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BNA Topics



Whole number 537 Volume 70 Number 4



The Early Canadian Packets, p. 9

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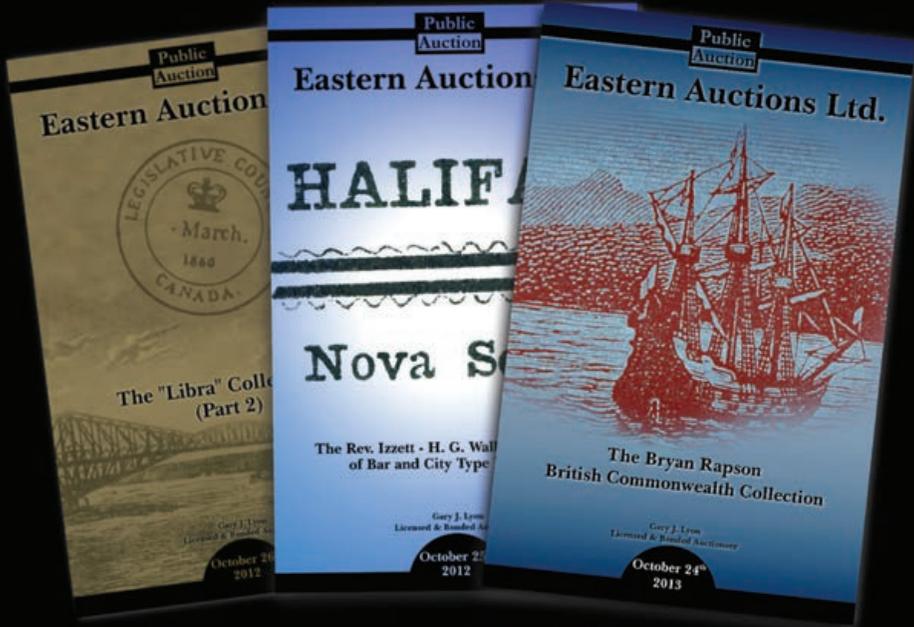
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Volume 70 Number 4 Whole Number 537

The Official Journal of the British North America Philatelic Society Ltd

Contents

3	Editorial	
4	Readers write	
9	The early Canadian packets—Part 1	<i>Malcolm Montgomery, MBE</i>
19	Intaglio printings of the Newfoundland 1¢ “Pile of Cod” stamps	<i>AB Thompson</i>
32	Study group centreline.....	<i>Derek Smith</i>
36	New issues	<i>William JF Wilson</i>
42	A cover to Russia with a mystery.....	<i>CR McGuire, OTB FRPSC</i>
44	Flat <i>versus</i> curved plates—the 5¢ Arch variety.....	<i>Charles Neybart</i>
52	A tale of two ships	<i>Judith Edwards</i>
54	Kemptville money letter cancel.....	<i>Victor Wilson, OTB</i>
55	Do you have a Thomas Cook & Sons (under)cover?	<i>Ed Fraser</i>
61	Postal history of Alberta: Priddis and Millarville	<i>Dale Speirs</i>
66	New BNAPS book releases	
68	BNAPS Book Department clearance sale	
69	BNAPS business and reports	
69	President’s column (Norris (Bob) Dyer)	74 Regional group rant (Jack Forbes)
70	In memoriam	76 From the secretary (David G Jones)
71	Announcements	77 Classified advertisements
72	Pictures from Charlottetown (BNAPEX 2013)	78 Executives, directors and officers
73	BNAPEX 2013 Exhibit awards	79 Study group contact persons
		79 Regional group contact persons

Cover Illustration: Trans-Atlantic packet letter, paid with 6d packet stamp, p. 9

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Pursuing other interests

Robert Lemire and Mike Street

THIS is our last issue as “Interim Co-Editors” of *BNA Topics*. After two stints in the role, from April 2006 to January 2007 and again from July 2008 until now, it is time to turn our journal over to other capable hands. As announced earlier this year, beginning with the January–March 2014 issue, *BNA Topics* will be prepared by Ronald Majors and Jeffrey Arndt. We have been and are working with the new team by e-mail and telephone, and the four of us sat down together in Charlottetown to work out details.

When used in a news story about a business executive, the expression “pursuing other interests” is normally a euphemism for that person having been fired or otherwise removed from office. In our case, the term really describes what we intend to do. Putting out a quarterly journal takes a lot of one’s time, and there are only twenty-four hours in the day, so some things have to be set aside. Robert’s research into various aspects of postal stationery has largely been put on hold for the last few years, as has preparation of Mike’s book on the postal history of the 1946 Peace Issue. With luck, after a few months helping the new team, we will be able to take a bit of a break and return to our personal philatelic interests. We will continue to perform our other BNAPS duties, and we will also help Ron and Jeff by preparing submitted material for publication when asked to do so.

YOU can help the new team by writing and submitting articles, short or long, for *BNA Topics*. It seems an obvious thing to say, but people sometimes fail to realize that the Editor’s job is made much easier and less time-consuming if he/she doesn’t have to spend a lot of it chasing articles. If you have something you would like to see in our journal, please contact Ron and Jeff. They can be reached at:

Ron Majors, 253 Caleb Dr., West Chester PA 19382 USA
E-mail: <ronald.e.majors@gmail.com>

Jeff Arndt, 4121 Marble Lane, Fairfax VA 22033 USA
E-mail: <arndt123@aol.com>

Change of address: Notify the Secretary (address on p 76).

Missed or damaged copies: Contact the Circulation Manager, Ken Lemke, BNAPS Circulation Manager, c/o CFS, 3455 Harvester Road, Unit 20 - 22, Burlington, Ontario L7N 3P2 (kwlemke@sympatico.ca).

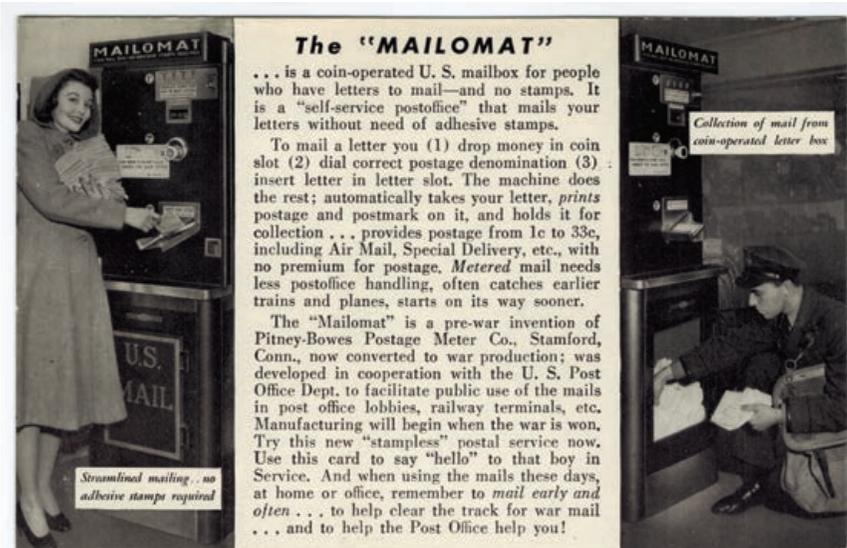
Manuscripts may be submitted to the Editor in these formats: (1) electronic, preferably with paper copy, or (2) typewritten (double-spaced), or (3) neatly handwritten. Acceptable electronic formats include MacIntosh- or IBM-compatible formatted diskettes or CDs.

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). Articles and letters may be submitted by e-mail to Jeff Arndt (arndt123@aol.com) or by mail to 4121 Marble Lane, Fairfax, VA 22033.

Publications Committee: Robert Lemire (Chairperson), Mike Street, Charles Livermore.

