

2010 • third quarter

BNA Topics



Whole number 524

Volume 67 Number 3



The 1935 Canadian Silver Jubilee Imperforate Stamps, p. 8.

The official Journal of BNAPS
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Volume 67 Number 3 Whole Number 524

The Official Journal of the British North America Philatelic Society Ltd

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Cover Illustration: Two imperforate imprint pairs from the 1935 Silver Jubilee Issue, p. 8.

Prepared in Microsoft Word™ (text, images, and layout) and Adobe Acrobat™ (printing file)

Note: Illustrations may not be in original size.

Publication date	10 August 2010
Interim Editors	Robert Lemire, Neil Philip, Mike Street, Henk Burgers
Production Assistant	Lorraine Street
Advertising Manager	Hank Narbonne, 136 Morphy St., Carleton Place, ON, K7C 2B4 (advertising copy to Mike Street (mikestreet1@gmail.com) or by mail to 73 Hatton Drive, Ancaster ON L9G 2H5)
Published quarterly by	Philaprint Inc, 10 Summerhill Ave, Toronto ON M4T 1A8, © 2010 by Philaprint Inc
Printed by	St Joseph Printing, Ottawa, ON Canadian Publications Agreement 40069611

ISSN 0045-3129

... continued on page 3 ...

Going postal?

Mike Street

LAST week, a 28-gram letter mailed at 4:30PM on a Wednesday in Ancaster, ON was delivered in central France at 10AM the following Saturday, not even 72 hours later! In the same time frame, a letter to Ancaster from Nova Scotia took nine days, and one from Los Angeles to Ancaster took almost three weeks, although in fairness one from San Francisco took only four days. It used to be that we got fast service for the basic postage rate—first class surface letters mailed from Toronto to Chicago or New York would almost always be received, if not actually delivered, the next day. They had something called the Railway Post Office in that era—it worked 24 hours a day, seven days a week, not like now when a first class letter deposited in a mail box in Canada after 5PM on Friday will not even be picked up before 1PM on the following Monday. While there is no doubt that Canada’s postal code system works—for example, a letter addressed to “M. Street / L9G 2H5” was delivered safely—one has to wonder if all the mechanization and centralization of the mails has not slowed everything down. If this is so, why? The population of France is almost double that of Canada. If they can process and deliver a letter in less than two days, surely we can do it in the same amount of time for similar distances?

Did I mention cost? Postage for the above-mentioned letter to France was \$1.70 (plus HST, of course), which seems pretty good for less than three-day delivery, but why does it cost \$0.57 for a 30-gram letter within Canada and \$1 for the same letter to cross the border into the US, regardless of final destination? In Canada you cannot mail anything over 500 grams or more than 20mm thick without being hit by excessive charges. Yesterday, a new BNAPS book weighing 800 grams, mailed to New Brunswick, cost \$9.72 basic postage, plus \$0.63 for a “Fuel Surcharge”. A 210-gram VHS tape (yes, some of us still use them) to Ottawa cost \$8.15 including the “Fuel Surcharge”. Why should something ¼ the weight travelling ⅓ the road distance cost almost 80% of the larger item? To me that’s simple gouging. (We won’t mention governments grabbing an additional 8% or 7% as HST was imposed in Ontario and BC, or the 2% increase in Nova Scotia—that isn’t Canada Post’s fault.) It seems postal administrations are charging high fees because they can get away with it. We can’t expect to pay the rates of the 1950s or 60s, but this is just not fair to consumers.

Change of address: Notify the Secretary (address on p. 79).

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Manuscripts may be submitted to the Editor in these formats: (1) electronic, preferably with paper copy, or (2) typewritten (double-spaced), or (3) neatly handwritten. Acceptable electronic formats include MacIntosh- or IBM-compatible formatted diskettes or CDs.

Illustrations must not be embedded in Word™ or WordPerfect™ files! PLEASE do not format text files other than for normal paragraphing, italicization, bolding, or underlining. If tables are required, please consult the Editor before preparing a file in WordPerfect™. Illustrations MUST be sent as separate files from text files. (Scans at 300 dpi in .jpg format are preferred for illustrations sent as attachments). Until a new Editor is found, articles and letters may be submitted by e-mail to Mike Street (mikestreet1@gmail.com) or by mail to 73 Hatton Drive, Ancaster ON L9G 2H5.

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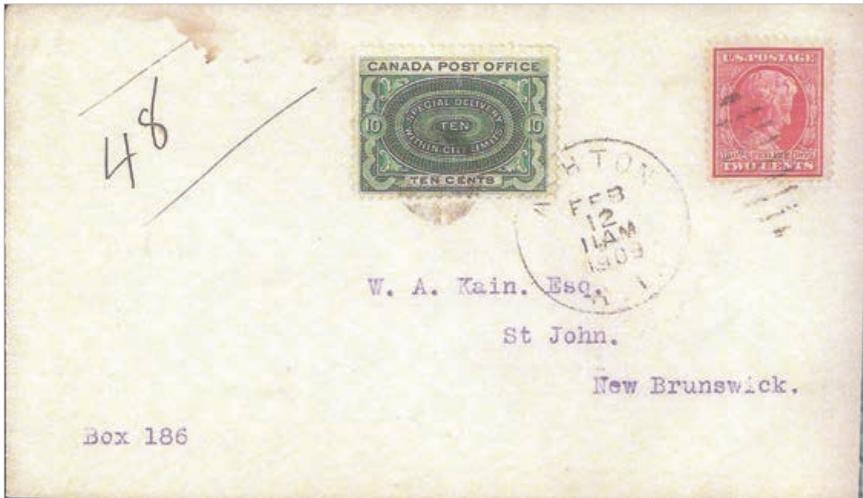
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Readers write



(Courtesy Spink Shreves Galleries)

Very unusual Special Delivery cover: *John Wynns* thought the cover above worth bringing to members' attention. Sold as Lot 361 in the 17 April 2009 Spink sale, it features a Canadian Special Delivery (SD) stamp (Sc #E1) applied in the United States to pay for the service in Canada. Dated February 1909, the E1 stamp was cancelled with a segmented cork and given the special delivery number "48" in St. John, NB. Special delivery letters from Canada to the United States and Colombia—bearing US and Colombian SCADTA stamps respectively to pay for the service at the destination—are well known. Covers coming into Canada are not. In addition, this is one of very few First Day Covers of the 2¢ Lincoln stamp (SC US #367) known to a foreign destination. The lot, estimated at \$US750-1000, realized \$US160,000!

Canadian Forces Postal Service (CFPS) in Bosnia: After joining BNAPS, *Gordon McDermid*, who was Director of Forces Postal Service for the years 1989 to 2000, received a copy of Hugo Deshayé's article, "The Canadian Forces Postal Services in Bosnia", (*BNA Topics*, April–June 2006). Gordon wrote to offer some additional information.

"When Canada made the initial commitment to the former Yugoslavian area of Europe in 1992, we used the military postal staff and many of the Canadian Forces Europe Postal Unit (CFEPU) resources to provide the main support to the operation. Because personnel going to Yugoslavia were initially moved there from other European locations, we continued to move mails to and from the CFEPU at Lahr, Germany where we had a structured Postal Regulating Station.

While all mail services were arranged to provide the fastest and best service possible, every operation has some unique mail movement and other arrangements. After a period of time the personnel being deployed for Yugoslavia/Bosnia came directly from Canada and not other locations in Europe, so it was necessary to make adjustments. Postal Operation

Instructions, along with any required amendments, were coordinated and issued from headquarters in Ottawa. The main postal workload shifted from Lahr to CFPU Trenton.

For all operations it was necessary to work very closely with the International Mail people at Canada Post; we depended very heavily on their clout and support in foreign countries when mail was in transit to the final theatre. Generally, we only used Canada Post directly when we made International Air Mail despatches to and from the deployed CFPOs. This service would take the mail to the nearest operating foreign postal point, from which our military people would pick it up. All other classes of mail were handled completely by our own military postal and logistics people in that it arrived with Canadian postage at Trenton via Belleville and was then sorted, bagged and billed for movement out of country.

The movement of free mail (parcels or letters) as referred to by Hugo was a special arrangement made and authorized by CFPS headquarters under the circumstances. It was not necessarily the standard practice. Mail leaving Canada was subject to security checks which were done by CFPS personnel. Canada Customs checked mail coming in from outside the country.

While the colour and type of tags used depended of course on the quantity and type of mail that was being moved, the tags were ordered on an annual basis by CFPU Trenton from a tag catalogue provided by Canada Post, under their direction and within the parameters of the UPU for all postal administrations in the world. This is why the Canada Post "Wing" logo is on all tags other than the buff ones. Even if the military mail was not being transported in the usual international mail system, we generally used international tags to try to prevent misdirection and other problems that could arise at foreign airport terminals. On occasion our bags were mistakenly placed into a foreign country's postal system during transit; eventually the item with its CFPO Belleville address would end up back in Canada and then have to cross the Atlantic again."

Late sales of Officially Sealed Stamps: On p. 26 of *BNA Topics*, July-September 2009, CR (Ron) McGuire

OFFICIALLY SEALED DEAD LETTER LABELS		Queen Victoria (white paper) (50¢ each)---* Maple Leaf, 1913 (Brown) (50¢ each)---* ---
---	--	---

mentioned that in 1949 it was still possible to buy mint copies of the black-brown Officially Sealed stamp, SC #OX4, originally issued in 1913. Subsequently, while researching something else, Ron found a copy of the Canada Post Office Department's "List of Mint Canadian Postage Stamps, Etc.", form FB 50 / 10,000-15-10-38". The pertinent portion of the form is shown above. Ron writes, "This 1938 form confirms not only that OX-4 was also available then, but that OX-3 (shown at right), issued in 1907, was also on sale, both for 50 cents each. The * indicates the stamps could not be provided in well centered condition.

Since both these labels were available for sale to collectors, the legitimacy of examples found on covers but not tied with a postmark are to be particularly suspect. While I have no doubt that some untied officially sealed labels, OX-1 to OX-4, do properly belong to the cover to which they are



affixed, one can only be positive with a tying postmark. This comment also applies to postage due stamps that are not tied to a cover or tied with only a pen or pencil mark.

There were several other forms with the 1938 FB 50 form, one of which listed the available postal stationery. Still available was the 2¢ Edward VII reply postcard and ten different Admiral postcards. This explains the many philatelic uses of these cards posted in the 1940s that I have seen over the years. The 1932 “stamped pictorial postcards” were still being sold at their 2¢ face value.

The Canada Post Office Department kept stamps on sale until they sold out. I can recall buying some George V stamps from the Philatelic Service in the early 1950s when it was located in the Blackburn Building on Sparks Street in Ottawa. Old post office forms like these have useful information. I am glad I kept them to share with readers.”

Newfoundland trial surcharges: *John Walsh* writes, “In “Newfoundland’s trial surcharges, 1918-1929” (*BNA Topics*, October–December 2009) Norris Dyer presents information that requires enlightenment.

In Table 1 he lists quantities of Trial Surcharges (TS) he says were reported in the *Newfoundland Specialized Stamp Catalogue* (NSSC) 6th edition. This information is incorrect for two surcharges that he reports on. The NSSC lists TS 3 (normal) as 50 items (from previous reports in the literature; Boggs) but NSSC gives no report of quantities of TS 3a (surcharge doubled; Boggs states “surcharge doubled”). However, we do say via NSSC TS 3b that this issue exists as joined pairs as can be found in the Cavendish “Zurich” Auction lots (there were several lots of these presented in that auction). The NSSC then shows a picture of such a pair. NSSC even comments “...is contrary to published literature which states that two separate panes were printed.” It is NSSC’s belief (not printed in any edition) that one of the sheets of 25 had to have bounced to cause such a happenstance to occur; otherwise the two printed sheets would have been completely normal. Or to reword it, a second sheet would have to been printed where all of the images would have been doubled.

The other inconsistency is Dyer number NSSC TS 6 which in reality is NSSC TS 5 where Dyer states a quantity of 50 items. The NSSC lists 100 as the quantity as stated in other reports as found in early literature (Boggs). The size of the trial overprint sheet is not stated (Boggs). We have seen trial overprints with the top centre + and top margins. The initial trial, TS 5, could have been a sheet of 50. In NSSC’s continuous research and hunting we have found that NSSC TS 5 exists as a mirror image (NSSC 7th edition). To get a mirror image means a preceding printed sheet had to be printed so that the sheet following could land on it while some of the previous sheet’s ink was still somewhat wet. Thus sheet of 50 onto a sheet of 50 would result in 100 items being printed.”

Bob Dyer responds: “John’s comments reflect a long-term difference of *opinion*. I stipulated in my article that “some of these numbers are in dispute.” The truth is elusive.

“For TS 3 and TS 3a, Walsh contends there was a total of 50 and that a “bounce” resulted in se-tenant pairs in only one of the two “sheets” [blocks] of 25 used. This would mean that fewer than 25 of TS 3a were created and fewer TS 3s. I quickly revisited three famous auctions—Lichtenstein (1969), Sidney Harris (1970) and Spink (2004). They had one TS 3 and *eight* of TS 3a, including one block. By the way, in the Harris auction, Gibbons

(Continued on p. 42)

The 1935 Canadian Silver Jubilee imperforate stamps: A review, unexpected findings, and new conclusions (Part 1)

Neil Donen

THE 1935 Canadian Silver Jubilee (CSJ) imperforate stamps combine a fascinating historical tale with confusing accepted numbers. I became interested in the subject after acquiring a 3¢ imperforate block which included the plate number imprint. To my surprise, the plate number did not correspond with that listed in the standard reference article on the subject [1, 2]. A review of the available information resulted in some unexpected findings, leading to conclusions which are different from those generally accepted as being fact.

The focus of this article is on identification of the plates used and position of their CSJ imperforate (imperf) panes that came into the public domain. A secondary focus is the potential number of imperf stamps that are actually available for purchase.

The terms “panes” and “sheets” are used by some people interchangeably, whilst others are clearer in their usage. In this article, the term sheet is used to describe the sheets of stamps printed by the printer (also known as printer’s sheets or press sheets) prior to their division into sections, which are then provided to the Post Office and postal outlets. Pane is the term used to identify the cut sections of press sheets after their division; panes are usually separated from other panes by gutter margins (Some people use the term “post office sheets” to describe panes). Panes are further classified according to their position on the printed sheet. For the CSJ issue, these panes contained either 50 (3¢ and 10¢) or 100 (1¢, 2¢, 5¢, and 13¢) stamps. Plates are defined as flat or curved engraved pieces of metal from which stamps are printed.

Background and history

In 1953, CM Jephcott wrote an article on the imperforate stamps of Canada. In the article, he provided a listing of imperforate and part-imperforate panes and sheets of Canada released by the Post Office (PO) [2]. The panes and sheets covered printings between 1859 and 1942. In 1971, the editor of *BNA Topics* reprinted Jephcott’s article and also provided additional information regarding the sale of the CSJ imperf’s [1]. This latter article is widely quoted by most people as the definitive article on the imperforate stamps of Canada.

Table 1 lists the number of imperforate stamps and plate numbers of the 1935 Silver Jubilee issue, which Jephcott indicates were distributed into the public domain [1, 2].

History

Between 1859 and 1917, limited numbers of imperforate panes and sheets of issued stamps were sold by the Canadian PO. Thereafter the practice ceased. Beginning in 1927, it became common practice for the printing firm to supply up to six gummed panes of imperf stamps

Keywords & phrases: 1935 Canadian Jubilee Issue, imperforates

Table 1. Number of 1935 Silver Jubilee Imperforate stamps distributed as per Jephcott [1, 2].

Scott	Value	Plate No.	No. of Stamps
211	1¢	2	200
212	2¢	1	200
213	3¢	2	300
214	5¢	2	200
215	10¢	2	300
216	13¢	1	300

to the PO Department. One pane was sent to the reigning monarch and a second to the PO Department's Museum. The remainder were distributed under the "direction of the Postmaster General" [1, 3]. It is of interest that at the same time the printer also supplied the PO with six large die proofs. It appears that the same distribution process was followed with the die proofs.

The story of the CSJ imperf stamps began in the mid 1930s [1]. A senior postal official, one Stanley Deaville, looking to acquire some nineteenth-century mint Canadian stamps for the PO Department Museum, approached a private collector. In return for the collector "donating" these items (which the collector acquired from either auctions, dealers, or other collectors). Deaville agreed to provide him imperf panes from the four panes "under the direction of the Postmaster General". It appears that no money exchanged hands. Apparently, the first of the imperf sheets was the 1927 Canadian issue. Deaville continued to trade the imperf stamps for stamps up to the 1942 Canadian War issue. In 1948, the PO announced that imperf stamps would not be allowed to get into private hands.

There is some controversy as to who the collector was. Some believe it was Fred Norris from Bay City, Michigan, whilst others claim it was Allard Brophy of Montreal. This was because Norris had most of the imprint plates (usually in blocks of 10×2 stamps). Brophy's collection of imperf stamps was bought by an auctioneer, James Sissons of Toronto, in 1949 for \$100,000.

Very soon after this the 1927 to 1942 imperf stamps begin appearing in Sissons auctions. The following year Sissons purchased the imperf stamps from Norris's estate. Over the next two decades the various imperf stamps, including the 1935 CSJ items, appeared with regular frequency in Sissons' auctions.

Stamps, plates, panes, and imprints

In order to understand the identification of pane positions and numbers of stamps provided, some background information is necessary. The 1¢, 2¢, and 5¢ stamps were printed in sheets of 400 stamps divided into four panes of 100 stamps each. Two hundred 3¢ and 10¢ stamps were printed on each sheet and divided into four panes of 50 stamps each. The 13¢ stamps were also printed on sheets of 200 stamps; however, they were divided into two panes of 100 stamps each. Figures 1 to 3, below, show the plate layout and the imprint positions relative to each pane. The wording of the imprint includes the words "CANADIAN BANK NOTE CO. Ottawa N° 1" (or N° 2). For the left hand panes of the 1¢, 2¢, and 5¢ values, the first letter (upper pane) or number (lower pane) is in line with the left hand border of the stamp in Column 3.

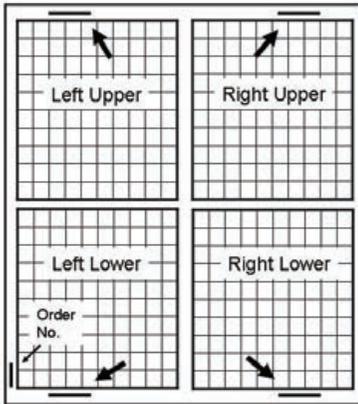


Figure 1. Sheet layout and imprint positions for 1¢, 2¢, and 5¢ plates. Imprints positioned above upper panes and below lower panes. Order and plate number in lower left corner of lower left pane: ten rows and ten columns per pane; four panes per sheet (plate). Lower imprints are printed upside down.

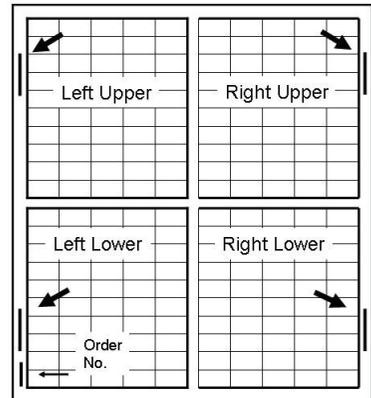


Figure 2. Sheet layout and imprint positions for 3¢ and 10¢ plates. Arrows show positioning of upper and lower letters or numbers for the respective panes. Order and plate number in lower left corner of lower left pane: ten rows and five columns per panel; four panes per sheet (plate).

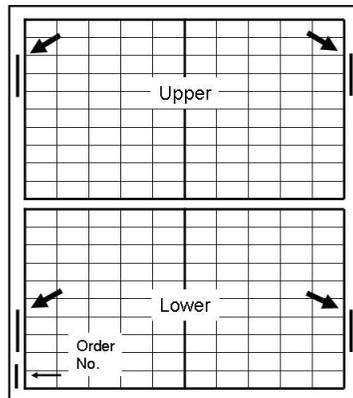


Figure 3. Sheet layout and imprint positions for 13¢ plates. Arrows show positioning of upper and lower letters or numbers for the respective panes. Order and plate number in lower left corner of lower pane: ten rows and ten columns per pane, two panes per sheet (plate).



