BNA Topics

Whole number 504　　Volume 62　　Number 3

FIRST POST

The official Journal of BNAPS—
The Society for Canadian Philately　　　$6.95

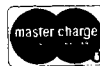# British North America specialists
Always looking for the unusual …

BNATopics

Volume 62   Number 3   Whole Number 504

The Official Journal of the British North America Philatelic Society Ltd

Contents

Prepared by the Editor in *the* typesetting language TₑX (Greek, τεχ; pronounced 'tek', or for the purists, 'tech', ch as in the Scottish 'loch'), implemented by the software *Textures.* A huge PostScript file (over one gigabyte) is created and sent to the printers for direct printing.

The font family is Elysium (ITC) with companion font Prague for display caps.

The **front cover** shows a sepia cross-stitch picture (executed by the editor's wife), *First Post,* design by Heritage Stitchcraft. Prominent is the pillar box, see p 3.

On the cover

Rochelle Handelman

THE front cover shows a cross-stitch picture I recently finished, *First Post*, illustrating an early morning pick-up. To the left of both men is what the British call a *pillar box,* known in North America as a *mail box.* Shortly after Rowland Hill introduced the penny post in Britain, he suggested a box in which to deposit mail; the idea was not pursued. In 1852, future novelist Anthony Trollope, surveyor's clerk for the GPO on the Channel Islands, had four free-standing cast iron boxes placed in St Helier (capital of Jersey). It was a success, and one of the original boxes is still in use.

The first box on the British mainland was erected in Botchergate (Carlisle) in 1853, and smaller wall boxes were introduced in 1859. A miniature wall box is still in use at Charles Dickens' home near Gravesend.

In Canada, the first street boxes for letters were installed in Toronto in 1859, and subsequently in Halifax in 1864. Montreal received its first mail boxes in 1865. In 1869, six pillar boxes were placed in the main street of St John's (NF) for both reception and delivery of mail.

British pillar boxes are generally cylindrical with a horizontal slit. The earliest pillar boxes had octagonal pillars or fluted columns and vertical, rather than horizontal, slits. Until 1874, pillar boxes were green, but were then changed to red for visibility.

Canadian mail boxes for mail reception are red with some grey (those for mail delivery—used by letter carriers to pick up the mail—are deep green). American mail boxes are blue (this has proved a nuisance for movie directors who film in Toronto, Montreal, or Vancouver, but want audiences to think the setting is an American city—they end up painting the boxes blue; more progressive directors present the city as Canadian and avoid this problem).

The *Letter box study group* (GB), via their website www.lbsg.org, provided useful information. They are interested in British & overseas letter boxes. Other sources include www.glencoll.co.uk/lgi/history-of-the-post-box, and the Canadian museum of civilization site,

www.civilization.ca/cpm/chrono.chs1841e/

One particularly interesting reference is the fantasy book by Gerald King, *Alice through the pillar-box and what she found there, a philatelic phantasy* (1978). King used Lewis Carroll's characters in stories with pillar boxes, first day covers, postmarks, and special issue stamps.

Three nineteenth century covers

Charles Verge

TWO of the items shown here are early date cancels, and the remaining one involves a rather unusual method of mailing a photograph. Figure 1 shows a strike of the CITY OF OTTAWA. C. W. large circle (which soon degenerated into a changeling) with indicium *C* at the top. The earliest recorded strike of this hammer is dated 6 October 1857, but with indicium *B*; the one shown here may be the earliest recorded *C* example.

Figure 1. City of Ottawa circle with *C* indicium (19 October 1857)
With return address (on reverse), the Ottawa Citizen. Sent free to Government office (possible within ten days of opening or closing of Provincial Parliament).

Figure 2 illustrates the earliest known OTTAWA·CITY U.C broken circle cancel. Dated 8 October 1858, it precedes by almost four months the previously known early date (5 February 1859).

Figures 3a & b show a large photograph with an address and stamp on re-
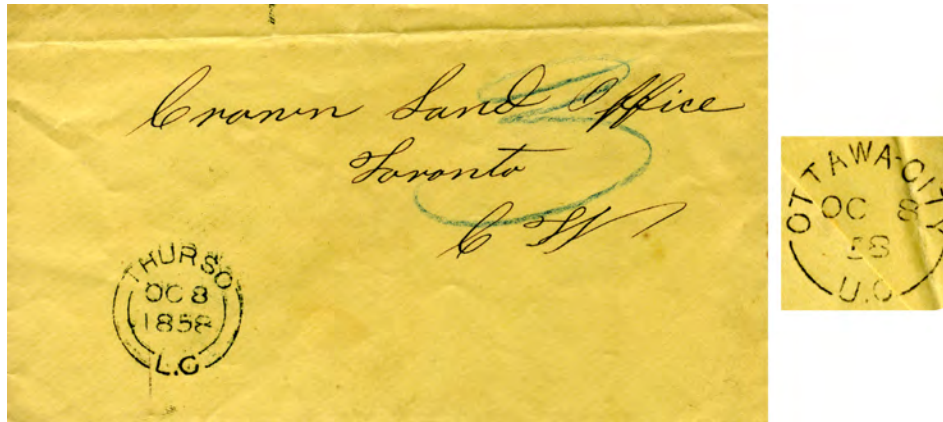
Figure 2. Earliest reported OTTAWA·CITY U.C broken circle (8 October 1858)
On reverse of cover (3d domestic postage collect from Thurso—near Ottawa—
to Toronto). Shown disproportionately large.
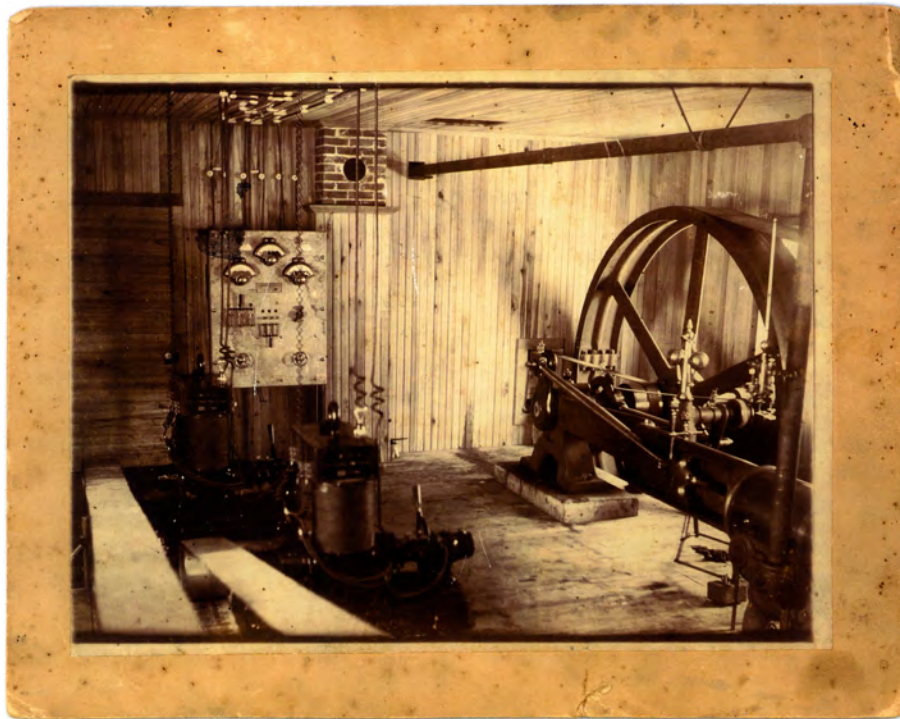
Figure 3a. Photo of Bothwell electrical works (1899)
Mailed with address and stamp on other side (Figure 3b).

Figure 3b. Reverse of photograph (1899)

Paying first class rate. From the relative size of the stamp, we can tell that the photograph was quite large.

verse. Pictured is an electric works installed in Bothwell (ON) around 1899. The item was mailed from Bothwell to the parent company, the Canadian General Electric Company (CGE), in Toronto on 21 March 1899. It is unusual in that it was mailed as is, *without a wrapper,* at the 2¢ per ounce (first class) rate (effective 1 January 1899). It could have been sent at the printed matter rate (1¢ for the first four ounces).

The photograph is owned by my wife. It was taken under the orders of her grandfather, Francis O'Connor. He was one of Ontario's first electricians—he also wired the clock at Toronto City Hall. He apparently supervised the installation of this electric works in Bothwell for CGE.

CGE was incorporated in Canada in 1892 through a merger of the Edison Electric Light Company and the Thomson-Houston Electric Light Company of Canada. During 1892–1900, CGE operated out of Peterborough, where 500 employees manufactured generators, transformers, motors, wire and cable, and lamps.

The two transatlantic Vickers-Vimy flights

Norris (Bob) Dyer

THIS is the story of two flights. The first was the historic non-stop transatlantic flight made by John Alcock and Arthur Whitten Brown in 1919. The second flight occurred earlier this year (2005) when Steve Fossett and Mark Rebholz replicated the original one. On both flights mail was carried, and that's the reason for this article.

1919—Challenging the Atlantic

> They bid goodbye at Newfoundland and fly by St John's shore,
> They never sighted land again 'til they came to Errismore.
> 'Twas on a Sunday morning, at the dancing of the day,
> When the neighbors saw her come they all began to pray.
> They thought she was the Morning Star as she did draw so near,
> Sent down by the Almighty God auld Ireland for to free.
>
> ballad by Michael Lee [1]

It was 1919, and the war was over at last. Like other modern wars, overcoming the enemy required superior, technologically advanced weaponry. This was the case with WW I aeronautics, and example being the Vickers-Vimy (Mk IV) bi-plane, towards the end of the war. Powered by two Rolls Royce 360 HP Eagle VIII engines, it was 16′ tall with a wingspan of 68′, and length of 44′. The bomber was named after one of the greatest victories in Canadian military history—the 1917 battle of Vimy Ridge. Although its cruising speed (without tailwind) was only 75 miles per hour, it had a range of 1880 miles; this was advantageous for a dangerous postwar mission.

In 1913, Lord Northcliffe, owner of the London Daily News, offered a prize of £10,000 "to the person who crosses the Atlantic Ocean from any point in the United States, Canada, or Newfoundland to any point in Great Britain or Ireland—or vice versa—in 72 continuous hours." [1]. Later, several other entities fattened the pot with another £3,000.

The war postponed attempts to win this award, but the offer was renewed in 1918; by the next year, the time was ripe. Many WW I aviators seemed to have retained sufficient adrenalin and the need for dangerous and challenging adventures to mount a new aerial "offensive". The shortest line of

Figure 1. Surcharged 15¢ Cabot (1919)
Surcharged $1 for transatlantic flights.

attack was from Newfoundland to Ireland, a distance of 1890 miles. Before telling of Alcock and Brown's success in that endeavor, I will briefly discuss the valiant men who failed.

The first attempts were made 18 May 1919; Harry G Hawker and Lt-Com K Mackenzie Grieve, in the Sopwith *Atlantic,* carried 87 pieces of mail franked with overprinted 3¢ caribou stamps (authorized by Postmaster-General J Alex Robinson) after 10 April[2]. This is (Newfoundland) Scott C1. They left from Mount Pearl field in St John's, but only made it halfway across the Atlantic before having to ditch. Fortunately, they were rescued several hours later by the Danish ship *Mary.* The mail was also recovered.

Also on 18 May, Major FP Raynham and Major CWF Morgan attempted to get their Martinsyde *Raymor* off the ground (as a challenge to Hawker) from a field in Pleasantville, a suburb of St John's. The plane never got beyond the end of the runway. Two subsequent attempts several months later were also busts. They carried mail with the authorized manuscripted caribou stamps (NSSC AM2). On the third attempt (on 14 July), 25 covers were added, franked with Scott C2—the 15¢ Cabot surcharged $1 (Figure 1). Ten thousand of the stamps were created, having been approved by Robinson on 7 June for transatlantic mail, 50¢ on each dollar to go to the Permanent

Figure 2. Lt Arthur Whitten Brown *&* Captain John Alcock

Marine Disasters Fund. The Martinsyde mail was eventually delivered in person by Major Raynham to London officials in January 1920 [3].

The most serious competition to Alcock and Brown appeared to be the Handley Page, a V1500 plane also named the *Atlantic.* It hoped to make the crossing from Harbour Grace with a crew of four and Admiral Mark Kerr as flight commander. Mail was postmarked 9–14 June; this included 234 pieces franked with C2. However, continuing engine problems prevented the hulking *Atlantic* from departing in time to beat Alcock and Brown. A later flight on 4 July crashed in Parrsboro (NS). Their goal at that point in time had been to make it to New York, which they did in October. The mail was taken by train from Parrsboro to New York in July, eventually reaching England via the Cunarder *Mauretania* [2].

> We arrived at St. John's, Newfoundland, at midnight on Saturday, May 24th, 1919. On the following Monday, May 26th, we started to unload the machine, and transported it with the aid of teams of horses to the cricket fields at Quidi Vidi, where it was to be erected in the open. John Alcock [4]

After putting the Vimy together, bad weather intervened; this delayed the first test flight until 9 June. At that point, Captain Alcock and Lt Brown looked for and found a more suitable field, *Lester's Field,* near Mundy Pond. Alcock was the pilot on the flights and Brown served as navigator. They
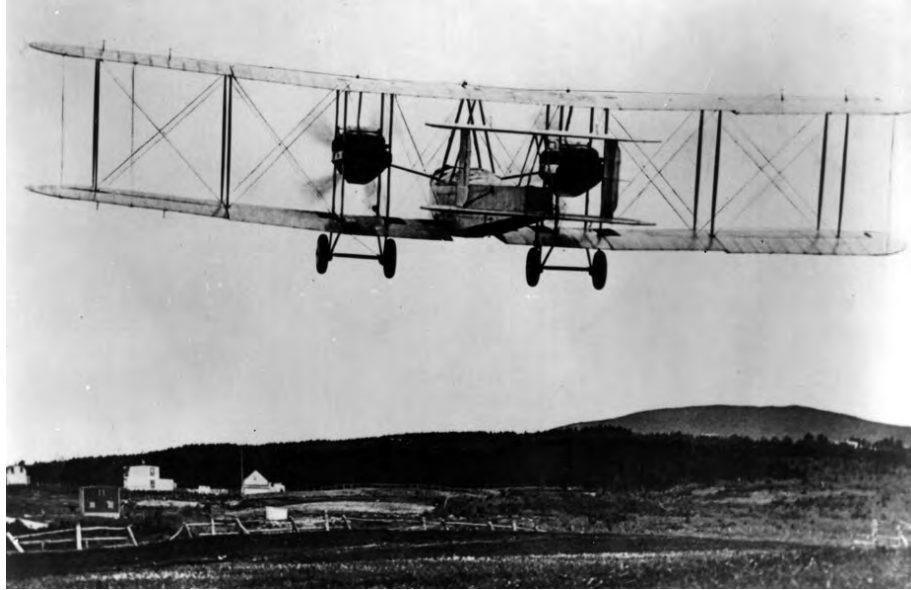
Figure 3. Vickers-Vimy over Lester's Field (1919)

made a successful second test flight on the 12th. Meanwhile, 196 letters and one letter packet were placed aboard, again franked with the surcharged stamp (Figure 1). On Friday, 13 June, the tanks were filled with the anticipation of a departure the next morning. Extra fuel capacity extended the plane's range to over 2,400 miles. (Figure 2 shows Alcock and Brown at this point.) Once again, bad weather—that often seems to ravage St John's—set in. In the afternoon, the weather improved and Captain Alcock convinced his sponsor, the head of Vickers Aviation, that the time had arrived for their transatlantic attempt.

