

2007 • fourth quarter

# BNA

# Tpics



Whole number 513

Volume 64 Number 4



A joke by Horace Harrison p. 49

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*The Society for Canadian Philately*

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# BNA pics

Volume 64 Number 4 Whole Number 513

**The Official Journal of the British North America Philatelic Society Ltd**

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Note: Illustrations may not be in original size.

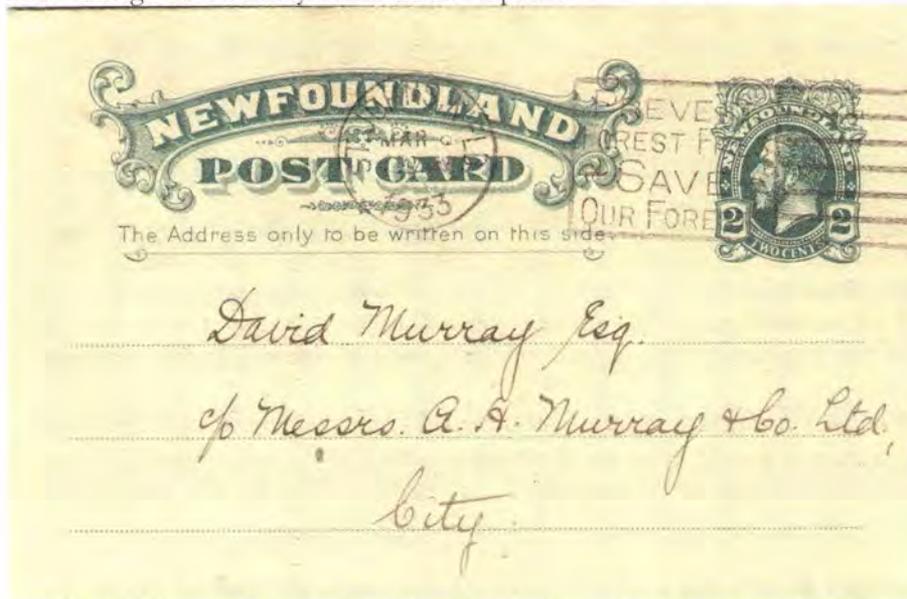
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## Readers write

**From Andrew Winter** a report of a new ERD for a piece of Newfoundland postal stationary.

Attached is a Post Card dated 6 (or possibly 8) March 1933 which was discovered by myself this year. I checked with several specialists in the field and I believe this is now the earliest known usage for this particular P14 card of Newfoundland.

The card is addressed to David Murray, Esq., c/o Messrs. A. H. Murray & Co. Ltd., City. The reverse of the card reads: "Church of England College: You are respectfully reminded of the adjourned meeting to be held in the Library of Bishop Field College on Thursday the 9<sup>th</sup> inst. at 8 p.m".



David Murray along with his brother Andrew H., incorporated the firm A.H. Murray and Company in 1918. Together, Andrew and David created one of the most successful fishery and general supply businesses on the Island. They were heavily involved in the Labrador fishery, had an industrial division and eventually a building supply division. The company still operates today under the name Murray Industrial.

**From Ronald Ribler**, a report on new Victorian era ERD. The good news is that, even in decades old and extensively studied material, there are new discoveries to be made.

The cover pictured below bearing the date of March 12, 1872 is the earliest reported date I have found for this perforation variety (1872 Perf. 11.75 x 12) on the pale rose shade stamp.



The postmark of Henryville, C.E. together with the 7-ring target cancel tied to a very finely centered stamp makes this cover still more interesting. Except for a small part of the flap being missing, this exhibit quality cover is complete and without major flaws.

There has been some dissent among Small Queen experts that the perforation of 11.75 does not really exist, but is simply a variety of the perforation 12. There is no doubt about the measurement, but I can not claim to know why the perforation exists.

**From Erick Middleton**, a query that should strike some chords with BNAPSers.

I have been collecting Canadian Pacific Railway (CPR) view cards for over 30 years and occasionally come across a view card with an adhesive stamp tied. These cards are known by those who collect them as "forerunners", although they appear to be used during the same period as the CPR's first postal stationery (green view) was issued. I am interested in knowing what other varieties exist (both view and color) as well as early and late dates? Were these cards ever mailed with other than 1c QV - e.g. to foreign destinations as can be found with the postal stationery view cards? Were they only used to mail monthly Statement of Earnings and Expenses?

[One of the cards Erick is asking about is shown below. I know there is a lot of interest in these cards, so the subject seems to me to be a 'natural' for a study group to take up – say Postal Stationery or Post Cards. How about it? Erick can be contacted at [ejmid@sbcglobal.net](mailto:ejmid@sbcglobal.net). Ed.]



From David Whitely came a response to John Burnett's article on postage rates to Africa in the September (Vol. 64 #3) issue of *Topics*. David has been digging into the *Postal Guides* and the *Supplements*, and adds much information about the airmail rates in effect over this period. In fact, there is so much information that I have chosen to run it as an article in its own right rather than as a letter. The article starts on page 75.

From Andrew Chung, a rather different 3d beaver.



After reading Ken Kershaw's article on 3-penny Beaver varieties in the BNA *Topics* 2007Q1, Andrew Chung sent a copy of this cancellation which is available at the Hamilton Mail Processing Plant (HMPP).

# Postal beginnings at Niagara Falls during the pence period 1800 – 1859

*Doug Irwin*



Figure 1. Niagara Falls in 1860.

**L**AKE Ontario, the Niagara River and Lake Erie provided a water transportation route into the interior of the British held territories in North America. Food and other supplies would travel upriver while furs made the return journey back to Europe. In the 1700's, the falls at Niagara was a considerable obstacle to water transportation. The Niagara River was navigable from Lake Erie to just above the falls and from Lake Ontario to where the escarpment met the river. It was necessary to "portage" around the rapids and falls at Niagara. The first portage route followed an Indian trail on the east side (present day American side) of the river starting at what is now Lewiston. The portage on the eastern side was three miles shorter than the western route (present day Canadian side). Portaging became the chief economic activity at Niagara. With the defeat of the French in mid century, the British took over the French forts on the upper lakes. They

Keywords & phrases: Pence period, Chippawa, Niagara Falls

upgraded the storage facilities for portaged goods at Fort Niagara (in present day Youngstown, NY) and improved the portage route up the escarpment on the east side of the river.

By 1790, Lord Dorchester realized that the eastern shores of the Niagara River would eventually be transferred to the new United States, and decided that British goods should be transported around the falls at Niagara by a portage route on the western side. The new British route was improved between Queenston below the falls and rapids and Chippawa above the falls at the confluence of the Niagara River and Chippawa Creek. The communities of Chippawa and Queenston became important to the trade of goods and post offices opened in both in 1801.

In the late 1700's, the flat plateau of land between the Chippawa Creek to the south, the Niagara River to the east and the escarpment to the north was surveyed and divided into 182 lots by the crown. Originally called Township No. 2, it was renamed Stamford Township in 1791 by John Graves Simcoe, the first Lieutenant Governor of the newly created Province of Upper Canada. Land in the new township was granted to men who fought with Butler's Rangers against the United States in the late 1700's and those loyal to the British Crown.

## The village of Chippawa and early mail to Niagara Falls



Figure 2. The village of Chippawa as painted by Donna Marie Campbell around 1790. Courtesy Niagara Falls Public Library Digital Collection

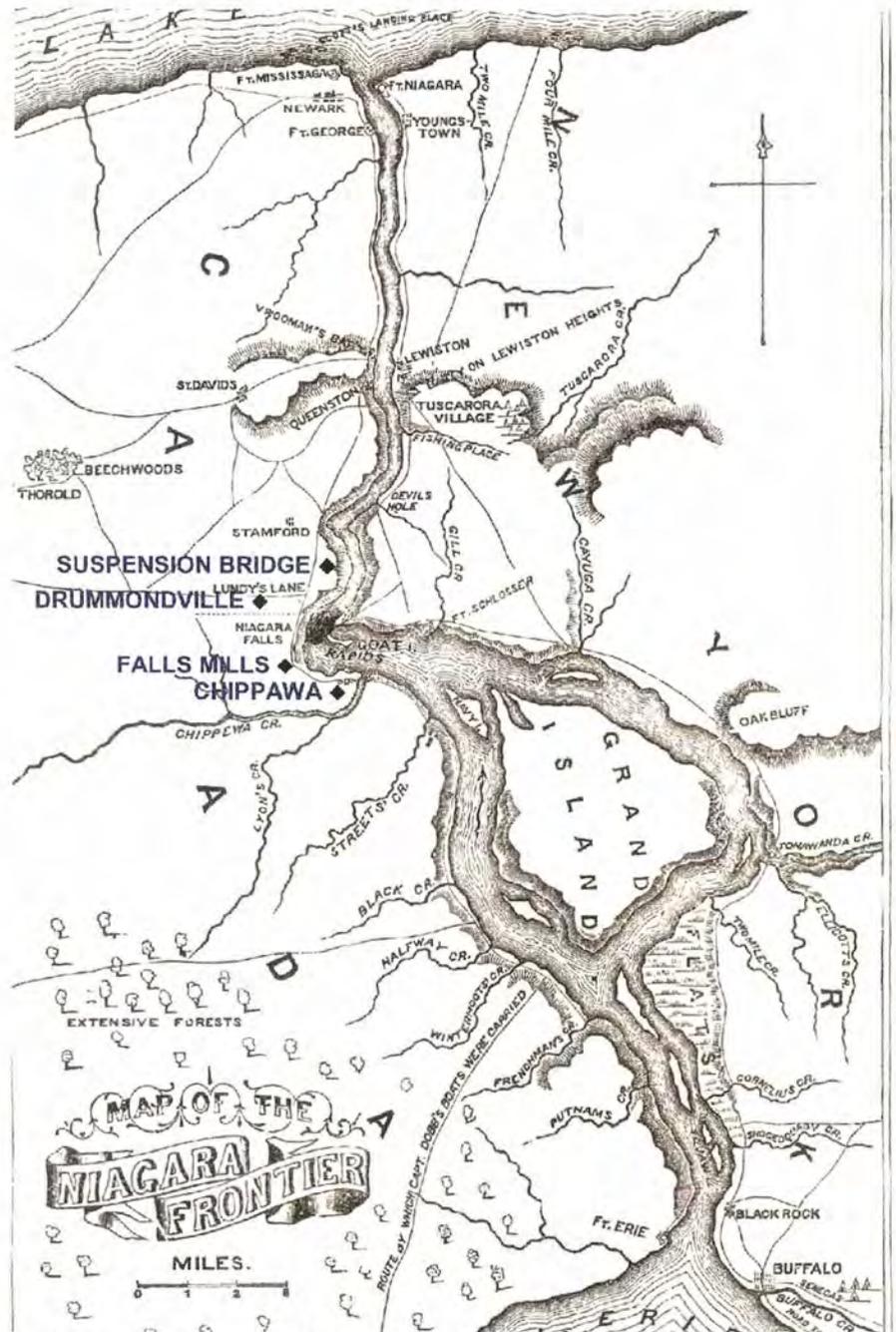


Figure 3. An early map of the Niagara frontier. Places mentioned in this article are shown in blue. Today, all are included within the City of Niagara Falls.

Chippawa was located at the southern end of the portage road and became an important community. Goods brought up the portage road were loaded onto York boats and continued their journey up river to Lake Erie. A fort and storehouses were built by the British and soon Chippawa had a tavern, distillery, foundry and tannery. In 1798, stagecoach service ran between Queenston and Chippawa. In the *Upper Canada Gazette* from May of 1798, mention is made to the carrying of letters via this route at 4 pence each.

The post office at Chippawa opened on July 23, 1801. The office closed in 1812 as a result of the war with the United States and did not reopen until 1825. Fifty seven post offices in Upper and Lower Canada received double split ring hammers (manufactured in Birmingham, England) between March and May of 1829<sup>1</sup>. The CHIPPAWA hammer had the office name misspelled CHIPPAIVA and initially, the postmaster had to correct the spelling in manuscript. Figure 3 shows the earliest known usage of the CHIPPAIVA hammer, from June of 1829. It is also the only known strike in black.

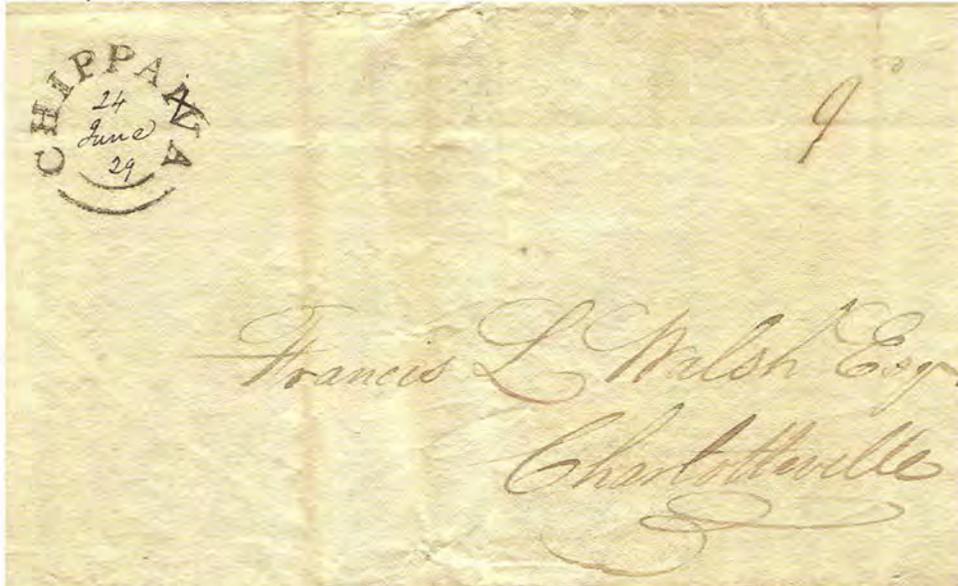


Figure 3 June 24, 1829 – Chippawa to Charlotteville, U.C. – A single folded letter rated 9d collect for a distance of between 101 to 200 miles

Probably due to the misspelling, the postmaster preferred marking of outgoing letters in manuscript. Manuscript markings are known from 1829 for Chippawa. Figure 4 shows a manuscript marking by the postmaster on a single folded letter to Vittoria, Upper Canada.

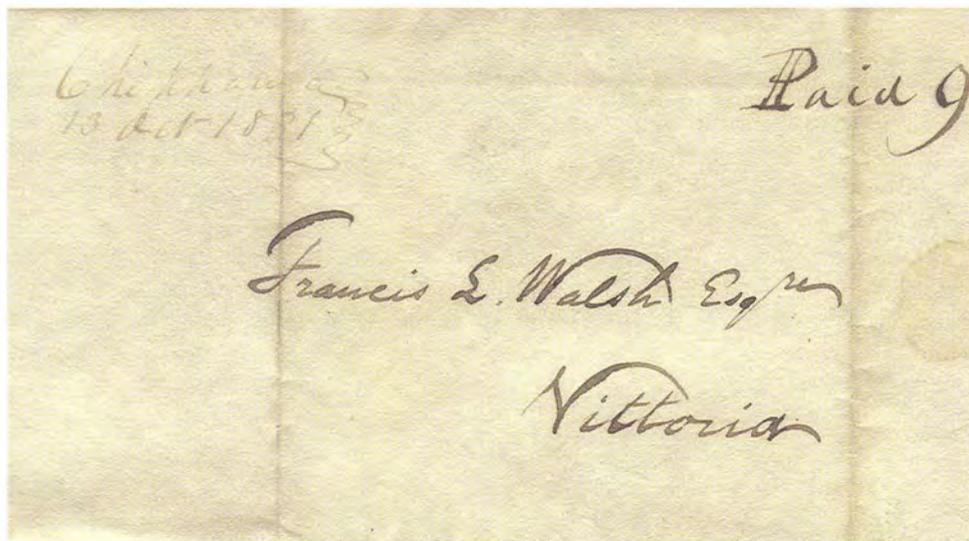


Figure 4. October 13, 1831 – Chippawa to Vittoria, Upper Canada – A single folded letter, Paid 9d for a distance of 101 to 200 miles. Chippawa and date in manuscript. The postmaster at Chippawa returned to using the 1829 type circular datestamp in 1833, still correcting the misspelling in manuscript. During this time period, the datestamp virtually always appeared in red (Figure 5), however, one example has been found struck in green on a letter to the postmaster at Vittoria concerning land claims, and rated “Free” postage.

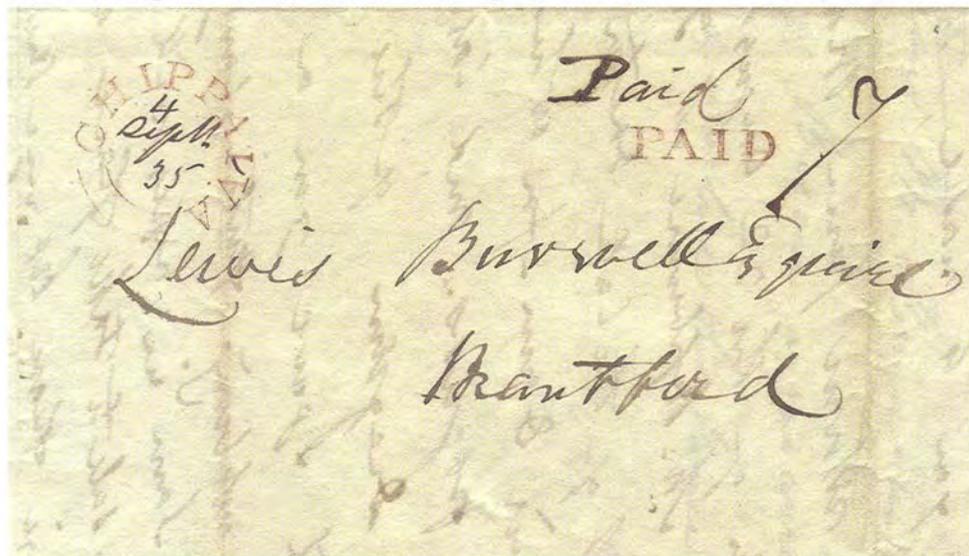


Figure 5. September 4, 1835 – Chippawa to Brantford, Upper Canada – A single folded letter, Paid 7d for a distance of 61 to 100 miles.

