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Volume 65 Number 4



A letter from England to Prince Edward Island mailed in January 1860, after prepayment of postage was required, p. 8.

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Volume 65 Number 4 Whole Number 517

The Official Journal of the British North America Philatelic Society Ltd

Contents

3	Editorial.....	
5	Readers write	
8	Newly recorded Prince Edward Island rate hand stamp covers.....	<i>Derek Smith</i>
12	Communications across the Atlantic from the 1860s to the end of an era, Part 2.....	<i>CR McGuire</i>
28	100 th anniversary of first rural mail delivery in Canada.....	<i>Mike Street</i>
32	ADDENDUM—5¢ Beaver “Log in the Waterfall”—A new and early example	<i>Kenneth A Kershaw</i>
33	Postal potpourri 17. Money Orders, Borderfree™ and FedEx™	<i>Earle Covert</i>
42	Postal history during the King George VI, 1937–42 ‘Mufti’ Era First class postage to British America and Mexico	<i>Gary Steele</i>
55	Letters from Arthur Whitten Brown, 1919	<i>Norris (Bob) Dyer</i>
61	For a Penny or two 7. Earliest use of a post card to the UK (or anywhere outside Canada)	<i>Victor Willson (OTB)</i>
64	New issues ‘One Grade Only and that the Best.’	<i>William J F Wilson</i>
68	1853 postage rates from Halifax to West Africa.....	<i>David G Jones</i>
69	Study group centreline.....	<i>Robert Lemire</i>
71	RPO postmark on Admiral bisect.....	<i>Robert K Lane</i>
73	Book releases from BNAPS	
76	Canada Post at its best: The 1978 Commonwealth Games	<i>David G Jones</i>

Cover Illustration: Prince Edward Island rate hand stamp cover, p. 8

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Electronic publishing – some thoughts

Robert Lemire

ALMOST ten years ago I wrote an editorial for *BNA Topics* (Vol. 56, No. 4, p. 3) in which some aspects of electronic publication of philatelic information were discussed. Members of the BNAPS Publications Committee continue to monitor the effects of increased use of computers and the Internet. As chairperson of the Committee and one of the *interim* co-editors of *BNA Topics*, I am using this editorial to try to open a discussion among BNAPS members on the future of our Society publications (*BNA Topics* and *BNAPortraits*) and our study group newsletters.

Together, these materials serve several purposes that are of benefit to members. They document current or recently discovered philatelic information, archiving it for the future; they publicize the Society and the interests and accomplishments of its members; and they allow dealers to advertise their stocks and auctions to members. The electronic transition is happening, gradually. On our wonderful BNAPS website, the Horace W Harrison Online Library makes available older issues of *BNA Topics* and some study-group newsletters. Also “What’s New in BNAPS” keeps members up-to-date on Society happenings.

Nevertheless, though it likely will happen eventually, a full transition to electronic distribution of our publications and newsletters is still some years away. Why? First, our Society has many members who are older than the average population, and a substantial number are uncomfortable with the newer technologies. This is especially true of some of our long-time members who may maintain membership “just to stay in touch”. Also, as the total Society membership is ~1200, most methods of distribution requiring passwords, or tracking e-mail addresses and avoiding misdirection of e-mails by spam filters, or sending 60 MB files, can cause problems.

There even are cost issues. If there were no printed copies, the savings could be close to 100%. However, the first few (or few hundred) copies of any publication are expensive to print; larger quantities are much less expensive per copy. Even the postage cost per item is based, in part, on the number of copies mailed. The work and time required to produce the publications would remain the same, but would the electronic product be valued as much as a ‘hard copy’ by members (*i.e.*, considered worth the membership fee)? How much of a discount, if any, should be given to persons who receive only an electronic subscription? One professional society (with a weekly magazine mailed to many thousands of members) only offers a 10–15% reduction in price if an electronic subscription is substituted, and then *only* if that ‘saving’ is redirected to a fund for other society activities!

Several BNAPS study groups (*e.g.*, George VI, Newfoundland) have started to experiment with publication of their newsletters in electronic form. The ‘on-line’ versions of the newsletters can use colour to an extent that would be unaffordable in print editions. Members of the BNAPS Publications Committee are carefully watching how these endeavours are received.

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Readers write

Charles LaBlonde advises that there were some errors in his article, co-authored with Gary Coates, 'Canadian suspended mail to Switzerland, end 1942–early 1943', *BNA Topics* January–March 2008, pages 59-64.

First, the captions for both Figures 1 and 2 included the words 'suspended by the US Post Office'. Both captions should have read 'suspended by the Canada Post Office', which was the main point of the article.



Second, the cover shown as Figure 4 was actually a reduced version of the cover shown as Figure 3, and the image in Figure 5, was in fact the back of the cover in Figure 3. Shown above are the front and back of the cover that was intended to have appeared as Figures 4 and 5. It was mailed on 13 January 1943, during the suspension period, from Vancouver to the International Red Cross in Geneva. It was censored in Canada, transited through Lisbon on 10.2.43 and was then censored again by the German authorities in Paris before going on to Geneva. The red 'COUPON-REPOSSE' handstamp indicated that the writer had included an International Reply Coupon for postage on the reply to the letter.

Due to last-minute space adjustments, the illustration accompanying *Bob Lane's* letter in 'Readers Write', *BNA Topics* April–June 2008, page 77, was omitted. Bob's cover, shown below, was signed by pilot EA Alton. In his letter, Bob was pointing out the irony of a First Flight cover travelling almost all the way by train!



Malcolm Back writes in response to AR Govier's letter, *BNA Topics* April–June 2008, pages 77-78, 'I can report that the short 'V in Sulva' variety he describes is found on the right pane, stamp 98 (10/8). My sheet does not show a plate number however. There were 3 printed. I can also report a similar short 'L in Sulva,' stamp 63, (7/3)'.

(Continued on page 27)

The Mike Salmon Collection of Prince Edward Island— 20 May 2009.

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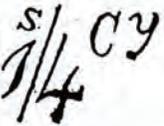
Newly recorded Prince Edward Island rate hand stamp covers

Derek Smith

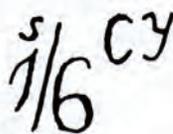
A listing of all known covers with hand stamps denoting postage due on mail between the United Kingdom and Prince Edward Island was presented in *Newsletter #66*, December 1998 [1], of the (now defunct but possibly soon to resume activity) BNAPS Transatlantic Study Group. The list was prepared by Malcolm Montgomery, then editor of the newsletter. As might be expected, in the intervening ten years new covers have come to light. Four are presented here.

The hand stamps expressed, in PEI currency, unpaid postage due on incoming letters from the UK between 1846 and 1860. Prepayment was optional during that period. From June 1, 1860 until 1864, they were used to show postage and applicable fines due on inbound unpaid mail. The hand stamps themselves, with Lehr [2] numbers and uses, are shown in Table 1. The newly reported covers follow.

Table 1. PEI Transatlantic Rate Hand Stamps

	<p>Lehr P106 (6), Lehr P106a (9); same hammer for both uses, undoubtedly made locally. Used to denote 6d Stg. unpaid letters to the UK via Halifax, and 9d Cy postage due on incoming mail. In 1998, three listed as 6d and 6 listed as 9d.</p>
	<p>Lehr P109; Denoted reduction of transatlantic rate to 1/- Stg. to any point in BNA, via Halifax, as of April 15, 1849. Supplied by GPO and sent on May 25, 1849; one known (used on June 12, 1851) in 1998.</p>
	<p>Lehr P104; Denoted 1/2 Stg. transatlantic mail from the UK to BNA points beyond Halifax, including PEI. Manufactured in UK and sent by the GPO, August 8, 1845. Used 1846–1849; six known in 1998.</p>

Keywords & phrases: Prince Edward Island, rate hand stamps

	<p>Lehr P105; Denoted 1/- rate in devalued PEI currency. Devaluation was effective from the summer of 1851 at a rate of 1 shilling Stg. = 1.5 shilling PEI Currency.</p> <p>After the transatlantic rate was reduced to 6d Stg., effective March 1854, the hammer was used to denote double-rate postage due. There is no record of a GPO proof, suggesting local manufacture. In 1998, there were five listed in the 1/- Stg. period as regular postage collect (to 1854), one listed double-weight use in the 6d rate postage era (from 1854); three listed as 6d Stg. postage plus 6d fine for non-prepayment.</p>
---	---

Two new covers with the 1S/6 Cy handstamp have been reported, one in the 6d rate postage era (from 1854), and one in the 6d Stg. postage plus 6d fine for non-payment period.

The first cover [3], shown in Figure 1, was mailed JY 15 / 58 from Plymouth to Charlottetown via Halifax and carried on the *Europa*, which left Liverpool July 17 and arrived at Halifax July 27. Backstamped at Charlottetown July 30, it was struck 1S/6 = 2 x 6d Stg. (9d P.E.I. Cy) to denote postage due for a double-rate letter.



Figure 1. Unpaid letter charged 1S/6 after prepayment was required. (Courtesy Charles G Firby Auctions)

After August 1, 1859, all letters between the UK and BNA had to be prepaid in full. Failure to do so produced a fine equal to the shortfall. The cover [4] in Figure 2 was written after that date. It was mailed at Devon (probably at Appledore, as there is a recorded cover from the previous month, also addressed to "Lot 19") on December 5, 1860, postage unpaid. It was postmarked at Liverpool on Dec. 6 and carried on the *Canada*, which sailed December 15 and arrived in Halifax December 25. No North American markings are noted in the Firby sale descriptions.

As was common in the period, the postage amount was not applied to the cover, only the credit due to the GPO from the P.E.I. post office, a total of 8d Stg., of which 5d represented its 5/6 share of the basic postage and 3d its half-share of the fine. The total amount of 1/- Stg. was marked as 1/6 P.E.I. Cy. due with the

hand stamp. This letter was described incorrectly in both auctions as being double weight.



Figure 2. 1860 letter fined due to being unpaid. (Courtesy Charles G Firby Auctions)

Written at Charlottetown on December 28, 1859 and mailed January 3, 1861 to Ayr, Scotland, the cover [5] in Figure 3 was struck with the “6” hand stamp to denote 6d Stg. collect postage. Carried on the *Canada*, sailing from Halifax January 13, it arrived in Liverpool January 23. No UK postmarks were identified in the auction listing. This is the latest-recorded date for the “6” marking.

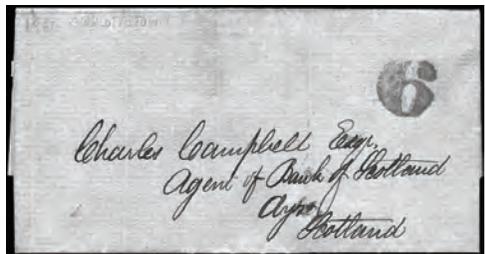


Figure 3. Unpaid 1861 letter to Scotland. (Courtesy Longley Auctions)

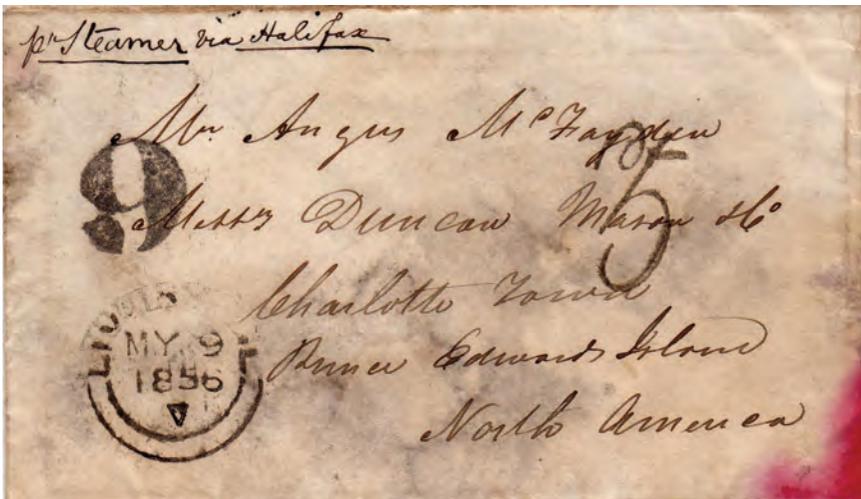


Figure 4. Cover mailed to PEI in 1856 assessed 9d Cy postage unpaid.

The fourth newly reported cover [6], shown in Figure 4, was mailed on May 9, 1856. It was carried on the *Canada*, leaving from Liverpool May 10 and arriving at Halifax May 20.

Backstamped at Charlottetown May 22, it was struck with the “9” to denote 6d Stg. postage due in PEI . currency. (The “5” represents the 5/6 of postage due to the British GPO). This is the second earliest known “9” usage; the first was in 1854 and the remainder in 1857-1859.

In conclusion, we now have the following number of recorded covers for each PEI hand stamp as follows:

6	4
9	7
1s/1½ Cy	1
1s/4 Cy	6
1s/6 Cy	11

The writer would appreciate comments and especially additions to the list. It would also be appreciated if collectors owning other listed covers would send scans of the front and reverse of their copies so that other entries could be updated. Ownership will be kept confidential. Contact me through the Editor of *BNA Topics* or by email at: <dermar@rogers.com>

References

- [1] Newsletter of the BNAPS Transatlantic Study Group, #66, December 1998.
- [2] *The Postage Stamps and Cancellations of Prince Edward Island 1814–1873*, James C Lehr, 1987, BNAPS and Unitrade Publishing.
- [3] Sold as Lot 2480 in the Charles G Firby Auction sale on September 27, 2008.
- [4] Sold as Lot 2481 in the Charles G Firby Auction sale on September 27, 2008 and as Lot 1095 on March 25, 2005.
- [5] Sold as Lot 1054 in Longley Auctions sale #7, on July 24, 2004.
- [6] Sold as Lot 1049 in Longley Auctions sale #7, on July 24, 2004.

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Communications across the Atlantic from the 1860s to the end of an era

CR McGuire

Part 2 of 2

Aircraft and ships—*SS Leviathan* and *SS Bremen*

WHEN the Eastern Steam Navigation Company, of which Isambard Brunel was a principal, put down the keel of a new ship on 1 May 1854, the vessel was to be named the *SS Leviathan*. After the firm building the ship went bankrupt, she lay unfinished for a year before Brunel raised more money and work continued. In 1858, the Eastern Steam Navigation Company was dissolved, and the hull was sold for £160,000—a bargain considering £720,000 had been spent up to that point—to the Great Ship Company, which gave the ship her new and now well known name, *SS Great Eastern*, well discussed in Part 1 of this article. [16]

Almost exactly 60 years later, the Hamburg–America Line passenger ship, *SS Vaterland* was launched and began service to the United States that was interrupted by the outbreak of World War I, but resumed. The *Vaterland* was in New York on 6 April 1917 when the United States finally entered the war. Along with other ships in their waters, it was seized by the Americans.



Figure 26. The *SS Leviathan* in the 1930s. For a time, the ship held another type of record as ‘the world’s largest liner driven by oil fuel’.

