the back.

Figures 7 and 8 show two printed forms in black which may be used with additional self adhesive labels for Priority Courier, Xpresspost or Expedited Parcel. The narrow form (Figure 7) is usually used by large mailers with an additional printed address label, whereas the wider one (Figure 8) has the address written or typed on the label, as shown in Figure 9 with the Expedited Parcel (3 trucks) label. Compare this with the Prepaid Expedited Parcel label in Figure 4.

Figure 7



Figure 8



Figure 9



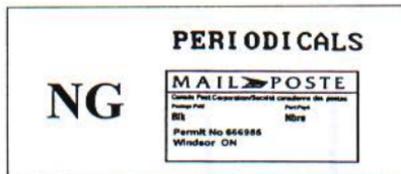
Figure 10 shows 7 different permits—some of which have company or charity advertising or a logo. The majority of permits used in Canada are still the “standard type” but more are showing customization.

Figure 10



Regulations regarding periodicals from the U.S.A. apparently have changed. Figure 11 shows three variations of the word “PERIODICALS”.

Figure 11



Each of these was found on the plastic cover of the same U.S. magazine mailed in the U.S.A. and received in Ontario in the same month. What makes them different is the word "PERIODICALS" has been applied by a spray jet to the plastic wrapping. Other magazines received in December 1998 now have "PERIODICALS" printed on the cover or sheet of paper used as a mailing label inside the plastic cover.

Figure 12



A large cancellation (Figure 12 at full size) was found on the front and back of a Standard size prepaid XPRESSPOST. The "326720" cancel was from "G.M.O./ MIDLAND/ L4R ???", but what does GMO mean?

At least three copies of envelopes to a Calgary address from different users in "T1K" in Lethbridge cancelled with a Calgary machine cancel on 2 XII 1998 have been found with a red boxed CANADA / POSTAGE PAID / PORT PAYÉ (Figure 13). The postage on all was correct at 45 cents. Why this handstamp was used is a mystery.

Figure 13



A post office employee tells me "P.S.P." at the end of many form/date numbers in 1998 means "Postal Simplification Program".

Thanks to Hugh Delaney, Chris Ryan, Mike Street, Phil Wolfe and several people who wish to remain unnamed for material in this article. Happy hunting.

**BNAPS Book Department
Saskatoon Stamp Centre**

PO Box 1870, Saskatoon, SK S7K 3S2 Canada
Ph: (306) 931-6633 Fax: (306) 975-3728
E-mail: ssc@saskatoonstamp.com

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Canada Post Office Guide - 1852 [Steinhart]	C\$17.95 / US\$12.55
The Canada Precancel Handbook [Walburn]	C\$13.95 / US\$ 9.75
Canada - BNA Philately (An Outline) [Richardson]	C\$8.95 / US\$ 6.25
Canadian Fancy Cancellations of the Nineteenth Century [Day/Smythies]	C\$8.95 / US\$ 6.25
The Canadian Patriotic Post Card Handbook 1904-1914 [Gutzman]	C\$11.65 / US\$ 8.15
Canadian Permit Postage Stamps Catalog [Staecker]	C\$13.95 / US\$ 9.75
A Canadian Railway Postal History Anthology [CRPOSG]	C\$26.95 / US\$18.85
Canadian Re-entry Study Group Newsletter [CRSG]	C\$69.95 / US\$48.95
Canadian Stamps with Perforated Initials [Johnson/Tomasson]	C\$8.95 / US\$ 6.25
Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks [Ludlow]	C\$29.95 / US\$20.95
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The Slogan Box (Newsletters of BNAPS Slogan Cancel Study Group), 3-hole punched	C\$129.95 / US\$90.95
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Handbook #4: Transatlantic Mail To and From British North America From the Early Days to U.P.U.	C\$26.95 / US\$18.85
Set of all 4 handbooks	C\$44.95 / US\$31.45
Webb's Postal Stationery Catalogue of Canada and Newfoundland (6th Edition) [Walton/Covert]	C\$16.95 / US\$11.85

Postage is extra on all Book Orders: Within Canada add 5% (min. \$5); to USA add 10% (min. US\$5.25); Overseas add 15% (min. US\$8).

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SASKATOON STAMP CENTRE

We are now well into the New Year, and your correspondent has just returned from a trip to Europe to find his mail box overflowing with newsletters. Obviously editors have taken advantage of the Christmas break to get those winter editions out. So with a lot to get through I will start right in.