Readers write

Second-generation Canadian Kiosk stamps: In response to Earle Covert's article in *BNA Topics*, Vol. 70, No 2 April-June 2013, *Leigh Hogg* writes, "Everything old is new again." A "Coin-O-Post" machine was tested briefly by Pitney-Bowes at the Ottawa Main Post Office in September 1938. In February 1944 a new version, the "Mailomat," was installed in Ottawa and used there until 1953. These were similar in operation to the 2008-2013 Kiosks, except that after the customer selected and paid for the postage with coins, the envelope would be inserted into the machine and a complete meter postage indicium applied. The picture below shows a typical Mailomat of the 1940s. (Thanks to David Cooper for help with this note.)



Still on the subject of the new Kiosk stamps, *John Carley* wrote: I read with interest Earle L. Covert's article "Second-generation Canadian Kiosk Stamps."

I first became aware of kiosk stamps when Canada Post's *Details* magazine announced a retroactive first day cover for the domestic rate. Startled by this, I called Antigonish, and was assured by the staffer there that this first day cover would be included in the quarterly pack issued by Canada Post: it wasn't.

I was also informed that the stamps themselves were unavailable through Canada Post's Philatelic Service and had to be purchased at any one of the kiosk outlets in the Greater Toronto Area. I too went to the TD concourse level Canada Post office and was assisted by an enthusiastic employee in the purchase of four denominations of kiosk stamps. Although I announced myself as a stamp collector, no mention was made of the availability of the other denominations.

Differing from the author's account, the stamps I purchased on May 8th were issued by the vending machine in strips of 4, creating some interesting arrangements. I purchased all eight stamps in sequence, requesting two of each denomination. At the conclusion of my



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purchase payment, the stamps were vended by the machine in the four-to-a-strip arrangement shown. A lot of possibilities exist! I've attached a scan of my purchase.

In all this, I find it quite interesting that Canada Post has missed out on a big chance for revenue generation by not selling the stamps at the Philatelic Centre!"



(Editor's note: Canada Post shut down and removed all new Kiosks in August 2013.)

WWII Civilian Airgraph Service—Detailed instructions: In a follow-up to Brian Plain's article in *BNA Topics*, Vol. 70, No 2 April-June 2013, *Martin Evans* wrote: "Brian Plain's airgraph was written in December 1942. There was no airgraph service at this time from Great Britain to the United States. The boxed "POSTAGE REPAID" in purple below the address shows it was returned to sender, probably with a covering note similar to the one below on which "Service not available to civilians in country of destination" was selected.



Service to the United States commenced 11 June 1943, but only for members of HM Forces, not for civilians. This was announced in the British Post Office circular of 9 June

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1943. As far I am aware the airgraph service was never available for civilians in the USA; in fact, the British Post Office circular of 23 February 1944 complains that numerous airgraphs for civilian addresses in the USA were being received daily in the Foreign Section London, having been wrongly accepted at Post Offices. Below is the upper part of the front of the airgraph which drew the reply note illustrated above.

Write the address in large BLOCK letters in the panel below.
The address must NOT be typewritten.

TO:- RICHARD L. SINGLEY,
PRESIDENT, A.A.M.S.
P.O.D.
LANCASTER, P.A.
U.S.A.

NO SERVICE
POSTAGE REPAID.

DATE STAMP
15 FEB 1944
10 00
LANCASTER

Write the message very plainly below this line.

Sender's Address *Lt. P.H. Roberts, 24 Bushmead Avenue, Bedford.*

In my collection I have five original British airgraph forms and one Indian form which were returned to sender endorsed either “No airgraph service exists” or “No airgraph service; sent by ordinary mail”. I also have one original form which was dispatched without being filmed as the service was quicker this way. Before airgraphs were filmed they were numbered with a numbering machine. As far as I know none of these original airgraphs have come on the market. I think it quite likely that Brian Plain’s airgraph was sent by ordinary post to the USA after it was returned to the sender. The airgraph service to Canada and Newfoundland was announced in the British Post Office circular of 5 August 1942, which stated that messages for civilians and members of HM Forces would be accepted from 6 August 1942.

Brigham Collection Auctions: *Charles Verge* advises that Maxime Herold has joined the Brigham Auctions team as Chief Administrative Officer. The first auction Brigham auction is now scheduled for Spring 2014.

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Postal and email addresses for both are on p. 79 of *BNA TOPICS*.

The early Canadian packets—Part 1

Malcolm Montgomery, MBE

TWENTY years passed between the pioneer Atlantic crossing of the *Royal William* and the establishment of a regular steamship service between the St Lawrence and the United Kingdom. Factors contributing to this delay were the dangerous state of the St Lawrence River, an almost total lack of navigational aids, and winter ice. Improvements to navigation in the early 1850s, the establishment of an important railway link between Montreal and Portland, Maine, in 1852 [1], and the devolution to Canada of internal postal control [2] encouraged the Canadian government to let a mail contract to a Liverpool firm, McKeen, McLarty & Lamont, who formed the Canadian Steam Navigation Company to provide a monthly service from Liverpool to Quebec and Montreal seven months of the year, and to Portland when the St Lawrence was closed to navigation. After some delay, the service began in April 1853, mainly provided by chartered vessels. [3] The service was irregular and failed completely at the end of 1854, when the chartered vessels were taken up by the British government as Crimean War transports. [4]

In 1855, a new contract was let to Hugh Allan, representing the Montreal Ocean Steamship Company, soon to be known as the “Allan Line.” A regular service commenced in 1856, at first between Quebec and Liverpool in summer, Portland and Liverpool in winter. As of 1 December 1859, calls were made at Queenstown, Ireland, in each direction; this was changed to Londonderry (Moville) in the summer of 1860. Letter rates for the Canadian packets by Quebec or Portland were set as for the British packets on the Halifax route: until May 1854 a shilling Sterling for a half-ounce letter, thereafter sixpence. [5] The various authorities make no mention of the United States’ transit postage that would have been due on letters travelling via Portland; this appears to have been waived, or covered by the Canadian government. [6]

From 1860, mail clerks were introduced to sort the mail on board the Canadian packets. [7] The exact nature of their duties remains uncertain, but it appears to have consisted mainly of arranging exchange office bags and assessing underpaid and out-of-course mail. The clerks were issued with handstamps; this subject also requires further investigation.

This brief illustration of mail carried by the early Canadian packets is in two parts. This first part looks at letters carried by ships of the Canadian Steam Navigation Company and the early sailings of the Allan Line, including a consignee’s letter, two letters illustrating rate handstamps, one each from the pence and decimal periods (which, it is hoped, might encourage contributions to a forthcoming study of that subject), and a printed paper returned for postage. The second part will examine other types of correspondence, fines on unpaid and underpaid mail, and United States’ letters carried by Canadian packets.

Keywords & phrases: packet boats, trans-Atlantic mail

Canadian Steam Navigation Company—*Lady Eglinton*

The Canadian Steam Navigation Company, contracted by the Canadian government to provide a monthly mail service between Quebec and Liverpool commencing in April 1853, was obliged to charter vessels to meet commitments in the first months of the contract. The steamship *Lady Eglinton* was one of the two chartered at this time.

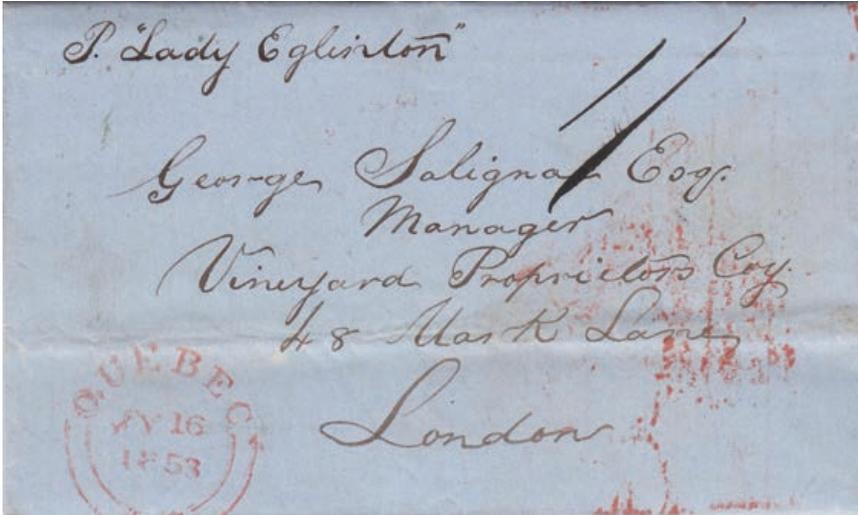


Figure 1. Quebec, Canada East to London, England, 16 July 1853.

