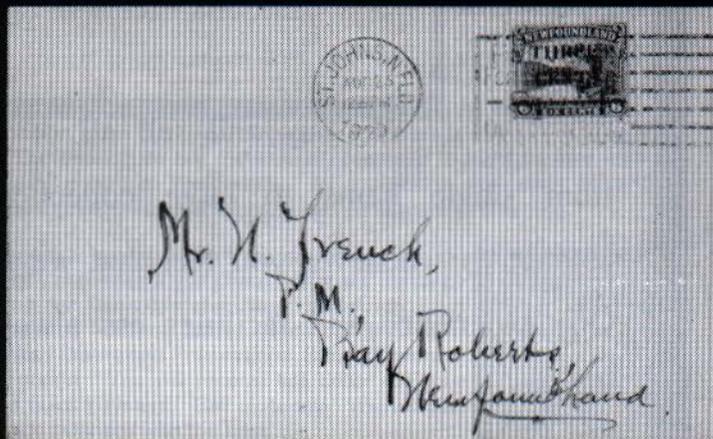


# Topics

**VOL 56**

**NO 2**

**WHOLE NO 479**



**FEATURING:**

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**BY NORRIS R. DYER**

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# BNA TOPICS



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VOL 56

NO 2

WHOLE NO 479

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(continued on page 84)

I had occasion recently to reread (photocopies of) several early volumes of *Topics*. The hobby has changed over fifty-five years, but some of the old articles are every bit as interesting as those in this current issue. *Topics* at that time was primarily a forum for exchange of incomplete information, and in that sense had much in common with current study group newsletters. Of course there were fewer reference books in print, and many members were delighted just to find someone else who collected the same little specialty area. There are lists of cancels, revenue stamps, precancelled stamps, postal stationery, philatelic literature etc., but proportionately much less discussion about covers and rates than about adhesives. Newfoundland was still a stamp-issuing entity, and numerous articles and comments appeared concerning all aspects of Newfoundland philately. In Vol. 1, #2 of *Topics* Jim Sissons began his series of advertisements on the outside back cover—a tradition that continued for more than fifty years. It was the later years of World War II, and there were ads reminding members to buy war bonds.

One aspect of BNAPS history that has tended to get lost from time-to-time is that we exist because a group of American collectors, primarily in the New York area, felt the need "to form a club for collectors of B.N.A." The organizational meeting for BNAPS was held at the Collectors Club in New York. The foresight and efforts of this small band has led to the Society we have today. The initial issue of *Topics* listed forty members, more than two thirds from the United States, and there was even a member from Cuba.

Some of the names in the first list are familiar even after all these years: Jack Levine (secretary for many years and also, during part of that time, the editor of *Topics*—Alec, would you like to edit *Topics* in addition to your secretarial duties?), C.B.D Garrett, the Meyerson brothers, Walter Hoffmann (our first president and a regular at BNAPEX conventions for many years), A.L. McCready (Popular Stamps), Jim Sissons and Vinnie Greene to name a few.

If the labours of such a small regional group could lead to the formation of an international society such as BNAPS has become, members should consider what the needs are in BNAPS today. Look at where you want the society to be ten or twenty years from now and make it happen. Get involved. Ask members of your executive what you can do to help. Check the list of vacancies for duty officers and for editors and chairpersons of study groups. Be an active participant in your society.

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# Canadian Mail to Mexico, 1882 - 1951

---

Victor L. Willson

Except for the U.S., England, France, India, and Germany, mail to any country in the 19th century can typically be counted on one's fingers and toes. This is certainly true of mail to Mexico. The Canadian Post Office included Mexico in North America as a destination, presumably because of the routes available through the U.S. Covers to Mexico in the 19th century are truly rare, and well into the 20th century can be considered rare to scarce. This article surveys what I have been able to put together over the last 15 years as part of my interest in North American rates and routes for Canadian mail.

Mail to Mexico would have either gone *via* England at the appropriate U.K. rate or *via* New York at the U.S. rate as per agreement with the U.S. in 1851. With the development of the California gold rush mail, letters to Aspinwall and Panama also followed a circular route that stopped in Mexico. Vera Cruz was reached by ship from Havana [1], 15 cents in 1852, 20 cents in 1863, and as of Jan. 1, 1870 10 cents per half oz., raised to 13 cents on July 1, 1870, reduced to 8 cents on July 1, 1875, and doubled to 16 cents on July 1, 1877. This apparently remained the rate until April 1, 1879, when it became the UPU rate of 5 cents per half oz.

Neither I nor Charles Firby [2] has recorded any pre-adhesive, pence, 1859, or Large Queen covers to Mexico. None are listed in Arfken and Leggett [1], or Duckworth and Duckworth [3], while Arfken [4; p. 25] illustrated one cover, a 5 cent Small Queen franking with a date of Nov. 6, 1897. In the Maresch October 1983 auction, lot 369 was illustrated as a 5 cent Small Queen cover to Guadalajara from Manitowaning, dated June 8, 1895. George Arfken, in his listing of 10 cent Small Queen covers [5] listed two, one dated June 1, 1897, the other June 5, 1897; the first was sold in Sissons Sale 175, lot 329, the latter in Sissons Sale 242, lot 91. Both were registered. One was listed "to Mexico" (likely Mexico City), the other was addressed to Mexico City; both were registered. The former was also shown in the Maresch October 1996 sale, lot 1634, from Montreal Ju. 15, 1897. The rate paid the 5 cent UPU rate and 5 cents registration. There are two U.S. registration labels, one from New York, and the other El Paso. The destination was Mexico City, so the routing is interesting, indicating rail rather than ship. It is possible that this item is the same as the Arfken listings and was earlier misidentified as to date, since the Montreal dater separated the 1 and the 5.

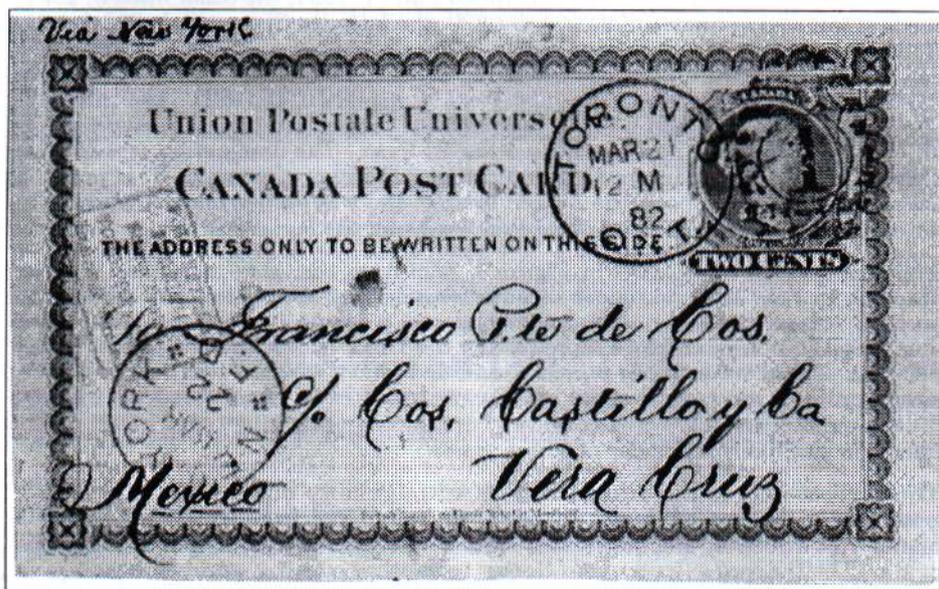
Another auction lot, shown in Figure 1, was from the Ayre collection, sold by Maresch in Feb. 1982 and more recently acquired by me in the Oct. 1998 Firby auction. It is an undated, unsealed envelope with a 1 cent Small Queen on a 1 cent blue postal stationery envelope representing the UPU double circular rate of 1 cent per 2 oz. The cover is 5½ by 3 inches, and must have weighed just over 2 ounces, as it is unlikely much more could have been stuffed in it. Since it is from a stamp dealer, and there are faint creases on the back corresponding to a card insert or the like, this was likely a circular of stamp prices.

The earliest item I have discovered to Mexico is shown in Figure 2. It is a UPU post card, datestamped Mar. 21, 1882, to Vera Cruz from Toronto. It has a manuscript direction "*via* New York" and a New York foreign division (FD) dater of Mar. 22. The card is from one collector to another offering worldwide stamps in exchange for Mexico adhesives. I have another early UPU card, dated Feb. 22,

Figure 1: 2 cent printed matter rate, Montreal to Mexico (City). Undated.



Figure 2: Earliest recorded item to Mexico, UPU postcard Toronto to Vera Cruz, Mar. 21, 1882.



**Figure 3: Short-paid to Mexico, not detected, Alexandria, Ont., to Oaxaca, Nov. 29, 1897.**



1893, Fredricton, N.B., to Mexico City, from a collector to a Mexico stamp dealer asking for approvals. This card has a Nueva Laredo, Tam(aulipas) transit and a Mexico DF receiver, indicating the card went by railroad through Texas.

Another interesting cover is shown in Figure 3. It is paid with a 3 cent Small Queen and was cancelled Nov. 29, 1897, Alexandria, Ont. It was sent to San Geronimo, Oaxaca, and has a Chicago transit marking and three Mexican daters on the back—Mexico DF, Oaxaco (?), and Tehuantepec/Oaxaca, the latter Dec. 10, 1897. Again, this item went by rail through Texas. This item is short paid but was not assessed any postage due or marked due at any point. If not caught in Canada it is probable that neither the U.S. or Mexico was much concerned, as the rate to the U.S. was 3 cents and from U.S. to Mexico was 3 cents at the time, so that material entering Mexico from the U.S. would not be caught if not marked at that point.

In Figure 4 is another 19th century cover franked properly with a 5 cent Jubilee. Dated Aug. 7, 1897, Yorkville, it was sent to Cadereita, Nueva Leon, and has the Cadereita backstamp. Again, it likely went *via* rail through Texas given the geography.

I have not specifically noted Mexico covers from the Leaf and Numeral or Edward eras, but my impression is that they are just as scarce as in the Small Queen period. As mentioned by Steinhart [6], the mail rate to Mexico was set to the same rate as to the U.S. on July 1, 1905 (2 cents per oz.). The preferred rate was maintained until recent times.

Figure 4: Correct 5 cent UPU rate from Yorkville to Cadereita, Aug. 7, 1897.



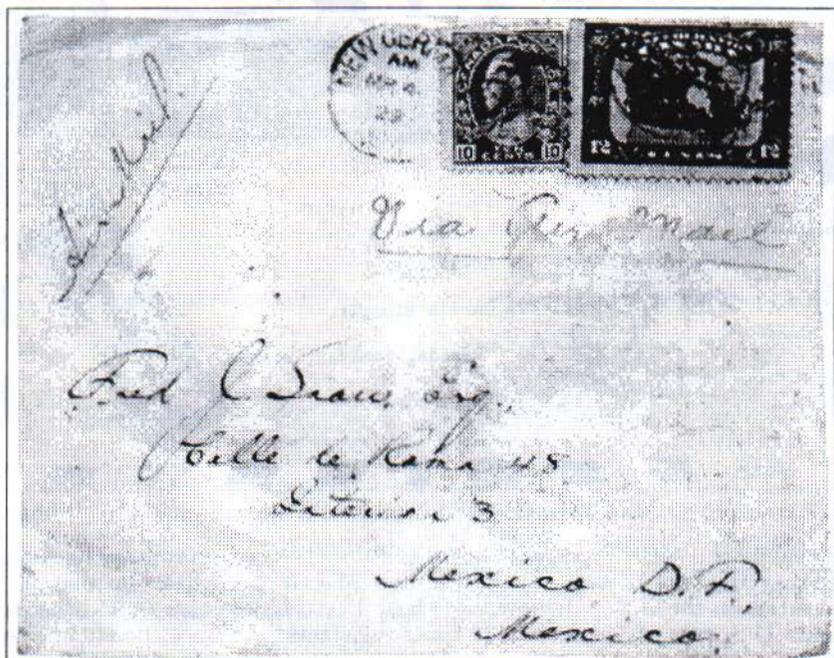
After the introduction of the war tax on April 15, 1915, the rate was 3 cents for the first oz., 2 cents for each additional oz. The cover shown in Figure 5 is franked with 5 cent violet and 10 cent blue Admirals. Sent to Mexico City from Montreal 14 Sep., 1925, it is a 1-2 oz. registered letter. Shown in Figure 6 is what I believe to be the earliest air mail cover to Mexico, from New Germany, N.S., Mar. 4, 1929, to Mexico City. Plomish [7,8] gave details of the convention for air mails through the U.S. as of Jan. 1, 1928. Effectively, Canadian mail could use the U.S. airmail segment by adding payment for the U.S. airmail rate to the destination. This U.S. rate was prepaid at 20 cents to Mexico City, added to the Canada-U.S. first class letter rate of 2 cents, hence the 22 cents on the cover. The route was *via* the U.S. Contract Airmail Route 22, extended to Laredo on Oct. 1, 1928 [9] as a result of an extension of the Mexican airmail routes to Nueva Laredo. The mail was trucked across the border and put into the Mexico airmail system. The cover has on the back a SERVICIO AERO/MEXICO D.F. receiver with a Mar. 10, 1929 receiver, as well as a carrier mark in purple.

The cover shown in Figure 7 is an airmail registered cover. It was put in the mail at Edmonton on Jan. 9, 1932, and went by Moose Jaw and Calgary, Moose Jaw and Winnipeg, on Jan. 10, then to St. Paul *via* CAM Route 9, mail trucked across the border to Pembina and put into the U.S. airmail route. The cover probably went to Chicago or St. Louis, ending up in San Antonio *via* the same CAM 22 as the last cover. At that point the U.S. Postal Service declared the destination, a radio station in Reynosa, just across the border from McAllen, to be fraudulent and the cover was

Figure 5: Double rate with War Tax plus 10 cent registration, Montreal to Mexico (City), Sept. 14, 1925.



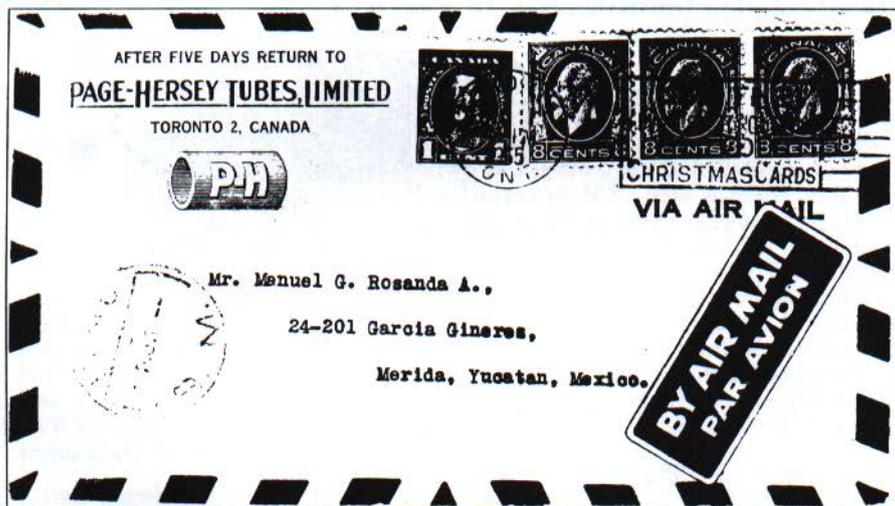
Figure 6: Earliest airmail cover to Mexico, 2 cent letter plus 20 cent U.S. airmail fee, New Germany, N.S., to Mexico City, Mar. 4, 1929.



**Figure 7: Registered airmail, 15 cents, plus 3 cent letter rate to Mexico (City), refused in U.S. and returned.**



**Figure 8: 25 cent airmail rate to Merida, Mexico, from Toronto, Dec. 11, 1935.**

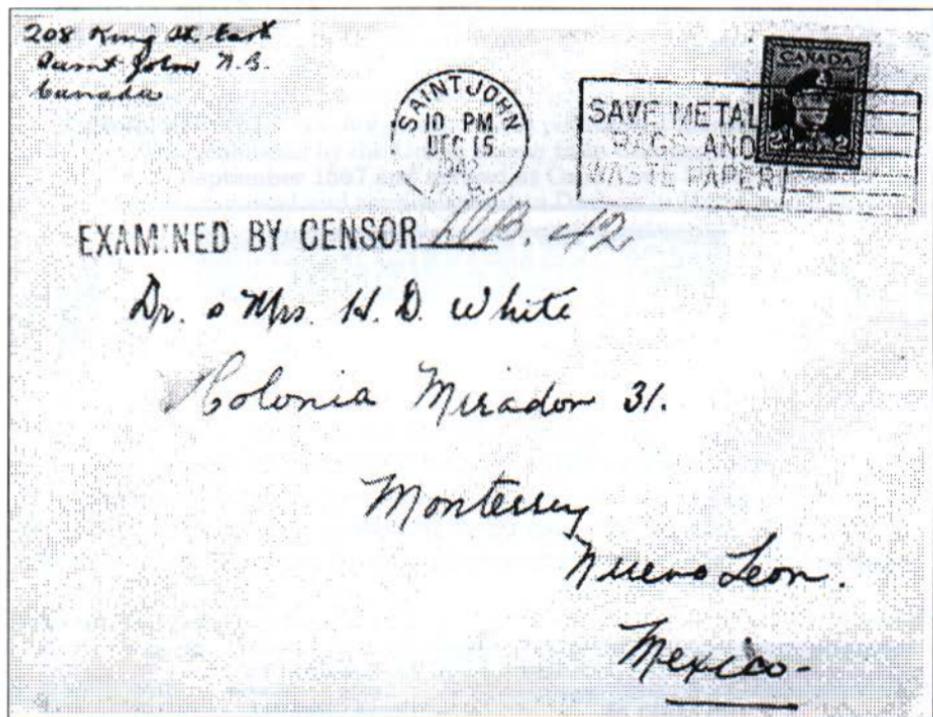


returned by the same route, with some additional Canadian railway backstamps, including BDRY LINE & WPG RPO and M.J. & CAL RPO on Jan. 19 and Edmonton on the 20th. By now, the airmail rate was 5 cents in addition to the Canada-U.S. rate of 3 cents and 10 cents registration. Hence the stamps paying

the 18 cent rate included a 5 cent Canada airmail stamp. Figure 8 shows another airmail cover, from Toronto Dec. 11, 1935, to Merida. Plomish [10] noted that the uniform rate to a variety of destinations was reduced to 25 cents per ½ oz. on July 1, 1935, the rate shown on the cover. It has SERVICIO AERO receivers from Mexico City (Dec. 14) and Merida (Dec. 15). I am not sure of the U.S. connections as there were a number of possibilities at that time. There is an additional circular marking on the front with B.A.C./No. 1/R.M. I haven't located any reference or seen it on any Canadian overseas covers—anyone recognizing it please contact me.

Figure 9 illustrates the use of the printed matter rate, 1 cent per 2 oz. in effect since 1905 for Mexico. The cover apparently contained material that was heavy or the foreign rate of 2 cents was assumed. It was sent to Monterrey from Saint John, N.B., on Dec. 15, 1942, went through the civil censor office, and has no further markings, consistent with third class mail.

**Figure 9: Printed matter rate, 2 cents per 4 oz., from Saint John, N.B., to Monterrey, Dec. 15, 1942.**



First and third class rates not shown in this article parallel those to the U.S. No further changes occurred through 1951. Why do I stop there—because that's the end of the material I have for Mexico. The Elizabethan specialists can pick up the story from here. I would appreciate hearing about any Mexico covers you have, particularly in the late Victorian and Edwardian period.

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# The African Mail. Covers Between British North America and Africa, 1851 - 1898: Part II<sup>1</sup>

Brian Murphy

Almost all of the covers from British North America to Cape of Good Hope discussed in Part I of this article date from the late 1880s or 1890s—only a decade. No stamped covers have been recorded for the 28 years 1851 to 1879, and only two until the late 1880s. If we look at the history of the British packet route to Cape of Good Hope and its rates, we can see how much diversity we lack. To continue as we did with West Africa, let us refer to this as Route “R”.

South Africa, Cape of Good Hope and Natal, via St. Helena and Ascension—Route “R” In late 1850, the General Screw Steam Shipping Company contracted for a monthly service to Cape Town via Sierra Leone with a coaling stop at St. Vincent in the Cape de Verde Islands. In June 1852, the contract and the route were altered: Sierra Leone was replaced with Ascension, a connection to Natal was arranged, and the line was extended into the Indian Ocean—to Mauritius, Ceylon, Madras, and Calcutta. This endeavour failed, and was ended in April 1854. Until 1856, mail was only as ship letters, and by irregular packets of the Royal Navy. The Dundas and Lindsay Line made the second attempt to provide regular monthly packet mail to the Cape, and on to Calcutta. It lasted for about a year, from August 1856 until September 1857. After these two failures, a permanent monthly packet mail to Cape Town was established by the Union Steam Ship Company. Their first packet left Britain 15 September 1857 and arrived at Cape Town 35 days later. In 1862, the contract was renewed and service extent to Durban in Natal, and a stop at St. Helena was added on the return trip, but not on the outward trip.

Two years later, service was extended from Durban to Mauritius. Since Mauritius had a packet connection with the P & O route between Britain and the Far East via the Mediterranean, Aden, and India (Route “M”), southern Africa had an alternate route to Britain and the world. Details of the Union service to Mauritius and of all packets to Mauritius, including sailing dates for the twenty years 1848 to 1868, have been provided by Ruffle [18]. That publication, and the extension to Mauritius of Route “R”, may seem remote from Canadian philately. However, as we shall see, Ruffle’s data—which includes British departure dates to the Cape and to Mauritius—helps us understand five Canadian covers. In 1868, a new contract both provided a fortnightly packet mail between the Cape and Britain and ended the service from the Cape to Mauritius. The explanation from the British Post Office of these changes and of the closing of the Indian Ocean route to Cape Colony, dated 14 April 1868, has been quoted by the Duckworths [4, pp. 411-13].