The CHIPPAIVA hammer was modified in late 1837 or early 1838 to read

CHIPPAWA (Figure 6). The date was still added in manuscript. All of the strikes of the modified hammer are known in red (Figure 7).



Figure 6. The original Chippaiva hammer at left and the corrected hammer at right.

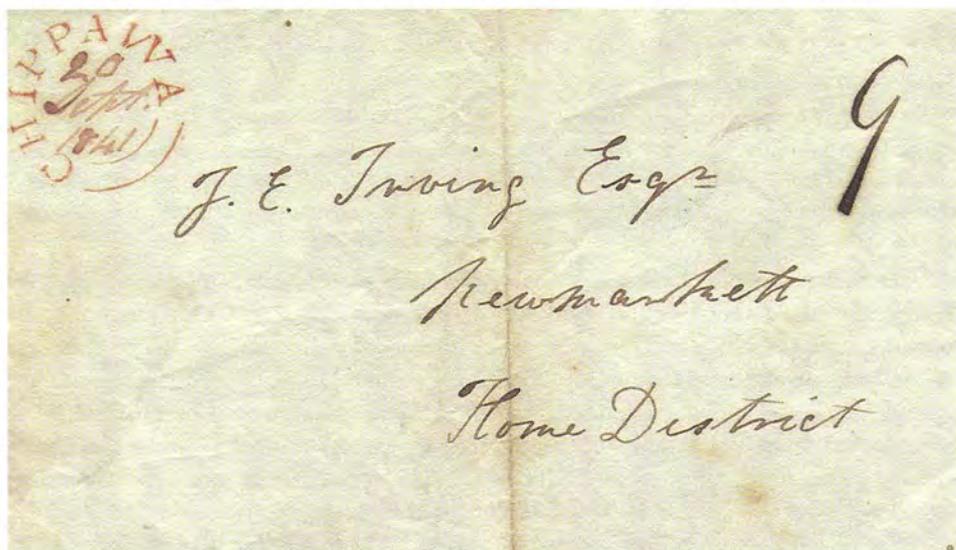


Figure 7. September 20, 1841 – Chippawa to Newmarket, Upper Canada – A single folded letter, Paid 9d for a distance of 101 to 200 miles. The hammer has been corrected to read “CHIPPAWA” rather than ‘CHIPPAIVA’.

By 1806, there were three water powered mills along the Niagara River, above the falls. Closest to the falls was a flour mill, built by John Birch. Nearer to Chippawa were a sawmill and an iron mill. A prominent settler and merchant of the time was Samuel Street. Following the war of 1812 – 1814, Samuel Street and Thomas Clark acquired ownership of the mills. Figure 7 shows a cross border

single folded letter, addressed to Samuel Street, Niagara Falls, Upper Canada. “Niag Falls, Feby 25” appears in manuscript along the left edge of the cover.



Figure 7. February 13, 1828 – New York to Niagara Falls, Upper Canada – A single folded letter, rated 18¾¢ U.S. (equivalent to 1sh 3d) for a distance over 300 miles plus 4½d for transit within Canada to the post office at Chippawa for a total of 1sh 7½d collect. Note the “Niag Falls, Feby 25” in manuscript at left.

The letter would have been exchanged at Youngstown NY and Niagara (Niagara-on-the-Lake) UC and then sent to the post office at Chippawa. Letters carried across the Niagara River were to be charged 2 pence ferriage, to be collected by the provincial post office commencing 5 February 1828. Prepaid letters to the United States and incoming letters from the United States would be charged 2d to be collected from the sender (prepaid outgoing letters) or the recipient (incoming letters). This letter crossed into Upper Canada very early in the official ferriage period but does not appear to have been charged ferriage.

The Niagara cross-border exchange office had a handstamp prepared reading “AMERICAN POSTAGE / FERRIAGE / FORWARDED” and applied it to the front of incoming letters from the United States See Figure 8 for an example of how this was used. The exchange office was moved from Niagara to Queenston-Lewiston on January 6, 1831 and as a result, this handstamp was only used for a brief period in 1829 and 1830. Once again, the letter addressed to Niagara Falls was forwarded to the post office at Chippawa.

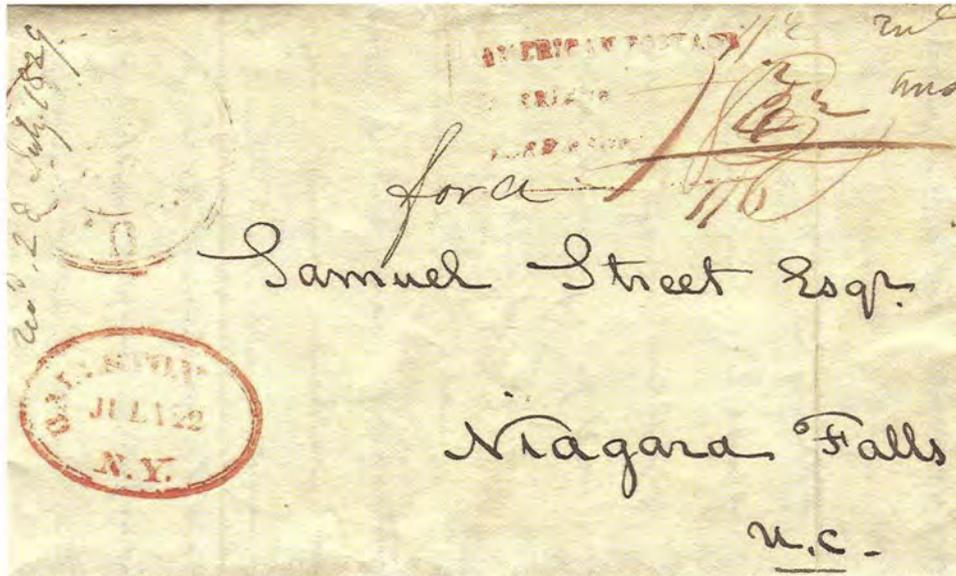


Figure 8. July 22, 1829 – Ballston, N. Y. to Niagara Falls (Chippawa). A single folded letter rated  $18\frac{1}{2}\text{¢}$ , converted to  $11\frac{1}{2}\text{d}$  for US postage + 2d ferriage +  $4\frac{1}{2}\text{d}$  for onward transmission from the exchange office at Niagara to Chippawa for a total of  $1\frac{1}{6}\text{d}$  collect.

Figure 9 shows a transatlantic folded letter from London England to Niagara Falls via New York. The letter was exchanged at Lewiston, NY – Queenston, UC during the ferriage period.



Figure 9 October 29, 1835 – London, England to Niagara Falls (Chippawa) – A single folded letter, rated 1sh  $4\frac{1}{2}\text{d}$  postage to Lewiston, NY plus 2d ferriage across the Niagara River and  $4\frac{1}{2}\text{d}$  Canadian postage from Queenston to Chippawa (under 60 miles) for a total of 1sh 11d collect. NEW

YORK DEC 28 and QUEENSTON U.C. JA 4 1835 transit stamps. The SHIP handstamp was applied in New York and probably indicates that the letter came by private vessel across the Atlantic.

Ferriage charges ended March 5, 1837. Figure 10 shows an 1840 transatlantic folded letter posted at Ledbury UK, carried by ship to New York and then overland

to the Lewiston, NY – Queenston, UC cross border exchange office. The letter was addressed to Niagara Falls and forwarded to the post office at Chippawa.



Figure 10 May 1, 1840 – Ledbury, U.K. to Niagara Falls (Chippawa) via New York – A single folded letter plus enclosure with British internal postage prepaid (8d X 2 = 1sh 4d Sterling, in manuscript) with N PAID 2 MY W 1840 and LONDON SHIP LETTER PAID 2 MAY 1840 handstamps. NEW YORK SHIP transit handstamp. The letter was exchanged at Lewiston, N.Y. – Queenston U.C. with QUEENSTON U.C. JUN 13 1840 transit handstamp, and there assessed 52¢ (comprising 2¢ ship letter fee plus 25¢ X 2 US postage from New York to Lewiston), equal to 2sh 7½d currency plus internal Canadian postage of 4½d X 2 for a total of 3sh 4½d collect.

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# An old controversy finally resolved

Robert Lane

## Background



IN 1986 or 1987, a controversy arose involving the opinions of L. Ludlow and L. F. Gillam regarding an apparently unique RPO strike on stamp. At one point, this was listed in Ludlow's catalogue as L. DER & ESTON (W-66E), rarity factor=500\*. As shown in Figure 2, this is a partial strike, showing what was thought at first to be Train # 38. (*Eston is in western Saskatchewan near the Alberta border, and so not shown on the map in Fig. 1 below – Ed.*)

The controversy went public in Topics (v.44, #1) when Ludlow described his conclusion that the strike was for a run involving Estevan (rather than Eston). The train number was actually 138 and this was a train used on that line. Shortly thereafter, an article in the RPO Study Group Newsletter (v.15, #6) included hilarious commentary by both Gillam, who pointed out the existence of Lauder, MB on the Brandon-Estevan line, and Ludlow. Lauder is circled in Figure 1. Both articles are worth reading.

The eventual opinion was that the run was between Lauder and Estevan (see Figure 1), although it was not clear why this run would even exist. The strike is dated June 1932. Lauder is shown to be the junction point of the Brandon-Estevan line and an east-west line between Alida, SK and a point just west of Boissevain (Figure 1). The fact it was a junction was thought to be significant.

Recently, I produced a one-frame exhibit about "The Mysterious Estevan Line", and this spurred me to become acquainted with another great mystery related to the movement of mail on this CPR line, which ran between Brandon, MB and Estevan, SK. The solution to this mystery resolves a controversy that began in the 1980s and I thank Ross Gray for steering me to the references in the literature

## Recent analysis

An examination of CPR time-tables seems to provide some clues. Passenger service existed between Brandon-Lauder-Lyleton, and also between Souris-Lauder-Alida. Presumably, mail was carried by baggage car on the smaller lines. It might have been determined that there was a need for mail clerk service between Lauder and Estevan; possibly because much of the mail from SW Manitoba to the United States was routed to Estevan, then southward.

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Keywords & phrases: Railway Post Office Cancellations

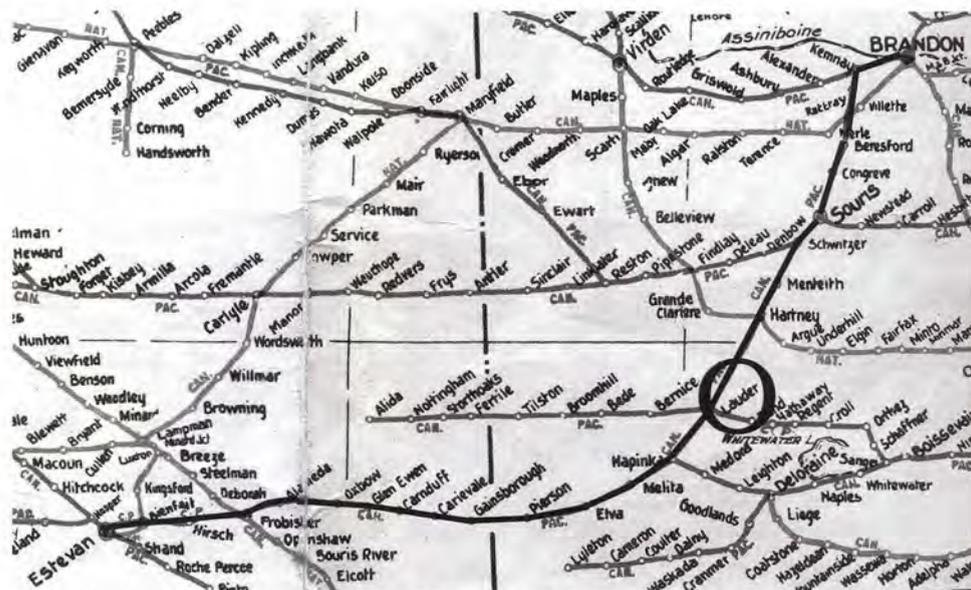


Figure 1. A railway route map of South-West Manitoba and South-East Saskatchewan.

But this service existed already, with the Brandon-Estevan RPOs, W-8 and W-9. So, what was going on?

At the time of this post marking, June 1932, the following RPOs were in operation on this line:

W-8, BRANDON & ESTEVAN R.P.O. / No.1 (actually hammer 1b)

W-8, BRANDON & ESTEVAN R.P.O. / No.2 (actually hammer 2c)

W-9, BR. & EST. R.P.O. / No.3

There is no obvious need for another hammer for part of the run. This fact initiated a much closer examination of the mystery cancel.

With the benefit of devices not even dreamed of back in the 1980s, a much closer look at this strike was possible. A magnified scan showed that some of the lettering was very oddly shaped. The outline of original lettering could be seen in a couple of places but not for the L or D.

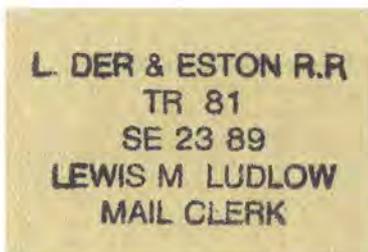
A comparison was made of this strike with the proof strike of W-9, BR. & EST. R.P.O. (Figure 2 left), which was proofed two years prior to this example. A transparency was made of a scan at twice the size of the proof image and superimposed on a scan of twice the size of the example. The BR. & EST. fits exactly (Figure 2 right). Note that the stamp colour was reduced to clarify the postmark. Also note that the train number on the proof was 137. The L and the D appear to have been added in ink. This example was a fake that fooled even the experts of the time.



Figure 2. The proof strike for W-9 is on the left. On the right, the proof strike is superimposed on the suspect cancel. Note how the added 'LD' stands out when the image is manipulated to reduce stamp colour.

The author is indebted to Ross Gray and Bill Robinson for their agreement with this finding. However, I take all responsibility (blame?) for the conclusion that W-66E is a fake made from an example of the fairly common W-9.

## Postscript



Recently, the author was looking through some material owned by a fellow BNAPSer and came across the item shown to the left. After he explained his interest, the author was given the item by the collector. A quick question to Ross Gray resulted in this story: “The late Dr. Alex “Sandy” Campbell made a number of this “facing slip” handstamp and gave them out to attendees at a 1989 RPO Study Group meeting as a joke in honour of the controversy.”

## References:

- Ludlow, Lewis M. *Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks*. Tokyo, 1982
- Ludlow, Lewis M. *The Cowcatcher*. BNA Topics, 44 (1), 1987
- Gillam, L. F. and L.M. Ludlow *The RPO Study Group Newsletter*, 15 (6), 1987; edited by William Robinson.

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	<p><b>Just Perfect: The Patents and Postal Markings of Machines Invented by Joseph O. Lamoureux and Omer Francois Lefebvre 1912-1980</b>, 2007 by Reg Morris &amp; Robert L. Payne. An easy-to-read well illustrated history of two postal cancelling machines — the Lamoureux and the Perfect — that were developed completely in Canada. Perfect machines served in Canadian Post offices for more than fifty years. Includes up-to-date summaries of known use. Spiral Bound, 260 pp. <b>\$49.95</b></p>
	<p><b>Fancy Cancels on Canadian Stamps 1855 to 1950, Second Edition</b>, 2007 by D.M. (Dave) Lacelle. This update to the first edition includes several new features, adding significantly to the philately of this very popular field of Canadian postal history. A massive and important work. Spiral Bound, 220 pp. <b>\$39.95</b></p>
	<p><b>Canada 1897 Diamond Jubilees</b>, 2007 by Herbert McNaught. A visual feast of late Victorian stamp design and commercial printing can be found in the pages of this award winning exhibit. BNAPS Exhibit Series #44. Colour edition (also available in black &amp; white at <b>\$32.95</b>). Spiral bound, 186 pp. <b>\$120.00</b></p>
	<p><b>Canadian Permit Postage Stamp Catalogue, Third Edition</b>, 2007 by Dieter (Dick) Staecker. A greatly expanded listing of all types of Postage Paid in Cash &amp; Business Reply Permits. A neglected area of Canadian philately. Spiral Bound, 178 pp. <b>\$22.95</b></p>

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The biggest change you might notice from prior years is that most BNAPS Book lists are now published with only a Canadian retail price shown. BNAPS members receive a forty percent discount from this price, which makes all new prices almost exactly equal to the old members' price. There are three reasons for doing this. We want to have greater market penetration, outside traditional BNAPS venues. Showing only retail prices helps in this effort. Secondly, with the fluidity of currency markets quoting US\$ prices can lead to inequities either for BNAPS or the purchaser. Finally, quoting only one price reduces the likelihood of mistakes.