Two editions of the "Newfie Newsletter" have arrived. The September issue contains items by Kevin O'Reilly on "Labrador Post Offices", a listing of G.P.O. railway and travelling post office clerks 1898-1932 (with more to come in future editions), the first instalment of a complete list of "Newfoundland Post Offices 1851 - 1998" and finally there is a report of a new re-entry found on the Seal issue 1865-1879 (reprinted from the *Re-Entry Study Group Newsletter* of November/December 1997). The November/December issue contains items from Barry Senior on "Newfoundland Perfins", another instalment of "Newfoundland Post Offices", more examples of travelling post offices and railway mail clerks and finally more Labrador post offices from Kevin O'Reilly. From the "Military Study Group" November edition comes the usual pot-pourri of Christmas related items sent in by a number of contributors including Wilf Whitehouse (naval), L.G. Clinton and A.D. Hanes. John Daynes sent along some comments on Jim Felton's H.M. Ship censor query and Bill Robinson provided an answer to Kevin O'Reilly's question regarding an Edmonton Emergency R.P.O. marking. "Confederation" for January 1999 contained a query from Ron Ribler regarding a Small Crown overprint on a 3¢ Small Queen with a postmark of March 5, 1895. Roy Sass in his editor's column asks for help in locating earliest date cancels for Large Queens. There is also a request more articles, comments and questions. T.R. Morgan has submitted a listing of Allan Line sailing dates for the winter 1872-73 and for the summer of 1873. John Verge sent along a photocopy of a 12¢ Large Queen rate cover to Newfoundland dated Sep. 14, 1868.

The R.P.O. Newsletter for October 1998 contained items on the 1979 Discovery Train (John Miller), on the Newfoundland Railway (Don Wilson), and some articles by Lionel Gillam regarding the deletion of "Ludlow W-20A." Bill Pekonen sent along some Railway Statistics for B.C. from 1905; Horace Harrison forwarded a photocopy of a R.P.O. cover from his collection, and John Cheramy sent along a postcard showing mail being delivered by row boat at the C.P. railway station at High River, Alberta. The December 1998 edition arrived with items from Gerry Carr, pictures of a postcard of the C.P.R. Great Loop near Glacier B.C and of other postcards from Don Wilson on the Newfoundland Railway and the end of steam power on passenger trains. Chris Anstead contributed a breakdown of Canadian Pacific Passenger Equipment Mail and Mail and Express and Baggage and Express as in use during 1929. Bill Pekonen sent in a piece from the British Columbia Year Book for 1905 listing main- and branch-line railway service in the Province. Bill also, as a follow up to Bill Topping's remarks on the Judging of Postal History exhibits, sent along an interesting definition of Postal History taken from a three volume work by Kenneth A. Wood, *This is Philately*. Horace Harrison contributed a C.P.R. wrapper used to mail the Company's annual report. Finally, Ken Ellison sent along more extracts from the "Vernon Daily News." The British Columbia Postal History Research Group's newsletter for October 1998 contained an article on postal censorship during World War I and a piece by Kevin O'Reilly on MOON and POCAN cancels in Vancouver. There was a further article on the Van. & Vic.

B.C. R.P.O. as used in 1905. The newsletter concluded with an item on Canadian postage meters used in British Columbia.

Three editions of the Transatlantic Mail study Group's newsletter have arrived. The August edition contains the first part of an article compiled by Malcolm Montgomery on mail between the U.K. and Prince Edward Island (with illustrations and maps). Cover illustrations have been obtained from a number of sources including the Martyn Cusworth Collection, the Allan Steinhart collection, (earliest reported transatlantic cover to P.E.I.), the author's own collection and there are two items from the Dorothy Sanderson collection. The October issue dealt with a number of different aspects of transatlantic mail. Packet letter hand stamps were discussed (*i.e.*, letters endorsed with a single line PACKET LETTER handstamp to indicate the letter was carried by an official Post Office packet). Contributors to this piece included Colin Montgomery, Dorothy Sanderson and Mac MacConnell. The SHIP PAID handstamp is the next item discussed with illustrations from the Allan Steinhart collection and John Young. Finally Jack Wallace contributed a rare seaman's concessionary rate cover from Esquimalt to Wales (1861). The December issue contains a further instalment on P.E.I. transatlantic mail which covers the period from 1800 to the introduction of P.E.I. postage stamps, with contributions from Allan Griffiths who sent photocopies of what is believed to be the rarest P.E.I. handstamp, the only recorded example of the second P.E.I. transatlantic rate (1s 1½d Cy.). Other covers showing different rates were supplied by Ron Saint, Martyn Cusworth, Douglas Campbell and Dorothy Sanderson. Malcolm Montgomery has supplied tables of known covers and examples of Charlottetown datestamps taken from James C. Lehr's *Postage Stamps and Cancellations of Prince Edward Island 1814 - 1873*, and G. Douglas Murray's *2000 Postmarks of Prince Edward Island 1814 - 1995*. The article also contains information on rate handstamps reported to have been used on P.E.I. material.