Figure 3 shows the plane over Lester's Field. They left at 5:13 PM (British Summer Time) and 16 hours, 12 minutes later, landed in a bog at Clifden, Ireland. The flight was not uneventful, as you read in this dispatch from Alcock to the New York Times by special cable, dated 16 June [5].

> We have had a terrible journey. The wonder is that we are here at all. We scarcely saw the sun or the moon or the stars. For hours we saw none of them. The fog was very dense and at times we had to descend within 300 feet of the sea. For four hours, the machine was covered in a sheet of ice, caused by frozen sleet.
>
> At another time. the fog was so dense that my speed indicator did not work . . . . We looped the loop, I do believe, and did a very steep spiral. We did some very comic stunts, for I had no sense of the horizon . . . . Our delight in seeing Eastal Island and Turbot Island, five miles west of Clifden was great.
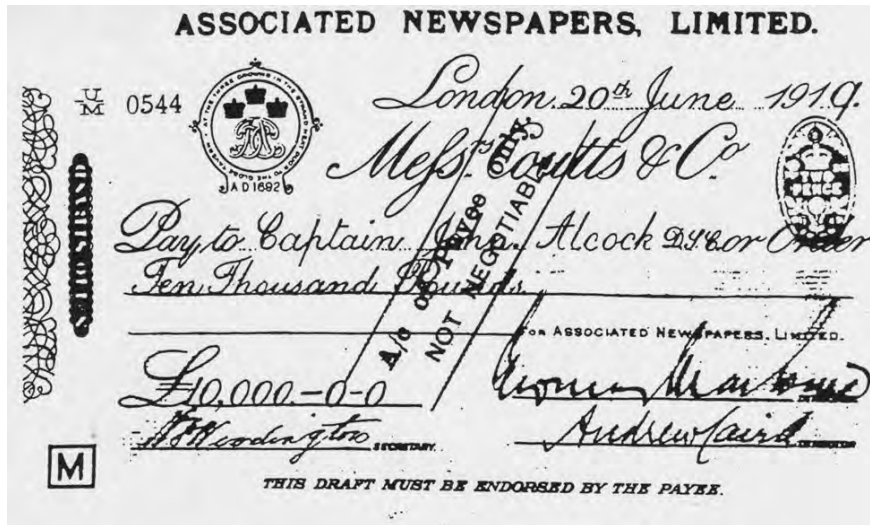
Figure 4. Cheque (£10,000) for first successful transatlantic flight

> People did not know who we were and thought we were scouts on the lookout for the Vimy . . . . We did not suffer from cold or exhaustion, except when looking over the side. Then the sleet chewed bits out of our faces. We drank coffee and ale and ate sandwiches and chocolate . . . . We had plenty of reserve fuel, using only two-thirds of our supply. The only thing that upset me was to see the machine at the end get damaged. From above, the bog looked like a lovely field, but the machine sank into it up to the axle and fell over on to her nose.

The Atlantic had been crossed in 16 hours and 12 minutes, a sensation that led to banner front-page headlines around the world. The boys journeyed to London where they were honored at a number of receptions, including one sponsored by the Royal Aero Club. They received their cheque from Lord Northcliffe (Figure 4) and dropped off the mail (Figure 5). June 16th was a holiday at Vickers and Rolls Royce works, and the heroes gave £2,000 to the workers who built the machine.

On 21 June, the flyers were presented to King George and the Prince of Wales, and were knighted. If not for the highly-publicized solo Atlantic flight of Charles Lindbergh eight years later, the average educated person to-day when asked who made the first non-stop flight over the Atlantic would probably say "Alcock and Brown, of course!"

Sir John was not to enjoy his pioneer status for long, as he died six months later when he crashed in his Vickers machine at Côte d'Evrard en route to Paris. Sir Arthur never flew again as a flight member, but later became the

Figure 5. One of 197 covers carried aboard the Alcock-Brown flight

general manager of the Metropolitan Vickers Company in Swansea (Wales). He died in 1948.

The original Vickers-Vimy was repaired and presented to the Science Museum in South Kensington in December 1919 and can still be seen there. Another Vickers-Vimy was used to fly to Australia from England in late 1919. The goal was to get there in thirty days, and it did not matter how many separate hops it took. It was done by the brothers, Captain Ross Smith and Lt Keith Smith, winning a prize of £10,000 offered by the Australian government. They carried a number of covers with the now famous Ross Smith blue vignette. An attempted third flight, from London to Cape Town in 1920, ended in failure.

In 1959, a memorial was dedicated on Errislannan, the 1919 Derrygimbla Bog landing site. Shaped like a giant wing, it holds a bronze plaque which recounts the flight. The last lines are [1]:

> Tá a ngaisce greannta ar chlár na spéire.
> The skies bear witness to their great deed.

The Interim

In 1928, Newfoundland celebrated the Alcock-Brown flight with the 15¢ value of their first Publicity Set. A large number were used on 14 June 1929, when a slogan cancel was applied commemorating the tenth anniversary

Figure 6. Stamp commemorating tenth anniversary of the flight (1929)

Figure 7. Canada FDC fiftieth anniversary stamp (1969)

of the flight (Figure 6). In 1969, Canada honored the fiftieth anniversary of the flight with a multi-colored stamp showing the Vimy crossing the Atlantic (Figure 7).

When Colin Lewis and I gave a presentation on the two Vimy flights at BNAPEX 2005 in Edmonton, a collector presented me with a CD image of a cover that I never knew existed (Figure 8). On 21 June 1979—the 60th anniversary of the flight—Squadron Leader and pilot AJH Alcock, and Flight

Figure 8. Cover carried aboard Phantom (1979)

Lt WN Browne flew the RAF Phantom XV 424 *Alcock and Brown* from Goose Bay to Clifden over the route taken in 1919, and then on to RAF Greenham Common. I contacted the Royal Air Museum inquiring about the flight and Pilot Alcock, and received this response on 5 October.

> Thanks for your inquiry, which we received on 9 September. According to the Report in *Flight* of the Phantom's crossing, Tony Alcock is the nephew of John Alcock. Phantom XV 424 is now on display here, in the colours of 56 squadron, its final unit.
>
> Peter Elliott, Senior Keeper, Royal Air Museum

The 2005 flight

Brave Aviators
You brave aviators,
Magnificent Men in Their Flying Machine
Wires and Glue between You and Disaster
How daring you are, you brave aviators.
On a wing, and a prayer like this,
Please God, Don't Let Our flimsy Engines fail,
Slowly but Surely, You Cross the Wild Atlantic,
You are Indeed Very Brave Aviators.
Newfoundland Behind, Clifden Ahead,
In Between are Two Thousand Miles of Ocean,
You are Most Certainly in the Lap of the Gods,

May They Smile on You Brave Aviators.
Fortune, Favours the Brave,
So Fly, Fly, Fly, You Brave Aviators.
Come To Us in Connemara,
We Await Your Arrival.
Land Safely You Brave Aviators

Poem by J Dunne [1]

The idea for the Vickers-Vimy replica came from Lang Kidby, an Australian Army Air Corps pilot (with an RAF instructor rating) after a 1990 England to Australia vintage air rally. The rally was won by a young American, Peter McMillan, in his Harvard. "Wouldn't it be nice to do the flight again in a really historic aeroplane like the one flown by Ross and Keith Smith in 1919?" Peter McMillan is described as a young investment broker on the Vimy Atlantic website, www.vimy.org [6]. Kidby's suggestion fascinated McMillan [6]:

> I want to build a time machine and experience the world as a larger place, while reminding others of the debt we owe to the forgotten pioneers of the air who deserve a place alongside Magellan, Columbus and Captain Cook. They inspired the world possibilities of air travel, and should remind us that risks will always be involved in transforming dreams to real progress.

In Australia in 1993, a full set of original drawings (in microfilm) of the Vimy was finally discovered. A replica was then designed with modern changes to strengthen the plane—such as 4130 steel tube instead of wire-braced wood truss. The new plane would be powered by a pair of geared-down Chevrolet big block V8s of 454 cubic inches. John LaNoue was taken on as engineer to construct the new Vimy. Externally the plane looked very much like the original, including a covering of grade A cotton. Although many of the parts were built in Australia, the assembly took place in a hangar at Gnoss Field in Novato, California.

Peter McMillan paid for the replica and although Vimy Restoration Inc is a non-profit corporation sponsoring the flights, Peter owns the new *Silver Queen.* I don't know how much it cost but recently heard from a Vimy director that it is currently appraised at US$4,000,000. The aircraft was awarded its Experimental Certificate of Air Worthiness on 30 July 1994. McMillan's goal then was to re-create the three flights taken in 1919–1920 by the original Vimys: England to Australia, England to Cape Town, and Newfoundland to Ireland. I'll speak briefly about the first two flights of the Vimy *Triple Crown*; the primary focus of this article is the flights to Ireland in 1919 and 2005.

The flight to Australia left from Farnborough International Air Show,

Figure 9. Vimy at Gnoss Field, (2002)
Awaiting new engines.

near London 14 September 1994. McMillan was the pilot and Kidby the co-pilot. They encountered a number of challenges en route, including bad weather. Their worst moments occurred when they suffered engine trouble over Sumatra, crashing there. No one was injured but they had to have a new engine brought in. A spare v8 was shipped from Australia, and after six days on the ground, they were off again. They finally got to Australia on 22 October. It took them two weeks longer than Ross Smith took in 1919! McMillan waxed philosophical [6], "But we didn't really care. Lang was excited to be back on his native soil, and I was overwhelmed with relief and pride that our time machine had succeeded."

The second leg of the triple crown was from Farnborough to Cape Town. This time Mark Rebholz was the pilot and John LaNoue the co-pilot. Rebholz is a captain for United Airlines and had been the operations director for the first leg to Australia. They left 2 July 1999, first flying at air shows in Germany and France, then crossing the Mediterranean and finally journeying down the east coast of Africa. After numerous stops, they arrived

Figure 10. Author, with horizontal stabilizers in tail (of the Vimy)

Figure 11. Engineer John LaNoue next to uncrated Orenda engine (2002)

at Cape Town on 29 July. The plane handled well and the pilots persevered although they were often cold and almost deafened by the engines [6].

Both of these flights have been documented by the National Geographic Society. This helped to defray some of the flight costs. The plane was finally returned to its hangar in Novato and rested there while Vimy Restoration regrouped for the last and most challenging of the triple crown flights, Newfoundland to Ireland non-stop.

In September 2002, I received a call from Blair Adamson, Vimy's development manager. He told me of their goal to cross the Atlantic in June 2003. He had found my name through an article that I had written for the American Philatelist on the 1919 flight [7]. We met, and I lent him several thick files and photographs relating to the 1919 flight. I had been unaware of the *Silver Queen's* re-enactments of the first two legs of the triple crown and was amazed to find out the plane was hangered about ten miles south of where I live in Sonoma County.

I visited the site, met John LaNoue, and took the photos (Figures 9–11). Figure 9 shows the Vimy in its hangar sans engines. Figure 10 shows the author demonstrating the size of the horizontal stabilizer in the tail section. Figure 11 shows LaNoue next to several new engines they planned to install on the plane. The photos do not fully reflect the grandeur of this machine. When it flies, it will be the largest operational bi-plane in the world!

LaNoue explained the Chevy engines had proven unreliable, and more power was needed to carry the plane safely across 1900 miles of ocean. They had purchased dual Orenda OE 66s, targeted at 600 hp maximum take off and 500 hp maximum continuous flight. LaNoue was working on the project part-time, and I sensed Vimy needed money.

Of course it did not take me long to realize the philatelic ramifications of a new flight. I sent off a long letter to J Don Wilson in St John's to point out this opportunity. Don did some research and contacted Rich Mallott for advice. More detailed letters followed from Don with long lists of things that had to be done or questions that needed answering. Some of Mallott's original ideas became part of our final contract with Vimy two and a half years later:
- The covers should all be numbered;
- there should be 300–500 covers;
- the pilot and co-pilot should sign all of them.
Don was already thinking about the help we would need in Clifden [8],

> Colin Lewis—Swansea—has Irish collector who might be near Clifden who could get mail bag to Post Office and have back stamped & see return postage to Canada & bag & money to return, available [?].

Figure 12. Lang Kidby adjusting Orenda engine (2004)

Colin played an important role, as we will see later. Don also had Sylvia Ficken of the St John's club develop a cacheted envelope that could be a model for the new Vimy mail. Sylvia developed a great design. I dropped in on LaNoue as he fiddled with the new engines. However, without financial backing, plans for a 2003 flight were cancelled.

In July 2003, I sent LaNoue a letter containing Sylvia's design (updated for a 2004 flight) and a fact sheet on the mail. Blair Adamson had departed and John was Vimy at that point. As an engineer, however, he had little apparent interest in or time for such esoterica and I never received a response.

I continued to drop in at the hangar to watch LaNoue work on the engines. The plans for a 2004 flight went awry also, again because of a lack of money. The limited support that might be available from the National Geographic Society was not sufficient for this complex and costly endeavour. Later that year, I took this photo of Lang Kidby doing further adjustments on one of the Orenda engines (Figure 12).

At the beginning of this year, things started looking up. Vimy now had a mover-and-shaker director, Dr David Holbrooke, putting things together. I had obtained his name from LaNoue, contacted him, and had received a warm reception. Holbrooke anticipated the flight would finally take place

Figure 13. Cacheted cover design for 2005 flight

in June, because they now had some sponsors—one of them a very famous aviator. Steve Fossett pledged $150,000 for the flight if he were to pilot the Vimy across the Atlantic. Fossett currently holds five official world records, his most recent record set flying the Virgin Atlantic Global Flyer around the world solo in 67 hours. Steve's presence added *cachet* to the flight. Mark Rebholz was to be the co-pilot.

Holbrooke was warm to the idea of what he termed a celebratory mail to be carried abord the Vimy. This triggered a telephone call to Don Wilson (already quite ill), and Don told me to contact Roger Squires of the St John's Philatelic Society; he headed the Newfoundland Vimy mail team there. (Don continued to follow the progress of this project up to his death.) Colin Lewis coordinated activities in Ireland, and I drew up a contract with Vimy and coordinated things in California. Other key parties in St John's were Ficken, and Martin Goebel, a member of the St John's club. Martin is also a member of the BNAPS Newfoundland Study group, as are Lewis and I. The club was to pay for the production and franking of the covers.