## Selected Newfoundland Titles (see website for full list) **C\$ Retail**

Newfoundland 1865-1879, The New York Printings, A Cover Study, 2005 by Sammy Whaley.	<b>\$83.00</b>
Travelling Post Office Postmarks of Newfoundland & Labrador, 2005 by Brian T. Stalker.	<b>\$34.95</b>
Newfoundland Postal Stationery 1873-1941, 2000 by Horace W. Harrison	<b>\$22.50</b>
Postal Shortages, and Surcharged Issues of Newfoundland, 2003 by Norris R. Dyer. 2nd Edition (B&W \$34.95)	<b>\$74.00</b>
Newfoundland Postal History 1857-1899, 2006 by Colin D. Lewis (B&W \$35.95)	<b>\$100.00</b>
Newfoundland 1897 Royal Family, Dead Letter Seal and Map Stamps, 2006 by John M. Walsh (B&W \$33.95)	<b>\$90.00</b>

## Shipping

A few of the BNAPS books when shipped individually will qualify for "other lettermail" postal rates which are reasonable; similarly U.S. and overseas "small packet" rates can sometimes apply. Many other packages have to be sent Parcel Post (starting at about \$8.50), or, sometimes, Xpresspost can be less expensive. We will find the most cost-efficient mailing system and charge exact postal charges plus \$2 per order (regardless of the number of books) for packaging and handling. Please e-mail us giving your address with Postal Code or Zip Code and we will give you the exact postage and handling charge. If you do not have e-mail, please telephone. We will do the calculation and return your call.

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# Postal potpourri

## 14. More Canada Post Christmas

*Earle Covert* A series about items that can be purchased or found at post offices in Canada, with an occasional side-trip back in time.

**M**OST collectors have a side collection of something other than their main interest; often the topic is related to Christmas, sometimes it isn't even philatelic – one of my friends keeps any Christmas card he receives with a recognizable rendition of any species of bird!. As shown [1] in Postal Potpourri 11, Canada Post often prepares advertising and other material with a Christmas theme.

In this instalment we see more, some recent, some not so recent. The card shown in Figures 1 and 2 is one example.



Figure 1. Card used by Canada Post to advertise the opening of a new postal outlet at Place Versailles in Montreal

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Keywords & phrases: Canada Post Christmas products

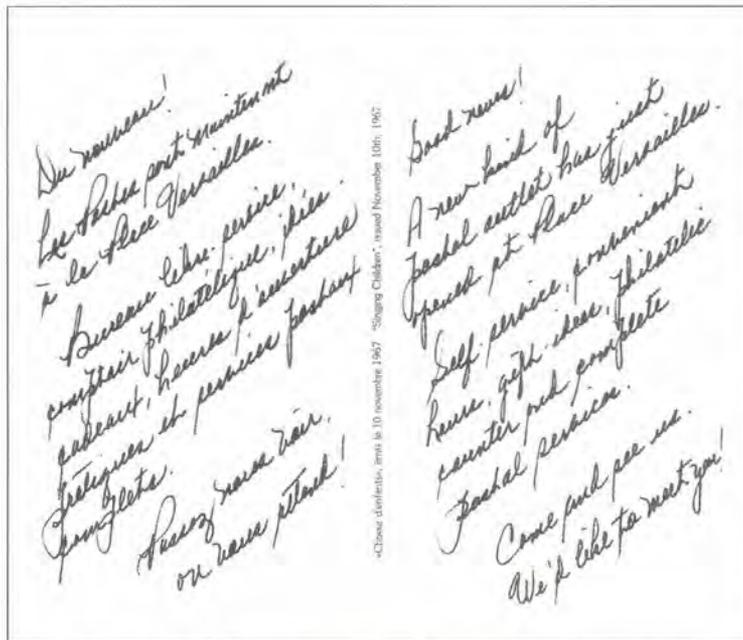


Figure 2. Reverse of card shown in Figure 1

Showing the 3¢ value of the 'Singing Children' stamps issued 10 November 1967, the card in Figures 1 and 2 was used to advertise the opening of a new postal outlet at Place Versailles in Montreal. Montreal's first enclosed shopping mall, Place Versailles was opened in 1963. The exact date of opening of the postal outlet is not known but it was almost certainly in the period around or shortly after the Singing Children stamps were issued. It appears that the cards were distributed to homes, stores and offices in the immediate vicinity.

Accompanied by a significant increase in prices, on 1 September 1993 Canada Post introduced Xpresspost as its replacement for what used to be called 'Special Delivery'. The program includes special cardboard and plastic envelopes in multiple sizes, special labels for use with items mailed in the sender's own packaging, as well as signature and insurance options. The very colourful Snowman Xpresspost button at right was used by Canada Post in 2005 to promote use of the service to get gifts to their destinations on time.



Figure 3. 2005 Xpresspost button



Figure 4. 1982 Canada Post Christmas Card promoting the Priority Post service

In the late 1970s, individuals and businesses looking for alternatives to the Canada Post Office turned to companies such as United Parcel Service (UPS) and Purolator. In a move to keep some of the business Canada Post introduced Priority Post. Now called Priority Courier, it is still in business today, although some of its services were handed off to Purolator when Canada Post bought that company's Canadian operations. The Christmas card shown in Figure 4 on the opposite page was used by Post Office employees in 1982. The full English version of the bilingual card is shown at right. The text portion of the French side is at left.

In Postal Potpourri 11 [1] we learned about the 'Write to Santa' program started on a small scale by Canada Post in the early 1970s. Children who write to Santa Claus get a return letter On Postal Service from him. Canada Post employee volunteers look after addressing the letters, while the company picks up the tab for printing the letters and envelopes and absorbs the postage cost. This year marks the 25<sup>th</sup> anniversary of the program being introduced right across the country. The French and English 2006 'Write to Santa' Bookmarks are shown at right in Figure 5.

## References

- [1] Earle L. Covert, Postal potpourri 11, *BNA Topics*, Vol. 63, No. 4, Whole No. 509, December 2006.

In the next instalment of Postal Potpourri we will look at some of the packaging items the Post Office produces.



Figure 5. 2006 'Write to Santa' Bookmarks

# Cigarette Related Revenue Stamps

*John Parkin*

COLLECTORS of Revenue Stamps that were not applied to documents know that it can be very difficult to obtain properly used copies still on the original package to which they were attached. Revenue stamps used on cigarette and cigar boxes and tins, tobacco packets and tins, and cigarette paper packages are a case in point. Illustrated in this brief article are two items I was fortunate to find.



Figure 2. 20 cigarette package Revenue stamp

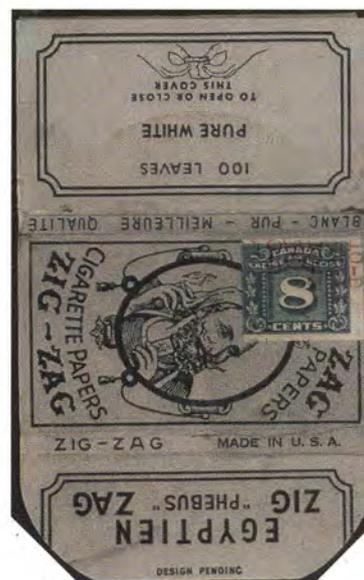


Figure 1. 8¢ Excise stamp on cigarette paper packet

In Figure 1 above we see an imperforate 3-Leaf 8-cent Excise stamp from the 1934-48 series (Van Dam FX101) on the wrapper of a packet of 100 “Egyptian ‘Phebus’ Zig-Zag” cigarette papers.

Figure 2 at left shows a ‘20 Cigarette’ 1915 series stamp (Brandom C317) on a Richmond Straight Cut No. 1 Cigarette box. The dot at the bottom of the stamp below the ‘RE’ of ‘CIGARETTES’ is actually a printer’s logo, a stylized ‘C’ wrapped around ‘ABN<sup>CO</sup>’.

Keywords & phrases: Revenue stamps, cigarettes, cigarette papers

# Matters military

## 2. West to Alaska: the Canadian Army

*CD Sayles*

This is the second in a series devoted to Canadian military philately. Each column will be from one to five pages focusing on a single subject. It will appear as often as material is available: if you have an interesting military story, why don't you tell it here?

### Introduction

Following the December 1941 entry of the United States into WW II, Canada quickly became involved in the defense of Alaska. Both the Army and the RCAF were involved. The RCN was briefly in Alaskan waters, but I am not aware of any postal history resulting from these operations, so the RCN is not covered here. This is the Army story: a future column will look at the RCAF role.

The first Army commitment in Alaska was the deployment of the 34<sup>th</sup> and 35<sup>th</sup> Light, and the 22<sup>nd</sup> Heavy, Anti-Aircraft Batteries to protect 'Y' Wing at Annette Island, in the spring of 1942. They stayed until 27 Nov 1943 by which time a Japanese air attack in this area was very improbable. As there was no Canadian post office at Annette Island both the RCAF and the Army used U.S. APO 935. ( Fig. 1)

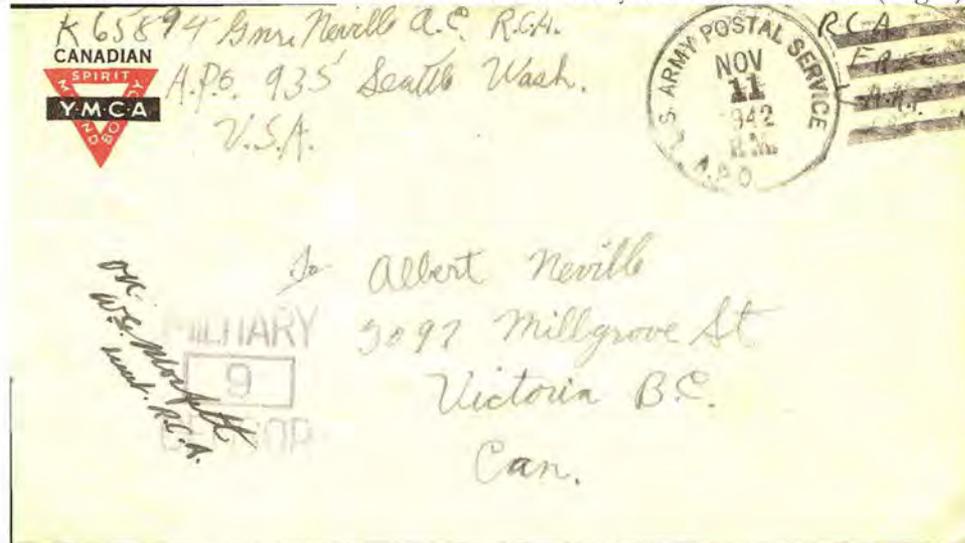


Figure 1. A letter from a RCA gunner at Annette Island, taking advantage of the free surface mail concession. The letter was twice censored: first by Lt. Moffitt of the RCA, and subsequently by a US censor who applied the Helbock type A4 censor mark.

Keywords & phrases: Alaska, Annette Is., Kiska, Cdn Army in Alaska, Adak Is.

BNA Topics, Volume 64, Number 4, October - December 2007

The main Canadian Army role in Alaska came a year later when the 13th Canadian Brigade Group sailed from B.C. ports to participate in Operation Greenlight - the re-capture of Kiska. The Brigade was deliberately organized on the model of a US Army regiment. It included the Canadian Fusiliers, the Winnipeg Grenadiers, the Rocky Mountain Rangers, one regiment each of field artillery and engineers and detachments from other services as needed. In June of 1943 the Brigade was concentrated in great haste at Courtney and Nanaimo. There they had a short time for training before embarking on 12 July 1943 for Adak Island which was reached without incident on 21 July.

The detachment of most interest to us was No.11 Postal Detachment from the Canadian Postal Corps, consisting of Lt. H. MacDonald and four Other Ranks. When they arrived at Adak on 21 Jul 43, they started operating CAPO 51. The stop at Adak was to allow the troops to undergo intensive specialized training, and I suspect mail volume was low. The invasion of Kiska went in on 15 Aug 43, but the Japanese had secretly evacuated their troops two weeks earlier and there was no fighting. CAPO 51 moved to Kiska at the end of August, and operated there until 12 Jan 44 when the last Canadian troops departed.

The CAPO 51 dater did not arrive until late August, so during July and part of August, CAPO 51 used the CPC No. 1 'emergency' dater as shown in Figure 2. Since the stamps used were American, the Canadian military post office was canceling American stamps.



Figure 2. A very early example of Canadian mail from Adak, posted on 24 July 1943 only three days after the troops arrived. It is one of the few examples I have seen utilizing the free surface postage concession. The censor marking is unusual and is not recorded by Helbeck.

It does not appear that CAPO 51 offered a full range of post office services. The AHQ Report #6 says at Para 49:

*"No. 11 Postal Detachment .....would accompany the force to handle mail in the field and to work in close conjunction with the American Postal Units which would be conducting the sale of money orders and air mail stamps to Canadian troops". [2]*

It appears that the role of CAPO 51 was limited the sorting and delivery of incoming mail; and the gathering and datestamping of outgoing mail. The sale of stamps and money orders was handled by the US APO. However, registration service was available as shown Figure 3. Mail addressed to the Brigade was sorted at MPO 1106 (Vancouver Barracks), placed in (closed) Unit bags and forwarded to Alaska through the US APO in Seattle. It seems probable that mail from the Aleutians to Canada was placed in closed bags and sent via Seattle to (probably) MPO 1106. The evidence for this is that the cover shown in Figure 3 has no US backstamps. If it had been handled as part of the US APO mailstream, the regulations of the day would have required a dater stamp from each office which handled the registered article.

The mail service was not good. The Alaskan weather made all transport movements problematical and often imposed long delays. The difficulties were compounded because the American mail planes were too large to land at Kiska, so Kiska bound mail had to be unloaded at Adak to be forwarded by sea.. As a result of these difficulties, no mail from Canada arrived until 31 Aug 43, when the Postal Detachment moved to Kiska from Adak, and brought 150 bags of mail with them. Up to 22 Oct 43 there were only five departing mails.[2]



Figure 3. A very scarce example of registration service from CAPO 51. There are no US APO daters on the back, suggesting that this letter traveled by closed bag to Canada. Note the typical double censorship.

The most inexplicable part of the story is the double censorship so often seen. In the case of both the Army and the RCAF, every letter was censored by a Canadian officer who signed on the front of the letter. . And all letters also have an American censor stamp on the front, and often tape to re-seal the letter. This indicates to me that that the letters were censored a second time i.e. the tape shows that the letter was actually opened for inspection as opposed to the possibility of the stamp being applied as part of a bureaucratic procedure which did not actually involve reading the letters. Does this indicate a lack of trust by the American authorities?

The reader may wonder about the “West” in the title, because we normally think of Alaska as being North of Canada. However the latitude of Kiska is 52°N, and the longitude is 177° W, while Vancouver Island is at 50° N and 126° W. Thus the Greenlight troops only moved North by 2° of latitude (less than 90 miles), but moved West by 51° of longitude. For comparison, Ottawa at 75° W is the same distance East of Vancouver Island as Kiska is West.

## First Special Service Force

This Canadian-American force (the Devil’s Brigade) took part in the invasion of Kiska, but not as a part of Operation Greenlight. They were recalled within days of landing and were in California by September 1<sup>st</sup>. Covers from members of this Force are hard to find, and none have so far been reported from Kiska.

## References

- [1] Lowe, WAB Douglas, *The Creation of a National Air Force*, University of Toronto Press, 1986. pg 412 - 420
- [2] Lowe, Anon., *Canadian Participation in the Kiska Operations*, Army HQ Report No. 6 (1944?).
- [3] RW Helbock, *Military Postmarks of Territorial Alaska*, Self published, Las Cruces, NM, 1977.
- [4] RD Burhans, *The First Special Service Force, A Canadian/American Alliance: The Devil’s Brigade*, Methuen Publications, Toronto, 1947.

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# My favourite stampless covers

## 3. Early St. John's Newfoundland Crowned Circle on an Inter-Colony Letter

*CR McGuire* Ron McGuire has spent years researching postal rates and routes of Canada and the Provinces before Confederation. This series will feature some of Ron's favourite covers from the stampless era.

**I**N addition to my general interest in the history of British North America, particularly the 19<sup>th</sup> Century, one of my favourite collecting specialties is the postal history of Newfoundland. The cover shown in this instalment of My Favourite Stampless Covers ties the two interests together.



Figure 1. 1846 envelope to Bellvill(e) Kingston (Upper) Canada from St. John's, Newfoundland

I believe the tiny (56x 102 mm) mourning cover in Figures 1 and 4 to be the earliest known manufactured envelope mailed in Newfoundland. Per the backstamp discussed below, the letter was mailed in St. John's, Newfoundland on August 8, 1846. It was addressed to 'Bellevill(e)' Kingston, (Upper Canada), as though the sender was not sure in which town the addressee resided. Postmarked in red with the 'PAID AT ST. JOHN'S NEWFOUNDLAND' crown circle (Figure 2; proofed June 27, 1846 at the G.P.O., London), it was first marked 'Paid' (in black manuscript at upper left) and rated 1/ in red (also indicating Paid). [1, 2]

Keywords & phrases: stampless, postal rates & routes, crowned circle



Figure 2. St. John's Crowned Circle postmark

The 1/- was crossed out and the cover re-rated '4', again in red, to indicate that the 4d rate from St. John's to Halifax was paid. I suspect the initial 1/ charge was made because the postal clerk first thought it was internal mail, for which the rate from St. John's, according to Lowe [1], was 1/- for a single letter. Realizing where 'Bellevill Kingston' was located, 'Canada' was added by the postal clerk at the top in the same ink as the 'Paid'.