And whereas a communication is about to be established, by Canadian packet-boats, between British North America and the United Kingdom, that all letters, the sea conveyance of which shall be by Canadian packet-boat, direct or via the United States, shall be charged and chargeable with precisely the same rates of postage as if the sea conveyance thereof were by British packet-boat [1].

Figure 1 illustrates a letter carried on the *Lady Eglinton* on her first voyage out of Quebec [2]. Posted unpaid, it was charged one shilling (Sterling), the rate for a letter weighing less than half an ounce [3]. This rate is rarely seen on letters carried by Canadian packets, as the rate was reduced for both British and Canadian packets in March 1854.

Canadian Steam Navigation Company—*Charity*

The steamship *Charity* was commissioned in 1853 for the Canadian Steam Navigation Company's service between Liverpool and Quebec, Montreal, or Portland, Maine. She made her last voyage for the company in October 1854 before being transferred to Crimean War service.

Letters of Owners, Consignees, or Shippers of Goods ... if delivered in any of Her Majesty's Colonies, on Payment of the Colonial Rates of Postage to which Letters in such Colony may be liable ...

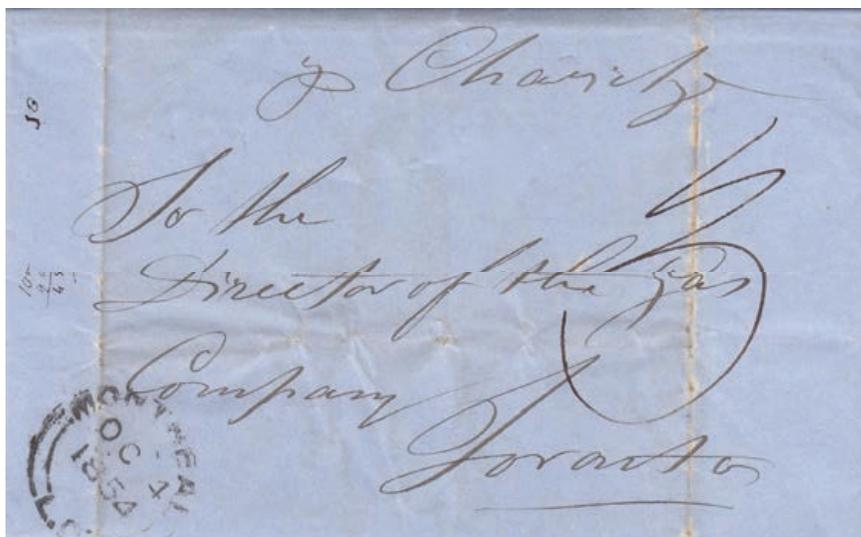


Figure 2. Liverpool, England to Toronto, Canada West, 15 September 1854.

Letters sent in company with freight shipments were permitted to travel free of ocean postage and were charged only inland postage in the destination country [1]. The letter above, Figure 2, was carried to Montreal by the *Charity* on her last voyage to Canada; it was also the last sailing of the Canadian Navigation Company to the St Lawrence [2]. The letter was charged just threepence (Currency) the uniform Canadian inland rate for a letter weighing less than half ounce [3].

Canadian Steam Navigation Company—Ottawa

The rate for letters carried by Canadian packets, initially those of the Canadian Steam Navigation Company, was the same as for British packets via Halifax. Quebec used a sixpence Sterling handstamp (Figure 3a) for unpaid letters to the United Kingdom [1].

6^d. Stg.

Figure 3a. 6d Sterling handstamp.

Figure 3b. Handstamp used to identify Canadian Packet mail arriving in UK.

BY-CANADIAN
PACKET

“We arrived here by the good ship *Charity* ...” The letter in Figure 3, from a passenger to Canada on the Canadian Steam Navigation Company’s ship *Charity*, was sent by the *Ottawa* to England, and charged sixpence Sterling [2]. At Liverpool, it was marked with the handstamp newly introduced (Figure 3b) to identify letters carried by Canadian packets [3].



Figure 3. Quebec, Canada East to Derby, England, 3 October 1854.

Montreal Ocean Steamship Company (The Allan Line)—Indian



Figure 4. Hamilton, Canada West to Chester, England, 18 June 1856.

The Crimean War saw the demise of the Canadian Steam Navigation Company's contract with the Canadian government for trans-Atlantic mail. A new contract was arranged with the Allan Line, but it did not come into effect until 1856. The Allan Line ships, like their predecessors, also operated out of Quebec in summer and Portland, Maine in winter. The rate for a letter weighing less than half an ounce remained at sixpence Sterling, sevenpence halfpenny Currency [1].

The letter in Figure 4, above, was carried from Hamilton by steamboat across Lake Ontario to Toronto. Originally directed to a United States' packet, this was changed, and it was paid sixpence Sterling for the Allan Line *Indian* out of Quebec, on the return leg of her maiden voyage [2]. To explain the rating, it was marked "BY-CANADIAN PACKET" on arrival at Liverpool. At right, Figure 5 shows a replica of the scarce STEAM BOAT LETTER / HAMILTON postmark on the reverse.

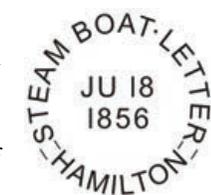


Figure 5. Steamboat postmark.

The Allan Line—Adhesive postage stamps—North American



Figure 6. Montreal, Canada to London, England, 13 September 1857.

Acting upon a suggestion by the Toronto postmaster [1], stamps of the value of sixpence Sterling, sevenpence halfpenny Currency, were ordered from Rawdon, Wright, Hatch and Edson. One hundred thousand were delivered in May 1857 [2]. They were placed on sale on 2 June 1857, for letters intended for the Canadian packets.

The letter in Figure 6 was prepaid sevenpence halfpenny Currency (sixpence Sterling), the rate for a half-ounce letter by Canadian packet, by means of the "dual currency" stamp issued for that purpose [3]. Allan Line departures were from Quebec in the summer months, and from Portland, Maine when the St Lawrence was frozen in winter. The listings for packet ship departures and arrivals generally give only scheduled dates; the letter above intended for the Allan Line's *North American* may have been too late for that sailing and been

carried instead by the Cunard Line's *Asia* out of New York [4]. If so, it escaped the United States' transit charge of twopence normally levied on British packet mail by that route.

The Allan Line—Introduction of decimal currency—Hungarian

Canada adopted decimal Currency on 1 July 1859 and the sixpence Sterling rate became twelve-and-one-half cents. However, the British Post Office, having found difficulty with currency rates, had required that, on paid letters, the amount prepaid be shown in Sterling. Many Sterling handstamps continued in service unchanged [1].

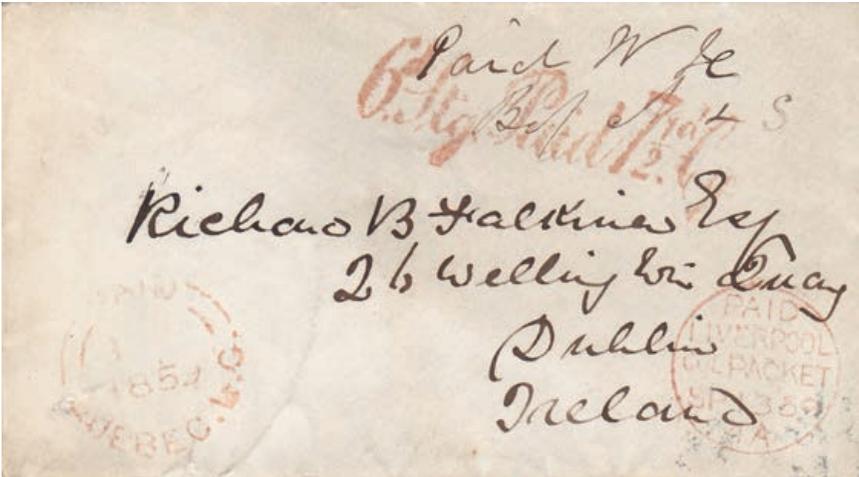


Figure 7. Quebec, Canada to Dublin, Ireland, 1 September 1859.