Keywords & phrases: Transatlantic mail, passenger ships, cables, aircraft, dirigibles

BNA Topics, Volume 65, Number 4, October–December 2008

Quickly converted to a troop ship and renamed the *USS Leviathan* by President Woodrow Wilson, she made nineteen trips to Europe before the war ended on 11 November 1918. On one of the crossings she had 14,416 troops and crew on board, up to then the largest number of people carried on a ship. Coincidentally, this is the same record the *Great Eastern* once held in her day. After the war, the ship was reconverted to a liner and became the *SS Leviathan*, flag ship of the United States Line. [17] [18]

Figure 26 is a picture postcard drawn by an unknown artist, depicting the *SS Leviathan* in the 1930s. Figure 27 shows the address side of the card in Figure 26, with the vessel's special machine cancel applied on board prior to its arrival in England, confirmed by 'we are near Southampton' in the message. The hub states 'U.S. SEA POST OFFICE No. 10/APR 19/7-PM/1932' and 'S.S. LEVIATHAN' within the seven-line obliterator. I particularly like this card because it was written, signed, and addressed to Canada by Mrs. H P Plumtre, a well-known Canadian civil and church activist. [19]

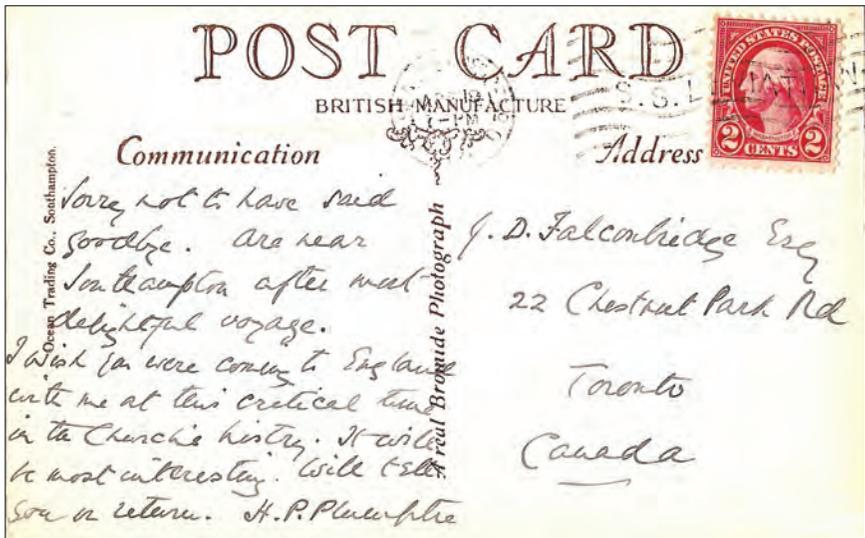


Figure 27. Reverse of postcard in Figure 26, showing the *SS Leviathan*'s US Sea Post Office cancellation.

A few years earlier, the United States Post Office conducted experiments with aircraft flying mail to ships at sea in order to speed up delivery. On 20 August 1927, a Lieut. Schildhauer attempted a shore-to-ship flight from Staten Island, N. Y. to the *SS Leviathan* at sea. Due to heavy fog, he was unable to locate the ship and was forced to return to base with the mail, which received an explanatory handstamp. A cover from that flight, shown in Figure 28, was endorsed 'Air Mail to

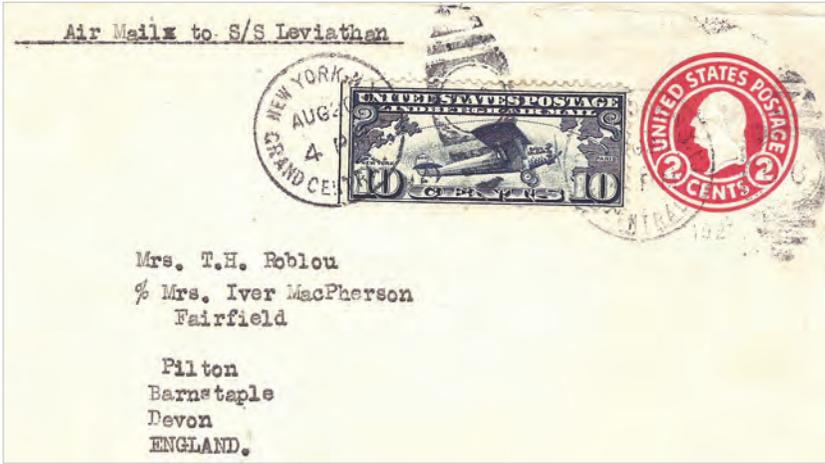


Figure 28. Cover unsuccessfully flown to the *SS Leviathan*.

S/S Leviathan. On the back (Figure 29), the 22 August 1927 machine transit cancellation and the handstamp ‘AIR MAIL FLIGHT FAILED TO/S.S. LEVIATHAN’ gives the outcome of the attempt. [20]



Figure 29. Handstamp advising failure of attempt to fly mail to *SS Leviathan* with transit-machine cancellation.

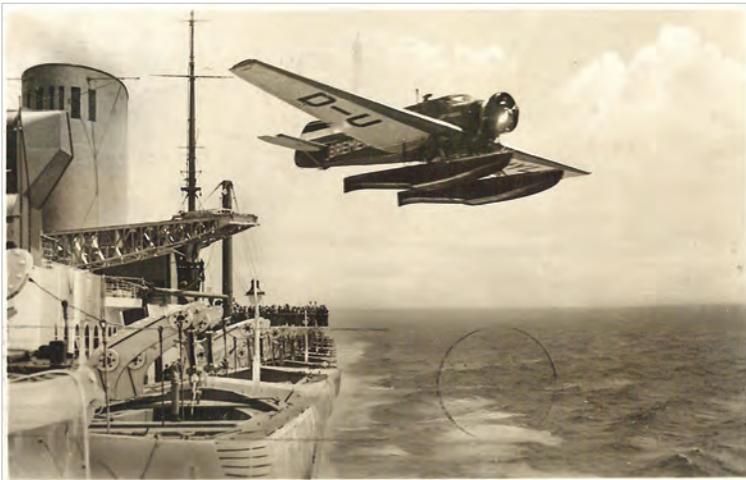


Figure 30. Seaplane being launched by catapult from *SS Bremen*.

As will be related later, the Canada Post Office Department also used airplanes to speed up ship mail; however, to round out this aspect of the story we will first look at a later effort by the German and other post offices and the Norddeutsche Lloyd Line. Figure 30 is a picture postcard showing a German innovation, an aircraft with pontoons, being catapulted off the *SS Bremen*. Figure 31 shows the back of the card, with the Bremen's flag machine cancel 'Deutsch-Amerik. Seepost / a Bremen-New York' dated 12 June 1936. I particularly like this card because it is addressed to Oxford Mills, Ontario and has the village's split ring receiver dated 15 June. Note the sensible form of machine cancellation with the slogan hub before the dater, which gives a single-stamp franking a nice, clear CDS cancellation and also permits the slogan text to be more easily read. [21]



Figure 31. *SS Bremen* seapost cancellation on the card in Figure 30, flown from the ship in 1936.

Aircraft and ships on the St. Lawrence

As aircraft became reliable, they were used more and more frequently to transport mail. On 5 May 1928, a plane carried mail between Montreal and Rimouski for the purpose of expediting foreign mail from and to Canada. The mail was taken to a ship by the Father Point pilot boat. A return flight was made the



Figure 32. Slogan-like, rubber handstamp used at Montreal on mail flown from Rimouski, 6 May 1928.

next day. There were no special cachets on the mail from Montreal, but the return flight mail had a slogan-like rubber handstamp, 'This mail was carried by Postal Airplane to Montreal', shown in Figure 32. These trips were part of an experiment initiated that summer by the Canada Post Office to expedite mail to and from the Maritime Provinces and Europe, with two flights a week from Montreal to Rimouski and one return flight to Montreal per week during the shipping season. The service also included two flights per week each way between Montreal and Toronto and one per week each way between Montreal and Ottawa. There was no extra charge for mail carried by airplane. Mail from the Maritime provinces was discharged from the Halifax–Montreal train at Rimouski on Tuesdays, and later twice a week, to be flown to Montreal, saving about 18 hours delivery time. This mail had postmarks of Halifax or other Maritime cities and the slogan-like handstamp shown in Figure 32. The earliest-known date for this Maritime mail is 7 May 1928. [22, 23]



Figure 33. Cover to England carried by postal airplane from Montreal to Rimouski.

Taking advantage of the expedited service, the cover in Figure 33 was sent care of the Canadian High Commissioner in London, England. Endorsed 'Via Postal Airplane' and franked 3 cents, the 2 cent plus 1 cent war-tax Empire rate per one ounce, it was posted in Montreal at 2:30 PM on 27 June 1928. The red manuscript '2-7-28' may confirm its date of receipt, but the London machine cancel of 12:30 PM on 3 July, applied when the envelope was redirected, definitely confirms it arrived in less than six days, keeping in mind it lost five hours with the time

difference between Canada and Britain. This cover is one of only a very few from Montreal via Rimouski known to have survived.

Figure 34 illustrates a portion of a Canada Post Office 'Announcement' for 'June, 1932' which I acquired with several dozen other similar, though different, announcements about ten years ago, from a dealer who was going to throw them in the garbage. I believe they were reproduced by a group of air enthusiasts, or a club, and made available to members. If anyone knows their origin, I would like to know for interest's sake.

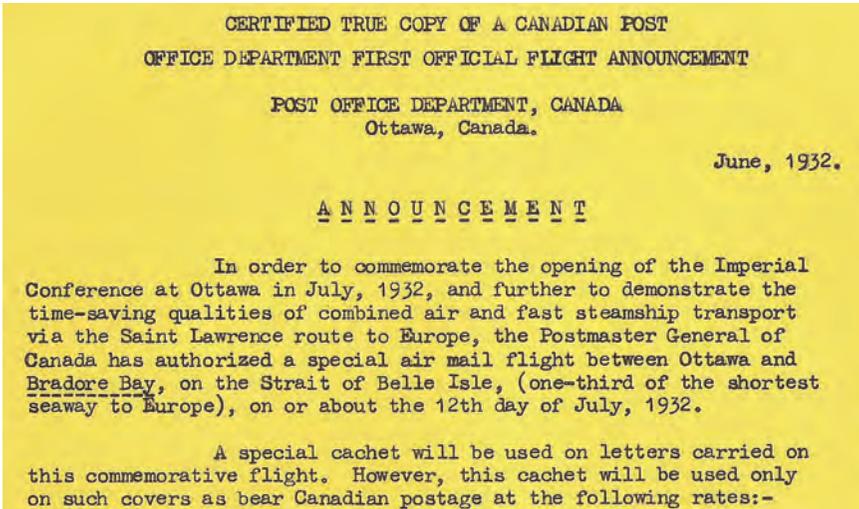


Figure 34. Announcement of special 1932 Imperial (Economic) Conference flight.



Figure 35. Souvenir Cover from 1932 Imperial (Economic) Conference flight.

I have been happy to have these documents on several occasions, including this one, because it refers to the flight that carried the cover in Figure 35 and confirms that it was meant to ‘commemorate the opening of the Imperial (Economic) Conference at Ottawa’ and ‘to demonstrate the time-saving qualities of combined air and fast steamship transport via the Saint [sic] Lawrence route to Europe.’ The special air mail flight between Ottawa and Bradore Bay, on the Straits of Belle Isle, was chosen because it was ‘one third of the shortest seaway to Europe.’ The cover was backstamped at Bradore Bay, P.Q. on 13 July 1932 and received in Medicine Hat on 30 July 1932.



Figure 36. Tag from mailbag carried on the *Empress of Britain* as part of the Imperial Economic Conference special flight.

One of the most important aspects of the Imperial Economic Conference flight was that the airplane was to return with mail carried on the *Empress of Britain* and transferred at Bradore Bay, which is located on the Quebec–Labrador border at the east end of the Straits of Belle Isle. Figure 36 is a rare Canada Post Office air mail tag that was attached to a bag of mail ‘FOR ‘Ottawa. Ont. / EX S.S. / Empress of Britain / Fr Strait. of Belle Isle’. It is postmarked with a ‘MONTREAL P.Q. / ST. HUBERT’ CDS ‘PM / JUL 17 / 32’ in the ‘DATE STAMP’ box. In 1932, St. Hubert was the primary air field for Montreal. [24]

The Ottawa–Bradore Bay flight was not the only special flight connected with the Imperial Economic Conference. The cover in Figure 37 was posted in Malta on 8 August 1932 with three halfpenny Malta stamps, the Canadian equivalent to the 3 cent Empire rate, to the South African Delegate at the Imperial Economic Conference in Ottawa. Note the endorsement written below the air mail sticker: ‘Via Special flight from Croydon (where the London air field was located) / to Empress of Britain / about 13-8-32’. An additional trio of one penny British stamps was affixed and well tied on 12 August 1932 at London, by a cancellation applied by the

Foreign Service branch of the British Post Office. Three pence was the Canadian equivalent of the 6 cent per ounce, Empire air mail rate in effect from Dominion Day 1 July 1931 until 23 June 1939. [25] Fortunately, there is an Ottawa receiver back stamp dated 18 August 1932 confirming that it took just six days for the cover to travel from Britain.



Figure 37. August 1932 letter to a delegate at the Imperial Economic Conference.

Airships across the Atlantic

The use of the dirigible, also called the rigid airship, for observing and bombing during World War I did not go unnoticed by postal authorities. In the early 1920s, the German Post Office used airships, referred to as Zeppelins after their inventor, Count Ferdinand von Zeppelin, to speed the carriage of their mails. Figure 38 is a German picture postcard, endorsed 'Luftpost / mit dem Zeppelin / Z R III nach America' and posted the same day in Osterode on 21 August 1924, with a 50 pfennig air mail stamp (Scott #C23). [26] The card also has two strikes of the 'Mit / Luftschiff Z. R. 3 / befördert' oval handstamp, and a German air mail label tied by the New York machine receiver dated 16 October 1924. The message in German refers to the fact it is being sent by 'Zeppelin air post'.

The card, however, certainly took its time—55 days—to make the trip! The reason? The Zeppelin was not yet ready to make the trip across the Atlantic. Initially designated L Z-126 while it was under construction during 1923–24 at the Zeppelin Works in Friedrichshafen, Germany, for the US Army as part of war reparation compensation, it was the world's largest aircraft of any type when first flown. On 12 October, the Z R-3, as it was now known, departed for the United States Naval Air



Figure 39. Souvenir cover for the arrival and departure of R-100 at St. Hubert, P.Q.

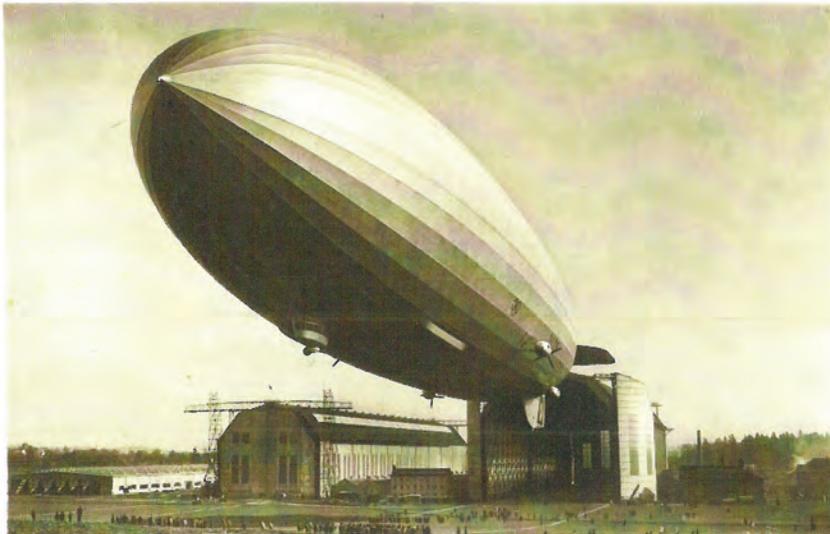


Figure 40. The ill-fated German airship *Hindenburg*.