At this point the 'ST.-JOHNS,-NEWFOUNDLAND' AU 8 1846 'short arc' double split ring date stamp (Figure 3) was applied on the back of the cover. Boggs illustrates this datestamp as type PMC [2], with impossible indicia - 'JU 28/1844', and then contradicts this date by stating its use as 1845-1851. Lowe illustrates the datestamp as type HS-PN with 'JY 3/1846' indicia [1], the date it is recorded to have been sent to St. John's (see below), stating its use as 1846-49.

In his excellent handbook Robert H. Pratt illustrates this date stamp as Type 6 [3] and states that, according to "G.P.O. London records vol. 7. page 247 ... it was sent to the colony on July 3. 1846...the first use reported as being August 24, 1846, and it remained in use until it was replaced by the 'wide arc' date stamp about 1858. Invariably, it was used on the reverse of letters to indicate the date they passed through the St. John's office." Thus the 8 August 1846 used on this cover appears to now be the earliest known use of Pratt's Type 6 handstamp.



Figure 3. ST. JOHN'S, NEWFOUNDLAND split ring cancel

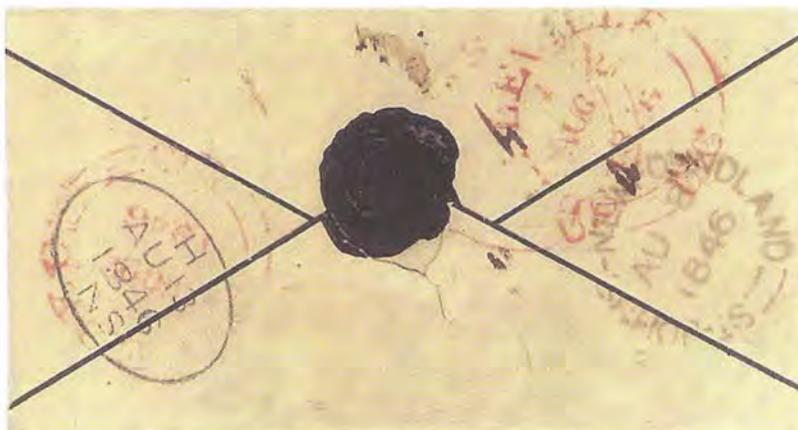


Figure 4. Reverse of the envelope in Figure 1. The black lines and black wax seal indicate that the sender and/or addressee were in mourning over the death of a loved one.

Pratt also illustrates the Crowned Circle as Type 5 [3] and states, "...according to the G.P.O records vol. 7, page 247 ... that it was registered at the G.P.O., London, June 27, 1846." Pratt believes "...it was probably sent to St. John's with its companion date stamp." and writes "...covers exist to Great Britain, the United States and Quebec. The first recorded date of use is September 10, 1846, and the last March 17, 1849." The St. John's Crowned Circle on this envelope may be its known earliest use and also the only known use to Upper Canada.

The other postmarks on the back of the cover (Figure 4) record its route after leaving St. John's. The letter reached Halifax and received the oval 'H' transit mark on August 13. This is Pratt's Type 26 which, he writes, "... appears on most mail which changed carriers at Halifax." [4] At Halifax the letter was rerouted to '2/7' in black (collect). According to F. A. Stayner's *Table of Post Towns in the British Provinces in North America* [5], 2/7 was the correct rate for a single letter from Halifax to Belleville. The 'More-To-Pay.' Handstamp in black was also added. This is Pratt's Type 16, which he states "...was affixed to outgoing letters at Halifax. It appears on most covers to Quebec which were sent either partially prepaid or collect." [6]

The letter then went through New Brunswick in a closed bag to Quebec City where it arrived on August 22 (red double split ring under Halifax mark). On arrival at Kingston on August 24 (faint red double split ring at top right of black seal) it was redirected to Belleville, where it was received August 25, 1846 (red double split ring on top of Kingston postmark). At this point the '7' of the '2/7' was altered to '5', making the postage to be collected from the recipient 2/5, which is the correct rate on Stayner's chart for a single letter from Halifax to Kingston.

It is amazing to think that this letter traveled from, through and to five of the six eastern British North American colonies in only 18 days! It was the best of a small group of ordinary covers among family papers purchased by Ian Kimmerly in 2003 and proves that a 'gem' in wonderful condition can still come to light nearly 160 years after it was posted. If anyone is aware of an earlier use of the St. John's postmarks or an envelope in Newfoundland please contact me through the Editor.

## References

- [1] Lowe, Robson, *The Encyclopaedia of British Empire Postage Stamps, Part iv, Newfoundland and British Columbia*, London, England, 1973, p. 445
- [2] Boggs, Winthrop S., *The Postage Stamps and Postal History of Newfoundland*, Quarterman Publications Inc., Lawrence, Massachusetts, 1975 reprint of 1942 original edition, p. 25
- [3] Pratt, Robert H., *The Nineteenth Century Postal History Of Newfoundland*, Collector's Club, New York, N.Y., 1985, p. 105 plate ii
- [4] Ibid, page 113, plate iv
- [5] Chart; *Table of Post Towns in the British Provinces in NORTH AMERICA, ON THE MAIN POST ROUTE: to which Letters may be conveyed by the Post, with the Distances and the Rates of Postage for a Single Letter in HALIFAX CURRENCY, constructed by F. A. Stayner, Esq., Dy. Post-master General in 1829.*
- [6] Pratt, Ibid, page 111, plate

## The De La Rue essays of Edward VII

*Victor L. Willson*

**I**N the recent ASTOC sale of Edward VII material (Charles G. Firby Auctions, March 9, 2007), lot 502 was described as 1d De La Rue & Co. 1902 Trade Sample Die Essay on watermarked paper, 74 x 77mm, in Deep Rose Red. This lot was originally owned by Ed Richardson, and was lot 403 of the March 22, 1979, Maresch auction, described as a Die Proof, which it is not with regard to the Canadian Edwards. I recently came across a letter written to Ed from Thomas De La Rue & Co. Limited, that I believe sheds some additional light on this item. I was given the letter among with some memorabilia by the estate administrator.

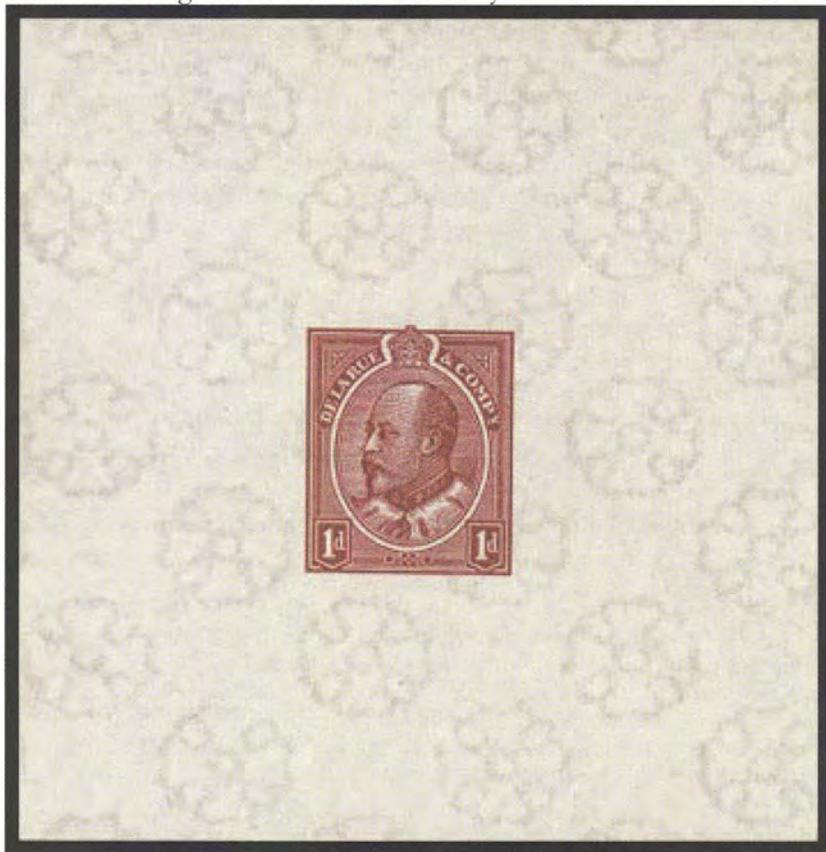


Figure 1. Lot 502 from the ASTOC sale. *Courtesy Charles Firby Auctions Ltd.*

Keywords & phrases: Essays, De La Rue, King Edward VII essays

The letter on De La Rue stationery reads:

*10<sup>th</sup> April, 1951.*

*Dear Mr. Richardson,*

*We have now had an opportunity of discussing the matters raised in your letters Feb. 7<sup>th</sup>, March 7<sup>th</sup>, and March 22<sup>nd</sup>, with our late Head Engraver, who remembers the case perfectly, and explains the matter in a manner which I am quite sure would never have occurred to any of us. You are right in your supposition that the work had no connection whatever with Canadian postage stamps!! At the beginning of the Century the Italians engraved a head of the King of Italy for typographical reproduction, but copying the intaglio style. It was not a success so we thought we would see what we could do. The head of King Edward was chosen, because he had just succeeded to the throne and we were engraving his head by Fuchs for the British and Colonial issues. The experiment was as you will see a failure, but we are wondering how a proof, which was pulled on gummed paper, as a purely internal experiment, came into your possession? There is no trace of this experiment in our records of dies, which presumably and rightly, was destroyed on conclusion of the experiment. All proofs also should have been destroyed and it would be interesting if we could trace back how those in your possession reached Canada. The date of this arrival is very important, because the strong room in which single proofs were kept for reference received a direct [bomb] hit, and such proofs were scattered far and wide. It is known from the date that some proofs, which ordinarily never leave the precincts of the factory, appeared on the market that they could only have been "released" by the action of this bomb.*

*This has been an interesting enquiry to us, and we trust clears up finally the ingenious possible "explanations" you propounded.*

*With kindest regards and our grateful thanks for the photographs,*

*Sincerely yours,  
P. L. Newman*

As far as I know Ed had no other such item in his collection. In addition to this item on gummed paper, he sold in the 1979 Maresch sale three black essays, apparently progressive, on card, and a 4d on card. Where or when he got these latter I don't know. The 4d was lot 506 in the ASTOC sale. Three different essays in brown, dull orange, and green were also sold in the ASTOC sale, bringing to at least seven the number of these essays. It is not clear and really can't be determined from the photos if the colored essays differ from any of the black ones.

It is important to note that Marler in his 1975 *The Edward VII Issue of Canada* (National Postal Museum) did not discuss these items. Perhaps he and Ed discussed this aspect. While I do not want to rain on anyone's collecting parade, I think the evidence is pretty strong that these have nothing to do with Canadian Edward VII stamps and are at best collateral to an exhibit as interesting similarities, not as proofs for the Canadian issues.

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# The man from Sandy Point - Part II

Norris (Bob) Dyer

*In Part 1 of this two-part series I wrote about Rev. Butler as Anglican clergy and mail-order Newfoundland stamp dealer. His 1919 purchase of the Alcock stamp remainders was described and his early years as a dealer.*

**R**EVEREND Butler sent Christmas cards to customers and parishioners. They were non-denominational and did not include any philatelic references. His 1937 card, however, honouring King George VI in the year of his coronation, had an embarrassing typo – see Figure 10.



Figure 10. Rev. Butler's 1937 Christmas card with the King's name mis-spelled.

During the 1930's Butler retained his position as the pre-eminent dealer in Newfoundland philately and attracted orders from all over the world. Figure 11, again from 1937, properly honored the coronation of the new king, as the letter traveled thousands of miles from South Africa to tiny Sandy Point.

Keywords & phrases: Newfoundland, Butler, stamp dealers

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Figure 11. A letter from a customer in Durban, South Africa paid with stamps celebrating the coronation of King George VI.

Butler issued price lists every year and the 1939 price list is significant as it features yet another photo of Butler (with walking stick) – the last cover photo we will see (Figure 12). The caption reads:

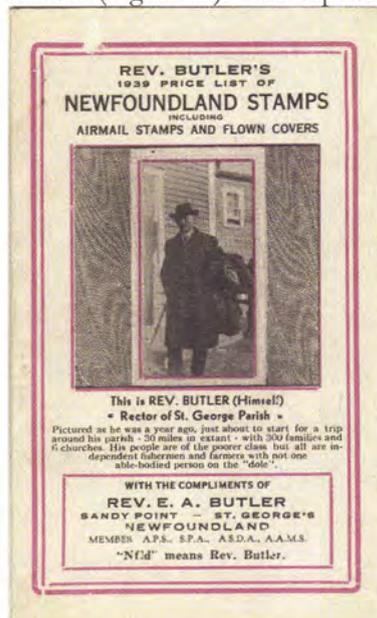


Figure 12. The 1939 price list.

“This is Rev. Butler (Himself!) Rector of St George Parish. Pictured as he was a year ago [age 66], just about to start for a trip around his Parish – 30 miles in extent – with 300 families and 6 churches. His people are of the poorest class but all are independent fisherman and farmers with not one able-bodied person on the “dole.””

*Turbulent Tides* mentions that while the Roman Catholic population of Sandy Point increased significantly between 1921 and 1935, the Anglican population decreased from 322 to 86 [3]. At some point we know that Rev. Butler’s charge extended from Sandy Point to the coastal towns between St. David’s and Boswalos. Perhaps, as the Sandy Point Anglican population decreased his parish had expanded. It is the only way his continued use of “300 families” makes sense.

The 1940 list deserves a longer look. Butler was now able to add the recently issued postage due stamps. They had a face value of 24¢ and he sold them for 30¢. He still showed the Bremen Relief Expedition covers at \$25. Other nice items included DO-X and Balbo flown covers at \$20 and \$25. The scarce 1897 Type C made one of its occasional appearances, this time at \$20. Butler also listed a number of first day covers, starting with the 1932 industrial set.

War was approaching, and Butler cautioned world-wide customers:

*"Due to unsettled world conditions and restricted shipping it is impossible to forecast [sic] what new stamps may appear...I suggest that you send funds for me to hold ready so that I can prevent your disappointments."*

In the spirit of the times, the back page of his 1940 list contained this inspirational message which could have come from one of his sermons:

*"He that can valiantly endure adversity is sure to bear prosperity with equal greatness of soul, for the mind which is not dejected by the former is less liable to be changed by the latter. The greatest calamities are productive of great minds. Adversity is the trial of principle, without which man knows little of himself."*

Butler issued another *buy* list that came out in late 1943 or 1944. One should be able to estimate his markup by gauging his buy prices against retail offerings in his 1944 list issued in February of that year. Keep in mind, Butler had bragged before (1938) that his prices were "...only 25% above what the stamps cost me, which allows a very small margin of profit after meeting the overhead expenses." I find a wide disparity in 1944 between BUY and SELL prices, however. On lower priced items he would offer no more than 20% of selling price. While the DO-X and Balbo sold for \$14.50 and \$18 he offered only \$4 and \$5.50, which was about 30% of his selling price. I doubt things had changed since 1938 and I guess we can place this apparent "white lie" into the category of aggressive salesmanship. In his defense, he *did* offer new issues at only 25% over face. Butler would offer 50% of selling price if it was credit against a purchase. In a 1947 letter he wrote:

*"For your #21 used I can allow you a cash credit of \$7.50 on a/c. [retail \$15], and for #103 used \$6.50 on a/c. [\$13]. Your Gilbert set on first day covers is worth a cash value credit of \$21.00 [not offered] and I can take this also if you wish."*

The 1944 list included the major re-entries of the 1937 long coronation set and the following year 13 revenue stamps were added for the first time. Butler's 1947 price list was his last and he started using the name "Nlfd Stamp Co." He was 75 years old but still continued his pastoral duties. In a March 1947 letter to a customer he commented:

*"For several weeks I have been on a visit around my parish – 80 miles in extent [note it was up from "30 miles" mentioned in 1939] with 6 churches and 10 schools – hence the delay in my reply."*

It is easy to imagine the challenges to a man of his age – he was 75 - braving the Newfoundland winters to visit his expanded flock.

The most expensive items in his final list continued to be air mails – Alcock C2b (no comma, no stop) at \$100, and one remaining Columbia supplemental mail at \$190. Both the DO-X and Balbo flight covers went for \$65.

On the inexpensive side, the 1947 letter quoted above also contained an offer to provide singles and blocks of the upcoming Princess Elizabeth and Cabot stamps at only 25% over face, as was his practice. He also continued to offer a “Beginners Packet” –50 different used for \$1.

A census showed that Butler had only one remaining child living at home in 1945, so it appears his stamp business had achieved its goal of supplementing his meager wages as a rector with funds sufficient to educate his children. He resigned from his church post in July 31, 1948 to allow a younger man to become rector. It appears that he continued to reside at Sandy Point.

Bishop disposed of his Newfoundland philatelic holdings in early 1949 through an auction conducted by Hugh C. Barr. I have not seen a catalogue of that sale.

## Butler stationery

Nowadays, Rev. Butler is probably more widely known among philatelists for his covers than his price lists. The latter are getting harder to find and are actively pursued by a small cadre of collectors who gather all things “Butler” - that includes me, of course. His philatelic mail is more often seen but can still be interesting.

Figure 13 is a registered cover from 1924 to the U.S. at the proper 9¢ rate. Note the three registration markers. The one below his corner card is a rubber stamp Butler created about this time.