The only shipping company to rival the Union on Route “R” to the Cape was the Castle Line. In 1873, it was as regular and as fast as the Union Steamship Company. Edward Hibbert [19, p.17] cites evidence that its ships arrived at St. Helena in 22 days on the outward trip, and at Southampton in 23 days inward. Moreover, the Castle Line did not have a contract with the General Post Office, so its mail was carried as ship letters at 4d, not as packet letters at 1/. Castle was providing a worthwhile and popular service; it was a strong competitor. In 1876, the Cape government contracted with both lines for fortnightly service—and thus a weekly mail with Britain—and at the same time for a lowering of the letter rate from 1/ to 6d! These arrangements lasted until the end of the small Queen era, with two further rate reductions.

<sup>1</sup> Part I. *BNA Topics*, Vol. 56, No. 1, pp. 33-46 (1999).

## **British North American Letter Rates to the Cape of Good Hope, by British Packets, 1851 - 1898**

British North American letter rates to the Cape of Good Hope were the sum of the rates from BNA to Britain and from Britain to the Cape. All these packet letter rates are shown in Table III; the middle column shows the sum of the two rates; the next column shows the Canadian and BNA rates to the Cape.

Unfortunately, the pre-Confederation Canadian Post Office did a poor job communicating overseas rates to its public. Whether or not that failing inconvenienced Canadians of the 1850s and 1860s, it has certainly inconvenienced philatelists of Canada during the 1980s and 1990s. The New Brunswick and Nova Scotia Post Offices produced many more rate tables, and the annual Quebec City directory published details of rates each June beginning in 1860. Both those sources, which have been neglected by Canadian philatelists, are used below. Each change in the British rate is grouped with the BNA rates by the horizontal lines.

In Table III the connection between British rates and intercolonial rates through the British Post Office is evident. For example, on 1 April 1863 Britain increased its rate to the Cape from 6d to 1/; Nova Scotia followed on 20 April and St. Helena on 27 April. The first publication of the Canadian rate after 1 April, 1863 was the Quebec Directory in July 1863; it shows the same rate change. Those rates remained unchanged until Britain reduced the North Atlantic rate on 1 January 1870. The date of the 34¢ Newfoundland rate is uncertain—the information, published in Montreal in 1871, was apparently based on the 1869 Report of the Newfoundland Postmaster General. The same source gave the rate to Britain as 12¢. Thus, the two Newfoundland rates were the same as the other British North American rates during 1863 to 1869. The rates from BNA to the Cape divide into nine periods. Of these nine rate periods, we have stamped Canadian covers for only the last three, 1878 through to 1898. However, with stampless or inward covers we can illustrate routes and rates of most of the earlier six periods.

### **1851 to 1854.**

When the British North American colonies took control of their internal postal systems in 1851, the packet rate from BNA to Britain was 1/ stg. (plus 2d, if via the United States), and 1/ stg. from Britain to Cape Colony. As can be seen in Table III, that 2/ rate was publicized by Canada in April 1852 and by Nova Scotia 5 October, 1852. No covers at this rate have been recorded. A letter written at Simon's Town in late September 1852 to Nova Scotia was published in the newspaper *Yarmouth Herald* 23 December, 1852. It may have been carried by *Queen of the South* which arrived in England 13 December after leaving Cape Town, probably about 26 October, 1852. That trip was the first on the route extended into the Indian Ocean by the June 1852 revision of the General Screw Line's contract. However, transport on the previous packet, which probably left the Cape in late September, seems more likely. In any event, there is no indication that the letter or its cover survives.

### **1854 to 1857.**

The second rate period began when the rate between Britain and Canada was reduced to 6d on 23 March, 1854. That reduction created a rate of 1/6 stg., or 1/10½ Cy. from Canada to the Cape. However, two factors have obscured that rate: first, the rate between Britain and the three Maritime Provinces via Halifax was not reduced to 6d until 1 August, 1854; second, for most of the three years—from April 1854 until September 1856—there was no packet service from Britain to the Cape. Only ship mail—at 8d—remained, so the Canadian rate would have been 1/6 stg., or 1/10½ Cy. for only a month—23 March to April 1854, then it was 1/4 stg.—6d (+2d via New York) + the 8d to the Cape. The Nova Scotia rate from April to 31

**Table III: Letter Rates between British North America and Cape of Good Hope, via British Post Office Routes, 1851 - 1898.**

Date	Britain to BNA	Britain to the Cape	Total British Postage	BNA Rate to the Cape	Notes
1849/50 April 52 5 Oct. 52	1/	1/	2/	2/2 stg., 2/5 Can. Cy. 2/ stg., 2/6 N.S. Cy.	The 2/2 stg. Can. rate included 2d via N.Y.
23 Mar. 54 <sup>(a)</sup> April 54 1854	6d Service Ended		1/6 ----	2/ N.S. Cy.	2/ N.S. Cy. = 1/8 stg.
5 Sept. 56 1856	Service Resumed		----	1/10½ N.S. Cy.	1/10½ N.S. Cy. = 1/6 stg.
1 June 57 Nov. 57 early 58 <sup>(b)</sup> 30 July 58-60 1 Jan. 63		6d	1/ 11d	1/ stg. (Can.) 1/2 Cy. and 23¢ 23¢ Can.	1/ stg. = 1/3 Can. Cy.?
1 April 63 20 April 63 27 April 63 July 63 July 69		1/	1/6 or 1/5	36¢ N.S. 35¢ Can. 35¢	1/5 from St. Helena
1870? 1 Jan. 70 Feb.? 70 July 76	3d		1/3 or 1/2	34¢ Nfld. 28¢ 28¢	date uncertain
1 July 76 April 78		6d	9d, 8d or 7½d	16¢ 16¢	
1 Aug. 78 <sup>(c)</sup>	2½d			15¢	
1 Nov. 88 Jan. 90 <sup>(d)</sup>		4d		12¢	
late 91 Jan. 92		2½d		5¢	
1 Sept. 99 <sup>(e)</sup>	1d	1d		2¢	Imperial Penny Postage

Sources: British rates, Moubray and Moubray [8]; Nova Scotia and New Brunswick rates, Argenti [20] and Jephcott *et al.* [21]; Newfoundland rate, reference 22; Province of Canada rates, references 23, 24 and 25; additional province of Canada and Dominion rates, "Tables of Rates of Postage" in *Lists of Post Offices*, 1865 to 1874; *Canadian Postal Guides* for 1863, 1867; and *Canadian Official Postal Guides* for October 1875 to January 1899.

- (a) The rate between Britain and Canada was reduced on this date; the rate between Britain and the three Maritime Provinces via Halifax was not reduced to 6d until 1 August 1854.
- (b) Britain reduced the 1/ stg. intercolonial rates by 1d to 11d. The 1/stg. rate had been based on 6d postage from the despatching colony to Britain and 6d postage from Britain to destination. Each 6d had been divided 1d for the colony, 4d sea postage, and 1d for Britain. Thus, Britain was getting its 1d postage twice—once from each 6d. When it reduced its share by 1d, the through rates were reduced by 1d.
- (c) The rate reductions between Britain and Canada happened before these dates. However, that reduction did not alter the calculation of rates between Canada and Cape Colony until these dates.
- (d) Although Britain reduced its rate to the Cape of Good Hope, Natal, St. Helena and Ascension to 4d on 1 November 1888, Canada did not reduce its rate to the Cape until January 1890, and to Natal and St. Helena until January 1891.

August, 1854 would have been 1/ stg. + 8d ship = 1/8 stg., or 2/ Cy.; that rate was published and so is listed above; from 1 August, 1854 until September 1856 the rate would have been 6d stg. + 8d stg. ship, or 1/2 stg. Britain resumed packet service to the Cape on 5 September, 1856, and so covers at this packet rate could exist from the nine months 5 September, 1856 to 31 May, 1857. Surprisingly, two stampless Canadian covers to the Cape of Good Hope do exist during that nine months! Both were in the de Volpi collection, and since they were not illustrated in its sale (and perhaps not anywhere) their descriptions are quoted here in full.

“Stampless TORONTO C. W. Nov. 24 1856 PAID large circle to Cape Town, “Paid 1/8, Paid “2/-”, 8d, orange PAID transit, blue DARTMOUTH DE 10 1856 transit, good” ( J.N. Sissons Ltd. sale #247 lot 17, 13 April, 1966, est. \$15-20, realized \$5.50).

“TORONTO MAR 1857 stampless via LONDON PAID in red, to Cape Town PAID “1/6” + 8d, fine” (J.N. Sissons Ltd. sale #242 lot 39, 26 January, 1966, est. \$20-25, realized \$5).

Today, many of us would be glad to buy these two covers for CAN\$10.50. Both show the 1/6 stg. rate. An additional 2d stg. was paid for the first cover to go via New York, and that 1/8 stg. total was also expressed as 2/ Cy. The cover was posted two days after the Allan liner *Canadian* had sailed from Quebec City on 22 November, 1856, and so was directed via New York. Its 10 December, 1856 Dartmouth transit fits precisely with Ruffle’s timetable which shows that the Lindsay liner *Ireland* left Dartmouth 10 December, 1856 and arrived at Cape Town 29 January, 1857. The second cover (for which precise dates were not given) was probably on the Allan Line’s *North America* which left 28 March, 1857 and arrived at Liverpool 6 April, just in time to catch the Lindsay Line’s *James Hartley* from Dartmouth on 7 April, 1857. This cover points to a significant difference between colonial packet service to Canada and to South Africa. Canada had fast reliable connections to Britain; other more distant colonies did not. Just ten days after leaving Canada, this cover was on its way from Britain to Cape Town; it did not arrive in Cape Town until 24 May, 1857, 47 days out of Dartmouth.

### 1857 to 1863.

Soon after 1 June 1857, when Britain lowered its rate to the Cape to 6d, the Canadian rate was lowered to 1/ stg. (6d to Britain + 6d Britain to the Cape), and that rate was published in the post office information of *The Canadian Directory for 1857-58*, p. 897, which was reprinted in *Topics* [24]. A few months later—beginning in March 1858—all intercolonial letter rates through Britain were reduced by 1d, when Britain stopped taking its 1d postage twice—once from the 6d postage from the despatching colony and then again from the 6d postage from Britain to the destination. This 1d reduction applied not just to Canada’s rate to the Cape, it also applied to Canada’s rates to all destinations through Britain, and to the rates of all BNA post offices. Indeed, this 1d reduction probably applied to all rates from everywhere to everywhere by the British overseas postal routes. The various BNA post offices publicized the 1d reduction at various times between March 1858 and late 1860. The Canadian Post Office offered its public the least information, to the confusion of late 20th century philatelists. In Nova Scotia the 1/ stg. or 1/3 Cy. rate fell to 11d stg. or 1/2 Cy., which became 23¢ in October 1860. Covers to Australasia, for example, from Nova Scotia exist at all three rates (1/3 Cy., 1/2 Cy., and 23¢). From Canada, before the March 1858 British 1d rate reduction, the 2d American transit added to the 1/ stg. rate had produced the rate of 1/2 stg. or 1/5 Cy.—and Canadian stampless covers rated “1/2 stg. 1/5 Cy.” are known to India, Hong Kong, and Tasmania, and from Victoria. After Britain’s 1d reduction, that rate was 1/1 stg. (1/4 Cy. ?), and by the Allan Line the rate became 11d stg. or

1/2 Cy. Canadian covers at those rates are known to Switzerland and to India. On 1 July, 1859, those rates converted to 28¢ via the United States, and to 23¢ by the Allan Line.

No BNA to southern Africa covers during these six years have been recorded at any of these rates, stamped or stampless, from Canada or another Province. However, from Cape of Good Hope at least 18 and perhaps 23 covers' with triangle stamps (two of them dated 1864), most to Walter Shanly in Montreal exist: four of them, and a fifth cover to Guelph, were in the de Volpi collection; one of those four plus three other covers from the Shanly correspondence were in the V.G. Greene collection. Five other covers have appeared in three Cape of Good Hope collections: that of Sir Maxwell Joseph auctioned by Sotheby's in 1982 had two; that of "Maximus" auctioned by Sotheby's in 1989 did not have any; at Capex'96 in Toronto Guy Dillaway of the United States exhibited one of the Joseph covers; and Boonkroong Indusophon of Thailand exhibited three other covers at Capex'96. No doubt other significant collections of the Cape triangles included such covers. A fourteenth Cape triangle cover is in the collection of C.R. McGuire of Canada. These fourteen covers are listed below in Table IV, with four additional covers reported to the author by Guy Dillaway after this article was prepared for publication and Part I had appeared. Additionally, without his contribution, the de Volpi and Greene catalogues were the only source for eight of the 14 listed covers. Those catalogues were produced before covers were popular and valuable. Thus they did not illustrate and did not describe the covers as thoroughly as today's catalogues would. So, several entries in Table IV would have lacked some details.

Of the 18 covers listed in Table IV, most are to Montreal during the ten months April 1860 to February 1861. The first cover (16 April 1859) is one of the more interesting. We shall return to it and also to the March 1860 cover to Nova Scotia. The first four to Shanly during April to July 1860 all appear to have been prepaid the 8d ship letter rate to Britain, rather than the 6d packet rate, and with one exception were unpaid for Britain to Canada. The packets were only monthly in 1860, and timetables and details of postmarks are needed to understand the covers.

The next eight covers—August 1860 to March 1861—illustrate aspects of the Cunard service. Six of them were prepaid with postage stamps totaling 1/1, which was the 11d stg. intercolonial rate plus the 2d New York transit incurred by all Cunard mail, and a seventh cover at double that rate. All three single covers have a "1/" credit to Britain, which would have been 10d from 11d stg. intercolonial rate plus the 2d for the Americans; the double rate cover should have a 2/ credit, but instead the Cape exchange office, probably in error, credited the entire 2/2 postage to Britain and retained nothing for the Cape! Some of these covers also have a "1" accounting mark which was probably the credit from Britain to Canada of its share of the original 1/1 postage. If so, the covers must have come via Cunard, and so entitled Britain to the 4d sea post on the North Atlantic. The dates of one of the covers with a "1" supports that interpretation: the 14 December, 1860 cover has a Cape Town, 21 December, 1860, and a London, 25 January, 1861 transit. It arrived in London too late for the Allan Liner *Anglo-Saxon* which had left 24 January, and

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1. **Note added in proof:** After Part I of this study appeared in *Topics*, and after most of the layout work had been done on Part II, Guy Dillaway of Weston, Massachusetts contacted the author. He had information on about 13 Cape Triangle covers. Preliminary comparison suggests that at least 18 and perhaps 23 different covers exist. He also provided corrections to the draft text for Part II, especially in Table IV. This new information has been incorporated in the text and Tables. It is intended that an update for the section on the 1853-1865 covers will be submitted in the near future. The author wishes to express his sincere appreciation to Guy Dillaway for his help and comments.

**Table IV: Covers to British North America with Cape of Good Hope Triangle Stamps, 1853 -1865.**

From	Destination and receiver	Postage and markings	Transit cancels	Provenance and sources
16 April 1859 Cape Town	W.M.S. D'Urban Montreal 17 June 59	6d "5", "7", "10"	London 2 June	Joseph lot 540 C-RL c1994 Capex'96, frame 3094
9 March 1860 <sup>(a)</sup>	Don. McDonald Little Bras D'Or Cape Breton N.S.	1/ "11", "1"	London 28 Apr. 1 Sydney Mines 19 May	Lea; "Batavia" CAPEX'96. frame 3692
9 April 1860 Port Moodie	Walter Shanly Montreal 9 June 60	6d, 1d x 2 "7", "1"	Cape Town 14 April London 25 May	de Volpi lot 159 Dillaway
7 May 1860 Port Moodie	Walter Shanly Montreal	6d, 1d x 2 "7", "1" or "7"?	London ? June	de Volpi lot 160
June 1860 Fort Beaufort?	Walter Shanly Montreal 15 Aug. 60	6d, 4d x 2, 1d x 2 "1/3", "10"?	Cape Town 21 June Devonport 29 July London 30 July	Wilkins Joseph lot 278
12 July 1860 Port Moodie	Walter Shanly Montreal	4d x 2 "5"?	London 1 Sept.	de Volpi lot 161
16 August 1860 Grahamstown	Walter Shanly Montreal 2 Oct. 60	4d x 3, 1d "1", "5"	Cape Town 21 Aug. London 5? Sept.	Capex'96, frame 3691
15 September 1860 Grahamstown	Walter Shanly Montreal	6d x 4, 1d x 2 "2/2", "10"	Cape Town 20 Sept London 29 Oct.?	de Volpi lot 163 Greene lot 659
16 October 1860 Grahamstown	Walter Shanly Montreal 13 Dec. 60	6d x 2, 1d "1", "5"	Cape Town 22 Oct. London 29 Nov.	Greene Dillaway
November 1860	Robert Bell Montreal 15 Jan. 61	6d "7" "17"	Cape Town 17 Nov. London 29 Dec.	McGuire
14 December 1860 Grahamstown	Walter Shanly? Montreal 12 Feb. 61	6d x 2, 1d "1", "1"	Cape Town 21 Dec. London 25 Jan.	Capex'96, frame 3691
15 January 1861 Grahamstown	Walter Shanly Montreal 28? March 61	1/, 1d "1", "1x", "5"	Cape Town ?19 Jan. London 4 March	Dillaway
14 February 1861 Grahamstown	Walter Shanly Montreal 17? April 61	6d x 2, 1d "1", "1"	Cape Town 18 Feb. London March 30	Greene lot 658 Dillaway
16 March 1861 Grahamstown	Walter Shanly Montreal 16 May 61	6d x 2, 1d		Spangenthal
August 1861 King Williams Town	John Forester Richibucto N.B. 18 Oct. 61	1d (soldier's rate) "Not Called For"	Cape Town 11 Aug. Devonport Packet 28 Sept. London 30 Sept.	Dale-Lichenstein Dillaway
23 February 1862 Cape Town	Marcus Smith Guelph C.W.	6d x 2	London 31 March	de Volpi lot 162
12 May 1864 King Williams Town	Walter Shanly Montreal 13 July 64	1/, 4d x 2 "1/6", "5" handstamp	Cape Town 20 May London 29 June	Greene lot 660 Dillaway

13 June 1864 King Williams Town	Walter Shanly Montreal	1/4d "6", "7", "15"	Cape Town b/s London b/s	Greene lot 661
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(a) This, or a very similar cover, was in a Toronto auction some years ago, where it realized only \$80.

Sources: Various auction catalogues in passim, including the Sir Maxwell Joseph sale, Sotheby's 28 & 29 October, 1982; C RL - Christie's Robson Lowe; the de Volpi sale, J.N. Sissons Ltd. Sale #250 15 June, 1966; and the Greene sale, J.N. Sissons Ltd. Sale #363 10 July, 1975. The Capex'96 exhibitions of Guy Dillaway of the United States; and of Boonkroong Indusophon of Thailand. The collection of C.R. McGuire of Canada. Recent correspondence with Guy Dillaway.

so it was sent by the Cunarder *Canada* which left Liverpool 26 January and arrived at Boston, 10 February, 1861. The cover has a Montreal, 12 February, 1861 backstamp. The third 1/1 cover and the 2/2 double do not have the "1" (or "2"); instead they have a "5" and a "10" credit, which suggests that they were carried by the Allan Line, and so Canada was entitled to the 4d sea postage. It is unclear when Britain started using the Allan Line for intercolonial mail, and mid-1860 seems early. Britain sent most of its own mail by Cunard, with which it had the contract, and was reluctant to send mail by the Allan Line, which it may have seen as a rival.

Here then is another aspect of Canada's postal history that can be illustrated only with incoming covers: when (and why) did Britain accept the Allan Line? And when did it go a step further and tell overseas post offices that that route was available? And for 2d less than their Cunard route!

The 9 March 1860 cover to Nova Scotia would have been carried by Cunard, but the 2d American transit was unnecessary as Cunard stopped at Halifax on its way to Boston. So the British mail to the three Maritime Provinces via Halifax (and to Newfoundland) did not go via the United States. The 1/ was a 1d overpayment as the correct rate was 11d.

The cover of November 1860, like the earliest cover listed in Table IV, was paid only to Britain, and the two should be considered together. Both were paid with a 6d stamp. The first one was posted 16 April, 1859—during Canada's Pence Era. Of the 6d, "5" was credited to Britain—4d sea postage and 1d British postage, and 1d remaining with the Cape Post Office. Britain debited the cover "7" in black, which was their 5d claim of the 6d North Atlantic postage by Cunard together with the 2d American transit postage. In Canada, that 7d plus 1d stg. for Canada, was due—a total of 8d. Accordingly, it was rated "10"d Cy. due. Both the British and Canadian post offices had treated the cover as unpaid from Britain to Canada, which it was, but both had ignored their regulations of March 1859 that an unpaid letter should be fined 6d. The second—but more remarkable cover, from the same correspondence—is illustrated on the next page (Figure 11).