Germany continued building airships into the 1930s. Figure 40, another German picture postcard, shows the airship *L Z 129*, better known as the famous *Hindenburg*, coming out of its storage shed with a crowd of people watching.



Figure 41. Reverse of the postcard in Figure 40, carried on the *Hindenburg* to the United States in 1936.

This postcard (Figure 41) was mailed to a Canadian Air Regulation Inspector by a Rod Campbell, who expressed his appreciation for having an interview ‘while he was in Ottawa before going to England’. The card is most appropriately franked with a 50 pfennig airmail stamp depicting the *Hindenburg* travelling to North America (Scott # C57), and a 15 pfennig airmail stamp (Scott # C48). The latter’s design, a swastika sun rising over the globe with the German eagle in flight, appears to have been predicting what was to come within a few years. The large blue double ring postmark, ‘DEUTSCHE LUFTPOST / LUFTSCHIFF / HINDENBURG / 21. 6. 1936 / 3, FAHRT / EUROP- NORD AMERIKA’ confirms that it was carried on the *Hindenburg*. The “3” before “FAHRT” means that this card was carried on the third flight of the *Hindenburg*; the number was changed for each successive flight.

Sadly, less than a year later, on 6 May 1937, the *Hindenburg* disaster at Lakehurst Naval Air Station in New Jersey shattered public confidence and marked the end of the great passenger and mail-carrying airships. Within a few years the task was transferred to aircraft capable of flying, if not completely across the Atlantic, at least far enough to make refuelling stops on well-located islands. After World War II, transatlantic air mail service became the norm, to the extent that on 1 July 1971 Canada abolished the UPU surface-letter rate, and all first class mail went by air whenever possible. Although some mail is carried by ships even today, the amount is far, far less than when ships provided the only way to get mail across the Atlantic.

Postscript I

Readers will be surprised to know, as I was, that cable-laying ships are still important in today's world. In the 11 April 2008 edition of *The Maritime Executive*, an article by Captain John Konrad confirms this. Konrad writes that, hit hard by the Internet crash of 2000, owners of cable-laying ships had great difficulty finding work for their vessels. However, with the Internet seeing a rebirth in what is called 'Web 2.0', the impressive cable-laying ships are back in business. The article is also on the Internet, [28] and includes great photographs and a video which depicts how cable is now laid. As you can imagine, it is very different from how it was done by the *Great Eastern* over a century ago. Thus undersea cables are still providing a service, electronic mail or e-mail, which further reduces the use of the postal system.

Figure 42 shows a cover from a 20th century Canadian cable-laying ship. The cachet confirms it was mailed aboard the Bell System's cable laying ship, *CS Long Lines*, during the laying of "Transatlantic Cable 4" from France to the United States. Franked with single 1 and 4 cent Canadian Cameo booklet stamps, it was postmarked in Brest, France and handled as PAQUEBOT MAIL on 11 Sept. 1965. The 5 cents postage underpays the required 6 cents UPU surface rate, in effect since 1 April 1954, but was not charged postage due. This rate was increased to 10 cents on 1 January 1966. Since it is unlikely that the person sending the letter would have written the ballpoint-pen address through the cachet, it appears the cachet was applied on board the ship before the mail was taken to Brest.



Figure 42. 1965 cover from a transatlantic cable laying ship.

Postscript II

After Part 1 of this article [29] went to press, I located the three postcards shown below, and learned of a new Father Point Paquebot cancellation date.



Figure 43. Contemporary card showing the pilot boat pulling away from a ship.

The first postcard, Figure 43, captioned 'Dropping the Pilot', gives an idea of how precarious a procedure it was to row a boat in the open water and land people or take them off much larger vessels.

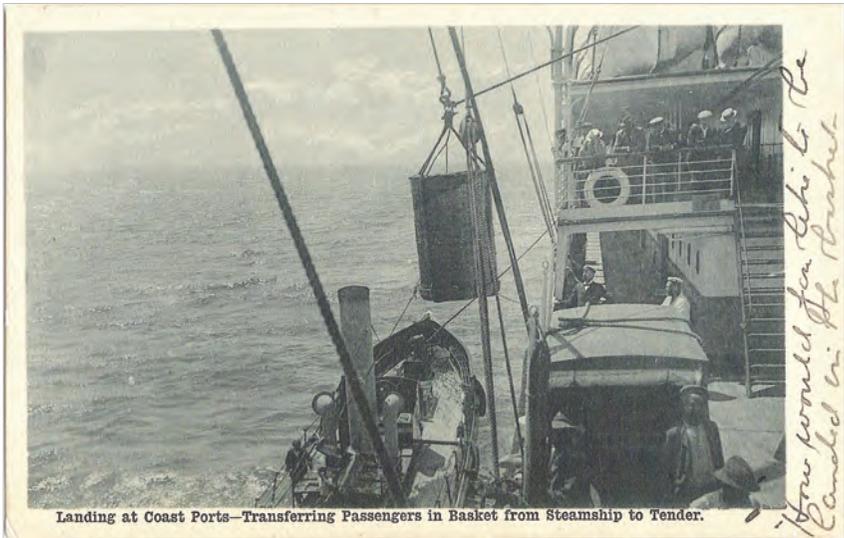


Figure 44. South African postcard showing transfer of passengers from a passenger ship to a tender.

The South African postcard in Figure 44, used in 1907, is captioned ‘Landing at Coastal Ports—Transferring Passengers in Basket from Steamship to Tender’. It depicts the method used to load and unload the tender, which would have been very similar at Father Point when the tender shown in Figure 45 came into service.



Figure 45. Steam boat that replaced the rowboat previously used at Father Point.

The postcard in Figure 45 is a superb view by Valentine and Sons Publishing Co., a British firm that produced many superior Canadian postcards. For a postal historian it could not be better captioned, ‘Mail Tender at Rimouski, St. Lawrence River’. Postally used in 1911, it clearly depicts the great improvement over the use of rowboats to perform this important, but dangerous, task.

The last new item is a cover bearing the Father Point Paquebot cancellation (see Figure 22 in Part 1 of this article) that was put up for auction on eBay on 23 November 2008. A legitimate paquebot postmark on a letter to Germany, the cancellation is dated OC 22/55. This is the latest-known use of the hammer, and it also shows that a year date slug was eventually obtained for it.

Acknowledgements

I sincerely thank Colin Lewis, Ian Kimmerly, Brian Murphy, Brian Stalker, Mike Street, and Brian Wolfenden for their assistance in preparing this article.

References (cont'd. from Part 1, *BNA Topics* Q308)

- [16] http://www.brunel200.com/ss_great_eastern.htm
- [17] <http://www.history.navy.mil/photos/sh-civil/civsh-1/leviathn.htm>
- [18] http://en.wikipedia.org/wiki/SS_Leviathan
- [19] Part of Mrs. Plumpre's message, 'I wish you were coming to England with me at this critical time in the church's history.', confirms that the purpose of her trip was to attend a church conference. She was very involved with the Canadian Patriotic Fund [CPF] in Toronto during the First World War. The CPF raised money to help finance Canada's war effort and provide comforts to members of the Canadian Expeditionary Force overseas. She was writing 'J[ohn] D. Falconbridge' KC [1875-1968]. After graduating from Osgoode Law School in 1899, he joined the faculty as a lecturer in 1908. He was later its Dean from 1923 until 1948, when he probably retired. This is the reason I always read enclosures and postcard messages, and check writer's and addressee's names, because they may have historical importance and a story to tell.
- [20] American Air Mail Catalogue, Vol. 5, 5th edition, American Air Mail Society, Mineola, NY, 1985, p. 99, p. 2606.
- [21] See also Figure 42 for another example of a machine cancellation with the slogan hub before the dater. Many foreign postal administrations use this type of canceller, which I will refer to as a 'slogan first' machine. In the mid-1980s, I was asked by the Canada Post Corporation [CPC] to suggest things they could do to please current collectors and attract new people to collect Canadian stamps. One of a number of things suggested in an extensive proposal I prepared was that Canada acquire 'slogan first' machines. I clearly stated the benefits and provided examples from a dozen different countries and samples of what Canadian stamps received with the machines in current use and how poorly slogan text appeared. It would have been very easy for the CPC to adopt the suggestion because they were in the process of acquiring the German-made Klussendorf machines, which were available in both formats, for distribution across Canada. I stressed that the introduction of the 'slogan first' machines would greatly please collectors of used stamps, who delight in acquiring clear, circular dated copies, which are very difficult to obtain on the vast majority of mail. My suggestion was not adopted. I simply put it down to the fact that CPC was only interested in selling postage stamps that would not be used for postage and had no interest in pleasing those collecting used stamps, nor encouraging new collectors.
- [22] *The Air Mails of Canada and Newfoundland*, a volume in the sixth edition of the American Air Mail Catalogue, Canadian Aerophilatelic Society and the American Air Mail Society, Ann Arbor, MI, 1997, p. 99, listing number 2821.
- [23] Letter from M Victor Gaudet, Postmaster of Montreal, to 'the business men of Montreal' promoting the expedited service. Recipients were told that '[t]here is no question at present of increasing the postage rate on mail matter carried by airplane.' In the letter, the Postmaster refers only to mail going to and from Father Point, not Rimouski, but with no airfield at Father Point the planes flew to and from Rimouski. Each letter was accompanied by a souvenir cover with the handstamp shown in Figure 32.

- [24] The post office employee failed to enter the weight of the bag in the appropriate space, in the lower right above the CPO form data: '2-A.M.S. (air mail service)---30,000 (quantity in which form was printed)-25-3-30 (date form was printed).'
- [25] On 24 June 1939, a transatlantic airmail rate of 30 cents per ½ ounce in weight was introduced.
- [26] I was pleased to learn that the Scott #C23, issued on 11 January of that year, catalogued \$14 in my 1995 Scott Classic Catalogue. Of all the foreign stamps that I have checked over the years because they appeared promising, it is the first one that was valued over 50 cents!
- [27] <http://en.wikipedia.org/wiki/R100>
- [28] <http://gcaptain.com/maritime/blog/cable-laying-ships-back-in-business/>
- [29] *BNA Topics*, Vol. 65, No. 3, Number 516, 2008Q3, p. 37-54.

Photo Credits

Figures 26–31, 34, 35, 38–45: CR McGuire.

Figure 32: Colin Lewis.

Figures 33, 36, 37: Brian Murphy.

Readers write (cont'd from p. 6)

Ross Gray and Bob Lane write to advise of quick responses to the resumed 'RPO Cowcatcher' series in *BNA Topics* April–June 2008, pages 17-19. "The first article: 'A Curious Gap in Winnipeg – Yorkton RPO History' has resulted in an almost immediate payoff. We have heard from two members, each with examples of the previously unreported W-211, hammer 1. Both Earliest Reported Date (ERD - in 1902) and Latest Reported Date (LRD - in 1905) are now recorded for this missing hammer, and the gap is substantially closed. Readers can see from the article that this hammer was replaced in 1907 by W-212, hammer 1. We managed to come up with a new ERD for that also. We thank Warren Bosch and Eldon Godfrey for providing examples. The fact that there are many such gaps to be explored in the records of railway post office postmarks is a strong encouragement for persons new to the hobby."

Peter Spencer writes to clarify the description of his book, *Mrs. Brown -- The Canada Ten Cent 1898 Numeral Issue*, in the BNAPS Book Department ad in *BNA Topics* April-June 2008, pages 17. "While the description is correct in saying that the 10 cent Numeral is the retouched plate, in Plate 1 of the 5 cent Numeral all 200 positions are re-entered, not retouched. Perhaps a more correct statement about 'Mrs. Brown' would be "The first major plating study of the Ten-cent value, showing that 93% of the positions are retouched. (Only Plate 1 of the Five-cent Numeral issue beats that percentage, with 100% of its positions re-entered.)" Peter goes on to say that, "In Plates 2 and 3 of the five-cent Numeral, a book about which is on my wish list and the preliminary research done, there are a number of retouches but no re-entries."

100th anniversary of first rural mail delivery in Canada

Mike Street

A ceremony marking the 100th anniversary of the first rural mail delivery in Canada was held at the Ancaster, Ontario commercial postal station on 10 October 2008.

In the early 1900s, Canadians living in rural areas, tired of having to ‘go to town’ to get their mail, pressed for free mail delivery to their homes. Although Postmaster General Sir William Mulock and Post Office Superintendent George Ross were strongly opposed to the idea and blocked it for some time, a concerted effort led by a Woodstock-area farmer, George Wilcox, got the attention of the governing Liberal party in the election year of 1908. In August of that year, Postmaster General Rodolphe Lemieux announced that free rural mail delivery would start shortly. On October 10, 2008, in the midst of the actual election campaign, and partly through the influence of William O Sealey, the Liberal candidate for Member of Parliament for Wentworth County, Canada’s rural mail delivery service was inaugurated, on a route from Hamilton to Ancaster, seven miles to the west, at the top of the Niagara Escarpment. (In the election on October 26, Sealey was elected and Lemieux re-elected.)

A small ceremony was held at the junction of the roads from Hamilton to Ancaster and Dundas, opposite the farm of Walter Vansickle. With the cart shown in Figure 1 as a backdrop and after a short speech by Superintendent Ross, Capt. Ecclestone of the Hamilton Post Office made the first pick up of rural-route mail from the Vansickles’ mailbox. The group then proceeded to the next farm on the road, where the first item of rural-route mail to be delivered was left in the mailbox of James Henderson.



Figure 1. Hamilton mail wagon used to inaugurate the first rural mail delivery route in Canada. (Courtesy Library & Archives Canada)

Keywords & phrases: Rural mail delivery, equipment

BNA Topics, Volume 65, Number 4, October–December 2008



Figure 2. Kim Vansickle (l) and Sue Shantz, Superintendent of the Ancaster Postal Station (r) help Bev McDonald cut an anniversary cake. (Courtesy Canada Post)

In the 100th anniversary ceremony this year, Kim Vansickle, a direct descendant of Walter Vansickle, and the Rural Mail Carrier for Ancaster Rural Route 2, presented a letter marking the event from Canada Post to Bev McDonald, the great-great granddaughter of James Henderson. Kim then helped Bev cut an anniversary cake. (Figure 2)

Also present at the ceremony was the actual horse-drawn cart used in the 1910–20 era by members of the Thompson family to deliver rural mail in the Tyneside–Binbrook area of Wentworth County, just south of Ancaster. The cart now resides at Westfield Pioneer Village, a few miles west of Ancaster near Rockton. (As the result of



Figure 3. Early 20th century rural mail cart used in Wentworth County. (Courtesy Jim Green)

forced amalgamation in 2000, all of the towns named above and the rest of Wentworth County are now part of the City of Hamilton.)