Figure 4. Vertical strips of perforated 3¢ stamps from the left lower panes of Plates 1 and 2. Note the slight angulation of the imprint in Plate 1.

complete imprints. The most notable of these was the Private Treaty sale by Sissons in January 1962 (The items were listed again at Auction in May 1963 with the same lot numbers [4, 5]). Careful examination of the lots in these auctions revealed that the pairs of imperforate stamps placed on sale in lot #3268 were in fact originally part of the blocks of four stamps seen in lot #3269.

In addition, I contacted dealers specialising in rare Canadiana. They were able to provide me with images which are illustrated in colour. Interestingly, none was able to provide images of imprints from the 1¢, 2¢, or 5¢ imperforate stamps. All their items were matched up with the auction catalogues to identify duplicates. I also reviewed CSJ items located in the Library and Archives of Canada in Ottawa (LAC) and identified imperf panes. Finally, the Keeper of the Royal Philatelic Collection was contacted to identify the plate numbers and pane locations housed in Her Majesty's collection.

The data below are a compilation of the findings, and I have included images of the items. In some instances, reproduction is extremely poor; however, the quality in the original catalogue was sufficient to identify the wording and/or numbers. I have enhanced the letters in these images for the benefit of the reader. In Part 2 of this article (to appear in *BNA Topics*, Volume 67, No. 4), the findings will be summarised in Table 4 and Appendix 1.

The number (upper pane) or letter (lower pane) of the right hand panes of the 1¢, 2¢, and 5¢ values aligns with the right hand border of the stamp in column 8. Note that lower pane imprints are printed upside down. With respect to the 3¢, 10¢, and 13¢ values, the lowest letter or number (depending whether it is on the left or right pane) is in line with the lower frame border of stamp in row 8 for the lower panes. For the upper panes, the highest letter or number aligns with the top frame border of the stamp in row 3. This is different from the order and plate number, which only appears in the bottom left pane in the left margin (see Figure 4). All values, except the 3¢ stamp (three plates) used two plates for the printing of the stamps.

Review process

I undertook a review of major Canadian auction sales and catalogues since 1945. I carefully examined all images with imprints listed in the catalogues and scanned them at high resolution. I then compared them to identify new and identical items. In some instances I was able to identify scans with partial imprints which matched up with other images to produce

The review

The first recorded sale of Silver Jubilee imperforates I was able to identify occurred in the April 1949 auction sale by JN Sissons [6]. These probably were part of the collection purchased by Sissons from Allard Brophy in early 1949 [1]. Included in that sale was a block of four imperforate 1¢ stamps (Figure 5). Partially cut off in the left hand margin are the order (#532) and Plate (N^o. 2) numbers. It is of interest that the only other order number seen in my review of all the imperforate stamps comes from plate number 2 of the 3¢ value.

The appearance of the imperf imprints in auction catalogues falls into three groupings. The first is the sale of partial imprints which occurred between 1962 and 1964. The second group is that of the blocks of 12 of the 1¢ and 2¢ imperfs seen in the August 1982 sale [7]. The last group consists of full imprints of the 3¢, 10¢, and 13¢ stamps. These were first noted in 1955 (Lot numbers 283-5) [8]. These and other imprints of the same three values subsequently reappeared on the market in the late 1980s and have been sold on and off over the intervening 20 years.

The 1¢ imperforate stamps

Three panes with imprints have been identified. All are from Plate No.2 (Figures 5 to 7). Figure 5, as discussed above, is from the left lower pane. Figure 6 is a block of 12 1¢ imperf stamps (lot #227) from the left upper pane [7]. Figures 7a and 7b are from lots 1068 and 1069



Figure 5. Imperforate 1¢ block of four from lower left pane. Imprint of order number (#532) and plate number (N^o. 2) partially cut off [6].

Figure 6. Block of 12 1¢ imperforate stamps from left upper pane of Plate 2, showing complete imprint (letters enhanced) [7].



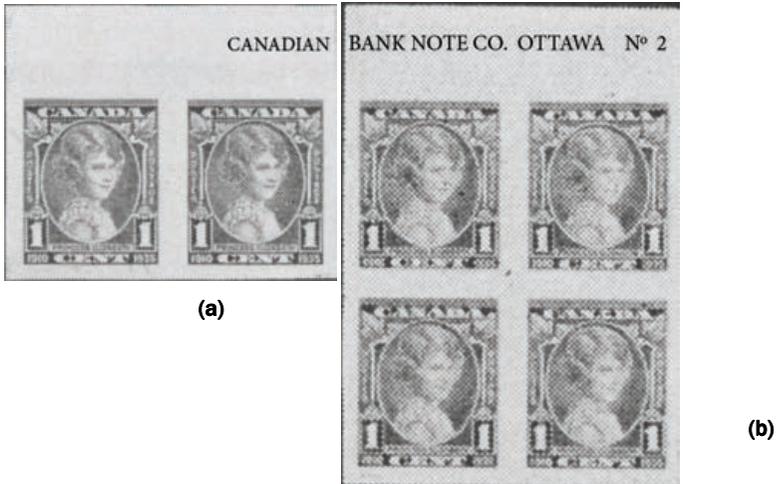


Figure 7. 1¢ imperforate stamps showing partial imprints from right upper pane of Plate 2 (letters enhanced): (a) Imperforate pair with (partial imprint in selvedge [4]); (b) Imperforate block of four stamps with partial imprint in selvedge [4]. Notes: (1) The last letters in Figure 7(a) match up with the word in Figure 7(b); (2) The location of the letters in the selvedge is consistent with location of words in the right upper pane.

respectively of the January 1962 Sissons sale [4]. Close inspection of the two imprint items strongly suggests these to be side-by-side stamps. The location of the last letter above the right edge of the stamp confirms it to be the imprint from the right upper plate.

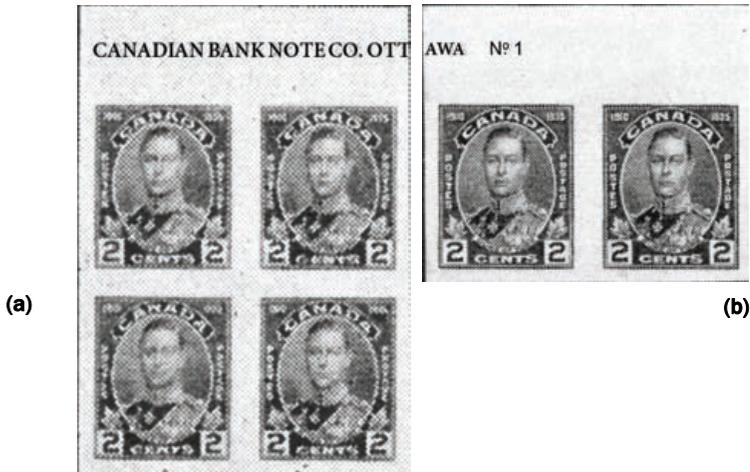


Figure 8. 2¢ imperforate stamps showing partial imprints from left upper pane of Plate 1 (letters enhanced): (a) Imperforate block of four stamps with partial imprint in selvedge [4]; (b) Imperforate pair with partial imprint in selvedge [4]. Note: The last letters in Figure 8b match up with the word in Figure 8a. The location of the letters in the selvedge is consistent with location of words in the left upper pane.

The 2¢ imperforate stamps

Only two panes with imprints for the 2¢ value have been identified. Just like the 1¢ imperforate items, one of the panes with imprints was divided into two (lots #3268 and #3269 [4]). This was from the left upper pane (Figure 8). A block of 12 2¢ imperforate stamps from the left lower pane (Lot #228) appeared in the summer of 1982 Auction by Sissons (Figure 9) [7]. Both imprints were from Plate N^o. 1.



Figure 9. Block of 12 2¢ imperforate stamps from left lower Pane of Plate 1 showing complete imprint (letters enhanced) [7]. (Note the inversion of the imprint.)

The 3¢ imperforate stamps

Figures 10 to 13 show four different imperforate imprints of the 3¢ stamp. Two come from Plate 1 (Figures 10 and 11) and two from Plate 2. The positions of the imprints indicate that those from Plate 1 are the left and right upper panes, whilst the Plate 2 imprints are from the left upper and left lower panes respectively (Figures 12 and 13a). Figure 13b shows the order and plate number imprint found on the left lower pane from Plate 2. As this imprint occupies less than two stamps it does not suggest an additional plate but rather a separation from the higher imprint. Close examination of Figures 13a and 13b does indeed suggest that these two items match. Note what appears to be a rather ragged right edge to Figure 13b. This is different from other imperf blocks where the edges and borders are quite clean and straight.

Lot #3269 from the January 1962 Sissons auction features a block of four imperf 3¢ stamps (Figure 14) [4]. The block is from a left lower pane. No plate number is visible. Fortunately there is a distinguishing feature related to the imprints in the lower left pane. As can be seen in Figure 4, the imprint from Plate 1 does not run parallel to the left border of the frame. In Plate 2 the imprint does run parallel to it. Measurements using the first and last letters show that the distance between the base of the imprints and the left edge of the frame increases from the bottom to the top of the stamp. This confirms that this imprint is from Plate 1.



Figure 10. Block of four imperforate 3¢ stamps from left upper pane of Plate 1 [9].



Figure 11. Block of six imperforate 3¢ stamps from right upper pane of Plate 1 [8].



Figure 12. Vertical pair of imperforate 3¢ stamps from left upper pane of Plate 2 [10].

Figure 15 is an interesting item. It is Lot #502 from the L.C.D. Stamp Co. auction of February 1984 and is a 3¢ left lower corner block of four imperforate stamps showing the plate and order numbers. The upper margin shows some decrease in distance from the upper part of the frame as one compares the stamps in columns one and two. Examination of the lower margins of Figures 13a and 15 seems to favour these two sections matching. It is thus possible that items in Figure 13 were once part of a larger block with the item in Figure 15, and that the block was separated in to two pairs; however, this is purely speculation.



(a)

(b)

Figure 13. (a): Block of six imperforate 3¢ stamps from left lower pane of Plate 2 [11]; (b): Vertical pair of imperforate 3¢ stamps (Rows/Columns 9/1, 10/1) from left lower pane of Plate 2 showing plate number (2) and order number (534) [12].



Figure 14. Block of four imperforate 3¢ stamps from left lower pane, plate number unknown (letters enhanced) [4]. There is a slight angulation of the lettering (see Figure 4) suggesting that this is from Plate 1.

Figure 15. Block of four imperforate 3¢ stamps from left lower pane, Plate 2 showing plate and order number [13].



The 5¢ imperforate stamps

Only one pane (100 stamps) has been identified. This is the left lower pane from Plate 2. Like the preceding values, this first appeared in the public domain with the January 1962 offering by Sissons as split imprints in lots 3268 and 3269 (Figures 16a and 16b [4].



Figure 16. 5¢ imperforate stamps showing partial imprints from left lower pane of Plate 2 (letters enhanced): (a) Imperforate block of four stamps with partial imprint in selvedge [4]; (b) Imperforate pair with partial imprint in selvedge [4]. Notes: (1) The last letters in figure 16b match up with the word in figure 16a; (2) The location of the letters in the selvedge is consistent with the location of words in the left lower pane.

The 10¢ imperforate stamps

Five different lots of imperforate 10¢ stamps with imprints are known. Four identify the pane position and plate. These include upper left pane of Plate 1 (Figure 17) and the two upper left panes from Plate 2 (Figure 18).



Figure 17. Block of six imperforate 10¢ stamps from left upper pane of Plate 1 [14].

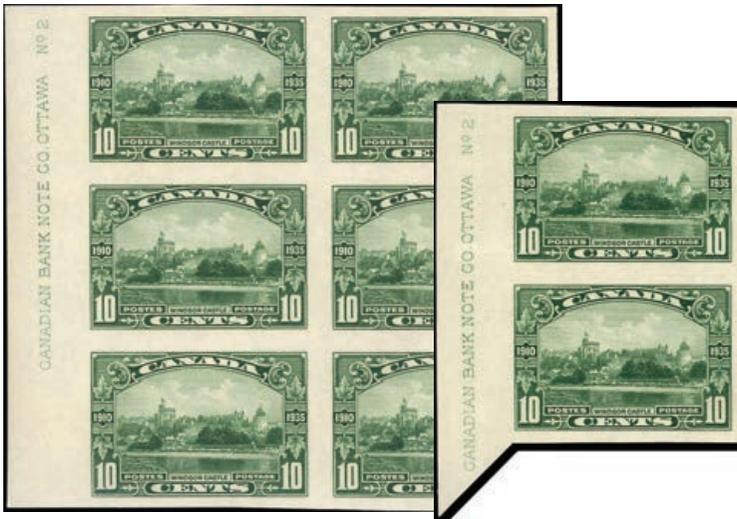


Figure 18. A vertical pair and a block of six imperforate 10¢ stamps from left upper pane of Plate 2 [15, 16].

The fourth identifiable pane is composed of the cut and separated imprint blocks from the 1962 and 1963 auction sales where the imprint blocks had been cut and separated (Figures 19a and 19b [4, 5]). The fifth block is from the right upper pane (Figure 20); unfortunately its plate number has been cut off.

Figure 19. 10¢ imperforate stamps showing partial imprints from right lower pane of Plate 2 (letters enhanced): (a) Imperforate pair with partial imprint (CAN) in selvedge [4]; (b) Imperforate block of four stamps with partial imprint in selvedge [4]. Notes: (1) The first three letters in figure 19a match up with the word in Figure 19b; (2) The location of the letters in the selvedge is consistent with the location of words in the right lower pane.

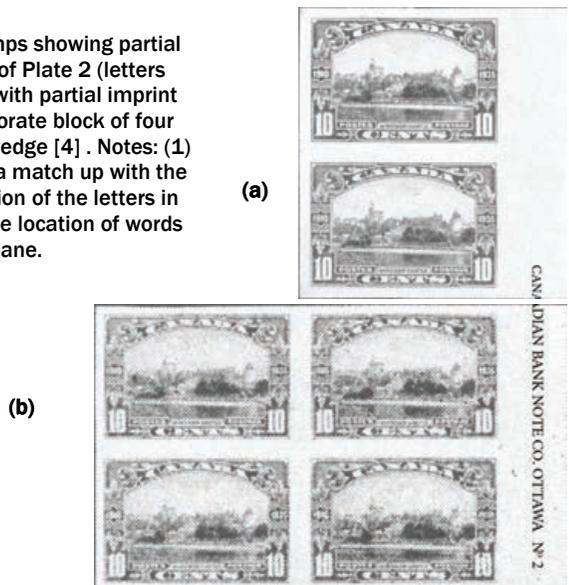




Figure 20. Block of four imperforate 10¢ stamps from a right upper pane. The plate number has been cut off [9].

Part 2 of this article will appear in *BNA Topics*, Volume 67, No. 4.

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Canada–Gibraltar correspondence during the decimal period (1859–1868)

Ronald E Majors, Charles Black, and Richard M Lamb

EVER since 1704, when British sovereignty over it began, Gibraltar’s strategic location on the end of the Iberian Peninsula—at the entrance to the Mediterranean Sea overlooking the Strait of Gibraltar—has made *The Rock* a key military post. Thus, it is no surprise that much of the correspondence to and from Gibraltar over the centuries involves military personnel; the decade 1850–1860 was no exception. During the decimal period of Canadian postal history (1859–1868), the number of recorded covers posted to Gibraltar is quite limited [1]. During this period, the single postage rate directly to Gibraltar was 23 cents for ½ ounce. Only seven decimal covers to Gibraltar were listed in the original Firby recording [2], six with single usage (all with 17¢, 5¢, and 1¢ decimals), and one that paid the double rate (46¢) but is missing a 10¢ stamp. The more recent Arfken/Leggett book [1] on the decimal era adds another two, making a total of nine documented covers with proper rates.

The Codrington correspondence

The most documented correspondence from Canada to Gibraltar was that sent to Miss Maye Codrington during the years 1862–1864. A complete tabulation of this correspondence, first made public in the 1950s, is shown in Table 1 of the Arfken/Leggett book [1] and will not be repeated here. General Sir William John Codrington was a British soldier and politician who served in the Crimean War and eventually as a Member of Parliament. During the years 1859–1865, he served as General Governor of Gibraltar and lived in the official Governor’s residence, the Convent. All of the Codrington correspondence was sent to the Convent. Both Sir Codrington’s wife and daughter were named Mary, and there is no indication that anyone of their direct lineage was named Maye [3], so perhaps “Maye” was a pet name for one of the female Codringtons.

Figure 1, opposite, depicts one of the covers documented in the Arfken/Leggett book (Table I, number 5) that was franked with two Consorts and three 1¢ Victorias for the correct 23-cent rate. Posted 3 July 1863, in Montreal, CE, the cover traveled from Quebec on the Allan Line’s “*Bohemian*” that sailed on 4 July 1863 and arrived in Liverpool on 16 July [4]. There is a double ring LONDON PAID, JY 16 63 transit stamp in RED on the face of the cover. Conveyance from England to Gibraltar was likely by a Peninsular and Oriental (P & O) steamer on the way to Alexandria, Egypt carrying mail for India and Australia [1]. The docketing on the cover shows that it was received on 25 July, nine days after the London transit stamp, the usual transit time between England and Gibraltar at that time.

Keywords & phrases: Decimal period, Gibraltar, postal history



Figure 1. A cover from the Codrington correspondence, franked at the correct 23-cent rate with two 10¢ Consorts and three 1¢ Victorias.

Officers' forwarded letter

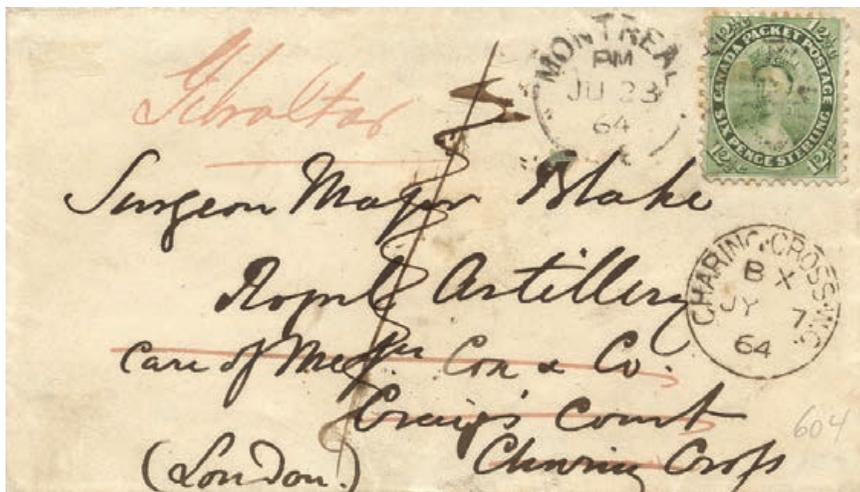


Figure 2. A unique officer's special military-rate cover, forwarded to Gibraltar via England.

Another cover, not part of the Codrington correspondence, is shown in Figure 2. Franked with a 12½¢ Decimal, it was sent to London, England and subsequently forwarded to Gibraltar. Since the letter was not sent directly to Gibraltar, it was not franked at the 23-cent rate. In fact, the 12½-cent rate was the “normal” Canadian packet rate to England. The addressee was Surgeon Major Drake of the Royal Artillery, but the letter was sent “*care of*”

Cox and Company in the Charing Cross section of London. A slash was added somewhere, indicating that a penny was due for the forwarding fee. It was then crossed out, indicating that no fee was assessed.

Normally, while on active duty, soldiers (and seamen) throughout the British Commonwealth, including Canada, were permitted to send or receive letters under ½ ounce for 2 cents, as long as the letter was certified by the commanding officer. This special letter rate was instituted by a British Act of Parliament in 1795 and was also honoured by the Canada Post Office in 1852 [5]. Officers were not granted this special soldier's letter privilege. However, letters to officers could be forwarded (redirected) with no additional fees owing. Thus, the forwarding fee for the cover in Figure 2 was crossed out and the letter forwarded to Blake in Gibraltar for free.

An alternative explanation for the rate was proposed by Steinhart [6], who pointed out that a 12½-cent rate for letters sent from/to officers anywhere in the world was established in the Treasury Manual dated 16 May 1857 (effective 1 June 1857) [7]. Additionally, Cox and Company was not a “normal” address; the company was an agent for the British Army. It was assumed by the sender that Surgeon Blake was not in England, and that Cox and Company would locate military personnel and forward mail to the location where they happened to be. With the 12½ cent preferred officers’ rate still in effect, the one penny forwarding charge was unnecessary and was, therefore, crossed out.