The letter, which is still with the cover, was written in November 1860 to Robert Bell by W.M.S. D'Urban, about the latter's scientific work in south Africa. D'Urban had been in Canada for about two years in the late 1850s (the 16 April, 1859 cover is addressed to him) assisting Sir William Logan of the Geological Survey of Canada study the natural history of the Grenville area of Quebec [26]. His father, Sir Benjamin D'Urban (1777-1849), had been Governor of Cape of Good Hope from 1834 to 1838, and the city of Durban was founded by and named after him. He was the commander of Imperial forces in Canada from 1847 until his death two years later. Again the letter was paid only to England. Partially paid and unpaid letters between Britain and Canada had been subject to a 6d stg. fine since March 1859, and between Britain and the Cape the same 6d fine since 1 March, 1860. However, this cover passed without any fine. Although the fines on underpaid mail between

**Figure 11: Grahamstown, Cape of Good Hope to Montreal, 1860.**  
(courtesy C.R. McGuire)



Canada and Britain have interested philatelists, this aspect—that there was no fine on intercolonial mail unpaid for the North Atlantic—has been ignored. As with the previous cover, of the 6d “5” was credited to Britain by the Cape Post Office. The cover has backstamps of Cape Town 17 November, 1860 and London 29 December, 1860. It missed the Allan Liner *Nova Scotia* which had left Liverpool 27 December; it caught the Cunarder *America* which left Liverpool 29 December and arrived at Boston 13 January. The cover has a Montreal receiver of 15 January, 1861. The British debited the cover “7” in black, which was their 5d claim of the 6d North Atlantic postage by Cunard together with the 2d American transit postage. In Canada that 7d plus 1d stg. for Canada was due, making 8d stg. or “17”¢ due. But no fine!

Of the final three Cape triangle covers, one, that of 23 February, 1862, appears to overpaid by 1d for the 11d rate via the Allan Line, and the last two covers were sent in 1864, and belong to the next rate period. In addition to the sixteen Cape of Good Hope covers during this period, an 1858 cover from Natal to Canada, probably stampless, was in the de Volpi collection. Thus, there are 17 covers to BNA from 1857 to 1863 (and Guy Dillaway, in recent correspondence, has indicated the possible existence of five additional covers).

#### 1863 to 1869.

On 1 April, 1863, Britain increased the rate on the Cape of Good Hope route from 6d to 1/. Canada soon increased its rate from 23¢ to 35¢, and the Cape its rate to perhaps 1/5 or 1/7 via New York. Two of the 18 Cape triangle covers show this rate. Both were to Walter Stanley in Montreal in 1864. One seems to have been prepaid only 1/4 and to have been charged postage due similar to the two covers described above; the second cover was stamped 1/8. In addition, three Canadian stampless covers to Mauritius, one stamped cover from Mauritius, and three stamped covers from St. Helena to Canada are known. Since Route “R” included St. Helena, and extended to Mauritius during 1864 to 1868, we should look more closely at those seven covers. Two of the three Mauritius covers have been illustrated and analyzed by Arfken and Leggett [3, pp. 262-265]. They point out that both covers were

prepaid and endorsed for the P & O route (Route "M"), not the Cape route (Route "R"). Ruffle's [18] timetables confirm that routing: the first cover was on the P & O's *Ottawa*, which left Suez 6 June and arrived at Mauritius, via Aden, 21 June, 1862 when the cover was backstamped; the second cover was the on P & O's *Sultan*, which left Suez 4 January, 1865 and arrived at Mauritius 23 January, via Aden (13 January) and the Seychelles (19 January). This cover has a 24 January, 1865 Mauritius receiver.

The dates of the third stampless to Mauritius were not given. An 1865 stamped cover from Mauritius to New Brunswick was advertised in 1998 [27]. Since it was prepaid 1/3, it was probably sent via Aden and Marseille (Route "M"), but the dates of the cover were not stated, and it may have been sent by the Cape. St. Helena was on Route "R" and subject to the same rates as Cape Colony and Natal. Perhaps surprisingly, three stamped covers from St. Helena at this 1/5 rate have survived, and are listed in Table V with four other 19th century covers from St. Helena to Canada.

**Table V: Covers from St. Helena to British North America, 1851 - 1900.**

From	Destination and receiver	Postage and markings	Transit Cancels	Provenance and sources
29 August 1863	Mrs. E Skimmers Woodstock C.W.	6d pair, 4d on 6d, 1d on 6d "1/4" "1"	Paid/Devonport/ Cape Packet 25 Sept; London, 26 Sept. 2 b/s	Seybold; Danson; Hibbert [19], p. 146; C RL lot 1165, 22/9/93
28 December 1863	Thomas Barron La Chute Montreal	6d pair, 4d on 6d, 1d on 6d "1/4", "5"?	London Paid 25 Jan. 3 Canadian b/s	Hibbert [19], pp. 36, 146; Sp lot 683, 11/3/99
1864	Montreal?	1/ on 6d, 4d on 6d, 1d on 6d		de Volpi, lot 191; Hibbert [19], p. 37?
29 May 1870	Jason Gould Smith Falls Ont. 12 July	1d on 6d "1" (1d Soldier's Rate)	London, 27 June Montreal, 11 July	Kraemer
5 October 1896	Toronto 7 Nov. 96	2½d pair, 2d	Registered London, 26 Oct	
21 January 1897	A.L. Griffin Winnipeg 25 Feb. 97	½d, 2d	London, 10 Feb. Winnipeg, 26 Feb. carrier h/s on front	Kraemer
c1897		3d on 6d Chalons Head		de Volpi, lot 191
1900		1d on 6d Chalons Head		de Volpi, lot 191

Sources: Various auction catalogues in passim: including C RL, Christie's Robson Lowe; Sp, Spinks, and the de Volpi sale, J.N. Sissons, Ltd., sale #250, 15 June, 1966 [13]. Kraemer: the collection of James Kraemer of Canada.

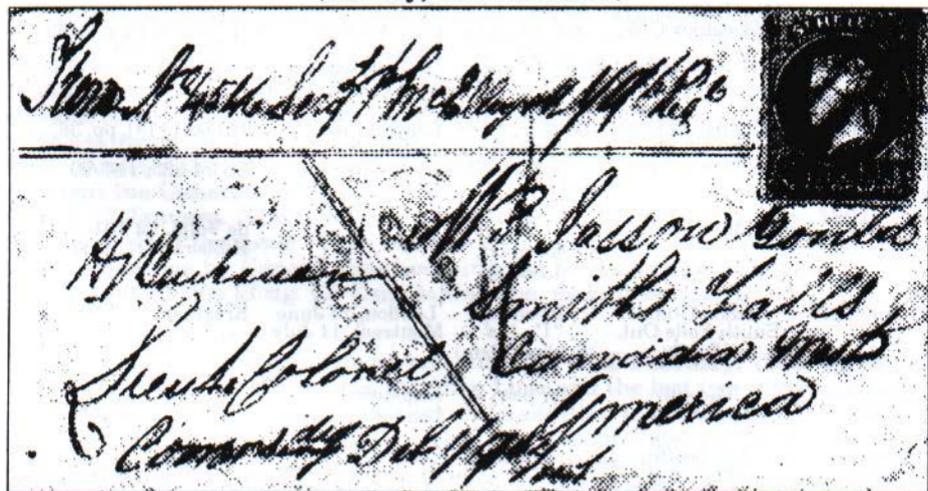
The three 1863 and 1864 covers are all correctly prepaid 1/5 for Route "R" to Britain and Canada. At least two of them show the 1/4 credit from St. Helena to Britain as well as British transits, and both appear to have the correct accounting credits to Canada, and Canadian receiving postmarks. The "1/4" would be the credit to Britain by St. Helena of the postage to Britain, the British internal

postage, and the postage from Britain to Canada. The additional credits of "1" and "5", may be British credits to Canada by the Cunard Line ("1"), and by the Allan Line ("5"). Thus, for the six and a half year rate period during 1863 to 1869, we have no 35¢ rates, stamped or stampless, from Canada, or from any other BNA Province. However, we have two covers inward from the Cape of Good Hope, and three inward from St. Helena at the equivalent rate. All five are stamped.

#### 1870 to 1876 and 1876 to 1878.

The only cover definitely from these two periods is the 1d soldier's rate from St. Helena (Figure 12). This is also the only known concession-rated soldier's letter to Canada. Like the two West African covers discussed in Part I, it is from the Large Queen era and illustrates aspects of postal service common to the Empire. Covers from southern Africa during these two periods might be scarce. The Cape triangle stamps were not used after 1865, and the subsequent issue has not been valuable enough to attract detailed auction lotting, description, or photographing. Queen era and illustrates aspects of postal service common to the Empire. Covers from southern Africa during these two periods might be scarce. The Cape triangle stamps were not used after 1865, and the subsequent issue has not been valuable enough to attract detailed auction lotting, description, or photographing.

**Figure 12: Soldier's Letter from St. Helena to Smiths Falls, 1870.**  
(courtesy, James Kraemer)

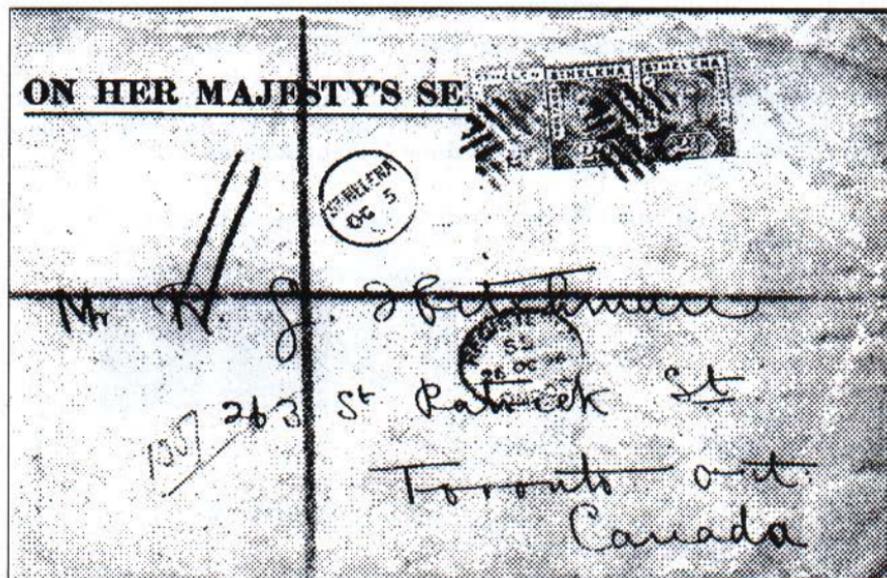


Thus it is difficult to assert with certainty that any covers exist from Cape of Good Hope to Canada during 1865 - 1878. Additional covers from Natal during 1870 to 1876, or during 1876 - 1878 may have been in a lot of six Natal covers (1858 to 1899) in the de Volpi sale.

#### 1878 to 1890, 1890 to 1892, and 1892 to 1899.

For these three rate periods (1878 to 1898), we have covers both inward and outward as we saw in Part I. Since we are ending consideration of Route "R" with St. Helena, and since St. Helena itself was the last stop before England on Route "R", we should continue with its postal story. Beginning in 1892, the letter rate from St. Helena to much of the world including Canada was 7½d. St. Helena did not join the UPU until 28 September, 1896; on that day its overseas letter rate was reduced to 2½d. The St. Helena cover shown in Figure 13 was posted there one week after St. Helena joined the UPU.

Figure 13: St. Helena to Canada, 1896.



This cover was a double registered—so prepaid 7d—and has a 7 November, 1896 Toronto receiver. This 2½d letter rate lasted only two years to Canada, until Imperial Penny Postage. In 1892 and 1893, only 5616 and 7026 letters were sent from St. Helena to destinations other than Britain [19, p 130]. If one guessed that 5% of those letters were to Canada, only 633 covers originally existed from those two years. Probably a similar number were sent in the two years 28 September, 1896 to 24 December, 1898. No 19th century Canadian cover to St. Helena has been recorded.

#### The Interior—via Cape of Good Hope

Inland—beyond the Cape of Good Hope—was the interior, and its complicated shifting balances of power and wars. The Afrikaners—the descendants of the Dutch at the Cape—had their own Republics, principally “Zuid Afrika Republic” (“South Africa”, and later the Transvaal) and “Orange Vrij Staat” (the Orange Free State). Their postal systems, including stamps, were developed in the 1860s. In 1881, Britain was forced to recognize the independence of these two republics after they were successful in war against her. The de Volpi collection included a stampless soldier’s rate to New Brunswick from “South Africa” 9 April, 1881. Afrikaners had little contact with the world beyond southern Africa until the discovery of gold in 1886 brought in a rush of foreigners. In addition to the twelve Small Queen covers to the Cape and three to Natal or Zululand, two Small Queen covers to “South Africa” exist. One was in a Christie’s Robson Lowe auction, but was not illustrated, perhaps because it was described as “with faults.” The cover was an OHMS envelope posted 24 September, 1888 at Halifax prepaid with a 10¢ salmon pink and a 5¢ to the Transvaal, via London, and with an “Unframed 2d F B” handstamp. The 15¢ paid the letter to the Cape, and 2d was the additional charge to the Transvaal or Zuid Afrika Republic. Effective 1 January, 1885, a postal convention, which later was extended to include the Orange Free State and Natal, had established a 2d rate between the Cape and the Transvaal [28, p. 28]. When the two Afrikaner Republics were first listed in the *Canadian Official Postal Guide* of

January 1892, the letter rate was given as 10¢, which may have been the 5¢ to the Cape, and the 2d interior surcharge.

In the January 1893 *Canadian Official Postal Guide*, the rate to the two Republics was 5¢; and the Zuid Afrika Republic joined the UPU 1 January, 1893. The only other Canadian cover to the Afrikaner Republics is shown in Figure 14. It was posted 14 May, 1895 at North Sydney prepaid the 5¢ UPU rate to the Transvaal or South Africa. It has a partial Z. A. R. June 1895 backstamp.

Figure 14: North Sydney to Transvaal, 1895.



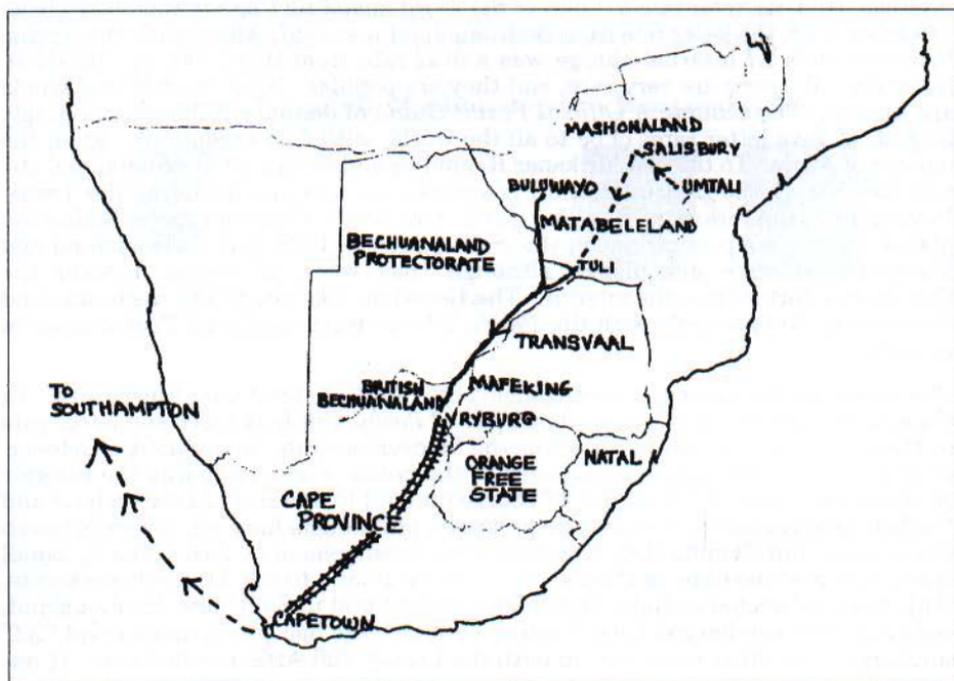
A few covers from the Z. A. R. to Canada exist: an 1894 registered cover prepaid with five 2d stamps was in the de Volpi collection; two or three were in an early 1998 Maresch by Mail auction; and one is in the McGuire collection. It was posted 31 May, 1897 paid 2½¢, and has a London transit cancel of 19 June and a Hamilton transit cancel of 27 June, 1897 and a Kincardine receiver of 28 June, 1897. The other Republic, the Orange Free State, did not join the UPU until 1898. Mail to or from it seems much scarcer, even rare. A Diamond Jubilee cover to the Orange Free State was posted at Montreal 14 September, 1897 registered with a 5¢, 3¢, and 2¢. It was returned to the Canadian DLO [29]. A cover posted from the Orange Free State 26 November, 1898 and received at Halifax 19 December is shown in Figure 15.

Along the western border of the Transvaal lay the two Bechuanalands. British Bechuanaland, a British Crown Colony from 30 September 1885 until being merged into the Cape Colony in 1895, was based on Britain's suppression of the small Afrikaner Republic of Stellaland. To the north was the large and sprawling Bechuanaland Protectorate. Although separate, the two had one postal system. In August 1888, that postal service was extended from Mafeking, at the northern point of British Bechuanaland, through the Bechuanaland Protectorate, and beyond to both Buluwayo and Tuli in Matabeleland. Those two locations and Matabeleland in general were referred to, at least in postal documents, as the "Trans-Protectorate".

Figure 15: Orange Free State to Halifax, 1898.



Figure 16: Map of Southern Africa.



Five post offices were opened: at three locations on the trail in the Protectorate, and at the two locations in Matabeleland [28, pp. 83, 93-96]. The map in Figure 16 shows these political entities, the 1888 "Y" shaped trail along the frontier with the Zuid Afrika Republic, and the later British expansion into the Trans-Protectorate. The 28 July, 1888 proclamation of this postal service—and its rates—has been published by Holmes [28, pp. 97-98]. There seem to have been three zones for postal rates: the Cape Colony, Natal, and British Bechuanaland, and perhaps other parts of southern Africa, second, the Bechuanaland Protectorate, and perhaps the Afrikaner Republics, and third the Trans-Protectorate. Incoming international mail paid to the Cape was not necessarily considered paid to the Interior. To the Bechuanaland Protectorate an additional 2d was charged, and to the Trans-Protectorate a second 2d, or a total of 4d, was charged [30, pp. 1-2, 145-147, 150]. Although these developments and these destinations were remote from Canada, and although these rates are remote from contemporary Canadian philately, we have already met the 2d charge on the 1888 cover to the Transvaal, and the 4d charge on an 1894 Small Queen cover forwarded from Cape Town to Buluwayo and to Salisbury in the Trans-Protectorate.

Before looking at the covers, we need to return to the British expansion into the interior. During July to September 1890, the British South Africa Company forced a new fortified postal road from Tuli in Matabeleland 400 miles further into the interior, enlarging the Trans-Protectorate to include Mashonaland. That expansion is generally seen as the founding of European Rhodesia, which was the 1898 consolidation of the British South Africa Company's occupation of Matabeleland and Mashonaland. The Company issued its own postage stamps, which were used from 6 May, 1891 to pay the 2d postage inside Mashonaland and perhaps anywhere in the Trans-Protectorate. Mail to the rest of the world required additional stamps of Bechuanaland to pay its 2d internal postage, 2d to Cape Colony, and the Cape's postage rate overseas. Beginning with the 1885 proclamation of British Bechuanaland, its letter rate to much of the world including Canada was 9½d; from 1 October 1888, the letter rate from Bechuanaland was 7½d, which with the Trans-Protectorate's 2d internal charge was a 9½d rate from there [30, pp. 167-169]. Naturally, all covers are very rare, and they are popular. None to or from Canada are known. The *Canadian Official Postal Guide* of January 1892 is surprisingly helpful. It gave letter rates of 5¢ to all the world, with four exceptions—all in the interior of Africa. To the two Afrikaner Republics and to British Bechuanaland the rate was 10¢; to the Bechuanaland Protectorate, apparently including the Trans-Protectorate, the rate was 19¢. The *Guide* defined the Protectorate by listing ten places: most were post offices on the trail opened in 1888, but Matabeleland and Mashonaland were also listed, although they were, of course, beyond the Protectorate further into the interior. The Canadian 19¢ rate to the Bechuanaland Protectorate fits precisely with the 7½d + 2d rate from the Trans-Protectorate to Canada.

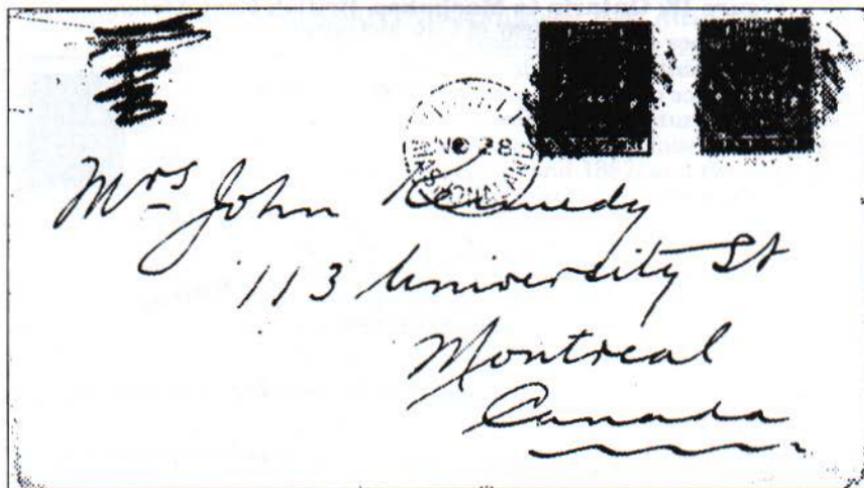
The southern Africa postal arrangement of 1 August, 1892 simplified rates. In Canada, the January 1893 *Canadian Official Postal Guide* reduced the letter rate to these four destinations to 5¢; thus the 5¢ overseas rate, introduced 1 October, 1875 for mail to Britain, was extended to the entire world, including the Interior of Africa. However, in Africa the 4d charge on mail to and from Matabeleland and Mashonaland remained. Perhaps surprisingly, philatelists have six covers between the interior and Canada that illustrate these arrangements. Two of the 5¢ Small Queen covers to the Cape in 1894 were forwarded inland to the Trans-Protectorate. Both were redirected to Buluwayo, Matabeleland and to Salisbury, Mashonaland, and both were surcharged for the interior route. One has only a manuscript "2d" surcharge. The other cover was in both the Lussey and Arfken collections. It has

backstamps of London (13 June), Tuli (15 July), and Buluwayo (20 July), as well as two from Cape Town, and three Ottawa DLOs. This cover was rated "4", probably the interior surcharge, "T8d", perhaps the same surcharge for the return trip, and "9". The rate on this route may have been changed about April 1894, and perhaps these two covers show that change.