Figure 4. Hamilton and Ancaster mail stage contractor Daniel Morrison with his horse and cart in front of the Ancaster Post Office in 1907.

Official pictures of the 1908 ceremony did not include the actual rural mail contractor for the Hamilton to Ancaster route, Ancaster resident Daniel Morrison, shown in Figure 4 with his Ancaster and Hamilton Stage wagon. The building behind the stage still exists and is immediately adjacent to the Rousseau House, 'home' of the BNAPS Golden Horseshoe Regional Group.

Daniel Morrison had an assistant, George Griffin, the descendant of slaves who had escaped from the United States to Canada and settled in Ancaster in 1834. Griffin House, the family home built in 1827, was designated a National Historic Site in May 2008.

Acknowledgements

Thanks to Jim Green of the Ancaster Township Historical Society and Thomas Creech of Canada Post for their help in preparing this article.

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- [1] George Wilcox, *History of rural mail in Canada*, Ottawa, 1975, Canada Post, Public Affairs branch.
- [2] Thomas A. Hillman, The Introduction of Rural Mail Delivery Service in Canada, *BNA Topics*, Vol. 46, Nos. 1–5, Whole Nos. 429–433, 1989.
- [3] *The Hamilton Spectator*, October 12, 1908.

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ADDENDUM—5¢ Beaver

“Log in the Waterfall” — A new and early example

Kenneth A Kershaw

IN my revision of the varieties and re-entries in the issues of the 5¢ Beaver [1, 2], I illustrated two “states” of the “Log in the Waterfall” variety. Recently I was provided with a much earlier version which, before too much plate wear, showed very clearly a double line on the log. These three versions now update the previous illustrations. [3] I am most grateful to Richard Thompson for the generous loan of his early replicate of the “Log in the Waterfall” 5¢ Beaver stamp.



Figure 1. New example showing double line “Log in the Waterfall.”



Figure 2. Later state of “Log in the Waterfall”; second line no longer present

References

- [1] Kenneth A Kershaw; *The Five Cent Beaver I. The Plate Proofs of States 10–11*, 2007, British North America Philatelic Society.
- [2] *Kenneth A Kershaw; The Five Cent Beaver II. Plating the More Notable Varieties and Re-entries*, 2007, British North America Philatelic Society.
- [3] *Ibid.*, p. 131.



Figure 3. Still later state of “Log in the Waterfall”; second line missing and first line fainter.

Keywords & phrases: 5¢ Beaver, re-entry

Postal potpourri

17. Money Orders, Borderfree™ and FedEx™

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.

IN this instalment of *Postal Potpourri*, we will look at Money Orders, a post office staple that has been in place for over 100 years, at the new Borderfree™ service that helps with some of the cross-border issues that have arisen in recent years over shipments of goods from the United States, and at how—although a few years ago Canada Post Corporation (CPC) bought out Purolator Courier Canada—CPC recently began using the logo of competitor FedEx™ Express on prepaid mailers.

Money Orders

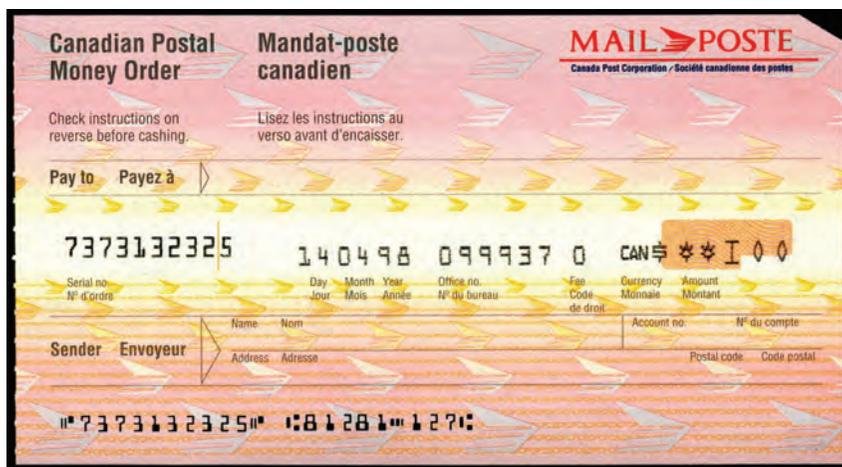


Figure 1. April 1998 Money Order.

Money Orders are very useful to post office customers who need to send cash by mail when a cheque will not suffice. Just about any philatelist who was collecting in the post-World War II period will have paid with a Money Order for purchases from HE Harris & Sons or the Garcelon Stamp Company, or one of the many other dealers who sent stamps on approval. Today, even with electronic bank transfers and PayPal, they still can come in handy on occasion.

Keywords & phrases: Money Orders, Borderfree™, Fedex™

BNA Topics, Volume 65, Number 4, October–December 2008

In the last 10 years, four different designs of Money Orders have been sold in Canadian post offices. The Money Order in Figure 1 was bought in April 1998 for a fee of \$2.50. It had 'MAIL logo POSTES' in red in the upper right hand corner. It was available in Canadian Dollars, US Dollars, and Pounds Sterling, with the type of currency printed in front of the amount. The Sender's Copy was a flimsy original, and the actual Money Order was a carbon copy.

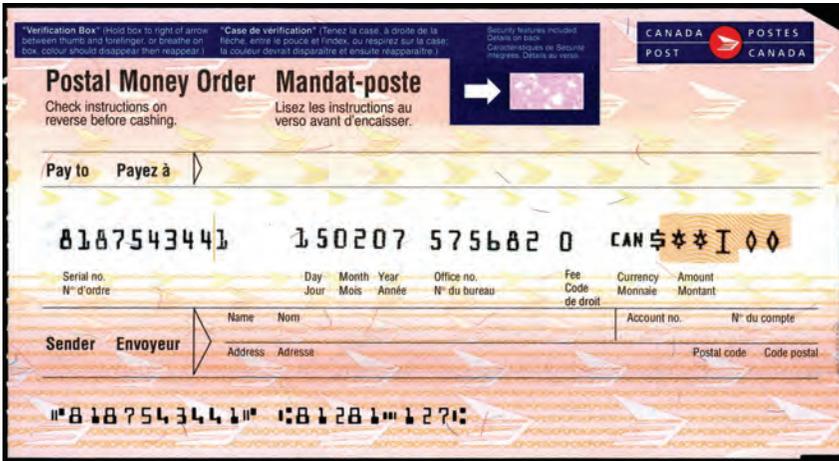


Figure 2. December 1998 Money Order.

The Money Order in Figure 2 was bought on the last day of 1998, again for a fee of \$2.50. The only difference between the two 1998 Money Orders was the 'CANADA POST POSTES CANADA' logo in red and blue at the upper right of the newer one.



Figure 3. February 2007 Money Order.

An August 11, 2006, a Post Office memo concerning changes to the Money Order form points out a pink ‘verification box’ to the right of a white arrow. Figure 3 shows this Money Order with the new security feature. The memo states: ‘The pink colour in the box reacts to heat and should disappear by either: Holding the box between thumb and forefinger, breathing directly on the box itself, or rubbing it with your finger to create friction. The pink will reappear once the verification box area cools (approximately one minute)’ Except for a teller’s stamp box on the back of the Money Order and a fee of \$4.50, the other features remained the same. Figure 4 shows the Sender’s Copy with the stub still attached. It was usually removed and discarded by the clerk.



Figure 4. Sender’s Copy of February 2007 Money Order.

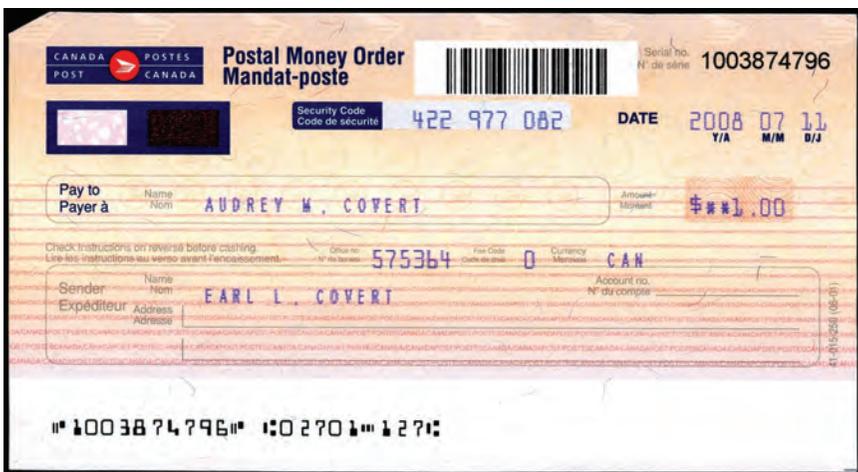


Figure 5. July 2008 Canada and International Money Order.

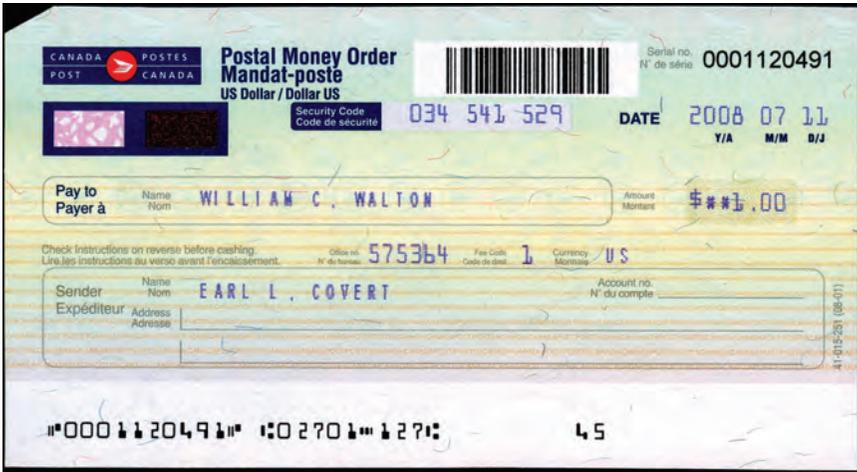


Figure 6. July 2008 United States Dollar Money Order.



Figure 7a. Top of receipt.

Each of these Money Orders appeared at different dates, as the stock of old Money Orders was used up. In early 2008, colourful brochures appeared in all Post Offices illustrating the features of a new Canada Post Money Order for ‘Advanced security, enhanced convenience’ with ‘1. Pre-printed bar code; 2. Uniquely generated security number; 3. Micro-printing and watermarks; 4. Thermographic inks; and 5. Sender and recipient information printed.’



Figure 7b. Receipt bottom.

You now cannot buy a Money Order without supplying both a purchaser's and a recipient's name. The price has risen to \$4.95. A Canadian/International Money Order (Figure 5) is available on a pink card; the United States Money Order (Figure 6.) is blue. Another major change is that the only Sender's Copy is the computer-generated post office receipt (Figure 7 in two parts). It shows the sender's and payee's names, the Money Order's number, the cost and the value of the Money Order in the particular currency in which it was purchased. These Money Orders started to appear in late June 2008; as of October 2008, they were still not available in all post offices.

Canada Post Borderfree™

Since the arrival of the not-always-popular Goods and Services Tax (GST) in 1991, ordering goods by mail from outside Canada has become more difficult, partly due to increased vigilance on the part of tax authorities, and also because of significant charges sometimes levied for simply processing a parcel. The new 'Borderfree™' service helps with some of those issues.

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Catalogue prices are shown in USD

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Figure 8. Catalogue from a vendor using Borderfree™.

In 2007, we began to see catalogues (Figure 8) from American companies with the Borderfree™ logo (Figure 9) on the cover. Canada Post’s Website states: ‘Looking for a shopping experience without shipping limitations and hidden costs?’ You can shop online or from a catalogue and order online or over the phone from ‘dozens of established retailers partnered with Canada Post’s Borderfree™. These partners routinely ship into Canada, providing superior customer service and issue a guaranteed price that includes shipping, duties and taxes – meaning no brokerage fees, CODs or other surprises at the door. Your credit card will be billed by Borderfree™ on behalf of the retailer from which you’ve made your purchase but not until your order clears the Canadian border.’



Figure 9. Borderfree™ logo.



Figure 10. Labels from a package shipped using the Borderfree™ service. Canadian labels (right) were applied on top of the original US label (above).

Figure 10 shows labels from one of two parcels delivered the same day as part of the same order. The two labels on the right appear to have been applied in Canada by Borderfree™. The label on the left, which appeared after I removed the two Canadian labels from the second parcel, was applied in the US, by the retailer, to send the parcel to Borderfree™ in Newburg, NY at zip code 12550. Newburg is on the west side of the Hudson River, about 45 km north of New York City. This appears to be the address of a Canada Post contractor who inspects and processes parcels with regard to duties and GST and applies the Canadian shipping labels. It seems likely that the parcels are then trucked across the border and mailed at a Canadian postal facility. The label in Figure 11 appears to have been applied by the retailer; the numbers must convey information to Borderfree™ about the contents of the parcel and the address of the Canadian purchaser, as there is no other indication on the parcel as to who the purchaser is until it reaches Borderfree™.

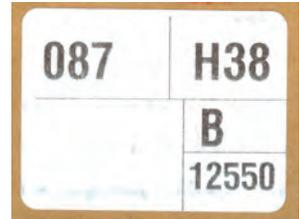


Figure 11. Additional label on Borderfree™ package.

This system avoids the COD labels used by Canada Post, from which they collect a handling fee of \$5, in addition to the GST, and any duty applicable. It may be that the handling fee for the Borderfree™ service is rolled into the purchase price.

Canada Post and FedEx Express

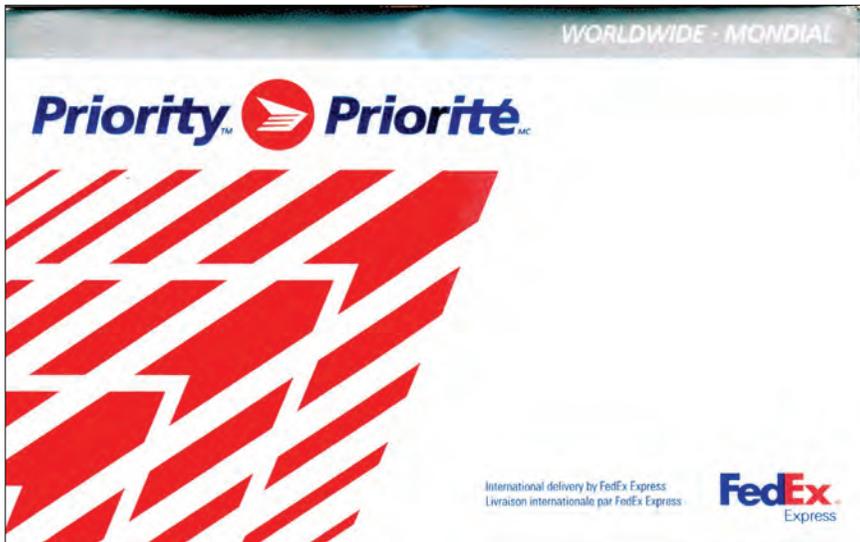


Figure 12. 2008 Priority envelope with the new Priority™ and FedEx™ logos.