The December edition of the Air Mail group's Newsletter contains an item by Bas Burrell on Patricia Airways semi-officials. Jim Brown sent along some comments and corrections to the new "Air Mails of Canada and Newfoundland" catalogue. John Wannerton sent an item on the green and orange trees found on the Canadian Airways Ltd. semi-officials. Murray Heifetz contributed a letter about an item in the April newsletter on CLP 3. The editor also reprinted (from the Newfoundland newsletter) Nigel Rusted's memoirs of the Hadley Page attempt to fly the Atlantic from Newfoundland. The September and November editions of the "Canadian Revenue" Newsletter have arrived. The September issue contains Part 3 of Christopher Ryan's article on "Notes on the Liquor Stamps." James Harper submitted an article on the 1932/33 Red Priced Cigarette Stamps of Imperial Tobacco. Chris Ryan also contributed a piece entitled "Revenues that Never Were: The Ontario Betting Tax." The November issue contains a piece by Marshall C. Lipton, "Office Stamp Cancellations on the Upper Canada and Ontario Stamps." Chris Ryan submitted part 3 of "Unusual Examples of the Excise Tax on Commercial Paper." David G. Hannay sent along an article on "Private Perfins on Canadian Revenues," with a listing of companies and institutions known to have used perfins. The Fancy Cancel Study Group's newsletters for October and December 1998 have been received. The October issue contains a plea for material and revisions to previous newsletters. Roger Fournelle sent in a number of photocopies of various items. Horace Harrison also sent in a number of photocopies. Other contributors include Joe Smith (on modern fakes) and Hugh Ratburn and Bill Wegman who had queries. The December issue contains items from Roger Fournelle, Paul Hahn, Brian Hargreaves, Wally Gutzman, Graham McCleave, Tracy Cooper, Horace Harrison, and Thomas Southey illustrating many examples of fancy cancels with new dates and new information.

Study Groups

Admirals: Andy Ellwood, P.O. Box 41061, Ottawa, ON K1G 5K9

Air Mail: Basil Burrell, 857 Pembridge Drive, Lake Forest, IL 60045-4202

B.C. Postal History: Bill Topping, 7430 Angus Drive, Vancouver, BC V6B 5K2

BNA Perfins: Steve Koning, R.R.1, Bloomfield, ON K0K 1G0

Centennial Definitives: Leonard Kruczynski, 19 Petersfield Place, Winnipeg, MB R3T 3V5

Duplex Cancellations of BNA: in process of being amalgamated with the Miscellaneous Cancellations and Markings group (see below under Groups Being Organized).

Elizabethan: John D. Arn, N. 17708 Saddle Hill Rd., Colbert, WA 99005

Fancy Cancellations: Dave Lacelle, 369 Fullerton Ave., Ottawa, ON K1K 1K1

First Day Covers: Pierre Ethier, 101 McDonald Drive, #246, Aurora, ON L4G 3M2

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

Military Mail: Bill Bailey, #5 - 8191 Francis Rd., Richmond, BC V6Y 1A5

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

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

Postal Stationery: Steven Whitcombe, RR #2 Box 378, Underwood, MN 56586

Re-Entries: John Jamieson, Box 1870, Saskatoon, SK S7K 3S2

Revenues: Chris Ryan, 569 Jane St., Toronto, ON M6S 4A3

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

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

Large and 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

WWII: William Pekonen, 201 - 7300 Moffatt Road, Richmond, B.C. V6Y 1X8

Study Group Reporter: David Whiteley, Apt. 605, 77 Edmonton St., Winnipeg, MB R3C 4H8