Sylvia Ficken worked up three designs for the covers, and Vimy accepted the one in Figure 13. I started discussing details with Holbrooke and met him, Peter McMillan, and John LaNoue at the Vimy hangar later that spring (Figure 14). The Vimy was scheduled for a test flight that day but a broken starter nixed that. Besides having to deal with a very demanding design, another complication had arisen—the bankruptcy of Orenda, caused a delay in obtaining parts. Vimy had finally found the company that had purchased the remainders. There had been other recent problems with vibrations that

Figure 14. Vimy President Peter McMillan, and John LaNoue (2005)

were also worrisome. On 23 April, David Holbrooke signed the contract that I had drawn up for mail aboard the Vimy, after I had made several concessions to satisfy his company. A few of the more important items were:
- The St John's Philatelic Society would coordinate the mail in St. John's.
- The 1969 Canadian stamp commemorating the Vimy would be one of the stamps used.
- Two lightweight nylon flight bags would be used.
- Special slogan cancellation would be provided by Canada Post
- The Club would pay all costs.
- Covers would be numbered 1–500, with half going to the Club and half to Vimy.
- The pilot and co-pilot would sign all covers.
- The Club, through contacts in Ireland, would pick up the mail, see that it was backstamped there, and Vimy's 250 covers would be handed over to them at that point.
- The Club would be allowed to sell discounted covers (CA$40) from its 250 to Club members and members of the Newfoundland Study Group.

Figure 15. Vimy landing at Gnoss Field after test flight (2005)

The proposed flight was daunting, given the sensitivity of the airplane and the need to fly in an open cockpit across almost 1900 miles of ocean at 75 miles per hour. Alcock and Brown had been very lucky but anything could happen; the crash in Sumatra was a bad example from the 1994 flight to Australia. Vimy planned a series of hops across the United States and Canada en route to St John's, to work out any remaining bugs. The St John's Club prepared the 500 cacheted and stamped covers and put up $2,000 plus costs, hoping the Vimy would be deemed fit and safe enough to allow the flight to occur, and that if the flight took off for Ireland, praying with its many fans that it would make it to Ireland safely.

In the middle of May, my wife and I attended a Sunday barbecue at the Gnoss Field "aerodrome" and watched Fossett and Rebholz make the last test flight. Figure 15 shows the Vimy coming in for a landing and Figure 16 shows Mark Rebholz and Steve Fossett exiting the aircraft after the no-problem flight. On 19 May, the Vimy left Novato. Passing through various cities en route, it took 22 days to get to St John's. On 25 May, it arrived in Toronto, and was at the Toronto Aerospace Museum for several days. Camera installation was done there. It had been planned that the National Geographic Society would host a special website for the 2005 flight with live downlinks en route. The plane went to Ottawa, staying for several days, before departing for St. John's, where it arrived on 9 June. Martin Goebel's great photo (Figure 17) shows the arrival of the Vimy. Now was the time for

Figure 16. Mark Rebholz & Steve Fossett after test flight (May 2005)

Figure 17. The Vimy arrives in St John's (9 June 2005)

Figure 18. Signed and postmarked cover for 2005 flight

maintenance and rest, awaiting good weather. The original goal had been to take off on the anniversary of the 1919 flight—14 June—but this did not take place [6].

Meanwhile the Vimy Mail Team went about its numerous chores. Roger Squires did not have e-mail and he and I had an arrangement whereby I called him every Sunday at 6 PM Pacific time; we discussed progress and tried to resolve any problems that had arisen. Martin Goebel did have e-mail, and I ran a bunch of things by him, including *Word* attachments that he could run over to Roger.

In St John's, 14 June passed without the Vimy being ready. Bad weather was the next foe. It was a wait-and-see operation. Finally, the weather cleared and Saturday 25 June looked like the day. There was a good tailwind aloft to increase the speed of the Vimy. Last minute adjustments were made. That morning, Roger Squires arranged for Postmaster Paul Gosse to come back to town (weekend day, you see) and apply the approved postmark to the envelopes, with the 25 June date. Each cover was franked with $1.45 in stamps, including the 1969 Canadian 15¢ Vimy stamp. Fossett and Rebholz had already signed them. Figure 18 shows how one of the covers looked by Saturday afternoon. 250 covers were addressed to the Society while Vimy's 250 were addressed to Vimy Restoration Inc, all c/o the Postmaster, Clifden.

Fossett and Rebholz suited up for their long cold flight. This included three pairs of socks, *Polartek* sweat pants, a *Polartex* zip-front jacket, a pair of

insulating foot inserts, a heavy rubber survival suit and silk mask to go over the head and face. Ziplock plastic bags were also attached for urination. The design of the ship minimized instrumentation, but the plane had a modern radio to make the crew feel a lot more at ease [1].

In the early afternoon, the mail was placed aboard the aircraft. Again the flight was not to be. This time, the problem was a stubborn alternator. The plane had to sit while a replacement came from California. The mail had already been postmarked 2005–06–25. It was now 38 days since their departure from Novato. Rebholz was on leave from United Airlines and that leave was running out. A number of people were wondering if Vimy would give up, winter the plane in St John's, and wait for June 2006.

In the United Kingdom, Colin Lewis was sweating bullets. Here is his story [9].

> Initially, I considered making the journey across the Irish Sea by ferry from Fishguard in West Wales (about 75 miles from my home) to Rosslare, Southern Ireland, and then driving the 220 or so miles to Clifden. This would have meant a repeat of a journey I had made previously more than 40 years ago. However, with the ever-growing delays and uncertainty about the actual flight date, it became impossible to plan such a trip. It then became necessary to consider an alternative arrangement.
>
> Fortunately, I had a stamp dealer friend in Dublin and I decided to approach him. He proved to be very helpful in putting me in touch with the President of the Irish Airmail Society, who suggested I get in touch with Tony Finn, a prominent member of that society and a person who had previously been involved in producing commemorative flight covers. I spoke to Tony by telephone and outlined my requirements for a courier to collect mail from the Vimy aircraft and deliver it to the local post office for backstamping on the landing day. He was a real enthusiast and was quite happy to carry out the role of courier. However, there was a problem as Tony lived in Dublin and this was about a 260 mile round-trip to and from Clifden. The more uncertainty that hung over the flight date, the more difficult it became to ensure that the courier would be in attendance when the Vimy landed.
>
> With ever more flight delays and cancellations, it became evident that a different arrangement was required. I had already spoken to the Postmaster of Clifden, Tom Reapy, and he had agreed to backstamp all the covers with his Gaelic office handstamp. Tom was proving to be most helpful in meeting our requirements and I decided to ask him if he could recommend someone to fulfill the role of courier. He indicated he did not foresee a problem and would be happy to carry out that task himself. Yet again I ran into problems, caused by the delayed flight, with Tom going on holiday for a week but as luck would have it, he was not going away from home. He lived 70 miles from Clifden, but gave me his cell phone number and agreed I should ring him immediately I was aware that the flight had left St. John's.

Back in St John's, there were also problems with vibrations caused by the cameras, and the latter had to be removed, thus making the live downlinks

Figure 19. Vimy arrives in Clifden (3 July 2005)
—Courtesy Vimy Corporation

impossible. Finally, on 2 July, the weather cleared, and the repaired Vimy lumbered down the runway at St John's, away to Ireland. Seventeen hours later (45 minutes longer than Alcock and Brown), they landed safely on the eighth fairway of the Connemara Golf Course at Clifden. Fossett and Rebholz were happy but very weary. The mail was aboard. Figure19 shows several thousand people surrounding the plane shortly after arrival [6].

"This was an endurance test", said Fossett shortly after their arrival. "The aircraft is very primitive. You have to keep your hands on the controls at all times. If you let go, the plane will go out of control." Rebholz added, "On the way over, we were in contact with all the commercial airlines flying overhead. That is a comforting feeling, talking to other people while you are flying." Later, it was acknowledged that the radio actually was good only until halfway across and then failed, so that they couldn't check their position as often as they had wanted to [10].

With the fellows safely on the ground, let's complete Colin's story on handling the mail in Ireland.

> On Saturday night, July 2nd at 11:20 PM, my cell phone rang and it was Martin Goebel, the St John's coordinator, giving me the news that the Vimy was on

Figure 20. Clifden backstamp for new Vimy mail (2005)

its way. I telephoned Tom, and he said he would meet the flight on Sunday afternoon and collect the two pouches of covers. This he did and backstamped each one with the Clifden datestamp dated July 3rd. Note the Gaelic name for Clifden, *An Clochan.* The 250 covers belonging to Vimy were returned to them whilst Tom parceled up the St John's covers and airmailed them by registered mail to St John's. I was delighted to send Tom the cost of registering the mail and thank him on behalf of everyone for a superb mission accomplished.

A final nice touch by Tom was his sending me a copy of the local newspaper with some superb photographs of the Vimy and articles about the flight and the personalities involved.

Figure 20 shows the backstamp applied in Ireland. Over 160 of the Society's covers were sold by mid-September, first to club members, and later to the general public at a higher rate. Vimy was holding on to theirs for the moment. At BNAPEX 2005, Colin and I were told that the flight will be listed in the next *American Air Mail Catalogue.*

Fossett and Rebholz were a sensation in Clifden. A banquet and parade fêted them. John LaNoue joined them and was married there, with Rebholz performing the ceremony (as a licensed airline pilot). The deed had been done—again—Newfoundland to Ireland non-stop in a Vickers-Vimy!

Postscript

On 5 July, Mark Rebholz and the newly-married John LaNoue prepared to fire up the plane to leave for England, but once again a starter failed. On the eighth, with new starter installed, they departed. The first stop was to be Shannon for fuel. In the air, they found out that the Shannon fuel pumps were broken, and had to try to make it to Waterford Airport. The Vimy did not make it that far, and they had to ditch in a corn field in Cahir (Ireland),

which they did safely. Fuel was brought there but the farmer would have to mow his crops to create an ad hoc airstrip so they could take off. Holbrooke says that the farmer told the crew this would cost 2,500 Euro. Rebholz and LaNoue stayed overnight until the strip was ready. Shortly before take-off, the farmer came around to collect and this time, the charge was £2,500. The cost of mowing had gone up by 50% overnight!

The Vimy made it to England and did some air shows, attracting tens of thousands. As of early October, it was still there. McMillan would like to sell it to a museum, but was awaiting a suitable offer for the $4 million craft.

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[9] Colin Lewis, e-mail to Bob Dyer, September 2005.

[10] *St John's Evening Telegram,* 4 July 2005.

Registered mail,
Winnipeg–Pennsylvania—via Regina

Bob Lane

THIS interesting 1930 cover (Figures 1 & 2) was apparently registered in Winnipeg. The ORIGINAL NUMBER mark shows no town name, but the cachet for the Winnipeg to Regina flight was applied on top of the 12¢ stamp. We conclude that registration took place in Winnipeg.

Figure 1. Registered cacheted air mail to US (1930)
Registration fee 10¢ and air mail rate to US 5¢. Odd BY AIR/WINNIPEG–Regina handstamp (looks homemade). Late use of ORIGINAL NUMBER registration marking.

Although addressed to Pennsylvania, it was first sent to Regina by air; evidently a philatelic arrangement—note the 1917 3¢ Confederation stamp. It was then returned to Winnipeg by rail and sent from there to Pennsylvania. The chronology is

Figure 2. Reverse of cover

Regina transit mark has inverted 4 in date. Return trip (Regina–Winnipeg–destination) by rail.

3 March   Departed Winnipeg
                  with air mail cachet on stamp & BY AIR WINNIPEG–Regina
4 March   Arrived Regina (inverted 4 in dater)
                  WP'G & M. JAW RPO (train 4, hammer 10)
6 March   Received in Connellsville PA

This is a nice example of a philatelic cover that picks up unintended postal history features. David Handelman wrote

> The [*original number*] registration marking was used (although not often) in the early twentieth century, mostly in a few big cities; that is the first time I've seen it used in Winnipeg. (Montreal's is the commonest.) It is likely that it was brought into use occasionally for odd items, such as the one you have; most uses are in the period 1905–20.

The BY AIR ... mark is curious, as Winnipeg is upper case and Regina is lower case. This was possibly a personal hand stamp.

The RPO is W–196, hammer 10—the only hammer of this series with apostrophed WP'G. Train 4 was eastbound to Winnipeg.

A brief postal history of Brickburn, Alberta

Dale Speirs

BRICKBURN was one of those rural post offices about which one wonders why it was ever opened. It was located only a few kilometres west of Calgary at 23−24−02−w5 and its major industries were brick kilns and sandstone quarries supplying its bigger neighbour. It was dying on the vine in the 1930s and the outbreak of World War II finished it off. The site today is at the west end of a municipal park, *Edworthy Park,* and few traces of the hamlet remain. Only one history of it exists, compiled as an internal report of the City of Calgary Parks Department, and which is the major source of information for this article [1].

Brickburn was on the south bank of the Bow River, and adjacent to the CPR transcontinental mainline. It was within reasonable walking distance of the downtown core of Calgary. More than one hundred people were employed in Brickburn, but the actual population living on site was about ten families at any time. Those who remembered Brickburn all agreed that it was never a real settlement, but rather a few houses and miscellaneous buildings clustered near the kilns.

The brick kiln operators bought some of their land from the original homesteaders, Thomas & Mary Edworthy. The area is along the base of a high escarpment and has excellent deposits of sandstone and clay suitable for masonry. The kilns were supplied with coal from Bankhead, north of Banff, and now just as nonexistent as Brickburn. When the Bankhead mine shut down, no reasonably-priced coal of equivalent quality could be located, which crippled the brick companies. Additionally, they were competing against the kilns in Medicine Hat, which were gas-fired. The Great Depression then sounded the death knell.

There were two brick companies, as well as a few sandstone quarries nearby. The Calgary Pressed Brick & Sandstone Company produced 45,000 bricks per day. The owner of that company was Edward Crandell, who also operated a real estate agency in Calgary. The other brick company was Tregillus Clay Products, and the two were stiff competitors.

The post office

The kilns were serviced by a CPR flag station originally known as *Shaganappi,*

but re-named Brickburn in 1907 at Crandell's request. The post office appears to have been located in the CPR station, of which only a few pieces of the foundations remain. The station was not regularly manned; it was a flag station or whistle stop where trains only stopped on demand. It was located between the tracks and the Bow River. Directly across the tracks from it was the Crandell brick establishment. About a dozen shacks and houses were scattered to the west of the brick kilns.

The post office was open from 1910–08–15 to 1914–08–15. David H M Little was its only postmaster [2]. He was employed by Crandell, originally as a realtor and then later in the brick company. Little is listed as a resident of Calgary in 1906 in the Henderson's directories, working for Crandell as a real estate manager out of the Burns Building in downtown Calgary. He is not in the 1910 directory, but the 1916 directory lists him still as an employee of Crandell but living in Brickburn [3].

With only about ten families on site and with Calgary in easy reach nearby, one wonders why Brickburn was ever given a post office. Personal mail could not possibly have justified opening the post office, although the kiln and quarry operators may have generated some business correspondence. In the absence of records, I speculate that Edward Crandell gave the postal officials a good sales talk (he was a realtor, after all) and convinced them that Brickburn was a boom town and could soon justify it. During the pre-World War I period, the prairies were booming. Newspapers everywhere were filled with display ads touting remote villages such as Bassano as the next Chicago. Real estate and natural gas were the dot.coms of their day. Now there are only foundations and Ozymandian rubble.

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The case of the missing plate number

Leopold Beaudet

WHAT would the height of frustration be for an Admiral plate imprint collector? How about a nice block of 20 from the top of a sheet with no plate number or imprint whatsoever? Like the one illustrated in Figure 1 for example? An immediate but seemingly hopeless question pops up—what plate does this come from?

The American Bank Note Co (ABN) went through 170 plates to print the 1¢ green in sheet format. That is a staggering number by today's standards, but was par for the course for a stamp with a print run of 3.2 billion in the Admiral era. So, what plate does the block come from? It turns out that this question is not so hopeless after all.