Late in 2007, at a date I have not yet determined, Canada Post removed Purolator Courier envelopes from their offices and RPOs and stopped providing Purolator Courier service within Canada. CPC Staff were told it was a redundant service, with Priority Courier providing the same 'service guarantee'. The change is interesting because Canada Post owns a major share in Purolator Courier Canada.

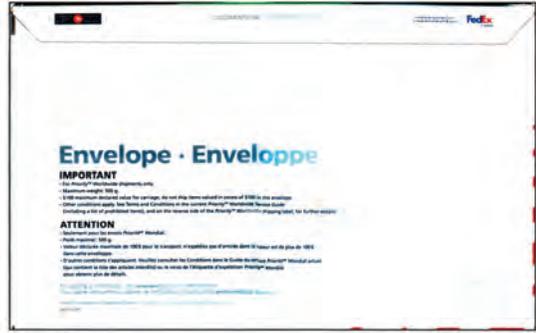


Figure 13. Back of Priority™ FedEx™ envelope.

On September 29, 2008, local post offices were told to destroy all their International Purolator Envelopes and Packs, as the arrangement with Purolator for courier service outside Canada was ending. A new Priority™ PrioritéMC / FedEx™ Express envelope (Figures 12 and 13) and a larger Pack appeared. These are not prepaid, nor were the Purolator Priority Courier Envelopes and Packs they replaced.

Figure 14 shows the Sender's Copy of the label for a letter-sized envelope sent from Raymond, Alberta to New Jersey on the First Day of Use, September 29, 2008. The charge depends on the 'Postage Rate' and the 'Other Surcharge'. In this case, from Alberta to New Jersey, it was \$34.25 and \$5.48 for a total of \$39.73. To send the Pack (not shown) in the same manner was \$51.50 plus \$8.24, for a total of \$59.74.

Next time in *BNA Topics*, we will look at some interesting labels.

1 From / From Please print and print clearly / Expéditeur / Écrire en caractères clairs / Adresse formattée ZIP Date: 09/29/08 / Date de l'envoi: HAY RIVER MEDICAL SERVICES		4 Shipment Information / Informations sur l'envoi Documents <input type="checkbox"/> / Other Documents <input type="checkbox"/> Total Weight: 41.123 kg / Dimensions:	
CFC Customer No. / No. client CFC CFC Appointment No. / N° rendez-vous CFC		Ship to / À destination de: Canada / 1.810 Ship from / Origine: 1.810	
Sender's Name / Nom de l'expéditeur: EARLE L COVERT Address / Adresse: BOX 1190 City / Ville: RAYMOND AB / Postal Code / Code postal: T0K 2S0 Country / Pays: CANADA / Phone / Téléphone: (403) 752 4548		5 Packaging / Emballage Envelope / Enveloppe: <input type="checkbox"/> / Priority Worldwide Pack / Pak Priorité Mondial: <input type="checkbox"/> / Other / Autre: <input type="checkbox"/>	
2 Your Internal Reference / Votre référence interne		6 Sender's Authorization / Autorisation de l'expéditeur Signature: Earle L Covert / Date: Sept 29/08	
3 To / Destinataire Recipient's Name / Nom du destinataire: JEAN WALTON Address / Adresse: 125 TURTLEBACK RD City / Ville: CALIFON NJ / Postal Code / Code postal: 07830 Country / Pays: USA / Phone / Téléphone: (908) 832 7122		CFC Rate / Tarif CFC: 34.25 Other Charge / Autre charge: 5.48 Total Charge / Total des charges: 39.73 Tracking Number / Numéro de suivi: 3046 0096 4576 / Confirmation No. / N° de confirmation: 0457	
For tracking visit canadapost.ca or call 1.888.550.8333. Pour effectuer un suivi, visitez postescanada.ca ou appelez le 1.888.550.8333. Canada Post, authorized agent for FedEx / Postes Canada, agent autorisé de FedEx.			

Figure 14. Sender's Copy of label applied to envelope shown in Figures 12 and 13.

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Postal history during the King George VI, 1937–1942, 'Mufti' era

First class postage to British America and Mexico [1]

Gary Steele

THERE were some eighteen different British Empire postal destinations in British America during the Mufti period, if one includes the colonies of Newfoundland, the Falklands, and Bermuda. Examples of Canadian mail to some of the smaller destinations such as the Cayman or Turks and Caicos Islands are relatively scarce due to their relatively small populations, and examples of first-class surface mail to these locations are especially difficult to come by.

Table 1. Canadian postage rates and fees for mail to British America and Mexico (1937–1942)

Category	Rates	Effective Periods
Letter (first class)	3¢ first oz., 2¢ per additional oz.	July 1, 1931 through the entire Mufti period
Airmail		
Bermuda	6¢ per oz. 15¢ per ¼ oz.	July 1, 1934 until February 1938 March 1938 for the balance of the Mufti period
Newfoundland	6¢ first oz., 5¢ per additional oz.	October 23, 1931 through the entire Mufti period
Other British America destinations and Mexico	25¢ per ½ oz. 10¢ per ¼ oz. [2]	July 1, 1935 to December 14, 1937 December 15, 1937 for the balance of the Mufti period
Registration	10¢ for \$25 indemnity (only)	July 15, 1920 through the entire Mufti period

Keywords & phrases: Mufti era, rates

Airmail routes to British colonies in the Caribbean and South and Central America, and to Mexico were well established by the start of the reign of King George VI. Airmail letters originating in Canada for these destinations were forwarded over internal Canadian and US airmail routes, primarily to Miami, Florida, and to a lesser extent, Brownsville, Texas, for onward conveyance to points south. Meanwhile, airmail letters to Bermuda were routed through New York on the first leg of the Pan American Airways main transatlantic route to Europe, which terminated in Lisbon, Portugal. Airmail letters to Newfoundland were conveyed over regular air routes established across Canada.

The schedule above shows the rates for various classes of mail to British America and Mexico during the Mufti period. Rates for most classes of mail, save airmail, remained unchanged during these years. Airmail rates did vary somewhat, with a general decrease for letters weighing less than ½ oz. coming into effect in December 1937 for Mexico and British Empire destinations in the Caribbean, South and Central America. Bermuda was, however, an exception, as rates for airmail letters were increased significantly in March 1938. Rates for airmail letters to Newfoundland remained the same as those to Canadian destinations throughout the Mufti period.

Newfoundland

Airmail short-paid letter to Newfoundland: The rates for airmail letters to Newfoundland were 6¢ for the first ounce and 5¢ for each additional ounce. The postal authorities must have determined that the letter shown in Figure 1, below, weighed more than one ounce, as indicated by the boxed "1" with handwritten "10" on the front of the cover. This Canadian marking indicated 10¢ due for double the 5¢ deficiency for the second ounce. However, it seems that only 5¢ was



Figure 1. Airmail letter posted August 22, 1939 from Goderich, Ontario to the Newfoundland Airport (Gander), short-paid for the 11¢ two ounce weight.

collected from the recipient, the Newfoundland Airport. This appears to be similar to what took place in the US where, if the full rate was paid for the first ounce, only a single deficiency was charged for the short-paid second ounce. The Newfoundland Airport, known today as Gander, was finished in 1938 and, with its four runways, was the largest airport in the world at the time. The item was mailed from Goderich, Ontario on August 22, 1939 (the '22' date is upside-down in the cancel) and back-stamped when it passed through Montreal on August 23, 1939.



Figure 2. Registered airmail letter mailed December, 1939 from Toronto to St. John's, Nfld. and then, for return posting, franked with a 15¢ Newfoundland stamp to pay the registered surface letter rate to Canada.

Registered airmail letter to Newfoundland: The item shown in Figure 2 was mailed from Toronto's Adelaide Street Postal Station on December 9, 1939 to Dr. Joseph Josephson at the Newfoundland Hotel in St. John's. It was franked with 6¢ and 10¢ 1938 Pictorial Issue stamps to pay the registered airmail letter rate to Newfoundland. Fortunately for postal history collectors, he had apparently left the hotel before the letter could be delivered to him. Since the letter was registered, the hotel did not want to take the risk that it would not be properly delivered to a return address; and it appears that the hotel staff affixed a label on the front of the envelope. The hotel re-registered the letter on December 19, 1939, and it was received in Toronto four days later on December 23rd.

The interesting part is that the letter did not go back to Toronto via airmail, but rather by surface mail, paid with a single 1932 15¢ 'Harp Seal Pup' Newfoundland definitive stamp—not a very common usage, while showing a worthy mixed country /territory franking.

Bermuda

First class (surface) mail, registered to Bermuda: The registered letter illustrated in Figure 3 was mailed on May 1, 1940 from Postal Station 'K' in Toronto, Ontario to Hamilton, Bermuda. The 13¢ 1938 'Halifax Harbour' Pictorial stamp paid the 3¢ first class (surface) letter to a British Empire destination in America and 10¢ registration fees. The letter was backstamped 'Montreal B & F DIV' on May 2, 1940, marked 'PASSED FOR EXPORT,' but was not stamped with a receiver cancellation in Bermuda on arrival.

Airmail letter to Bermuda: While Canadian airmail to other destinations in the British Empire enjoyed price reductions for service in the late 1930s, Bermuda alone stands out as an exception. In the first part of the Mufti period, the airmail rate was the same as that charged for airmail letters to destinations in the United States (which had been reduced to 6¢ per ounce beginning on July 1, 1934).

In March 1938, the rate to Bermuda was increased to 15¢ per ¼ ounce, as much as a ten-fold increase from the earlier rate. Airmail was forwarded to Bermuda through either New York or Baltimore from March 1938 until July 1941. From July 15, 1941, airmail was routed only through New York.



Figure 3. A registered letter mailed in May 1940 from Postal Station "K", Toronto, Ontario to Hamilton Bermuda.



Figure 4. Letter mailed August 10, 1942 from MacDonald MPO, Manitoba to Hamilton, Bermuda, then re-routed to Westboro, Mass., United States.

Initially, the postage on the cover in Figure 4 was paid with two 6¢ 1938 Pictorial airmail stamps and one 3¢ Mufti stamp from the lower right corner of a booklet pane, as there was no 15¢ stamp produced for this rate. The cover was mailed from the MacDonald MPO in Manitoba on August 10, 1942.

After arrival in Bermuda, the letter was forwarded to the United States on August 18, freshly franked with a 7½¢ Bermuda stamp, as it was forwarded rather than simply readdressed. The airmail label and stamp have been cancelled out with a ‘jusqu’a’ marking in purple (jusqu’a meaning ‘as far as’), cancelling out the airmail service, possibly, upon receipt of the item from Bermuda in New York. The cover then would have travelled by surface mail for the rest of the route.

Triple rate airmail letter to Bermuda: The sender used two 6¢ and one each of the 10¢ and 20¢ 1938 Pictorials plus a 3¢ Mufti stamp to post the letter shown in Figure 5, below, from Galt, Ontario on January 17, 1939. This was the 45¢ ‘Triple Rate’ fee for an airmail letter weighing up to three quarter ounces to Bermuda. Somewhere along the journey, an unusual ‘AIR POSTAGE PAID’ handstamp was applied. The letter arrived quickly in Bermuda and was delivered to Mangrove Bay in three days, on January 20, 1939.



Figure 5. An airmail letter mailed in January, 1939 from Galt, Ontario to Bermuda.

Other British America destinations

Registered airmail letter to Bahamas: The cover in Figure 6 shows a nice usage of two 1938 20¢ 'Fort Garry' Pictorial stamps to pay the triple 10¢ per ¼ ounce airmail rate plus 10¢ registration fee for a letter mailed to the Bahamas. As the letter was registered, the route of this cover is much more traceable because of the many backstamps that tell the story.



Figure 6. A registered airmail letter mailed in August, 1939 from Toronto, Ontario to Nassau, Bahamas.

The letter was mailed from the Registered Airmail Division, Postal Station A, Toronto on August 19, 1939. It went through Miami, Florida on August 21 and was received in Nassau, Bahamas on August 22. Three days! Today, an item would barely get out of the city of origin in that time.

First class (surface) mail to British Honduras: The cover in Figure 7 was mailed from Vancouver November 22, 1940 to the City of Belize, British Honduras, in Central America, arriving on December 9, 1940. It was franked with a 3¢ Mufti stamp to pay the first class letter rate to a British Empire destination in America. Note the manuscript marking “via New Orleans, La.” in the upper left hand corner, indicating that the letter was likely conveyed from there across the Gulf of Mexico.



Figure 7. A first class (surface) letter (1940) from Vancouver, B.C., to Belize, British Honduras.

First class (surface) mail to the Falkland Islands: From one small place, Charlottetown, Prince Edward Island, to a smaller place, Pebble Island West in the Falklands—the letter in Figure 8 was mailed on September 29, 1942, bearing 5¢ in postage (2¢ and 3¢ Mufti stamps), to pay the rate for a first class surface letter, weighing up to two ounces, to a British Empire destination in the Americas. Backstamps reveal that the letter passed through Montevideo, ROU (Republic of Uruguay) on October 9, 1942, and then through Port Stanley in the Falklands. The printing on the label (on the back of the envelope) indicates that the item was examined by Censor 7946.

The cover does reflect proper usage for a double weight first class letter to a British Empire destination for the Mufti period, even though these two Mufti stamps were used just slightly after the release of the new War Issue on July 1, 1942.



Figure 8. A first class (surface) letter (1942) from Charlottetown, P.E.I., to Pebble Island West, Falkland Islands.

Airmail letter to Grenada: The cover in Figure 9 shows an example of the 10¢ per ¼ ounce airmail rate that came into effect December 15, 1937 for letters airmailed to most British colonial destinations in the Americas. The letter, mailed from Montreal to Grenada on March 3, 1938, was franked with a pair of 5¢ Mufti stamps perfined with the initials 'CNR' (Canadian National Railways, owner of Canadian National Steamships).

Grenada was not a main-line stopover for air service from Miami to South America. This letter travelled by air to Port of Spain, Trinidad, arrived on March 7, 1938 and then was dispatched to Grenada, probably by boat, arriving there on March 12, 1938.



Figure 9. An airmail letter from Montreal, Quebec, to Grenada via Port of Spain, Trinidad (March, 1938).

Airmail letters to Trinidad: The two covers illustrated in Figure 10 show the seldom-seen 25¢ per ½ ounce airmail rate that was in effect up through December 14, 1937 for letters airmailed to most British colonial destinations in the Americas. Both letters were addressed from Montreal to T. Geddes Grant (Limited) in Port-of-Spain, Trinidad.

On one (mailed August 7, 1937), the 25¢ rate was paid by five 5¢ Mufti-issue stamps; on the other (mailed October 5, 1937), the rate was paid by a 5¢ Mufti stamp plus a single 20¢ 1935 ‘Niagara Falls’ Pictorial (appropriate in-period use of the 1935 stamp as the corresponding 20¢ ‘Fort Garry’ Pictorial was not issued until June 15, 1938).