"The Admiral's Log" for August contains items by Jerome C. Jarnick (on Admiral Presentation Booklets), Hans Reiche (an illustration of a new discovery "the stitch watermark" on the one cent Admiral), Robert Bayes (a special delivery cover to the Bahamas with the special delivery fee paid with a Bahamian stamp purchased in Canada *as per* a post office agreement). Robert also sent along an example of a foreign Acknowledgement of Receipt Card used to and from Germany. There are several items from the late Allan Steinhart's archives—the earliest 2¢ vertical coil on cover, and examples of compulsory Registration to G.B. and German inflation Postage Dues.

The Perfin Study Group produced both a regular and a special issue in October 1998. The special edition contained an in depth study by Conrad Tremblay on "AYRE Perfins with 'Typed Date' Cancellations on the Stamps of Newfoundland". The regular issue contained a listing of revenue perfins and positions as compiled by Steven Koning. Patrick Durbano supplied some illustrations of better Revenue Perfin items.

Postal Stationery Notes for December 1998 contains an item by Peter Zariwny on an interesting Elizabethan Special Order envelope. Horace Harrison's postal stationery pot-pourri contains two interesting items—a three-cent Queen Victoria essay and a colourful special order post card produced for the Canadian Gypsum & Alabastre Co., Paris Ont. Chris Ryan has reported that Canada Post will no longer be issuing GO Letters. They will be replaced by prepaid mailing labels good for up 1.36 kg. There is a

transcription of an e-mail discussion between Earle Covert and Robert Lemire on aspects of some Ontario Hydro cards. Earle Covert has compiled a list of "The Postcard Factory" pre-paid post cards. The October and December issues of "The Round-Up Annex" arrived with updates on the Roster project and a number of new Squared Circle listings. The November issue of "The Centennial Definitive study group's newsletter contains a report on the recent mail sale. This was followed by an article by Bob McKay on the earliest date for the fluorescent ink variety on Scott #459ii. Len Kruczynski supplied a book review of the Unitrade Specialized

Groups Being Organized

Essays and Proofs: John Jamieson, Box 1870, Saskatoon, SK S7K 3S2

Miscellaneous Cancels and Markings: Michael Rixon, 749 Agnes St., Montreal, QC H4C 2P9

Canadian Officials: Thomas Hanes, 165 Douglas St., Toronto, ON M5M 1G7
secretary/treasurer required

Great Lakes and St. Lawrence Ports: Robert Parsons, 4 Freeman Rd., Markham, ON L3P 4G1

Registration Study Group: David Handelman, Mathematics Department, University of Ottawa, Ottawa, ON K1N 6N5

St. Pierre & Miquelon: Everett L. Parker, HC 76, Box 32, Greenville, ME 04441-9727

Transpacific Mail: Brian Murphy, 89 Goulburn Ave., Ottawa, ON K1N 8C9

Vice-President for Study Groups:

Douglas Lingard, 2425 Blackstone Cr., Ottawa, ON K1B 4H3

Catalogue of Canadian Stamps, 1999 edition. Joseph Monteiro submitted a monograph on "The 50-cents Centennial Misperforated Booklet."

The September/October and the November/December issues of "The Slogan Box" have been received. The September/October issue came in two parts, one of which contains a listing of the newest type of machine slogan cancels (the ink jets). The listing is complete as reported to September 1, 1998 and copies are available from the author, Joel Weiner, 41, Fairway Drive, Edmonton, Alberta T6J 2C2, e-mail [joel.weiner@ualberta.ca]. The regular edition contains an important article by Daniel Rosenblat on Crippled Children Easter Seals slogans. There is also a listing of the meter slogans available on health, safety and social services as compiled by Steve Friedenthal, and finally some interesting extracts regarding the application for and issuances of permits for Slogan Cancels

from the Archives. The November/December issue contains an article by Cecil Coutts on machine slogans from Prince Albert, Saskatchewan. There is also an updated listing of classic slogans available on disk from Cecil.