The Crutchley correspondence



Figure 3. A cover from the Crutchley correspondence, franked with two 12½¢ decimals, overpaying the rate by 2 cents.

A new correspondence from London, CW to Gibraltar during the decimal period has surfaced recently. Seven letters, detailed in Table I, were sent to Major General Charles Crutchley, Military Commandant, Gibraltar during the period 1864–1865. The letters were sent by Amelia Harris (born London, CW 1823) whose sister Eliza (born London, CW 1825) married General Crutchley, an Englishman, in 1851 [8]. The Harris males all became lawyers. The youngest, George, was the first child born in Eldon House, the family estate in London,

Ontario. During the 1860s, Eldon House was a place where soldiers gravitated for dinners, dances, parties, and that type of social activity. Eventually, George inherited Eldon house and lived there until his death. His heirs eventually donated the house to the city of London, Ontario where it is now a museum.

Interestingly, all the Crutchley letters (except one stampless), including the cover illustrated in Figure 3, were franked with two 12½¢ decimals, so 25 cents postage, overpaid by 2 cents. Most likely, this additional postage was a matter of convenience. All the covers have a London transit in red, indicating the date of arrival in England prior to forwarding to Gibraltar. By consulting the sailing tables of the North Atlantic Mail Sailings 1840–75 [4], the ship on which the cover was transported could be identified from the departure dates from London, CW and arrival dates in Liverpool, England and same-day shipment by train to London (see Table I). According to one of us (RML), who initially handled the Crutchley covers, there may be two more franked 12½¢ and one more stampless (23-cent rate) unrecorded; none of these is listed in Table I.

Table I. 23¢ rate covers known from London, CW to Gibraltar*

No.	Date	Franking	Reference	Comment
11	NO 17 64	Stampless	Sheffield Sale 144, lot 441	Manuscript "23", London transit in RED, PAID handstamp in RED
12	DE 20 64	2 × 12½		Hamilton, UC backstamp, double ring London transit JA 4 65 in RED, <i>Hibernian</i> via Portland, m/s "6" accountancy in blue, mourning cover
13	JA 18 65	2 × 12½		Hamilton, UC backstamp JA 19 65, double ring London transit FE 2 65 in RED, <i>Nova Scotia</i> via Portland, mourning cover
14	AP 20 65	2 × 12½		Double ring London transit MY 4 65 in RED, <i>Moravian</i> via Portland, mourning cover
15	JY 20 65	2 × 12½		Single ring London transit AU 1 65 in RED, <i>Belgian</i> via Quebec, PAID handstamp in RED, m/s "6" accountancy in red, mourning cover
16	AU 16 65	2 × 12½		Large double ring London transit AU 31 65 in RED with PAID, <i>Damascus</i> via Quebec, PAID handstamp in RED, m/s "6" accountancy in red
17	NO 2 65	2 × 12½	Sheffield Sale 144, lot 516	London transit in RED, PAID handstamp in RED, mourning cover

*This is a continuation of Table 1 in Reference [1].

Conclusion

In this article, we have attempted to update the known correspondence from Canada to Gibraltar during the decimal period. An alternate explanation for the postal rate of the officer's forwarded correspondence was provided. An undocumented set of correspondence was introduced, and the existing table of known covers updated.

Acknowledgement

The authors appreciate the help of William E Lea of Spink, United Kingdom who supplied photocopies of several of the Crutchley covers.

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The 8¢ Small Queens at work

Jack Forbes

ISSUED in August 1893, the 8¢ denominated Small Queen was intended as a single-value stamp to pay the combined First Class Mail Rate of 3 cents and the 5 cents Registration Fee. The 8¢ value was also valid to pay any other forms of postage; although used 8¢ multiples are much less common than are those for other values in the Small Queens series. The 8¢ differed in appearance from the other Small Queen denominations in two distinct ways: first, the Queen's profile faced to the left rather than to the right; second, her profile was encircled by an oval frame rather than the circular form.

Monthly/Yearly Use

An analysis was undertaken of my collection of over 2,100 individual dated items.

Table 1: 8¢ SQ use by month and year

Month/Year	1893	1894	1895	1896	1897	1898	Totals	%
January		37	47	39	44	42	211	9.7
February		34	39	30	37	19	159	7.3
March		40	58	42	48	23	211	9.7
April		36	54	32	49	8	179	8.3
May		42	41	20	41	7	151	7
June		44	39	34	44	8	168	7.8
July		31	46	28	29	3	137	6.3
August		28	40	30	41	2	141	6.5
September	7	43	49	26	39	3	167	7.7
October	19	44	47	47	42		199	9.2
November	30	48	46	33	48		205	9.5
December	36	52	55	44	51	3	241	11.1
TOTALS	92	479	561	405	513	120	2170	100
%	4.2	22	25.9	18.7	23.6	5.6		100

The collection is made up of covers, on-piece examples, individual stamps, pairs, strips, and blocks. The study tracking the monthly usage deals with the portion of 1893 when the stamp was available, right up to its last days in 1898. Over the entire period, the month of December saw the heaviest overall use, with March, January, and November relatively close behind. At the other end of the scale, July, then August, saw the least activity. The compilation of the results detailing the annual totals, the monthly breakdown, and the relevant percentages for each, is shown in Table 1.

It is interesting to note that use of this stamp ramped up quite quickly after its issue, then tailed off very quickly in early 1898, probably as a result of the release of the Maple Leaf issue in late 1897 and, to a lesser degree, the availability of the Diamond Jubilee commemoratives. In between, 1895 usage was the highest, with that of 1897 a close second.

Keywords & phrases: Small Queens, 8¢, postal usage

Daily use

Carrying the analysis to a finer point, downloaded calendars for each of the years being studied provided the opportunity to tabulate usage by the day of the week.

Table 2: 8¢ SQ use by day of the week

Year/Day	SUN.	MON.	TUES.	WED.	THUR.	FRI.	SAT.
1893	3	14	14	13	13	13	22
1894	24	85	79	66	72	79	76
1895	16	102	89	86	91	94	81
1896	23	80	76	61	50	58	56
1897	15	85	89	78	83	79	84
1898	8	20	19	20	20	14	19
TOTALS	89	386	366	324	329	336	338
%	4	17.7	16.9	14.9	15.2	15.4	15.7

This part of the study revealed that the average use on each day of the week was relatively consistent. With the expected lack of Sunday cancellation dates, and the somewhat heavier Monday occurrences, usage for the rest of the week was quite balanced. The chart in Table 2 lists the annual breakdown by day of the week, as well as the relevant percentages.

Leap year

The only leap year during the life of the 8¢ was 1896; three examples with Feb. 29 cancels are shown in Figure 1. Note the variations in the shades of these stamps, with the left hand example, posted at Harriston, Ont in Bright Bluish Grey Slate, the middle stamp, cancelled at Souris, Man in Grey Blue Slate, and the one to the right, a Pale Bluish Grey from one of the seven Quebec Post Offices whose name ends with “CHESTER”.



Figure 1. 8¢ Small Queens cancelled on Feb. 29.

Early/late use

Figure 2 shows the earliest and latest dates encountered in this study. On the left is the initial Light Blue Grey shade shown on a SP 18, 93 Crow Harbour, NS example, while a De 5, 98 Violet Black from an Ontario Office is shown at the right.



Figure 2. Earliest and latest dates of use of the 8¢ Small Queen.

Multiples

As mentioned above, used multiples of the 8¢ are not nearly as plentiful as are those of other Small Queens denominations. However, they do exist and, judging from the cancellations, it would appear that pairs and strips with CDS or Split Ring cancels were used on larger/heavier envelopes, while most others, quite frequently with Roller cancels but also

with Squared Circles or Killers, were used on large parcels and possibly on Bulk Mail Receipts.



Figure 3. A selection of multiples of the 8¢ Small Queen with CDS or Split Ring cancels.

A selection of the former are shown in Figure 3, above, with a FE 9, 94 Deep Blue Grey pair from Cookstown, Ont at top left; to the right of that, a strip of three in Medium Blue Grey shade, cancelled at Kentville, NS on FE 14, 94; second row, left, a Bright Blue Grey pair with JA 24, 95 Strathroy, Ont cancels; middle, an OC 27, 96 Ontario post office Bright Bluish Grey Slate example, and right, a JA 4 97 Toronto, Ont Blackish Slate pair.

A strip of three in Robin's Egg Blue, with Montreal, Que roller cancels tops the examples in Figure 4, right. In the middle is a Violet Black strip with Toronto, Ont rollers and a Blackish Purple strip, again with Toronto, Ont roller cancels is at the bottom.

Possible Bulk Mail Receipt use could explain the existence of the blocks shown in Figure 5, opposite page top. At upper left is a block of four in Deep Blue Grey dated DE 30 95, with London, Ont Type I Squared Circle cancels; and a Dull Bluish Grey Slate block of four with an Ontario CDS dated JU 25 96 is on the top right. The lower block of six sports DE 29 97 Ottawa Canada Type I Squared Circle cancels; it is Blackish Grey Slate in colour.



Figure 4. Strips of 3 8¢ Small Queens with roller cancels.

At upper left is a block of four in Deep Blue Grey dated DE 30 95, with London, Ont Type I Squared Circle cancels; and a Dull Bluish Grey Slate block of four with an Ontario CDS dated JU 25 96 is on the top right. The lower block of six sports DE 29 97 Ottawa Canada Type I Squared Circle cancels; it is Blackish Grey Slate in colour.

More likely to have seen use on parcels are the blocks in the next two illustrations. A Bright Bluish Grey Slate block of four with Segmented Washer Killers is at the left in Figure 6, below, accompanied by a block of eight Blackish Purple examples with Barred Oval Killers.



Figure 5. (right) Blocks possibly used on Bulk Mail Receipts.

Figure 6. (below) Blocks likely used on parcels.



Figure 7 on the next page features what is said to be the largest known used multiple of the 8¢ Small Queens – a Deep Violet Black block of twelve with Montreal, Que 9 Roller cancels.



Figure 7. Largest known used multiple of 8¢ Small Queens.

The author welcomes any input on 8¢ dates of use. Please contact him by regular mail through the Editor or by email at <jafbrs@aol.com>.

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Coming soon to a postal facility or street corner near you is the latest Canada Post mailbox, an attractive design featuring the first three characters of postal codes.



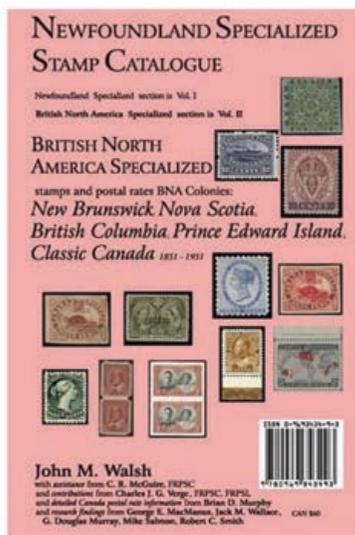
It's interesting to note that before the advent of Google Maps, few Canadians realized that with just an urban postal code one could locate not only the street but also the block on the street at which a building is located.

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Postal Ephemera and Philatelic Collaterals: What are they?

David G Jones

WHEN BNAPS convenes in Victoria in September, a few members who collect Postal Ephemera and Philatelic Collaterals (PE & PC), *i.e.* who are more into paper than perforations, will gather as a study group. Other interested members are invited to come and take a look at what this is all about.

I'm sure every collector in this domain has her or his own story to tell about how they got into it. My start came when I was ten years old, and my post office employee uncle took me on a tour of the local post office's inner workings. It was a Sunday, and he was there alone, working overtime. I had been a stamp collector for perhaps four years.

As we passed a long rack of "lock arch files", he showed me one that contained a stack of glossy posters with pictures of newly issued stamps on them. "Too bad nobody saves these," he said, "they are an important part of Canadian history. Do you want them?"

I accepted the gift, having no idea that he had launched me into a collecting area that would consume me for the rest of my life. It was, in fact, the end of my stamp collecting days. I didn't know it then, but I was now into PE and PC.

I soon discovered that my uncle had been absolutely correct. These things were valuable Canadian artefacts. Nobody (or at least almost no one) was saving them. Years later, I discovered that my own collections surpassed those of the National Postal Museum and the National Archives combined. I consider my collecting both a hobby and a heritage trust. Others seem to appreciate this dual role. Folks send me boxes of material from time to time. Like my uncle, they think it has historical value and don't want to throw it out. I give away, trade, and sell surplus stuff to try to encourage others to take up the hobby.

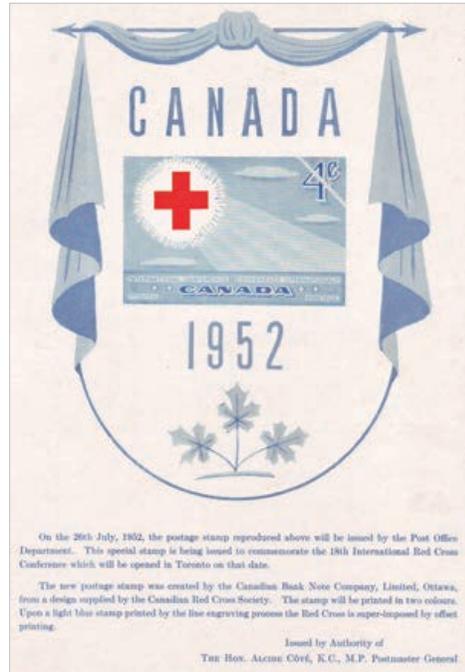


Figure 1. 1952 Red Cross stamp release poster.

Keywords & phrases: Philatelic collaterals, postal ephemera, Canada Post Office

For a very long time I considered all this material “ephemera”, like high school graduation programs and used bus tickets. Indeed, some of what I have is clearly ephemera, for example those cute Post Office toys and brochures that helped promote Montreal Olympics souvenir sales. Though some of these souvenirs were stamp-related—the metal stamp series for instance—there’s no way anyone would consider this material philatelic. They are in my collections because—regardless of content—they were made available by Canada Post in partnership with another agency or organization.

Then a BNAPS colleague suggested that some of my definitely stamp and postal-related holdings were more than ephemera—they were philatelic “Collaterals”. This category included posters placed in Post Office lobbies to announce new stamp issues and PS 14s (new stamp issue brochures) mailed to collectors. Over time, I would add original materials from stamp launches and just about anything else that was intended for hanging in a post office lobby or sent to collectors for their information, including the *Collections* and *Details* magazines.

For a very long time, my “collateral” items had to include a stamp image or I wasn’t interested. That was until I acquired Post Office Order No. 2. Issued in March 1868, it offered the “official word” on postal regions and officials, postal rates, and, most important for me, information about new postage stamps. Order No. 2 tells me that “the following denominations of Postage Stamps for use throughout the Dominion, have been prepared, and will be supplied to postmasters for sale (it goes on to list the half cent to 15 cent stamps) all bearing, as a device, the effigy of Her Majesty.”

The advice continues, “The Postage Stamps now in use in the several provinces may be accepted, as at present. In prepayment of Letters, etc. for a reasonable time after the 1st of April; but from and after that date all issues and sales to the public will be of the new denomination.” I think this is fascinating and very relevant information.

Some may think Order No. 2 to be ephemera, but I would hold that it is a critical piece of the stamp-issuing process, integral to the philately of the issues involved and thus collateral to the stamps and resulting postal history.

Not everything in the realm of PE and PC is clear, however. One day I came across a poster—brilliantly executed—that told me I should “Mail Early For Christmas!” Now here was something that spoke of promotion of postal services and admonitions to postal users, through the device of a clever poster. It was not Toulouse-Lautrec, but it was darn good graphic art.

So I asked myself, “Is not promoting the post office and its services a part of what we philatelists are all about? Without them where would we be?” It was easy to decide that the poster was PE or PC, but which one? A friend who thinks the Christmas poster is “ephemera” has a Canada Post Office poster promoting Registered Mail, illustrated by a simulated registered letter carrying stamps of the George VI era. He feels that this poster is “collateral” to those issues because it shows the stamps being properly used.

One day I found myself in Toronto, lamenting the demise of Postal Station “A” where I had, over the years, gathered perhaps hundreds of posters and other items. The postal staff there had always seemed happy to deal readily with weird requests. I found the twentieth-century replacement for Postal Station “A” in a subterranean corridor beneath a massive shopping complex off Yonge Street.

Instead of a dozen postal wickets, there were two employees who were only half busy. I ruminated on this state of affairs for a moment, while observing one of the staff members taking down a strip of plastic bunting that had been used for some postal promotion or another. When I asked for and got it, I established a benchmark for postal ephemera.

This item and others like it that I have gathered over the years are not philatelic, nor do they necessarily represent a memorable moment in the evolution of Canada Post. Despite that, do they have a place in my overstuffed bins of CPC paraphernalia? Absolutely. When I look at that plastic bunting I can't help but think of the "new" Post Office and its unceasing efforts to gain customers and business. In a small way, I am tracking the evolution of our national postal services.

On the off chance that you have the sense that post office collaterals and ephemera are as common and worthless as newspaper advertisements, let me disabuse you of that notion. In the USA, collectors have so diligently collected official "collateral" material that the USPS started manufacturing and selling to this market.

Canada Post has not treated Canadians in this way, so we do not have anything like the USPS "Philatelic Pages and Panels". Instead, we collectors have established our own buy-sell-trade market community, focussing mainly on the castoffs of the postal service. It is we who diligently await the next CPC *Details* and *Collections* because they go into our inventory. Where we find a gap we can't fill by trade, we know we will have to buy, and some of these purchases don't come cheaply.

Over the years, this collecting domain, which I like to think of as "Stamp History" has caused some—such as Earle Covert—to more fully explore specific areas including postal service/program development (and closure) and marketing. Having discovered that Canada Post does not spend either a lot of time or money on archiving, I sometimes wonder if they call up Earle to get reports on such things as the history of CPC money order formats.

In his "Postal Potpourri" series in *BNA Topics*, Earle is doing yeoman's work in gathering, classifying, and advising the rest of us on the usually, but not always, paper bits and pieces that go into the management of mail. A lot of what crosses Earle's desk is ephemera, transitory items that without him might never see the light of day in philatelic circles. Transitory or not, in my view his work is important.

Two illustrations accompany this essay. Figure 1 shows the release poster for the 1952 Red Cross issue. The Canada Post Office Department's first use of colour in marketing, it

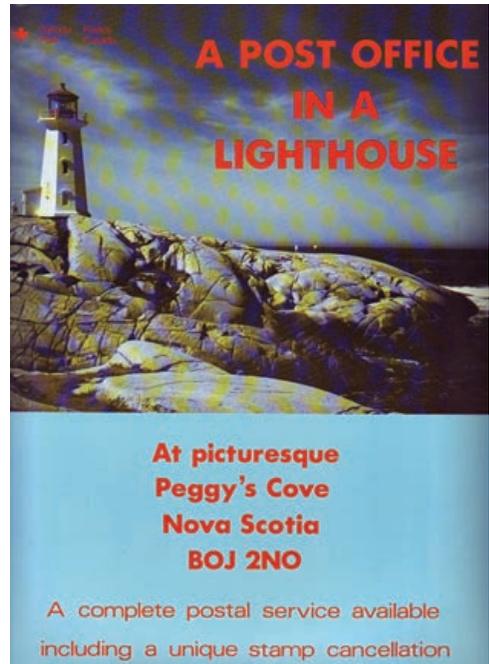


Figure 2. Peggy's Cove Post Office publicity poster.

advises, “The new postage stamp was created by the Canadian Bank Note Company from a design supplied by the Canadian Red Cross Society. The stamp will be printed in two colours. Upon a light blue stamp printed by the line engraving process the Red Cross is super-imposed by offset printing.” I rather think all of that is critical intelligence to understanding and appreciating both this issue and the evolution of technology in the production of Canadian postage stamps.

A pretty poster illustrating the Peggy’s Cove Post Office is shown in Figure 2. When I show people items like this, I often hear expressions of delight, and I wonder that they do not recall ever having seen the particular item. One area I am really unclear about is just how such materials are distributed. I do know that many items go only to large post offices, and often the larger offices are expected to distribute stuff to sub-offices and other outlets, but this occasionally seems not to happen.