The cover illustrated in Figure 11 was mailed from Vernon, B.C. on October 14, 1937, also to T. Geddes Grant Ltd., in Port of Spain, Trinidad. It arrived in just four days on October 18, 1937.

The letter was franked with 20¢ ‘Niagara Falls’ and 50¢ ‘Victoria B.C. Parliament Buildings’ stamps of the 1935 Pictorial series together with a single 5¢ Mufti stamp to make up the 75¢ fee to pay ‘Triple Rate’ for airmail letters weighing between and one and one-half ounces sent to Trinidad. As with the lower cover in Figure 10, the 1935 Pictorial stamps were in current use.



Figure 10. Two airmail covers (less than ½ oz.) mailed prior to December 15, 1937 from Montreal, Quebec to Port of Spain, Trinidad.



Figure 11. An airmail cover (greater than 1 oz., but less than 1½ oz.) mailed in October, 1937 from Vancouver, B.C. to Port of Spain, Trinidad.

Domestic airmail then to Trinidad by surface mail: The cover in Figure 12 (a) mailed February 21, 1939 from Bass River, Nova Scotia to Trinidad could have been mailed for 3¢ for the first ounce via surface mail, but a 6¢ airmail stamp was used. The reason for this may have been to ensure that it would be sent via airmail within Canada (and the US) to speed up delivery and get the item to the nearest port as quickly as possible. I am not aware of where it would normally have been transferred to a ship.

The letter was backstamped as having been received at the GPO Port of Spain, Trinidad on February 27, 1939, some six days after mailing. I have a number of airmail items sent at the 10¢ per ¼ oz. rate to the Caribbean in my collection that took longer than this letter did to reach its destination!

Airmail letter short-paid to Trinidad: In contrast, the cover in Figure 12 (b), airmailed from Montreal May 2, 1942, and arriving at the GPO Port of Spain, Trinidad on May 7, provides a conundrum of sorts in that it bears the same 6¢ postage as the cover in Figure 12 (a).

As the decision to charge for deficient postage rested with the receiving postal authorities in Trinidad, they likely would have differentiated between mail arriving by sea (assumed to be the case with the letter shown in Figure 12 (a) originating from Bass River, Nova Scotia), and mail arriving by air. In the latter case, the Trinidad post office likely would have judged that the letter should have had sufficient postage affixed to pay the 10¢ per ¼ ounce rate.

(a)



(b)



Figure 12. (a) Letter mailed February 21, 1939 from Bass River, Nova Scotia to Port of Spain, Trinidad franked with a 6¢ 1938 'Mackenzie River' Pictorial to pay the domestic airmail and surface rates to Trinidad.

Figure 12. (b) Airmail letter mailed May 2, 1942 from Montreal, Quebec to Port of Spain, Trinidad franked with two 3¢ Mufti stamps which short-paid the 10¢ per ¼ oz. airmail letter rate to Trinidad.

The letter, determined by the Trinidad post office to have been sent by airmail, then was short-paid by 4¢ times the double deficiency, equal to 8¢, which became 40 centimes due, at 5 centimes for each cent. The 40 centimes was equivalent to 4*d* sterling; on May 8, 1942 was paid with a pair of Trinidad 2*d* postage-due stamps.

Mexico

Airmail letter to Mexico: Mail to Mexico benefited from concessional rates applicable to British Empire destinations in the Americas (as did mail to Central American and non-British destinations in the West Indies).

The cover illustrated in Figure 13 was mailed from Halifax on August 30, 1941, and was franked with a 10¢ 1938 'Memorial Chamber' Pictorial to pay the 10¢ per ¼ oz. airmail rate to Mexico. The letter was examined by Censor 35, arrived by air service in Mexico (City)/D.F. on September 4, 1941, and then was forwarded to Coatzacoalcos, in the State of Vera Cruz.

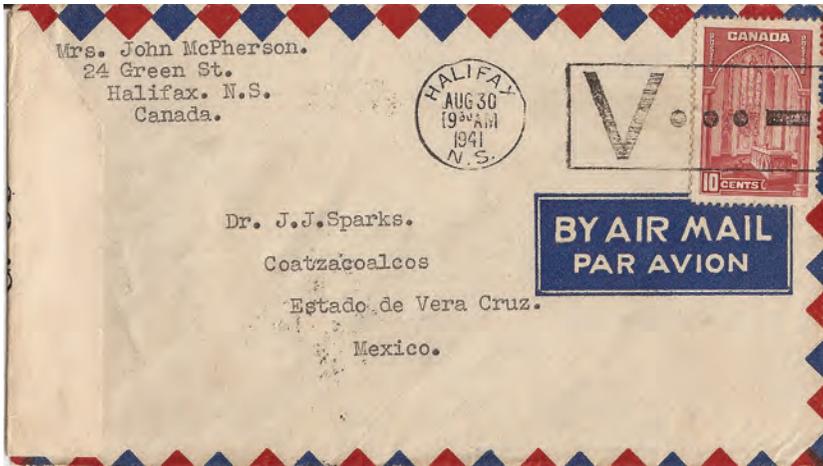


Figure 13. Airmail letter mailed in 1941 from Halifax to Coatzacoalcos, Vera Cruz, Mexico.

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- [1] This article is adapted from the third in a series by the author on postal history items from the King George VI Mufti period. The original version appeared in the newsletter of the BNAPS King George VI Study Group (King George VI Post & Mail 8, 13-20 (2006)).
- [2] The same rate applied to mail destined for Central America and the West Indies (including Cuba).



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Letters from Arthur Whitten Brown, 1919

Norris (Bob) Dyer

Oh, lay hold Jackie Alcock, lay hold Teddie Brown
Lay hold of the cordage and dig in the groun'
Lay hold of the bow-line and pull all you can
The Vimy will fly, 'fore the Handley Page can.

Sung while clearing Lester's Field, St. John's, 1919

I'VE had a love affair with the incredible journey of Captain Alcock and Lieutenant Brown since I first started collecting the stamps of Newfoundland. The "Alcock" air mail (Sc #C2) is an essential part of my exhibit on Newfoundland's surcharged issues. I was also involved with the late Steve Fossett and the mail for his successful 2005 transatlantic flight in a replica of the Vickers-Vimy.

Just when I thought I had seen it all, earlier this year two original letters from Arthur Whitten Brown popped up, out of nowhere, in an auction. I was able to purchase the lot (which had not been accurately described) and have built a single-frame display exhibit around them. *The Alcock-Brown Flight and Newfoundland Philately* exhibit will first be shown at the APS AmeriStamp and TEXPEX in February 2009. [1] [2] [3]



Figure 1. John Alcock (left) and Arthur Whitten Brown.

Keywords & phrases: Newfoundland, air mail, Alcock, Brown

Lieutenant Arthur Whitten Brown met Captain John Alcock at Vickers Ltd. in 1919, after Alcock had been selected by the company to pilot a converted bomber in an attempt to cross the Atlantic by air. The *London Daily Mail* had offered £10,000 for the first non-stop flight across the ocean by a heavier-than-air machine. Within six months, the pair would be world famous. Brown would become “Sir Arthur” and Alcock, “Sir John.”

Captain John Alcock had been a Royal Navy Air Services pilot in WWI and Lt. Arthur Whitten Brown (whose parents were both Americans) an air observer for the Royal Flying Corps. They decided to team up for the attempt, with Alcock being the pilot and Brown the navigator. There would be competition from other teams, including significant funding for a Handley–Page effort. There was a geographical consensus among the aviators that Newfoundland was the ideal place from which to depart. All teams were on hand in May 1919.

The Cochran
St. John
29.5.19

Dear Hain:

Many thanks for your letter and good wishes. Aunt Molly tells me of the accident to your friend - I do hope that it will not turn out so seriously as at first thought, and that she will become well and strong again very soon.

We are flying for a private concern - no Government help at all, save in obtaining instruments for navigation. It would be possible to come to New York before the flight - goodness only knows what will happen after - as keep on hoping!!

I'll write you as soon as we have finished putting our machine together - about another week now, with any luck.

Love
Ted

Figure 2. May 29, 1919 letter from Arthur Whitten Brown to a friend in Brooklyn, NY.

Alcock and Brown arrived at St. John's on May 13th. Their Vickers–Vimy aircraft got there on the 24th and was uncrated at Quidi Vidi. Figure 1 shows them next to their machine. They were still putting it together on the 29th when “Teddie” Brown wrote the letter in Figure 2 from the Cochrane Hotel where they stayed during the project. Brown's letter was to a friend in Brooklyn, New York. I am providing the text in case readers can't make it out on the actual letter. I also have the envelope in which it was mailed, but am not showing it here, as it is rather nondescript, with the 3¢ brown Caribou, commonly used at the time.

Dear Marie:

Many thanks for your letter and good wishes. Aunt Molly tells me of the accident to your friend. I do hope that it will not turn out so seriously as was first thought, and that she will become well and strong again very soon.

We are flying for a private concern—no Government help at all save in obtaining instruments for navigation. It won't be possible to come to New York before the flight—goodness only knows what will happen after—so keep on hoping!!

I'll write more as soon as we have finished putting the machine together—about another week now, with any luck.

Love

Ted

The second paragraph refers to Vickers' sponsorship of the flight. Ironically, the government's navigational instruments did not turn out to be that great either. Aviators of this era were a “League of Gentlemen” and Major Gran, who was the Handley-Page's navigator and also staying at the Cochrane, improved Ted Brown's sextant by using Abney levels, fitted with a battery and a small light, so the bubble was visible in the cramped cockpit.

After putting the Vickers–Vimy together, they had the craft hauled to a more level site near Mundy Pond, dubbed Lester's Field by the fellow who hauled the machine and owned the property. About this time, Newfoundland's Postmaster-General announced the availability of stamps to frank a “small mail” aboard either the Vimy or Handley–Page. Ten thousand of the 15¢ value of the 1897 Cabot issue were surcharged in settings of 25. Ultimately, collectors would find that there were five constant surcharge types within the setting.

By June 10th, while test flights of the giant Handley–Page were proving unsuccessful, the Vickers–Vimy neared readiness for the attempt. It had two 360HP Rolls Royce Eagle VIII, twelve-cylinder engines, and its initial range of 1,880 miles had been increased to 3,000 after augmentation of the fuel tanks.

In Cyril HC Harmer's collection, there was a stationery card written by Lt. Brown to his mother, from Halifax on May 9th, signed by "Ted", while en route to St. John's. The letter in Figure 3 is also to her, but written on June 10th, just four days before the flight would leave. It is on letterhead of "The Cochrane". His upbeat letter is short:

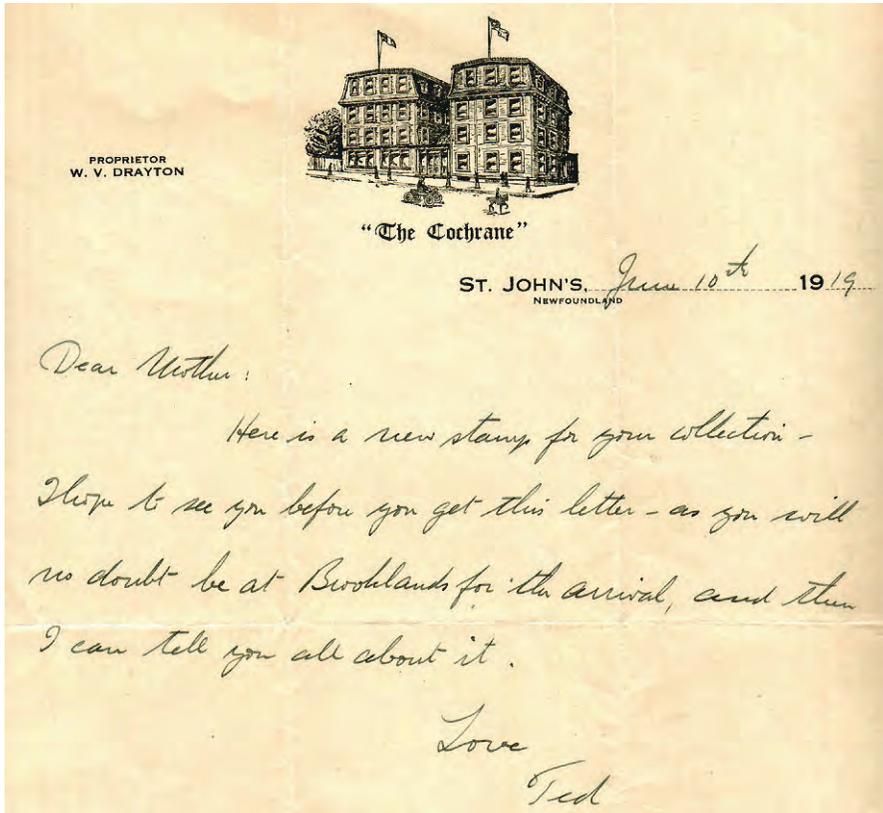


Figure 3. Letter from Lt. Brown to his mother, several days before the flight

Dear Mother:

Here is a new stamp for your collection. I hope to see you before you get this letter—as you will no doubt be at Brooklands for the arrival, and I can tell you all about it.

Love

Ted

If you were about to attempt something no one had accomplished before, flying across almost 1,900 miles of ocean in an open cockpit, of course, you wouldn't want to worry your mum! Brooklands was an early airfield used by Vickers.

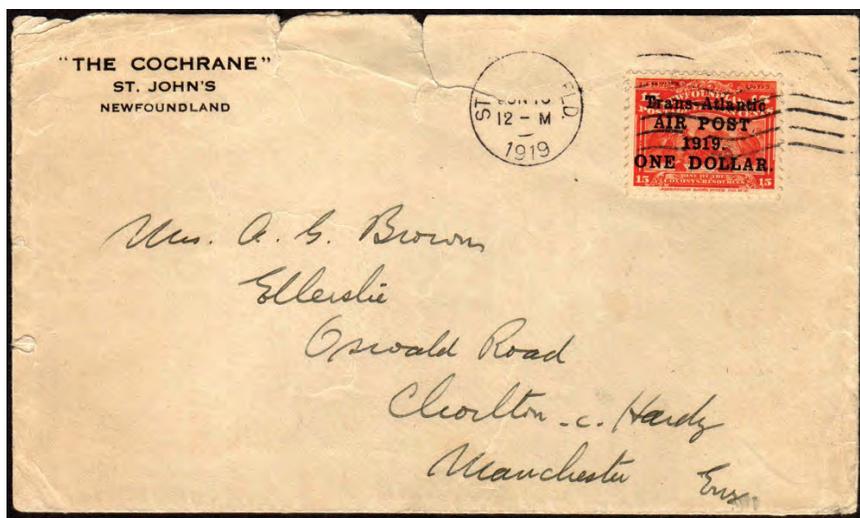


Figure 4. Envelope carrying Brown's letter to his mother. Stamp is Position #20.

Figure 4 shows the envelope in which Lt. Brown's letter was sent to his mother. It was one of 196 letters carried on the successful flight. A bit the worse for wear, it was postmarked June 10th, the day of his letter. Perhaps his mother took little care in opening it, being anxious to find out how her son was doing so many miles away. All the carried covers are postmarked from June 10th–13th. A close look at the stamp on the cover shows it to have a small comma after **AIR POST**, which means it is from Position #20. There was only one of this type per setting of 25, so Ted had, indeed, provided his mother with a particularly nice stamp for "her collection."