Figure 1. Block of 20 1¢ green Admiral without plate imprint
From upper left pane, type D plate layout.

After producing plates 1–30, ABN retouched the die. The block comes from a retouched die printing, eliminating 1–30. From the straight edge and cutting guide arrow at the right, we infer that the block came from a sheet of 400 subjects with no horizontal or vertical gutter between panes. Marler [M, 42–43] called this type D. On the 1¢ green, ABN used this layout beginning with plate 73. So the block did not come from plates 1–72.

Leafing through Marler's book [M], one finds on page 105:

> There were no inscriptions for the upper panes of plates 163 and 164, but the plate number was punched on the plate; the inscription quoted [earlier on the same page] appeared below the band of lathework.

Keywords & phrases: Admirals, plate number

In an earlier article, Harry W Lussey says that the upper left panes of both plates were completely blank and the plate number was punched in the upper right pane [L]. So presumably the illustrated block is from the upper left pane of plate 163 or 164.

A question that is less easy to answer—why is the plate inscription missing? ABN took a lot of care in preparing the Admiral plates, so why are the inscriptions missing on the top panes of plates 163 & 164? Whatever the answer, these plates are not unique. There was no inscription on the lower panes of plates 5 & 6 of the 2¢ carmine [M, 224], nor was there an inscription on the top panes of plates 64 & 65 of the 3¢ brown [M, 477].

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[*This article appeared originally in the* Admiral's Log (*newsletter of the Admiral Study Group*)*, volume 9, number 1, April 2005, and was modified for* Topics.]

Mufti era postal history, III: rates to British America & Mexico

John Burnett

PARTS I & II in this series of articles on the postal history of the Mufti era (1937–1942) covered domestic first class mail and mail to the United States and its territories. This article is the first of a number planned to examine Canadian mail to international destinations during the early part of the reign of George VI.

In developing my collection of postal history of the Mufti period, I first had to figure out how to best present the items in my collection. I partitioned my collection into three areas of study—domestic mail, mail to the United States, and international mail. Domestic and US-bound mail is straightforward; postal rates and service fees are very similar, whether within Canada or to the US.

However, international mail rates are more complicated. As the Mufti period progressed, world events played havoc with the mail system. It became increasingly difficult—in some cases impossible—to forward mail to some destinations. Many European and Asian countries all but shut down their postal systems in the early 1940s; as a result, much mail was undeliverable and had to be handled in a special manner (owing to hostilities around the world). Moreover, the rapid growth of airmail throughout the 1930s led to numerous changes in both routing and postal rates.

Due to these complexities, I have broken down the international mail sections into smaller components: the Americas, Africa, India, the Middle East & Australia, and lastly, Europe. Later I decided to further partition the Americas into two sub-categories, British America & Mexico, and non-British Empire. Mexico is included with British Empire countries as rates and fees for Canadian mail to these destinations were quite similar during the Mufti period. A summary of these is shown in the table.

First class mail to British America

The rates for first class (surface) letters to British Colonies in the Americas was 3¢ for the first ounce and 2¢ for each additional. Figure 1 shows a a first class single weight letter to Trinidad. The cover bears a nice CNS *Lady Hawkins* circular paquebot cancel. The *Lady Hawkins* was one of five Canadian National Steamships providing regular passenger service between Montreal,

Rates to British America & Mexico, 1937–1942

Category/service	rate	period (1)
letters (first class)	2¢ per ounce + 1¢ (2)	1931 7 1–on (entire Mufti period)
to Mexico	3¢ per ounce + 2¢	1930 7 1–on
post cards	2¢	1915 4 15–on
to Mexico	3¢	1930 7 1–on
air mail (inc Mexico)	25¢ per ¼ ounce	1935 7 1–1937 12 14
	10¢ per ¼ ounce	1937 12 15–on
to Bermuda	6¢ per oz	1933 7 1–1938 2
	15¢ per ¼ ounce	1938 3–on
third class	1¢ per two ounces	1930 7 1–on
registration	10¢ (3)	1920 7 15–on
acknowledgment of receipt	10¢; 20¢ (after mailing)	1921 10 1–on

(1) Dates expressed as year month day.
(2) *This is more commonly stated as 3¢ for the first ounce and 2¢ for each additional ounce or part thereof—the table entries in this column are equivalently, but more compactly, expressed—ed.*
(3) Covered indemnity up to $25; additional indemnity was not available.

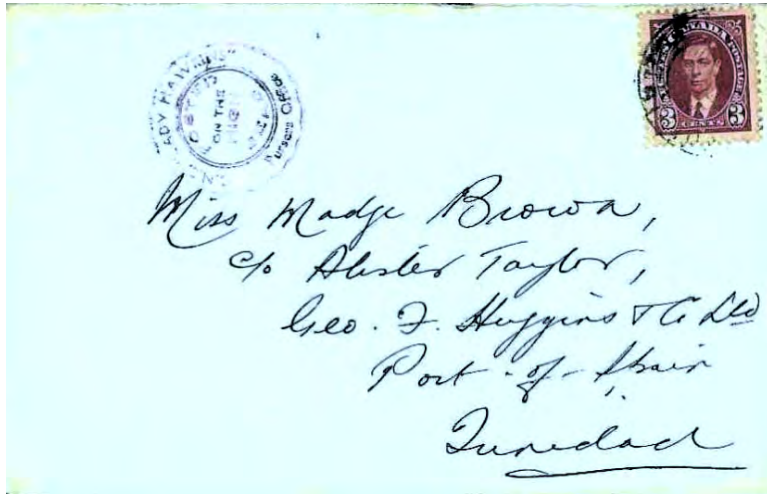Figure 1. Paquebot single letter (Empire rate) to Trinidad
"Posted on the high seas" from the office of the purser of the CNS *Lady Hawkins.*

Saint John, Halifax, and ports in the British West Indies *&* British Guiana during the 1930s and into the war period. She was lost in action between Boston and Bermuda on 19 January 1942.

Newfoundland was a British colony in the Mufti period; however, the

Figure 2. To St Pierre & Miquelon, forwarded to Newfoundland (March 1939)

Franked 3¢, same as the domestic rate (there was no additional charge for forwarding, since the postage to Newfoundland was no more than that to St Pierre).

Figure 3. Air to Jamaica (June 1937)

Franked with 26¢ postage, overpaying the quarter ounce airmail rate by 1¢.

first class rate to Newfoundland was the same as the domestic rate; the same applied to mail destined for the St Pierre & Miquelon, then a French territory (now a *département*). Figure 2 shows a regular first class letter franked with a

Figure 4. Air to Mexico (1942)
With 10¢ postage, the airmail rate to Mexico. Censored; on arrival in Mexico, it was redirected back to Victoria.

3¢ Mufti mailed from Halifax to St Pierre, redirected to Newfoundland. The cover has a St Pierre receiving mark dated 22 March 1939.

Air mail

During the early part of the Mufti period, 25¢ per quarter ounce applied to airmail letters to Mexico and British Empire destinations in the Americas (except Bermuda). This rate was reduced to 10¢ per quarter ounce in December 1937. Rates for airmail service to Bermuda were initially set at the same rate as airmail letters to Canada. This changed in March 1938 when the rate was increased to 15¢ per quarter ounce—5¢ more than to other British American destinations.

A significant number of Jamaicans immigrated to Canada in the 1930s, so examples of mail to Jamaica are not difficult to find. Figure 3 nicely illustrates the airmail rates applying to British America destinations until December 1937. There are seven 3¢ Coronation stamps and a single 5¢ Mufti, yielding 26¢, a convenience overpayment by 1¢ of the 25¢ per quarter ounce airmail rate. A *convenience overpayment* occurs when that the sender could not pay the exact rate with available stamps, so knowingly overpaid.

Figure 5. Air to Bermuda (1942)
The postage for air mail service to Bermuda, 15¢ (per quarter ounce), is paid by
five 3¢ Mufti coils.

Canada to Mexico mail seems to be difficult to find. It appears that very few Canadians had reason to send correspondence to Mexican destinations and very few Mexicans saved their Canadian letters. To date, I have not found a 25¢-franked letter to Mexico paying the airmail rate in the 1937 period. The cover in Figure 4 illustrates the 10¢ per quarter ounce airmail rate to Mexico that applied beginning 15 December 1937. Dated 9 February 1942, this wartime letter was censored and returned to Victoria. I have seen a few covers addressed to Dr Pierce; I suppose that he was in Mexico for a period of time in 1942. This letter missed him.

Mail to Bermuda is also difficult to find. The cover in Figure 5 has a pair and strip of three 3¢ Mufti coil stamps to make up the 15¢ per quarter ounce airmail rate. Dated 15 February 1942, this letter slipped through the system without being censored.

Airmail letters sent from Canada to other British Empire destinations in the Americas enjoyed the 10¢ per quarter ounce rate from 15 December 1937 throughout the balance of the Mufti period. The cover in Figure 6 is an October 1939 example of a double weight letter sent to Jamaica; 20¢ postage covers the rate up to a half-ounce. This cover is interesting as an early example of a letter whose contents were subject to inspection by Canada's Foreign Exchange Control Board (FECB). Within a week of Canada's declaration of war in September 1939, the Canadian Government ordered

Figure 6. Double rate air to Jamaica (October 1939)
Early in FECB period. Franked with 2¢, 3¢, 5¢ Mufti issues and 10¢ memorial chamber stamp.

that all foreign exchange transactions be authorized by the newly formed Foreign Exchange Control Board. The Control Board began operations on 16 September 1939 and continued to operate until the early 1950s.

The cover was mailed 13 October 1939 in Montreal, travelled to St Jean (QC), as indicated by the St. John & Montreal RPO, and was further cancelled on the following day by a St Jean MOOD. Canada had an important military administration centre in St Jean. This envelope was mailed within the first month of the new exchange control regulations coming into effect. Many bank managers were authorized to pre-clear this type of mail in the early going; I believe this occurred here, as the envelope has AUTHORIZED FOR EXPORT FOREIGN EXCHANGE CONTROL BOARD typed in red by bank personnel prior to the postage stamps being affixed, rather than the more usual handstamp one finds on envelopes mailed in later years.

The cover in Figure 7 is also a double weight air mail letter to British America, this time to British Guiana. The cover is franked with a pair of the 1938 memorial chamber. The letter is postmarked 30 June 1942, so could be considered a *last day cover* for these stamps, as the first day of issue of the 10¢ Parliament stamp of the King George VI War issue series was the following day, 1 July 1942.

I have noticed that a number of covers sent to clergymen were not censored. I have often wondered whether there was an arrangement between

Figure 7. Double rate air to British Guiana (1942)
Double the 10¢ per quarter ounce air rate to British American destinations.

the churches and the military censorship boards. Both the items in Figures 7 & 8 slipped through the system without being censored. The cover in Figure 8 is addressed to Belize (British Honduras), another destination to which it is difficult to find covers in any condition. It is also a double airmail rate to a British America, this time paid by a single 20¢ Fort Garry stamp of 1938, and addressed to a member of the clergy.

Auxiliary markings on covers are particularly fascinating. The cover in Figure 8 bears the standard 10¢ postage (paying the first weight air rate), and was mailed in early 1942 to St Lucia (British West Indies). It is enhanced by the boxed MISSENT TO ST. VINCENT BWI handstamp. This letter likely journeyed first from Toronto to Miami, then probably aboard US postal services airmail route 5 from Miami to Panama with stops in Montego Bay (Jamaica), Port-au-Prince (Haiti), Santo Domingo (Dominican Republic), and on to San Juan and then various Caribbean islands, including Martinique. There it would have been dropped off to be forwarded to St Lucia/St Vincent via a connecting service.

Additional Services

Fees for registration and acknowledgement of receipt (AR) to British America and Mexican destinations were the same as those to anywhere in the world. Newfoundland was a British colony during the Mufti period, and

Figure 8. Double rate air to British Honduras (1941)
From Coburg (ON).

Figure 9. Airmail to St Lucia (1939)
With MISSENT TO ST. VINCENT BWI auxiliary marking.

Figure 10. Registered to Newfoundland (1938)

From Ottawa to Carbonear. Combined first weight postage to Newfoundland and registration fee paid by single stamp. [*In the faint purple registration box cancel and above the number, is the endorsement* DROP. *When this appears on a registered letter, it means that the letter was* dropped *in the mail box by the sender, but was intended to be registered, as indicated by sufficient postage for that purpose. Usually, there is some other sign of the intent to register, such as a typescript* registered. *No additional fees were levied for this service (unlike the situation in the United Kingdom, where it would be marked* Posted out of course, *and charged postage due). Dropped registered letters are quite scarce.*

This is not to be confused with a drop *or local letter, which refers to a letter mailed to within the same town.*

The postmaster at Ottawa—where the registration handstamp was applied—saw the 13¢ stamp, which paid the combined registration and first class rate to Newfoundland, and deduced the sender's intent to register the letter.—ed]

the cover in Figure 10 features the 1938 13¢ Halifax Harbour stamp paying the combined rate of 3¢ first class postage and the 10¢ registration fee.

EDITOR'S COMMENT. Here is a curiosity about Empire airmail rates in the Americas. During February 1938–September 1939, Britain and other countries participated in the Empire airmail scheme, which reduced the air rates (between participating countries) to 6¢ per half ounce. Canada participated in the scheme; however, it applied only on air mail passing through the United Kingdom. Thus airmail from Canada to Egypt cost 6¢, while after March 1938, the charge to Bermuda was 15¢ (per quarter ounce!).

[*This is a slightly modified version of an article that originally appeared in the October–December 2004 issue of the* King George VI post & mail, *newsletter of the* BNAPS *King George VI study group.*]

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The exhibit contains proofs, bisects and some quite rare imperforate examples of British Columbia Law stamps. Among the many documents are two presented to the Privy Council in London, and another pair processed by courts in France or Egypt before entering the Canadian judicial system. The collection was assembled by Ian McTaggart-Cowan during a period that coincided with the decision of the government of BC to do away with Provincial Registries. These had been maintained in the administrative and judicial centres of the province, most of which maintained county and Supreme Court records locally. Realization grew that little or no reference was being made to the majority of documents in the registries. At the same time, facilities in Victoria, Vancouver, and New Westminster were growing rapidly and required constant and growing attention. A few of the smaller registries, maintained in courthouse basements, had accidental floods that called for a realistic view of need and demand.

Unfortunately, the registries were mostly a local responsibility, and there was little guiding philosophy from the provincial government. Bit by bit, the larger registries were examined to identify the categories of records likely to serve long-term legal purposes. The remaining documents were marked for destruction. The provincial archives did not see these collections as a source of interesting historical documents—little or no attention was given to identifying papers of unusual historical interest. There seems to be no official record of what happened to the various local registries. Vancouver documents were incinerated under supervision, though some papers were made available to a local collector. A few people with an interest in identifying documents of special historical significance managed to have some documents preserved.

Ian McTaggart-Cowan has been involved in Canadian philately for many years. In addition to his British Columbia exhibit, he has also prepared a gold-award winning exhibit of the Law Stamps of Yukon, published in 2004 as BNAPS Exhibit series book #33. Ian has written many articles on revenue subjects as diverse as the weights and measures, gas and light inspection stamps of Canada, and Federal, Alberta, and British Columbia Wildlife stamps.