What of the future for “Stamp History”? Certainly we enjoy the niche we are carving out for ourselves. I would argue that PE and PC people can help philately evolve. We may be able to help integrate meter mail, labels, Purolator, Innovapost, and other aspects of the “new” postal service into our collections. Perhaps we can also offer some advice and assistance with regard to the notion of “private” postal services. All these factors are having quite a dramatic impact on stamps, collecting, and philately. It’s just a thought.

Want to hear more? Come join us in Victoria.

David G Jones is a member of BNAPS, the Royal Philatelic Society of Canada, the Ottawa Philatelic Society, the Nova Scotia Stamp Club, and the American Society for Philatelic Pages and Panels.



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New Titles

C\$ Retail

	<p>No Englishmen Need Apply, by Gordon Mallett. A detailed study of the career of Major R. W. (Walter) Hale, the Canada Post Office Department's 'flying postal inspector,' who helped develop most of the mail routes in northern Alberta and the Northwest Territories in the 1930s and early 40s. Colour edition. Spiral Bound, 160 pp. (also available in black & white at \$49.95). \$99.00</p>
	<p>A History of Cross-Border Postal Communication between Canada and the United States of America 1761-1875, 2010 by Sanderson, Dorothy & Montgomery, Malcolm. A full study of Canada-USA cross-border mail, based on the covers collected by the late Dorothy Sanderson and supplemented by key covers from other major collections; with rates, routes, maps, markings and source references. Colour edition. Spiral Bound, 410 pp. (also available in black & white at \$62.95). \$175.00</p>
	<p>Postal Service in the Bathurst District of Upper Canada (Upper Ottawa Valley), 2009 by R.F. (Hank) Narbonne. This exhibit of the postal history of the Bathurst District of Ontario, now the counties of Carleton, Lanark and Renfrew, won the BNAPEX 2009 Reserve Grand award, a high honour for a county/regional exhibit. BNAPS Exhibit Series #57, colour edition. Spiral, 132 pp. (also available in black & white at \$39.95). \$105.00</p>
	<p>Catalogue of Canadian Railway Cancellations and Related Railway Postmarks including Selected Waterway Postmarks, 2009 by Ross D. Gray. The much-anticipated successor to the 1982 Ludlow RPO catalogue. 8.5x11, spiral bound, 336 pp. \$66.50</p>
	<p>Stamp Perforations with Particular Emphasis on Canadian Stamps, 2009 by Richard Johnson. An important study of stamp perforation methods, how perforation varieties occur, and how perforations have been measured over the years. Spiral Bound, 100 pp. \$56.95</p>

Pricing

BNAPS Books are published with only a Canadian retail price shown. BNAPS members receive a forty percent discount from this price. There are three reasons for doing this. We want to have greater market penetration outside traditional BNAPS venues. Showing only retail prices helps in this effort. Secondly, with the fluidity of currency markets, quoting US\$ prices can lead to inequities either for BNAPS or the purchaser. Finally, quoting only one price reduces the likelihood of mistakes.

More New Titles (See website for full list)

C\$ Retail

	<p>Canadian Interrupted Flight Covers, 2009 by Richard K. Malott. An International Large Vermeil award winning exhibit of the aero-philatelic postal history created when airplanes carrying mail within, to or from Canada, which crashed at some point during the flight. BNAPS Exhibit Series #56. Spiral Bound, 138 pages, 8.5 x 11, colour edition. (also available in black & white at \$39.95). \$105.00</p>
	<p>Plating the Ten Cent Prince Consort - Scott #17, 2009, by Kenneth A Kershaw. A study of the popular 10¢ Prince Consort stamp of 1859, thoroughly plated using today's technology. Spiral bound, 382 pages, 8.5 x 11, colour. \$225.00</p>
	<p>Transatlantic Stampless Mails to and from New Brunswick, Nova Scotia, Prince Edward Island, 1757 to 1859, 2009 by Derek Smith. A multiple award winning treatment of early Transatlantic mail, colour edition. 8.5x11, Spiral bound, 104 pp. (also available in black & white at \$34.95). \$80.00</p>

Shipping

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

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Study group centreline

Derek Smith

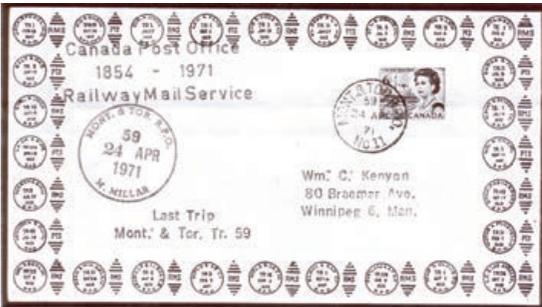
CENTRELINE alerts BNAPS members to the important specialist research done within each Study Group. Highlights are taken from newsletters that arrived by post up to the end of May.

British Columbia postal history

Issue #73 concentrates on the postal markings used during the 2010 Olympics/Paralympics in Vancouver. Although there is no complete listing of all that might have been supplied, most of them are illustrated. There were three Jet Spray slogans used in Vancouver and Victoria. Square hand stamps—each bearing the Olympics symbol and a stylized logo for 24 Olympic Games and 11 Paralympics events—were used in Vancouver and at the relevant sites. Circular Canada Post date stamps featuring the two Olympic symbols were used at 30 BC post offices, and at Dawson City and Whitehorse. Rectangular date stamps were created for use at the Vancouver Athletes Village and at the Jericho and Whistler CFPOs.

The Study Group has prepared a catalogue of Western Canadian Ship Way Letter Cancellations with close to 350 separate entries. As soon as it was completed, in came a new marking from the “Str. CHELOHSIN” dated, in Vancouver, in 1919.

Centennial Definitives



After a run of almost 30 years, issue #83 of this study group’s newsletter is the last. The group will merge with the Elizabethan Study Group. Members, however, will continue to exchange information using a website set up by George Mayo. Appropriately, Editor Len Kruczynski displays two “Last Run” covers commemorating the final Railway Post Office trips in 1971.

Elizabethan II

Editor Robin Harris opens issue #107 of *Corgi Times* with a discussion of the merger with the Centennial Definitives Study Group. Robin returned to his study of the die-cutting pattern #4 on the Lowe-Martin coils, noting that it has now been found for the 85¢ and the \$1.45 stamps. With input from Jim Watt, he also continues with a study of constant varieties seen on the 50¢ Suzor-Coté press sheet.

Robin has investigated the issue dates of the stamp issued to commemorate Canada’s first gold medal won at “its own” Winter Olympic Games. Issued only in Vancouver in the late hours of 14 February 2010, no first day strikes can be expected. Leopold Beaudet presents a major article on mis-perfs of the 3¢ Cameo value. One of these is a LR corner, with a plate No. 4 imprint which John Jamieson had found—most intriguing, since that plate was not known to have been issued.

Enclosed as a supplement with the newsletter is another “major opus” by Leopold Beudet, this one on photographer Jean-Pierre Beaudin. Many of Beaudin’s photos formed the basis of Canadian stamp designs for issues from 1973 until 1999. Profuse illustrations concentrate on his contributions to the 1982 heritage definitive issue. The photo plates are courtesy of Guillaume Vadeboncoeur of Sparks Auctions of Ottawa.

Fancy Cancels & Miscellaneous Markings

With issue #53, Editor Dave Lacelle has gone to a pdf format, and the results do show cancellations much more clearly. A number of people contributed a real “potpourri” of material. Mike Street sent examples of foreign strikes used on the Peace Issue. Items from Jim McCormick included “bogyheads”. Hugh Rathbun notes that an unidentified “VM” strike was from Victoria Mines, NS. He also submitted six Bridgewater, NS, fancy cancels used between 1878 and 1889. The Editor shows more examples of Paradise Lane, NS strikes. Five items submitted by the late Wally Gutzman are discussed.

Others reports came from Joe Smith, Bill Radcliffe, Keith MacKay, Ron Smith, Jack Forbes, David Dawes, and Arnie Janson.

Dave continued his discussion of spurious items. He illustrated seven which appeared on post cards—which leads to a caveat for collectors. The “stamp” on post cards *did not have to be cancelled*, and perhaps 20% weren’t. The cards presented a great source of used materials on which fakers applied their imaginations.

King George VI

Issue #18 of Post & Mail opens with Mike Street’s submission of another colourful cover addressed to George Vanier, this time addressed to him as Ambassador at the Canadian Embassy in Paris.

Chairman Gary Steele discusses and illustrates postage rates to the UK and Ireland in the 1937–1942 Mufti era. Most items which he presents were redirected or bear extra markings because of underpayment of postage, improper addressing, mail “slaved from the sea”, or returned to DLO. He also exhibits a rare 20¢ fee for Acknowledgement of Receipt form sent subsequent to delivery.

Eldon Godfrey presents pictures of two undelivered *Kriegsgefangenenpost* covers, mailed in 1942, addressed from London, ON to Canadian POWs held in a camp at Laghouat, Algeria. Editor Ken Lemke illustrated an ink blob and ink smears on the 3¢ Mufti. Gary Dickinson shows a cover from the collection of Melvin Baron bearing the three values of the 1939 Royal Visit issue, each stamp a five-hole OHMS perfin. As such, the cover may be unique.

Military Mail

Two issues of *Military Mail* have crossed my desk. In #194, Lee Dowsley pictured and discussed two more covers from internees or POWs in mailed in Sydney, Australia to Canada. David Collyer expanded upon POW mail from Australia, including references to the work of Phil Collas. Robert Henderson presented an unusual “card of appreciation” sent by an Italian POW to an individual in Saskatchewan.

Ged Taylor shows a card from Camp Borden FPO to England, Lee Dowsley a Little Mountain Barracks strike. Jon Johnson presented a 1918 Canadian Convalescent Officers Hospital OR strike and Bath, UK datestamp.

In issue #195, editor Doug Sayles outlined the histories of *HMCS Niobe* and *HMCS Rainbow*, part of his work on the 2010 centennial of the Royal Canadian Navy.

Lee Dowlsey showed another POW cover, from a Canadian internee in Italy to Quebec City, mailed in 1940. AD Hanes illustrated a 1944 air mail lettersheet from Sant'Agata in Italy to Hamilton bearing a UK 3d stamp. Jon Johnson showed an Airgraph mailed from Hamilton 17 November 1941 to England, just two days after the program was initiated. Robert Henderson sent a blurb from the Canadian Prisoners of War Relatives Association outlining proper procedures for sending mail to POWs in Japanese hands. Colin Pomfret displayed two post cards with 1943 NPO markings. Modern military mail markings are shown by AD Hanes—2007 Operation Augural in Ethiopia and 1993 UN Protection Force (RCMP) in Jugoslavia.

Newfoundland

In issue #139 of the *Newfie Newsletter*, Barry Senior displays three covers with Ayre & Sons perfins on the 4¢ Prince Edward stamps. None are common. Peter McCarthy explains the process and order of punches on the train/boat ticket shown in issue #135.

Editor Norris (Bob) Dyer introduces a series (to be 18 pages) about the shortage of 1¢ stamps in 1897 leading to overprinting of the 3¢ gray 1890 stamp. The articles will be based on his gold/platinum medal exhibits.

From the collection of the late John Butt, Rob Moore shows an 1898 post card from the St. John's GPO, on which PMG Fraser offered to sell philatelists pre-Cabot stamps, the Cabot issue, and the new 1¢ and 2¢ "permanent issue". This sat badly with the Colonial Secretary, who ordered Fraser to withdraw the offers. Thus, only two copies of the card are known.

Carl Munden illustrates covers from two more closed POs—Tibbo's Hill (1951–1970) and Brunetter (WO 1892, PO 1891–1957); Pete Motson shows another fantasy "Balloon" mail cover prepared by Roessler, and the Editor provides a picture of Newfoundland's "most expensive cover". It bears a strip of 3 × 2 pence from St. John's, mailed 13 December 1859, addressed to Devon England. It is from the Bill Gross collection and was sold through Spinks for \$140,000 plus commissions.

Postal Stationery

In Volume 23 #2 of *Postal Stationery Notes*, Bill Walton continues the study of Canadian Postal Stationery with francophone advertising, this time on post cards. He illustrates 13 items from his and Pierre Gauthier's collections.

Pierre also shows a previously unreported official envelope used by the Department of Agriculture (Montreal office).

Jean Walton wrote up a Bulova PadPost card depicting one of its watches beside an "Oscar" statuette. The Academy of Motion Picture Arts and Sciences resented the association and sued Bulova. AAMPAS won.

A new postal card is illustrated. It will be issued to honour the centenary of Rotary International. Robert Lemire also updates us on cards from the latest PCF printings, noting that a borderless format has appeared for re-issued scenes previously having a white border.

Railway Post Offices

Two issues of the RPO study group newsletter have been received. In #205, Ross Gray details the markings of the Halifax & South Western Railway—RPO (RY-87) used between 1907 and 1928—as well as the many Halifax Bridgewater & Yarmouth RPO hammers used from 1929 to 1971. Sean Weatherup reported a new clerk attachment to one type—that of JE Marshall, used in 1954.

Ross illustrates two Travelling Letter Box strikes used in Halifax between 1950 and 1956, for mail which arrived by train without stamp cancellations, originating from points outside of Halifax. Ross Gray also reports a new clerk stamp used on a Calgary & Edmonton RPO—CJ Overend. New ERD and LRD reports came from Ron Barrett.

Issue #206 mostly was devoted to updating of new ERD and LRD strikes. These were submitted by Editor Ross Gray, Brian Stalker, Ron Barrett, Richard Hautala, Michael Reid, and Sean Weatherup. Brian Stalker also reported a new Harrisburg & Southampton hammer which is distinctive in appearance and punctuation. The two hammers are pictured for comparison.

Revenues

Canadian Revenue Newsletter No. 68 contains an informative article by Dales Speirs on the history of World War II ration coupons issued by the Wartime Prices and Trade Board. He discusses their introduction in August, 1942, the administration of the system, and usages of the coupons. He lists details of the coupons contained in each of the six book types issued, and pictures many of them.

Brian Peters updates uses of the United States Playing Card Company “Railway Ties” precancels on War and Excise stamps. Although used on many “brands” of cards, all of them were manufactured by or for Canadian subsidiaries of USPC. Fritz Angst submitted a picture of a spectacular block of 15 of horizontally imperforate 20¢ Ontario Law stamps, each stamp with a manuscript cancel “April 27 / 70”. Chris Ryan illustrates a “machine affixed” strip of 3 × 1¢ and a ¼¢ single Customs Duty and Excise Tax stamp on piece tied by a 22 January 1945 Customs strike. The rate paid the excise tax required on a periodical mailed from the US.

John Jamieson sent an illustration of the complete set of three values of the Newfoundland transportation tax stamps. To date, only one copy of the \$1 stamp and two copies of the \$3 stamp have been reported. John’s earlier comments on the Dominion De Forest telegraph frank led to the further reports from Clive Akerman and Edward Zaluski. Even so, there are only seven known copies.

Squared Circles

Issue #117 reports a number of updates. A partial strike of Pointe a Pic on a 2¢ numeral extends the hammer’s use into 1899. A “1” on a 1895 Dunneville, Ont. strike is the first timemark recorded for that hammer. New inverted MMDD dates have been seen on Port Hope (-/02YM/95) and Teeswater (-/21PA/96). A reported “YORK” strike is a fake or a forgery. These reports came from Dave Robinson, Bruce Kalbfleisch, and Joe Smith, as well as from the Editor.

World War II

In issue #47, Cecil Coutts takes a long look at his Quebec blackout cancels and concludes that many of the thought-to-be “damaged” hubs are merely due to inking. He points out that clear, complete dated strikes often appear after “damaged” example dates. He illustrates 14 of them.

Editor Bill Pekonen asks just where some military proof strikes shown on page 60 of the proof book were used. Robert Henderson provides a list of the costs in 1943 of various ammunition, infantry weaponry, tanks, and artillery, as well as aircraft and ships. One item shows that it cost \$200 to clothe, arm, and equip an infantryman!

Readers write

(Continued from p. 7)

stated 100 of the 1918 trial were created. Robson Lowe states there were 100 of *each* type. Fred Jarrett also reported 100. Again, the experts do not agree. Even Boggs (which Walsh uses as an authority) placed a question mark after the 50 quantity.

“In the NSSC 6th edition, TS 5 is described as “5mm” and TS 6 as “3mm”. The photos are correct in my article but there is a typo in the table below showing “TS 6” and “TS 7”. Around 2001, I did a study of auction catalogues and found equal numbers of TS 5 and TS 6, selling at very similar prices. If TS 6 is so much rarer, why was it appearing as often? Subsequently, in the Sir Gawaine Baillie auction of 2006 (Sothebys), there were two TS 5s and six TS 6s (including a block of four). The TS 5 singles sold for 60% *more* on average than the TS 6. Market data suggest there are not twice as many TS 5s as TS 6s.”

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Matters military 8. MTB 459

Peter McCarthy

THE cover in Figure 1 (backstamp shown in Figure 2) was just another piece of military mail, and Signalman Robert Lovelock (see Figure 3) was just another sailor among the 36,000 who made up the Royal Canadian Navy during World War II, until someone in the mail room of *HMCS Niobe*, the shore establishment in Greenock, Scotland, to which all Canadian naval personnel located in the United Kingdom were attached, crossed out the “*Niobe*” portion of the address and, in green, redirected it to “MTB 459” (*Motor Torpedo Boat 459*). This cover brings the reality of Canada’s WWII navy home to us in the shape of a crew of 17 men and, with the help of a little research, tells quite a story.

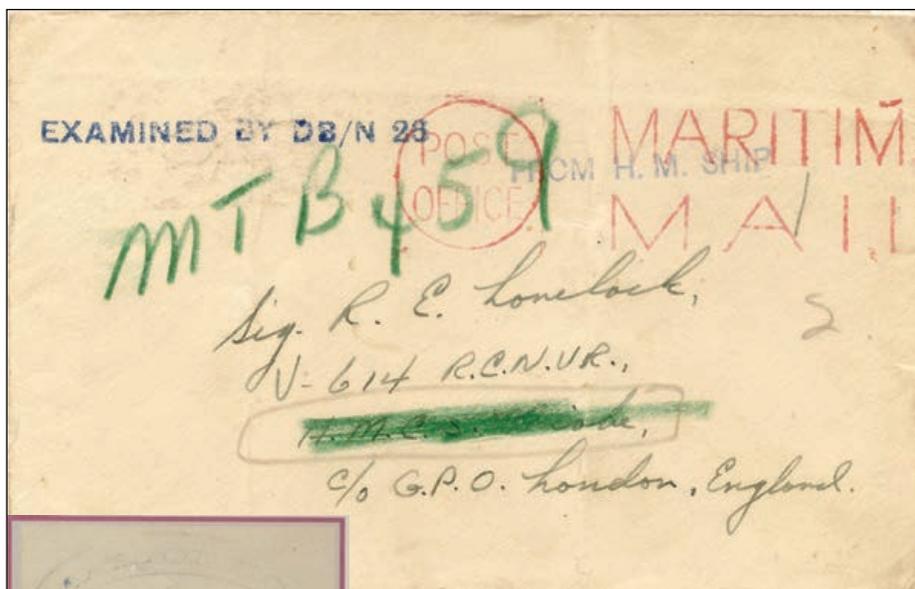


Figure 1. Cover addressed to Sig RE Lovelock (PJ McCarthy collection).

Figure 2. Backstamp on the cover in Figure 1.

The 29th and 65th Canadian Motor Torpedo Boat Flotillas were formed in March of 1944; all members, including their flotilla commanders, were Canadians. After extensive training out of *HMS Bee* in Holyhead, Anglesey, the flotillas were sent to their operational Coastal Forces bases.

Keywords & phrases: military, navy, Royal Canadian Navy (RCN), World War II

The 65th was assigned to Brixham, near Plymouth. The 29th, under the command of Lieutenant-Commander Charles Anthony (Tony) Law, RCNVR, (Royal Canadian Navy Volunteer Reserve) who was also the commanding officer of *MTB 459*, operated out of *HMS Fervent*, a Coastal Forces base in Ramsgate. In late May, it was sent to *HMS Hornet* in Gosport, near Portsmouth, as part of the pre-invasion operations build-up called Operation Neptune, the Navy's part of Operation Overlord. The eight-boat flotilla (*MTBs 459-466*), which became known as "The Fighting Sea Fleas," was later augmented by three Royal Navy boats, *MTBs 485, 486, and 491*.