Figure 13. A registered cover from 1924 with Rev. Butler's purple handstamp below the corner card.

Figure 14 shows a 1930 cover with a Postal Telegraph marking. Ron McGuire tells me that “this type of postmark was meant to be used for telegraph related business, however, many postmasters, like the one at Sandy Point, used it on mail.”



Figure 14. Inappropriate use of the PO telegraph hammer on Rev. Butler's mail.

McGuire was surprised to find that some covers were postmarked in Sandy Point and then backstamped in St. George's. He noted that [1]:

*“Often PM's failed to follow NPO regulations requiring clearly dated markings including those for transit and receiving. I wondered if the Rev. had insisted on this so he could monitor and be sure his mail was not being delayed by either PM [Sandy Point or St. George's]. Being who he was, a prominent and influential citizen and probably their largest patron, he would have no problem obtaining compliance”. [7]*

The Sandy Point Post Office was opened in 1900. Its mailman had the responsibility of transporting the mail back and forth from coastal town of St. George's. A ferry carried the mail across the two kilometers of open sea, at least during the warmer months of the year, since the town was much closer by sea to St. George's than by road. After freeze-up, the route was quite dangerous. One can imagine that during the late 1920's, 1930's and 1940's, it was Butler's to-and-fro mail that constituted the bulk of that burden.

Butler used a variety of different corner cards during his career. In 1921 and 1922 they were generally handstamps followed later by a long series of printed versions. Between printings he sometimes reverted to one of the handstamps. Figure 15 shows the earliest *printed* corner card I have seen, from June 1922. Figure 16 shows seven other corner cards (three handstamped and four printed). Some collectors try to date Butler correspondence with indecipherable postmarks by the type of corner card used.



Figure 15. The earliest printed Butler corner card known to the author.

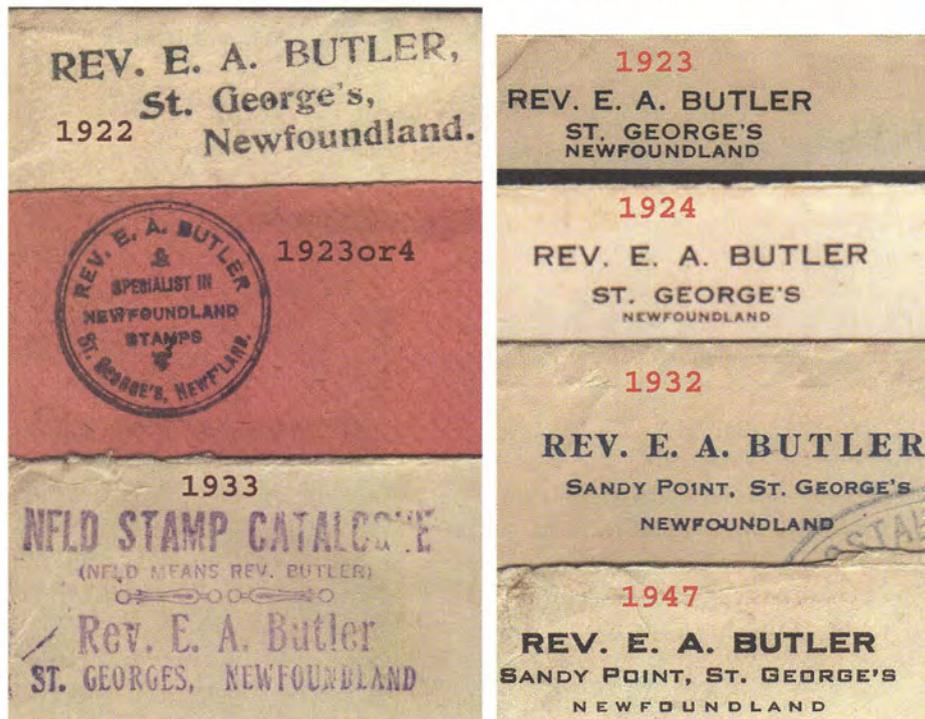


Figure 16. Rev. Butler's corner cards. Rubber stamped examples on the left and printed examples on the right. Known year of usage is superimposed in red.

Although some of the Butler covers were “philatelic”, most did use contemporary stamps to pay correct rates. In recent years, the A.P.S. added a new

type of exhibit called "Illustrated Mail". Within that category are "corner cards." I asked a certified A.P.S. judge if a single frame exhibit showing various Butler corner cards would pass muster. He thought it would. Now I doubt we are talking "Gold" material here but I could envision such an exhibit with some nice worldwide destinations thrown in.

Butler was so organized that he even provided address labels to some customers with their customer number on them. He also used his own back labels.

Even Butler's stationery is of interest. Figure 9 shows three versions. I assume the (unused) top one was his earliest. The middle one, used in 1932 shows membership in three philatelic organizations, the A.P.S., S.P.A. and A.S.D.A. The bottom (unused) stationery is from a later period. Note he no longer shows the A.S.D.A (American Stamp Dealers Association) but does show the A.A.M.A. (American Air Mail Society).

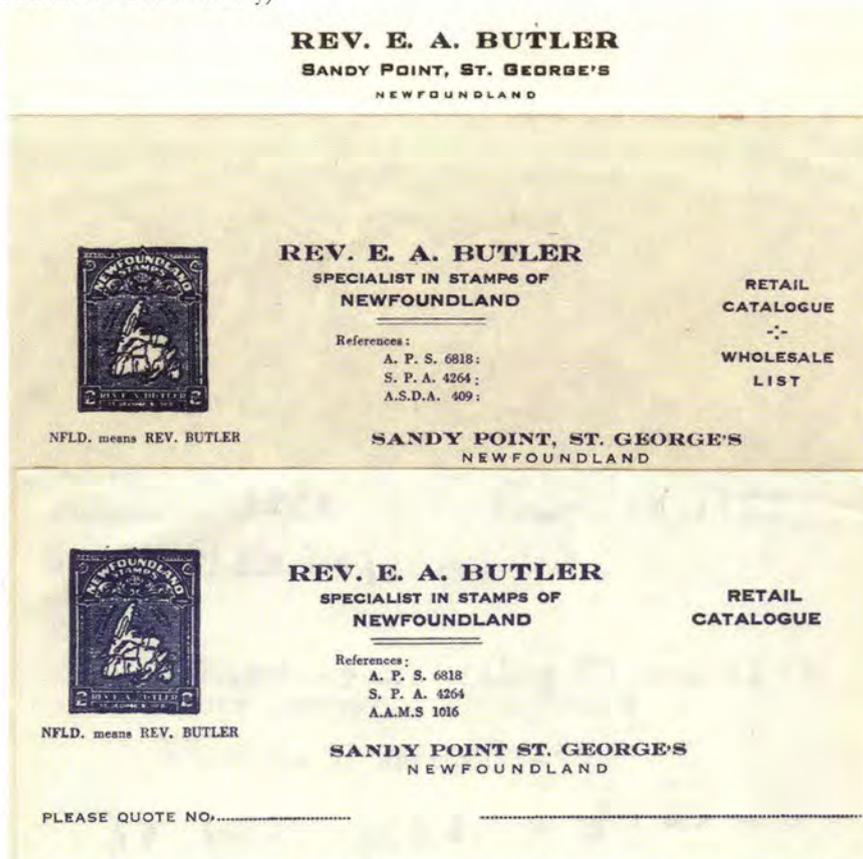


Figure 17. Three examples of Rev. Butler's stationery. Note that society memberships were considered important enough to be included.

## E.A. Butler - his final years

According to *Turbulent Tides*, Butler continued to assist in his parish after his retirement. The last letter I have seen from him was sent in April of 1951. It included a printed self-addressed return envelope which was never used.

By the 1940's livestock grazing had lead to erosion in the sandy soil of the narrow peninsula that connected the town to the mainland. Then, a massive winter storm in late 1951 provided the coup de grace and a gap appeared in the middle of the peninsula, such that it was no longer passable at high tide and cutting off Sandy Point from the mainland. Further storms widened the breech and efforts to close it failed. So, with their road cut off, life ebbed away from the small community. Most inhabitants were resettled to the mainland in the 1960's, and the last two people left in 1973.

E.A. Butler was dropped from the A.P.S. for non-payment of dues on October 12, 1954 [1]. He died in January 1955 at the age of 83 and was interred only a short distance away from Sandy Point, on the mainland at Stephenville Crossing – less than five miles away as the Black-headed Gull flies (Figures 18 and 19).



Figure 18. The gravestone of Rev. Butler and his wife at Stephenville Crossing.



In honor of his lifelong devotion to education, the Central High School at Robinsons (within his old parish) became E.A. Butler Memorial School. A school in McKays was also named after him. The last of Butler's children, Jean Ellen Messervey, died at the age of 98 in 2003.

There is no reference in *Turbulent Tides* to Butler's involvement with postage stamps, but it took a long time for his loyal customers to forget him. Judith Viney recently sent me a 1964 aerogram from Great Britain directed to Butler which has all the earmarks of coming from a customer. It was returned to the sender, with "unknown" checked off. To those of us who seriously collect Newfoundland stamps, Butler will never be "unknown" as we'll continue to find his covers in dealer stock everywhere as long as we collect Newfoundland's stamps.

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*My thanks for help in the Butler research go out to Peggy Bennett of the St. George Genealogical Society who provided information on the Butler family and found his grave marker. The following Newfoundland Study Group members also were very helpful, providing price lists, covers, ads and helpful information: Barry Senior, Doug Hannan, Sammy Whaley, Judith Viney, George McGowan, Eugene Yount, John Rempert, Jean-Claude Michaud, Jim Luetze and Ron McGuire. The book *Turbulent Tides* is highly recommended – a two hundred year social history of Sandy Point.*

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  - [2] Henry Mann "Wallpepper (*Sedum acre* L) naturalized on Sandy Point", *The Osprey* 19, No. 1, 1988.
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  - [4] John S. Bain, "Bringing News About People & Stamps", *BNATopics*, March, 1949.
  - [5] Norris R. Dyer, "Settings of Newfoundland Surcharges", *BNATopics*, No.510, Vol. 64, No. 1, January-March (2007).
  - [6] CHC Harmer, *Newfoundland Air Mails*, American Air Mail Society, 1984.
  - [7] C.R. McGuire, Email of April 4, 2007 to author.
- Also quoted are various price lists of Reverend Butler.

[www.canadacovers.ca](http://www.canadacovers.ca)



# 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 July through early October 2007.

**Revenues:** Newsletter No. 57 features an article by Chris Ryan on Canada's excise tax on transfers of stocks and bonds from 1920-1953. The procedures used to ensure that the tax was paid are described, as are the rates and changes in the regulations over the period. Fritz Angst reports a 5¢ George V war tax stamp with a scarlet-red 'U.S.P.C. CO' precancel from the United States Playing Card Company. Before an 8¢ war tax stamp was issued, the 5¢ stamp likely was used with a 3¢ value as one way to pay the 1918 8¢ tax on playing cards. Chris Ryan also provides an outline for the three series of Canada's War and Excise Tax stamps as issued between 1915 and 1934 (an addendum is provided in issue No. 58 of the newsletter). In the 2007 September issue, Brian Peters provides two interesting short pieces—an illustration of a document bearing a copy of the rare 10¢/\$1 se-tenant variety (fifth issue of British Columbia's law stamps) and a selection of unusual match-tax items. Chris Ryan presents information on the George V War Tax stamps in coil form. The 1¢ coil seems to have been prepared in late 1920 to handle the needs of a single match importer in 1920 and 1921. John Harper traces the evolution of the "Beaver vignettes" shown on the British American Bank Note Company printings of Canadian cigar stamps (1883-1897).

**Large and Small Queens:** In the August 2007 issue of *Confederation* Vic Willson shows two interesting varieties of the 1¢ Large Queen. One has perforations cutting diagonally into the top of the stamp; the other is a used off-centre copy showing part of the plate imprint. Glenn Archer shows a used strip of three of the 2¢ Large Queen with three recorded constant plate varieties. This demonstrates the relationship between these varieties. John Hillson presents the case for there having been three 6¢ Small Queen plates—not just two. John Burnett illustrates several Small-Queen period rates to Great Britain.

**George VI:** In issue 11 of the King George VI Post & Mail, Gary Steele presents Part IV of his study of postal history during the King George VI 1937-42 "Mufti Era". Covers to Central and South America are featured, and include (among others) a 1942 registered airmail cover from Montreal to Buenos Aires, Argentina, total fee \$8.15, (10¢ registration fee +  $23 \times (35¢ \text{ per } \frac{1}{4} \text{ oz. airmail fee})$ ), a surface-mail post card from Quebec to Asuncion, Paraguay, properly paid at the 2¢ rate, and

a 1-2 oz. letter from Montreal to Rio de Janeiro, Brazil bearing a 5¢ Mufti issue stamp. Gary Dickinson discusses the Canadian 1937 coronation flag cancels. He provides extensive detail, and augments previously published material. Hugh Delaney illustrates a fascinating “first-flight” announcement card for a 1942 route between St. John’s Newfoundland and Moncton, New Brunswick. The card was prepared by the Newfoundland Post Office, but was mailed to collectors “FREE” by the Canadian Post Office from Ottawa. John Burnett illustrates a wonderful cover that was carried in 1943 on the “Mercy Ship” MS Gripsholm. This ship was used for exchange of non-combatants with Japan, but also carried mail to prisoners of war held by the Japanese. Stephen Prest shows an 11-tab coil-starter-strip for the precancelled 1¢ 1949 issue (without Postes/Postage).

**Queen Elizabeth II:** Two issues of the *Corgi Times* have been received. During a visit to the National Archives of Canada, Robin Harris was able to view press sheets for the 50¢ Flag and Queen Elizabeth II booklets. In the newsletters he shows colour mock-ups of these sheets. For both Canadian Bank Note Company booklets, when TRC paper was used, the layout was 48 panes/sheet; when Fasson paper was used, the layout was 45 panes/sheet. The current coils are delivered to post offices in boxes of ten rolls. The labels on these boxes provide some clues about the printing and distribution process. Robin Harris, Andrew Chung, Mirko Zatka, Clarence Wigmore and Earle Covert provide a preliminary list of the information found on these labels. Ken Pugh notes that crudely prepared (colour laser) counterfeits of all four values of the current Flower coils have been offered for sale. New printings of the current booklets (Flag, Queen Elizabeth II and Flowers) are reported. John Burnett shows some nice usages of Elizabethan stamps on piece and cover. Joseph Monteiro reports on perforation errors offered in the R. Maresch & Son auction of June 2007 and the Eastern Mail Sale of August 15, 2007.

**Military Mail:** In the latest newsletter from the group, Kim Dodwell discusses and illustrates the orderly room handstamps used from 1941-1944 by the 9th Canadian (“Highland”) infantry brigade. The Stormont, Dundas and Glengarry Highlanders used many different markings; the North Nova Scotia Highlanders seem to have ‘made do’ with one. Bob Toombs shows some covers related to a previous article (by Bob Collyer) on the “Trans-Pacific Wartime Service”. Colin Campbell reports a WW I card that suggests that “78 Home Defence Squadron”, with which some Canadian troops served, may have been based in England’s Essex County in late 1917 (at least one book has placed the unit in Sussex). Other items were contributed by Colin Pomfret, Dave Hanes and editor Dean Mario.

**World War II:** *War Times* issue #36 is a special issue on blackout cancels, and was prepared by Bill Pekonen. Calendar tables (1942-1945) are provided for cancels

used in Sydney (NS), Yarmouth, Halifax, St. John, Rimouski, Quebec, Prince Rupert, Vancouver and Victoria. In all cases there are many unreported dates, and Bill requests help from members to fill the gaps.

**Newfoundland:** Newsletter issues #124, #125 and #126 have been received. George McGowan has begun a new column on Newfoundland's slogan cancels. In the first installment he discusses the machine cancels that preceded the slogan cancels. In the second installment he examines the first slogan cancel, "Food / will / win the war / don't waste it", used in 1918 and early 1919, and illustrates the types. Barry Senior shows illustrations of various perfins—'AND' on low values of the 1911 Royal Family Issue, 'AYRE' on most stamps of the 1923-24 Pictorial Issue, and covers from 1918 and 1919 bearing 'GK' (G. Knowling Limited) perfins. In each issue, single pages from Carl Munden's abandoned outposts exhibit, Colin Lewis' Newfoundland postal history exhibit and Horace Harrison's exhibit of Newfoundland postal stationery are shown. Bob Dyer illustrates a wrapper which appears to bear a copy of Scott #44 used in March 1888, a very early date. However, closer examination indicates that the 1¢ stamp was added later, and that the tie to one of the other stamps has been faked.

**British Columbia Postal History:** In newsletter #63, editor Bill Topping presents a summary of the information known about Victoria sub-office X, which was apparently open between late 1914 and mid 1916, and from spring 1918 until early 1919. This was likely a military post office, but its relationship to the nearby Willowpark office (later sub-office) is unclear. Bill also brings together information on the history of the Duck and Pringles post office (later Monte Creek). The relationship between that office and the Duck Range and Robins (Robbins) Range offices is discussed. Dates of use of the "Vimy" spray jet cancel in Vancouver and Victoria (mid-March to mid-April 2007) are discussed. Strangely, there were errors in wording in the Victoria cancel that were never corrected. This was also noted by David Dawes in the Fancy and Miscellaneous Cancels newsletter No. 45

**Fancy and Miscellaneous Cancels:** The August 2007 of the newsletter contains background notes and comments on a further six tracings of Toronto cork cancels from Ron Leith. Brian Hargeaves sent in several items including a cover marked with a Lacelle cancel No. L1533. This cover indicates that the cancel was in use at Dominionville, Ontario. Other fancy-cancel reports are from Paul Young, Ron Smith, David Lacelle and Bob Turkowski. David Dawes submitted more pictures of recent ink-jet-cancel oddities.