The letter in Figure 7 was prepaid sixpence Sterling, sevenpence halfpenny Currency at Quebec, where the distinctive Quebec office handstamp “6^dStgPaid7 ½^d” (Figure 7a) was used [2]. The letter was carried to Ireland on the Allan Line's *Hungarian* [3].

6^d Stg. Paid 7 ½^d Cr.

Figure 7a. Handstamp used at Quebec.

The Allan Line—Decimal currency handstamps—North American

From the introduction of decimal currency on 1 July 1859, the rate by Canadian Packet was sixpence Sterling, twelve-and-one-half cents [1]. Very few decimal handstamps are known for prepaid letters, but one is recorded on a letter, shown below in Figure 8, from Saugeen, Canada West [2].

cts
PAID 12 ½



Figure 8. Saugeen, Canada West to Dublin, Ireland, 17 June 1862.

A letter posted paid twelve-and-one-half cents in coin is shown in Figure 8. The postage has been charged to a box and, as there are no manuscript marks, we surmise that the handstamp, which appears to have been locally procured, was applied at Saugeen [3]. There is, however, an Owen Sound handstamp on the back. The letter was forwarded to Quebec for the Canadian packet, the Allan Line's *North American*, bound for Liverpool [4].

The Allan Line—Printed papers—Indian



Figure 9. Toronto, Canada West, to Plymouth, England, October 1859.

Printed and “registered” papers could be sent through most British and Colonial postal systems for a penny, or two cents for two ounces [1]. To qualify for this preferential rate, correspondents had to comply with rigorous conditions, one of which was the requirement for pre-payment; if unpaid, such material was returned for postage [2].



Figure 9a. “Returned For Postage” mark.

Any purported “printed matter”—such as this 1859 cover (Figure 9a) from a sheet music shop in Toronto—if placed in the post unpaid, was returned for postage. The necessary two cents postage having been affixed, the cover restarted its journey to Devon. It was carried from Quebec by Canadian packet, the Allan Line’s *Indian* [3]. No fine was raised.

References and endnotes

(Editor’s note: For ease of use, references from the article above have been placed below in sections according to the title of the section in which they appeared.)

The Early Canadian Packets:

- [1] www.mainmemory.net: John Alfred Poor, promoter of the Atlantic and St Lawrence Railroad. Candace Kanen, Images from Maine Historical Society: Construction on the railroad began on 4 July 1845, with a public ceremony in Portland. www.thebetheljournals.info: On 10 March 1851, the Atlantic & St. Lawrence engine, Montreal, “entered Bethel with the regular morning train from Portland to commence regular service between the two points.”
- [2] 12-13 Victoria, cap. LXVI, 28 July 1849: An Act for enabling Colonial Legislatures to Establish Inland Posts. *Canada Gazette*, #501, Saturday, 5 April 1851, p 10437: “Post Office in Canada Transferred to Provincial Control.”
- [3] NRP Bonsor, *North Atlantic Mail Seaway*, pp 77-79.
- [4] W Hubbard and RF Winter, *North Atlantic Mail Sailings*, pp 121-124.
- [5] *London Gazette*, #20955, Friday, 8 March 1849, pp 817-819, Treasury Warrant effective 15 April 1849, established the one-shilling rate for letters carried by Halifax; this was extended to Canadian packets, as announced in the *London Gazette*, #21430, Tuesday, 12 April 1853, p 1073, Treasury Warrant dated 8 April 1853. *London Gazette*, #21532, Friday 17 March 1854, pp 865-868, Treasury Warrant, effective (for Canada and Prince Edward Island) 23 March 1854, reduced this rate for British and Canadian packets to sixpence.
- [6] Letters exchanged between J Morris, Canadian Postmaster General and W Maberley, Secretary to the Post Office, London, 2 December 1852, 10 January, and 11 March 1853.
- [7] Public Archives of Canada, RG1-E8/72 and Order in Council, 16 March 1862, cited in KS Mackenzie, *The Canadian Ocean Mail Clerk*, National Postal Museum, Canada, pp 8-9.

Canadian Steam Navigation Company—*Lady Eglinton*:

- [1] *London Gazette*, #21430, Tuesday, 12 April 1853, p 1073, Treasury Warrant dated 8 April 1853.
- [2] W Hubbard and RF Winter, *North Atlantic Mail Sailings*, p 123: *Lady Eglinton* out of Quebec, 17 July for Liverpool, 28 July 1853.
- [3] *London Gazette*, #20965, Friday, 6 April 1849, pp 1116-1117; Treasury Warrant, March 1854, effective 23 March 1854.

Canadian Steam Navigation Company—*Charity*:

- [1] 10 August 1840: 3 & 4 Victoria, cap. 96: An Act for the Regulation of the Duties of Postage, para XXXV.
- [2] W Hubbard and RF Winter, *North Atlantic Mail Sailings*, p 124: *Charity* out of Liverpool, 15 September for Quebec, 2 October, and Montreal, 4 October 1854.
- [3] Post Office (Canada) Notice, 14 March 1851, Postage Rates in Canada after Devolution, effective 6 April 1851.

Canadian Steam Navigation Company—*Ottawa*:

- [1] JC Arnell (Editor), *Handbook on Transatlantic Mail*, p 64: E.6, attributed to Quebec in 1857, this is earlier. Rate authorized by Treasury Warrant, effective 23 March 1854.
- [2] W Hubbard and RF Winter, *North Atlantic Mail Sailings*, p 124: *Charity* arrived in Quebec on 2 October. *Ottawa* out of Quebec, 5 October, for Liverpool, 15 October 1854, her last voyage.
- [3] C Tabart, *Robertson Revisited*, p 162: Liverpool, M10, 1854-59.

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Montreal Ocean Steamship Company (The Allan Line), *Indian*:

- [1] Treasury Warrant, 23 March 1854, published in *London Gazette*, #21532, Friday 17 March 1854; strictly speaking, the rate was originally intended for mail carried by British packets over the “direct” route, *i.e.*, via Halifax rather than via the United States but, by 1857, little British mail travelled by this route, and this rate became known as the “Canadian Packet” rate.
- [2] W Hubbard and RF Winter, *North Atlantic Mail Sailings*, p 131: *Indian*, out of Quebec, 21 June for Liverpool, 2 July 1856 (return maiden voyage).

The Allan Line, Adhesive Postage Stamps, *North American*:

- [1] Response to J Leslie, Postmaster at Toronto, from WH Griffin, Post Office Department, 6 March 1857.
- [2] Letter to WH Griffin, from Rawdon, Wright, Hatch and Edson, 23 May 1857.
- [3] Treasury Warrant, 23 March 1854, published in *London Gazette*, #21532, Friday 17 March 1854; strictly speaking, the rate was originally intended for mail carried by British packets over the “direct” route, *i.e.*, via Halifax rather than via the United States but, by 1857, little British mail travelled by this route, and this rate became known as the “Canadian Packet” rate.
- [4] W Hubbard and RF Winter, *North Atlantic Mail Sailings*, p 131: *North American* out of Quebec, 12 September, for Liverpool, 23 September 1857, and p 39: *Asia* out of New York, 16 September, for Liverpool, 27 September 1857.