Figure 3. Signalman Lovelock at the flag locker. (Courtesy Naval Museum of Manitoba (PA 176745))

8 inches (1.7 m). With full armament and equipment, its displacement was 55 tons.

Driven by three Packard or Rolls-Royce V-12, supercharged 1250-HP engines, (later 1500 HP) the boats made a speed of up to 41 knots. They were armed with two 21-inch torpedo tubes, although these were replaced, for a short time, by depth charges. Other armament included an auto-loading 6-pounder (57 mm) gun or a 40-mm Bofors cannon (Pom Pom), .500 Vickers machineguns capable of firing 700 rounds of armour-piercing,



incendiary, and tracer ammunition per minute, and .303 Vickers machineguns. The aft armament was a twin 20-mm Oerlikon gun, capable of firing 450 rounds of armour-piercing, high explosive, and tracer ammunition per minute.

Figure 4. *MTB 459*. (Courtesy Naval Museum of Manitoba (PAC PA144581))

Signalman Lovelock must have spent some time in the hospital in Weymouth, because a cover dated 30 March 1944 (see Figure 5) was sent to the hospital and redirected to *HMS Athol* in Portland and, finally, to "*HMS Bee* for *MTB 459*". Through conversation with one of Robert Lovelock's sons, it was discovered that, prior to his becoming a part of the 29th Flotilla, he and his crew mates served on a boat that was shot out from under them in a battle against German MTBs, called E-boats by the Allies. The E-boat that sank their MTB picked them out of the sea and, rather than take the crew members prisoner, dumped them back on English soil. They no doubt would have been sent to hospital for observation. This explains the routing of the cover.

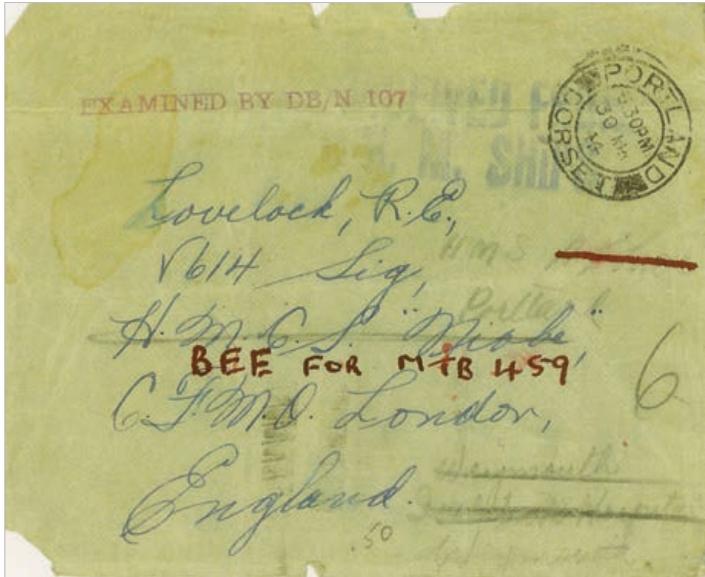


Figure 5. Cover addressed to the hospital in Weymouth, redirected to HMS Athol, and then to HMS Bee for MTB 459. (Courtesy Colin Pomfret)

Shortly after this, Signalman Lovelock sent a lettercard to his parents dated 10 April 1944 (Figure 6), presumably in reply to their letter dated 30 March 1944. There is no attached message, other than that it originated from MTB 459.

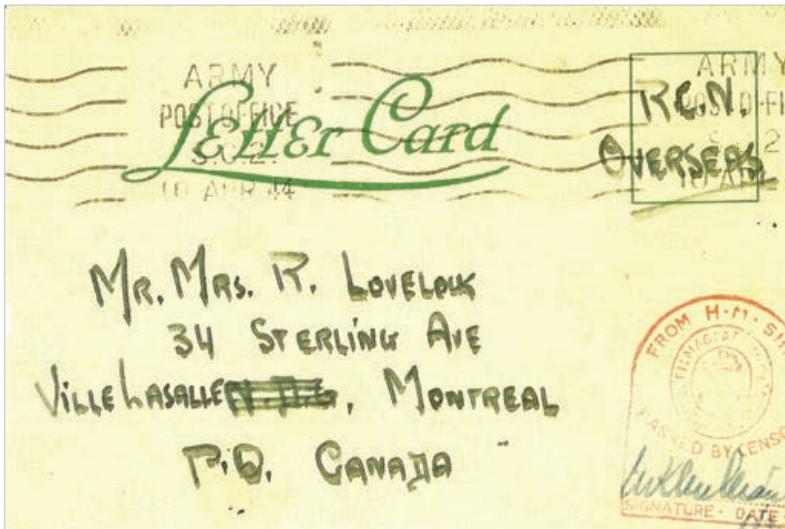


Figure 6. A card sent in a hurry during work-ups. No writing on reverse except "from MTB 459". (Courtesy Colin Pomfret)

The mission of the MTBs was to assist in keeping the sea lanes open. They went out on nightly patrols when weather permitted and took on enemy E- and R-boats (minesweeper coastal escorts). They also torpedoed merchant ships and lured enemy destroyers out to where heavier warships could deal with them and took on any other mission they were called on to do. They weren't called "The Fighting Sea Fleas" for nothing. Following is an account of two successive nights of action.

On the night of 15 July 1944, *MTBs 459, 464 and 466* sustained damage in a fierce fight with three German E-boats. A hole below the waterline was repaired, and the same three boats went back on patrol the next night. They were spotted and illuminated by enemy aircraft and shelled by the shore batteries near Le Havre. A shell crashed through the sides of *459* and exploded in the engine room, killing two sailors and wounding one. *MTB 459* was taken in tow by *466*, with *464* laying down a protective smoke screen. *MTB 459* was beached, later repaired, and saw action again. It was de-commissioned and disposed of on 14 February 1945. Killed in action were Petty Officer Motor Mechanic M Edward Dawson, seen at the far right of the front row in Figure 7, and Stoker M Jackson McMahon, fourth from left in the front row. Wounded was Able Seaman William Dublack, far right in the second row next to the addressee of this cover, Signalman Robert Lovelock.

29th Canadian Motor Torpedo Boat Flotilla

The Crew of H.M.C.M.T.B. 459 - May 1944



H.M.C.M.T.B. 459, May 1944. (PA 108024)

Shown on the bridge, left to right: Lieut John Shand, RCNVR, of Montserrat, B. W. I.; S/Lieut Jack Foote, RCNVR, of Fergus, Ontario; Lieut Cdr. Anthony "Tony" Law, RCNVR, of Quebec City, Commanding Officer, L/S Cyril French, RCNVR, of Saskatoon, Sask.

Second row: Tel. T. O. Donald McCallum, RCNVR, of Neville, Sask.; Tel. T.O. Patrick McAuley, RCNVR, of Verdun Que.; A/B James Beyea, RCNVR, of St. John, N. B.; Sig. Robert Lovelock, RCNVR, of Montreal; A/B William Dublock, RCNVR, of St. Catharines, Ont.

Front row: A/B Harold Seaton, RCNVR, of Chatham, Ont.; A/B William Bushfield, RCNVR, of Stratford, Ont.; A/B Roland Stevens, RCN, of Windsor, Ont.; Sto. M. Jack McMahon, RCNVR, of Melfort, Sask.; L/S William Reid, RCNVR, of Calgary, Alta.; A/B Herbert Simpson, RCNVR of Wallaceburg, Ont.; Sto. M. James Roberts, RCNVR, of London, Ont.; P. O. M. M. Edward Dawson, RCNVR, of Calgary, Alta.

Figure 7. Crew of *MTB 459*.
(Courtesy Naval Museum of Manitoba (PA 108024))

Lt Cdr Law, Senior Officer of the flotilla, transferred his command to *MTB 486*, one of the three boats that augmented the original eight. Robert Lovelock went with him, as indicated by the address on the cover dated 16 September 1944 (see Figure 8). There must have been additional correspondence between July and September, because this cover is addressed directly to *HMC MTB 486* (His Majesty's Canadian Motor Torpedo Boat). More than likely, the whole crew was transferred.

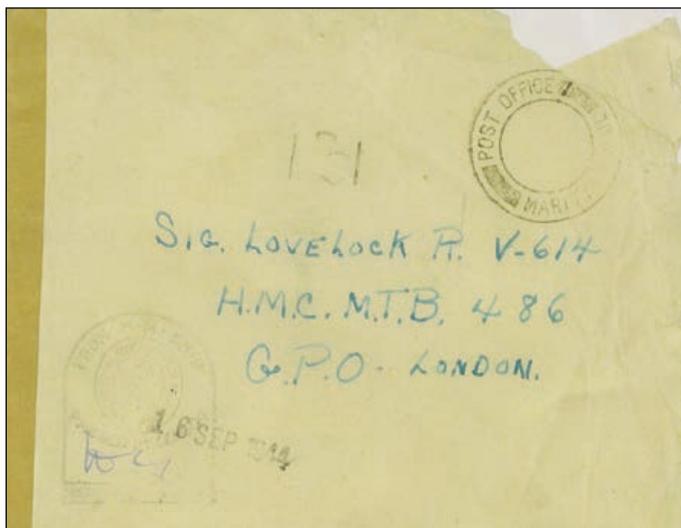


Figure 8. Letter sent directly to MTB 486 after the transfer from MTB 459. (Courtesy Colin Pomfret)

In January of 1945, the 29th Flotilla was transferred to Coastal Forces Mobile Unit No. 1, at Ostend, Belgium. On 14 February, with several flotillas berthed in the harbour preparing for a patrol that night, many of the sailors had been given an afternoon off or a “make and mend”.

Earlier in the day, there had been a fuel spill, and the water was covered with high octane gasoline. Somehow, it ignited, and within minutes the water was a sheet of flame engulfing all in its path. Men were burned alive as they slept below decks. Others were killed or wounded by flying debris and exploding ammunition. When the fires were finally extinguished, it was discovered that 26 Canadian and 35 British sailors died on that devastating afternoon. The 29th Flotilla had lost five of its boats, MTBs 459, 461, 462, 465, and 466. As it was near the end of the war, the 29th Flotilla was not re-formed. The three remaining boats were attached to British flotillas and the 29th ceased to exist.

The cover in Figure 9, carrying a US Navy cancel dated 8 March 1945, is addressed to a Lt JR Cunningham, HMC MTB 461. It was received by the Canadian Fleet Mail Office, Leigh House, London, EC 2, on 18 April. The backstamp in Figure 10 is a previously unreported marking.



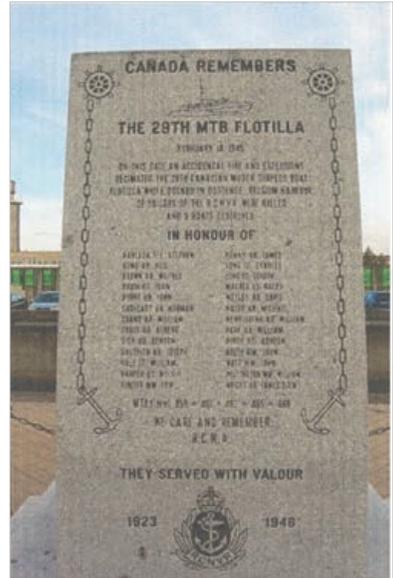
Figure 9. (above, right) Letter to Lt JR Cunningham, HMC MTB 461. (Courtesy Douglas Lingard)

Figure 10. (right) Backstamp on the cover in Figure 9.



Lt Cunningham was the commanding officer of *MTB 461* from 4–9 February 1945. (Lt CV Barlow commanded *MTB 461* from 10–25 February.) Knowing about the accident in Belgium, the fleet mail office crossed out both “*HM(C)S Niobe*” and “461”, but did not add a further forwarding address. Research has not discovered any further postings for Lt Cunningham. He is not listed as having been wounded, nor as missing in action, nor as having been killed in action.

A memorial (Figures 11, 12) was erected in Ostend, Belgium, by the Royal Canadian Naval Association in honour of those members of the 29th MTB Flotilla who died in that tragic accident [4]. The Naval Museum of Manitoba also has a memorial (Figure 13) listing those who served in the two Canadian MTB flotillas.



Figures 11 (left) and **12** (right). The Ostend, Belgium memorial to the 29th MTB Flotilla.



Figure 13. Memorial at the Naval Museum of Manitoba, listing those who served in the 29th and the 65th MTB flotillas. (Courtesy Naval Museum of Manitoba)

The following poem was written by Signalman Andrew Cleeland of MTB 461 (Figure 14) [2, 3], after the disaster.

*The raging of the treacherous seas,
Long the arch enemy of the MTBs,
Now ceases to hold us in its spell
As we hear the tale of the Ostend bell.
The truth of cause will be remote,
And intrigue will lend its tragic note;
Here today and gone tomorrow,
As mothers and sweethearts shrink in sorrow;
But above it all is heard the cry -
Oh God, the everlasting question, why?*



Figure 14. Signalman Andrew Cleeland. (Courtesy Naval Museum of Manitoba)



QUESTION While walking along the promenade in Ostend, I noticed a memorial to members of the Royal Canadian Navy's Motor Boat Flotilla who lost their lives in a single incident towards the end of World War II. Does anyone know of the incident?
MY FATHER was a Royal Navy petty officer at Ostend harbour from 1944, servicing and repairing the motor torpedo boats and other light craft based there.
These included boats from the

29th Canadian Motor Torpedo Boat (MTB) Flotilla and several Royal Navy vessels.

On February 14, 1945, the harbour was full of craft, many of them re-fuelled and re-armed ready to go to sea that night, when fire broke out on the water among the many boats which were closely moored together.

Fortunately, many of the crews were ashore having dinner in the canteen at the time.

The fire was thought to have been caused by the ignition of an accidental discharge of fuel. Unfortunately, the fuel was high-octane and thus particularly flammable.

The resulting scene was mayhem: ammunition on the machine guns was cooking off (firing) and the torpedoes were blowing up.

The fire spread rapidly as men worked frantically to get the boats to safety. My father was jumping from boat to boat releasing compressed air from the torpedoes to make them safe.

-On one boat my father was working on, the officer was wheeling the craft astern, away from the fire, when he was killed by a torpedo

blowing up on a nearby boat. There were quite a few casualties, but it was all hushed up at the time.

In all, 28 Canadian and 35 British crew members died, with many others injured.

As a result, the flotilla was disbanded and the surviving boats distributed among other Royal Navy MTB flotillas.

The severity of the incident can be imagined by the fact that a chunk of torpedo was later found on the roof of the hotel where my father was billeted.

I shall never forget the nervous condition my father was in and his graphic description of the event when he came home on leave.

*Mr J. Barrow,
Peterborough.*

Figure 15. Question and answer on MTBs from the *Daily Mail* (UK) of 30 January 2009. (Courtesy Mr J Barrow)

And Robert Lovelock? He survived having a couple of boats shot out from under him, the Normandy assault, the nightly patrols and fierce battles of the English Channel, and the fire at Ostend, to come home and become an insurance agent and raise a family of two sons and a daughter. Both sons served in the Royal Canadian Navy for more than 20 years, and a grandson is currently doing so. Robert E Lovelock died in 1993 after a lengthy illness.

All this from an otherwise unremarkable cover endorsed "MTB 459" in green ink.

Acknowledgements

The author wishes to thank Colin Pomfret and Douglas Lingard for permission to use covers from their collections; the Naval Museum of Manitoba for permission to use illustrations from their website; John Parkin of England for the newspaper clipping (Figure 15) from the 30 January 2009 *Daily Mail* (UK) that helped inspire this story; Ross and Peter Lovelock, sons of Robert Lovelock, for providing information and insight into their father's life; and Mike Street, for forwarding John Parkin's clipping, finding the Ostend "Atlantic Wall Memorial" illustrations, and for his encouragement.

Part of this article was published previously in the *CFPS Bulletin* of the Canadian Forces Philatelic Society [Ed].

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- [1] Joseph Schull, *The Far Distant Ships: An Official Account of Canadian Naval Operations in the Second World War*, Queen's Printer, Ottawa, ON, 1950.
- [2] C Anthony Law, *White Plumes Astern*, Nimbus Publishing Limited., Halifax, NS, 1989.
- [3] The Naval Museum of Manitoba website: <www.naval-museum.mb.ca>.
- [4] The Atlantic Wall Museum–Raversijde, Belgium website: <<http://users.skynet.be/rmypegww7/AtlanticWallMuseumRaversijdeBelgium/index12.html>>.

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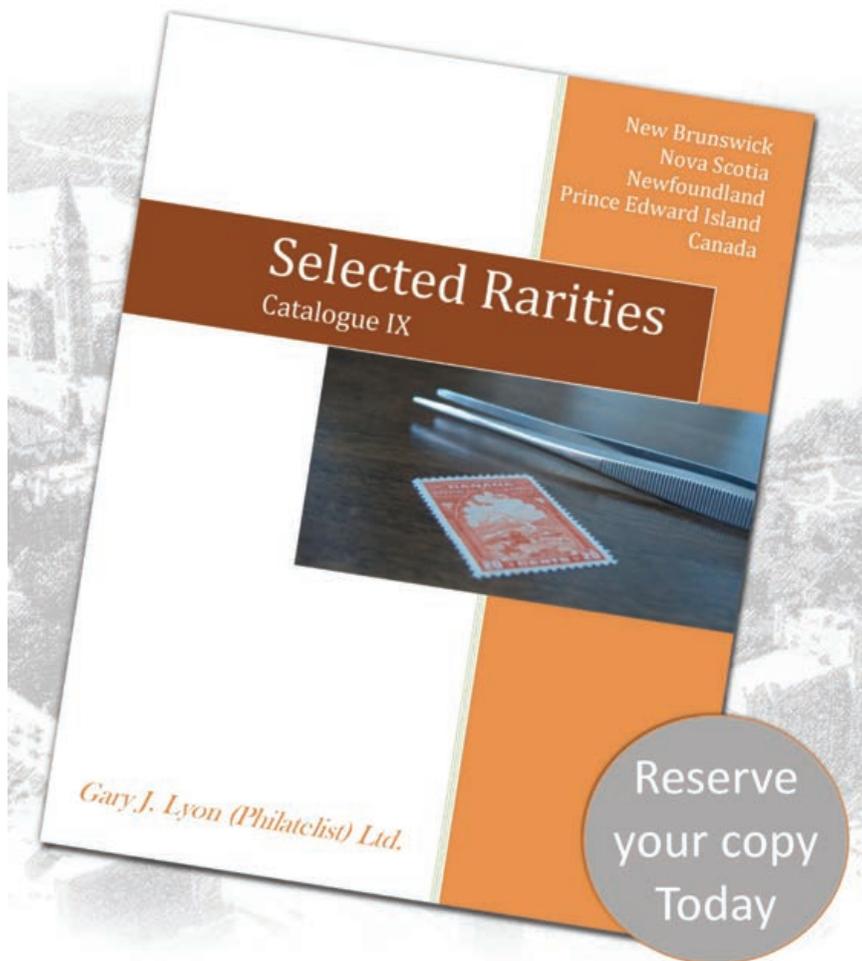
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The 2¢ Large Queen stamps of Canada: The extra guidelines and their uses

Richard Johnson

THE 2¢ Large Queen stamps were printed in sheets of 100 (10 × 10) from either one or more than one plates [1]. The metal plate which carried the 100 images was laid out initially by sets of small, horizontal and vertical etched marks, at the intersections of which a small depression was punched to locate the stamp image on the plate—the “guidelines” and “guide dots.” Most of the finely etched lines were burnished off—either wholly or partially; in many instances, however, the guide dots were not. As a result, images of most of the dots and—where the burnishing was incomplete—some of the vertical and horizontal guide lines appear on the printed sheet.

One or more images of the approved die proof were transferred to a steel roller which, when hardened, was used to transfer the image 100 times to produce the printing plate. To position each image correctly, the transfer roller was equipped with a side-point that was positioned on each guide dot in turn [2]. Of necessity, the guide dot and stylus for each impression were positioned to the side of that image. For the Large Queens, the dot was positioned at the lower left corner, below the position of the next stamp to the right.

At least one plate of the 2¢ Large Queens was unique in that, as well as the usual guide dots and their associated position marks, it carried an additional set of unburnished, vertical guidelines along the bottom of the bottom row of stamps. These marks had a slightly larger separation than the usual ones. As a result, each of these “extra” marks was displaced by an *increasing* amount (about 0.341 mm, see below) from the normal guide dots, in progression from left to right [3]. These are illustrated for positions 92 through 99 in the accompanying Figures 1 to 8.