Two copies of "The Corgi Times" have been received. The September/October edition contains an article by Clarence Stillions on "Canada's Embossed Issues." Harry Voss submitted a report on "Tagging on ATM Stamp." John Hillmer chipped in with a short piece on a major shift on the Scott #588 (Borden Caricature) precancel. John Arn showed examples of the 32¢ Queen Elizabeth with missing numerals. Andrew Chung sent along a piece by Brenda Brown from the Canada Post's *Performance* entitled "Taking the Tiger by the Tail." Andrew Chung also submitted more material on the ATM stamp. Joseph Monteiro illustrated two new imperforate errors on the 12¢ Peregrine Falcon and the 48¢ McIntosh Apple. John Arn sent along items on the Red Dues and a question "Can You Rate These Covers?" The November/December issue contains an article by Leopold Beaudet on "Ink Erasure" and Dean Mario submitted an Expo'67 U.N. cover with a different cachet. Laura Heron's article "Canadian Stamp Design 1949 - 1969" was reprinted from the *Archivist*." Joseph Monteiro sent an item on "Prices on Selected Modern Canadian Stamps." Leopold Beaudet also sent along examples of a plate flaw on the Law Society of Upper Canada (Scott #1640) and an example of a perforation shift on the 1997 PTTI World Congress (Scott #1657).

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Readers Speak

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

Sir:

I enjoyed looking at the rate covers shown by Marc Eisenberg in the Fourth Quarter 1998 issue of *Topics*. However, I should like to suggest an interpretation different from the one given by Mr. Eisenberg for the cover shown at the top of page 10.

It appears from the postmark that this cover was postmarked at Aylmer, Lower Canada, a small town near present day Ottawa (called Bytown at the time the cover was mailed in 1850). The route it would have taken would be from Aylmer to Bytown (8 miles), and thence to Toronto (328 miles (Smith, William H., *Smith's Canadian Gazetteer (1846)*), for a total distance of 336 miles. The rate for a single-weight letter travelling between 300 and 400 miles at that time was $1\frac{1}{2}$ *cy.*, or $13\frac{1}{2}$ *d.* Since the cover was marked "Paid $4\frac{1}{2}$ ", there was "More to pay 9", as indicated by the large manuscript "9" on the face of the cover.

The only mystery remaining is why the letter would have been rated $4\frac{1}{2}$ *d* in the first place.

Robert C. Smith

Sir;

The P.O. order No. 7, June 1, 1871 indicates that "A Post Card may be Registered under the same Regulations as a Letter, if the Registration charge be prepaid by affixing an ordinary two cent Postage Stamp." Registered Letter Stamps were not issued until late in 1875.

Has anyone ever seen a Canadian post card from the period 1871-1876 with a 2¢ adhesive paying the registration fee?

Horace W. Harrison

Sir:

I would like to add my voice to the chorus of thank-yous to Mr. Livermore for his *BNA Topics* index. Having prepared indexes for non-philatelic hobbies, I know what a tremendous amount of drudgery he went through. One now expects to see more and more knowledge exhumed from back issues where it would have been forgotten had it not been for the ease of using the index. Congratulations on a job well done!

Dale Speirs

Sir;

(1) A Railway Link

Vic Willson's article in the April-May-June 1998 *BNA Topics* seeks an answer to the relationship between the direction on its front 'pr. *Arabian*' and the apparent impossibility of a connection with the auxiliary steamer that plied the St. Lawrence between Quebec and Pictou, N.S. to which this direction applied. Willson noted that these auxiliary steamers were to depart from Quebec as soon as possible after the arrival of the Canadian Contract Packets (Allan Line) at that port from Liverpool. In this case, the *Allan North Briton* arrived at Quebec on 26 July, so that the *Arabian* would have sailed either later that day or early the next, too soon for a letter mailed at Montreal on 27 July.

However the 30 September 1859 Canadian Postmaster General's *Annual Report* includes the following paragraph:

"In the voyages of the approaching Summer, the advantage in distance will be increased by the use of the Quebec and Riviere du Loup Railway, to land and embark the Mails at Riviere du Loup, - by which measure a further gain of 110 miles will be secured to the Canadian voyage."

The first Allan steamer to fit into this new scheme was the *North Briton* on its first trip to Quebec in 1860, arriving on 1 May and departing on 12 May—two voyages before the one referred to above. Rivière du Loup would have been added to the stops that the *Arabian* made between Quebec and Pictou, so that the 27 July Montreal letter could have been sent by train to Rivière du Loup *via* Quebec, and be there in time to be put on board the *Arabian* when it called—probably at about the same time as the arrival of the train.