British Columbia and Vancouver Island postal history, colonial period 1858–1871 Warren S Wilkinson, 2005, spiral bound, 160 pages, 8.5″ × 11″; BNAPS exhibit series #37. ISBN: 0–919854–67–2 (colour), 0–919854–68–0 (b & w). Stock #B4h923.371 (colour) $c102, #B4h923.37 (b & w) $c36.95.

Warren Wilkinson's exhibit, *British Columbia & Vancouver Island postal history, colonial period 1857–1871,* is a treat for the eyes. The focus is on mail carried by the express and transportation companies—Wells Fargo, Barnard's British Colombia Express, the Upper Columbia Company and others—that contracted with the Colonial Government to carry mail to and from the island, the mainland, and points beyond. Many of the unusual postal markings of the period are shown cancelling stamps of British Columbia & Vancouver Island, often on letters going overseas from the colony. A final section shows stamps of Canada used on mail after Confederation in 1871.

After selling other collections, at CAPEX '96, Warren Wilkinson extended a previous interest in the philately of Canada and British North America with the purchase of the Charles Firby collection of Canadian pence covers. Developing the pence collection caused him to expand into other BNA areas, including New Brunswick, Nova Scotia, and Prince Edward Island, as well as British Columbia & Vancouver Island. He proceeded to win an unprecedented three consecutive grand awards at annual BNAPEXes. His *Postal Rates of Canada 1851–1859* won at Ottawa 2001, while *Postal rates of New Brunswick and Nova Scotia* received the honours at Spokane 2002. In 2003, Warren won again at London (ON) with the exhibit that is the subject of this book. In the same years, these exhibits also won the grand awards at the Royal Philatelic Society of Canada exhibitions. In 2004, his Prince Edward Island exhibit received gold at BNAPEX in Baltimore, and gold and the grand award at the RPSC exhibition in Halifax and BALPEX in Baltimore.

Pretty in pink: plates and states of the Canada 1898 two cent numeral issue Peter Spencer, 2005, spiral bound, 106 pages, 8.5″ × 11″, colour. ISBN: 0–919854–58–3. Stock #B4h017.1 c$74.

Peter Spencer's *Pretty in Pink,* the latest BNAPS handbook, continues the BNAPS tradition of providing information freely to collectors. The Canada 1898 2¢ numeral stamp has been a source of puzzlement and controversy for a century. Two apparent dies, at least two colours, twenty-two plates, most plates with several states, two paper meshes, at least two paper colours, and many hundreds of re-entries and retouches. The situation is somewhat like a three-dimensional jigsaw puzzle with a base of about 4000 pieces (22 plates each with 200 subjects) and one, two, three or four layers, depending on where in the puzzle one looks. And to a beginner, all the pieces look identical! Using today's technology to great advantage, the author has closely examined the 2¢ value of the Queen Victoria numeral Issue to advise readers how to determine the plate of individual copies of this popular stamp.

Prices shown are retail, in Canadian dollars.

BNAPS members receive a 40% discount from retail prices.

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Stampless corner (5)

The Editor

The fifth in a series of occasional articles covering the stampless period in Canadian postal history. This column and some subsequent ones deal with **town postmarks** in use during the stampless period.

THIS column concerns town postmark styles that began their use in Upper and Lower Canada before 1836. Future columns will discuss postmark styles introduced later, as well as postmarks from the Maritime provinces. Non-town markings, such as rate marks and other auxiliary markings, will also be dealt with in future columns.

In the beginning was … φ

The symbol ϕ denotes the empty set. There were usually no town markings on early stampless, and for some post offices, this practice continued into the 1830s. Examples were shown in the first *Stampless corner*. (Rates, however, were clearly marked.)

Manuscript town datestamps

The simplest of all town markings are *manuscripts*. These are sometimes called *manuscript straightlines* (see the next class of datestamps, the straightlines), but this is misleading, as a number of manuscripts were not arrayed in straightlines, but were arranged in a circular or other shape. A few offices in Lower Canada (Berthier, Montreal, and Quebec) used single letter designations (*B, M, Q* respectively) in the eighteenth century. York and Sandwich manuscripts are known in the last decade of the century, written out in full.

In general, manuscript town datestamps are rare in the eighteenth and first two decades of the nineteenth century. They reach their peak in the 1830–50 period, and then their incidence declines. However, manuscripts are known used as late as 1914, well into the stamp period. The standard reference for Canadian manuscript markings is [HP]; it lists about 550 offices in BNA that used manuscripts; about 75 more have since been reported.

Obviously manuscript markings were used when there was no hammer available. This could happen because the office had just opened and had not yet received its hammer, or (particularly after the fragile italic double circles were introduced in 1829) if the current hammer were lost or damaged.

Most manuscripts appear on the lower left and with the date nearby, as

Figure 1. Proton (UC) ms in circle (1851)

Post office opened several months earlier. *Missent to* Caledon (standard double circle; earliest reported strike), then sent to Oakville, Hamilton, and Guelph (backstamps are not shown).

in Figure 20. Circular types (these were sometimes shaped to mimic then-current handstamped styles) are shown in Figures 1 *&* 2. A few manuscripts appear on reverse (these are very scarce), when used as datestamps by the receiving office.

One should be careful to distinguish postmaster's manuscript town markings from docketing applied by the addressee. Docketing is more usually on the reverse of covers, and is usually written at right angles to the rest of the text, whereas manuscript town datestamps are *usually* parallel to the address.

Perhaps the most expensive (but far from the rarest) BNA manuscripts are those from the Red River Settlement; about a dozen exist, and the anomalous one (smaller bounding circle) sold in the Steinhart sale (reviewed in the previous issue of *Topics*) for about CA$55,000 plus 18% vigorish. [PH] lists dozens of towns for which a unique manuscript exists, and very few of
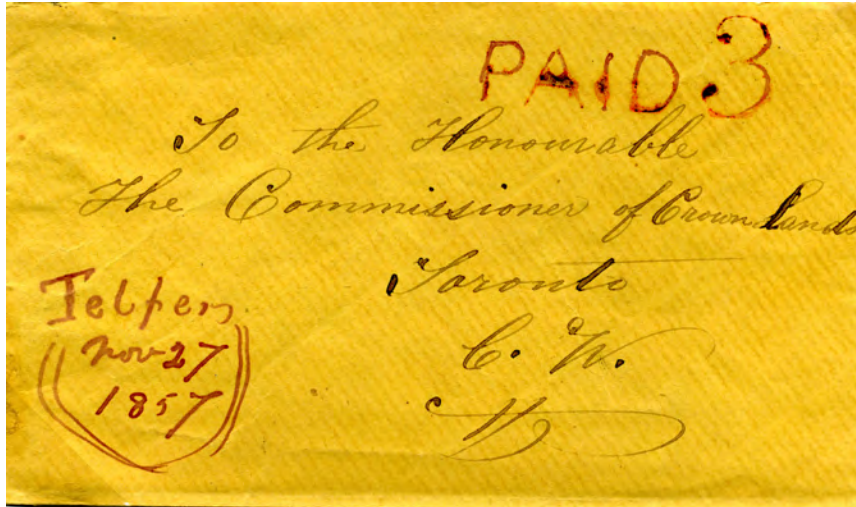
Figure 2. Telfer (CW) fancy ms (1857)
Post office opened that year. Imitates then-current double broken circle.

Figure 3. Coteau du Lac (LC) straightline on reverse (1820)
Rated red (prepaid) 4½d cy for under 60 miles distance to Montreal.

Figure 4. Lancaster (UC) straightline (1824)

On reverse. Mailed from Quebec (according to the contents); originally rated in red (but probably sent collect) 4½d cy, then at a different office charged *Forward 11,* making a total due of 1/3½cy. The forward marking was supposed to be for letters that were forwarded to a different address, while here (and throughout much of Lower Canada) it simply meant that insufficient postage was charged originally, and more had to be added.

those cost more than $100. The commonest manuscript is probably that of Vittoria, of which I have seen many dozens; also common are Fort Erie, Prescott, Isle Vert (with various spellings), and a number of others (see [PH] for more details).

Straightlines

The simplest handstamps have the office name in a line, possibly with a second line for the date. They were in use in a number of offices in Lower Canada (and a few in Upper Canada) beginning in the eighteenth century. They often appear to have been made locally, perhaps of loose foundry type (although this style of handstamp was in use in Great Britain, and they could have been ordered from there). The devices frequently did not last long. The pattern of use is often manuscript, straightline, manuscript (or nothing), and then a general order handstamp.
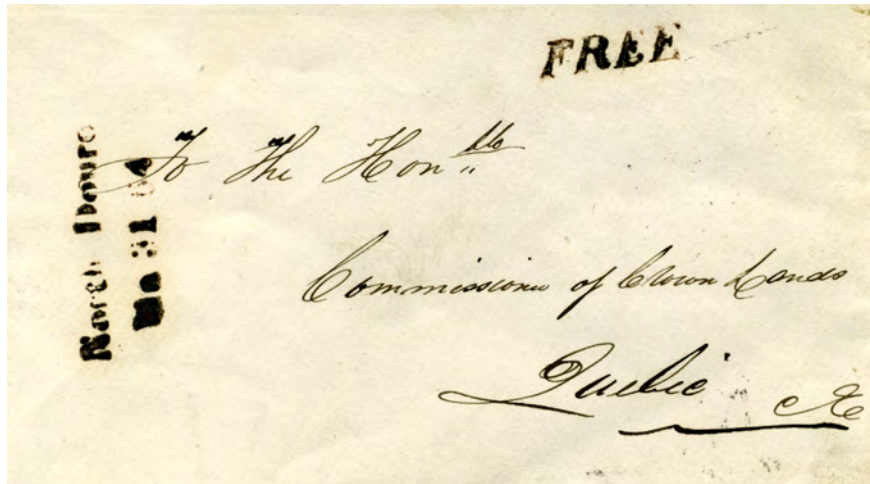
Figure 5. North Douro straightline (1864)
Only four reports of this hammer. A very late straightline, also unusual in that upper and lower case letters were used. Sent free to a government office while Parliament was in session.

Shown are a few early nineteenth century straightlines (Figures 3 & 4) With a very few (obviously homemade) exceptions, straightlines went out of use by the late 1820s. Figure 5 shows a remarkable 1860s example from North Douro, in upper and lower case.

Some straightlines are known in a quantity of five or fewer, and can reach several thousand dollars at auction. Others (Quebec, Kingston, York, …) are relatively common. The crudeness of the strikes and relative inconsistency of the early inks means that the same hammer can yield quite different impressions—giving the appearance that several different devices were in use. Thus some catalogues give numbers of varieties of straightlines (e.g., for York) that simply don't exist; they sometimes also regard as different those with date and those without.

Quebec circular types

The post office at Quebec (city) was the principal one in Lower Canada in the eighteenth and early nineteenth century, and not surprisingly used a variety of handstamps, none of which are similar to any used elsewhere in BNA; examples are shown in Figures 6–8. Figure 9 shows the Quebec fleuron wings, which was part of a general issue to offices in the British Empire (Saint John was also issued one; Halifax had a similar style handstamp, but with four blobs at the bottom instead of two fleurons).

Figure 6. Quebec with triangle at base (1784)

Known use is 1776–1790; with separate hammer, a *Bishop mark* (named after the original one used in Britain) giving day and month. Rated 9d cy collect for the 101–200 mile distance to Montreal.
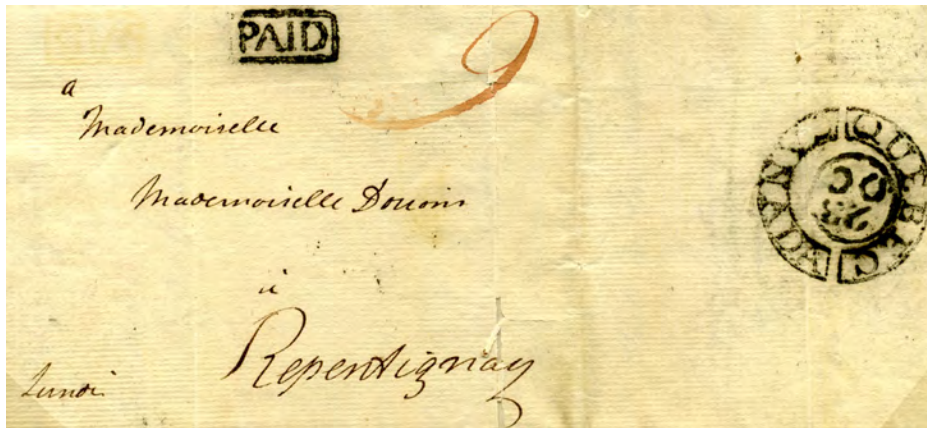

Figure 7. Quebec Canada (1793)

Known use is 1791–1798. Date is marked with separate Bishop mark. Heavy boxed **PAID** handstamp; prepaid 9d cy for 101–200 miles to Repentigny.

Horseshoe type

This name is given to a style in use in Great Britain from the 1790s. Just two offices in Canada used this design, both cross-border points. Only three

Figure 8. Large Quebec Canada (1798)

Known use is 1798–99 (the year indicia at the sides were removable). Separate Bishop mark gives the date. Mailed to New Brunswick (very few such early intercolonial covers are known), prepaid 1/4cy for 401–500 miles. Mlle Le Brun must have been well known, for the address simply reads *à la Nouvelle Brunswick*.

strikes of Niagara (Figure 10) and fewer than five of Philipsburg (Figure 11) are known in private hands; however, Cimon Morin has located dozens of examples of the latter in government archives.

Other early types (1810–1850)

A number of other towns, mostly cross-border offices, used a variety of different circle handstamps, for example, Queenston (into the 1830s), Stanstead, and earlier, Niagara. Niagara also used an oval cancelling device, as did Vittoria (1810s), and a few others. These require separate treatment (as has been done in some articles, for example, in recent issues of the Bul SHPQ). There are also some small circles used in Coburg (extremely rare) and Milton (CE), as well as Three Rivers and Montreal. I hope to deal with all of these in future columns.

Figure 9. Quebec fleurons (October 1812)

Mailed from London to Montreal. There is an endorsement by Liverpool forwarding agents *Morall & Norland.* The cover was carried on the war ship *Palus,* as the War of 1812 had just begun.

There is a relatively faint crown oval Quebec ship letter. The cover was charged just 10 d cy collect (the forwarding agents had apparently taken care of the transatlantic postage); the rate from Quebec to Montreal was 9 d, and the 1 d charge likely represents a fee for delivery to the post office (it is seen quite frequently on letters from Quebec).

Double circle italic (1829–)

Early in 1829, a number of offices in Upper and Lower Canada received a double circle hammer with delicate italic lettering. These were obviously fragile, and generally did not give good impressions. Their use was typically shortlived, and as a result, examples of the postmarks are fairly difficult to find. The known Upper Canada examples are listed in [B, p 235].