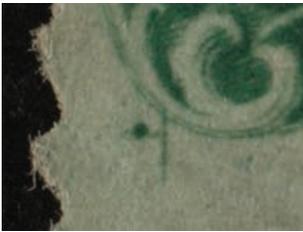


Figure 1. Position 92, $\Delta = -0.32$ mm



Figure 2. Position 93, $\Delta = 0.02$ mm

Keywords & phrases: Large Queen issue, guidelines, guide dots

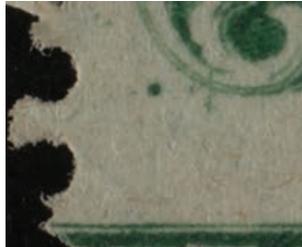


$\Delta = 0.36 \text{ mm}$



Showing Imprint at
Extreme LR: "B"

Figure 3. Position 94



$\Delta = 0.70 \text{ mm}$



Showing Imprint:"
"...RITISH...NO"

Figure 4. Position 95



$\Delta = 1.04 \text{ mm}$



Showing Imprint:
"...TE...TAWA"

Figure 5. Position 96



Figure 6. Position 97
 $\Delta = 1.38 \text{ mm}$
(Courtesy DA Fraser)



Figure 7. Position 98
 $\Delta = 1.72 \text{ mm}$



Figure 8. Position 99
 $\Delta = 2.07 \text{ mm}$

The late Dr Henry E Duckworth and the author located and measured 28 examples of these stamps. By use of a travelling microscope, the separations between each extra guide line and the centre of the corresponding normal guide dot were measured accurately—the “offsets - Δ ” [4].

The results of these measurements could be easily grouped and subjected to a regression analysis, the graphical results of which are shown on the next page in Figure 9. The data naturally formed groups for each of the positions. But which was which? For example, does the cluster around 0.018 mm correspond to position 93—or perhaps 94? There is nothing in the measurements themselves that can answer this. Fortunately, however, three of the stamps, in positions 94, 95, and 96, bore three different partial elements of the imprint of the British American Bank Note Company—from all three an almost complete imprint. (These stamps are shown in Figures 3, 4, and 5.) So the identification of groups with particular stamp positions could be confirmed with certainty.

Since the regression line depends on *all* 28 measurements, it may be used to provide an accurate prediction of the actual offset to be found at each position. The equation of this line is: **offset in mm (defined here as Δ) = - 0.324 + 0.341 × (Pos'n # - 92).**

Table 1 gives the values of the eight offsets.

Table 1: Offsets between Guide Dots and Extra Etched Lines by Position Number.

Position Number	92	93	94	95	96	97	98	99
Separation (mm) Δ	-0.324	0.018	0.359	0.700	1.041	1.382	1.723	2.065

The line was to the right of the dot in all cases except that of position 92, where it was on the left (indicated by the negative number). The line for position 93 cuts through the dot just to the right of its centre [5].

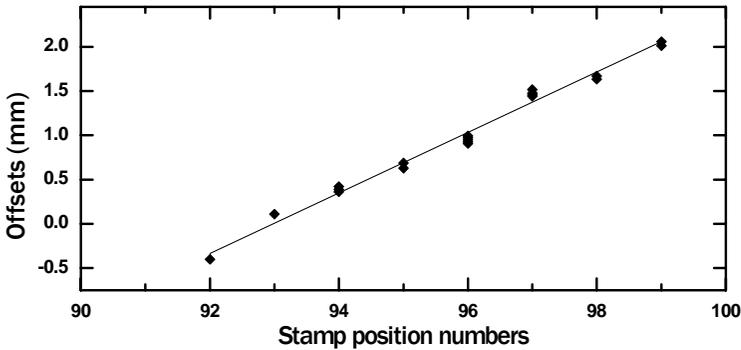


Figure 9. 2 ϕ Large Queen offsets.

The careful reader will note that there is no offset cited for position 100. Such a stamp would have the usual guide dot for the image in position 99 and would have had the extra guide line with an offset of some 2.40 mm. None were found in the initial 28 samples. More samples were located in collections, auctions, and sales, each of which could be identified with a position number using the above table of offsets. A total of some 67 samples were identified [6]. None carried the offset which would have been associated with position 100! This is quite extraordinary.

One may easily calculate the “odds” of this occurring. If one examines “n” samples, the odds *against* no stamp from position 100 carrying the offset occurring is approximately $9/8$ raised to the nth power, or $(9/8)^n$.

This is demonstrated in the Appendix. For $n = 67$ (our sample size), this amounts to about 2675 to 1 *against* this happening! A *reasonable* hypothesis is that the image with the offset which would correspond to position 100 does not exist. It may never have been scored in the first place. Perhaps the engraver saw, as he passed position 99, that there would not be sufficient space left for the right margin, or, being close to the edge of the plate, unlike the others, it may have been burnished off more carefully before printing.

It is also tempting to speculate why this occurred in the first place. The size of the Large Queens was exceptional, differing as it does from those stamps of the Province of Canada which preceded the new issue and that of the Small Queens which succeeded it. (Perhaps it was done to recognize the new Dominion with something distinctive.) Perhaps the initial attempt to lay out the plate used too large a separation between adjoining stamps and was corrected with what we now see as the usual guide dots (and unburnished guide lines.)

An additional note

There remains some debate as to whether the 2¢ Large Queens were printed using a single plate or two (or more) plates. If there was only the one plate (which would, of necessity, carry the offset marks); if it is assumed that there was no position 100 with the offset, then there would be eight such images (and one of each) on each plate of 100 2¢ Large Queens. They should then occur in about 8% of the population of these stamps.

If there were more than the one plate, only one of which carried the offset marks, then this percentage would be lower. For example, if there were only two plates, one with the unburnished offsets and the other without those marks, and if each plate had been used to produce the same number of sheets of stamps, then one would expect only 4% of such a sample drawn from the whole to carry the offset marks (8 out of 200). (Under similar assumptions, if there were three plates, this would be $2^{2/3}$ %.) In an earlier count, Dr Duckworth reported that there were only seven samples with offset marks found in an, arguably, randomly selected population of 230 (about 3%). This statistic would favour the conclusion that there was more than one plate used to produce all these 2¢ stamps (perhaps three plates?) although, admittedly, the statistics are limited.

Appendix

One starts with a large number of randomly selected 2¢ Large Queens, each of which carries an “offset” mark, and attempts to identify each with one of the positions 92 through 100—that is, nine in all. Since each sheet of 100 stamps would have one stamp with each offset, there would have been equal numbers of each produced, so that each selection from a large enough sample would have a 1/9 probability of belonging to any one position. Selecting the first at random then, the probability of its not being from position 100 is 8 times out of the 9, or (8/9). Having done that, if one chooses a second sample, the probability of *neither* belonging to position 100 is $(8/9) \times (8/9)$. If one continues this for “n” selections, the probability becomes $(8/9)^n$. Expressed in terms of odds against, this is approximately that shown in the text.

H E D: *ave atque vale*

Endnotes

- [1] See the discussion on p 83 of HE Duckworth and HW Duckworth, *The Large Queen Stamps of Canada and Their Use 1868–1872*, The Vincent G Greene Philatelic Research Foundation, Toronto, ON, 1986.
- [2] For a thorough description of the process, see GC Marler, *The Admiral Issue of Canada*, APS Handbook Series, The American Philatelic Society, State College, PA, 1982, pp. 26 *et seq.*
- [3] The well known Bothwell watermark strip of 18 stamps should carry a set of these offset marks. Unfortunately, to date, even high-density scans of these have failed to give sufficient detail to confirm this for all stamps.
- [4] Of the 28 samples, there were two or more measurements for each position. The principal measuring problem was in locating the centre of the dot, which to the eye looks circular but, under the microscope, can be very distorted.
- [5] While these offsets may be determined through the use of a mm scale, with a little practice they may be identified by noting that the diameter of the position dot may measure approximately 0.18–0.20 mm. A comparison of the offset with the size of the dot gives the position without the use of a scale.
- [6] Because these came from different sources, it is reasonable to assume that they are randomly selected and so represent the population of these “offset” stamps. However, two or more sources of different dates might have illustrated the same stamp.

A short-lived rate combination in the Admiral period, 1920-21

Victor Willson

RATE changes sometimes come at different times for mail and auxiliary services. These can lead to short periods when particular combinations of a mail rate and service produce less common material. This article details the 1920-21 rate changes that occurred for registration and UPU letter mail and lists items I have located to date. Perhaps it will stimulate readers to carefully check their material to find other examples.

On 1 July 1920, the Canadian Post Office raised the registration fee for all classes of mail from 5¢ to 10¢ per item. Parcel post items were excluded as of 1 October 1921, when the insurance system was implemented, but this hardly impinges on foreign mail as there is so little in existence (it does exist, as I have a few items), and little of that was registered.

In 1920, the UPU Congress in Madrid agreed to raise the basic letter rate between members from 25 to 50 gold centimes, a rise from 5¢ to 10¢ per ounce for Canada. The rate change was a response to post-World War I inflation and increased shipping costs for international mail. Of course, members could still make bilateral treaties, such as the British Commonwealth rate or the Canada-US rate for letters. The increase went into effect in Canada on 1 October 1921, for letters from Canada to UPU countries not under reduced treaty rates. This was most of the world outside the Empire, the US, and Mexico.

Thus, for the period 1 July 1920 to 30 September 1921, registered letters to UPU countries had a basic fee of 5¢ per letter and 10¢ registration, 15¢ total. The chase is on to locate and determine to how many different destinations such a combination can be found. As the second ounce fee was 3¢ for UPU letters, one could potentially find 18¢, 21¢, or 24¢ *etc.* letters. Below is my current list. All are mine except those marked [AS], which were illustrated by Allan Steinhart on p. 93 of *The Admiral Era: A Rate Study 1912-1928*. Collectors specializing in registration material may be able to add to the list. What it points out is that within every area there are interesting little elements that can lead to both further searches and different ways to look at the material. For example, the early date so far is 9 October 1920; the late date is 29 September 1921. Can anyone beat them?

Date	Destination	Fee (¢)
9-Oct-20	Austria	30
16-Dec-20	Switzerland	15
19-Feb-21	Rumania	18
7-Apr-21	Switzerland	18 [AS]
4-May-21	Belgium	15
31-Aug-21	Czechoslovakia	15 [AS]
21-Sep-21	Poland	15
29-Sep-21	Italy	15

Keywords & phrases: Admiral Issue rates, registered mail

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New book releases

THE latest release from the British North America Philatelic Society (BNAPS) Book Department is a biography that tells the very interesting story of one man's involvement with the development of air mail services in western Canada in the 1920s and 30s. Also covered in this installment of book release notes are two interesting books published recently by our sister society, La Société d'Histoire Postale du Québec.

No Englishmen Need Apply, Gordon Mallett. 160 pages, 8.5 × 11", 2010. ISBN: 978-1-897391-59-4 (Colour), 978-1-897391-60-0 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h043.1.1 (Colour) - \$C99.00; B4h043.1 (Black & White) - \$C49.95

No Englishmen Need Apply is a detailed study of the career of Major RW (Walter) Hale with the Canada Post Office Department and of the events that led to him becoming widely known as *the flying postal inspector*. The British émigré's early life adventures and military service in both World Wars also receive mention. Special attention is paid to the active role he played in the inauguration of air mail service throughout his adopted country's vast northlands, most particularly the Great Bear Lake region and the "Mackenzie River corridor" (the Athabaska/Slave/Mackenzie waterway linking Fort McMurray and Aklavik).

By the end of his lengthy career, District Postal Superintendent Hale had logged more than seven hundred hours in the air, often flying to far-northern outposts in hazardous winter weather. He flew with many of the pioneer aviators including legendary bush pilots WR "Wop" May, CH "Punch" Dickins and GWG (Grant) McConachie. Their signatures appear alongside his on a number of air mail covers illustrated in the book.

The biography's storyline is presented in two formats: a 160-page text and photo narrative supported by material taken from primary references, and a parallel account recorded on a companion DVD. The signed covers and the human interest stories linked to their carriage are the main focus of the study. Reference numbers in the narrative direct the reader to supporting textual and pictorial material in the *Appendices* and *Additional Notes* sections and on the disc. The rationale for the choice of the biography's unusual title is explained. Foremost among the more than 300 files on the disc are scans of vintage photographs in an album entitled *Mackenzie River District Air Mail Service* that Hale assembled in the mid-1930s. Scans of the biographer's collection of Hale-signed covers are also included.

Gordon Mallett's interest in philately and aviation dates back to his youth when he was an enthusiastic stamp collector. One day, his father showed him a number of black-and-white snapshots he had taken of pioneer air mail pilot WR "Wop" May perched atop his Loughheed Vega monoplane, CF-AAL. Gordon was soon reading everything he could find about early aviation. These interests heightened in his adult years and, by the early 1980s, he had become an avid aérophilatelist. Gordon's two Aérophilatelic exhibits, "Canada's Love



Affair with Katherine Stinson, Birdboy and Birdgirl in Japan” and “Three Weeks in December 1928” also focus largely on the human interest side of philately and aviation. He is actively involved in the Canadian Aerophilatelic Society (CAS) and will be part of a joint BNAPS Airmail Study Group-CAS seminar at BNAPEX 2010 in Victoria.

All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at www.iankimmerly.com/books/ (Click on the price at the end of the book description and you will be taken to the checkout page.) Prices given above are the retail prices in Canadian dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. To pay by cheque, please contact Ian Kimmerly Stamps directly for a total. For US\$ cheque payments, amounts will be calculated at the current rate of exchange. Applicable taxes are payable on Canadian orders.

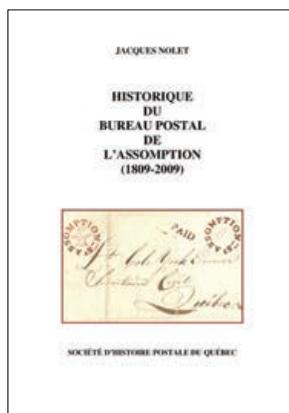
Historique du bureau postal de L'Assomption (1809-2009) by Jacques Nolet. La Société d'Histoire Postale du Québec, 2009. 302 pages. ISBN 978-2-920267-40-4 (perfect bound, \$35), ISBN 978-2-920267-41-1 (prestige edition, \$ 85).

This exhaustive study includes a history of the different postmasters at L'Assomption, the different locations of the post office, and the postmarks used there in its over two centuries of existence. With nearly 175 illustrations and numerous bibliographical references, this work is a reference for historians, postal history buffs and postmark collectors alike. In the preface, Cimon Morin, President of the *Société d'Histoire Postale du Québec* (SHPQ), writes: “This book on the history of the L'Assomption post office enables us to understand better the beginnings of the postal system and its development through the years, using an example so representative of many others like it in Québec, and shows the importance of the people involved in the postal system as well as the postmasters themselves”.

A retired history professor from the Collège Notre-Dame in Montréal, Jacques Nolet now spends much of his spare time researching Québec postal history. A native of Trois-Rivières, he has published more than 100 philatelic articles both on postal history and on the designs of Canadian postage stamps. Past-President of the SHPQ and founder of the *Académie québécoise d'études philatéliques* (AQEP), he is now working on reference books on the history of the first post offices of the lower St. Lawrence Seaway Valley.

The publication of *Historique du bureau postal de L'Assomption* also marks the occasion of the SHPQ's launch of a new series, titled *Collection du bicentenaire*. Author Nolet has promised many more titles, including *Berthier*, *Montréal*, *Trois-Rivières* and *Québec*, all due out by 2013, the 250th anniversary of the creation of the first postal route in Canada, the basis of today's postal system.

This work is available in two formats: a regular, letter-sized perfect bound (glued spine) edition with colour cover, and a prestige bound edition which includes a reproduction of George Heriot's watercolour of L'Assomption. Heriot was one of the major contributors to the colonial mail system in British North America. Accompanying this reproduction is a



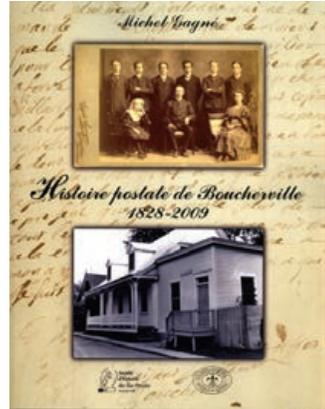
picture stamp of this watercolour, cancelled by an official datestamp, commemorating the anniversary of the opening of the L'Assomption post office, dated 4 September 2009. The latter is a limited edition of 30, numbered 1 to 30, printed on 28 lb. white paper.

Histoire postale de Boucherville 1828-2009 by Michel Gagné. La Société d'Histoire Postale du Québec et la Société d'Histoire des Îles-Percées, 2010, 139 pages, ISBN 978-2-920267-42-8. \$25. Sold through : Fédération québécoise de philatélie, 4545, avenue Pierre-de-Coubertin, P.O. Box 1000, Station M, Montréal H1V 3R2 or at <fqp@philatelie.qc.ca>.

This in-depth study includes an account of the different postmasters of Boucherville, as well as the location of the post offices and a study of the postmarks used there since its opening in 1828. With nearly 340 illustrations and several bibliographical references, this book is an excellent reference for historians and postal historians as well as postmark specialists. In his preface, SHPQ President Cimon Morin writes, "This in-depth work will enable historians as well as postal history buffs not only to familiarise themselves with this subject, but also to profit from the author's rigorous research and, with the addition of several references, to learn the rich history of the Boucherville post office".

Michel Gagné, a resident of Boucherville and retired employee of the *Commission scolaire de Montréal*, is now devoted to Québec's postal history and its rich local history. Past-President of the SHPQ, the *Académie Québécoise d'Études Philatéliques*, and Secretary of the *Société d'Histoire des Îles-Percées*, today he spends his time researching and documenting the history of Boucherville. This native of Montreal has recently published over 80 articles, both in postal history and philately.

SHPQ books can be obtained from the distributor: Fédération Québécoise de Philatélie, 4545, avenue Pierre-de-Coubertin, Case postale 1000, Succursale M, Montréal H1V 3R2 or <fqp@philatelie.qc.ca>. For further information on the Société Postale du Québec and its publications, please visit its website at <www.shpq.org> .





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New issues

William J F Wilson

Marine Life Joint Issue

AN attractive pair of engraved stamps featuring harbour porpoises and sea otters was released jointly by Canada Post and Sweden Post on May 13, with common designs between the two countries. Although Canada Post released two stamps, Sweden released four, the other two mammals in the Swedish set being the blue whale and the ringed seal. Stamp production for both the Swedish and Canadian versions was done by Sweden Post.

Figure 1 shows the se-tenant pair from the Canada Post souvenir sheet. Centred in the outside column of perforations on each stamp is a pair of linked, elliptical perforations, a new security feature introduced by Canada Post to discourage counterfeiting. On the booklet pane (the first with PVA gum since 2004), the same security feature appears in every second column of perforations, so each stamp shows the elliptical perforations on only one side. On the inside column of the souvenir sheet, Sweden Post has recreated the maple leaf cut-out, using (according to Canada Post) new technology, although neither the Canada Post nor the Sweden Post website says what the new technology is. The booklet pane lacks the maple leaf cut-out, so the columns with the security feature alternate with normal columns of perforations.



Figure 1.

An interesting result of the maple leaf cut-out is that each stamp on the souvenir sheet shows three different perforation gauges: 12.9 horizontally, top and bottom, 12.8 vertically, on the side with the security feature, and 12.0 vertically, on the side with the maple leaf cut-out. The difference in the vertical perforations is quite apparent in Figure 1. The security feature does not affect the perforation gauge, so the stamps on the booklet pane are perforation 12.8 vertically, on both sides of the stamp.