From the Trans-Protectorate, the rate to much of the world including Canada became 6½d with the 1 August, 1892 agreement. That rate, which lasted until 1 April 1900, may be seen as the 2½d UPU rate from Cape Colony plus the 4d interior surcharge. At least four covers at that rate to Canada have survived. One, previously in the de Volpi collection, was addressed to (or was so described) Sir Wilfrid Laurier—obviously after he was knighted in mid-1897; three other covers were in a Vance Auction in mid-1994. One was posted at Panhlanga, Rhodesia 23 April, 1899, and appears to have a Montreal receiver of 2 June—40 days later. The second cover, between the same two locations, was posted 7 August, 1899 and received 11 September—35 days later.

In contrast, a very early cover from the same correspondence needed 61 days, Figure 17. It was mailed just four months after the agreement of 1 August 1892 recognized British South African Company stamps for external letters, and reduced the overseas rate to 6½d. This cover was posted 28 November 1892 from Umtali, Mashonaland, at the limits of European occupation. Travel in the Interior was very slow. The details of this cover's trip are shown in the map in Figure 16. The letter needed six days for the 200 mile trip to Salisbury by fortnightly ox-cart mail; then 14 days down what Rhodesians came to call the "Pioneer Road" by bullock cart to Tuli; another 14 days by coach along the 1888 trail across the Bechuanaland Protectorate to the rail head at Vyrburg, just south of Mafeking (30, pp. xxi, 3, 6, 8, 146-147, 150). Thus, the cover's travel time in the African Interior from Umtali, Mashonaland to the railway at Vyrburg, British Bechuanaland was about 34 days; less time—about 27 days—was enough to get the cover from Vyrburg in the Interior to Cape Town, on to England, and across the Atlantic to Montreal.

Figure 17: Umtali, Mashonaland to Montreal, 1892.





No Small Queen covers from Canada to East Africa are known. However, of the 1897 Maple Leaf Issue two or three post cards and two 1898 letter covers exist. One letter was posted at Middle Annapolis Nova Scotia 25 February, 1898, paid with two 5¢ stamps registered to Hogo Rabe, Usagara House, Zanzibar. It has a London transit of 11 March. The cover was stamped "Deceased", and was returned in July 1898 [33]. The second cover was posted in Ontario on 26 January, 1898 to Jacob Gool, Machakos, British East Africa, % African Inland Mission. It is shown on the previous page Figure 18). This is probably the same Machakos that today is south of Nairobi, about 300 miles inland from Mombasa. The cover has outward transit backstamps of Aden (20 February, 1898) and Mombasa (12 March, 1898). It was returned to Canada with Mombasa and Aden backstamps of 28 April and 14 June, 1898. Probably, this is the only surviving 19th century Canadian cover to the mainland of East Africa.

### **Conclusion**

What may we conclude from this survey? First, only a handful of stamped Canadian covers to sub-Saharan Africa during 1851 to 1898 have survived, and all but two, or three if one includes the 1881 cover to the Azores, are dated 1887 or later. Second, a surprising wealth of inward or reciprocal covers have survived, and with them philatelists of Canada could—perhaps surprisingly—illustrate aspects of Canada's Pence (1851-59), Decimal (1859-1868), and Large Queen (1868-1872) eras, as well as the pre-UPU, and post-UPU 1878 Small Queen era. Third, Matthew Carstairs's model of routes offers a valuable organizing concept for covers between British North America and Africa, and perhaps the world. North Africa had many routes and connections with Europe, and we have many fine covers especially to Algeria and Egypt. To the rest of Africa—sub-Saharan Africa—Britain had two principal routes beginning in the 1850s, and a third route beginning 1889.

The first route—to West Africa—we have labeled Route "Q". To British West Africa, Canadian philatelists have nothing before c1898 postcards; from British West Africa, we have nine covers. Two of them are pre-UPU Large Queen era; one is a UPU surcharge rate; the remaining six show usage or regulations unusual in Canadian philately, such as "AR" or endorsement by Royal Navy ship. From Portuguese West Africa and its Atlantic Islands on the shipping route, another four covers are known, two of them pre-UPU; to Portuguese West Africa and its Atlantic Island from Canada we have only a late postcard (plus a second card recently reported to the author after the publication of Part I of this article), and one wonderful cover to the Azores in 1881. The second route—to southern Africa—we have called Route "R". Although almost all Canada's 19th century African mail was carried on this route to the Cape of Good Hope, we have only four Canadian or BNA covers before 1887—two stampless covers in 1856 and 1857, and two stamped 1879 covers. In contrast, at least 18 stamped triangle stamp covers are known during 1859 to 1864. Several of them show aspects of Canadian rates, such as postage due, and external accounting, that are not known on Canadian covers. Additionally, from the same period we have at least one cover from Natal, and three covers from St. Helena. Here then are 25 covers during the eight years 1856 to 1864. Even with the remotest parts of Africa—the Interior and East Africa—a few covers to and from Canada survive from the earliest days of European involvement.

If we look at the stampless and inward covers by era, we see the same wealth: for the Pence era, four covers; the Decimal era, 18 covers; and the Large Queen era, three covers. Certainly, no stamped BNA covers from the years 1851 to 1872—let alone the pence issues—have survived. Since mail from Africa to Canada and mail from Canada to Africa was carried along the same routes by the same ships, at the same rates, by the same regulations, these inward covers often illustrate Canada's overseas mail. Here is a wealth of routes, rates, and regulations that could enrich

and diversify BNA collections. The same opportunities can be found in covers from other parts of the world.

**Editor's Note:** During final layout of Part I, *BNA Topics* Vol. 56, No. 1, Figures 7 and 8 on pages 42 and 43 were accidentally reversed.

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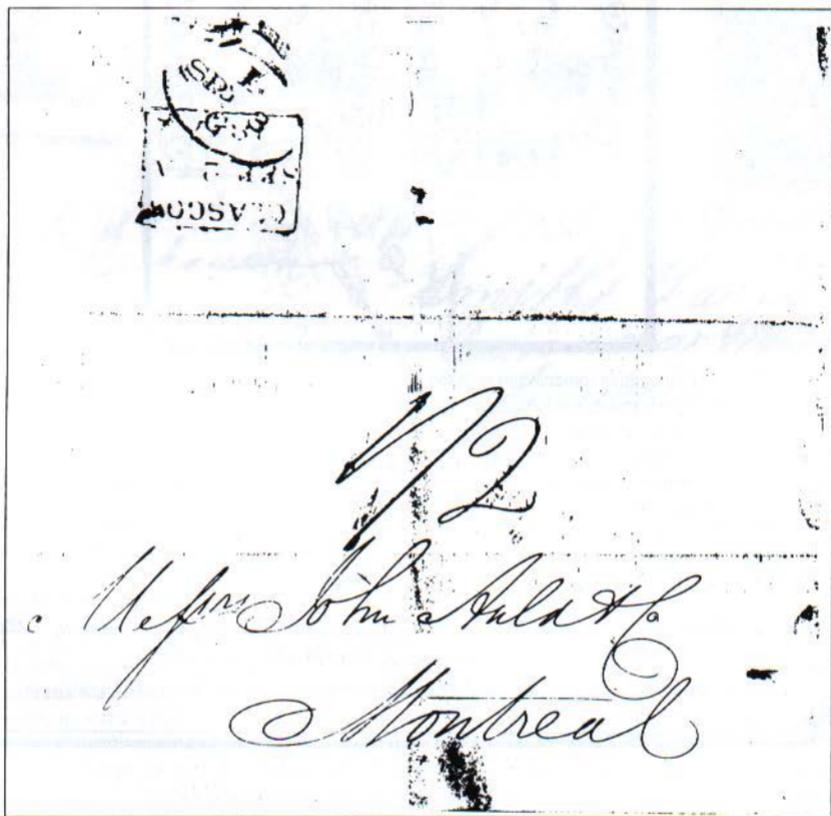
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## Stories Behind My Covers

### 37. The Hazards of the Newfoundland Coast in a Fog

Jack Arnell

The rocks off the southern coast of Newfoundland, particularly off Cape Race, were the bane of sea captains over the years, and seemed to worsen with the introduction of steamships, where the added speed would drive the vessels further on the shoals. The first of the Cunard steamers to suffer was the *Hibernia*, which had sailed from Halifax on 3 November, 1845 in a dense fog. The fog persisted for the next two days, when the ship ran on a reef off Cape Race. Although leaking badly, she lay at anchor overnight to determine her position and then put into St. John's the next afternoon. The bow of the steamer was beached and, with the help of the crew of *HMS Hyacinth*, sufficient repairs were done to allow her to proceed to Liverpool on 9 November, where she arrived on 18 November. The fact that the *Hibernia* had a wooden hull probably saved her from destruction, and certainly made quick repairs possible. I had a cover which survived this grounding, but it was sold in the Firby sale early in 1997.



A second similar event overtook the *Britannia* when westbound in September 1847. The letter illustrated on the previous page was mailed at Glasgow on 2 September and marked 1s. 2d. Stg. postage due at Liverpool, and put in a closed bag for Montreal in the *Britannia*'s 4 September mail. When off Cape Race in a fog, the steamer struck a reef. Fortunately, the tide was high and it was possible to back her off, and continue on to Halifax on 16 September and Boston on 19 September.

At Boston, the steamer was raised on the Sectional Dock, and it found that the damage was much worse than anticipated. The stem, where she had struck was completely shattered, and her head entirely off, with serious midship damage as well. The false keel from the stem to abaft the paddle boxes had been carried away, and fifty feet of the main keel had to be replaced. Also, about twenty-five feet of the very thick sheathing was broken off. Only the fact that the *Britannia* was a wooden ship saved her to sail again!

This near-tragedy renewed calls for a lighthouse and fog-bell to be installed on Cape Race, but no action had been taken because of arguments between the British government and the Newfoundland authorities as to who should pay for the construction.

I am not aware of any other incidents with the Cunard transatlantic steamers off the Newfoundland coast. However, the same is not true of the smaller Cunard mail steamers, one of which was lost off the Avalon Peninsula. The second letter illustrated here was a double weight letter mailed at Sheepshead with 2s. 0d. Stg. postage prepaid. It was datestamped at Loughborough on 5 July 1849, and struck with a London "PAID" and a Liverpool packet office lozenge on the next day. It was carried by the *Caledonia* in the Newfoundland bag from Liverpool on 7 July, and arrived at Halifax on 19 July.



At Halifax, the Newfoundland Mail was transferred to the Cunard mail steamer *Kestrel*, which sailed the same day. As was all too often the case, there had been a dense fog since leaving Sydney, Cape Breton on the afternoon of 21 July, and the following night when approaching St. John's, the steamer struck the western head of St. Shotts and was a complete loss. All the passengers and mail bags were saved by being hauled up the cliff. This letter was backstamped at St. John's on 23 July.

# The Last Four Newfoundland Surcharged Provisionals

Norris R. Dyer

In previous issues of *BNA Topics*, I wrote about Newfoundland's 1897 and 1920 surcharged provisionals [1-3]. The purpose of those articles and this one is to update the literature on the stamps, and identify and attempt to resolve any conflicts. In this article I deal with the surcharged provisionals of 1929, 1939 and 1946.

## 1929 Provisional

In August of 1929, the 1923 6¢ slate Upper Steadies, Humber River issue was surcharged to 3¢. The most detailed write-up I have found on this provisional is by Patrick Hamilton in a 1957 article in the *Weekly Philatelic Gossip* [4]. There is another good write-up in Winthrop Boggs' 1942 book [5]. Helpful commentary also comes from an 1980s exhibit on the provisionals by C.A. Stillions, O.T.B. [6], a copy of which he kindly sent me for my studies. A short article by Gayle Mayo in a 1974 *BNA Topics* is also informative [7]. In addition, whenever researching Newfoundland's stamps, I use Robson Lowe's encyclopedia [8] and John Butt and John Walsh's Newfoundland Specialized Stamp Catalogue (N.S.S.C.) [9]. Sometimes standard catalogues also provide "clues", but seldom detailed information.

Figure 1: 1929 provisional, black essay, surcharge 5 mm above bar.



During August of 1929, the Post Office ran out of the 3¢ King George V and Queen Mary definitive used primarily for inland letters. Earlier in the year, there had

been a change in printers to Perkins, Bacon & Co. subcontracting for Dickinson & Co. New dies and plates were required since the previous contractor, Whitehead, Morris Ltd., refused to hand over the plates of the 1928 definitives.

The re-engraved 2¢ and 3¢ values were released first in St. John's on August 10th after the Whitehead, Morris Ltd. versions had been exhausted. Hamilton speculates that the initial consignment was small, and states that by August 12th the 3¢ was reported "sold out". While awaiting a fresh consignment, it was decided an interim remedy was needed. One thousand sheets of 100 (100,000 stamps) of the 6¢ 1923 definitive were handed to D.R. Thistle, known as "Trade Printers & Publishing Ltd. of St. John's", with instructions to surcharge them to three cents, while also obliterating the old denominations. The sheets were stripped of margins and divided in four blocks of 25 (5 x 5). The letterpress would produce a two line surcharge using serifed capitals and a bar across the bottom value tablets.

Essays were done using *black* ink, Type I with 5 mm between CENTS and the bar, then Type II, with 3 mm between. There is a conflict regarding the quantities of the 5 mm essay produced. While there is agreement that two blocks of 25 of the 3 mm were produced (50), either two or four blocks (100) of the initial 5 mm were produced. Hamilton says only two blocks, but Boggs, and Butt and Walsh opt for four blocks. Looking at standard catalogues for clues, Unitrade [10] and Stanley Gibbons [11] have *priced* both essays the same. Gibbons, in fact, starting in its 1931 edition, has shown only one entry "Surch in black" to cover both types. Scott [12] used to provide the same price for both types, and continues to distinguish the two now, but no longer prices them. It notes, however, that 50 of each were created. In the Holmes' specialized catalogue [13] both types were also priced the same.

I seemed to recall having seen roughly equal numbers of both essays coming to auction during the past decade, so I conducted a mini-study, reviewing about 50 auction catalogues from the 1990s that contained Newfoundland items. I found eight of the 5 mm and nine of the 3 mm version. One block of the 5 mm actually sold twice, but I have counted it only once, of course (Figure 1 shows this rare block). I was only able to find prices realized on seven of each type. Whether or not you factor in both prices realized of the 5 mm block, the difference between types was not significant, with the 5 mm version going 5-8% higher than the 3 mm version. In the Robert Siegel sale of the Henry Schneider collection in 1996 [14], for example, blocks of four of both types went for exactly the same price. Thus, there was no evidence in this admittedly small study to suggest the 3 mm is scarcer or sells for more. Many modern collectors seem to see both types as equal in value, and that is my personal approach. The average price realized in my study, was about \$750 CDN per stamp, including commissions.

Since the underlying stamp was slate, at the suggestion of the printers, the final surcharge was done in red, for contrast, using the 3 mm separation. Figure 2 shows the final setting, released to the public on August 23, 1929. Boggs and Lowe also state that a proof in red exists in a complete setting on white wove, signed by "D.R. Thistle." Lowe records one stamp priced from a 1969 auction. I have not seen one for sale during the past decade.

There are constant varieties. Normally, the "C" of "CENTS" is under the "TH" of "THREE", but in positions 1, 15 and 23, it is directly under the "T". Position 7 has a small wedge of red below and to the left of the "C". Hamilton points out other minor varieties that do not appear to occur in all the blocks. Gayle Mayo found only

**Figure 2: Complete setting of twenty-five, 1929 provisional.**



the color wedge in position 7 constant, and as such it might warrant catalogue listing. The "C" under the "T" variety is listed in Walsh and Butt's catalogue. The placement of "CENTS" under the "THREE", and the tilt of the "T" in "THREE" vary slightly on all 25 stamps, allowing plating. This is important since forgeries of the essays, and the inverted surcharge (discussed below), do *not* plate.

All authorities agree that three blocks of 25 (75) showing the surcharge inverted were produced. Figure 3 shows a single. This error is listed in all the standard catalogues, and comes to auction more frequently than the essays. In my mini-study, I found 18 inverted copies, about twice the number of either essay. This provided more evidence that there are only 50 of each black essay. The average price realized for 12 of the inverters was about \$585, 22% less than the essays.

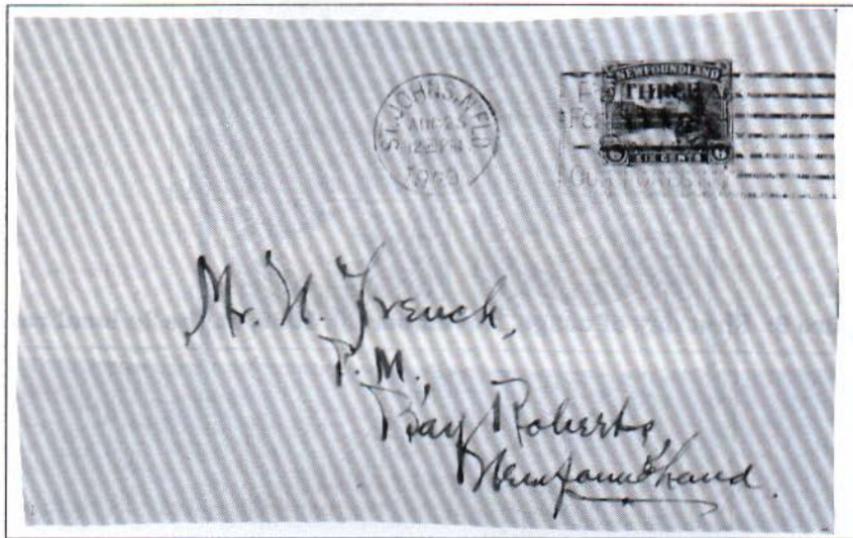
**Figure 3: Inverted surcharge on 1929 provisional.**



August 23, 1929 was a Friday. Speculators had a field day—probably hoping for scarce types as were produced in 1897 and 1920. Hamilton says 60,000 of the 100,000 were sold on the first day, while Stillions uses the figure 70,000. In any case, after Saturday, the 24th, the Department of Posts and Telegraphs controlled sales, so that stamps were affixed by postal clerks for persons presenting letters. Stillions says this restriction was already in place on Saturday. All agree the regular shipment was received the following week. This means only a small percentage of the provisionals fulfilled their purpose for just a few days and one wonders if the effort was worth it! Were there no 1¢ and 2¢ stamps available for coverage?

Many covers showing first day usage on August 23rd are either unaddressed or sent locally. Since the local/drop rate was only 2¢ the latter are overfranked. More desirable and difficult to find are covers at the 3¢ inland rate on the 23rd, such as the cover illustrated in Figure 4.

**Figure 4: First day of usage, August 23, 1929 at the inland rate.**



### 1939 Provisionals

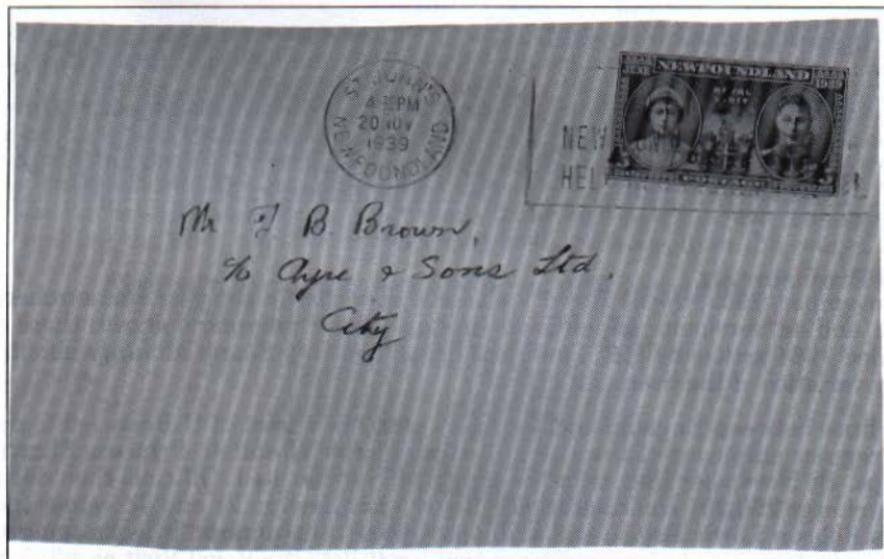
In November, 1939, the 5¢ Royal Visit issue of earlier in the year was surcharged in 2¢ and 4¢ versions. In addition to most of the references above, there is a detailed 1964 article by F.R. Saunders in the *Gibbons Stamp Monthly* about the many varieties of the overprints [15].

Hostilities between England and Germany with the threat of U-Boats led to delay of a regular shipment of the 1938 2¢ King George VI and 4¢ Princess Elizabeth stamps. By November 18th, supplies were nearly exhausted. Officials then decided to surcharge 250,251 copies of the 5¢ Royal Visit issue in 2¢ and 4¢ values (note: while Robson Lowe, Boggs, and Stillions all use this number, it looks somewhat fishy on its face. Is it just a coincidence that Scott lists the Royal Visit as #250, and the first provisional as #251?). The 5¢ value had been printed in sheets of 100, with the impression "Bradbury, Wilkinson & Co., Ltd., New Malden, Surrey, England" at the middle of the bottom margin, beneath the fifth and sixth stamps

**Figure 5: Oversized bottom inscription block of the 4¢ 1939 provisional.**



**Figure 6: First day of usage, November 20, 1939, at the 2¢ local rate.**



(positions 95 and 96). Most authorities (including Boggs and Robson Lowe) incorrectly state that the sheets were broken into blocks of 25 (5 x 5) and surcharged. Saunders, and Butt and Walsh, correctly point out that a 100-stamp setting was used. Figure 5 shows a bottom inscription block of the 4¢ that would not exist if the sheets had been broken into quarters.