**RPO Cancels:** Three issues of the newsletter have been received. In Volume 35, #4 the postmarks used on the Welland Railway are examined, including the lines

when they later became part of the Grand Trunk and Canadian National Railway systems. Then the cancellations from the Quebec & Lake St. John Railway are described. This discussion is continued in Volume 35, #5 with maps, timetables and a hammer study for the last RPO used on the railway. Also, two New Brunswick branch line RPO services—Tracadie & Bathurst, and Newcastle and Fredericton—are examined. In Volume 36, #6, attention is turned to postmarks used over the Crow's Nest Pass route of Canadian Pacific Railway and then to the Nelson & Midway run. Updates and new reports come from John Watson, Jim Felton, Ross Gray, Warren Bosch, Rick Parama and Bob Lane.

**Squared Circles:** The July 2007 newsletter contains another group of reports of new time and date markings. Thanks to Bill Pawluk, two nice Manitoba “squared-circle” covers are shown—one with a Pipestone cancel on a 2¢ Map, the other an illustrated Manitou cover (with a 3¢ Leaf Issue stamp).

**Post Cards:** Issue Vol. 7, No. 2 of *Post Card Matters* has been received. John Sayers provides information on Colin Campbell's “early” Empress of Britain card. These cards were used for promotional purposes by Canadian Pacific. A copy of the card, “picked up ... on table in diner”, is postmarked July 11, 1930, again several months prior to the ship's maiden voyage. Pictures of other cards were provided by Maggie Toms, Colin Campbell and Don Kaye.

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# Pre-UPU registered mail to Australia and New Zealand

George B. Arfken

THE Australian colonies and New Zealand joined the UPU on October 1, 1891. Before that, there are almost 200 Canadian covers to pre-UPU Australia and New Zealand. Only three of these covers and perhaps a fourth were registered. In this article, I examine these four special covers.

1. Taking these four registered covers in chronological order, the earliest is the “perhaps a fourth.” This cover was registered in Chatham, Ontario on August 11, 1875, and addressed to Mr. Williston in Melbourne, Victoria. This cover was part of the extensive Williston correspondence. Some 10 other Williston covers from August 1873 to November 1884 have been recorded.

The franking was a 15¢ Large Queen and 2¢, 3¢ and 5¢ Small Queens for a total of 25¢. No further details are available. 1874 and 1875 was a time of major change (and possibly major confusion) regarding the routes and the rates to New Zealand and the Australian colonies. The *Department Circular* of January 20, 1874 started with the following paragraph:

“Mails for the above places (Australia, New Zealand and the Fiji Islands), hitherto forwarded via England, will in the future be sent by way of San Francisco, U.S., the first despatch to be made by a Steamer leaving San Francisco on Saturday, the 31<sup>st</sup> January instant, and others to follow by Steamers sailing on every fourth Saturday counting from that date.”

Letters to Victoria, Australia were listed as 10¢ per ½ oz. and were “liable to a further charge on delivery.” There was registration to New South Wales costing 12¢, but no registration to Victoria. Table 5, p.265 of the 1874 *Tables of Rates of Postage* repeated this rate. Table 2, p.xxxiii of the Oct. 1875 *Official Postal Guide* showed 8¢ postage and still no registration to Victoria. This cover would have been landed at Sydney, NSW and then forwarded (collect) to Melbourne, Victoria. I list this cover as a “perhaps” because I have no photo of it.

2. The second cover was registered in Bradford, Ont., June 26, 1880, and addressed to Nelson, New Zealand. The cover went via Toronto, Windsor and reached San Francisco July 6, 1880. There the letter waited for a ship until Aug. 2. There is an N-Z Nelson AU 28 80 backstamp which indicates a transit time of 63 days. When this cover reached Horace Harrison, there was a 15¢ Large Queen that would have paid the postage (via San Francisco) [1]. The cover was clearly registered but the stamps paying the 15¢ registry fee were missing. Harrison sent me a

photocopy of the complete cover as shown in Figure 1 and noted that this was probably the way the cover looked before stamps were removed.

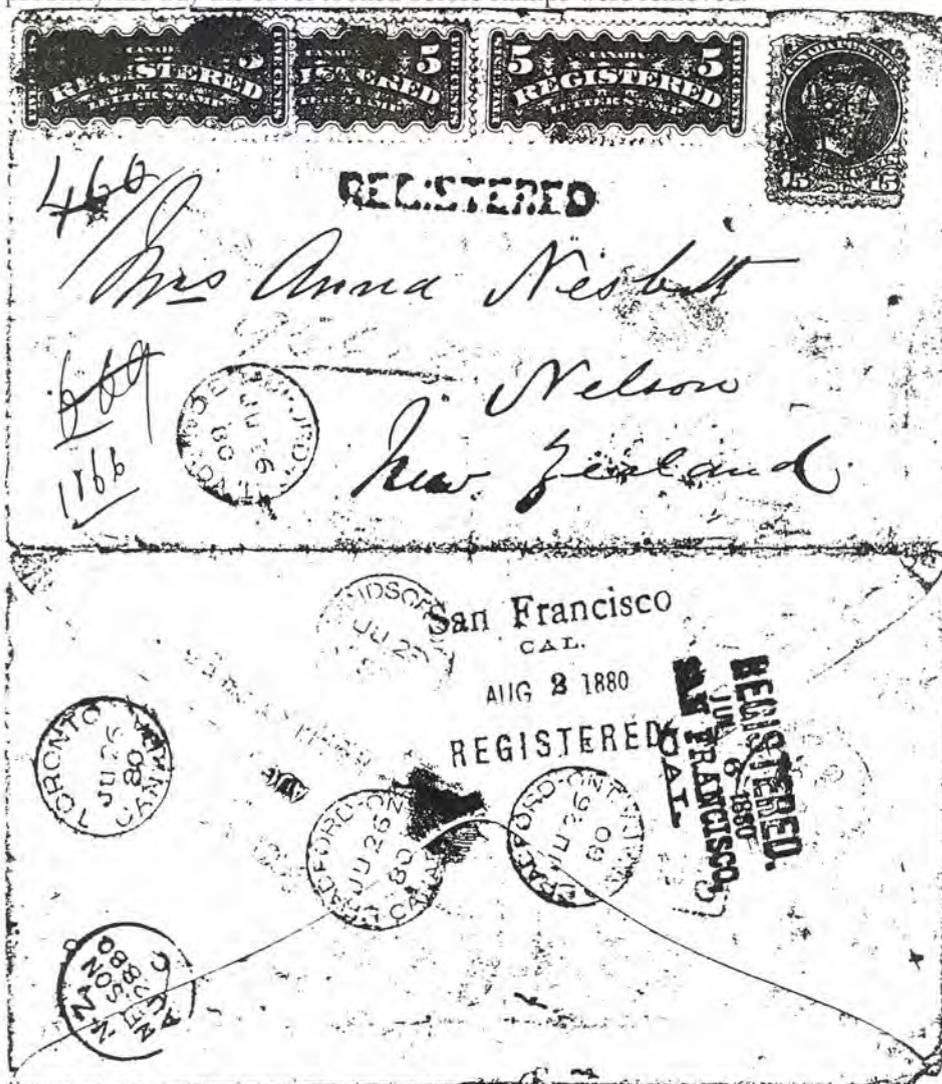


Figure 1. First reincarnation. Registered in Bradford, Ont., June 26, 1880, and addressed to Nelson, New Zealand. The 15¢ postage (via San Francisco) was paid with a 15¢ Large Queen. The 15¢ registration was paid with three 5¢ Registered Letter Stamps. Courtesy of Horace W. Harrison.

The 15¢ registry fee could have been paid with a second 15¢ Large Queen but Canada wanted outgoing registered letters to carry a green 5¢ RLS so the choice of three 5¢ RLS is a reasonable one. Harrison wrote that he was tempted to show a 2¢,

5¢ and 8¢ RLS for a truly spectacular franking but he knew that no postal historian would believe it. Nevertheless, the temptation became too strong and we have the second reincarnation, Figure 2.



Figure 2. Second reincarnation. A joke by Horace Harrison. Registration paid with 2¢, 5¢ and 8¢ RLS! Courtesy of Jean and Bill Walton, Harrison Collection [2].

This is the reincarnation that appeared in *Canada's Registry System*, Chapter 16, p. 336-337 [3] and it should not be taken literally. On page 337 there is a statement "An imaginative postal historian replaced the missing stamps with the entire set of

RLS to make up the requisite 15¢ fee.” The caption of Figure 446 showing this second reincarnation says “There is no telling what this June 26, 1880 cover would have realized at auction if the set of RLS had actually been used on this envelope originally.” This second reincarnation is Harrison’s final joke.

3. The third registered cover was posted at Guelph, Ont., March 3, 1884, and was addressed to Sydney, New South Wales. Registration was 15¢ paid with a 5¢ RLS and a 10¢ SQ. The remaining 30¢ paid double the 15¢ postal rate [4]. Figure 3 shows the cover as it reached Sydney and had just been redirected (in red).



Figure 3. This is what the cover looked like when it reached Sydney. Registered in Guelph, Ont., March 3, 1884, and addressed to Sydney, New South Wales. The 15¢ registration was paid with a 5¢ RLS and a 10¢ SQ. The 30¢ double rate was paid with a 15¢ LQ and 2c, 3c and 10c SQ. The cover has been marked in red to be forwarded to Albury, NSW. Courtesy of Firby Auctions, Menich Collection.

Redirection was not free. A strip of three 2d NSW stamps was added to pay for forwarding to Albury, NSW (on the Victoria border). Figure 4 shows this registered cover with the added strip of three 2d stamps covering some of the original Canadian stamps.



Figure 4. The cover of Figure 3 with a strip of three 2d NSW stamps applied, paying the charge for redirection. Courtesy of Firby Auctions, Menich Collection.

Our fourth cover, shown in Figure 5, was registered in Halifax on August 27, 1887, with an R in oval and addressed to Launceston, Tasmania. The letter went by rail via St. John, N.B., then to Montreal on Aug. 31, and on to Windsor, Sept. 3. It was



Figure 5. Registered in Halifax, August 27, 1887, and addressed to Launceston, Tasmania. Courtesy of Jean and Bill Walton, Harrison Collection [2].

forwarded by closed bag to San Francisco where it received a handstamped registry number. The letter went by ship to Melbourne, Victoria and then by a local ship to Launceston, Tasmania. There are no Melbourne or Launceston date stamps. The postage was 15¢ and the registry fee was also 15¢ [5]. The postage was paid with a 2¢, two 5¢ SQ and a 3¢ entire (EN6). The registration was paid with a vertical strip of three 5¢ RLS on the back of the cover (Figure 6).



Figure 6. The back of the cover to Tasmania shown in Figure 5. The top stamp was originally missing and was substituted by Horace Harrison.

This cover is illustrated and discussed by Harrison in *BNA Topics* [6] and in *Canada's Registry System*, Chapter 15, p.319 [3]. In the *Topics* article Harrison stated that the top 5¢ RLS had been missing and that the stamp shown was “a creditable and carefully selected replacement.”

## References

- [1] Jan. 1880 *Canadian Official Postal Guide*. Postage 15¢ per ½ oz., registration 15¢
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- [3] Harrison, Horace W., George B. Arfken and Harry W. Lussey, *Canada's Registry System, 1802 - 1909*, Collectors' Club of Chicago, 2002.
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- [6] Harrison, Horace W. *BNA Topics* vol. 57, p. 49 and 52, 1st Q, 2000.

## New Issues

*William J. F. Wilson*

### Advanced intaglio printing on Membertou stamp.

**T**HE fourth in Canada Post's five-stamp series on the early French Settlement of North America features Membertou, chief of a band of Micmac who were hunting and fishing in the area of Port Royal at the time the French arrived in 1605. Membertou befriended the French, and his help contributed significantly to the survival of the colony. When the colonists returned to France in 1607, Membertou and his family cared for the fort, returning it to them in excellent condition when they returned three years later. No drawing of Chief Membertou exists, but there are many written descriptions and Suzanne Duranceau, the stamp's illustrator, has created a believable portrait that is true to these descriptions.



The stamp is printed entirely in intaglio, using an innovative and technically-complex process in which all three colours were printed at the same time using one engraved plate. According to designer Réjean Myette of the design firm Fugazi in Montréal (quoted here from Canada Post's website), "This issue brings the engraving technique to a new level for stamps." The three previous stamps in the series were printed by lithography with one-colour intaglio.

The centenary of the law societies of Alberta and Saskatchewan was commemorated by two stamps released on September 13. The Alberta stamp contains a photograph of James Muir, the society's first and longest-serving president (1907 to 1926), and the Saskatchewan stamp features a historic photograph of the Benchers, the governing body of the society.

Both societies were preceded by a single society for the Northwest Territories. The latter began life in 1885 when an Act was passed calling upon advocates to form a society. Forty-nine joined in 1886 and others in succeeding years, and the

Law Society of the Northwest Territories (LSNWT) was formally incorporated in 1898. When Alberta and Saskatchewan were created in 1905, it was clear that their laws would evolve separately, and the decision was made to split the LSNWT into separate entities for the two provinces. These came into existence in 1907.

Four water-dwelling species are featured in the second of Canada Post's three-year series on Canadian Endangered Species. Two are long-distance migrants that spend part of the year in Canadian waters: Leatherback Turtles nest in the tropics, but during the rest of the year they range north to Labrador and British Columbia, with records as far north as Baffin Island; and the North Atlantic Right Whale (currently just over 300 individuals remaining) ranges from Florida to southernmost Labrador and the Gulf of St. Lawrence. The Canadian range of the White Sturgeon, which can be up to about 6 m in length with an unofficial Canadian record of approx. 910 kg and can live to more than 100 years, extends throughout the Fraser and Columbia River systems in British Columbia, while the Northern Cricket Frog, one of North America's tiniest frogs at 1.6 to 3.5 cm in length (which means that it is depicted life size on the stamp), has one of the smallest Canadian ranges of any animal: currently it is found in Canada only on Pelee Island, although formerly it also occurred at Point Pelee. (On the other hand, the Royal Ontario Museum's web page on the Northern Cricket Frog, last updated February 2006, says that it is likely extirpated in Ontario, which if correct would also mean extirpated in Canada.) South of the border it is found through much of the eastern and midwestern USA.



The “booklet” stamp is on the left, and a stamp from the souvenir sheet at right.

The Endangered Species stamps have different sizes in the two formats: 50.5 mm x 27 mm with straight edges and pressure-sensitive gum in the “booklet” (which is actually a flat pane), and 48 mm x 24 mm with regular perforations and gum on the souvenir sheet. Oddly, although the animals are very notably larger on the booklet stamps, the printing on the two stamps is exactly the same size – except for “Baleine noire de l’Atlantique Nord,” which is shorter on the larger stamp!

The information in the accompanying 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

selvage is taken as correct. Perforations and number of teeth are my own measurements, and are given as (HORIZONTAL) x (VERTICAL).

**Table 1: 2007 Commemorative Stamps**

Stamp	Scouting Centenary	Chief Membertou	Alberta Law Society	Sask. Law Society	Endangered Species
Value	52¢	52¢	52¢	52¢	4 x 52¢
Issued	25 Jul	26 Jul	13 Sep	13 Sep	1 Oct
Printer	L-M	CBN	Lowe-Martin	CBN	Lowe-Martin
Pane	8	16	16	8	Sheet: 8 SS: 4
Paper	C	C	C	C	C
Process	7CL*	3-colour intaglio	6CL*	5CL	9CL*
Qty (Million)	4	3	2	2	Bk: 3.6064 SS: 0.35
Tag	G4S	G4S	G4S	G4S	G4S
Gum	P-S	PVA	PVA	PVA	SH: P-S SS: PVA
Size, mm	38.25 square	39.7 x 40	40 x 23	42 x 29.5	Bk: 50.5 x 27 SS: 48 x 24
Perf	simulated	13.1 x 12.5	12.5 x 13.1	12.9 x 12.9	Bk: N/A SS: 13.3 x 13.3
Teeth	N/A	26 x 25	25 x 15	27 x 19	Bk: N/A SS: 32 x 16

\*Taken from the number of colour dots. Canada Post's website states 8CL.

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## New book releases from BNAPS

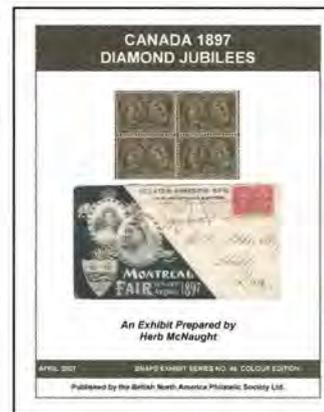
**T**HE latest releases from the British North America Philatelic Society (BNAPS) Book Department feature three books on very diverse subjects.

Available November 2007: In addition to the two books discussed in this notice the BNAPS Book Department would like to advise members that two additional books will be available from Ian Kmmery Stamps in early December 2007. They are: *King Edward VII Issue 1902-1912*, by Alan Selby, BNAPS Exhibit Series Book No. 45 and Ken Kershaw's newest plating study, *The Five Cent Beaver I. The Plate Proofs of States 10-11* and its companion volume, *The Five Cent Beaver II. Plating the More Notable Varieties and Re-entries*.