Table 1. 2010 Commemorative Stamps

Stamp	African Violets	Canada-Israel	Indian Kings	RCN	Marine Life
Value	2×P (s-t on SS)	\$1.70	4×57¢ s-t	2×57¢ (SS s-t)	2×57¢ (SS s-t)
Issued	03 March	14 April	19 April	04 May	13 May
Printer	L-M	L-M	L-M	L-M	Sweden Post
Pane	Bk: 10; SS: 2	Bk: 6	Sh: 16; SS: 4	Bk: 10; SS: 2	Bk: 8; SS: 2
Paper	C	C	C	C	C
Process	5CL	4CL	9CL	6CL+varnish*	3CL+ 2-colour intaglio
Qty (million)	Bk: 13 SS: 0.225	0.66	Bk: 1.5 SS: 0.15	Bk: 3 SS: 0.225	Bk: 2.2 SS: 403,763,145
Tag	G4S	G4S	G4S	G4S	G4S
Gum	Bk: P-S SS: PVA	P-S	PVA	Bk: P-S SS: PVA	PVA
Size, mm	26 × 32	40 × 30.8	32 × 40	40 × 32	38.7† × 31.2
Perf	Bk: Simulated SS: 13.1 × 13.1	Simulated	12.5 × 12.5	Bk: Simulated SS: 12.5 × 12.5	Bk: 12.9† × 12.8 SS: ††
Teeth	Bk: Simulated SS: 17 × 21	Simulated	20 × 25	Bk: Simulated SS: 25 × 20	20 × 25

* Listed by Canada Post as 7CL+varnish, but only six colour symbols appear in the selvage.

† The booklet cover lists the stamp width as 38.5 mm, but I measure it to be 38.7 mm. The horizontal perforation would be 13.0 in the former case and 12.9 in the latter. My Instanta gauge gives a value of 12.9, consistent with the 38.7 mm width.

†† See text.

ABBREVIATIONS used in Table 1 are as follows: *number*CL = (*number of colours*) colour lithography; C = Tullis Russell Coatings (coated paper); G4S = general tagging (four sides); L-M = Lowe-Martin; s-t = se-tenant; P = permanently equal to the domestic rate; P-S = pressure-sensitive; PVA = polyvinyl alcohol; Bk = booklet; SS = souvenir sheet.

On May 4, Canada Post released a pair of stamps commemorating the centenary of the Royal Canadian Navy (RCN). The Naval Service Bill to create the Canadian Navy was introduced into Parliament by the Laurier government on 12 January 1910 and, after considerable debate, it received Royal Assent on 4 May of that year. Opposition to the bill was fierce and was a major factor in the fall of the Laurier government in the 1911 election. Permission to use the word “Royal” as part of the Navy’s name was granted by King George V in 1911.

Featured centrally on the stamps are HMCS *Niobe* and HMCS *Halifax*, the former representing the earliest years of the RCN and the latter representing the present day. HMCS *Niobe* was launched 20 February 1897, as HMS *Niobe* of the Royal Navy. It was transferred to the Canadian Navy on 6 September 1910, and it arrived in Halifax on 17 October.

A Diadem-class, heavy, protected cruiser, it had a length of 133 m, a beam of 21 m and a displacement of 11,000 tons, with a crew of about 675 all ranks. It was removed from active service on 6 September 1915 and stationed in Halifax harbour as a depot ship. It was then decommissioned and sold in 1920. In 1922, it was broken up for scrap in Philadelphia.

HMCS *Halifax*, the first of twelve Halifax Class frigates in the modern RCN, was commissioned on 29 June 1992 and is still in service. It is a narrower, lighter, and much faster ship than HMCS *Niobe*, with a length of 134.1 m, a beam of 16.4 m, 4750 tonnes displacement, and a crew of 225 (30 officers).

The information in Table 1 is from the Canada Post websites,

<<http://www.canadapost.ca/cpo/mc/personal/productservices/collect/stamps/default.jsf>>

and

<<http://www.canadapost.ca/cpo/mc/personal/collecting/stamps/index.jsf>>

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. Stamp size, perforations and number of teeth are my own measurements, and are given as (HORIZONTAL) × (VERTICAL).



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Dead Letter and Undeliverable Mail Office postmarks on tag

Brian C Plain



THE Dead Letter Office (DLO) in Canada was first established by TA Stayner in 1830. It continued under that title until 1954, when the department’s English name was changed to Undeliverable Mail Office (UMO). The French name, “Bureau des Rebuts”, was retained. Postmarking devices of the four remaining offices—Ottawa, Montreal, Toronto, and Vancouver—were changed accordingly, *i.e.*, wherever it was used, “Dead Letter Office” was replaced by “Undeliverable Mail Office” [1].

Or so it was thought. The parcel tag shown above is clearly from the Undeliverable Mail Office in Montreal, as is the backstamp shown at right [Plain #MON7-a1]. The boxed Registration Stamp above [Plain # UMO-M3a-a14], however, clearly says “Dead Letter Office”. My research suggests that the UMO at Montreal never did acquire its own UMO R-Box marking, but rather continued to use the old DLO handstamp. Why? I have no idea. This parcel tag may be unique.



Reference

[1] Brian C Plain, *The Dead Letter Office in Canada*, 2nd edition, BNAPS, 2006, p. 2.

Keywords & phrases: Dead Letter Office, Undeliverable Mail Office

Madagascar UPU specimen cachet on E3

John P Wynns



Figure 1. 1927 Special Delivery stamps with Madagascar cachet.

THE Universal Postal Union (UPU) in Bern, Switzerland routinely sent copies of new stamps to each of its member nations and territories. The French postal authorities in the colony of Madagascar mounted the strip of three Special Delivery stamps (Figure 1) from Canada's Confederation Issue of 1927 (Scott #E3) on large ledger sheets. A large 42mm triple circle cachet in RED reading POSTES ET TELEGRAPHES * MADAGASCAR * COLLEC DE POSTES ET TELEGRAPHES was applied three times to the stamps.

The number of stamps on a page was written by hand at the bottom of the sheet, and a violet handstamp reading "LE DIRECTEUR des Postes et Telegraphes" was applied and counter-signed by the Director, as shown in Figure 2 on a page of Persian stamps from the Madagascar records.

I am still looking for the other five Confederation Issue stamps (Sc #141-145) from the Madagascar records. They should also be in strips of three and stamped with this cachet.



Figure 2. Madagascar Post Office Director's signature.

References

- [1] *Madagascar UPU Specimens*, Private Treaty booklet, published by George Alevizos (stamp dealer), 1987, Santa Monica, CA.
- [2] *UPU Specimen Stamps*, James Bendon, Published by the author, 1988, Limassol, Cyprus.

Keywords & phrases: Confederation issue, Universal Postal Union, UPU

Cover stories (17) — Intercepted mail – Part 2

Mike Street and Arnold Janson

Seventeenth article in a series presenting unusual, rare, or otherwise interesting postal history.

IN “Intercepted mail – Part 1” [Cover Stories 16, *BNA Topics*, Vol. 66, No. 4, 2009], we saw a June 1942 cover, mailed from Ottawa to Peru, intercepted by the authorities and returned to the sender before going into the mail stream because the addressee of the letter was on a restricted list. By coincidence, within a few days of that material arriving, Arnie Janson sent a scan of a 1920s letter intercepted and returned for a different reason, but at a time when there was no wartime censorship.

While I had known for a long time that the Canada Post Office Department did, on occasion, refuse to allow mail to go through, I had never seen a formal statement of the fact. Under “Postal Information”, the *Canadian Almanac 1916* provided the following:

Prohibited Articles

All explosive, dangerous or destructive substances, glass bottles or glass in any form liable to break, and all matter subject to speedy decay, all obscene or immoral books, publications, pictures, etc., libellous [sic] post cards and letters the covers of which bear words of an offensive character, and letters and circulars relating to illegal lotteries or other fraudulent schemes.” [1]

The emphasis in the last line of the quote is mine. This installment of Cover Stories will look at two items intercepted because they were thought to be fraudulent or suspicious.

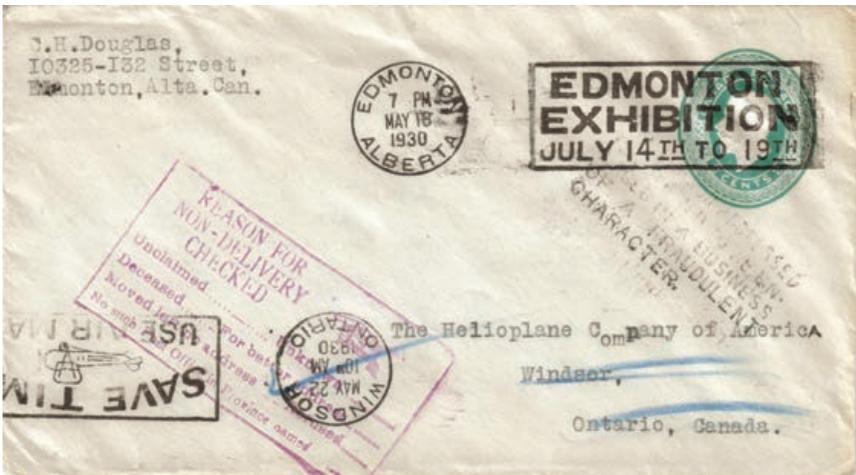


Figure 1. Cover with unusual postal marking returned to sender. (Courtesy Arnie Janson)

Keywords & phrases: Intercepted mail, prohibited mail

The letter in Figure 1 was mailed from Edmonton, Alberta to “The Heliplane Company of America, Windsor, Ontario, Canada”. Postmarked 18 May 1930, in Edmonton, it was processed in Windsor on 22 May where it received the “REASON FOR / NON-DELIVERY / CHECKED” boxed cachet and “THE PERSON ADDRESSED / IS BELIEVED TO BE EN- / GAGED IN A BUSINESS / OF A FRAUDULENT / CHARACTER” handstamp (Jarrett #826) [2] seen at upper right.

What caused the Post Office to apply this handstamp? Arnie Janson writes [3]: “It is very likely that Mr. CH Douglas, the writer of the letter in Figure 1, was responding to a four page letter describing an investment opportunity which sounded fantastic. Written on letterhead of “The Heliplane Company of America, Fort Worth, Texas” (Figure 2) and dated 26 October 1929, the first paragraph reads, ‘Would You Risk a Few Dollars for a Chance to Become a Millionaire Within Six Months?’

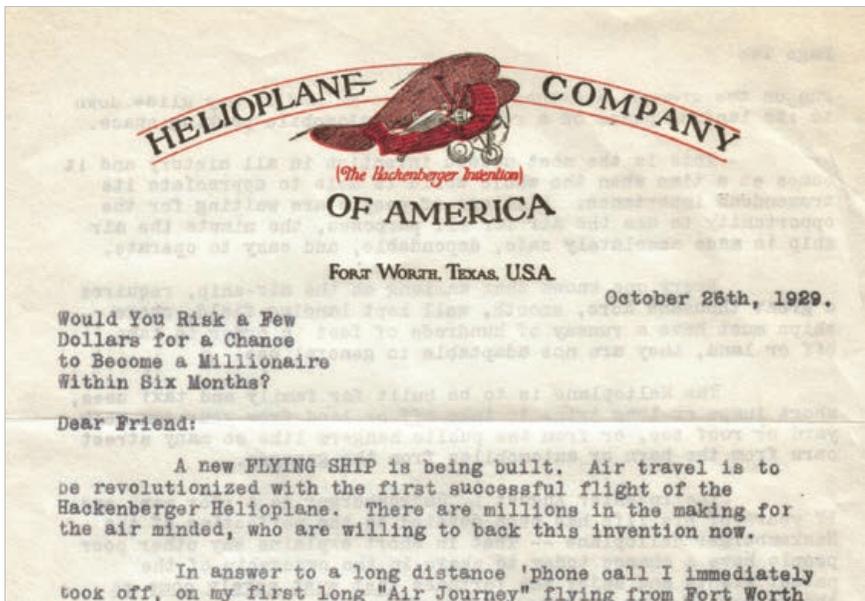


Figure 2. Heliplane Company of America solicitation letter.

“The letter goes on to explain that August Hackenberger has invented ‘an absolutely safe’ airship that is the ‘most needed invention in all history’. It offers “direct assignments to the ownership in the patent rights” to the ‘fool-proof Hackenberger Heliplane’, a plane that ‘after its first successful flight, will just as surely revolutionize all air transportation as did the automobile change the land methods of travel’. This Heliplane has ‘wings, tail, fins and lifts’ and ‘two mighty propellers’ and ‘can rise in the air without the usual long front run on the ground and then by the same method, it may glide down to its landing place on a roof or the automobile parking space’. A reader of the letter could have easily become excited about the prospects of this glorious flying machine, an airship that could land on one’s driveway! The offer of rights that ‘will easily be worth a thousand fortunes’ would also have appealed. Even

though the letter is dated just three days before the 1929 stock market crash, in May 1930 it might have looked quite appealing to someone who had lost money in the crash. The letter continued, 'You cannot afford to let this, your greatest opportunity for fortune slip away from you. Better grasp this last and greatest chance to win back a lifetime of losses.'

"Page 4 of the letter explains that each fractional interest 'is now offered at the unbelievable price of \$100, easily within the reach of everyone, rich and poor alike'. The letter is signed by 'Abner Davis'. Doing the math shows that there are 100 'one per cent' interests, each of which is divided into 100 fractional units, so there are 10,000 fractional units in total. At \$100 per fractional unit, that is \$1,000,000 for the company. With an opportunity not to be missed, perhaps CH Douglas signed the application, bought a \$100 postal money order, and deposited the letter in the mailbox. He might have been surprised that the Heliplane Company address was in Ontario and not in Texas."

HELIOPLANE SHARES FACE STATE INQUIRY

**Promotion Circulars Assert
Child Can Handle New Craft
More Safely Than an Auto.**

'MILLIONS' IN PROFITS SEEN

**"Columbus Took a Chance and Here
We Are," Texas Company Heads
Its Sales Literature.**

Deputy Attorney General Watson Washburn, in charge of the State Bureau of Securities, announced last night that as the result of numerous complaints had begun an investigation here of the claims made by persons selling patent rights for the Heliplane Company of America, principal offices of which are at Fort Worth, Texas.

According to Mr. Washburn, individuals in New York have recently received circulars headed "Columbus

WASHBURN PROTESTS AIRSHIP STOCK SALES

**Sends Complaints Against the
Heliplane Company to Pos-
tal Department.**

Acting on complaints to the State Bureau of Securities, Watson Washburn, Assistant Attorney General, announced yesterday that he had forwarded to the Postoffice Department for action information about the Heliplane Company of America with offices in Fort Worth, Texas, which through circulars and letter has induced some New York citizens to invest in its patent rights or stock.

A similar request was made to the postal inspectors in early December, Mr. Washburn said, but the second plea was inspired by new circulars advising prospective investors that

Figures 3 (left) and 4 (above). *New York Times* articles describing the investigation into the Heliplane Company of America.

Obviously, Windsor postal officials knew something CH Douglas did not. The newspaper clippings [4] shown in Figures 3 and 4 must have been brought to the attention of the Canada Post Office, whose officials acted accordingly, creating a most interesting piece of Canadian postal history in the process.

The story doesn't end there, however. Arnie Janson continues: "In 1949, with the Depression history and WWII over, air travel is booming. Imagine your surprise when the title of the article on Page 14 of the August issue of *Airways* [5] brings you back to 1930. The title 'Low & Slow via Helioplane' describes and shows photos in flight of a airplane that can 'cruise under perfect control down to 27 mph' (Figures 5, 6). The article continues: 'Given a light wind speed of 10 mph, the ship can land with a ground speed of 17 mph and can stop in 16 yards'. You imagine: 'It is possible, a plane that can land on your driveway!' Unfortunately and perhaps not surprising, August Hackenberger's name does not appear in the article. This plane has been invented by Otto Koppen, a Professor at the Massachusetts Institute of Technology (MIT) and Lynn Bollinger, a Professor at Harvard. You wonder: 'Should I invest \$100 in this airship? Will it make me a millionaire?'"



Figures 5 and 6. 1949 Helioplane article and photo of the prototype.

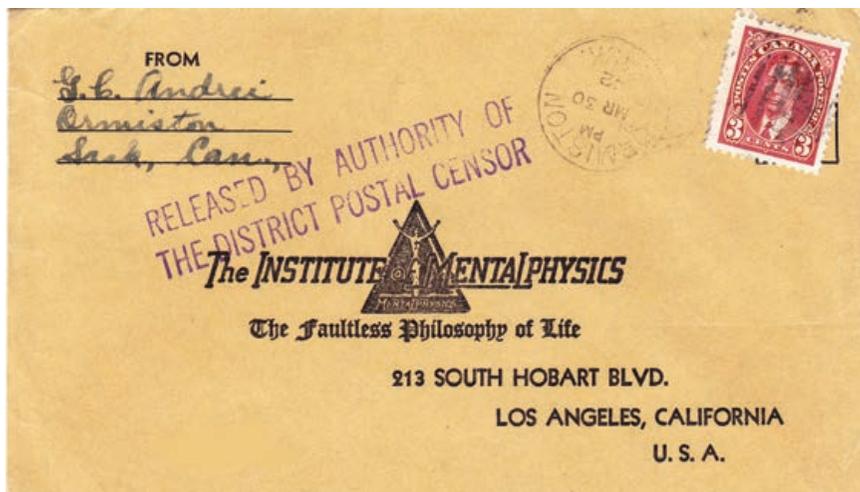


Figure 7. 1942 letter intercepted by the District Postal Censor. (Courtesy Ken Lemke)

Thanks to Ken Lemke for the cover shown in Figure 7, a 1942 letter mailed from Ormiston, Saskatchewan to “The Institute of Mental Physics / The Faultless Philosophy of Life”, in Los Angeles, California. Franked by a 3¢ Mufti (SC #233) paying the correct rate to the USA, the cover was forwarded to the attention of the District Postal Censor, who examined at least the outside of the envelope and applied the purple handstamp “RELEASED BY AUTHORITY OF / THE DISTRICT POSTAL CENSOR.” One can only assume that a post office employee, keeping in mind heightened wartime security concerns, found the name of the addressee organization a bit suspicious and diverted it to the Censor’s office. The lack of any censor tape or other means of sealing an opened letter indicates that the item was not given more than a cursory look by the Censor, and was only slightly delayed before going on its way. It is doubtful the sender ever knew the letter had been treated this way.

References

- [1] *The Canadian Almanac and Miscellaneous Directory for the Year 1916*, Arnold Thomas, ed., Copp, Clark Company, publishers, Toronto, p. 170.
- [2] Fred Jarrett, *Stamps of British North America*, Quarterman Publications reprint, Lawrence, MA, 1975.
- [3] Most of Arnie Janson’s text first appeared in *Canadian Stamp News*, March 2009.
- [4] Figure 3: *New York Times*, 2 December 1929; Figure 4: *New York Times*, 12 February 1930.
- [5] *Airways*, August 1949, Henry Publishing Company, New York, p. 14.

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

Postal rate protests are not new!

Mike Street

FACTS ACKNOWLEDGED!

A. G. JONES

As a **MONOPOLIST** as well as a **BOODLER !!**

AT THE DRILL SHED MEETING HE STATED

“ The document referred to was signed by me and it was sent to England.

A VOICE--You ought to be ashamed to tell it. (Cheers.)

MR. JONES--I am a merchant above all things, and IN MY OWN INTEREST.

THE DOCUMENT.

To the Right Honorable, the Lords of the Admiralty :

MAY IT PLEASE YOUR LORDSHIPS—

I, the undersigned merchant, ship-owner and inhabitant of the city of Halifax and Nova Scotia, fearing the possibility of any renewal of the expiring contract for the conveyance of the mails between this city and the British Isles by steamer, respectfully beg to draw your attention to the following facts:

That there now exists opportunities for postal steamer communication with the British Isles by way of the United States at least thrice a week, and that to pay for even a weekly direct communication from this is of no possible communication whatever.

That any subsidy so paid is nothing less than a subsidy in another form for merchandize traffic, and by heavily handicapping legitimate traders, is a serious interference with private enterprizes.

That your petitioner has had large amount invested in wooden vessels engaged in carrying trade between the two countries which has been most injuriously affected by undue competition with subsidized companies :

That the increased trade between the two countries would give employment to the Nova Scotia shipping which now seeks employment in the carrying trade of foreign countries :

That your petitioner has large amounts invested in the carrying trade between the two countries which has been injuriously affected by undue competition with subsidized companies :

And, they therefore pray that your lordships will not sanction the renewal of the present expiring contract, or the making of a new one ;

And, as in duty bound, your petitioner will ever pray.

A. G. JONES & CO.

The undated broadside above protests the cost of mailing a letter from Nova Scotia to Great Britain. And this was before the HST!