(2) The Use of 'O.H.M.S.' and the Charging of Postage on Letters

Having read the caption under Figure 2 of the article by Marc Eisenberg on Postal Rates in the Canadas in the July-September 1998 *Topics*, I was prompted to explain the proper use of this and other marking associated with Free Letters. The caption questioned the charging of postage on a letter marked 'On His Majesty's Service'. In this case, the inscription was incorrectly used. The relevant regulations covering its use may be found in the British Post Office Act 1 *Victoria cap. 35 (12 July 1837)*, entitled *An Act for regulating the sending and receiving of Letters and Packets by the Post free from the Duty of Postage*.

This Act contained ten classes of individuals and groups, who had the privilege of sending their letters free of postage under specified conditions, and four schedules of more details about its use. The general direction for the marking of letters to be sent 'Free' is found in paragraph 10 of the Act, which reads in part:

"10. And be it so enacted, That the Privilege of sending and receiving Letters (free of Postage) ... shall be subject to the following Conditions:—Every Letter shall be on the public Business of the Office or Department from which the same shall be forwarded, or to which the same shall be addressed, and ... the Indorsement on each Letter sent from any such Office or Department shall be superscribed with the Person authorized to make the same ..."

When I was actively collecting B.N.A. transatlantic mail, I had a number of 'O.H.M.S.' letters, both endorsed properly and passed 'Free' and those charged postage. A number of the latter were from Army Officers writing to their agents

or ordering a uniform or wine for the Mess, which were never endorsed, and I assumed were so marked in the hope that they would be allowed to go Post Free. Although I since sold all these letters, I do have photocopies of them and submit a few examples of an improper use and several proper ones.

Figure 1

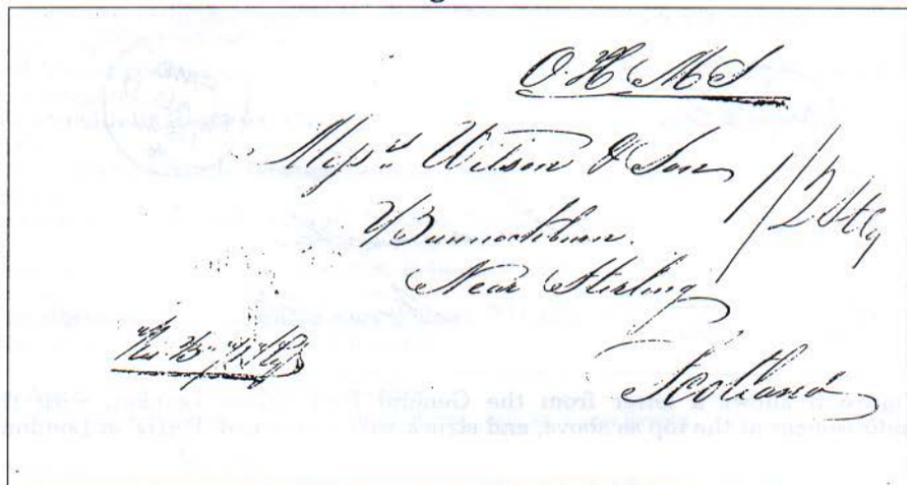
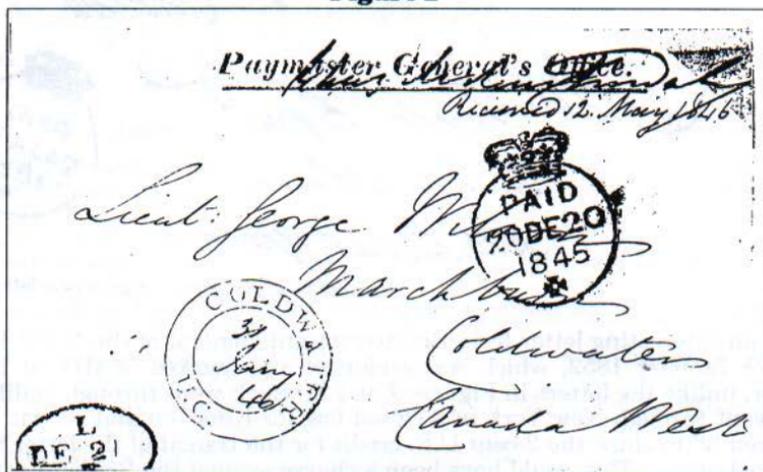


Figure 1 shows a letter from the Commanding Officer of the Reserve Battalion, 71st Regiment from St. John's, C.E. dated 1 August 1848, regarding the payment of soldiers' necessaries. While he endorsed the letter 'Res. B. 71st Cy.', there was no signature and the letter was properly charged ½ Stg. postage due.