After a successful test flight on June 12th, Vickers finally authorized a departure on the 14th. Lt. Brown had plotted a rhumb line course straight for Clifden, Ireland and that is where they landed in a bog some 16 hours after takeoff. The flight was not uneventful, according to an account by Alcock for *The New York Times*:

We have had a terrible journey. The wonder is that we are here at all. We scarcely saw the sun or the moon or the stars... The fog was very dense and at times we had to descend to within 300 feet of the sea. For four hours the machine was covered in a sheet of ice...

In fact, the engines started to choke as the intakes and fuel gauges became blocked with ice. Lt. Brown took off his safety belt and mittens, and despite Alcock's protests, clambered out onto the wings and chipped away at the masking ice, sometimes within inches of the propellers.

Alcock and Brown were received by King George V and knighted. They gave £2,000 of the £10,000 prize to employees at Vickers. Sadly, Sir John Alcock did not live long after his marvellous achievement. On December 19, 1919, he was seriously injured while landing a Vickers Viking en route to France, dying shortly thereafter.

Sir Arthur Brown was greatly affected by his friend's death and gave up flying. He returned to work for the Westinghouse Group, where he had a successful career. He died in 1948.

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- [1] Norris R Dyer, "After Lester's Field and Other Fascinations", *American Philatelist*, January, 1999, pp. 52–60.
- [2] Norris R Dyer, *Postal Shortages and Surcharged Issues of Newfoundland*, BNAPS Exhibit Book #19, April, 2003.
- [3] Norris R Dyer, "The two transatlantic Vickers-Vimy flights", *BNA Topics*, Volume 62, Number 3, July–September, 2005, pp. 7–28.

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7. Earliest use of a post card to the UK (or anywhere outside Canada)

Victor Willson, OTB



Figure 5. Earliest-known post card used outside Canada.

THE card shown in Figure 1 was sent from Montreal November 24, 1871 to London, England. There was no post card agreement with the UK until January 1, 1877, but this card was sent as a “prices current piece,” as shown by the back in Figure 2. The prices current rate to the UK was 2¢ per item as of July 1, 1859 and continued until the revisions of October 1, 1875 made it part of a general printed matter rate-by-weight structure.

This usage, along with those to Newfoundland and the US shown previously in “Penny or two” articles, demonstrates how quickly businesses came to employ post cards for advertising and trade. At present, this is the earliest use of a card to a destination outside Canada, beating the card to Newfoundland by about three weeks. This card, once owned by Allan Steinhart, per an “ALS/C\$ EAT” notation on the back, was later sold to Horace Harrison.

Figure 6. Back of card.

Keywords & phrases: Post card, foreign destinations

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	<p>The Postal History of World War II Mail between Canada and Switzerland, 2008 by Charles J. LaBlonde and John Tyacke. A valuable summary of the most recent information about WWII correspondence between these two countries, published by the American Helvetia Philatelic Society, black and white. (<i>NB: Not eligible for BNAPS member discount.</i>) 8.5x11, Spiral Bound, 250 pp, black & white version. \$26.95</p>

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New issues

'One Grade Only and that the Best.'

William J F Wilson

CANADA Post has added, to its list of vintage Canadian cars on stamps, a 1912 McLaughlin-Buick being test-driven by company employee Joseph Mills. To the right of the car is a contemplative portrait of its designer, Sam McLaughlin. The test vehicle has not yet had its body, hood, or roof installed, and it is not clear from the photo or write-up which model it was destined to become.

Sam McLaughlin's autobiographical sketch on the General Motors of Canada website, <http://www.gm.ca/inm/gmcanada/english/about/OverviewHist/index.html>, makes interesting reading, and is the source of most of what follows. Sam became a partner with his brother George in their father's McLaughlin Carriage Works in 1892, and together they built it into the largest carriage company in the British Empire, turning over a million dollars a year in business. Within a few years, Sam was the designer for all McLaughlin carriages. Their emphasis was always on quality: 'One Grade Only and that the Best.' No skimping was allowed on even the slightest detail.



By 1905, Sam's interests were turning to horseless carriages and, in 1907, he and George formed the McLaughlin Motor Car Company, with Sam as President. He initially hoped to produce a Canadian version of the Buick two-cylinder Model F, but negotiations with Buick Company owner (and personal friend) William Durant fell through.

In its place, he designed a completely Canadian car, more powerful than the Buick, and by 1908 the first 100 vehicles were close to assembly when their engineer fell sick and production stopped. A fateful wire to Durant asking for the loan of an engineer brought Durant himself with a new offer, not far from what Sam had been looking for in the first place, and in five minutes the deal was settled. The McLaughlin Motor Car Company had a 15-year right to buy the Buick engine and some other components and would design and build its own bodies to the same exacting standards as their carriages. The parts already made were scrapped.

In the U.S., Durant created General Motors in 1908 by taking over several other car companies. Sam became one of the directors. The McLaughlin Motor Car Company added Chevrolets to their production line in 1915, again buying the engines and designing and building their own bodies. Three years later, with the lucrative 15-year GM contract soon to expire, Sam decided it would be foolish to go it alone, and they sold the company to GM; whereupon GM replaced the McLaughlin Motor Car Company with General Motors of Canada and installed Sam as President and George as Vice President. The McLaughlin-Buick name continued to be placed on their more expensive models until 1942, when World War II brought North American auto production to a halt. After the war, Buicks were simply Buicks.

This is not the first McLaughlin-Buick to feature on a Canadian stamp. An excellent computer drawing of a 1928 McLaughlin-Buick Model 28-496 Special was released in 1993 on an 86¢ stamp in the Historic Land Vehicles series. The stamp was released again as part of Canada Post's contribution to CAPEX 96.

The third and final set in Canada Post's attractive Endangered Species stamps appeared on October 1, in both regular and peel-and-stick formats. As before, the peel-and-stick stamps are noticeably larger than the regular ones, with larger images, but, curiously, the printing is the same size on both versions.

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

Table Abbreviations: *number*CL = (*number of colours*) colour lithography; Bk = booklet; C = Tullis Russell Coatings (coated paper); CBN = Canadian Bank Note Co.; G4S = general tagging (four sides); L-M = Lowe-Martin; N/A = not applicable; P = permanently equal to the domestic rate; P-S = pressure-sensitive; S = Spicers; SS = souvenir sheet.

Table 1. 2008 Commemorative Stamps

Stamp	Actors	Olympics	Lifesaving	BC	McLaughlin	Endangered Species
Value	4 × 52¢	52¢	52¢	52¢	52¢	4 × 52¢
Issued	30 Jun	18 Jul	25 Jul	01 Aug	08 Sep	01 Oct
Printer	CBN	L-M	L-M	L-M	L-M	L-M
Pane	Bk: 8; SS: 4	Bk: 10	Bk: 10	16	16	Bk: 8; SS: 4
Paper	S	C	C	C	C	C
Process	5CL + varnish	6CL	6CL* + varnish	6CL + varnish	6CL*	9CL
Qty (million)	Bk: 4.5; SS: 0.3	2.5	2.25	2	2	Bk: 3; SS: 0.2
Tag	G4S	G4S	G4S	G4S	G4S	G4S
Gum	Bk: P-S SS: PVA	P-S	P-S	P-S	PVA	Bk: P-S SS: PVA
Size, mm	Bk: 30.75 × 48.75 SS: 30.5 × 48	23.25 × 42.75	40 × 26	48 × 27.5†	48 × 27.5‡	Bk: 50.5 × 27 SS: 48 × 24
Perf	Bk: Simu- lated SS: 13.1 × 12.5	Simulated	Simulated	12.5 × 13.1	12.5 × 13.1	Bk: Simulated SS: 13.3 × 13.3
Teeth	Bk: N/A SS: 20 × 30	N/A	N/A	30 × 18	30 × 18	Bk: N/A SS: 32 × 16

Table 1. 2008 Commemorative Stamps (continued)

Stamp	Mental Health	La Francophonie	Nativity	Winter Fun
Value	P + 10¢ semi-postal	52¢	P	P, 96¢, \$1.60
Issued	06 Oct	15 Oct	03 Nov	03 Nov
Printer	L-M	CBN	L-M	L-M
Pane	Bk 10	16	Bk 12	Bk (P): 12 Bk (96¢, \$1.60): 6 SS: 3
Paper	C	C	C	C
Process	6CL	7CL + varnish	6CL	8CL
Qty (million)	10 1 st print run	1.5	24	P: 30 96¢: 6.6 \$1.60: 6 SS: 0.25
Tag	G4S	G4S	G4S	G4S
Gum	P-S	PVA	P-S	Bk: P-S SS: PVA
Size, mm	25 × 35#	32 × 32§	24.75 × 32.25	30 × 36
Perf	Simulated	12.5 × 13.1	Simulated	Bk: Simulated SS: 13.3 × 13.3
Teeth	N/A	20 × 21	N/A	Bk: N/A SS: 20 × 24

* Canada Post quotes 7CL, but only six colour “dots” are shown on the selvedge.

† Listed as 52 × 30 mm by Canada Post.

‡ Listed as 48 × 27 by Canada Post.

Listed as 24.75 × 32.25 by Canada Post.

§ Listed as 32.25 × 32.25 by Canada Post.

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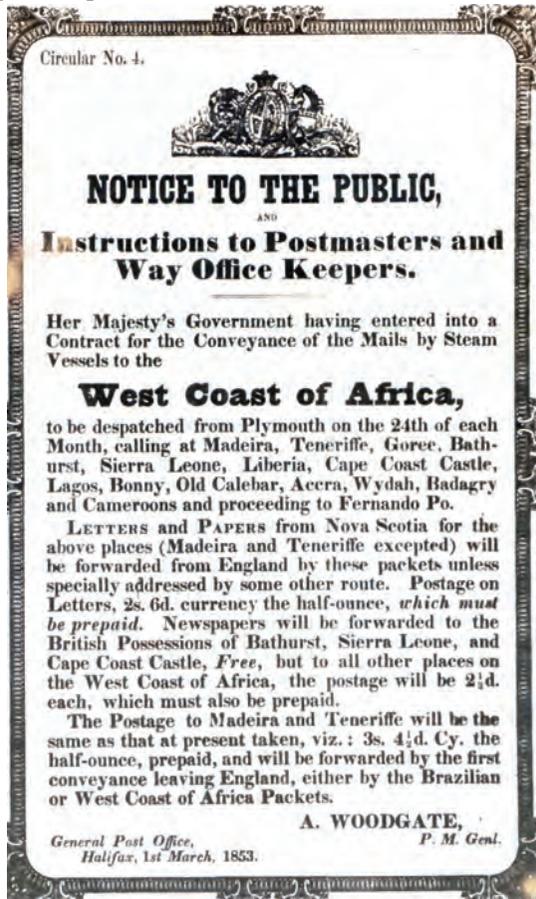
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1853 postage rates from Halifax to West Africa

David G. Jones

THIS Nova Scotia Post Office circular, which recently came into my hands, shows that even in 1853 there was enough mail between Halifax and West Africa to require its publication, and that the rates were complex.



Keywords: Nova Scotia Post Office, postal rates, Africa

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 November through early December 2008.

Revenues:

In the September 2008 issue of the *Canadian Revenue Newsletter*, Peter de Groot continues his series on the statutes governing the use of inland revenue stamps in Newfoundland. In part V, Peter notes the amendments to the *Judicature Act* (from 1898 until 1986) that indicated fees related to the administration of justice. Chris Ryan provides a preliminary listing of the airport tax tickets sold (1997 to 2003) to finance improvements to the Montreal airport. A general type sold in bulk to companies, nine types used at Dorval and two types used at Mirabel are illustrated. Chris also provides a picture of a ‘Tax paid label’ discovered affixed to an old (1918–1923) Dominion Match Company packing case. The label was used to affirm that each enclosed box of matches had an imprinted tax stamp.

Postal Stationery:

In the latest issue of *Postal Stationery Notes*, there is an extensive, illustrated article by Robert Lemire about the different heading settings used on the newspaper wrappers. Bill Walton shows a 1¢ Admiral Issue card that had been enclosed in a bottle and dropped in the ocean as part of a monitoring program on tides and sea currents. The card was recovered in 1929 at Padilla Bay, Washington, and was forwarded to the Biological Station in Nanaimo, B.C. without penalty, though it lacked US postage. The latest postal stationery releases are summarized, including information on a new indicium tablet being used on the Postcard Factory® cards.

Queen Elizabeth II:

In the September–October 2008 issue of *Corgi Times*, Editor Robin Harris traces the story of the flipped-image ‘Flag over Pachena Point Lighthouse’ booklet stamp, and also discusses the stamps as they appeared in the Canada Post Quarterly Packs. A new coil die-cutting pattern is reported (on the current \$1.15 stamp) and the die-cutting measurements are provided for all 110 die-cut positions. Bob Lamarre provides an illustration of an interesting strip of ten ‘CAN TAG TEST’ ‘stamps.’ hanks to the Saskatoon Stamp Centre, Mirko Zatka and John Arn, information is provided about varieties on the \$8 Grizzly Bear, 96¢ Janet Elizabeth booklet and the 16¢ red postage-due stamps.

Military Mail:

The year-end newsletter, #187, follows the group's annual tradition of featuring items related to a Christmas theme. A card that was sent in 1918 by a member of the 49th Battalion, Edmonton Regiment is shown, as is a card sent by the Royal Canadian Artillery, Winnipeg, in 1936. There also are pictures of 'Christmas Service' envelopes, provided by the YMCA to troops in 1916 and 1917 for shipment of valuables or items requiring registration.

Colin Pomfret has submitted photocopies of two post cards showing different Aldershot Camp split-ring cancels, one used in 1906, the other in 1909. He also shows a picture post card (of 'The Narrows', St. John's) that was delayed for security reasons during the Second World War. The ambulance envelope and note accompanying delivery of the card are also illustrated.

World War II:

The study group continues to provide new reports on blackout cancels in War Times issue #42. An attempt is being made to see if it is possible to associate towns where RCAF stations or naval bases were established with some of the blackout cancels that are still unconfirmed. David Hanes and Lee Dowsley have provided new reports that are especially relevant to the Sydney (NS) and Yarmouth markings. Bill Pekonen illustrates three covers with a 23 mm. circular marking with no town identification; two of these covers are marked HMCS Fort Ramsay, which was the Gaspé Naval Base shore establishment.

Newfoundland:

In the November/December issue of the *Newfie Newsletter*, Colin Bulloch shows a cover from the 1929 flight from Harbour Grace to North Sydney, but bearing a Harbour Grace postmark, rather than the usual St. John's cancellation. George McGowan illustrates the 'KEEP/ SUNDAY/ SACRED' slogan cancel, which was used only during a short period in late 1930 and early 1931. He also shows the 'BUY GOODS/ MADE IN/ NEWFOUNDLAND' slogan as used (1934–1935) in equipment supplied by the International Postal Supply Co. and also (beginning in 1935) in equipment supplied by the Universal Stamping Machine Co. Barry Senior in his 'perfin corner' discusses the use of the 'K' perfin of 'Knowlings Ltd.' on stamps of the Publicity Issue, and the relationship of the perfin to the earlier 'G K' (George Knowling) perfin.