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Intaglio printings of the Newfoundland 1¢ “Pile of Cod” stamps

AB Thompson This article examines fine details in the image of the 1¢ “Pile of Cod” stamp, printed by Perkins Bacon in the 1930s and by Waterlow in the 1940s. The grey-black stamps printed by Perkins Bacon can be divided into three categories, indicating that the company used different printing methods for producing these stamps during this period. This difference is reflected in the overall appearance and has resulted in three distinct shades. No differences were seen in this stamp when printed by Waterlow, indicating a more consistent production process.

NEWFOUNDLAND issued a new series of definitive stamps in 1932. Various referred to as the *Industrial, Resource, or Pictorial* issue, it replaced the *Publicity* issues in circulation since 1928. The new issue was printed in London, England, by Perkins Bacon (PB) from 1932–1937 (or 1938), first in green (Scott #183, SG #209, issued 2 January 1932) and then in grey-black (Scott #184, SG #222, issued 15 August 1932), and by Waterlow (W) from 1942–1949 in dark grey (Scott #253, SG #276, no issue date, first printed May 1942 [1], eku c.15 August 1942 [2]). The colours follow the Unitrade, Scott, and NSSC catalogue listings; Stanley Gibbons catalogues list the latter two printings as grey.

Perkins Bacon was in fact two companies. Perkins Bacon and Co Ltd, was established in 1852 and went into liquidation in December 1935. Another security-printing firm, WW Sprague and Co Ltd, acquired the company in January 1936 and operated it under the same name [3]. The staff, plant, and equipment apparently remained the same [3], although it is known that there were some changes. For example, the locator marks on the dies were changed from a single short line for the 1929–1933 issues to a pair of crosses for the 1937–1938 issues [4]. Another change occurred when plates 5 and 6 were printed, as both had lathework down their left sides, as can be seen on some imperforate proofs of plate 5 and, partially, in the stamp selvage of plate 6. Lathework is also seen on some of the 1937 Long Coronation issue and on the 1938 Royal Family Issue printed by Perkins Bacon.

Examination of the grey-black 1¢ PB stamp shows that there is more than one shade of it. In 1961, Hamilton recorded the existence of five plate numbers for this stamp, numbered on the sheets as plate 1 to plate 5. He noted that “[s]tamps from plate 3 are much lighter in appearance owing to the plate being less deeply engraved. The detail is sharper and the whole effect gives the impression of a shade variety though the ink employed was the same as that used for the printings with the other plates” [5]. Although not mentioned in Hamilton’s article, a plate 6 was actually known by 1958 [6]. No shade differences have been observed for the 1¢ green PB stamp or the dark grey 1¢ W stamp.

Die proofs exist in green and black for the 1¢ PB stamp and in black for the 1¢ W stamp. The Waterlow die proof was not available for examination in this study. The colours of the die proofs are those given by Minuse and Pratt [7], but they appear to be the same shade and colour used for plates 1 and 2 of the issued green and grey-black 1¢ PB stamps.

Keywords & phrases: Newfoundland, 1¢ “Pile of Cod” stamp

This paper examines fine details in the printed images of the green 1¢, grey-black 1¢ PB stamps, and the dark grey 1¢ W stamp using die proofs, imperforate plate proofs, and perforated plate blocks bearing the plate number in the selvage. The findings are then related to previously identified shades of the grey black 1¢ PB stamp.

Materials and methods

The fine printing details of two regions of the image on the printed stamps were viewed under a Wild M3Z zoom stereo dissecting microscope with an overall magnification of 13×–80×. These regions were photographed with a Canon EOS 500D digital camera using bellows and a 35mm or 20mm Canon FD macrophoto lenses, giving respective maximum magnifications of 5× and 20× on to the film plane. The original widths of the images in Figure 2 and Figures 3–7 were 2.5mm and 6mm, respectively. The stamps photographed and illustrated in this article were typical of the material examined and do not represent extreme examples. An example of the green 1¢ PB stamp of plate 1 is shown in Figure 1. The grain direction in the paper runs vertically. The quantity of proofs and plate-numbered stamps examined under the microscope is shown in Table 1.

Table 1. Numbers of proofs and stamps examined

Die proofs	■ green (1, 1 ^a) and black (1, 1 ^a) 1¢ PB - Scott # 183, 184.
Plate Proofs	■ imperforate and showing plate number in selvage for plates 1 (1 ^a), 2 (1 ^a), 4 (3), and 5 (1, 1 ^a , 2 ^b) grey black 1¢ PB - Scott # 184. ■ imperforate security punched archival proofs for plates 41711 (4), 42430 (5), and 43965 (4) dark grey 1¢ W [8] - Scott #253.
Stamps	■ perforated and showing plate number in selvage of plates 1 (4) and 2 (2) green 1¢ PB - Scott #183. ■ perforated and showing plate number in selvage of plates 1 (3), 2 (3), 3 (2), 4 (3), 5 (6), and 6 (2) grey black 1¢ PB - Scott #184. ■ perforated and showing plate number in selvage for plates 41711 (5), 43420 (17), and 43965 (21) dark grey 1¢ W - Scott #253.

The size of the grey-black 1¢ PB stamps was measured from scans made at 1200 dpi on a CanoScan 8800F scanner, using Coral Paint Shop Pro Photo X4 software, assuming that 1 pixel is 0.02117mm (=25.4/1200). The absolute error was checked against a 30cm stainless-steel ruler and found to be less than 0.1 percent. Postally-used stamps were classified as Type I, II, or III, based on the criteria given in this paper, so that there were 30 of each type. Stamps that could not be assigned with certainty to a type were not included. Size was determined by taking the average of the outside measurements of the vertical and horizontal frame lines, excluding any protrusions caused by spewing, feathering, or shadowing.

The stamps examined for shades were postally cancelled and soaked in water to remove the gum.



Figure 1. Newfoundland Pile of Cod 1¢ green stamp printed by Perkins Bacon showing Plate 1. The red arrow shows the grain direction of the paper.

Shades were determined by examining stamps under natural light and sorting into as few groupings as possible [9]. The stamps were re-soaked in water and then dried under constant conditions to remove any residual “stress” in the paper. No attempt was made to classify less-common shades, which were probably caused by changes occurring after production, and due to variations in storage conditions.

Definition of terms

Feathering: Fine streaks of ink running away from the printed lines in the direction of the paper fibres (Figure 2a).

Mottling: The ink has not penetrated the paper and shows a heavy mottled appearance on the surface, often with circular, less-inked areas separated by thickly-inked borders, giving a honeycomb effect (Figure 2b).

Ragged edge: Ink pulled outwards from one or, occasionally, both sides of the line, to give it a ragged edge. A likely cause is that the ink is “pulled” when the paper is peeled off the plate, drawing the ink away slightly in one direction (Figure 2c).

Shades: Variations in the intensity of a colour or the presence of differing amounts of other colours [10].

Slip print: A blurred shadowing that appears to one side of fully-inked areas (Figure 2d). (See discussion below, as it is suggested here that this effect is caused by plate wear and not a paper slip on the printing plate. The term “slip print” may therefore be misleading, but we use it here as it is currently used in the philatelic literature.)

Spewing: Ink forced out of engraved lines during printing and often forming “half-puddles” on the surface of the paper (Figure 2e).

Underinking: Lines that do not contain enough ink and appear pale, sometimes with white areas where ink is absent, producing a *dry print* flaw (Figure 2f).