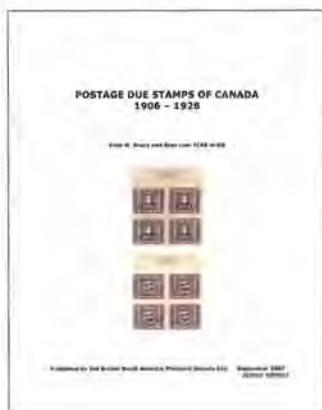
*Canada 1897 Diamond Jubilees*, 2007 by Herbert McNaught. ISBN: 978-1-897391-11-2 (b&w), 978-1-897391-10-5 (colour) BNAPS Exhibit Series #44. 8.5x11, Spiral Bound, 186 pp. Stock # B4h923.44 (B&W) \$34.95, B4h923.441 (colour) \$120.00

The sixteen stamps of the 1897 Queen Victoria Jubilee set, up to that time the most ambitious and definitely most expensive on a face-value basis adhesives ever issued by Canada, were released on 19 June 1897. Although the lower values were replaced relatively quickly by the stamps of the Maple Leaf set, the 'Jubes' have given many collectors much pleasure over the intervening 110 years. A number of very good exhibits have been prepared on specific values, notably the three-cent, as have several more extensive and ambitious exhibits that cover the main philatelic aspects of all sixteen values. One of these, Herb McNaught's award winning Canada 1897 Diamond Jubilees, has received many Gold awards and other honours for its extensive coverage of the subject.

In *Canada 1897 Diamond Jubilees* the viewer/reader will find a visual feast of proofs and die proofs, specimens, singles and blocks of four as well as plate blocks and pairs. In the postal history area are perfins, precancels, bisects, forgeries, cancellations of all types including Squared Circles and particularly Jubilee and other flag type machine cancels and Jubilee postal stationery, not to mention rate, patriotic and advertising covers to many destinations, including foreign countries. The stamps and many of the covers show how things were done at what was perhaps the



peak of the British Empire. This volume is definitely one to peruse in a quiet, comfortable chair with a cup of coffee or other libation.



*Postage Due Stamps of Canada 1906 – 1928* by Stan Lum & Elsie Drury. ISBN: 978-1-897391-14-3 (b&w), 978-1-897391-13-6 (colour). 8.5x11, Spiral Bound, 116 pp. Stock # B4h031.1 (B&W) \$32.95, B4h031.11 (colour) \$82.00

The late Elsie Drury, a long time member of BNAPS who attended many conventions and also served as Sales Circuit Manager, was an avid collector of the first set of Postage Due stamps issued by Canada in 1906. Using the draft of a paper prepared by Elsie as a starting point, well known dealer and collector Stan Lum (aka 'The Yellow Peril') has applied his extensive

knowledge to ensure that Elsie's work would be included in the literature of BNA philately.

Although *Postage Due Stamps of Canada 1906 – 1928*, Elsie's original title was retained in her memory, the book actually covers the first four issues of Canadian Postage Due stamps. The first set was replaced in 1930 when a new printer obtained the contract, again in 1933 when Postage Due stamps were made bilingual, and once more in 1935 when the printer of the first issue got the contract back. The designs of all four issues featured fine engraving, and this style remained in use until a complete redesign was made for the 'Red Dues' which were issued in 1967.

Included in this volume are print quantities and other information relating to the production of the stamps, as well as illustrations of die and plate proofs, lathework and imprint sheets. Sections on Post Office stationery used with the stamps include Postage Due wrappers, Request for Additional Delivery labels and Dead Letter Office Envelopes. The last part of the book features many fine examples of Postage Due stamps used on cover, the postal history of Postage Dues.

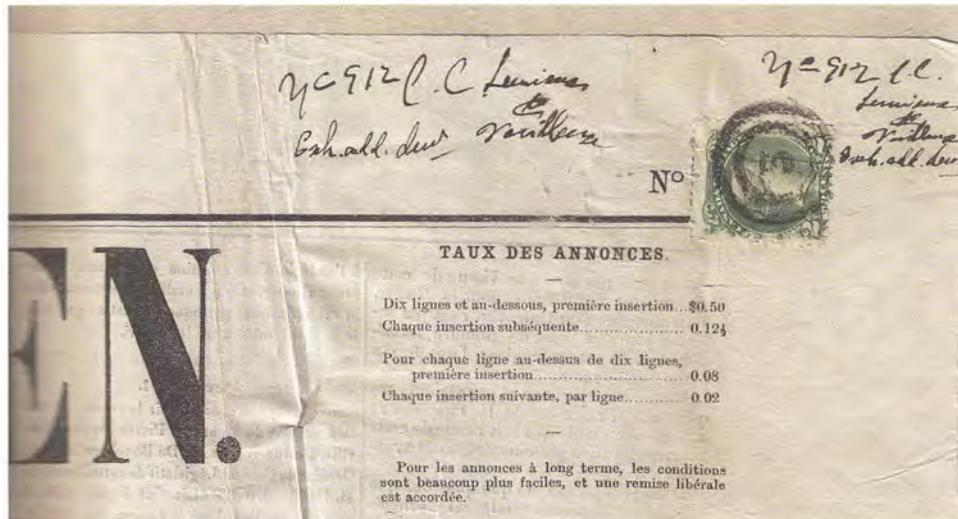
All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at [www.iankimmerly.com/books/](http://www.iankimmerly.com/books/) Prices given above are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. For payment by cheque or money order, add 10% in Canada, 15% to the US, 20% overseas (overpayments exceeding 25 cents will be refunded in mint postage stamps). GST is payable for Canadian orders. No Provincial Sales Tax applies.

## Two cents transient newspaper rate

R.F. Narbonne (OTB)

**T**HIS rate of 2¢ for ‘transient’ newspapers was in effect in 1870. It was intended to serve the distributors of foreign newspapers who received them in bulk and re-mailed them to individuals in Canada. The rate also covered newspapers mailed within Canada by someone other than the publisher.

The example shown below was mailed by a private individual to a seminary within Quebec City. The 2¢ large queen is cancelled with a 2-ring numeral ‘3’ that was allocated to Quebec City. The newspaper is *Le Canadien* dated 15 August 1870, and is complete: The illustration has been reduced to clearly show the stamp and postmark. It is the only known complete and intact example showing a 2¢ large queen to pay this rate.



### BNAPS Book Department book announcements available on-line



To receive occasional e-mails from the BNAPS Book Department announcing new releases, additions to the list, and special offers, go to the BNAPS web page ([www.bnaps.org](http://www.bnaps.org)), click on Publications, and then under Books, click on Book Department Email Notices.

## Cover stories (12)– Thematic Postal History – Royal Bank of Canada

*Mike Street* Twelfth in a series presenting unusual, rare, or otherwise interesting postal history.

At least two of our members collect postal history with a Canadian theme not specifically related to rates, routes, postmarks or stamp issues. Their focus is a company. Many members will have seen Richard Lamb's fine exhibit of Rennie's Seeds covers that received Gold and the BNAPS Novice Award at BNAPEX 2003 in London, ON. Another themed collection belongs to BNAPS co-Webmaster Jeffrey Wallace, a Canadian who currently works for RBC (Royal Bank of Canada) in Jersey, Channel Islands and lives there with his family. Perhaps not surprisingly, he collects covers mailed by and sent to the Royal Bank.

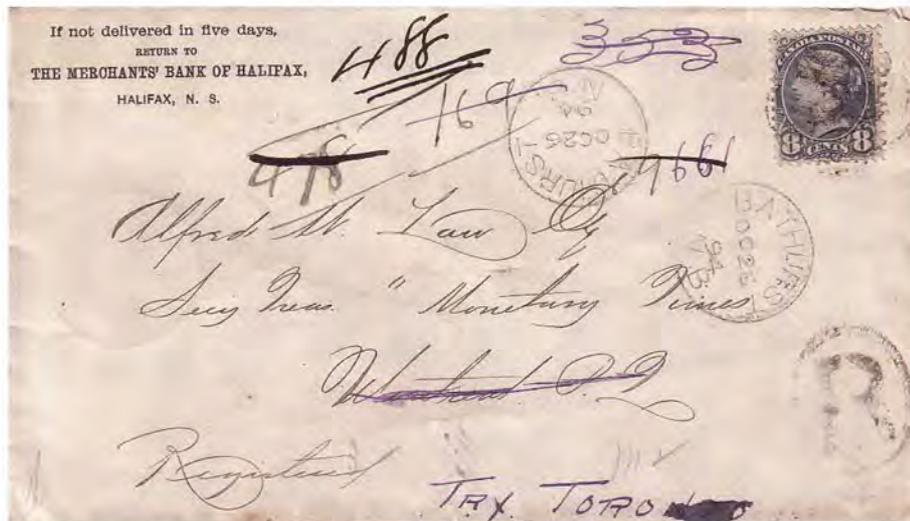


Figure 1. 1894 cover from the Merchant's Bank of Halifax main branch

Although the Royal Bank of Canada is a well known institution many Canadians, the including the author until now, are not aware that it grew out of the Merchant's Bank of Halifax. Founded as the Merchant's Bank in 1864, it became the Merchant's Bank of Halifax in 1869 and after expansion in the Maritime provinces and beyond was renamed the Royal Bank of Canada in 1901. [1, 2]

Keywords & phrases: Postal history, Royal Bank of Canada, thematic



Figure 2. Merchant's Bank of Halifax Envelope sent in 1899 from the Montreal branch to the Victoria Branch

The covers shown in Figures 1 and 2, mailed from the Merchant's Bank of Halifax branches in Halifax and Montreal respectively, with the latter going to the branch in Victoria, B.C., illustrate the growth of the bank across Canada.



Figure 3. Early Royal Bank of Canada cover

At the turn of the 20<sup>th</sup> Century not only did the bank's name change to 'The Royal Bank of Canada' but the expansion of its operations also continued. In Figure 3 we see an envelope mailed from the branch in Newcastle, NB to a bank in California.



Figure 4. A 1920 letter from the Royal Bank branch in Guadeloupe to a commercial customer in the United States

It did not take long for the Royal Bank to open offices outside Canada, particularly in the Caribbean and South America. The rest of the covers in this article show this expansion and two very important aspects of collecting material from a Canadian company with international operations – the collector is not limited to material originating in Canada, and there can be some exotic places of origin or destinations or methods of travel.



Figure 5. A cover from Recife, Brazil to London, via the famous 'Condor' air service

In Figure 4 we see an envelope mailed from the Royal Bank Branch in Guadeloupe to a commercial customer in the United States. Endorsed, 'SS Guiana via New York', it travelled by boat to New York and then on to its final destination in St. Louis, Missouri. In contrast to this sea mail letter, the covers shown in the next two figures illustrate how the Royal Bank got caught up in the great race to apply air transportation to the handling of mail.

The letter in Figure 5 travelled from Recife, Brazil to London, England on the very first experimental run of the famous 'Condor' air service, which began on 22 March 1930. A 'hybrid' service, the mail travelled by conventional airplane, seaplane, high speed steamship, postal steamship and even being dropped from a plane to earth in one segment of the journey. [3] As can be seen in Figure 6, the

letter in Figure 5 travelled via Berlin and Paris, arriving there on 1 April 1930. Unfortunately there is no London receiver, but since the Paris cancel is from the Gare du Nord it is safe to assume that the letter reached London by train and channel ferry on 2 or 3 April.



Figure 6. Backstamps and label on cover in Figure 5



Figure 7. A Royal Bank cover that travelled on the dirigible Zeppelin in 1932



Figure 8. Berlin Zeppelin receiver

In 1932 the 'Condor' service was in its second stage. After completing experimental crossings of the Atlantic in 1930-31, carrying mostly philatelic mail, the service was then expanded to carrying passengers, cargo and mail between Berlin and Rio de Janeiro, with a

total of nine round trips in 1932 and the same in 1933. Also from the Royal Bank in Recife, addressed to a customer in Hamburg, Germany, the cover in Figure 7 was postmarked in Recife on 18 September 1932 and, as can be seen in Figure 8, was received in Berlin on 21 September 1932. According to the red handstamp on the front, it was then forwarded by air to Hamburg.



Figure 10. A 1935 letter from Drayton, Ontario to South Africa

In Canada until the later 1930s mail to foreign destinations was sent mainly by surface mail, as was the cover in Figure 9, sent registered on 25 June 1935 from Drayton, Ontario to Murraysburg, South Africa



Figure 9. Registered air mail letter from Montreal to Papua New Guinea

Imagine Jeffrey Wallace's response when the cover in Figure 10 turned up on eBay and he was successful in bidding for it! How many envelopes were mailed from Montreal to Rabaul, New Guinea in 1937? The envelope travelled partly by air via New York to Brisbane, Australia and then to Darwin, Australia and finally to Rabaul. From the backstamps we know that although it was mailed on 23 March 1937 it did not arrive at Rabaul until 31 May, not exactly air mail service.

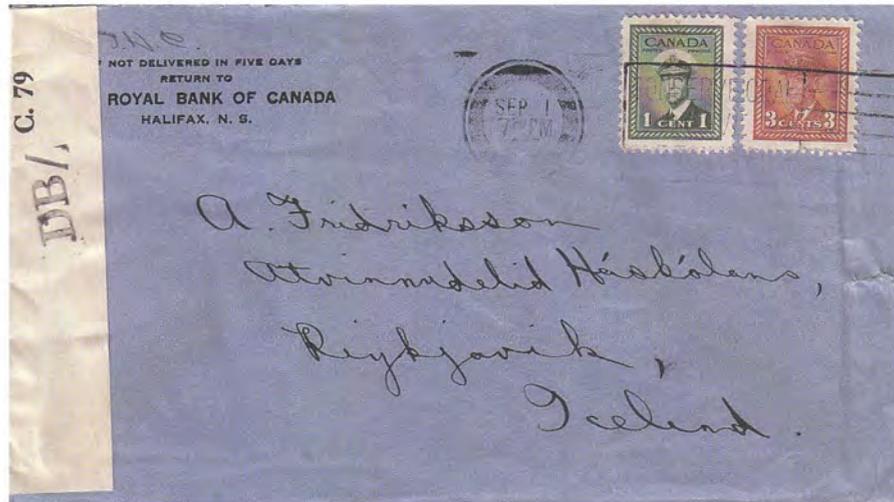


Figure 11. Wartime surface letter from Halifax to Iceland



Figure 12. Letter from New York to Spain sent five weeks before the end of WWII

Bank business continued, with some delays, in wartime. The letter in Figure 11 was mailed 1 September 1943 from Halifax to Reykjavik, Iceland. It was censored before it left Canada and the Halifax blackout machine cancellation applied. Since the envelope corner card clearly identifies the place of origin, this is an example of how the blackout marks did not always accomplish their purpose.

Figure 12 shows a censored letter mailed from New York to Vigo, Spain on 3 July 1945, almost two months after VE DAY but still five weeks before the end of the Pacific war. The transit and receiver marks and Royal Bank of Canada seal on the back in Figure 13 show that the letter arrived at its destination on 24 July 1945.



Figure 13. Reverse of letter in Figure 12 showing transit and receiver marks

**Acknowledgement:** Thanks very much to Jeffrey Wallace for the scans used in this article.

## References:

- [1] Royal Bank of Canada web site:  
<http://www.rbc.com/history/quicktofrontier/wharves-detail.html>
- [2] Wikipedia Website, [http://en.wikipedia.org/wiki/Royal\\_Bank\\_of\\_Canada](http://en.wikipedia.org/wiki/Royal_Bank_of_Canada)
- [3] The History of Air Cargo and Airmail from the 18th Century, by Camille Allaz; p. 77; Christopher Foyle Publishing in association with the International Air Cargo Association; 2005, London.

## Submitting items for Cover stories

BNAPSers are invited to submit favourite covers for inclusion in this series. Please FIRST contact me by mail (73 Hatton Drive, Ancaster, ON L9G 2H5) or email <mikestreet1@gmail.com> (note the change in Email address). Please do not send covers or illustrations until requested

## Silvery Slocan Part 3

*P. Jacobi*

### Retallack (May 16, 1928 – Jan. 31, 1955)

The location of Retallack is the same as that for Whitewater, which was virtually wiped out by a forest fire in the summer of 1910. A partnership of J.W. Stewart, C. Pringle and J.L. Retallack purchased the mining interests of the Whitewater Mines from an English syndicate and began operations again as J.L. Retallack & Company.

The financial fortunes of this company rose and fell with metal price swings and in 1922 the company was reorganized as "Whitewater Mines Ltd.". A new concentrator in 1927 increased production to the point a dividend was paid.

The population grew with the increased level of activity and was sufficient to once again justify a post office, which was opened on 16 May 1928 under the new name of 'Retallack', by which the camp had been unofficially known for the last 10 years.

Mining activity rose and fell with metal prices, and several new companies were formed to operate the old Whitewater workings until 1952 when the remaining operations were shut down. The post office was closed three years later. A split-ring and a full circle cancel (with large letters) are known.

RETURN TO  
 Sheep Creek Gold Mines Ltd.  
 ZINCTION MINES LIMITED  
 ZINCTION, B. C.  
 VIA NEW DENVER, B. C.



Gordon & Belyea Limited,  
 101 Powell Street,  
 Vancouver, B. C.