Most likely to be found are those from Dunnville, Peterboro, Guelph (typically very poor strikes showing damage to the hammer), and Colborne. The rarest is that of Toronto (not the current city, which was then called York,
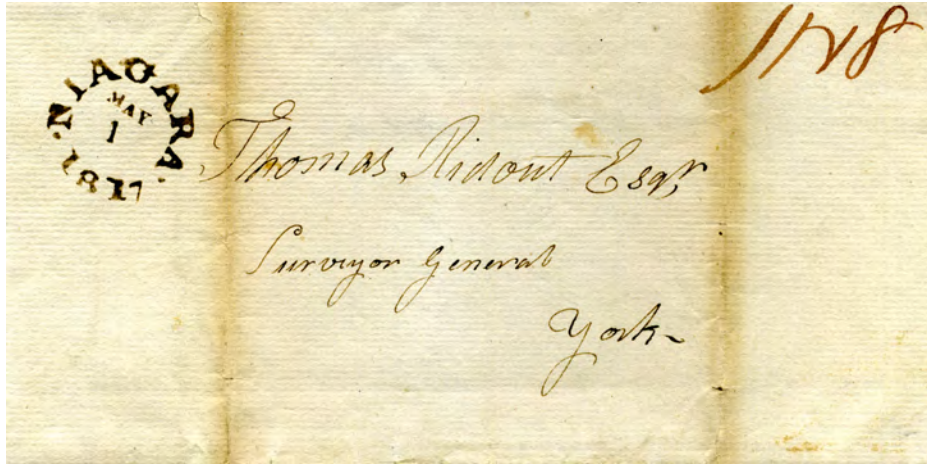
Figure 10. Niagara horseshoe (1817)

Three strikes have been reported. The final digit of the year is written in. Double rate 101−200 miles with 2d extra going into the postmaster's pocket (fairly common in the period 1810−21 in Upper and Lower Canada). Ex Glassco
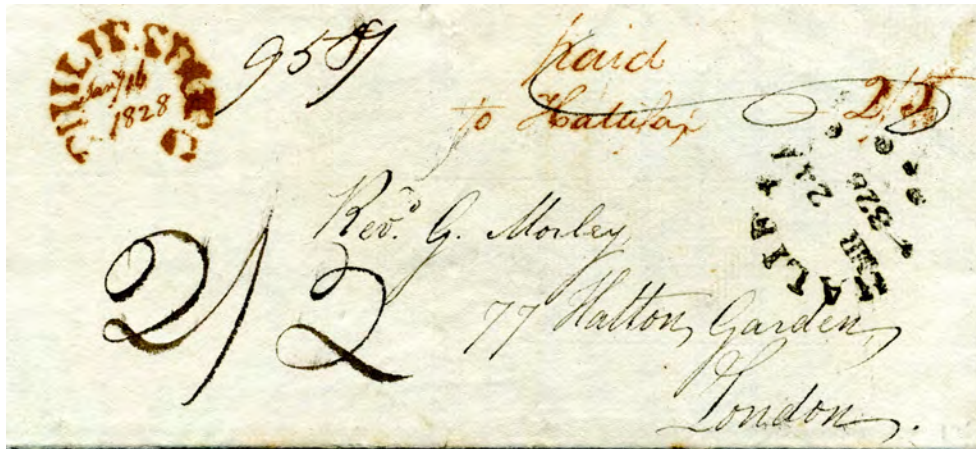

Figure 11. Philipsburg horseshoe (16 January 1828)

Fewer than five examples in private hands, dozens in archives, known 1817−1828 (Philipsburg received an 1829 type, with small lettering and single arcs).

   Mailed to London, via Halifax. (Pre)paid to Halifax 2/5cy, *single rate* 1001−1100 miles; then charged 2/2 stg (collect) made up of 1/2 packet postage and 1/− inland British postage Falmouth to London. Carried on the *Skylark,* departing Halifax 25 March. Standard Halifax four blobs (sometimes inaccurately referred to as fleuron wings—compare with the true fleuron wings cancel of Quebec, Figure 9) typeset datestamp, and London receiver dated 12 April 1828.

Figure 12. Oznabruck (UC) double circle italic (5 June 1829)
Only reported strike of this hammer. Post office opened 6 January 1829. Rated *11*d cy collect for the 101–200 mile distance to York. Alternative spelling for the official Osnabruck.
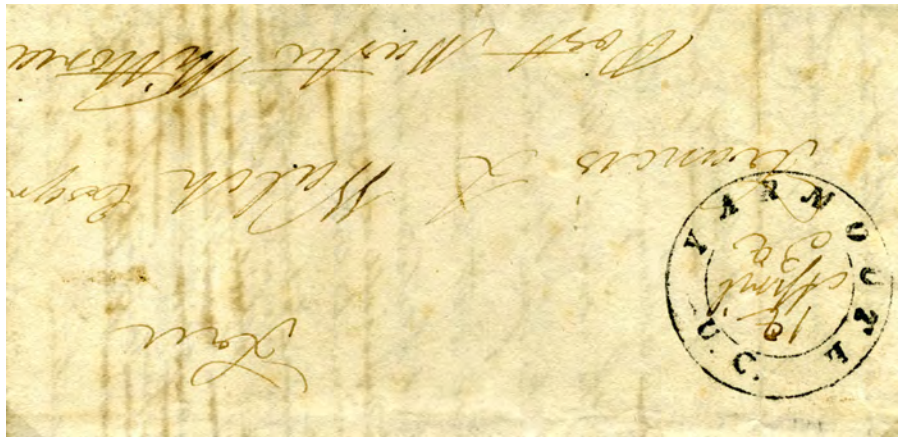

Figure 13. Yarmouth (UC) italic double circle (1832)
Earliest of three reported examples. Post office open 1829–37. *Free* franked by the postmaster, to the postmaster at Vittoria. Later manuscript appears in Figure 13a.

but an office in Peel County, later known as Cooksville and finally forming part of Mississauga), of which the one known example has unfortunately been donated to a museum.
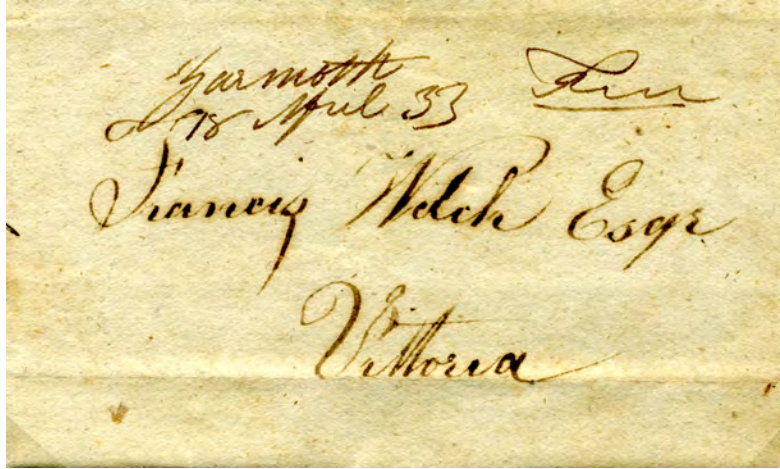
Figure 13a. Yarmouth (UC) manuscript (1833)

Only reported example. Dated *after* the earliest strike of the hammer, but be-
fore the next strike, suggesting temporary loss of or damage to the hammer.
The postmaster had difficulty spelling the name of the town. Also *free* to the
postmaster at Vittoria.

Figures 12 *&* 13 show two of the rarest ones, Oznabruck and Yarmouth
(both UC), and Figure 13a shows the unique Yarmouth manuscript—dated
between the dates of known strikes of the double italic circle.

Further research is needed on these devices; for example, they were all
clearly made by the same manufacturer, presumably in Britain, but there is
no record of the order, nor any official indication of the offices for which
they were made.

Weirdo double circles

Around 1829, a number of double circle postmarks were introduced which
resemble the italic double circles in delicacy, but use upright lettering, usu-
ally serif. These are not to be confused with the later general issue of double
circles with robust upright serif lettering, beginning about 1831.

Examples are shown in Figures 14 *&* 15. The lettering is often quite small
(especially the U.C on the West Williamsburg strike). The Prescott double
circle (not shown here, but shown in [G, 237]) has UC inverted. Abbotsford
and Chatham (both LC) are both listed (among others) by Campbell as italic
double circles, but they are not—they belong to this anomalous class. They
are sometimes referred to as *homemade*; however, they bear so many similar-
ities to each other that they were probably made by a single manufacturer.
Examples are at least as scarce as the italic double circles.

Figure 14. West Williamsburg (UC) weirdo type double circle (1832)
Tiny delicately serifed lettering, with very small U.C. Fewer than five examples have been reported (known use 1831–1834). Rated 9d cy collect, 101–200 miles.
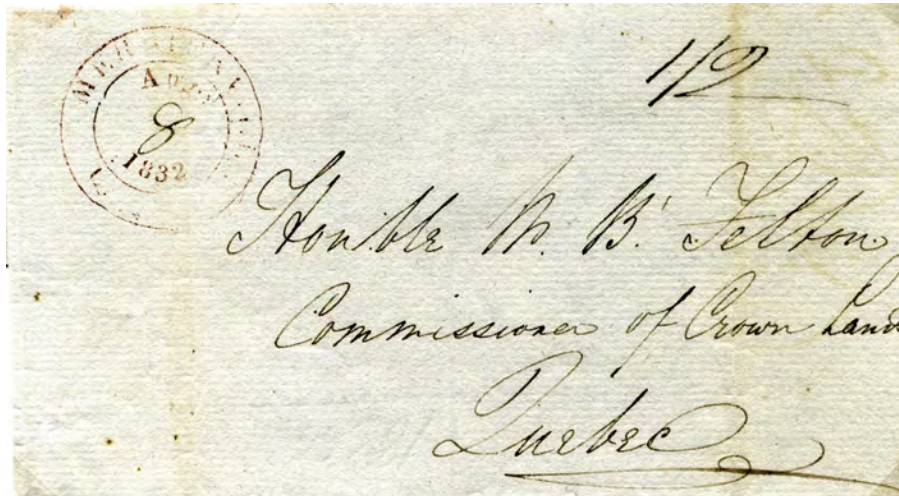

Figure 15. Merrickville (UC) weirdo type double circle (1832)
With typeset month and year shaped to fit the inner circle. Known used 1832–1841. Rated 1/2 cy collect, 301–400 miles.
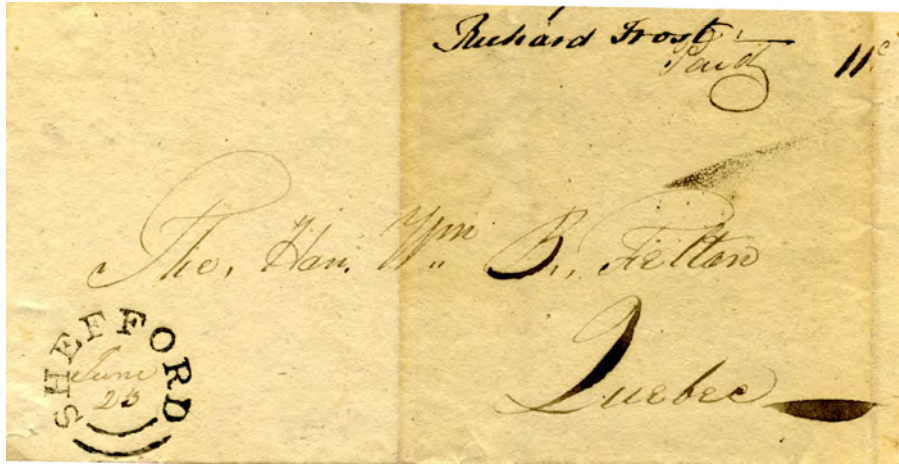
Figure 16. Shefford (LC) 1829 order (1830)

As indicated by the docketing, the letter was sent by Richard Frost; the name changed to Frost Village in 1836. Rated prepaid *11*d cy for the 101–200 mile distance to Quebec.

Figure 17. Stoney Creek (UC) 1829 order (1836)

Blue is a very unusual colour for postmarks in the stampless period. Rated *9*d cy collect for the 61–100 mile distance to York.

1829 order

This style of postmark (Figures 16 & 17), a small double broken circle with no provincial designation (except for the two Richmonds in UC and LC), was

Figure 18. Erieus U.C 1831 order (1838)
In red; sent free from one postmaster to another; the writer complained that
letters sent from Queenston were always underpaid.
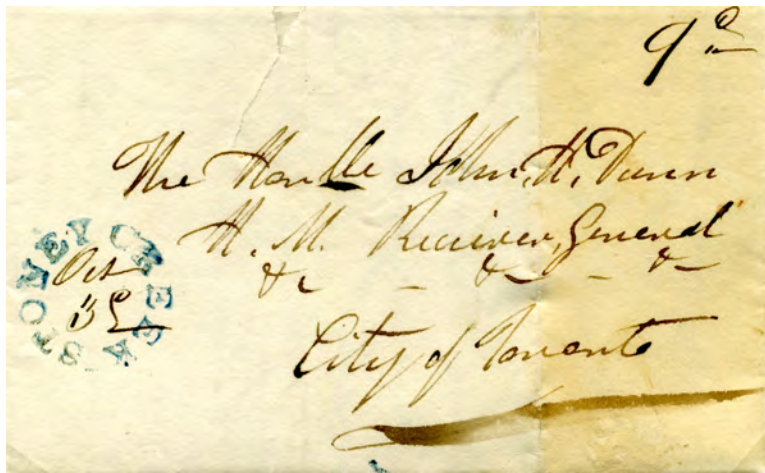
introduced in 1829. Somewhat over 100 hammers were produced (in the
UK) in this style. For all but a few, the date is written in by the postmaster.
The design is clearly the same as that of one style of British postmarks of
the period.

The article by David Ewens [E1] is fairly complete, except for two items.
The first is the existence of an example from Kingston which was only dis-
covered by Bruce Graham in 2004, and the second is the inclusion of a
marking from Bay Chaleur (the actual marking is quite a bit larger, and in
that time period, the balance of evidence points to it being a New Brunswick
office, not an office in Lower Canada—but we will come to this in the col-
umn on Maritime postmarks). For further information and lots of images,
Gray Scrimgeour's BNAPS exhibit book [S] is *de rigueur*.

Some of these were used in the 1860s and 1870s to enclose registration
numbers, and there are examples of the Hamilton 1829 hammer used in
1904 (on non-first class mail).

1831 order

This style is a slightly larger version of the 1829 order, and in addition,
provincial designations (UC or LC) were added on the bottom. According
to David Ewens' article [E2], 16 hammers were ordered—however, not all

Figure 19. Double double circle (1852)

Mailed from Marshville (UC), *Missent to* Port Dalhousie four days later, passing through Hamilton en route. It made it to Niagara a further two days later, passing through St Catherines. The Port Dalhousie hammer is a standard double circle (and appears on front and back of the cover); the Marshville uses smaller serif type, and the circles are closer together. Rated prepaid 3d, domestic rate.

have been seen used on cover. Figure 18 shows an exceptionally clear strike in red of Erieus. Two examples are known of this hammer in bright yellow (impossible to reproduce legibly in print), a colour that is practically unheard of.

Standard double circles

From 1831–1832 (according to Campbell, and substantiated by the dates of use of examples, e.g., [G, p 236]) a double circle handstamp with large robust serifed letter was issued to well over one hundred offices. A subtype in this category (which may have been from a later order) has somewhat smaller serif lettering, but this is still more substantial than that of the italic ones. One of each is shown in Figure 19.