The surcharged stamps were released on November 20, 1939. Figure 6 shows first day usage of the 2¢ at the proper local rate. Saunders describes 61 different varieties of the surcharges but feels the postal authorities did not purposely create these varieties for collectors:

“... in the case of the Newfoundland surcharges ... there was no such intention, though the small squat letters of the word “CENTS”, squeezed into a space barely equal to the width of the letters would seem to be fraught with the possibility that there would be many joined letters.”

He goes on to say:

“The frequency of the ‘Closed C’ can, I think be attributed to the construction of 100 units from a mould, for these units would not have the sharpness of original type, and if a plate were made from them, the likelihood of poorly formed letters would be increased.”

Saunders found 8 varieties of the “2”, including the one with a broken loop at position 86. He found 16 variations in the letters, with many closed “C”s. On the other stamp, he found six varieties of the “4” and 31 letter varieties! He concedes that not all “defects” are constant. I find that a number *are* constant, but just one of these is listed in more than one catalogue (N.S.S.C. and Unitrade)—the so-called “CENTL” variety at position 43 on the 4¢ value. Here the “S” is broken into three pieces, making it appear somewhat like an “L”. Butt and Walsh also list the “2” without a serif. This is at position 23. Another interesting variety is the “2” with a “broken tail”, found at several places in the setting.

There are no proofs of these stamps or inverted surcharges. Butt and Walsh do list aniline ink versions, probably limited to no more than one sheet of each value, at \$160 each, and those are certainly worth looking for!

The 2¢ surcharge was exhausted on December 13th and the 4¢ on the 16th according to the literature. I can find nothing regarding when Newfoundland finally received the regular 2¢ and 4¢ values, however. There are numerous, non-philatelic covers with the surcharges well into December, so I speculate the shipment came in after the middle of the month. I have a cover with the 2¢ King George VI in combination with both provisionals for the 8¢ double letter rate to England postmarked January 1, 1940, but the question of the new shipment’s arrival date still remains unanswered.

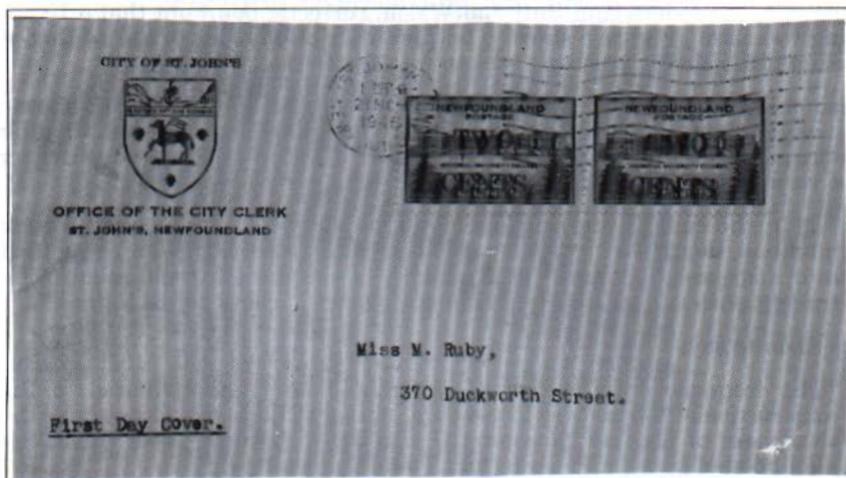
### **The 1946 Provisional**

In 1946, the 30¢ Memorial University College issue of 1943 was surcharged to 2¢. This was Newfoundland’s last provisional. I have found little of length written on this stamp, but bits and pieces from various sources are helpful.

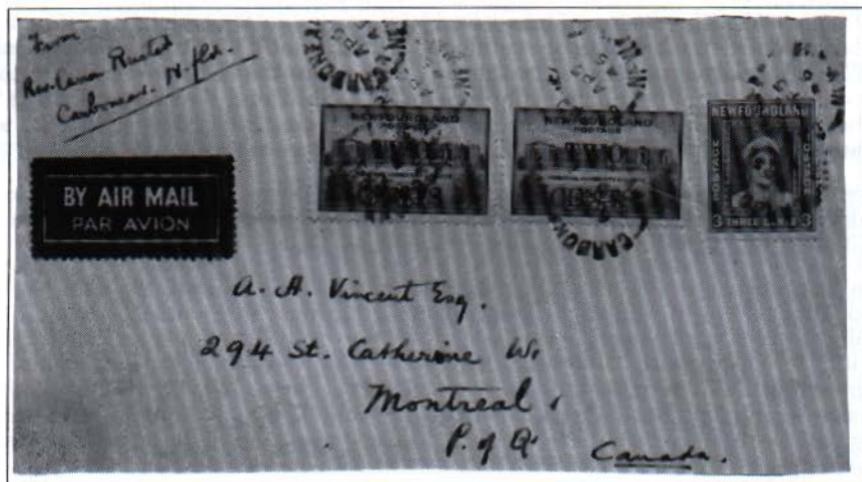
Stillions says there was a temporary shortage of watermarked paper, delaying the production of the 2¢ King George definitive, in March of 1946. John Ayshford, in *The Last Stamps of Newfoundland* [16] says that 4,000,000 were ordered in January, and states:

“The first imperforate proof sheet has annotations ‘Platecolour O.K. 13.6.46’, ‘XL/125556/ 4,000,000 stamps=40,000 pulls’ ...”

**Figure 7: Spacing pair of 1946 provisional, first day of usage, March 21, 1946, 1¢ over local rate.**



**Figure 8: Air mail cover, at proper 7¢ rate to Montreal, April 5, 1946.**



This reinforces Stillions' claim that the printing was delayed until June, but Ayshford doesn't comment on the delay, or the 2¢ provisional. The previous order of 1,000,000 received in January apparently had run out by March.

Butt and Walsh, in N.S.S.C. [9], state the provisional was prompted because:

"A postal rate change caught the Post Office again short the 2¢ denomination."

They state the surcharge was used primarily for bills of lading, and cheques. At this time, the 2¢ was also used postally for greeting cards, and inland postcards. Absent

any recorded rate change in the *postal* area in 1946, the change must have been in the revenue area.

The stamps were surcharged in St. John's in full settings of 50, with sheet margins, and released on March 21, 1946. Scott, Unitrade and Holmes show the first day as March 23rd, but that is clearly incorrect. Figure 7 shows a first day cover, sent locally, 1¢ overfranked.

Stillions says the provisional was sold out on the day of release, after two printings. He describes the two printings as follows:

"As the printing base was destroyed on completion of the original order, a second setting had to be made before additional supplies could be printed ... In the first setting, the O of TWO is over the T of CENTS in the first three vertical rows, and over TS in the fourth and fifth vertical rows. In the second printing, the O is over the TS on all stamps. The print order was for 500,000 each time.

Looking again at Figure 7, you will see the two stamps are a spacing pair from vertical rows four and five of the first setting. Robson Lowe says that the "O" is over the "T" in the second setting, but Stillions has illustrated by lower left plate blocks from each printing that his version is the right one.

The speculators gobbled up the 1,000,000 stamps looking for rarities but found none. The script had not changed since 1897 and the first provisionals—try solving a postal shortage by surcharging surplus stamps and stand back as collectors/speculators beat down the post office doors to latch on to them. A few of the 2¢ stamps did make it onto covers to help pay correct rates. Figure 8 shows a pair with a 3¢ Queen Elizabeth paying the 7¢ air mail rate to Montreal on April 5, 1946. Some were also used on revenue documents.

Newfoundland joined Canada on April 1, 1949, and no further Newfoundland stamps or provisionals would be required.

#### Author's Note

Subsequent to my earlier articles on the 1897 and 1920 provisionals, I have made new discoveries, several of which have caused me to modify earlier conclusions. I plan a follow-up article to share the new information with you. At the same time, I hope to update my study of the Columbia air mail published in *BNA Topics* last year [17], as I have been able to significantly increase the sample size.

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# How Expensive is Canadian Postage?

Dale Speirs

Canadians grumble and complain about the high cost of postage but often forget that while postage rates have gone up, so has hourly income. I have prepared a table comparing hourly wages, domestic and international postage rates, and the percentage of an hour's pay needed for a stamp. The hourly wage figures are from Statistics Canada. From 1969 to date, the wage is the average for Alberta, and prior to that it is the average for Canada. For 1900 and earlier, it is estimated using index figures, as the government did not track hourly wages before the 1900s. The domestic letter rate is for mail from one city to another, and should not be confused with the drop letter rate, long since extinct. The international rate selected is the rate to Great Britain. Before uniformity was established, the rate varied for different countries. Since most Canadian overseas mail was to Britain in the old days, I used that rate. All rates are for first-class mail at one ounce prior to metrication. After metrication, the weight limit became 30 grams for domestic and 20 grams for international mail.

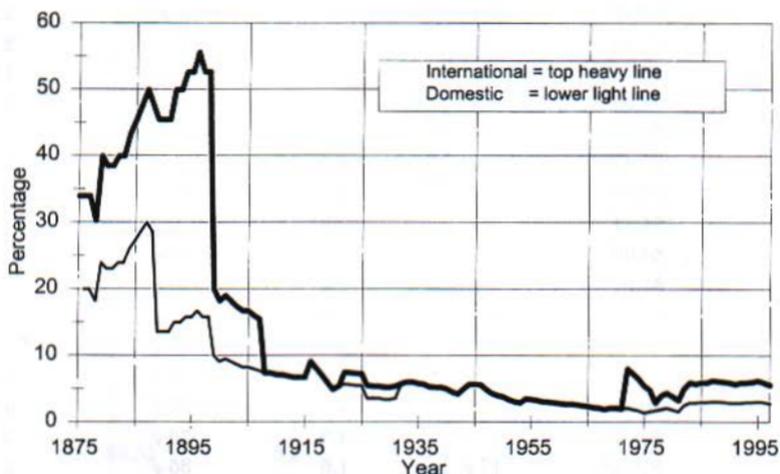
Year	Hourly Wage	Domestic Rate	% of hourly pay	Rate to Britain	% of hourly pay
1875-77	\$0.30	6 ¢	20.0	10 ¢	34.0
78	\$0.33	6 ¢	18.2	10 ¢	30.3
79	\$0.25	6 ¢	24.0	10 ¢	40.0
1880-81	\$0.26	6 ¢	23.1	10 ¢	38.5
82-83	\$0.25	6 ¢	24.0	10 ¢	40.0
84	\$0.23	6 ¢	26.1	10 ¢	43.5
85	\$0.22	6 ¢	27.3	10 ¢	45.5
86	\$0.21	6 ¢	28.6	10 ¢	47.6
87	\$0.20	6 ¢	30.0	10 ¢	50.0
88	\$0.21	6 ¢	28.6	10 ¢	47.6
89-91	\$0.22	3 ¢	13.6	10 ¢	45.5
92-93	\$0.20	3 ¢	15.0	10 ¢	50.0
94-95	\$0.19	3 ¢	15.8	10 ¢	52.6
96	\$0.18	3 ¢	16.7	10 ¢	55.6
97-98	\$0.19	3 ¢	15.8	10 ¢	52.6
99	\$0.20	2 ¢	10.0	4 ¢	20.0
1900	\$0.22	2 ¢	9.1	4 ¢	18.2
01	\$0.21	2 ¢	9.5	4 ¢	19.0
02	\$0.22	2 ¢	9.1	4 ¢	18.2
03	\$0.23	2 ¢	8.7	4 ¢	17.4
04-05	\$0.24	2 ¢	8.3	4 ¢	16.7
06	\$0.25	2 ¢	8.0	4 ¢	16.0
07	\$0.26	2 ¢	7.7	4 ¢	15.4
08-09	\$0.27	2 ¢	7.4	2 ¢	7.4
12	\$0.29	2 ¢	6.9	2 ¢	6.9
13-15	\$0.30	2 ¢	6.7	2 ¢	6.7

Year	Hourly Wage	Domestic Rate	% of hourly pay	Rate to Britain	% of hourly pay
16	\$0.33	3 ¢	9.1	3 ¢	9.1
17	\$0.37	3 ¢	8.1	3 ¢	8.1
18	\$0.43	3 ¢	7.0	3 ¢	7.0
19	\$0.51	3 ¢	5.9	3 ¢	5.9
1920	\$0.61	3 ¢	4.9	3 ¢	4.9
21	\$0.56	3 ¢	5.4	3 ¢	5.4
22	\$0.53	3 ¢	5.7	4 ¢	7.5
23	\$0.54	3 ¢	5.6	4 ¢	7.4
24-25	\$0.55	3 ¢	5.5	4 ¢	7.3
26	\$0.55	2 ¢	3.6	3 ¢	5.5
27-28	\$0.56	2 ¢	3.6	3 ¢	5.4
29-30	\$0.58	2 ¢	3.4	3 ¢	5.2
31	\$0.56	2 ¢	3.6	3 ¢	5.4
32	\$0.52	3 ¢	5.8	3 ¢	5.8
33-34	\$0.50	3 ¢	6.0	3 ¢	6.0
35	\$0.52	3 ¢	5.8	3 ¢	5.8
36	\$0.53	3 ¢	5.7	3 ¢	5.7
37	\$0.57	3 ¢	5.3	3 ¢	5.3
38-39	\$0.58	3 ¢	5.2	3 ¢	5.2
1940	\$0.60	3 ¢	5.0	3 ¢	5.0
41	\$0.66	3 ¢	4.5	3 ¢	4.5
42	\$0.72	3 ¢	4.2	3 ¢	4.2
43	\$0.80	4 ¢	5.0	4 ¢	5.0
44	\$0.70	4 ¢	5.7	4 ¢	5.7
45	\$0.69	4 ¢	5.7	4 ¢	5.7
46	\$0.71	4 ¢	5.6	4 ¢	5.6
47	\$0.81	4 ¢	4.9	4 ¢	4.9
48	\$0.92	4 ¢	4.3	4 ¢	4.3
49	\$0.99	4 ¢	4.0	4 ¢	4.0
1950	\$1.04	4 ¢	3.8	4 ¢	3.8
51	\$1.18	4 ¢	3.4	4 ¢	3.4
52	\$1.30	4 ¢	3.1	4 ¢	3.1
53	\$1.36	4 ¢	2.9	4 ¢	2.9
54	\$1.41	5 ¢	3.5	5 ¢	3.5
55	\$1.45	5 ¢	3.4	5 ¢	3.4
56	\$1.52	5 ¢	3.3	5 ¢	3.3
57	\$1.61	5 ¢	3.1	5 ¢	3.1
58	\$1.66	5 ¢	3.0	5 ¢	3.0
59	\$1.73	5 ¢	2.9	5 ¢	2.9
1960	\$1.79	5 ¢	2.8	5 ¢	2.8
61-62	\$1.83-\$1.88	5 ¢	2.7	5 ¢	2.7
63	\$1.95	5 ¢	2.6	5 ¢	2.6
64	\$2.02	5 ¢	2.5	5 ¢	2.5
65	\$2.12	5 ¢	2.4	5 ¢	2.4

Year	Hourly Wage	Domestic Rate	% of hourly pay	Rate to Britain	% of hourly pay
66	\$2.25	5 ¢	2.2	5 ¢	2.2
67	\$2.40	5 ¢	2.1	5 ¢	2.1
68	\$2.58	5 ¢	1.9	5 ¢	1.9
69	\$2.90	6 ¢	2.1	6 ¢	2.1
1970	\$3.18	6 ¢	1.9	6 ¢	1.9
71	\$3.47	7 ¢	2.0	7 ¢	2.0
72	\$3.74	8 ¢	2.1	30 ¢	8.0
73	\$4.11	8 ¢	1.9	30 ¢	7.3
74	\$4.66	8 ¢	1.7	30 ¢	6.5
75	\$5.53	8 ¢	1.4	30 ¢	5.4
76	\$6.25	10 ¢	1.6	30 ¢	4.8
77	\$6.97	12 ¢	1.7	20 ¢	2.9
78	\$7.46	14 ¢	1.9	30 ¢	4.0
79	\$8.21	17 ¢	2.1	35 ¢	4.3
1980	\$9.21	17 ¢	1.8	35 ¢	3.8
81	\$10.49	17 ¢	1.6	35 ¢	3.3
82	\$11.94	30 ¢	2.5	60 ¢	5.0
83	\$10.89	32 ¢	2.9	64 ¢	5.9
84	\$11.20	32 ¢	2.9	64 ¢	5.7
85-86	\$11.43-\$11.50	34 ¢	3.0	68 ¢	5.9
87	\$11.63	36 ¢	3.1	72 ¢	6.2
88	\$12.04	37 ¢	3.1	74 ¢	6.1
89	\$12.63	38 ¢	3.0	76 ¢	6.0
1990	\$13.23	39 ¢	2.9	78 ¢	5.9
91	\$13.93	40 ¢	2.9	80 ¢	5.7
92	\$14.31	42 ¢	2.9	84 ¢	5.9
93	\$14.54	43 ¢	3.0	86 ¢	5.9
94	\$14.57	43 ¢	3.0	88 ¢	6.0
95	\$14.58	45 ¢	3.1	90 ¢	6.2
96	\$15.20	45 ¢	3.0	90 ¢	5.9
97	\$15.98	45 ¢	2.8	90 ¢	5.6
98	n.a.	45 ¢	n.a.	90 ¢	n.a.
1999	n.a.	46 ¢	n.a.	95 ¢	n.a.

When one sees the postage rates adjusted for inflation as above, it is obvious that rates are not excessive today compared to historical trends (also see Figure 1). Surprisingly, the cheapest domestic postage was during the 1970s, traditionally thought of as a time of excessive inflation. Even the Great Depression couldn't match this. International rates have come down as steamships were replaced with aircraft. The sudden jump in 1972 is due to compulsory airmail, but the relative rate remained constant in the 1980s. It now only takes a few minutes worth of pay to send a letter to Britain. In the 1800s, it cost thirty minutes pay and for much worse service. There is a rise and fall to the relative postal rates after inflation is taken into account. Rates do not increase indefinitely. They may decline as new methods of carrying the mails are introduced or as wages race ahead of postal increases.

**Figure 1: Canadian Postage as a Percentage of Hourly Wage**



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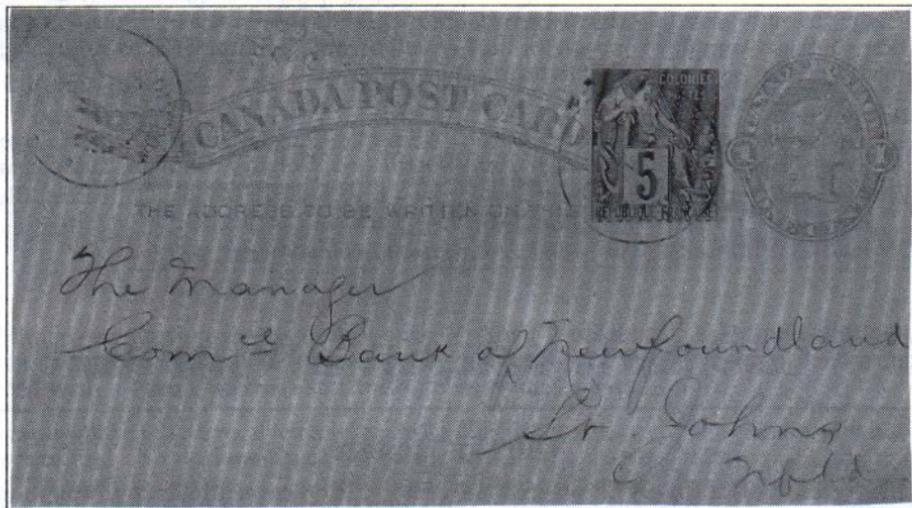
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# A Canadian 1¢ Victorian Post Card used at St. Pierre

James R. Taylor

A rare 1888 commercial usage of the Canadian one cent post card as valid at St. Pierre, on the French island-colony of St. Pierre and Miquelon, is shown in Figure 1.

**Figure 1: Canadian 1¢ post card with an additional 5 centime stamp prepaid the 10 centime postcard rate from St. Pierre and Miquelon to a foreign country, Newfoundland.**



The one cent Canadian indicia was honored by the St. Pierre colonial post office for its face value equivalent of 5 centimes postage. An additional 5 centimes green on greenish paper stamp of the French Colonies general issue (Scott # 49, "St. Pierre & Miquelon Specialized Stamp Catalogue" #G40 [1]), which was current postage at St. Pierre [1, 2], had been added. The unusual combination prepaid the 10 centimes foreign post card rate. The stamp is tied with a circular "ST. PIERRE ET MIQUELON/ 23/ SEPT/ 88/ \*" and there is a free strike at the upper left.

The card is addressed to the Commercial Bank of Newfoundland at St. John's. Of course, in 1888, Newfoundland was a separate country from Canada so this cover represents the use of Canadian postage at St. Pierre sent to a third jurisdiction. It was accepted by the Newfoundland postal authorities, without incurring any kind of postage due penalty.

The card is backstamped with the open circular "COASTAL, T.P.O. WEST/ SP26/ 88/ -NEWF'D-" and "ST. JOHN'S/ SP28/ 88/ -NEWF'D-". The back is a printed remittance advice from "Merchants' Bank of Halifax, St. Peirre [sic]".

A similar usage of Canadian postage at St. Pierre was recorded in a contemporary report in *The Halifax Philatelist* in November, 1887 [3]:

"The St. Pierre, Miq. [sic] postal authorities recognizes the Canada one cent post card for face value. For instance a Canada one cent post card with an additional 5 centimes will go through the mail from St. Pierre, Miq. [sic] to any part of Canada. We have frequently received them."