Figure. 30: The post office of Zincton had closed before this company was in operation. The mine office from former operations had remained at Zincton but the nearest P.O. was now at Retallack, 1½ miles to the east, both McGuigan and Three Forks having closed earlier. Above cover with split ring cancel is dated July 11, 1944

*Zincton Mines Limited* This company (shown on the Retallack cover above) is a wholly owned subsidiary of Sheep Creek Gold Mines Ltd. and was formed in 1940 with a BC charter in order to take over the property and assets of the Lucky Jim Lead & Zinc Company Limited which Sheep Creek had purchased from the trustee in bankruptcy for \$30,100. The property was a former lead/zinc/silver producer consisting of 17 claims close to Zincton. The existing 175 ton per day mill was re-started in May 1941 and the mine was renovated. Mill capacity was increased to 250 tpd in late '41. Zinc concentrates were shipped to the Anaconda copper smelter in Butte, Montana until mid 1945, then to C.M.& S. in Trail. In 1950 Zincton Mines Ltd. was dissolved and Sheep Creek Gold Mines Ltd. assumed direct operating control over the Lucky Jim mine. Low metal prices forced closure of the Lucky Jim in July 1953 and shortly thereafter most of the usable equipment was removed for use at the company's Mineral King property.

## Nashton (Sept. 1, 1915 – May 28, 1940)

Located 5½ miles NW of Kaslo on a flat where the South Fork and the main branches of Kaslo Creek join, a small townsite was laid out in 1892 and heavily promoted in conjunction with the Montezuma and Mexico mines located up the South fork. Towards the end of the 1890's, Nashton, a station on the Kaslo & Slocan Railway, became an important shipping point for a number of mines in the district. In 1910 a major forest fire destroyed a good portion of the K&S. Rwy. line, which was not repaired until the CPR took over the right-of-way in 1912 and standardized the gauge.

The siding at Nashton was renamed Zwicky by the CPR after W.E. Zwicky, mine manager of the Cork Mine and a post office was applied for by the town. The



Figure. 31: This cover from the Cork Mine was mailed at Nashton on 23 Oct. 1918. The recipient, A.T. Garland of Kaslo was a businessman with numerous interests who later became mayor of Kaslo.

application was granted and a die struck for Zwicky, which raised an outcry by the inhabitants of Nashton. The postal authorities relented and changed the postal hammer to Nashton. It remained open until May 28, 1940, after most mining activity had ceased and the townsite was largely deserted. Only a splitting cancel is known.

*Cork – Province Mines Limited* This property was situated on the South Fork of Kaslo Creek, approx. 6 miles up the South Fork road from its junction with Hwy. 31A. Cork and Province were adjoining properties, discovered at about the same time in 1900 but owned and operated by two different groups. Lack of an adequate water supply shut both mines down sporadically. By 1914 the two were finally placed under joint ownership. The company was reorganized in 1917 and Mr. J. Zwicky took over as manager. The next few years saw only intermittent operation due to a combination of water supply problems, union problems and money problems.

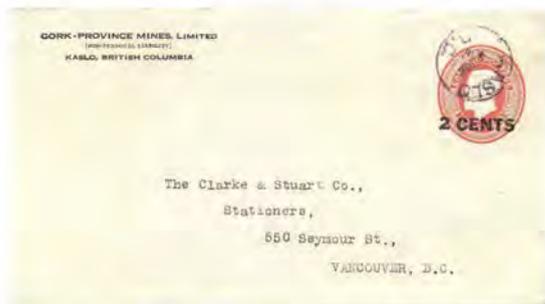


Figure. 32: Cork – Province Mines cover cancelled at Kaslo Jan. 18, 1927.

In 1922 new money was raised and in 1923 the mine became the largest ore shipper in the district. Major problems persisted however (the power plant was destroyed by fire in 1929; low metal prices starting in 1930) and the property went through another four sets of lessors and owners until the ore

reserves were finally exhausted in May 1966 and the mine shut down for good.

## Kaslo (Aug. 1, 1892 - open)

Kaslo is 32 miles NE of Nelson on the west shore of Kootenay Lake. On July 29, 1891 the first claims were registered at the head end of Kaslo Creek and when the assays became known, a wild staking rush ensued to the 'Silvery Slocan'. All



Figure. 33: Early BEV of Kaslo, showing its location on the Kaslo Creek delta.

unloaded on the beach at the mouth of Kaslo Creek and a tent city was born almost overnight which is now Kaslo, named after an early French – Canadian prospector named Jean Kasleau. It was the gateway to the Slocan and was the terminus of the Kaslo & Slocan Railway. Numerous cancel types are known for Kaslo

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# What's new?

## Library and Archives Canada Philatelic Collections (33)

*Cimon Morin*

This column is provided regularly to publicise new acquisitions and activities within the Philatelic Collections of Library and Archives Canada (LAC). Researchers who wish to use LAC facilities should contact Library and Archives Canada, Reference Services, 395 Wellington Street, Ottawa ON K1A 0N4. Telephone: 1-866-578-7777 (toll free in Canada and the United States). Fax: (613) 995-6274. Internet: [www.collectionscanada.ca](http://www.collectionscanada.ca). For reference enquiries, please use the Reference Enquiry Form ([www.collectionscanada.ca/services/005-2021-e.php](http://www.collectionscanada.ca/services/005-2021-e.php)).

### New acquisitions

*Jean Morin fonds - Documents relating to postal stamps design* [multiple media] 1972-2003. 20 cm of textual documents, 152 photographs, 297 philatelic documents, 13 drawings, 260 maquettes, 95 reproductions, 1 engraving, 1 découpage / collage. This series shows Jean Morin's achievements as a designer of postage stamps for the Canada Post Corporation from 1972 to 1994. These records include correspondence with the Canada Post Corporation, minutes of meetings, records of research on subjects for postage stamps, press clippings of reviews of Jean Morin's postage stamps, working notes, postage stamp artwork and photographs of artwork, stamped stationery, photographs and transparencies of paintings and objects as postage stamp subjects, postage stamp blocks, sheets, booklets and albums, official first day covers, postage stamps from China, and other records concerning postage stamp design and management [R2725]

### Previous acquisitions

*Greenpeace Canada fonds - Promotional labels* [philatelic record] 1989. 3 panes of labels. Series comprises 3 panes of non-denominational promotional labels created by Greenpeace Canada. The labels were meant to be used in fundraising efforts, through the mail and door-to-door. One pane of 12 labels, issued January 1989, and 2 panes of 6 labels each, issued May 1989 are included. The labels depict a variety of

themes related to issues of concern for Greenpeace Canada, notably endangered wildlife [R4377]

*Gladys Greenwood collection* [textual record (some microform), graphic material, philatelic record] [1917-1918] 16 p.: bound. 2 microfiches: negative, 1 leaf, 5 photographs: b&w, 1 postal cover. Collection consists of 1 postal cover, commemorating the inaugural aerial mail service flight from Montreal to Toronto in 1918, 1 mail bag conveyance authorization warrant sent to E. Greenwood, Treasurer, Montreal branch, the Canadian Division of the Aerial League of the British Empire, one 16 p. booklet containing a copy of an Act to Incorporate the Canadian Division of the Aerial League of the British Empire, Montreal branch, dated 1917, 2 microfiches of textual documentation of the first flight, 4 b&w photographs of a Curtiss JN4 Canuck C-203, the aircraft used to convey the mail during the first flight, and 1 b&w photograph of a Bristol Pusher aircraft [R4764]

*Emanuel Hahn and Elizabeth Wyn Wood fonds* [objects] 1920-1964. 52 objects: plaster: models, relief sculptures, molds. Fonds consists of a collection of 35 plaster models for medals and plaques, 1920-1964. Fonds also contains 17 plaster relief sculptures and molds, 1953-1957, designed and sculpted by Emanuel Otto Hahn, used during the creation of the 1953, 4 cents Queen Elizabeth II Coronation commemorative postage stamp; and considered for the 1957, 5 cents Queen Elizabeth II / Prince Philip Royal Visit to Canada commemorative postage stamp [R4704]

*International Peripheral Systems, Inc. fonds.* [philatelic record] 1977-1985. 34 postal markings: proof impressions. 6 postal covers. Fonds consists of envelopes bearing 1977 International Peripheral Systems postage stamp machine cancellations for the communities of Keremeos, Lumby, and Naramata, British Columbia, and Schomberg and Thessalon, Ontario. Fonds also contains proof impressions of various International Peripheral Systems Inc. HD-2, I.P.S. postage stamp cancellation machines, as supplied to the Post Office Department and, later, Canada Post by I.P.S. Inc. during the period 1978-1985 [R4741]

*Muncey family fonds* [textual record, philatelic record] 1900-1901, ca. 1930. 10 cm of textual records. 12 postal covers: 4 postcards. Fonds consists of letters from Muncey to his relatives, written while he was serving in the South African War, 1900-1901 and a clipping, concerning Muncey, ca. 1930. Fonds also consists of 12 postal covers (including 4 postcards) and 3 leaves of letterhead. The postal covers are all addressed to Frank Muncey and other residents of Charlottetown, Prince Edward Island, from Singleton Wyndham Muncey. The covers bear various British military field Post Office and Canadian Contingent postmarks. The letterhead bears S.J. Richey, Soldiers of the Queen and Young Men's Christian Association Canadian Contingent graphics [R4782]

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# Airmail rates during the King George VI era 1937-1942

*David H. Whitely*

**W**ITH reference to John Burnett's article in *Topics* Whole No 512 Volume 64 Number 3 at pp70-78 Some clarification and new information is called for, especially in the post-Empire Airmail Scheme period , October 1939 forward.

John in his article quotes in part from the October 1939 Canadian Post Monthly Supplement which actually reads as follows.

## **British Empire ("All Up") Air Mail Service Temporarily Suspended:**

The British Post Office advises that owing to the present International emergency, the arrangements under which all first class mail posted in Canada for the following Empire Countries was carried exclusively by air beyond England under the Empire Air Mail Scheme as the normal means of transmission, has been temporarily suspended.

All first class mail to the above places will in future be conveyed by surface transport at the former rate of 3¢ for the first ounce and 2 cents for each ounce after. The rate to Iraq, Kuwait, and Trans-Jordan will be 5¢ for the first ounce and 3¢ for each ounce after.

The routing accorded mail for these countries prior to the inauguration of the "All Up" Service in February 1938 should be reverted to.

**However, a restricted surcharged air mail service beyond England to former "All Up" destinations will be maintained at the air postage rate of 30¢ per half ounce or fraction to include trans-Atlantic air conveyance.**

The same rate – 30¢ per half ounce will also apply to air mail routed via England addressed to all other places in Africa, Asia, and Australasia. [emphasis added] The above rate has been substituted for the former surcharged air mail rates of 35¢ per half ounce to Africa and Asia and the 35¢ per half ounce rate to Australia. If trans-Atlantic air conveyance is also desired the rate will be 60¢ per half ounce [i.e. this was the former rate].

The estimated time of transit in days from England will be roughly: three to Alexandria, four to Basra, five to Karachi, eight to Singapore, ten to Darwin, twelve to Sydney, five to Kisumu, and seven to Durban.

Postmasters will please see that the above is given all local publicity possible.

John Burnett states in his table that the airmail rate to all African countries was 60c per half ounce if trans-Atlantic airmail was required as well as airmail service to Africa. This is not so as the Advice quoted above clearly states that "All Up" airmail fee of 30c including trans-Atlantic airmail would apply to countries that had previously been members of the Empire Airmail Scheme. This interpretation of the order was emphasized in the November 1939 Supplement as follows:

### EMPIRE AIR MAIL SCHEME

All first class air mail posted in Canada for the following Empire Countries formerly served under the Empire Air Mail Scheme may be accepted at the rate of 30¢ each half ounce\* which includes trans-Atlantic air conveyance.

**Air Mail Rates to Countries formerly served by the Empire Air Mail Scheme to which a flat airmail rate of 30¢ per half ounce applies.**

Anglo Egyptian Sudan	South Africa -Union of South Africa -South West Africa -Basutoland -Bechuanaland Protectorate	Seychelles
Kenya	Swaziland	Burma
Uganda Protectorate	Zanzibar Protectorate	Malaya -Federated States --- Unfederated States Brunei
Tanganyika Territory	Egypt	Straits Settlements
Mauritius	Aden	North Borneo
Nyasaland Protectorate	Palestine & Transjordan	Sarawak
Northern Rhodesia	British India (Including) -British Indian POs on the Persian Gulf -In French India & Tibet,	
Southern Rhodesia	Ceylon	
Australia	Banks Island	Cook Islands
Fanning Island	Gilbert & Ellice Isles	Hong Kong
Nauru	New Guinea	New Hebrides
New Zealand	Norfolk Island	Papua
Samoa.	Solomon Islands	
Iraq	Kuwait	

\*This rate does not apply to air mail dispatched by the United States "Clipper" service from San Francisco to Hawaii, Guam, and the Philippine Islands on which the rate is 25¢, 50¢, and 75¢, per half ounce respectively. The air mail rate via San Francisco to Macao and Hong Kong is 90¢ per half ounce. (*Monthly Supplement November 1939*)

I am also showing two covers to Africa from my collection sent at the 30c rate.



Figure 1. This December 1939 air mail letter from Halifax to South Africa paid the 30¢ rate.

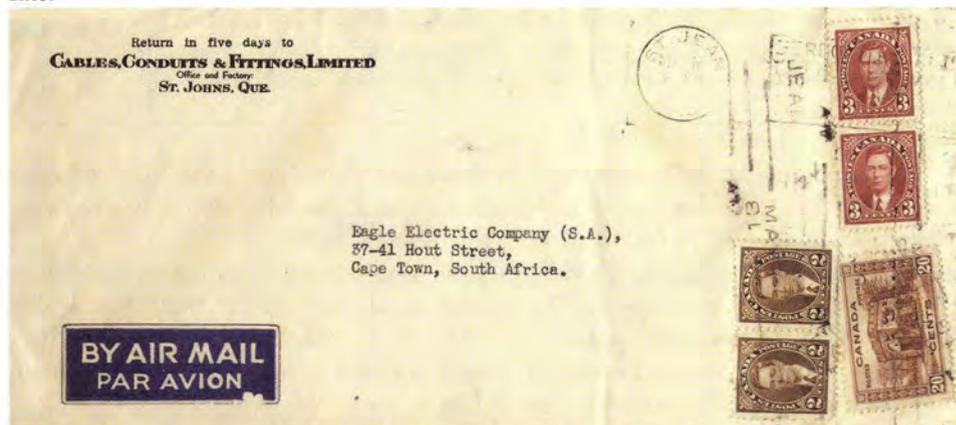


Figure 2. From St Jean, PQ. May 10 1940 to Cape Town

I also have covers to India and New Zealand paid at the 30c rate during this period. Rates to non ex-Empire rate countries in Africa was listed as 55c in September 1939 and then 60c in October 1939 if trans-Atlantic air conveyance was required (See Monthly Supplements for September and October 1939)

With reference to the Pan-American service to Africa via Miami and Brazil FAM 22 inaugurated December 1941 The Monthly Supplement for January 1942 contained the following information.

**Air Mail to Africa via Miami and Brazil: -** Air mail service is now available via Miami and Brazil to Gambia, Nigeria, Gold Coast, Egypt, Belgian Congo, Uganda, Kenya, Tanganyika, Northern & Southern Rhodesia, Nyasaland, Mozambique, Angola, and the Union of South Africa.

The frequency of service will be twice a month. Where air transmission via this route is required, letters should be endorsed "Via Miami" and forwarded to Montreal to be included in air mails which will be made up by that office for dispatch by this service. Postage should be prepaid as follows per half ounce, to Gambia, & Nigeria, 65 cents, the Gold Coast & Egypt, 90 cents, Belgian Congo, Uganda, Kenya, Tanganyika, Northern and Southern Rhodesia, Nyasaland, Mozambique, Angola, and the Union of South Africa, 75 cents.

Registration, if desired, is additional to the above.

**Extension of Air Mail Service Via Miami, Brazil and West Africa: -** The air mail service from Canada via Miami, Brazil & West Africa to certain places in Africa announced in the Post Office Weekly Bulletin of 13<sup>th</sup> December 1941 (not available), has now been extended to the following additional places:

Country	Per ½ oz.
French Equatorial Africa (including Cameroons), Mauritius, South West Africa, Spanish Guinea, Zanzibar	.75 cents
Liberia, Sierra Leone, Anglo-Egyptian Sudan, Palestine, Trans-Jordan, Syria, Lebanon, Saudi Arabia, Cyprus, Iraq, Malta, Turkey, Aden	.90 cents
Afghanistan, Bahrain Island, Ceylon, India, Iran, Netherlands East Indies, Burma, Singapore	\$1.00

Registration, if desired, is additional to the above.

Air mail intended for transmission by this route should be endorsed "Via Miami and West Africa" and forwarded to Montreal to be included in air mails which will be made up by that office for dispatch by this service.

NOTE: - Attention is directed to the fact that the postage rates quoted above are temporary only and may have to be altered at an early date. (*Post Office Weekly Bulletin, Vol. XXII, no. 1089, (January 17, 1942), p. 1*). The *Post Office Weekly Bulletin*, for March 7, 1942, contained notice of extension of the airmail service from Canada to Africa, the Middle East and Far East to China.

**Extension of Airmail Service to China: -** The airmail service via Miami, Brazil & West Africa has now been extended to unoccupied China, rate 75 cents per quarter ounce. Endorsement "Via Miami & West Africa"

NOTE: - This rate is temporary & may be altered

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\*\*\* New co-ordinator being sought for this group .

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