Figure 20. Haldimand (UC) manuscript (1836)

Post office opened 1832; two examples of this manuscript reported. Mailed to
a badly misspelled Demorestville, prepaid 7d cy, the rate 61–100 miles.

Figure 20a. Haldimand (UC) double circle (1849)

Known use is 1839–1849. Rated 4½d collect (under 60 miles). Extremely
early corner cover, FROM CAMPBELL AND STANDLY.

Figures 20 & 20a show a manuscript and subsequent double circle for
Haldimand (not in Haldimand County, but in Northumberland!).

Next time

Some handstamp types are deferred to the next column. Among them are the multiple hammers from various cross-border points, the (few and rare) ovals, the occasional (and very rare) use of crown seals as postmarks, in addition to the American-style single circles beginning in the 1830s. We shall also deal with hammer styles from the late 1830s on; this includes the serifed large double broken circles issued in 1839, the slightly smaller serif double broken circles of 1842, the nonserif double broken circles dating from 1845 (UC & LC) and 1849 (CW & CE), together with later orders of double broken circles, and single broken circles (from 1857).

We haven't discussed ship letter, parliamentary, or transportation-related markings (such as early RPOs). These will have to wait.

Sources

For information in general about town postmarks of the stampless period, there are a number of older sources. Still important are the three standard works by Frank Campbell [C1–3] (only C1 has been reprinted and is readily available; [C2] is the most useful). Robson Lowe [L, 116–123] is useful, as are the later editions of Holmes' catalogues. There are pricing estimates in Canada Specialized catalogues of some of the classic cancels (mainly straight-lines). Regrettably, some recent catalogues of Canadian stamps do not include any information on postmarks, even on stamp.

For what is now Ontario, Bruce Graham's book [G] lists 12,000 broken circle postmarks as well as other types; Bob Smith's [SM] is a necessity (and volume 2 of the latter is useful if you collect by county). For Quebec (Lower Canada, Canada East), the book by Walker [W] gives a post office list; there is no work analogous to Graham's, but there is a census of the early postmarks currently being conducted by Cimon Morin and Jacques Poitras.

For manuscripts, [HP] is essential. There are numerous articles on postmarks, both directly and en passant, in the principal journals dealing with Canadian postal history, the PHSC *Journal,* BNATopics, and the Bul SHPQ.

Auction catalogues are another source of information and illustrations; however, they require translation from hyperbolese (as spoken by some auctioneers) to standard English.

References

[C1] Frank Campbell *Canada post offices 1755–1895,* mimeographed (1958) by the author, and reprinted in various forms.

[C2] ——— *Canada postmark list to 1875,* mimeographed (1958) by the author, difficult to find.

[c3] ——— *Canada postal history,* mimeographed (1958) by the author, extremely difficult to find.

[e1] David Ewens *The 1829 order of handstamps,* phsc J 30 (1982) 4–8.

[e2] ——— *The 1831 order of handstamps,* phsc J 35 (1983) 50–51.

[g] Bruce Graham *Ontario broken circles,* Postal History Society of Canada (1999) (out of print).

[hp] David Handelman & Jacques Poitras *Canadian manuscript town datestamps,* Postal History Society of Canada (1999) (out of print).

[l] Robson Lowe *Encyclopædia of British Empire postage stamps,* Volume v (North America), Robson Lowe (1973).

[s] Gray Scrimgeour *Broken circle postmarks of Canada,* bnaps exhibits series, #16 (1999).

[sm] Robert C Smith *Ontario post offices,* Vol 1, Unitrade, Toronto (1988).

[w] Anatole Walker *Les bureaux de poste du Québec,* Marché philatélique de Montréal (1987) Montréal.

What's new?—
Library and Archives Canada
Philatelic Collections

Cimon Morin

Former acquisitions

Herbert DR Stewart fonds [textual records, graphic material] 1891–1936, one vol textual records, three photographs: b & w. Fonds consists of Civil Service examination certificates, 1891, 1892; letter of promotion, 1894; Railway Mail Clerk letters of appointment, 1893, 1895; letters relating to Railway Mail Service annual salary, 1891, 1899; two cabinet size photographs of a British Columbia train wreck, with related newspaper clipping dated 1903; mounted group photograph of the first annual convention of Alberta postmasters, Calgary, 1928; talk on the history of the RMS in Western Canada prepared by Stewart, 1936, with a letter of thanks from the Vancouver RM Association; certificate signed by CD Howe, Acting Postmaster General, issued on the occasion of Stewart's retirement, 1938.

The fonds also contains a diary of Stewart, Head Clerk of the Railway Mail Service at Medicine Hat, providing details of early service in Western Canada, including staff supervision, work schedules, absenteeism, reports to and instructions from senior Departmental officials, relations with railway officals, etc. [R3789]

Clarence A Stillions collection [philatelic record], 1937–1946, 122 postage stamps, die proofs and plate proofs, four sheets (300 postage stamps), press proofs. Collection consists of 77 die proofs and 45 plate proofs for all denominations of the Newfoundland 1937 King George VI long Coronation issue. Collection also contains two press proof sheets each bearing 100 impressions of the 2 cents surcharge setting for the 5¢ denomination caribou stamp from the 1941–1944 Newfoundland definitive re-issues series, that were not accepted and not issued; and two press proof sheets each bearing 50 impressions of the Two Cents surcharge setting for the 1946 surcharged issue. [R3814]

Fred Stulberg collection [philatelic record], ca1811–1862, 161 postal covers. Consists of 161 mounted postal covers, entitled, *Upper and Lower Canada steam-*

boat mail to the 1860s. The covers represent the postal practices, regulations, markings, routes, etc, used during period 1811–1862.   [R4095]

E Ritch Toop fonds [multiple media], 1972–1995, six postal covers, 45 medals, .03m textual records, five photographs. The fonds consists of records created and accumulated by E Rich Toop while pursuing his philatelic interests. The fonds is divided into three series: medals, certificates and documentation, and postal covers.   [R3181]

Toronto Stamp Collectors' Club fonds [textual record, graphic material], 1892–1990, predominantly 1892–1978, 87cm of textual records, one photograph: b& w. The fonds consists of documents and papers of the Toronto Philatelic Club (later the Toronto Stamp Collectors' Club). This collection principally contains textual records created between 1892 and 1978 and concerns the philatelic activities of the Toronto-based club during those years. The fonds has been arranged by file.

Topics include club statutes and constitution, officers' annual reports, minutes of meetings and financial statements, applications for membership, membership lists and correspondence, attendance registers, news clippings, notices of meetings and bulletins, and general correspondence and other interesting documents. Records also contain information on the Stamp Exhibition for Boys (1927–1928), the Toronto Stamp Exhibition (1929–1938), and the First Canadian National Philatelic Exhibition (at the CNE). [R4669]

Readers speak

A column for readers to express their views, ask questions, or add information to previously published articles.

THE short *Cover on the cover* article of the last issue (Canada to a Boer War POW in Bermuda), generated more mail than any other item since I've been editor. Here is a sampling.

From Dudley Blaschek (by e-mail)

John Cheramy has sent me a copy of the *Cover on the Cover* piece, ... asking if the use of the Union-Castle stationery envelope has a bearing in this case.

My own field is Union-Castle postal history. Hostilities between the Boers and the British commenced early in October 1899. At that time, the Admiralty took over three U-C ships for the full duration of the war—*Roslin Castle, Lismore Castle, & Harlech Castle.* Others followed: *Spartan* and *Trojan* as hospital ships, as well as the brand new *Kildonan Castle.* Other ships were used from time to time. Ships from other shipping lines were similarly taken over, such as P & O and the Allan Line.

I am not very knowledgeable on details of the Boer War, but POW camps were set up in St Helena, Ceylon and Bermuda. The prisoners were transported on the requisitioned ships, but I have no details as to which ships were used. It is dangerous to hypothesize, but it is reasonable to assume a U-C ship did carry prisoners to Bermuda, and possibly called at Halifax on the return voyage to pick up cargo or supplies and coal. This cover could have been mailed by a member of the crew for some reason. Papers belonging to the addressee may have been found after the ship left Bermuda. ...

From Michael B Dicketts (Kingston)

What a wonderful cover you picked up.

As a former Brit, I became familiar with the names of many of the old shipping lines, including Union-Castle. So your cry for help caught my attention. Here in Kingston, we have the Marine Museum of the Great Lakes with its extensive collection of all things nautical. So I went there to seek out a history of the Union-Castle line.

Union Steam Collier Line and Castle Line merged in February 1900. ...

> A direct Canada—Cape[town] line was commenced in 1902, with joint sailings by Allen, Furness Withy, and Elder Dempster lines. ... The pioneer vessel was the *Ontarian* of the Allen line, which sailed in October 1902.

This information is from *Ships and South Africa* by Murray and Maurischal, Oxford University Press (1933), the best book I found on the subject. As

to your cover, my thoughts are that someone had access to Union-Castle stationery (not that difficult in a town like Halifax) and used it for their correspondence. . . .

From Chris Miller (United Kingdom)

Although I am predominantly a collector of World War II material, I also have an interest in shipping lines, particularly those serving the British Empire. The first constituent of the line was the Union Steam Collier Company, founded in 1853 to supply coal to ships of the P & O, Royal Mail, and General Screw Steamship companies. At the onset of the Crimean War (1854), the British Government chartered the line's five ships to transport troops, horses, and munitions—but not coal—to the war zone. After the war, the name of the line was changed to the Union Steamship Company, which hoped to benefit from the expected increase in trade with South Africa.

The Castle Line was older, having been formed in 1825; it had traded with South Africa from 1879.

The British Government hoped to encourage rivalry between the two firms when it invited tenders for the transport of mail to South Africa. As neither would tender for the contract on its own, the two companies merged in 1900; the result was the Union-Castle Line.

The outbreak of the second Boer War (1899) involved ships of the line as well as others in the transport of the army and supplies. On 14 October 1899, the SS *Dunottar Castle* conveyed the commanding officer of the troops, General Sir Redvers Buller, and his staff to Capetown. The SS *Harlech Castle* was built in 1894 and conveyed from Durban to Southampton the troops that took part in the Jameson Raid. Other Boer prisoners were conveyed to Bermuda on board the SS *Montrose,* which was not a Union-Castle ship.

Most of the ships of the Union-Castle Line were named after Castles extant during the days of sail. The line shrank as airplanes replaced ships for carrying mails and passengers in the 1960s.

The line did not offer regular transatlantic service. The only voyage to Bermuda that I have been able to trace was that of the SS *Harlech Castle,* which transported 340 Boer prisoners of war, arriving in Bermuda 20 December 1901. All of these prisoners were incarcerated on Hawkin's Island.

Much of this information is taken from the *Merchant Ships in Profile* series by Duncan Haws, published by Patrick Stephens of Cambridge. Their series of books is strongly recommended. The same volume also contains details of the Canadian Pacific Lines, so it would be of interest to collectors of maritime mail. [*Chris wanted to show a picture from the book, but had not received permission from the publisher at the time* Topics *went to press.—ed*]

New issues

William J F Wilson

SINCE this column last appeared in the third quarter 2004 *Topics,* about sixty new stamps have been issued. Two of these commemorate the centenary of the provinces of Alberta and Saskatchewan (the latter to be described next column). Alberta's stamp shows a tryptich of a petro-chemical plant, Calgary's skyline, and a view looking along railroad tracks towards a snow-capped mountain. Canada Post's write-up identifies the latter as Mount Grassi, but gives no further information. It is actually Mount Lawrence Grassi, elevation 2685 m or 8809 ft, the highest of a cluster of three peaks above Canmore. It lies between the somewhat more famous Three Sisters to the southeast and Mt. Rundle to the west. The tracks are those of the CPR.

The second of a four-part series of stamps on the history of French settlement in Canada was released on 16 July. In the spring of 1605, after the disastrous winter at Île Sainte-Croix, de Mons and the other 43 survivors moved across the Bay of Fundy to establish a settlement at Port Royal in the Annapolis Valley. The stamp released by Canada Post shows Champlain's drawing of the new settlement. Winters were still harsh, and 12 men died of scurvy before spring, but the biggest threats to the survival of the colony were political. De Mons' monopoly was revoked in 1607 and the settlement was abandoned for two years; then after being resettled in 1610, it was sacked three years later by Captain Samuel Argall from the English colony of Virginia. Most of the colonists were evacuated to France, although a sparse French presence apparently remained in the area; but records after 1613 are few.

There is a perforation variation on the 50¢ Homer Watson stamps that I received from Canada Post—the stamp from the souvenir sheet is .5 mm shorter in width than that from the pane of 16. The number of teeth is the same on both stamps, so there is a difference in the perforation gauge: 13.33 ×13.1 on the souvenir sheet versus 13.2 ×13.1 on the pane. I am assuming that this variation is constant and not simply a quirk of the particular stamps I received, so you may want to check your copies. It differs from the perforation variations in the large and small mammals issue of 1988–1990, where the stamps were the same size and the variations arose from differences in the number of teeth horizontally, vertically, or both.

Table 1. 2004–2005 Commemorative Stamps

Stamp ☞	Victoria Cross	Art Lemieux	Santa Claus Parade	Year of the Rooster
Value	2×49¢ s-t	49¢, 80¢, $1.40	49¢, 80¢, $1.40	sh 50¢, ss $1.45
Issued	21/10	22/10	11/02	07/01/2005
Printer	cbn	l-m	cbn	cbn
Pane	16	sh 16	ss 3, 49¢ 16　　(1)	sh 25, ss 1
Paper	c	c	c	c
Process	13cl (stamps)	sh 7cl, ss 8cl	49¢, $1.40 7cl (2)	sh 6cl, ss 8cl (3)
Qty (10^6)	4	sh 2.128, ss .9	49¢ 60　　(4)	sh 8, ss .55
Tag	g4s	g4s	g4s	g4s
Gum	pva	pva	p-s	pva
Size (mm)	32×48	sh & ss 49¢ 32×53 (5)	48×28	sh 36×36　　(6)
Perf	13.2×12.5	sh 49¢ 13.1×13.2　(7)	dc	sh 13.3×13.3　(8)
Teeth	30×20	sh 49¢ 21×35　　(9)	n/a	sh 24×24　　(10)

(1) Six million each of the 80¢ and $1.40 stamps.
(2) 80¢ 6cl.
(3) 6-colour lithography plus two foil stampings, embossing and tagging for the sheet stamps and 8-colour lithography plus satin gold, gloss gold and red pigment foil stamping plus embossing for the souvenir sheet.
(4) 7.5 million for each of the 80¢ and $1.40 stamps.
(5) 80¢ 53.5×35.5, $1.40 65×32.
(6) Souvenir sheet 40×41(mm).
(7) 49¢ souvenir sheet perforated 13.1×12.9, 80¢ 13.1 x 13.0, and $1.40 13.0×13.2.
(8) Souvenir sheet 12.5×13.1.
(9) 49¢ souvenir sheet 21×34, 80¢ 35×23, $1.40 42×21.
(10) Souvenir sheet 25×27.

Abbreviations (for all tables) 6 (8, …) cl: six (eight …) colour lithography; bk : booklet; c: Tullis Russell Coatings (coated paper); cbn: Canadian Bank Note Company; cont: continuous; dc: die cut; f: Fasson; g4s: general tagging (four sides); l-m: Lowe-Martin; n/a: not available; n/a: not applicable; p-s: pressure sensitive gum; s-t: setenant; sh: sheet stamp; sim'd: simulated; ss: souvenir sheet.