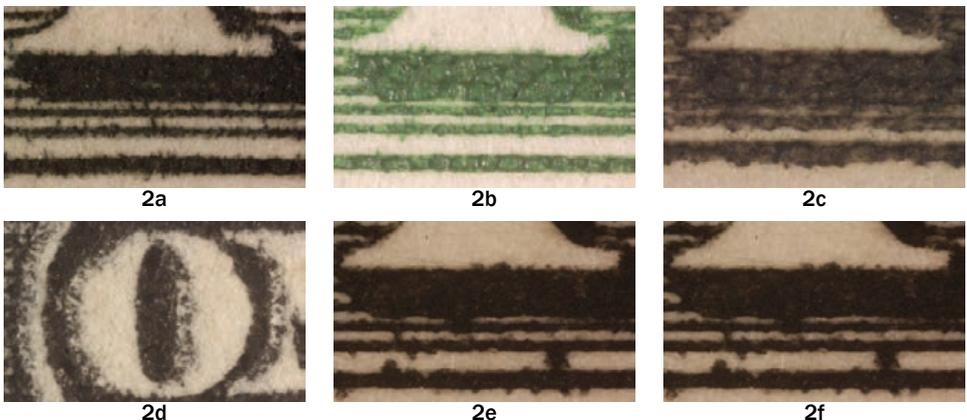


Figure 2. Photographs of 1¢ stamp showing examples of terms defined and used in this paper. (a) *Feathering* from Plate 42430, dark grey, Waterlow, (b) *Mottling* from Plate 2, green, Perkins Bacon, (c) *Ragged lower edge* from Plate 1, grey-black, Perkins Bacon, (d) *Slip print* from Plate 5, grey-black, Perkins Bacon, (e) *Surface bleeding* from plate proof of Plate 3, grey-black, Perkins Bacon, and (f) *Underinking* and *dry print* from Plate 3, grey-black, Perkins Bacon.

Results

Die proofs (Perkins Bacon)



3a

Figure 3. Photographs of parts of die proofs of 1¢ stamp printed by Perkins Bacon, (a) Central vignette in black with die no. 954, and (b) Lower left corner in green and dated 6 June 1931.



3b

The green and black die proofs of the 1¢ PB stamp had much clearer and sharper images than seen on the plate proofs or the stamps. This was most noticeable in the fine engraved lines in the central vignette depicting the pile of cod (Figure 3a). The more thickly-coloured areas of the die proofs showed mottling of the ink, with this being more noticeable in the green die proofs (Figure 3b).

Type I: Plates 1 and 2 (Perkins Bacon)—green 1¢ and grey-black 1¢



4a



4b



4c



4d



4e



4f

Figure 4. Type I: Plates 1 and 2 - Perkins Bacon. (a) Imperforate proof Plate 1 in grey-black on thick, un-watermarked paper, (b) Imperforate proof of Plate 2 in grey-black on thick, un-watermarked paper, (c) Perforated stamp Plate 1 in green, (d) Perforated stamp Plate 2 in green, (e) Perforated stamp Plate 1 in grey-black, and (f) Perforated stamp Plate 2 in grey-black.

The paper used for the printing of proofs of Plates 1 and 2 of the grey-black 1¢ PB stamp was un-watermarked and thicker than the paper used to print the stamps. The impressions for the proofs of Plates 1 and 2 were reasonably clear and sharp but showed a marked tendency for spewing (Figure 4a and b). Mottling of the ink was seen on the grey-black plate proofs, but it was less obvious than that seen on the 1¢ green stamp impressions. No plate proof of the green 1¢ PB stamp is known

The images on the green 1¢ PB stamps of Plates 1 and 2 were generally clear and of good quality, but showed distinct mottling and the tendency for ragged edges and spewing that formed blotches of ink on either side of the frame line (Figure 4c and d).

The images on the grey-black 1¢ PB stamps of Plates 1 and 2 were generally of poor quality. The printed lines were excessively thick and over-inked and often showed ragged edges, usually most apparent on just one side of the line (Figure 4e and f). The range of image quality varied, from the poor quality shown on Plate 1 in Figure 4e to the better quality seen on plate 2 in Figure 4f. The embossing of the paper, caused by the paper being pressed into the engraved lines, appeared to be minimal, although the stamp itself was clearly embossed due to the raised ink.

Type II: Plates 3 and 4 (Perkins Bacon)—grey-black 1¢



Figure 5. Type II: Plates 3 and 4—Perkins Bacon. (a) Imperforate proof Plate 4 on watermarked paper, (b) Perforated stamp Plate 3, (c) Perforated stamp Plate 4, and (d) Perforated stamp Plate 3. All printed in grey-black.



5d

The plate proofs examined here for plate 4 of the grey black 1¢ PB stamp were on watermarked stamp paper (Figure 5a). The image was very similar to that seen in the plate proofs of Plates 1 and 2 (Figure 4a). The image was fully inked, with the spewing still apparent, but the mottling on the darker-inked areas appeared to be reduced. No plate proof of Plate 3 was available for examination. The images for the stamps of Plates 3 and 4 were sharp with clear lines, but were almost always under-inked, producing pale impressions often

with un-inked areas in the embossed lines of the stamps, producing dry print flaws (Figure 5b and c). There was little or no spewing or feathering. Some of the finer details provided by fine engraved lines was often missing, most noticeably from the central vignette where the pile of cod was depicted (Figure 5d). The paper was clearly embossed. The earliest postal usage of a Type II 1¢ PB stamp in the author's collection is dated 2 June 1934.

Type III: Plates 5 and 6 (Perkins Bacon)—grey-black 1¢

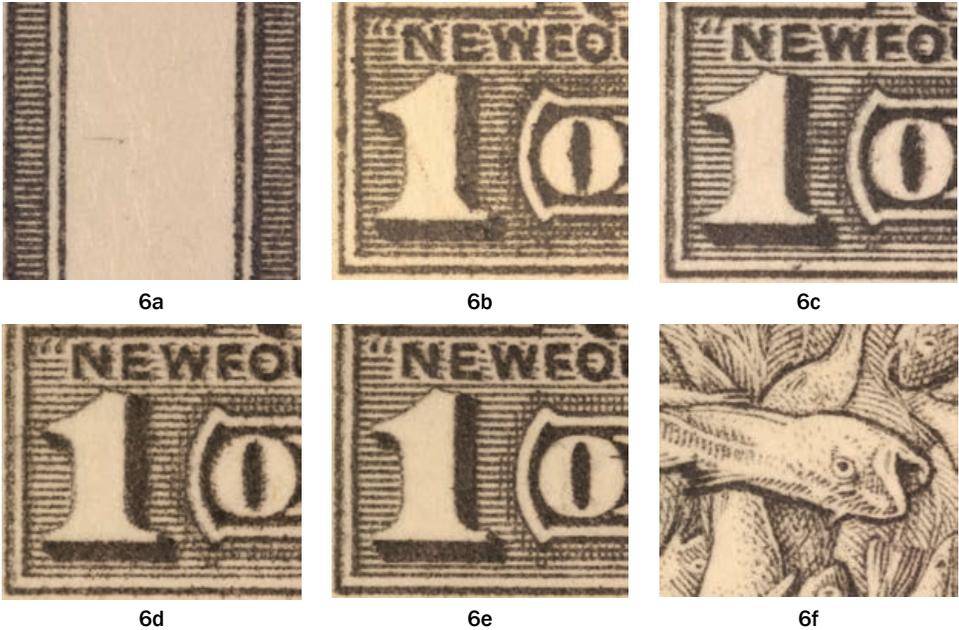


Figure 6. Type III: Plates 5 and 6—Perkins Bacon. (a) Imperforate proof of Plate 5 on un-watermarked paper before burnishing, showing horizontal guide line of left stamp, (b) Imperforate proof of Plate 5 on un-watermarked paper before burnishing, (c) Imperforate proof of Plate 5 on red bookend paper, (d) Perforated stamp Plate 5, and (e, f) Perforated stamp Plate 6. All printed in grey-black.

The imperforate plate proofs of the grey-black 1¢ PB stamp of Plate 5 examined were printed on three different papers. A pair of opposite corner blocks from the top row, one bearing full lathework and the other the Plate number 5, were printed on un-watermarked paper (unique, see [11] for full illustration). These corner blocks are very unusual, in that they show the guidelines used to lay down the plates prior to their removal by burnishing (Figure 6a). The image on this plate proof was similar to the images seen for the plate proofs of Plates 1, 2, and 4. The spewing and mottling of the ink can be clearly seen (Figure 6b). Imperforate plate proofs for Plate 5, printed on red bookend paper (Figure 6c), and the perforated stamps of Plate 5 on watermarked stamp paper (Figure 6d), were also examined. These had a different appearance from the impressions seen on all the plate proofs and on stamps of Plates 1–4 described above. The impression itself was good quality and fully inked, but with a tendency to show feathering and shadowing to one side of the image, known as a slip print.