The unusual aspect of the illustrated cover is its usage to Newfoundland. One wonders whether or not a similar commercial or a personal usage exists to the United States or, perhaps, France or other countries.

One also wonders if this usage was restricted to pre-printed bank remittance advice cards as a concession to the Canadian bank branches on the islands. Or, were blank-backed one cent Canadian postal cards used for other types of commercial or personal correspondence?

This is the only example that I have seen of this St. Pierre usage. Perhaps some other similar covers have survived in other collections, and answers to some of the questions may be had from examining that material.

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## A Canadian in the R.A.F. in World War I

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### Murray Heifetz

This is an interesting story of research and history. The cover illustrated was found in a dealer's box at a very modest sum. Not knowing anything about it, but intrigued by the script "Aeroplane Flight" on a 1918 cover, I bought it. Notwithstanding my own extensive aviation library, I could find nothing that shed any light on it. An enquiry was sent to Alex Newall in London, one of the deans of aerophilately, especially early British military airmail.

Alex explained that the RAF started to clear up the accumulation of mail left in Germany by the advancing Allied armies during their last push of the war. Censorship of the mail continued until June 1919 when peace was ratified at Versailles. The actual origin of the cover is uncertain because the Field Post Office number was not readable. The signature at the left is that of the Commanding Officer of the writer's unit (The name appears to be McCall). This signature qualified the cover for airmail transmission with no franking required. In Alex's opinion, it was an RAF cover likely carried from France to Britain. The posting date is May 20, 1918 and is addressed to Mrs. A.A. Ferguson at Beatty, Sask.

On receipt of this reply, the thought occurred that it might be a Canadian in the RAF writing to his family. A search through the Central Reference Library in Toronto proved fruitless. I couldn't find Beatty anywhere in a telephone directory



but discovering that it was tied in with Melfort, I looked to see if there were any Armstrongs in Beatty. Beatty was still not listed but there was one Armstrong listed with a "farm" address so I took a chance and wrote him.

Several weeks later I received a letter from Melfort stating that the person to whom I wrote had no relationship to the letter writer but that my letter got to him and that he was the nephew of the writer and that the addressee, Mrs. A. Ferguson, was his sister. The writer was Harry Lobb and I was given the address of his daughter and son. I wrote the daughter and several months later I got a phone call from her in which she gave me considerable detail on her father's history.

It turns out that Harry Lobb became a well known figure in early Canadian aviation. There is a reference to him in Frank Ellis' book "Canada's Flying Heritage". Prior to joining the RAF, he was an engineer with CNR working out of Saskatoon. After discharge from the RAF he returned to Canada, and like many of the Canadian pilots in the war, took up barnstorming. He jointly owned a Curtiss JN4 with Stan McLelland with whom he did the barnstorming. There was an accident in May 1920 in which McLelland was killed and Lobb was severely injured. I'm still trying to find out the sequence to this. One report has it that he was so badly injured that he had to give up flying and he returned to the CNR. There is another, however, that has him involved in some of the early mail flights of the "bush" airlines before he went back to railroading.

Aside from the interest in the story of Harry Lobb, the cover itself is probably a rare example of a piece of flown mail originating with a Canadian in 1918. Whether Harry Lobb actually flew the mail to Britain or whether he was just the sender, is still to be determined.

# United Nations Stamps Valid Only in Canada

John Arn and John Hillmer

During a break at BNAPEX'97 in St. John's, Newfoundland someone asked if anyone was doing anything with the United Nations stamps which were issued by the U.N. at EXPO 67. Mostly the reaction was blank faces. The authors decided we should document this event as an appropriate happening of the Elizabethan II period.

By agreement, one of us (John H.) rounded up a number of covers showing the stamps and the other (John A.) surprised himself by finding a nice set of the stamps with one of our dealers here in Spokane.

With this investment of effort what follows is perhaps more than you ever wanted to know about U.N. stamps valid only in Canada. But, we hope you enjoy this change of pace.



Nineteen sixty-seven was Canada's 100th year of Confederation. Before that year, official first day cover cancellations could only be obtained at Ottawa, but in 1967 the government permitted official first day cover cancellations in Winnipeg for the Pan American Games stamp and in Montreal for the EXPO stamp.

The Canadian Government also permitted the U.S. Government and the United Nations to service first day covers in their respective pavilions, using a Canadian cancel. In addition, the stamps could be used on mail posted at the respective pavilions during the fair.

EXPO 67 was the World's Fair held in Montreal, Quebec from 28 April 1967 to 29 October 1967. Five U.N. stamps were issued. They are unique in that they were denominated in Canadian currency and, as noted above, were valid *only* for mail posted in the U.N. pavilion at the fair. At the conclusion of EXPO they were demonetized and were no longer valid for postage anywhere.

Four of the stamps depict panels from the bronze doors at the public visitors' entrance to the General Assembly building at U.N. headquarters in New York. The panels were a gift of the Canadian Government. The fifth stamp in the set (the 8¢) shows the U.N. pavilion.

Both hand and machine cancels were used at the pavilion. Visitors' postcards were also mailed from the pavilion. There are a limited number of varieties: two inverted EXPO cancel errors; a second printing of the 8¢, recognizable by the gum having a yellowish hue in comparison to the bulk of the printing, and the "6PM" on all known first day machine cancels.



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se prolonge à l'infini.*



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"The Man and his World"  
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# The Steinhart Legacy

Allan L. Steinhart

## More Rambling Through the Records

### January, 1942, Monthly Postal Guide Supplement,

- (13) **Mail Service to Japan Suspended:** All mail service has been suspended to Japan, the Japanese Empire and Japanese occupied or controlled territories including Karafuto, Korea, Manchuria, Japanese Mandated Islands, Kwantung leased territory, Formosa (Taiwan), Japanese occupied China including the whole of the Chinese Coast Line, International and French concessions at Shanghai and French Indo-China.

### July, 1943, Monthly Postal Guide Supplement

- (4) **Faster Airgraph Service from Overseas:** Arrangements have been made whereby Airgraphs received in Canada from overseas will be processed in Canada.

Formerly, due to the lack of the special equipment required, the rolls of microfilm had to be sent to the United States for processing. The special machinery has now been obtained and installed at Toronto with the result that the 5" x 4" photographic prints will be made from the tiny messages flown on rolls of micro-film to this country.

- (5) Airgraph messages addressed to civilians in Iran (Persia) may now be accepted.  
(6) Airgraph messages addressed to civilians in Madagascar may now be accepted.  
(7) The attention of all concerned is drawn to the fact that there is no airgraph service from Canada to Newfoundland.

### September, 1943, Monthly Postal Guide Supplement

- (5) **Rearrangement of Mail Services Magdalen Islands:** Postmasters are informed that commencing August 20th the summer mail service to and from the Magdalen Islands will be as follows:

1. By air between Charlottetown and Grindstone Island—Semi-Weekly.
2. By boat (S.S. Lovat): Pictou - Souris East - Havre Aubert - Grindstone Island - Grand Entry—same service as present—weekly.

- (13) **Airgraph Reciprocal Arrangements between Canada and the United States:** Following up the recent introduction of an improved Airgraph form - a combined letter and envelope - Postmaster General Muloch announces that negotiations have been concluded with the United States Army Postal Service at Washington and a reciprocal agreement reached whereby a resident of Canada may use the new Airgraph form for communicating with a member of the United States Armed Forces serving Overseas.

Likewise, a person living in the United States may use the United States  $\nabla$  - - - — Mail form when corresponding with a member of the Canadian Armed Forces Overseas.

Senders in Canada will address the Airgraph form in both the inside and outside address panels with the name, rank, organization and Army Post

Office (A.P.O.) in care of the Postmaster either at New York or San Francisco. The Airgraph fee on such messages will be six cents.

### February, 1945, Monthly Postal Guide Supplement

(12) **Sale of Stamped envelopes:** Paragraph 5 of Section 225, Page 55, of the 1944-1945 Canadian Official Postal Guide is amended as follows.

Stamped envelopes No. 8, size 6½" x 3¾" are sold to the public at the following prices by postmasters and stamp vendors:

	per 100	per 50	per 20	per 10	per 5	per 4	per 3	per 2	per 1
one cent envelopes	1.20	0.60	24¢	12¢	6¢	5¢	4¢	3¢	2¢
two cent envelopes	3.20	1.60	64¢	32¢	16¢	13¢	10¢	7¢	4¢
three cent envelopes	4.20	2.10	84¢	42¢	21¢	17¢	13¢	9¢	5¢

No. 10, size 9½" x 4½" are sold to the public at the following prices:

	1.28	0.64	26¢	13¢	7¢	6¢	4¢	3¢	2¢
one cent envelopes	3.28	1.64	66¢	33¢	17¢	14¢	10¢	7¢	4¢
two cent envelopes	4.28	2.14	86¢	43¢	22¢	18¢	13¢	9¢	5¢
three cent envelopes									

(18) **Prohibited Publication:** The following publication has been placed on the list of publications, the transmission of which by post is prohibited in Canada:  
 Uuden Ajan Joulu, 1944 . . . A magazine in the Finnish language by  
 (New Era Christmas, 1944) the Workers Soc. Publishing Co., Box 99,  
 Duluth, Minn. U.S.A.

Registered letters are not to be accepted addressed to the above, and all mail addressed to or coming from the above, including copies of the publication in question, is to be sent specially by first mail to the General Superintendent of Postal Services, Ottawa.

### May, 1945, Monthly Postal Guide Supplement

(5) **Canada Air Letters:** It has been reported that the air letter form, which is available for communication with members of the Armed Forces overseas, and to civilians in the United Kingdom and the countries listed in April, 1945 Supplement to the Postal Guide, is being used for communication within Canada.

The air letter forms are not to be used for addresses in Canada and any observed in the mails so addressed are not to be forwarded, but are to be returned to the senders in all cases.

(7) **Correspondence posted by Canadian Troops in Australia:** Surface letters not exceeding two ounces in weight posted to Canada through service channels by Canadian troops serving in Australia will be accepted free of postage, and on arrival at destination may be delivered without collection of postage charges.

### April, 1951, Monthly Postal Guide Supplement

(5) **Increase in Registration Fees:** On and after the 2nd April, 1951, the registration fees on mail matter will be as follows:  
 20¢ covering indemnity not exceeding \$25.00  
 30¢ covering indemnity not exceeding \$50.00  
 35¢ covering indemnity not exceeding \$75.00  
 40¢ covering indemnity not exceeding \$100.00

### May, 1951, Monthly Postal Guide Supplement

As a result of a shortage of postage stamps in Paraguay, prepayment of postage on mail originating in that country will be indicated, as a temporary measure,

by the impression of a stamp reading 'FRANQUEO PAGAOO' ('Postage Paid') on the upper right hand corner of the cover.

Such articles received from Paraguay should, therefore, be delivered to the addressees without additional charge, in the same way as prepaid with postage stamps.

### August, 1951, Monthly Postal Guide Supplement

Reopening of offices which were temporarily closed:

Post Office	Postal Dist.	Address	Electoral Dist.	Prov.	Postmaster
Fredericton -Sub.No.3 - 6 <sup>th</sup> June	St. J.		York - Sunbury	N.B.	Myron C. McLean
New Westminster-Sub.No.22 - 5 <sup>th</sup> June	V.	503 MacDonald St.	New Westminster	B.C.	Lewis Aston
Pendiction-Sub.No.1 - 16 <sup>th</sup> June	V.	1189 Government St.	Yale	B.C.	Gordon W. Blackwell
Toronto-Sub.No.138 - 11 <sup>th</sup> June	T.	664 Bloor St. W.	Spadina	Ont.	Mrs. Fay Goodman
Victoria - Beaumont - 1 <sup>st</sup> June	V.		Victoria	B.C.	Reginald Courtenay

### Offices Closed Permanently:

Post Office	Electoral Dist.	Date of Temporary Closing
Cliftonville	Swift Current, Sask.	30 <sup>th</sup> March, 1951
Oakland	Lunenburg, N.S.	29 <sup>th</sup> August, 1950
Tatsfield	The Battelords, Sask.	29 <sup>th</sup> March, 1951

### Offices Closed:

Post Office	Electoral Dist.	Date of Temporary Closing
Norwood	Digby - Yarmouth, N.S.	15 <sup>th</sup> June, 1951
Val Soucy	Vegreville, Alta.	15 <sup>th</sup> June, 1951

### Post Office Name Change:

Old Name	Office Number	Electoral Dist.	New Name
Moffette	0684	Pontiac - Temiscamingue, P.Q.	Moffet (9 <sup>th</sup> June)

### July, 1954, Monthly Postal Guide Supplement

Effective the 15<sup>th</sup> June 1954 the selling price of Commonwealth Reply Coupons in Canada will be increased 5 cents to 6 cents each coupon.

Commonwealth - International - Postal Union of the Americas and Spain Reply coupons received in Canada will be exchanged for Canadian Stamps as follows:

Type of Reply Coupon	Exchange value in Canadian Postage	Selling Price in Canada
Commonwealth	5 cents	6 cents
International	6 cents	12 cents
Postal Union of the Americas and Spain	5 cents	Not sold in Canada

5¢ Commonwealth Reply Coupons must not be sold to patrons on or after 15 June, 1954.

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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](mailto:reference@archives.ca); ; Internet web site: <http://www.archives.ca>.

### **[www.archives.ca](http://www.archives.ca)**

On May 5th, 1999 the National Archives of Canada (NA) launched its first phase of research modules that promises to be of great assistance to philatelic and postal researchers. These modules are grouped under *ArchiviaNet* on the NA internet web site: <http://www.archives.ca>

The content of *ArchiviaNet* consists of information related to holdings, primarily as databases of these records. Of special interest to postal historians will be the Canada Post Office Department list of records including the Post Office record cards.

### **The Post Office Department records:[RG3]**

The Federal government holdings database consists of two parts: the inventory of each record group (i.e RG) and a copy of the computerized Finding Aids that include individual descriptions of files created by many agencies and departments of the federal government. The File Lists database contains basic information about the files that were created by departments and agencies of the federal government for legal, administrative or operational purposes. These lists are useful for anyone interested in the federal government records held by the NA. The descriptions contained in the database are usually written in the same language as the document.

1. For the Post Office Department / Canada Post, go to: *ArchiviaNet* / General descriptions of fonds and collections / Inventory of government records / Post Office.

The records are divided into several series consisting of administrative and operational files covering all aspects of the activities of the Post Office such as the establishment and closing of offices, air mail, censorship, rural mail delivery, Eastern Arctic patrol, equipment, international communications, contracts, railway mail, ocean mail, personnel, and various enquiries.

Included are records from the Office of the Postmaster General (1862-1917) and the Office of the Deputy Postmaster General (1851-1920); Registry Files (1851-1976); Postal Inspectors (1838-1961); Mail Services/ Transportation Branch (1799-1970); Administrative Services (1830-1960); Financial Services (1841-1952); Regional and Local Records (1807-1953), and Commissions, Committees and Study Teams of Enquiry (1980-1985).

2. For a direct access to the post office 'file' database, go to: *ArchiviaNet* (File and item lists, calendars, indexes and digitized documents) / Textual documents / Records created by departments and agencies of the Federal Government of Canada / Search the database /... and limit your search to the Post Office Departement records by adding "3"(for RG3) to Record Group Number.

The National Archives controls, through indexes or lists, its textual records down to the single file (as the basic unit). Finding aids take such forms as contemporary registers of correspondence and indexes to these registers, shelf lists, file lists, card indexes and (for larger, more heavily used record groups) computer-generated subject indexes.

Of particular importance are the postal inspectors reports for the period 1838-1962. The growth of the Post Office and the need for efficiency required the creation of the post of Divisional Inspectors to supervise the system. The Divisional Inspector was responsible for the observance of postal laws and regulations the establishment of new offices and routes, the regulation of existing routes, the investigation of robberies and abstractions, enquiries into complaints and misconduct, making regular personal visits to each post office and generally overseeing the performance of mail service. By 1861, each Divisional Inspector was responsible for between 200-400 post offices within his district. Initially, there were only two divisions, Canada East and Canada West, but by 1870 that number had grown to seven: Nova Scotia, New Brunswick, Quebec, Montreal, Kingston, Toronto and London. As postal service expanded, additional Postal Divisions and Inspectorships were created. The Office of the Chief Postal Inspector was created in 1870. The Chief Postal Inspector was based in Ottawa and had authority over all of the Inspectors and their districts. John Dewe, formerly the Divisional Inspector for Toronto, was appointed the first Chief Postal Inspector. (Second Report of the Civil Service Commission. Ottawa, 1869, p. 19-20; and PAC, RG 2(1), Vol. 24, PC 1510, May 25, 1870).

#### **The Post Office record cards:**

1. The Postal History Record Cards. To access these go to: Online research / Finding Aids (File and item lists, calendars, indexes and digitized documents) / Textual documents / Post Offices / Search the database / ...and look for your preferred post office name.

The postal history record cards document changes of postmasters at individual post offices located across Canada. Beginning in the early 1950s, the preparation of the cards was undertaken by the Post Office Public Affairs Unit using the files and letterbooks that were eventually turned over to the National Archives of Canada (series B-2 and D-3 of the Post Office Records - RG 3). The cards relate to open and closed civilian and military post offices located in the ten provinces and two territories. Information usually found on a history card incorporates the following elements: name of place, date of establishment, date of closing, name changes, name of postmaster, military status, date of birth, date of appointment, date of vacancy, cause of vacancy and location changes of the post office. Postal history cards for all provinces have been entered into the database and the originals have been withdrawn from circulation. (RG 3, vols. 3484-3536). Access to the cards is governed by the Privacy Act.

Note: Material from this text is derived from information found in the NA *ArchiviaNet* module.



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DEAD LETTER OFFICE  
DISASTER COVERS  
DUPLEX CANCELLATIONS  
EDWARD VII ISSUE  
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Canada Post has added a northern goshawk, American goldfinch, sandhill crane and redwing blackbird to their very attractive series of bird stamps. Goldfinches are familiar birds of open fields, and can sometimes be seen visiting feeders stocked with seeds. Redwings are also familiar to anyone in southern Canada who has stopped at a cattail marsh. They often share the marsh with yellow-headed blackbirds (west of the Great Lakes) and marsh wrens. Sandhill cranes nest in northern Canada as far north as the Arctic islands, and migrate through southern Canada west of the Great Lakes area. Goshawks are birds of the forests, but can sometimes be seen in populated areas with plenty of woods. They have often nested within the city limits of Calgary, in a wooded park, and I saw one over Buchart Gardens near Victoria several years ago.

For botany collectors, the blackbird stamp shows a nice view of cattail habitat (*Typha latifolia*). Although there is no close-up of a flower head, the cattails in the background are identifiable. The pine on which the goshawk is sitting appears to be eastern white pine (*Pinus strobus*), which has the longest needles of the 5-needle pines (5 - 15 cm), but I am not familiar with this species personally, and I can't confirm that the identification is correct. Can anyone add to this? Two other stamps of interest to thematic collectors are the UBC Museum of Anthropology stamp, with anthropological art and artifacts both on the stamp and the selvedge, and the joint Canada-Australia stamp issues showing different views of the *Marco Polo* under full sail.

The booklet pane for the bird stamps is self-adhesive, and the stamps in it have been given simulated perforations. Since the definition of "to perforate" in my dictionary is "to pierce, put hole(s) in", with some emphasis on making a sheet of paper easier to separate ("as perforated stamps"), these are not true perforations—simply jagged edges to a die-cut stamp; but I don't think many people will worry too much about that. These will end up being called perfs just as much as those on a perforated stamp. In any case the booklet pane stamps are easily separated from the sheet stamps by the different number of perfs (there!!) and the neatness of the teeth—none of the ragged fibres sticking out of the teeth of real perforations.

A new slate of letter-rate definitives appeared just before the January 1, 1999, rate change. The denominations are 46¢ for domestic letters up to 30 g, 55¢ for letters to the U.S. (up to 30 g), 73¢ for 30 to 50 g domestic letters, and 95¢ for international letters up to 20 g. This is the first change in the letter rates since August 1, 1995. The 55¢, 73¢ and 95¢ stamps are the same size as the 46¢ definitives, and show the same Maple Leaf design as the 45¢ and new 46¢ self-adhesive stamps. They evidently replace the Fruit Trees series of medium-value definitives.

In a change of format, the 30-stamp booklet has been issued as a self-adhesive pane. The ten-stamp booklet and the five-stamp medium-value booklets are still the old variety. Like last year's 45¢ denomination, the new automatic teller pane is untagged and dull under a long-wave UV lamp but highly fluorescent under short-wave UV lamp. I have not yet found a resolution of the mystery of whether, like the U.S. stamps, the short-wave fluorescence is in fact tagging detectable by Post Office machines.

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 ATM sheet, (which is the published size from Canada Post), and are given as (HORIZONTAL) x (VERTICAL).

Perforation varieties have been turning up in the 1998 Christmas stamps. Horizontal perfs are 13.1 in all cases, but in the vertical perfs both 13.2 (26 teeth) and 13.7 (27 teeth) have been found for the 45¢ sheet stamps and the 45¢, 52¢ and 90¢ booklets. The initial report of a different perforation was sent to me by Randy

Van Someren, based on comparison of copies from unsealed booklets obtained from the National Philatelic Service with my listing in *Topics*. It would be a good idea to check your 1998 Christmas stamps to see if there are perforation varieties for the other sheet stamps as well.