Figure 2



The letter shown in Figure 2 is from the Paymasters General's office, London, dated 20 December 1845, regarding overdue Income Tax, with the endorsement at the top of the envelope. It was struck with a crowned 'PAID' at London.

Figure 3

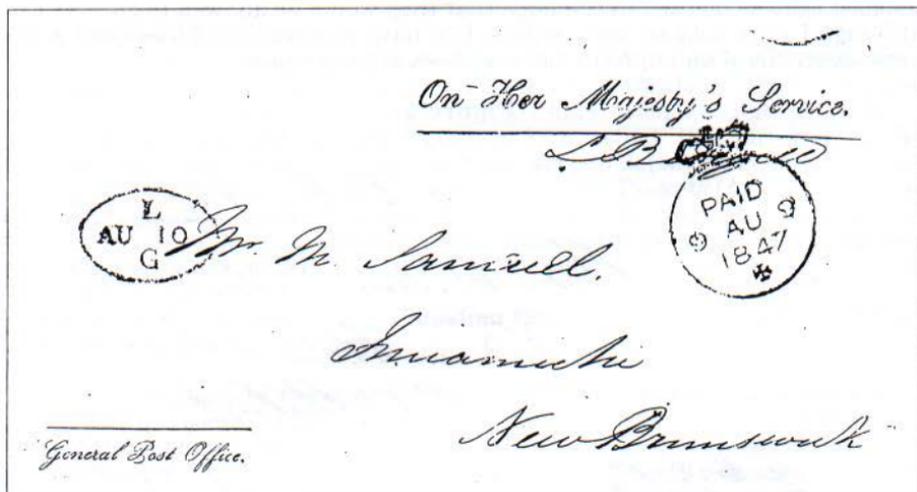
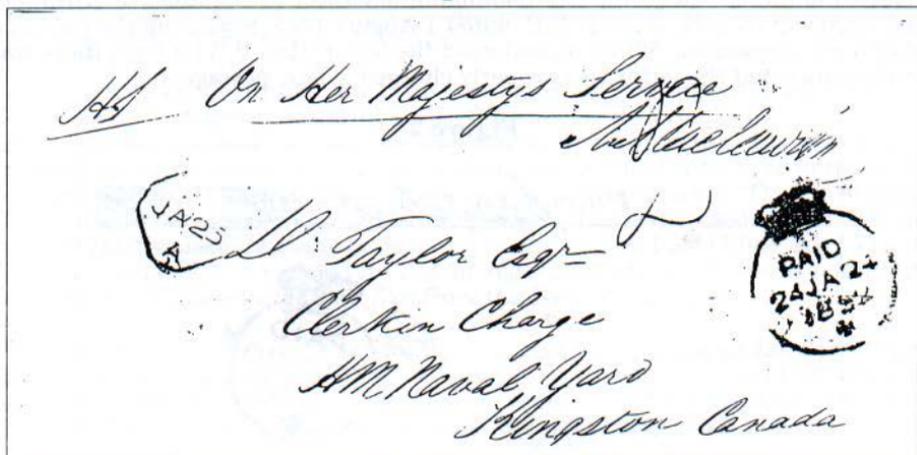


Figure 3 shows a letter from the General Post Office, London, with the endorsement at the top as above, and struck with a crowned 'PAID' at London.

Figure 4



This is an interesting letter from the Accountant General of the Navy, London, dated 23 January 1852, which was endorsed and marked 'PAID' at London. However, unlike the letters in Figures 2 and 3, which went through Halifax, this letter went through New York in a closed bag for Kingston and so was marked with a red '2' to show the 2-cent U.S. credit for the transit of the letter through the United States. This would have been a charge against the British Post Office.

Jack Arnell

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(continued from page 2)

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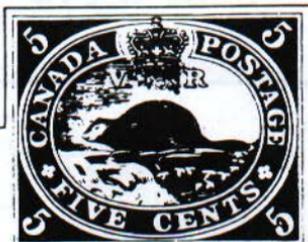
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