This was a very consistent feature of stamps of Plate 5, with the shadow being generally to the right of the impression by $\approx 0.2\text{mm}$ and only rarely to the left. The intensity of the shadow varied, from being absent to very obvious (Figure 6d). The shadowing produced a most undesirable effect, making the image appear doubled and blurred, totally detracting from the otherwise generally clear impression. The ink of these two plates appeared to show better penetration into the paper, with no hint of mottling seen on the earlier plates where the ink appeared to sit more on the surface of the paper. The paper was clearly embossed with the relief impression.

Only two blocks of Plate 6 stamps were available for examination, and both were perforated stamps (Figure 6e and f). The impression was clear, and there were no signs of feathering or the shadowing of a slip print. They did, however, give the general appearance of being similar to the Plate 5 impressions in other respects and here are placed with them.

The earliest postal usage of a slip print of the 1¢ PB stamp in the author’s collection is dated 4 August 1938.

Plates 41711, 42430 and 43695 (Waterlow)—dark grey 1¢



7a

Figure 7. Plates 41711, 42430 and 43965—Waterlow. (a) Perforated stamp Plate 42430 in grey-black, and (b) Archival proof with security punch holes from first printing of Plate 41711 in bluish-grey.



7b

The appearance of the dark grey 1¢ stamp printed by Waterlow, including all the punched archival proofs, appeared to be the same. The image is sharp and clear, but with a strong tendency to show feathering (Figure 7a). There is good reproduction of the fine engraving lines (Figure 7b). There was no hint of mottling seen in the more heavily inked areas. This was probably because the ink appeared to penetrate the paper more so than was seen for plates 1-4 of the Perkins Bacon printings. The paper was clearly embossed with the stamp impression that was more pronounced than seen on any of the Perkins Bacon printings.

Shades (Perkins Bacon)—1¢ grey-black

Thompson identified four shades of grey-black 1¢ PB stamps [9]. These could be assigned to the three types listed above. The corresponding shades were:

Type I: Charcoal-like grey-black.

Type II: A paler grey-black and a pale grey-black, with a brownish tinge.

Type III: An almost bluish black.

No shade differences were seen on the green 1¢ PB stamp or the dark grey 1¢ W stamp (except for the first archival proof sheet of the first printing of plate 41711, which is recorded as a bluish grey [1]).

Size

The size of the 1¢ stamps, measured to the outside of the frame line (excluding any protuberances) showed that the width was greatest for the Type II stamps and narrowest for the Type III stamps (see Table 2 for stamp sizes). The Type I stamp was of an intermediate width. The average width of the Type II stamp was 0.3 mm wider than that of the Type III stamp. The height of all the stamps was similar.

Table 2. Summary of the differences seen for the grey black 1¢ Perkins Bacon and dark grey 1¢ Waterlow stamps printed in the 1930s and 1940s

Grey-black 1¢ Type I Perkins Bacon	Grey-black 1¢ Type II Perkins Bacon	Grey-black 1¢ Type III Perkins Bacon	Dark grey 1¢ Waterlow
<i>Catalogue numbers</i>			
Scott 184, SG 222	Scott 184, SG 222	Scott 184, SG 222	Scott 253, SG 276
<i>Plates</i>			
1 and 2	3 and 4	5 and 6	41711, 42430, 43965
<i>Colour/shade (SG colour [17])</i>			
Charcoal-like grey black (grey-black)	Pale grey black (grey)	Bluish black (blue-black)	Dark grey (grey-black)
<i>Fine detail</i>			
Wide lines, over inking, ragged edges, surface bleeding	Under-inking, some surface bleeding and feathering	Feathering and slip prints	Feathering
<i>Ink penetration into paper</i>			
Poor, tends to lie on surface, mottling	Poor to better, no mottling	Good, no to very slight mottling	good
<i>Relief embossing on paper</i>			
Little	Medium	Medium	Most
<i>Paper</i>			
Proofs on thicker un- watermarked paper	Proofs on watermarked stamp paper	Plate 5 proof generally on bookend paper. Plate 6 proof unknown (?)	Archival proofs on watermarked stamp paper
<i>Lathework</i>			
No	No	Yes	Yes (?), rarely seen
<i>Size mm: width (range), height (range)</i>			
20.4 (20.2-20.6)	20.6 (20.4-20.7)	20.3 (20.1-20.4)	20.9 (20.8-21.2)
26.9 (26.8-27.0)	26.9 (26.8-27.0)	26.9 (26.8-26.9)	27.3 (27.1-27.4)

Discussion

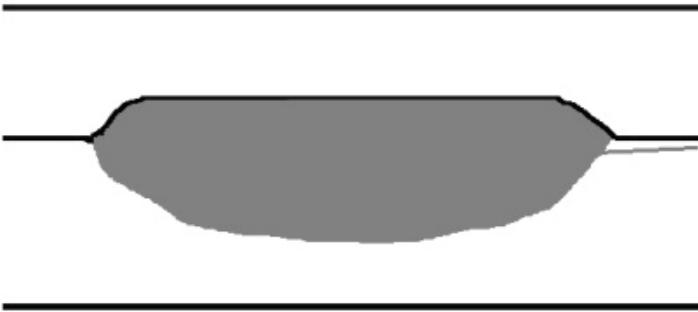
The printing of postage stamps is a complex process involving, at its simplest, engraved plates, inks, paper, and printing machines. Differences in any of these will affect the final appearance of the stamps. In the material examined here, it is not necessarily certain that the plate proofs would have been printed in the same way as the final stamps, although in this case it seems likely. A summary of the conclusions is shown in Table 2.

Overall, there appear to be differences in the penetration of the ink into the paper. This resulted in two different forms of bleeding of the ink away from the inked lines: spewing and feathering. For Type I of the 1¢ PB stamp, the penetration of the ink into the paper appears to be poor, and the ink sits more on the surface resulting in the mottled appearance. The spewing is over the surface of the paper and forms round “half-puddles” of ink adjacent to the lines. For Type III of the 1¢ PB stamp and the 1¢ W stamp, the ink appears to have

penetrated the paper, and the bleeding is along individual paper fibres, resulting in the feathered appearance. The Type II of the 1¢ PB stamp shows both spewing and feathering, but not to any marked extent, as the under-inking has reduced bleeding to a minimum. Examination of cut sections, though difficult to see with the equipment available, showed that the ink on the Type I 1¢ PB stamp was on the surface of the paper, whereas the ink on the Type III 1¢ PB stamp had to some degree—and even more so on the 1¢ W stamp—penetrated into the matrix of the paper (Figure 8).



8a



8b

Figure 8. Diagrammatic representation of cross-sections of (a) Type I PB 1¢ stamp with mottled ink on the surface of the paper and no embossing with a surface bleed to the right, and (b) Type III 1¢ PB stamp and 1¢ W stamp showing ink penetration and embossing of the paper with feathering on the right. Exaggerated and not drawn to scale.

The PB die proofs, both in green and in black, displayed a superior image quality, which is commonly seen in die proofs. For plates 1 and 2, the plate proofs are similar to the green 1¢ PB stamps but different from the grey-black 1¢ PB stamps. The plate proofs are clearer, but show more spewing, and lack the ragged edges sometimes seen on the grey-black stamps. Differences in the green and grey-black inks could play a role, as the pigments used may require different formulations that behave differently when printed.