**Table 1: Commemorative Issues**

Stamp	Lunar New Year	Le Theatre du Rideau Vert	Birds	Museum of Anthropology	Marco Polo
Value	A*: 46¢ B*: 95¢	46¢	SH: 4 x 46¢ s-t SP: 4 x 46¢	46¢	46¢
Issued	08 Jan 99	17 Feb 99	24 Feb 99	09 Mar 99	19 Mar 99
Printer	A-P	CBN	A-P	CBN	A-P
Quantity (stamps)	A: 13,280M B: **	6MM	SH:*** SP: 16MM	6MM	SH: 16MM SS: 500M
Paper	C	C	C****	C	C
Process	7CL	5CL*****	5CL	6CL†	6CL†
Pane	A: 25 B: 1	16	SH: 20 SP: 12	16	SH: 16 SS: ‡
Tag	G4S	G4S	G4S	G4S	G4S
Gum	PVA	PVA	SH: PVA SS: P-S	PVA	PVA
Size, mm	A: 34 x 35 B: 40 x 39.5	40 x 32	40 x 32	48 x 30	32 x 40
Perf	A: 13.5 x 13.7 B: 12.5 x 13.2	12.5 x 13.1	SH: 12.5 x 13.1 SP: 11.5 x 11.3	13.3 x 13.3	13.1 x 12.5
Teeth	A: 23 x 24 B: 25 x 26	25 x 21	SH: 25 x 21 SP: 23 x 18	32 x 20	21 x 25

\* Lunar New Year: A = sheet of 46¢ stamps, B = souvenir sheet of one 95¢ stamp.

\*\* 2,575,000 in regular SS; 425,000 in overprinted SS; 30,000 in uncut press sheets of 12 SS each.

\*\* 13,980,000 stamps in regular sheets, plus 780,000 stamps in 1,500 signed and 5,000 unsigned uncut press sheets of 120 stamps each.

\*\*\*\* For the bird stamp booklets, the philatelic inscription says "C", which normally refers to Tullis-Russell Coatings., but Canada's Stamp Details Vol. VIII No 1 (Jan/Feb 1999) says JAC paper.

\*\*\*\*\* Canada's Stamp Details Vol. VIII No 1 (Jan/Feb 1999) lists 6CL, but the stamp selvage shows only five colour dots.

† The stamp selvage has seven colour dots; the seventh is for the gold colour for the word "Canada" on the Anthropology stamp and for the gold border on the Marco Polo stamp.

‡ The souvenir sheet for the Marco Polo stamp has one Canadian 46¢ stamp and one 85c Australian stamp.

**Table 2: Definitive Issues**

Stamp	Queen	Flag (SH, SP10, coil)	Flag (SP30)	Leaf	Leaf (ATM)
Value	46¢	46¢	46¢	55¢, 73¢, 95¢	46¢
Issued	28 Dec 98	28 Dec 98	28 Dec 98	28 Dec 98	28 Dec 98
Printer	A-P	CBN	A-P	A-P	Avery-Denison
Quantity (stamps)	continuous	continuous	continuous	continuous	2,250M
Paper	C	C	JAC**	C	Avery
Process	5CL	SH: 5CL coil: 1SE	5CL	3CL***	4-colour gravure
Pane	120	SH: 120 coil: 100	30	SH: 50 SP: 5(55, 95¢)	18
Tag	G4S	G4S	G4S	G4S	untagged****
Gum	PVA	PVA	self-adhesive	PVA	self-adhesive
Size, mm	24 x 20	20 x 24*	20 x 24	20 x 24	23.28 x 24.40
Perf	13.3 x 13.0	13.0 x 13.3 Coil: 10	straight edges	13.0 x 13.3	straight edges
Teeth	16 x 13	13 x 16*	N/A	13 x 16	N/A

\* The numbers are reversed for the coil stamp; e.g., 20 x 24 instead of 24 x 20.

\*\* Canada's Stamp Details Vol. VIII No 1 (Jan/Feb 1999) lists JAC paper. The philatelic inscription in the booklet says "C", which usually refers to Tullis-Russell Coatings.

\*\*\* Canada's Stamp Details Vol. VIII No 1 (Jan/Feb 1999) lists 3CL, but there is a fourth colour dot in the selvage for the metallic colour bordering the leaf on each stamp.

\*\*\*\* Untagged under a long-wave UV lamp; high-fluorescent under a short-wave lamp.

ABBREVIATIONS: 3(5,6,7)CL = three (five, six, seven) colour lithography; 1SE = 1-colour steel engraving; A-P = Ashton-Potter; ATM = automatic teller machine; C = Tullis Russell Coatings (coated paper); CBN = Canadian Bank Note Company; G4S = general tagging (four sides); JAC = Canadian Jac; M = thousand; MM = million; N/A = not applicable; P-S = pressure sensitive; s-t = se-tenent; SH = sheet stamps; SP = stamp pack (booklet); SP10 = booklet of 10; SP30 = booklet of 30; SS = souvenir sheet.

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### Ludlow Listing No. S-140

This listing, a purser's ticket hammer, with the wording BRITISH COLUMBIA / COAST SERVICE / PURSERS OFFICE / S/S PRINCESS ALICE was reported some years ago with a strike dated July 12, 1917, on a U.S. tourist's postcard to Minnesota. It was put into the mail stream at Vancouver, B.C. on July 16, 1917. Note that all letters on the bottom line—"S/S PRINCESS ALICE"—are the same height, as shown in Figure 1 below. All letters are 2.5mm high.

A second hammer with the same wording surfaced later with a philatelic strike dated March 23, 1931. In this hammer, the "S/S" and the initial letters "P" and "A" of the name are larger than the remaining letters of the bottom line. The initial letters measure 4.5 mm, while the remaining letters are 3.5 mm high (Figure 2).

Now a third, and still earlier hammer has been found. In this case, the name is shown in error as "S/S PRINCE ALICE". The "S/S" and initial letters are 4 mm high, and the other letters are 3.25 mm. This variety, shown in Figure 3, is dated September 23, 1916, with a Vancouver, B.C. machine cancel dated September 25, 1916.

It would appear that the error was noticed fairly soon, as the example ten months later shows the correct wording. The earliest hammer has been allotted a new catalog number S-140a, the 1917 example becomes S-140b, while the 1931 type will be S-140c.

S-140a and S-140b have each been given an R.F. of 500\*, as they are the only copies reported to date. The 1931 hammer, S-140c, has been given an R.F. of 450# because of the philatelic nature of the strike.

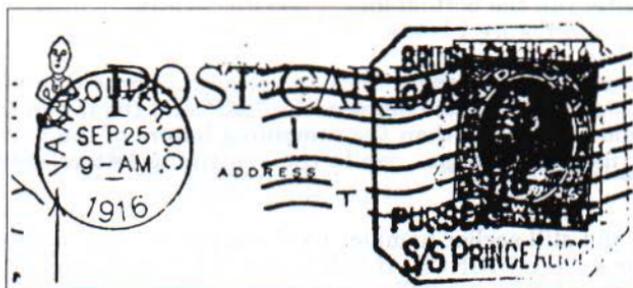
Figure 1: 1917 Hammer, S-140b





Figure 2: 1931 Hammer, S-140c

Figure 3: 1916 Hammer, S-140a



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## **GROW WITH THE ROYAL**

Canada Postal Corporation continues to produce or allow the use of more labels, hand stamps and permits. The number seen grows rapidly. Postal historians years from now will be total confused at what they can find. However in some cases items known to exist may never be found. In the last column the prepaid labels for Priority Courier, Xpresspost, Expedited and Regular Parcel Mail were described. Over three hours were spent on several days using various 800 numbers trying to purchase one or two of each. After being referred around in circles, we gave up trying as the best answer we could get was politely being told "come in to a Retail Services Centre ( the closest to me is three and a half hours away in Calgary) and sign an agreement on how to use them, have a certified check for \$27,427.50 and you will be allowed to buy 50 of each."

Don't try to find one of each rate step in each type of mail. There appear to be over 8960 rates for domestic mail without considering international usage.

One reader has sent a Notification Card from 1995. It reads the parcel was too big so it was left "Inside your storm door" or "Inside your enclosed porch" to eliminate the need to travel to a retail postal outlet (Figure 1).

Figure 1

<b>MAIL POSTE</b> <small>Canada Post Corporation / Société canadienne des postes</small>	
	
<i>Merry Christmas Bonnes fêtes!</i>	
<small>12 086-542 (95-10)</small>	
<b>Notification Card</b>	<b>Avis de livraison</b>
We have tried to contact you at home but there was no answer. Therefore we have delivered an item too large for your mail receptacle to one of the locations listed below	Nous avons essayé de vous joindre à votre domicile, mais il n'y avait pas de réponse. Comme l'envoi était trop grand pour votre boîte aux lettres, nous l'avons laissé à un des endroits suivants
Inside your storm door. <input type="checkbox"/>	Entre vos deux portes d'entrée <input type="checkbox"/>
Inside your enclosed porch. <input type="checkbox"/>	Sur votre galerie fermée. <input type="checkbox"/>
This will eliminate the need for you to travel to a retail postal outlet for pick up.	Nous vous évitons ainsi d'avoir à vous rendre à un comptoir postal pour prendre livraison de l'envoi
	<small>In Business to Serve En affaires pour vous servir.</small>

"Collect Percevoir" labels are used to alert the clerk to collect the C.O.D. fee for Customs Duty. In many cases today there is no Customs Duty being asked for, just the G.S.T. plus the \$5.00 fee. In one case recently I had a \$7.11 C.O.D. for G.S.T. of \$2.11 plus the \$5.00 fee (Figure 2). Initially a yellow and back label was used. (Figure 3a). Then a yellow and black bar at the top of a red form 43-074-228 (92-10) otherwise resembling the Proof of Delivery (Figure 3b) was used. Currently the form 43-074-228 (98-03) is being used. It is yellow with back printing, and says "Signature required" (Figure 3c). These are being used with a multiple carbon form E14 (96/08) or (97) which mention "Payment to Canada Post Corporation" (Figure 2). These forms E14 have yellow stripes at the left end.

Figure 2: Customs Duty Form

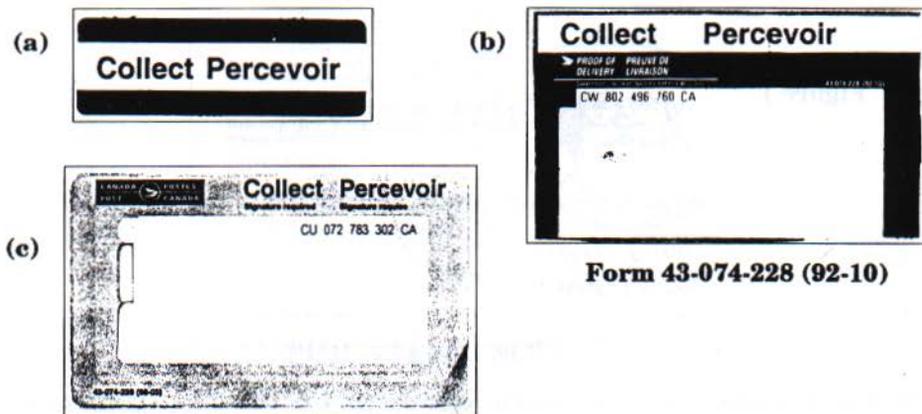
Revenu Canada		Canada		CUSTOMS POSTAL IMPORT FORM				Canada	
FORMULAIRE DOUANIER DES IMPORTATIONS POSTALES		Inventory No. - N° d'inventaire		Value for Duty (Valeur en douane à l'import)		Duty / Taxes		GST / Taxes	
99/01/13		CU 072 783 302CA		130.10		0.00000		15.00	
Importer's Name and Address COVERT, EMBLE 187 WEST 290 STREET BAYBRIDGE, ON M2C2S0		Classification No. / Description 8524329000 15 - Compact disks - Mus ic / Disques - pour la reproduction		Value for Duty (Valeur en douane à l'import) 130.10		Duty / Taxes 0.00000		GST / Taxes 15.00	
Importer's Name and Address CASSENS 18 Invoice No. - N° de la facture 1.589500		Exporter's Name and Country - Nom et pays de l'exportateur BICRIBON 17 Badge No. - N° de matricule 7863 951/001		Exchange Rate - Taux de change 1.589500		Customs Telephone No. - N° de téléphone de la douane 1-800-461-9999 (781)		Total Payable 7.11	
Message NOT OPENED / NON OUVERT		Importer's Payment Options - Méthode de paiement de l'importateur <input type="checkbox"/> Cash <input type="checkbox"/> VISA <input type="checkbox"/> MASTERCARD (MC) <input type="checkbox"/> Other		Importer's Telephone Number 1-800-461-9999		GST / Taxes 15.00		Total Payable 7.11	

Signature: *[Handwritten Signature]*

CU 072-783-302CA

PART 1: Importer's Copy - Partie 1: Copie de l'importateur

Figure 3: "Collect" Labels



Form 43-074-228 (92-10)

Form 43-074-228 (98-03)

New "Classes" of permits are appearing. Figure 4 shows permits marked "Publication Agreement", "PROMOTIONS" and "Blk PROMOTIONS".

A self-adhesive label is currently in use to send parcels from the Retail Service Centre in Ottawa or Calgary to Post Offices. The same "permit number", "3167437" is used on both. The form numbers and bar codes have the usual peel-off strips for scanning as the parcel is TRACKED. However, what makes it different is the coded bars on the sides—red on the left and orange (with the form number

Figure 4: Permits

CANADA POSTES	
POST	CANADA
Postage Paid Publication Agreement	Port payé Entente Publication
0771694	
National Geographic Society	

MAIL POSTE
<small>Canada Post Corporation / Société canadienne des postes</small>
NATIONAL GEOGRAPHIC SOCIETY
PROMOTIONS

MAIL POSTE
<small>Canada Post Corporation / Société canadienne des postes</small>
Postage Paid Port payé
Bik Nbre
PROMOTIONS
#2424827
WARNER MUSIC

Figure 6: Form 3167437, Xpresspost

From: Retail Service Centre Exp: 6324 10 ST SE BAY 1 CALGARY AB T2H 2P7	CANADA POST POSTES CANADA XPRESSPOST / XPRESSPOST 3167437
1999 01 01 1.2004	V.8.2
XPRESSPOST / XPRESSPOST	
GN 940 542 211 CA	
	
GN 940 542 211 CA	
	
GN 940 542 211 CA	
	
TOC	
To/Date: TOC 150+	SIGNATURE REQ <input checked="" type="checkbox"/>
80# 427034 LACOMBE HAMILTON AVE 52 ST LACOMBE AB	TOC 150

Figure 5: Form 3167437, Priority

From: R/C / CSD Exp: 2608 SWANSEA CRES OTTAWA, ON K1G 9T3	CANADA POST POSTES CANADA PRIORITY / PRIORITAIRES 3167437
1999 11 04 1.44 Kg 1/1	V.8.2
PRIORITY / PRIORITAIRES	
GN 938 187 744 CA	
	
GN 938 187 744 CA	
	
GN 938 187 744 CA	
	
GN 938 187 744 CA	
	
TOC	
To/Date: TOC 150+	SIGNATURE REQ <input checked="" type="checkbox"/>
80# 38718 LACOMBE HAMILTON AVE 52 ST LACOMBE, AB	TOC 150

Figure 7: Form 3167437, Expedited

From: Retail Service Centre Exp: 6324 10 ST SE BAY 1 CALGARY AB T2H 2P7	CANADA POST POSTES CANADA EXPEDITED / ACCÉLÉRÉ 3167437
1999 01 01 1.2004	V.8.2
EXPEDITED / ACCÉLÉRÉ	
GN 938 754 205 CA	
	
GN 938 754 205 CA	
	
GN 938 754 205 CA	
	
TOC	
To/Date: TOC 150+	SIGNATURE REQ <input checked="" type="checkbox"/>
80# 443688 LACOMBE HAMILTON AVE 52 ST LACOMBE, AB	TOC 150

in this bar) on the right. When it is used as a PRIORITY label (Figure 7), the laser printer which is used to address the parcel covers the red label at the left. When it is used as an Xpresspost label (Figure 8), the orange right label is covered. However, when it is used as an Expedited label (Figure 9) both coloured bars are covered. Unfortunately the colours don't show in black and white illustrations.

Figure 8: Unaddressed Admail Tag



Figure 8 shows the front and back of an Unaddressed Admail tag. The address side has a self adhesive label over a similar printed form. These tags are attached to the bundles of admail and show the sender, the recipient post office and the bundles and the number of pieces in this bundle. These are normal thrown in the garbage by the post office.

A privately produced label with an "ISS/SEI" permit which is only partially bilingual is shown in Figure 9.

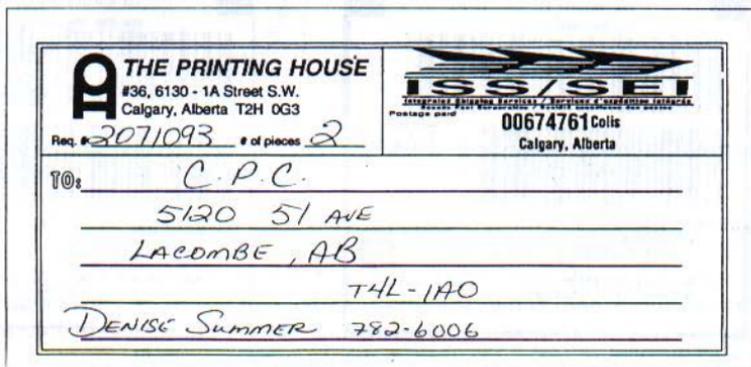
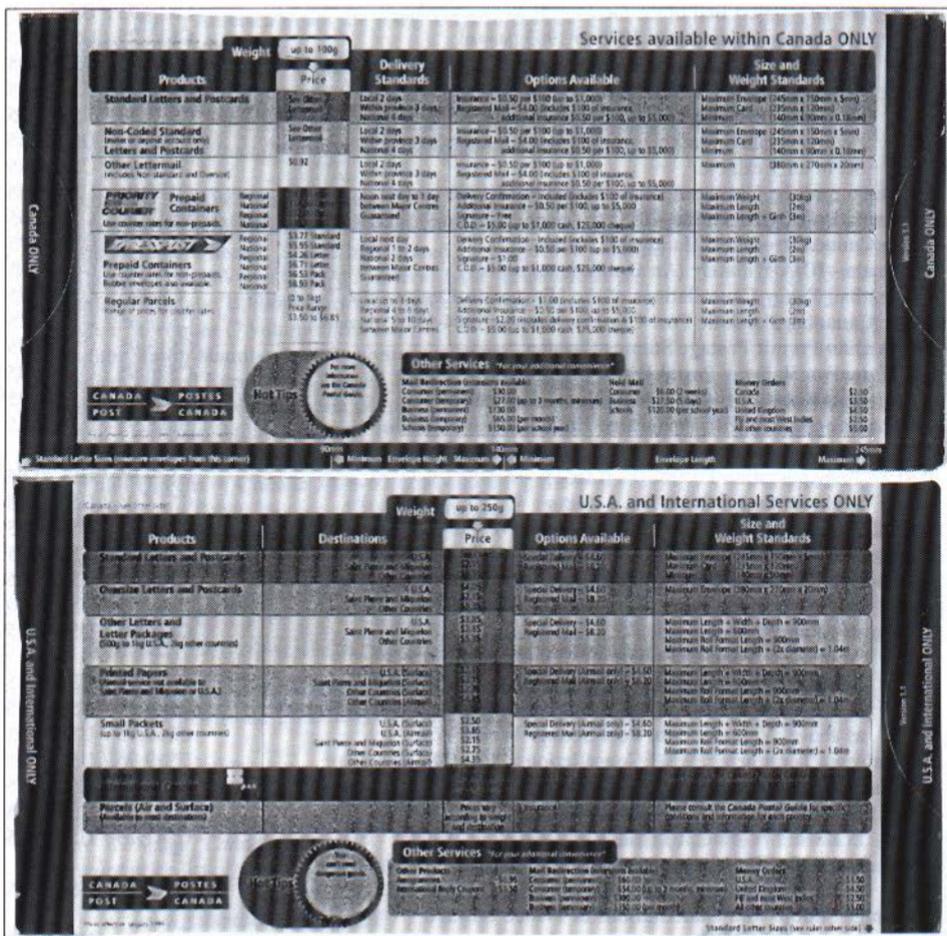


Figure 9

Finally, Canada Post has a colourful "slide rule" which shows some of the Canadian rates on one side and USA and International Services on the other (Figure 10). It is interesting to note the second side has three sets of rates—U.S.A., Saint Pierre and Miquelon and Other countries. The rates to Saint Pierre and Miquelon are very interesting. For instance, oversized letters and postcards up to 50g cost \$1.25 to the USA, to Saint Pierre and Miquelon \$1.05, and to other countries \$1.45. Interesting, and these rates raise questions as to why.

Happy looking. Remember today's junk maybe tomorrow's treasure.

Figure 10: Post Office Rate "Slide Rule"



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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
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as above, Supplement No. 1 [Ludlow]	C\$14.95 / US\$10.45
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Spring is once again upon us and many clubs have either had their annual show and bourse, or are preparing for the big event. So now is the time to get that exhibit mounted that you were going to do over the winter months. It is also time to send off the results of your winter's research to the editors of the newsletters, who are always looking for material. This quarter newsletters have been received from many groups including the newly resurrected Admiral Group and the newly formed Inland Seaways Group.

The first edition of the Nautical Times has arrived with a number of interesting items including a message from the founders who have decided to expand their horizons to include the study of all mail matter carried over Canada's inland waterways. Thus, the name of the group will now be the Canadian Inland Waterways Study Group. In the first issue are items on cross-lake service to the United States, Quebec's North Shore Steamship Lines, a letter from Esquimaux Point to Halifax, the Northwest Transportation Company; the Great Lakes cruise ship *S.S. Noronic* and Hamilton steamboat letter handstamps. Two editions of the *Newfie Newsletter* have arrived. The January/February edition contains items on the results of Harmer's recent London Auction, and further information on Labrador Post Offices by Kevin O'Reilly. The March/April edition contains an item by Norris R. Dyer on a shifted overprint on the "L. & S. Post." stamp. Colin Lewis sent along a transcription of an 1841 letter, mailed at St John's, that received a "Gravesend Ship Letter" marking. Doug Campbell sent along more of his Golden Oldies and Kevin contributed more on Labrador Post Offices.