I owe the University of Saskatchewan in Saskatoon an apology. Somehow in describing Canadian Nobel Prize winner Gerhard Hertzberg, I unintentionally compressed these five words to three, the "University of Saskatoon". I've been to this wonderful campus and know better! My sincerest apologies for the error.

The Canadian Bank Note Company has installed a larger, newer, and more versatile printing press, as described in an article in Volume xiv, number 3, of Canada Post's *Details* booklet (July–September 2005). If you're thinking of installing one in your den, it costs $5.6 million and weighs 101 metric tonnes—and probably requires clearance in more ways than one (Canada

Table 2. 2004 Definitive Stamps

Stamp ☞	flowers	flag	Queen
Value	50¢, 85¢, $1.45	5 X 50¢ S-T	50¢
Issued	12/20	12/20	12/20
Printer	L-M	CBN	CBN
Pane	50¢ coil 100, 85¢ coil 50 (1)	coil 50, BK 6	10
Paper	F	C	C
Process	5CL	5CL	6CL
Qty (10^6)	CONT	CONT	CONT
Tag	G4S	G4S	G4S
Gum	P-S	P-S	P-S
Size (mm)	24×20	20×24	20×24
Perf	coil sim'd	BK straight	DC
Teeth	N/A	N/A	N/A

(1) $1.45 in booklet of six.

Table 3. 2005 Commemorative Stamps

Stamp ☞	NHL	fishing flies	Agric College	Expo	daffodils
Value	6×50¢	4×50¢	50¢	50¢	2×50¢
Issued	29/01	04/02	14/02	04/03	10/03
Printer	CBN	CBN	L-M	CBN	L-M
Pane	6	BK 8, SS 4	8 BK	16	BK 10, SS 2
Paper	C	C	F	C	BK F SS C
Process	7CL	9CL	6CL	10CL	BK 4CL SS 5CL
Qty (10^6)	SH 3.3, SS 2.2125	BK 5, SS .225	3	3	BK 8, SS .3
Tag	G4S	G4S	G4S	G4S	G4S
Gum	SH P-S, SS PVA	BK P-S, SS PVA	P-S	PVA	BK P-S, SS PVA
Size (mm)	40×39.5	56×27.5	36×45	30×36	BK 32×26 (1)
Perf	SH DC (2)	BK N/A (3)	12.8×13.3 sim'd	13.3×13.3	BK 10×10 sim'd (4)
Teeth	SH N/A (5)	BK N/A (6)	23×30	20×24	BK 16×13 sim'd (7)

(1) Souvenir sheet 32×25.5.
(2) Souvenir sheet 12.5×13.2.
(3) Souvenir sheet 12.5×13.1.
(4) Souvenir sheet 13.1 x 13.3.
(5) Souvenir sheet 25×26.
(6) Souvenir sheet 35×18.
(7) Souvenir sheet 21×17.

Table 4. 2005 Commemorative Stamps

Stamp ☞	TD Bank	Audubon birds	bridges	Macleans
Value	50¢	SH 4 X 50¢ S-T BK 85¢	4 X 50¢ S-T	50¢
Issued	18/03	23/03	02/04	12/04
Printer	CBN	L-M	CBN	L-M
Pane	10	SH 16, BK 6	16	16
Paper	F	C	C	C
Process	6CL	SH 9CL, BK 7CL+varnish	10CL	6CL+varnish
Qty (10^6)	n/a (1)	SH 6, BK 1	5	4
Tag	G4S	G4S	G4S	G4S
Gum	P-S	SH PVA, BK P-S	P-S	PVA
Size (mm)	30×37.5	SH 48×27.5, BK 48×39.46	56×26	40×30.5
Perf	11.4×11.3 sim'd	SH 12.5×13.1, BK straight edge	12.5×13.1	12.5×13.1
Teeth	17×21	SH 30×18, BK N/A	35×17	25×20

(1) Neither the *Details* booklet nor the Canada Post website has a write-up for the TD Bank issue.

Table 5. 2005 Commemorative Stamps

Stamp ☞	Biosphere	Battle of the Atlantic	War Museum	Homer Watson
Value	2×50¢ S-T	50¢	50¢	50¢, 85¢
Issued	22/04	29/04	06/05	27/05
Printer	L-M	L-M	L-M	L-M
Pane	SH 16, SS 2	16	BK 8	SH 16, SS 2
Paper	C	C	C	C
Process	9CL	8CL+varnish	9CL+varnish	8CL
Qty (10^6)	SH 5, SS .4	2.5	3	SH 3; SS .2
Tag	G4S	G4S	G4S	G4S
Gum	PVA	PVA	P-S	PVA
Size (mm)	48×30.5	56×30	52×28	50¢ SH 50×32 (1)
Perf	12.5×13.1	12.5×13.1	DC	50¢ SH 13.2×13.1 (2)
Teeth	30×20	35×20	N/A	50¢ 33×21, 85¢ 36×26

(1) 50¢ souvenir sheet 49.5×32, and 85¢ 54×40.
(2) 50¢ souvenir sheet 13.33×13.1, and 85¢ 13.33×13.0.

Post lowered it through a hole in the roof and anchored it to bedrock). It is fully digitized and automated, has twelve-colour capability and superb colour control, and allows stamp designers to incorporate innovative techniques and materials into their designs, including plastic substrates and litho and intaglio combinations. Being fully digital, the exact operating pa-

Table 6. 2005 Commemorative Stamps

Stamp ☞	Search & Rescue	Ellen Fairclough	FINA	Port Royal	Alberta Centen'l
Value	4×50¢ s‑t	50¢	2×50¢ s‑t	50¢	50¢
Issued	13/06	21/06	05/07	16/07	21/07
Printer	l‑m	cbn	l‑m	cbn	l‑m
Pane	8	16	8	16	8
Paper	c	c	c	c	c
Process	8cl	6cl	2cl (1)	6cl (2)	9cl
Qty (10^6)	7	2.5	3	3	3
Tag	g4s	g4s	g4s	g4s	g4s
Gum	pva	pva	pva	pva	p‑s
Size (mm)	40×48	27.5×40	24×48	39.7×40	32×50
Perf	13.0×13.3	13.1×12.5	13.3×13.3	13.1×12.5	12.5×13.2
Teeth	26×32	18×25	16×32	26×25	20×33

(1) Two-colour lithography including one special black; and four metallic colours and varnish.
(2) Three-colour lithography (no black) and three special colours and intaglio.

rameters of a printing run can be saved and recalled for the next run, eliminating colour variations from run to run.

The information in the tables is from the Canada Post website, http://www.canadapost.ca/personal/collecting/default-e.asp?stamp=stamps and from philatelic inscriptions on the stamps. Where the number of lithographic colour dots on the stamp selvedge differs from that published by Canada Post, the selvedge is taken as correct. Size, perforations, and number of teeth are my own measurements, and are given as horizontal×vertical.

Study group centreline

Robert Lemire

THE purpose of this column is to bring to the attention of BNAPS members some of the fascinating specialist work being done within each BNAPS study group. Highlights are provided for newsletters that have arrived in my mail box from mid-June through September 2005 through mid-March 2005.

RPO *cancels* In the latest issue of the newsletter, two RPO runs out of Ottawa are discussed. The Ottawa–Cornwall RPO was in use from 1903 until 1951 on the Ottawa & New York line. In 1915, the tracks were leased to the New York Central Railroad. Three hammers were used over the 48-year period. The Ottawa–Prescott service had a much longer history; the earliest reported postmark used on the line (Bytown & Prescott Railway) was April 16 (1855). The line was later renamed the Ottawa & Prescott Railway, then the St. Lawrence & Ottawa Railway and eventually became part of the Canadian Pacific line. From 1924 to 1957, the cancel read *Prescott & Ottawa.*

The RPO Study Group newsletters are always informative and well produced. At BNAPEX 2005, the newsletter was named the winner of the BNAPS Siverts Award for 2004. Congratulations to editor Ross Gray.

Revenues Issue 49 of the revenue newsletter has been received. In a follow-up to his earlier article on company cancellations on revenue stamps of the second bill issue, Richard Fleet illustrates a large selection from his collection. Chris Ryan provides an article on Canada's embossed excise tax stamps (1915−1953), and shows examples of the various types on cheques and on a *time-draft*. He also provides Part 4 of his series on the Ontario municipal garbage tags and bags. Ed Zaluski illustrates the dies used for the New Brunswick probate stamps, and suggests that die type II be subdivided based on differences in the lettering found below the bottom frame of the stamp.

Newfoundland In the latest issues of the *Newfie Newsletter,* the successful 2005 re-creation of the 1919 Vimy (Alcock and Brown) flight from Newfoundland to Ireland is described. Five hundred covers were carried (and backstamped on arrival in Ireland). Judith Edwards illustrates an early example of the 1926 10¢ registration rate to Canada. Colin Bulloch asks for help concerning two cracked plate varieties, and William Davis provides information related members of the British royal family shown on the Newfoundland 1911 Royal Family issue. Further pages of the Colin Lewis Newfoundland postal history exhibit are shown (in colour), as are pages from Horace Harrison's

Newfoundland postal stationery exhibit. Bob Dyer provides background and a current perspective on a variety found on the THREE CENTS surcharge on the 15¢ cents Cabot issue.

Map stamp In the summer 2005 issue, editor Orville Osborne begins a survey of the territories shown in red on the map stamp that were actually part of the "vaster empire". There is also an attempt to estimate how many copies of different map stamp varieties remain available per collector (based in part on an earlier set of estimates by Whit Bradley).

Queen Elizabeth II In the July–August issue of the *Corgi Times,* Joseph Monteiro describes several recent errors, including the red colour missing on the 50¢ year of the rooster stamp, some fully imperforate strips of the 50¢ Cala Lily coil stamp, and some miscut copies of the $1.40 maple leaf coil. South African member John Kevern has identified what appears to be a constant dot variety on the 4¢ Wilding definitive sheet stamp (from plate 17). Editor Robin Harris presents a discussion on the die cutting varieties on the current Lowe-Martin coils, and notes that there can be die cuts at the top and bottom of any particular stamp that have different measurements. The issue includes an index to volume XIII of the *Corgi Times,* as prepared by Robert McGuinness.

Squared circles The July 2005 newsletter contains more than thirty reports (mainly new time and date markings). There appears to be continued interest in this area, as there were more than ten different reporters. The newsletter also contains an updated study group roster.

Postal stationery The July 2005 issue of *Postal Stationery Notes* has been received. Chris Ellis presents part 10 of his series on illustrated advertising cards with an extensive discussion of cards used by E Leonard and Sons, Engine and Boiler Makers, of London (ON). Colour pictures are shown of the four major varieties used from 1899 (on the Victorian card, Webb's P18) to 1910 (on the Edwardian card, Webb's P23). There are updates on the latest regular issue envelope, Postcard Factory and XpressPost issues. John Grace and Dick Staecker show some Georgian period Christmas Seal cards. Photocopies of some other interesting stationery items are shown courtesy of Rick Parama, Mike Sagar and Peter Zariwny.

George VI In issue #6 of the newsletter, John Burnett presents part IV of his series on Mufti era postal rates, turning his attention to rates to South and Central America. Some lovely covers are illustrated (for example, a $1.05 triple airmail rate cover to Argentina, and a 5¢ double surface rate cover to Curaçao, with a Dutch censorship marking). Gary Dickenson

and Stephen Prest show covers that augment John's earlier article on rates to British America and Mexico. There is an article by Hugh Delaney on Yukon postal service that lists the post offices open during the George VI period, and Mike Street shows an interesting Post Office greeting card, used in Ancaster (ON) in September 1950.

Military mail Newsletter #170 contains a number of illustrations and short articles. John Cheramy submitted an interesting illustration of a combined field post office and orderly room handstamp marking (WWII, RCAF). Another cover with an RCAF orderly room marking is shown by Dave Hanes, in this case a registered cover from CAPO #2 (Gander, Newfoundland) mailed in 1942. There are also contributions from JC Rogers (a roller cancel from CFPO 102, Langar, England), Mike Street (two cards with POST OFFICE X markings), Colin Pomfret (a card mailed from the USS *Thomas* in Halifax, just before the ship was commissioned as the HMS *St Albans*), and Dave Hanes (a cover addressed to Soldiers Settlement, Camp Borden Highway).

In issue #171, Colin Pomfret presents some WWI nursing sister covers, and a post card showing Niagara Camp in 1906. George Sawatzki reports some updates to the Bailey & Toop book, and he and Dave Hanes show some modern Canadian military cancels. Colin Campbell discusses some censored covers sent between Japanese-Canadian civilians during WWII.

Fancy & miscellaneous cancels Newsletter #39 contains the beginnings of a survey of *pointed hand/return to* markings; Mike Rixon sent in scans of twelve different types (used 1911–1941). There was an 1886 example mentioned by Jarrett, and David Lacelle shows two earlier pointing hands fancy cancels. Photocopies of interesting markings and cancels (and questions) were received from George Power, Brian Hargeaves and Glenn Archer.

La Société d'Histoire Postale du Québec
(*The Postal History Society of Québec*)

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The SHPQ publishes (*en français*) an award-winning quarterly journal. Annual membership fee is $18.

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Annual membership fees are $ C 25 or equivalent in US dollars. Membership applications submitted during the second or third quarter of the year should be accompanied by 75% or 50%, respectively, of the annual fee. Applications submitted during the fourth quarter of the year should be accompanied by 25% of the annual fee plus the full fee for the coming year. Family memberships are available for 50% more than the individual membership fee. Three-year memberships can be obtained at a 10% reduction. Send application form and cheque or money order to the Secretary, Peter Jacobi, address above.

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For electronic text, please leave a blank line between paragraphs. Names should be written with initials (or full given names) *first,* and without periods (as in, I P Freely, not Freely, I.P.). Preferred format for dates is day month year, as in 15 September 1752. Avoid use of all-caps, footnotes, or underscoring unless absolutely, positively NECESSARY.

Literature for review: Send to Literature Reviews, c/o David Handelman, Editor

Please note that unless prior agreement is obtained from the Editor, literature for review **must** be sent to the Editor, who will select an arms-length reviewer.

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Opinions expressed are those of the writers and do not necessarily represent those of the Society, the editor or publisher.

Our vendors speak

R. Maresch & Son   2 April 1998
Toronto Ontario

Attention: Bill Maresch and Rick Schreyer

Dear Bill and Rick,
Many thanks to you and your staff at R Maresch & Son for
all your hard work in selling my West Indies collections
so effectively.

I really appreciated your letting me review the descrip-
tions and lotting for my part of the auction, although, in
the event, I had little to add to the excellent work you
had done. Fellow collectors told me that Toronto was the
wrong place to sell West Indies—your results proved them
wrong. You certainly performed far better than major au-
cion houses in Europe to which I have consigned material
in the past. My worries about having my auction mate-
rial among the last lots in a five-session 2800–lot auction
were also proven to be groundless.

I should also like to pass on to you the comments of sev-
eral fellow-collectors from overseas, to the effect that they
were very pleased to bid with complete confidence on lots
where your wonderfully accurate colour illustrations gave
themn a true feeling for the colour shades that can be so
important in our hobby.

You did me proud—many thanks.

Yours sincerely,

John Tyacke

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