Keywords & phrases: Transatlantic mail, postal rates, Nova Scotia

BNAPS business and reports

President's column

George Dresser

CONVENTION: This is my last column before the Victoria convention. I hope to see many of you at this year's gathering. It is an excellent opportunity to stay in a historic hotel at a modest cost in a simply wonderful location. If you have not been to Victoria, it is a treat. If you have visited previously, you are looking forward to your return. For complete details go to:

<<http://www.asch.ndirect.co.uk/bnapex2010/default.asp>>.



Youth Philately Second Request: In September 2009, the Board of Directors, on my recommendation, voted to discontinue cash stipends for the youth program in 2010, as part of the overall budget reduction. The stamp distribution program is continuing under the direction of Bob Dyer. Bob needs stamp donations. He particularly needs Canadian and United States commemorative stamps. So please take a little time, put some of your duplicate commemorative stamps—we all have these—in an envelope and mail them to Bob. His address is on page 79.

Financial Statements: You will find the 2009 Consolidated Balance Sheet and Consolidated Income Statement in this issue. Please take a few minutes to study these statements. Your Society is in excellent financial health. The 2009 value of assets increased due to improvement in the market value of investments. The net loss for 2009 was less than the losses in 2008 and 2007. (Note: the net loss for 2008 is distorted due to the one-time write down in the value of donated books. Without this write down, the 2008 loss was about \$36,000). Our portfolio balance continues to cause divergent views between those who believe we should put these funds to use now and those who believe we should use the income from the portfolio to support our programs over the long term. I am firmly in the latter camp. Due to the current low yields on money market and bond funds, the income from the portfolio is below our historical experience. In my opinion, low yields will be normal for several more years. If you have strong views on this issue, I encourage you to make them known to any officer or board member.

Recognition: Following the Victoria convention, **Peter Jacobi** will step down as our secretary and **Bob Lane** will step down as our webmaster. Both of these gentlemen have done outstanding work for our Society. Peter has been our secretary since 2000 and Bob Lane has been our first and only webmaster since 1999. Please take a few minutes at the convention or send an e-mail to thank these two gentlemen for their dedication, commitment, and many, many hours of hard work.

Charles G Firby: Auctioneer Charles G Firby has announced that the May 2010 auction was his last general auction after 25 years in the business. Many of us have acquired nice items through the Firby Auctions. His service will be greatly missed. Charles has been an active member and supporter of BNAPS for many years serving as President from 1993-

1995 and as a member of the Order of the Beavers (OTB). He recently donated to the Society all of the BNA non-book portion of his philatelic library. More information about this donation is forthcoming.

Warm regards, George B Dresser, President (979-696-4361, g-dresser@suddenlink.net)

British North America Philatelic Society Ltd.
CONSOLIDATED BALANCE SHEET
As at 31 December 2009
(\$Canadian = \$0.95)

	2009	2008
	(1.00)	(1.00)
ASSETS:		
Cash in Banks	22,510.69	31,601.88
Cash held by Dept. Heads	364.80	314.88
Investments	645,921.87	605,859.11
Inventories	57,045.33	47,743.42
Other Assets	60,266.00	59,296.40
TOTAL ASSETS	\$786,108.70	\$744,815.69
LIABILITIES:		
Accounts Payable	—	9,564.37
Prepaid Dues	29,995.55	27,116.26
Prepaid Awards	2,327.50	—
Circuits Payable	44,601.16	35,732.62
Unamortized Discounts	—	157.62
TOTAL LIABILITIES	\$76,924.21	\$72,570.88
EQUITY:		
Members Equity	\$724,562.64	\$750,479.91
Current Income/Loss	\$(13,806.54)	\$(78,235.10)
Adjustment between Currencies	(1,571.61)	—
TOTAL EQUITY	\$709,184.49	\$672,244.81
TOTAL LIABILITIES & EQUITY	\$786,108.70	\$744,815.69

Treasurer: Robert A Lee

Board of Examiners: Marc Eisenberg

Note: The value of bond investment is shown on the balance sheet at par value, that is, their value at maturity. The value of equities is shown at cost. The market value bonds and equities change daily. As of 31 December 2009, the market value for the portfolio, (bonds, equities, and cash equivalents) was \$662,355.22.

British North America Philatelic Society Ltd.
CONSOLIDATED INCOME STATEMENT
For the year ended 31 December 2009
(\$Canadian = \$0.95)

	2009	2008
	(1.00)	(1.00)
INCOME:		
Advertising Income	5,743.75	4,593.97
Book Sales	16,214.00	16,305.59
Bequests & Gifts	3,154.0	52,395.41
Circuits	289.61	99.56
Interest	25,740.03	33,576.83
Dues	29,645.59	26,146.65
Other Receipts	110.96	183.61
Gain/Loss on Security Transactions	(2,307.49)	—
Gain/Loss on Foreign Exchange	3,217.65	3,217.27
Youth Philately Donations	—	174.64
TOTAL INCOME	\$81,808.14	\$86,693.53
EXPENSES:		
Advertising	750.76	655.33
Bank Charges	147.06	216.72
Book Publishing Expense	9,231.27	3,770.08
Convention	1,085.14	6,526.77
Cost of Books Sold	11,498.13	19,292.30
Cost of Donated Books Sold	—	42,432.50
Dues Expense	70.30	—
Pay Pal Expense	667.56	243.79
Foreign Tax Withheld	800.18	671.79
Transfer Account	17,335.42	—
Insurance Expense	95.41	881.50
Loss on Securities Transactions	—	35,604.53
Medals & Awards Expense	3,188.46	2,807.35
Misc. Expenses	2,025.73	1,407.26
Portraits & Topics Expenses	37,942.57	37,103.43
Postage & Printing Expense	1,741.09	2,350.35
Accounting & Legal Fees	874.30	639.00
Study & Regional Group Expenses	3,621.10	3,503.05
Web Site	955.54	1,092.04
Printing Other	198.87	2,948.93
Youth Program Expenses	3,385.80	3,382.00
TOTAL EXPENSES	\$95,614.68	\$165,528.72
NET INCOME / LOSS	\$(13,806.54)	\$(78,835.19)

From the Secretary – report date: 19 July 2010

Pete Jacobi (#6-2168-150A St, Surrey BC V4A 9W4; email: <pjacobi@shaw.ca>)

Membership fees

Annual membership fees are \$C 30 or equivalent in US dollars. Membership applications submitted during the second or third quarter of the year should be accompanied by 75% or 50%, respectively, of the annual fee. Applications submitted in the fourth quarter of the year should be accompanied by 25% of the annual fee plus the full fee for the coming year. Family memberships are available for 50% more than the individual membership fee. Three-year memberships can be obtained at a 10% reduction. Send application form and cheque or money order to the Secretary, Peter Jacobi at #6-2168-150A St, Surrey BC V4A 9W4.

Applications for membership

After receipt of an application, the New Applicant's name and membership number are printed in the next issue of *BNA Topics*. If there are no objections from any other BNAPS member within approximately 60 days, then the applicant is listed as a “New Member” in the next issue of *BNA Topics*. Collecting interests of New Applicants follow the “C” at the end of the initial listing so that members can get in touch (through the Secretary) with collectors sharing similar interests.

- 6564 Robert S Keowen, Simi Valley, CA. C: Canadian mint singles, blocks and plate blocks prior to 1950
- 6565 Ralph Blunk, Toronto, ON. C: Germany and some Canada
- 6566 Brian R Holroyd, Edmonton, AB. C: Canadian Precancels
- 6567 Rodney H Zimmermann, Regina, SK. C: Canada used
- 6568 Richard Cromwell, Billingham, West Sussex, UK. C: Small Queen postmarks, RPOs, Duplex, Fancy cancels, Numbers, Flags, *etc.*
- 6569 Louis De Nobile, Montreal, QC. C: Elizabeth era
- 6570 Willi Thurner, Mississauga, ON. C: Mint Canada, provinces, Australia
- 6571 Steven C Bodley, North Bay, ON. C: Admirals, Fancy Cancels, Large and Small Queens
- 6572 Gordon A Payne, Etobicoke, ON. C: Can. Colorano and CAPEX '87, N American wildlife
- 6573 Ray Caron, Langley, BC. C: Canada, Centennial, Booklets
- 6574 John Brian Hobbs, Strathroy, ON. C: Birds on stamps, Great Britain #33 Penny reds, mh
- 6575 Bryan D Walker, Edmonton, AB. C: Canada and Great Britain
- 6576 Rudolf Buschhaus, Duisburg, NRW, Germany. C: Early postal history, literature, documents
- 6577 M Timothy Creech, Drive, Blaine, WA. C: Canada MVFNH singles, booklets
- 6578 N James Corey, Fredericton, NB. C: Sailing ships, St Pierre and Miquelon, Iceland, Greenland
- 6579 Kemp C Fairbanks II, Sparks, NV. C: BNA, GB, Gibraltar, Malta, Cyprus

New members

All applicants 6533 to 6563 have been confirmed as full members of BNAPS.

Address changes (current town of residence is noted)

- 774 James E Kraemer, Ottawa, ON
- 2310 J R Frank, London, UK
- 2415 Hank Narbonne, Carleton Place, ON
- 5096 Gordon M Fulton, Guelph, ON
- 5772 Mike Queale, Orangeville, ON
- 5886 Morris Beattie, Vancouver, BC
- 6218 David Lowenthal, Victor, MT

Dropped

3045	Joseph M Shelton	5825	James F Ruddell	6358	Amber O'Reilly
3370	J A R Palin	5871	Russell A Bell	6367	Richard Beatty
3455	Kenneth Seibert	5874	David R Symons	6395	Jay Herson
3815	Lane B Woodard	6002	Andrew G Nelson	6396	Dominic Sgro
4006	Andrew P Nimmo	6105	Orrin A Esau	6409	Robert H Milner
4080	Alan R Crother	6121	Gus L Camirand	6413	Paul Grimm
4492	Ronald D Leith	6139	David N Paddock	6433	Jeff Lough
4540	Paul R Revolinski	6148	Luc Bourassa	6435	Terrance R Harris
4577	Norman M Shugar	6233	Greig Hutton	6436	Donald Bourassa
4616	Yvon Laviolette	6238	Francois Bourbonnais	6441	Robert Pinkney
4624	Don D Finley	6256	James Barron	6451	Robin A Brignall
4647	William K Olsen	6259	Sean Weatherup	6465	Allan Maki
4652	James E Rogers	6304	Richard J Tatton	6484	Stephen Werner
4942	Larry O Chamberlain	6307	Travis Fitzgerald	6490	Michael G Simon
5096	Gordon M Fulton	6317	Denis Basque		
5194	Lyse Rousseau	6321	Thomas G Clark		
5241	William Coates	6337	Melvin Tintpulver		
5250	Derek L Rance	6338	Jean-Francois Painchaud		
5332	William P Gard				
5511	Donald P Rutherford	6345	Rob B Turner		
5707	Michael Salmon	6347	Richard Somerville		
5746	Geoff Russell	6355	Andrew Winter		
5766	Charlie D Fred	6357	Alex Faulkner		

Deceased

1300	Wally Gutzman
3822	John Frith
6174	Isobell Attrell

Total active membership including new applications

as of 19 July 2010 1178

Regional group rant

Jack Forbes

Overview: With several major philatelic events occurring over the past couple of months, there seems to have been a concurrent interest in Regional Group activities during the period. The annual ORAPEX show in Ottawa was reportedly well attended, followed by the once-in-a-decade LONDON 2010 where many BNAPSers were evident as attendees and exhibitors. Most recently, our fellow society, RPSC, staged a very successful ROYAL*2010*ROYALE in Windsor, Ontario. All these shows certainly created loads of stamping opportunities and prove that our hobby still has a very dedicated group of participants.

New Website: We've received news from Charles Livermore that the Northeast Regional Group has set up a website. Thanks, Charles, for your initiative in this regard. You can view the website at: <<http://charleslivermore.com/bnapsnortheast/>>.

BNAPLEX 2010: We hope to assemble any Regional Group representatives attending the Victoria Convention for a meeting at the show. As we did last year, we would like to hear from groups that are successful in putting together interesting meetings on a regular basis in the expectation that other "less active" regions might profit from the positive results being

achieved by others. Please check the convention schedule for details of the timing and location of our get-together.

Attention Dixie Beavers: John Burnett has recently moved from the West Coast to Alabama, and is interested in connecting with BNAPSers in this region. John can be reached at <JB45855@aol.com>.

New Regional Group Representative: We've received word that Peter Fralick has taken over as the representative for the Pacific North West Regional Group. His contact information is: PO Box 34, Hagensborg, BC, V0T 1H0; telephone: 250-982-2474, e-mail: <peterfralick@belco.bc.ca>. Thanks to Gary Dickenson for his efforts as retiring rep.

Mini-Meetings: Again, we would like to encourage Groups that have large geographic boundaries to consider staging mini-meetings in population centres where there are "pockets" of BNAPS members. While the excitement garnered from larger meetings will be absent, these still provide opportunities to fraternize and discuss matters of mutual interest.

Regional group reports: (Note that only a brief outline of the meetings will appear in this column, and you are encouraged to check out the BNAPS website for further details. (Please remember to send me: <JAFRBS@aol.com>, and our webmaster, Bob Lane: <boblane12@shaw.ca> copies of your meeting reports.)

The **Golden Horseshoe Group** has recently held two meetings – one in March, the second in June. As usual, the meetings were held at the Rousseau House Restaurant, and both included a time to view attending dealers' stocks. Each time, lunch was followed by announcements and an auction to help defray meeting expenses.

At the March meeting, David McLaughlin provided a comprehensive presentation on "The Pre-production of the Maple Leaf Issue 1897-1898". In June, Henk Burgers dealt at length with "The Canadian Expeditionary Forces to Siberia". As pointed out in the report of these meetings, the speakers provide members with insights into collecting areas that they might otherwise not experience—just another reason to attend Regional Group meetings whenever possible.

Mention was also made of the efforts of members of this Group to spread the BNAPS message to potential new members. Nick Poppenk and Ken Lemke set up and manned a table at the April CSDA Show in Toronto. By handing out literature and providing information on the advantages of membership in BNAPS at this type of event, our Society receives "advertising" the quality of which can't be bought. We encourage other Regional Groups to follow the GHRG lead, and at least see that hand out information is made available at all stamp events in their areas.

The **St Lawrence Seaway Group** met on May 1 at the annual ORAPEX show in Ottawa. Members were asked to bring along "a favourite from my collection" and to provide brief presentations on the reasons why it garnered that special spot in the member's holdings. Time frames represented in this project ran from 1845 to 1985, and proved very popular. Robert Lemire's many years of work within this group was applauded.

The **Calgary Group** schedules meetings monthly (except July and August) and features interesting programs and speakers. They have moved to a new location: The Chateau Renoir Retirement Residence—why not join them for an enjoyable evening? Further information is available from: Jon Johnson: <jcperfins@hotmail.com>, or 403-253-8411.

The **Northeast Group** held a get-together in Secaucus, NJ in late May with presentations by Bill Walton (British American Banknote Company Printing Methods) and Charles Livermore (Early Airmail service along the St Lawrence). A show-and-tell session was also part of the program.

The **Pacific North West Group** chose the Spirit Ridge Resort, Osoyoos, BC, for their annual meeting, April 30 to May 2. Reports indicate that the site was a popular destination, and allowed for philatelic activities as well as a number of attractions for non-collectors. Speakers included Grey Scrimgeour (US Steamship Mail through BC, and Pioneer Canadian Postcards), John Keenlyside (Esquimalt and Nanaimo Railway), and Bill Topping (BC Coastal Mail). Wine tasting and views from the Newton Observatory kept the non-collectors busy. The group leaders encourage all members of this large geographic area to provide guidance to assist them in the preparation and scheduling of future gatherings.

The Halifax area members of the **Atlantic Canada Group** held an informal get-together at Gary Steele's cottage, with a barbecue and a selection of items for members to browse through and purchase if so desired. Seven were in attendance (regrets from 10), and discussions centred on exhibiting and included a "critique" of a portion of a new exhibit.

Classified advertisements

RATES FOR 25 words - \$6.00 Canadian, 20¢ for each additional word. All ad copy and payments should be sent to the Advertising Manager, Hank Narbonne, Box 102, McDonalds Corners, ON, K0G 1M0 Canada, to be received by the fifteenth of March, June, September or December for the next issue of BNA Topics. Ads requiring photos, cuts, logos, and other production tasks will incur charges at a nominal industry-standard rate. These costs will be billed to the advertiser. Please identify the number of issues in which the ad is to appear. All payments should be made to BNAPS Ltd. at the above rates in Canadian dollars or US equivalent.

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OLD ISSUES OF BNA Topics FOR SALE: Add valuable info to your library. Will do our best to fill want lists. If on hand, issues from #1 on are available on a first-come, first-served basis. Write to K Wayne Smith, BNAPS Circulation Manager, 20 St. Andrews Rd. Scarborough, ON, M1P 4C4.

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Society Home Page: <http://www.bnaps.org>

Young Philatelists' Page: <http://www.bnaps.org/stamps4kids>

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President George Dresser, 501 Fairview Ave, College Station TX 77840-2933

<g-dresser@suddenlink.net>

First Vice-President Robert Lemire, PO Box 1870, Deep River ON K0J 1P0

<rlemire000@sympatico.ca>

Past President William S Pawluk, PO Box 6032, Stn A, Calgary AB T2H 2L3 <bill.pawluk@shaw.ca>

Vice-President Regional Groups J A Forbes, Jr, PO Box 2010, Dartmouth NS B2W 3X8

<jafrebs@aol.com>

Vice-President Study Groups Barry A Brown, 999 Cascade Pl, Kelowna BC V1V 1J1

<barbbarry@silk.net>

Secretary Peter Jacobi, #6-2168-150A St, Surrey BC V4A 9W4, <pjacobi@shaw.ca>;

in summer <pjacobi@frontier.com>

Treasurer Jean-Claude Michaud, PO Box 31248, Halifax NS B3K 5Y1 <jcm.ph@ns.sympatico.ca>

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William W Radcliffe, 500 Columbia Ave, Pitman NJ 08071-1734 <bsbvp88@hotmail.com>

Vic Willson, PO Box 10026, College Station TX 77842-0026 <lloydwill@aol.com>

Regional-group contact persons

Atlantic Provinces (NS, NB, PEI, Newfoundland and Labrador) J A Forbes, Jr, PO Box 2010, Dartmouth NS B2W 3X8 <JAFRBS@aol.com>

British Isles (United Kingdom) Greg Spring, 25 Kirkstall Road, Sheffield, South Yorkshire, UK S11 8XJ <g.m.spring@asch.co.uk>

Calgary (Calgary and surroundings) Jon Johnson, 39 Highgrove Cres SW, Calgary AB T2V 3K8 <jcjpferins@hotmail.com>

Dixie Beavers (Alabama, Georgia, both Carolinas, Mississippi, Tennessee, Florida) Sammy Whaley, PO Box 235, Opp AL 36467 <onycha2@aol.com>

Edmonton (Edmonton and surroundings) David Piercey, 181 Blackburn Dr, Edmonton AB T6W 1B6 <david.piercey@epsb.ca>

Golden Horseshoe (Southern Ontario, Western New York, Ohio, Michigan) Peter McCarthy, 573 Griffith St, London ON N6K 2S5 <BNAPS-GHRG@bnaps.org>

Golden West (California, Arizona, Nevada) Joe Schlitt, PO Box 263, Knightsen CA 94548-0263 <wylecotejs@earthlink.net>

Lower Canada (Québec) Hugo Deshayé, PO Box 1000 Sta, Forces Box 444, Courcellette QC G0A 4Z0 <hdphil@videotron.ca>

Manitoba-Northwestern Ontario (Manitoba, Northern Ontario, Minnesota, North and 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; use address below).

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

Pacific-Northwest (BC, Idaho, Oregon, Washington, Alaska, Yukon) Peter Fralick, PO Box 34, Hagensborg BC V0T 1H0 <peterfralick@belco.bc.ca>

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 Quebec) Geoff Newman, 13 Scott Crescent, Perth ON K7H 3C5 <mgnewman@superaje.com>

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stamps. Single usages of any values other than 1c & 2c and these are still of interest if they carry nice clear postmarks of smaller Newfoundland towns. On this issue I'm a collector, not a dealer, so you don't have to be kind on pricing - Kind is you offering me the opportunity to acquire some neat items that will enhance the collection. Contact John Jamieson at Saskatoon Stamp Centre (see phone/fax numbers below) or email directly at ssc.john@saskatoonstamp.com

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