From the Military Study Group came the January newsletter with items by John Dayes on an Italian P.O.W./H.M.C. ship censor marking, and an illustration of a cover commemorating the official Japanese surrender. There is also a report of an early soldier's concession letter which sold by Cavendish Auctions (December 1998) for approximately \$3900. John Frith sent along a piece on British F.P.O. 469; Wilf Whitehouse contributed an item on *H.M.C.S. Armentiere's* badge; Bill Robinson wrote on Canadian internees in Ireland; Colin Pomfret contributed a piece on No. 3 Stationary Hospital, C.E.F. censor. A.D. Hanes sent along a number of items including a ship's security officer's censor mark; and two covers showing modern day military markings. J.C. Campbell contributed an item on the Victoria Army Barracks—102nd R.M.R. Finally Walter Veraart sent along an item from a joke book about the Canadians in the Netherlands. The March edition contains an item by Doug Sayles on the Canadian Coronation Contingent, 1937. A.D. Hanes sent along an item on No. 1 Sqn. Canadian Air Force *circa* 1919. Robert Toombs provided an article on Canadians in Mesopotamia during World War I. J.C. Campbell sent along a piece about an early (*circa* 1892) militia related item and another on Field Service post cards from the Great War. Dean Mario contributed a piece entitled "A Newfoundland in Korea - 1951." Wilf Whitehouse sent along an item on the commissioning of *H.M.C.S. Vancouver*, August 23, 1993. Colin Pomfret contributed some examples of Canadian-related Great War naval covers as well as an 1886 cover with a No. 1 District Paymaster corner. Finally Kim Dodwell added some comments on John Dayne's Italian P.O.W. cover.

*Confederation* for March 1999 contains an article by John Mills on a study of the three cent Small Queen. The remainder of the newsletter contains question and

### Study Groups

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

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

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

**BNA Perfans:** 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 Cancels and Markings group (see below under Groups Being Organized).

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

**Fancy Cancels:** Dave Lacle, 369 Fullerton Ave., Ottawa, ON K1K 1K1

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

**Flag Cancels:** 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:** inactive (seeking new chair and newsletter editor)

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

**Re-Entries:** inactive (seeking new newsletter editor)

**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 Cancels:** 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

answers to members' queries and examples of interesting covers contributed by Horace Harrison. John Burnett sent along a little spreadsheet identifying colours and dates for Small Queen printings. The R.P.O. newsletter for February arrived with items on the E & N Railway and a report of a new steamship marking—the Steamer Northwest—which will be entered as Ludlow S-248A. A number of R.P.O. hammers are illustrated including Ludlow W-19 to W - 23A along with a table of usage. Chris Anstead sent along some drawings of Canadian Pacific mail-express cars as constructed by the National Steel Car Corporation Ltd. The drawings were taken from "The Car Builders Cyclopedia of American Practice, 15th Edition, 1940." Finally, Horace Harrison sent along some interesting covers from the Cavendish sale of Will Collie's material. The April edition contains news from Brian Stalker of a new railway listing—GWR/Main Line RR-73A—from a March 19, 1877 cancel. Chris Anstead sent along more excerpts from railroad related publications, this time a chapter on railway mail service from "The Science of Railways" by Marshall M. Kirkman, Vol. 5 (1904). Jerry Carr provided more illustrations of CNR and CPR steam locomotives and an illustration of a nice Northern Railway post card with a February 15, 1898 flag cancel.

The February edition of the Transatlantic Mail study group's newsletter has arrived. Malcolm Montgomery starts off with an illustration of a cover assessed a late

fee, and follows this with a discussion of late fees—regulations regarding the assessment of such fees by the G.P.O and a discussion of how they were applied. In the "correspondence" section there are contributions by John Forbes-Nixon (whose cover will be shown in a future edition) and from Jack Arnell who discussed a number of items that appeared in newsletters 65 and 66. Bernard Biales also had comments on a number of covers that have been described in previous issues. Horace Harrison contributed a table from a Post Office circular (No. 24, dated Quebec, September 18, 1855). This circular provided for reduced postage for correspondence between Canada and H.M. Forces in Turkey, Greece, the Black Sea

### Groups Being Organized

#### **Miscellaneous Cancels and Markings:**

(new chair and newsletter editor are required)

**Canadian Inland Waterways:** 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 / BNA Mail:** 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

(including the Crimea), the Baltic and White Sea (this was during the Crimean War). Cliff Wheatley sent along a draft article on "Aspects of the Allan Line" which includes a letter from the Captain of the *North Britain* to Hugh Allan in Montreal (1859). Finally, Malcolm Montgomery is seeking help on the purpose and usage of the stamps in the Newfoundland pence issue and first decimal issue. The April edition of the Air Mail group's newsletter contains an item by Bas Burrell on Patricia Airways semi-officials. Murray Heifetz sent a letter regarding some corrections to an earlier article on Patricia Airways and Exploration semi-officials. Mike Painter contributed a follow-up piece on Canadian Airways Ltd., and Edwin

Campbell contributed an item on the first special delivery airmail stamp (Scott #CE1). There is also an article from Edward Mercantini, entitled "The Genesis of a Postage Stamp: The War Issue Air Mail." Derek Rance contributed a revised version of his article "A First Mail Flight to Fort Good Hope, (1929)."

The Revenue Newsletter for February contains Part 4 of Christopher Ryan's article "Unusual Examples of the Excise Tax on Commercial Paper." Chris Ryan also submitted an article on "Ontario's Gasoline Tax: 1925 - 1937." David G. Hannay sent along examples of the 1968 Fisherman U.I. stamp without a specimen overprint, and an offset on a Quebec 1871 Registration Stamp. The Fancy Cancel Study Group's newsletter for April has been received and it contains interesting items by the editor on the Kingston Cross series and by Keith Lauzon on a Blenheim cut. Frank Waite sent along excerpts from an article in the Collector's Club Philatelist, Vol. 38, No. 6. Ron Smith, Roger Boisclair, Harold Hurlbutt and Gerry Carr all sent along other examples of different "fancies". The *Admiral's Log* for January contains the "Chair's Message" in which he suggests a wide variety of areas of study associated with the Admiral issue. Hans Reiche contributed an article on "Unresolved Admiral Problems"—these include dates of issue, re-entries and retouches, Plate 77 of the three cent brown, printing papers, lathe work, colour shades and perforations. There is an example of short paid U.P.U. mail to China from the archives of late Allan Steinhart. The editor also located an interesting registered post card (contributor at present unknown) from Montreal to Romania. Robert Bayes sent along Part 12 of his Admiral Study "The Three-Cent Brown, Perf. 12, Endwise Coils," and a piece on the three cent carmine. Clinton Many sent an item entitled "Covers Deserve a Second Look" with examples of covers apparently similar to many we have all seen, but with numerous back stamps, manuscript endorsements and crossings out, usually covers in a tatty condition. Often these covers, when interpreted, can tell some wonderful stories.

The February and April editions of "The Round-Up Annex" arrived with updates on the roster project, a number of new listings and also parts 17 and 18 of Jim Miller's series on the Orbs. This time Toronto Canada Station F. Hammer 2 - TF1 and Toronto Canada Station F. Hammers 2 - TF2 to 2 - TF4 were discussed. The January/February edition of the *Slogan Box* has been received. It contains items on Postal Zone related slogans; and Christmas Seals - Tuberculosis related slogans.

The January issue of the British Columbia Postal History Research Group's newsletter has been received with an item on New Westminster corks and an item by Bill Robinson on the Gellatly post office that opened in 1903. There is an article on registered markings in British Columbia, the Vernon serrated oval, the Snell Bubble Jet printer, and a "Princess Alice" error. The February edition of the *War Times* arrived with a reprint of an article from the Civil Censorship Study Group of Peter Burrows' article "Handstamps used in Foreign Exchange Control," with a profuse listing of different Canadian Post Office cancelling devices and date stamps. This was followed by an article on "Letters to Enemy Occupied Territory." There was then an item by Chris Miller entitled "Transferred to Customs" dealing with the labels applied to mail. Other items included a piece on the sinking of the *Eros* and a piece by Clive Edwards on "Patriotic and Propaganda of the British Commonwealth." The *Corgi Times* for January/February contains an article by Ingo Nessel which discusses the promotion of the "Explanation and Scope of the Elizabeth II Era." In the "Mail Box" section there is a piece by John Hillmer on modern 1999 collectable covers. There is a listing of new releases, and an item by Dr. James Watt on wide spacing and jump strips on the 46¢ Flag coil. Harry Machum sent along a piece on how, in 1957, the Post Office Department attempted to eliminate plate number inscriptions. Harry also contributed a selection of covers from the Wilding period showing rates and usage. John Hillmer illustrated a missing perf on the 6¢ Pearson (Scott #591); John Arn illustrated a "shooting star" variety as found on the environment issue. Hugh Delany contributed an article on colour varieties and missing colours found in the Queen's hair on the 43¢ issue. Finally John Arn provided an illustration of a post card assessed 6¢ due, paid for with a 6¢ red due stamp.

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## NEW BOOKS

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**"CANADIAN PHILATELY: Bibliography and Index. Volume 3."** Cimon Morin. Saskatoon Stamp Centre: Saskatoon, SK (1998). xlviii, 311p. Price: C\$39.95, US\$27.95 (add 5%, 10% or 15% for postage to Canadian, U.S. or other addresses, respectively). Saskatoon Stamp Centre, P.O. Box 1870, Saskatoon, SK S7K 3S2 Canada.

On page one of the first volume of Canadian Philately: bibliography and index, is an illustration of the first page of the first philatelic paper published in Canada. It was published in 1864. Without Cimon Morin's three volume bibliography and index it is likely that the information on that page or on the pages of most of the other 10,336 items would remain unavailable to the readers of this journal or to the philatelic public in general. Were it not for Morin's efforts the philatelic community would be vastly poorer.

This third volume to the literature of British North America philately is a worthy successor to the preceding volumes. In his introduction to the first volume Morin states, "The present work brings together the body of literature dealing with the postage stamp, postal stationery, postal history and postal markings of Canada and British North America. Included are works such as monographs, brochures, specialized catalogues and auction catalogues, as well as articles printed in periodicals, exhibition catalogues and more general works." He goes on to indicate that unpublished manuscripts, general newspaper articles and government publications were not included. This pattern has continued through the following two volumes.

An extremely valuable part of each volume is a list of the libraries holding the serials indexed in these three publications. This information allows any researcher easy access to copies of articles indexed in the three volumes through the inter-library loan services of most public and academic libraries. The first volume in the series contained four pages of references, the third volume has expanded this section to fourteen pages.

The main body of the work is a two-part classified listing of material. Part one references material concerning postage stamps and postal stationery; part two contains references to materials concerning postal history and postal markings. Each item (10, 336 of them - Volume 1 - items 1 to 3481; volume 2 - items 3482 to 5772; volume 3 - items 5,773 to 10,336) appears once in its assigned classification. Were it not for the indexes in each volume much information would be lost as a result of the limitations of the classification approach. For example, at the classified listing for the Canadian Jubilee issue (1897) are listed 25 articles. However, by referring to the Subject Index an additional seven articles concerning the Jubilees are listed. Relying on the classified listing alone would leave 28 percent of the items on the Jubilees un-noticed.

With reference to the preceding paragraph, it should be noted that the subject heading Jubilee Issue, is not used for the Victoria issues of 1897. By referral to the classified listing one finds the issue to be called here the Diamond Jubilee Issue, an alternative label. This is not indicated for pettiness but to illustrate, perhaps poorly, that there is a range of terms often used by different collectors at different times to refer to the same issue or concept. Because of this it is urged that users of these volumes examine the arrangement and terms used in both the classified and index portions of the publications to improve the chances of a successful search for information.

To assist researchers in finding specific information two indexes appear at the end of each volume. The first is an author index; the second is a subject index. The subject index contains abundant cross-references to articles which contain information across categories. Researchers will also appreciate the fact that each index in each volume cumulates the references in the preceding volumes.

It should be noted that while this is a comprehensive listing of the philatelic literature concerning Canada and British North America, the index for these volumes is not intended as a comprehensive index to the contents of the material contained in these publications and articles. Such a detailed index is far beyond the scope of Morin's work. This is not intended as a negative criticism but rather as a notice that opportunities are abundantly available to those who would like to contribute to the advancement of philately through the indexing of its literature. There is still much gold to be gathered from the mines of information Morin has opened to us.

Cimon Morin is quite likely pleased that this volume is now in print; and relieved that his time can now be spent on preparing volume four. As a member of the philatelic public I look forward to that fourth volume and to the wealth of material it too will bring to light.

P. Charles Livermore



## **THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP**

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## Readers Speak

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

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Sir;

I am writing to see if your readers would have the information that I am researching.

It is reported the Newfoundland Officially Sealed stamp, issued in 1905, printed by the American Bank Note Company in 1904, can be found with portions of a watermark. My question is—what is the watermark?

With the limited searching that I have been able to do, I have found that it will consist of at least five words. This I can tell from the following watermarked copies. On one stamp one letter is found well separated from two other letters:

L L I

(ex Maresch Auction and Robert A. Lee Auction (1999, Walsh)). On another example owned by Siverts (1948) is

CO

A block (Maresch Auction, 1991) has

M FINE

There are no serifs on these letters. Your readers' help is solicited. Thank you for your help.

John M. Walsh

(9 Guy Street, St. John's, NFLD, Canada A1B 1P4  
or e-mail: nsscat@nf.sympatico.ca)

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Sir:

Ted Nixon was kind enough to let me see an advanced copy of his article on the Small Queen printing plates which appeared in Vol 56, # 1 of *Topics* which resulted in some correspondence so he knows my views diverge from his in certain respects.

First let me say that he has been responsible for unearthing a valuable piece of source material and is to be congratulated on the meticulous tabulation of the list of plates sent for destruction in 1903. My photocopy of the schedule leaves something to be desired regarding legibility in places. However the first point to be made is that it does not cover all the plates made by the British American Bank Note Company for the Post Office Department. Included are only two of the Large Queen plates, the 15 cents and the ½ cent, yet all the Large Queen master dies are listed. None of the Registered Letter Stamp plates are on the schedule, and curiously only one die—the 2 cents. It is clear, therefore, that there must have been at least one earlier clear out, which could well have included clapped out

Small Queen plates of no further use to the printers and which, it should be remembered, belonged to the Post Office.

This would account for the fact that only two 6 cents plates are on the list, whereas there is clear evidence that there were four, and possibly five, made. The first, which is referred to as a "possibility" in Mr. Nixon's article is the reject plate, used briefly at the beginning of 1874, and like the second 6 cents Large Queen plate, and incidentally, the first Small Queen 5 cents, has its lower left guide dot positioned away from the corner, in this case below the left numeral "6". Since incised guide dots don't wander, there is no question that this is a distinct plate, which Bill Simpson first brought to my attention at the CPS of GB Ayr Convention ten years ago. Second, I have evidence in my collection that the first state of the "A" was *two dots*. I have a strip of three, 1st Ottawa perforation, i.e. approx 11.75 all round, which shows the classic signs of a springing sidepoint—a heavy locating guide dot with a fainter second dot caused by the sidepoint jumping out of position caused by the pressure exerted during the transfer process—an exact parallel with the 1859 12½ cents. There is no sign of re-entry on any of the three. I have another copy, same perf, on the very thin soft white paper in use c. 1872 showing considerable plate wear. Two dot examples with signs of repair don't appear until late—about midway through the Montreal period, and could well have been from what was originally a single dot plate, while the three, and occasionally four dot varieties are from repairs to the "A" plate. Interestingly, once ensconced in the final Ottawa premises, further repair, which certainly was done otherwise there would be no minor 5¢/6¢ varieties from it, did not cause even more dots so another transfer roller had to have been used for that. There is other evidence to show that the "A" plate is not the 1871 plate with a check letter added, quite apart from the contemporaneous use of stamps bearing both one and two dots.

On the Montreal plate of the 6 cents it should be noted that the plate was incised "BC", not "CB"—this means the "B" pane produced the right hand side of the printed sheet, not the left as once thought; it also means the counters were placed centrally on the plate. As far as the "guillotine" line is concerned, I believe this is a misnomer. Unless the operatives were cutting up sheets with their eyes shut, there is no way the line was used as a guillotine guide, indeed on some plates it is too close to the print area. My guess is that it was a reference line, that is the first mark to be inscribed on the plate—unless anyone has a better idea.

J. Hillson

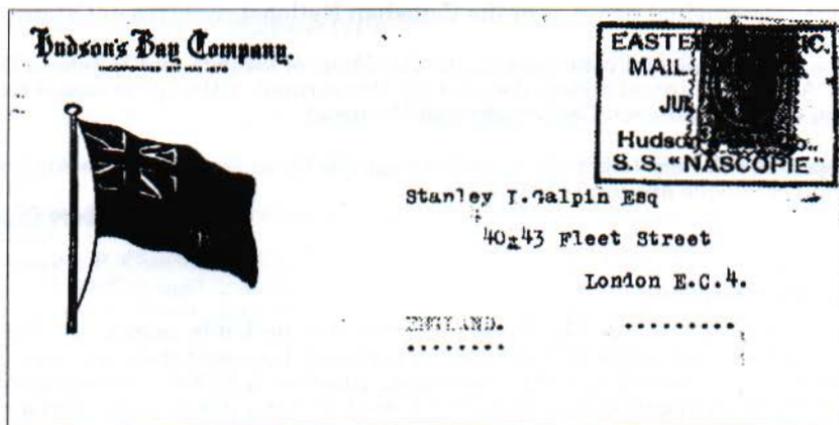
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Sir;

With much interest I have read Norris Dyers article (*BNA Topics*, Vol. 55, #4, pp. 34-46) on Italo Balbo, the Italian air hero, and his mass flight via Newfoundland to the World Exposition at Chicago in 1933.

The article is well done and the information supplied very readable. It appears however that Norris R. Dyer is not aware of the fact that Balbo carried a bundle of commercial mail from Cartwright in Labrador to Montreal at the request of the postmaster of the Eastern Arctic supply ship *S.S. Nascopie*. The *Nascopie* happened to be at Cartwright on the way north on its annual voyage to supply the Eastern Arctic out-posts. As you can see from portions of a copy of the report of the *Nascopie* postmaster for the 1933 voyage (below), Balbo accepted a packet of 96 letters to carry free as far as Montreal.

As shown, one such item in my collection has a July 11, 1933 Eastern Arctic Mail Service marking) and was back-stamped on arrival in Montreal on July 14. The Italian fliers did not add any kind of markings to the covers; probably the mail was in a sealed bag.



The information about this special mail carriage was unearthed by Rae Thompson, who published it in a privately produced pamphlet called "Thompson's Nascope File - Mail Years 1933-34" in the early 1980s. The report from the postmaster is dated October 16, 1933. The following relevant sections are reproduced from Thompson's publication.

"Duties as Postmaster - S.S. Nascope

1. I have the honour to report that on the Commissioner's instructions I acted as Postmaster on board the S.S. Nascope.
2. Mail was taken on board and put on shore at all the places visited, and in addition over 1700 letters were received from the Ship's Post Box and handled by me.
3. Mail was put on shore at: -

	Quebec 1 packet	93 letters
	Rimouski 1 packet	61 " "
x	Cartwright 1 packet	96 " "
	Charlton 1 bag (from Ship)	472 letters
	1 " (Lake Harbour)	? " "
	Churchill 1 "	197 " "
	Cartwright 1 packet	6 " "

...

- x This mail was carried to Montreal by the Italian Air Fleet, at no Government expense.

I assume the original report is in the Canadian National Archives in Ottawa.

The recently published catalogue on the Air Mails of Canada and Newfoundland by the American Airmail Society does not list this airmail, although it was the first airmail carriage between Cartwright and Montreal.

Perhaps this will help to get the record straight as far as Balbo and the American Air Mail catalogue are concerned.

Robert Binner

Norris Dyer responds:

The cover mentioned in Mr. Binner's letter was probably carried by Balbo's squadron from Cartwright to Montreal. Mr. Binner is correct that this mail isn't mentioned in the recent A.A.M.S. catalogue. Another A.A.M.S. publication from 1996, "The Mass Flights of Italo Balbo" by Robert E. Lana states under Cartwright "No official mail was taken on at Cartwright and 21 letters were delivered." (pg. 51). C.H.C. Harmer, in his "Newfoundland Air Mails", 1953, is a bit less oblique, stating on page 162 "Unofficial mail also carried on the outward flight postmarked Cartwright, Labrador, July 12 or 13." The cover pictured appears to be one of the latter; as such it would appear to be a genuine collectable for the Balbo enthusiast.

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Sir;

I offer the following comments on several of the covers shown in Marc Eisenberg's latest article in *BNA Topics*, Vol. 56, #1, pp. 15-19.

Figure 4: This is clearly a case of the postmaster (or the letter writer—it is difficult to compare handwriting on the picture as shown) initially writing "paid", then crossing it out. There was no additional charge—the letter was simply charged the single domestic rate.

Figure 5: There was an additional 3d domestic charge (on top of the 1d drop letter rate) arising from the redirection. The caption as written is misleading.

Figure 8: The letter is not short paid—it is unpaid. Regulations (concerning letters sent in either direction between Canada and the U.S.) at the time required that partial payment be ignored. So, the three cents stamp (it should have been 10 cents) was treated as being of no value, and the handstamp 6 represents 6d Cy. due in Canada—the entire fee, not the deficiency.

David Handelman

*Editor's Note: Obviously the editor needs to be more careful with the interpretations provided for such items.*

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(continued from page 2)

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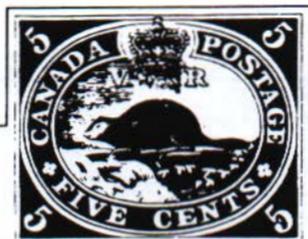
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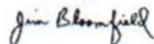
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