Another page from Carl Munden's abandoned outports exhibit is shown with covers from Haystack (open 1891–1957) and Isle Valen (open 1891–1968). Dean Mario and Ron McGuire provide information concerning an interesting military label, noting the 1941 opening of an American Forces Army Base PO in Newfoundland.



The RPO Cowcatcher

RPO postmark on Admiral bisect

Robert K Lane

THE birthday post card in Figure 1 contains an unusual example of a railway post office (RPO) postmark tying a bisected 2¢ Admiral to the card. The run was a westbound train between Ft. Frances, Ontario and Winnipeg, Manitoba (O-71 [1], FT. FRANCES & W'PEG. R.P.O. / No.3).

The postmark is dated September 22, 1914, so the postmark hammer used by the onboard clerk would be hammer 3a (1908 to 1926). Train number 21 had not been reported previously for this hammer. Although a 1915 Canadian Northern Railway timetable does not show a train 21 operating on this line, the number has been reported a few times on other O-71 hammers. The conclusion is that trains 21 (westbound) and 22 (eastbound) were supplemental and not regularly scheduled.

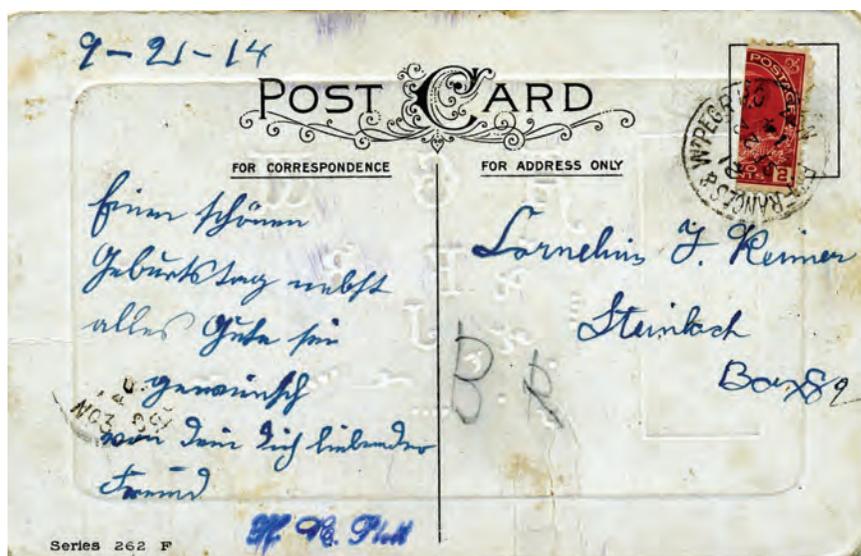


Figure 1. Bisected 2¢ Admiral accepted for postage by an RPO clerk.

Keywords & phrases: Bisect, Admiral, Railway post offices, postage due

Based on the handwritten date, the card in Figure 1 appears to have been written on the previous day but processed aboard the RPO car. The writer and the addressee both have family names linked to Steinbach, Manitoba but there is nothing else to say about that history.

This was not a legitimate use of a bisected stamp, nor does it seem to be philatelic, although that is a possibility. Anyone who can translate the message might find a clue to that. In any event, it seems to me that a bisect is more likely to be processed unchallenged on an RPO car than elsewhere. Postal clerks in a town would more likely have forwarded it postage due, or rejected it if it were hand-delivered to the post office. If this assumption is correct, why don't we see more examples of RPO postmarks on bisects?

This also raises a question about postage dues on mail processed first on an RPO. I have several examples of cards and covers (Figure 2) mailed stampless that received a RPO postmark but have no postage due markings of any kind. Do any readers have information on this subject?



Figure 1. Two postcards accepted without postage by a RPO clerk but not assessed postage due.

Reference

- [1] Ludlow, Lewis M. *Catalogue of Canadian railway cancellations and related transportation postmarks*. Tokyo, 1982.

New book releases from BNAPS

THE latest releases from the British North America Philatelic Society (BNAPS) Book Department are the 51st and 52nd volumes in the BNAPS Exhibit series.

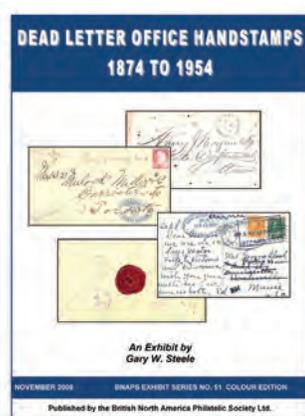
Dead Letter Office Handstamps 1874 to 1954 by Gary W Steele. BNAPS Exhibit Series #51. ISBN: 978-1-897391-37-2 (b&w), 978-1-897391-36-5 (colour). 8.5x11, Spiral Bound, 164pp. Stock # B4h923.51 (b&w) \$35.95, B4h923.51.1 (colour) \$115.00

Gary Steele started collecting stamps after a little girl in grade four brought her stamp album to school. Little did she know the impact this would have on her classmate. Following discussions in the 1970s with the late Ken MacDonald, a specialist of the Arch Issue, Gary moved on from single-country collections of Canada and United States to specializing in Canada's 1937–1938 Mufti issue.

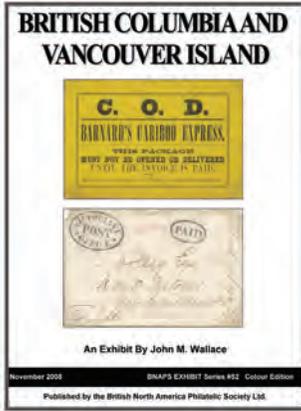
On moving to Calgary, Gary met Ed Harris and Sam Nickle at the BNAPS Calgary Regional Group meetings and joined BNAPS in 1983. The specialization in King George VI postal history piqued Gary's interest in other areas such as Dead Letter Office handstamps and Canadian short-paid covers to foreign destinations. Conversations with Allan Steinhart and production of a short-lived DLO Study Group Newsletter brought together others with similar interests such as Brian Plain, Marc Eisenberg and Michael Rixon.

Brian's book, *The Dead Letter Office in Canada 1830–2002*, (BNAPS, 2006) allowed Gary to push further into the realm of Dead Letter Office handstamps. The first frame of this exhibit was entered in the single-frame category at the Royal 2008 Royale show in Quebec City and received a Gold award. Gary then expanded the exhibit to 10 full frames for the BNAPEX 2008 NOVAPEX show in Halifax where it received a Gold award from the jury.

At the BNAPEX 2008 NOVAPEX closing dinner on 31 August 2008, Gary was very surprised and pleased to learn that his exhibit had won the Horace Harrison Grand Award. As is BNAPS' custom, winners of Grand and Reserve Grand award at BNAPEX shows are automatically asked to permit their exhibits to be printed as part of the BNAPS Exhibit series of books. Gary agreed and this volume is the result.



British Columbia and Vancouver Island, by John M. Wallace. BNAPS Exhibit Series #52. ISBN: 978-1-897391-39-6 (b&w), 978-1-897391-38-9 (colour). 8.5x11, Spiral Bound, 156pp. Stock # B4h923.52 (b&w) \$34.95, B4h923.52.1 (colour) \$110.00



While her colonies in eastern North America were relatively close to Great Britain, those in the west were not. For British Columbia and Vancouver Island, the inconveniences of distance, geography and political boundaries—both between themselves and with the adjacent United States—also complicated their philately. At first, mail arrived and departed more or less casually on ships, including vessels of the British Navy stopping at Victoria or Vancouver.

The gold rush in California resulted in prospectors looking further north in British Columbia, bringing in their wake express companies that would take letters and parcels to San Francisco for onward mailing. This resulted in letters and packages bearing express company labels and Victoria or Vancouver postal franks, as well as then-current stamps of the United States to pay for transmission through that country's postal system.

In 1860, the first postage stamp, a 2½d value, was issued for postage in both British Columbia and Vancouver Island. When dissension arose regarding use and payment for this stamp, each colony requested its own stamps—5¢ and 10¢ values for Vancouver Island and a 3d value for British Columbia. After the two colonies united as British Columbia in 1866 it was thought economical to have the 3d plate used to print stamps in various colours with values indicated by surcharges ranging from two cents to \$1.

A meeting in 1954 with the late Gerry Wellburn, the first collector to study the stamps and postal history of British Columbia and Vancouver Island, led Jack Wallace to a lifetime friendship and the two colonies becoming his major philatelic interest. The result was Jack's own award-winning collection, the subject of this volume.

In addition to full coverage of the stamps of the colonies, the Wallace British Columbia and Vancouver Island exhibit includes a strong selection of pre-colonial and colonial postal covers—as opposed to express covers—from, and occasionally to, people living in Victoria. It virtually completes the BNAPS Exhibit Series coverage of British Columbia and Vancouver Island begun with the Warren Wilkinson exhibit, published in 2005.

In addition to being an active member of the Vancouver Island Philatelic Society, the Canadian Philatelic Society of Great Britain, the Postal History Society of Canada (RPSC) and the Royal Philatelic Society of New Zealand, Jack is a Fellow of the Royal Philatelic Societies of both of Canada and London and a member of the Order of the Beaver of the British North America Philatelic Society (BNAPS). He served on the BNAPS Board of Governors and on the RPSC Board of Directors. He and his wife Bev have attended more than twenty-five BNAPS annual conventions and virtually all of the meetings of the BNAPS Pacific Northwest Regional Group.

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Canada Post at its best: The 1978 Commonwealth Games

David G. Jones

IN March and June 1978, Canada Post Corporation (CPC) announced the release of six stamps to recognize the XI Commonwealth Games, scheduled for Edmonton, from August 3–12 that year. Athletes from 48 Commonwealth member countries participated in what were called ‘The Friendly Games—a family festival of nations, the second most important amateur athletic event in the world.’ The Games stamps were designed by Stuart Ash of Toronto and printed by Ashton-Potter. Postmaster General Gilles Lamontagne welcomed the Games that were taking place in Canada for the first time since they were held in Vancouver in 1954.

On the marketing side, CPC published two new-issue lobby posters for first day cancellations on March 31 and August 3. The corresponding information brochures (PS 14s) were released at the same time. One of the three CPC Games press releases references a special Games poster to be introduced at CAPEX ’78 in Toronto, and a souvenir stamp pack.

Under the overall direction of J Baldock, Canada Post’s special Co-ordinator for the Games was Bill Kobitowich, who supervised several special activities and events. He established modernistic kiosks (Figure 1) at the five principal Games sites: Commonwealth Stadium, the Kinsmen Aquatic Centre, Edmonton Coliseum, Edmonton Gardens, and Churchill Square.

Keywords & phrases: Commonwealth Games, Edmonton

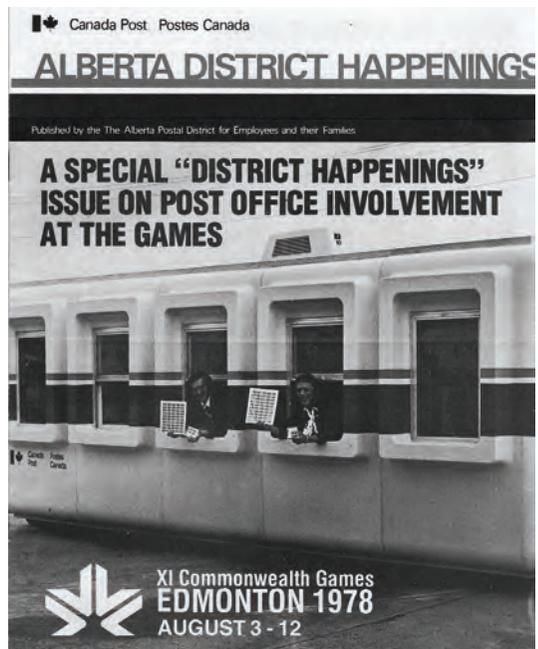


Figure 1. Cover of Canada Post publication showing 1978 Commonwealth Games kiosks.

Planning for CPC at the Games started a year earlier. It involved eleven managers and supervisors, while a total of thirty staff were assigned to the five locations. At the stamp counters and kiosks, CPC offered not only the usual postal services but also a range of souvenirs, as well as 14 special commemorative cancellations (Figure 2) that recognized all ten competition sports, the demonstration sport lacrosse, the Games logo, and the host city. The Village had a cancellation available only to residents.



Figure 2. Sign showing the 14 different cancellations available at the 1978 Commonwealth Games Athletes' Village.

CPC produced a very attractive set of stamps for the XI Commonwealth Games. The marketing materials (Figure 3) were eye-appealing and widely available across Canada. In Edmonton, well-received stamp launches were held on the days of issue, and launch covers distributed.

This sort of Post Office attention for a special event, while exceptional, was not unprecedented. For the 1976 Olympic Games in Montreal, Canada Post and the Royal Canadian Mint offered a special stamp program, 'precious metal stamps and sculptures,' commemorative stamps, a number of other souvenirs and special cancellations that were available individually or in packets. A few scenes from that period will appear in a later *BNA Topics*.



Figure 3. Some of the CPC Commonwealth Games promotional material, including a launch cover signed by PMG Gilles Lamontagne



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Lower Canada (Québec): Hugo Deshayé, PO Box 1000 Station, Forces Box 444, Courcellette, QC G0A 4Z0 (hdphil@videotron.ca) or Michael Rixon, c/o NDi Media, 1751 rue Richardson, Suite 7.509, Montreal, QC H3K 1G6 (Rixon@ndimedia.com)

Manitoba-Northwestern Ontario (Manitoba, Northern Ontario, Minnesota, North & South Dakota): Don Fraser, 1183 Warsaw Ave., Winnipeg MB R3M 1C5 (dafraser@escape.ca)

*Midwest (Illinois, Wisconsin, Indiana)***:* Marc Eisenberg, 6620 N Trumbull Ave, Lincolnwood IL 60645-3738 (marce6620@aol.com)

*Mid-Atlantic (Virginia, West Virginia, DC, Delaware)***:* (**contact Vice-President Regional Groups** J A Forbes, Jr, PO Box 2010, Dartmouth NS B2W 3X8 (JAFRBS@aol.com))

Northeastern (Connecticut, New Jersey, New York, Pennsylvania, New Hampshire, Rhode Island, Vermont, Massachusetts): P Charles Livermore, 100-08 Ascan, Forest Hills NY 11375 (charleslivermore@hotmail.com)

Pacific-Northwest (BC, Idaho, Oregon, Washington, Alaska, Yukon): Jim Davidson, # 102 – 3690 Banff Court, North Vancouver BC V7R 2Y7 (j davidson@telus.net)

Texas Prairie Beavers (Texas, New Mexico, Oklahoma, Arkansas, Louisiana): George Dresser, 501 Fairview Ave, College Station TX 77840 (g-dresser@suddenlink.net)

St Lawrence Seaway (Eastern Ontario, Western Québec): Geoff Newman, 13 Scott Crescent, Perth ON K7H 3C5 (mgnewman@superaje.com) or (c/o Robert Lemire (rlemire000@sympatico.ca))

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

Vice-President Regional Groups J A Forbes, Jr, PO Box 2010, Dartmouth NS B2W 3X8 (JAFRBS@aol.com)

Membership fees

(cont'd. from page 2)

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