Plate wear will also affect the impression and image quality. Plates 1 and 2 were first used to print the green 1¢ PB stamp and so would be expected to produce clearer images than those seen for the later issued Plates 1 and 2 of the grey-black 1¢ PB stamp. This does seem to be the case where the grey-black impressions can bear both fuzzy and apparently over-inked. It may also be that the lighter inking on Plates 3 and 4 was an attempt to correct the apparent over-inking that occurred on the first two plates. It may also be that Perkins Bacon was experiencing difficulties with its “black” inks, and that a new formulation was being used. Hamilton [5] claimed that the inks were the same and that the plates were less

deeply engraved. Again this is possible, and one could even speculate (perhaps rather wildly) that Plates 3 and 4 were curved to fit on a rotary press that would have reduced the depth of the engraved lines [12], as there is evidence that Perkins Bacon used rotary presses [13].

Slip prints were common on the 1¢ stamp of Plate 5, though with the material examined here it is not certain if this occurred on the 1¢ stamp of Plate 6. The earliest postally-cancelled 1¢ PB stamp in the author's collection with a slip print is dated 4 August 1938. Slip prints have been known at least since the 1890s, when only flatbed printing was used [14].

There are only a few references that discuss the causes of slip prints, and these do not seem entirely satisfactory. Slip prints have been stated to occur when the paper is laid upon or removed from the printing plates with a slight lateral movement [12, 14]. Because of this, slip prints have also been referred to as “kiss prints” [12] or “slurred prints” [14]. It has been noted that the shadowing on slip prints is remarkably constant, and it has been suggested that they are caused by mis-adjustment of the printing press [14]. However, printing experts with direct experience of working in the stamp printing industry in the 1960–1980s assert that this shadowing effect is caused by plate wear.

They suspect that the plates could have been made of soft steel or copper and not electroplated with nickel or chromium [15]. The lifespan of a copper plate could be as little as 2,000 impressions, due mainly to the use of abrasive ink extenders, such as calcium carbonate (probably ground up natural chalk) and barium sulphate [15]. Hardened-steel and chromium-faced plates could extend plate life to more than 50,000 impressions [12]. The Perkins Bacon Engraving Book records the use of steel, copper, and nickel plates by Perkins Bacon in the early 1930s, but no details are provided on plating (perhaps because the engravers would never have worked on plated plates) [16].

Discussions with printing experts indicate that “slip prints” are most likely caused by plate wear that follows the wipe direction used to remove excess ink from the plates. Furthermore, the presence of the shadowing indicates a constant wipe direction that is likely mechanical in nature, with the direction of the wipe being towards the shadow, *i.e.*, from left to right in Figure 2d [15]. Slip prints also seem to be linked with the presence of lathework. In addition to the 1¢ grey-black PB stamp, lathework has been recorded for the Perkins Bacon printings of Newfoundland for the 5¢ “caribou” in the same issue (Scott # 191 issued 1932-1937), the 1¢ and 3¢ Long Coronation issue (Scott #233, 234 issued in 12 May 1937), and the 1¢, 2¢ and 3¢ of the Royal Family Issue (Scott #245, 246, 247 issued in 12 May 1938). Slip prints are commonly seen on all these stamps, with the exception of the 5¢ value, where no slip prints were seen in over 200 stamps examined.

Colours and shades are difficult to describe and classify. The green 1¢ PB stamp does not have any apparent shades in the 200-plus stamps examined here. The colour “green” assigned by the catalogues would seem appropriate, but the closest colour from the Stanley Gibbons colour key [17] appears to be a yellowish green. The colours for the grey-black 1¢ PB stamp and dark grey 1¢ W stamp are probably also reasonable, as the 1¢ PB stamp does appear to have more black in the colour. The closest colour to both these stamps in the Stanley Gibbons colour key is grey-black, and so the grey assigned by the Stanley Gibbons catalogues would appear to be incorrect. The shades of the 1¢ PB stamp described here correspond quite well with the Stanley Gibbons colour key, with Plates 1 and 2 being grey-black and Plates 5 and 6 being closest to blue-black. Plates 3 and 4 are definitely much paler

than the grey-black of the earlier plates, but it is not possible to tell if it is another shade or due to the respective over- and under-inking. The mention of a brownish tinge seen in the identified shades of the grey-black may be due to the paper being yellower. This yellower paper appears discoloured and is quite commonly seen.

It is not possible to classify all the grey-black 1¢ PB stamps in one of the three types described above based on their fine printing details and shade, but it is possible to classify perhaps half of them—and to make a good guess about most of the remaining half. The confusing stamps are the sharper images of Type I, the more-heavily-inked Type II, and the Type III not showing signs of a slip print.

Both flatbed and rotary presses could operate with dry or wetted paper [18, 19]. The printing methods employed by Perkins Bacon in the 1930s and 1940s period appear to be poorly documented, although it is believed that the firm used both flatbed and rotary printing techniques [13]. It is generally believed that Perkins Bacon always printed to wet un-gummed paper, and Waterlow to dry pre-gummed paper, and the measurements of the size of the stamps support this. The differences in the width of the Type I, II, and III grey-black 1¢ PB stamps are small but significant. The Type III stamps were the narrowest. Interpretation of these measurements is difficult, as the Type II stamps selected may just reflect those printed on drier (but not dry) paper, or on paper with different shrinkage properties. Experiments show that the differences in size between wet and dry stamps and stamp paper is about 0.6 percent (0.2 mm) in the grain direction (the height of the 1c PB stamp) and 2.6 percent (0.5 mm) in the cross-grain direction (the height of the 1c PB stamp) [20]. It is also known that the bending of plates to fit a rotary press increases the size of the stamps by up to five percent (1 mm) in the direction of the bend [12, 21]. The differences seen for the 1¢ PB stamps are therefore very difficult to interpret because of the possible wet/dry printing and flatbed/rotary press combinations.

Comparison with the die proofs showed that the shadowing on the slip prints of Type III extended beyond the original image, and so it was correct to exclude the shadowing in the measurements. The difference observed when measuring the width of dry and wet stamps (which is in the cross-grain direction) is 0.5-0.6 mm, and none of these measures show such a large difference. There is therefore no reason to suppose that Perkins Bacon ever printed to dry paper for the 1¢ PB stamps.

What is also difficult to explain is the ink penetration, as wetted paper has been reported to absorb ink better than drier paper, but the penetration may be more due to the fact that wetter paper is more pliable and therefore more easily forced into the engraved recesses of the printing plates. The apparent lack of paper-embossing on Type I, perhaps related to ink penetration, is also difficult to explain.

This article serves to record the differences in the fine details of the 1¢ Pile of Cod stamps printed by Perkins Bacon and Waterlow in the 1930s and 1940s. It is not yet possible, however, to explain the reasons and causes for these differences. Nor is it possible at this stage to assign these differences to the flatbed and rotary printing techniques reportedly used by Perkins Bacon [13]. This range of shades and appearances for the 1¢ stamp printed by Perkins Bacon certainly indicates a less uniform printing process than was used by Waterlow, which was either less mechanized or utilized a variety of printing techniques.

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Study group centreline

Derek Smith

CENTRELINE alerts Topics readers to the extensive original research done by BNAPS Study Groups, as published in their newsletters. This column covers newsletters received to the end of August 2013.

British Columbia

Issue #86 shows the earliest-reported date for Kamloops, MY 4 / 73.

As mail volume declines, mail bags are being replaced with tubs and trays, which allow more efficient sorting of mail for cancelling, coding, and further processing. Bill Topping illustrates various identifying tags used on each. Bill also illustrates the hand stamps currently used for cancellations and instructions on mail processed at the Bentall Centre mailroom. He also lists the unit addresses for Canada Post Retail and Delivery Operations in Vancouver.

A post card—salvaged from the SS *OHIO*, which sank in Canadian waters—addressed from the US to Alaska, bears only US postal markings. Thus, says Bill, it is treated as American, not Canadian mail.

Excerpts from the Vancouver Postal Union's *The Mail Bag* newsletters of the early 1960s provide insights into activities at local Postal Stations and Depots.

Fancy Cancels & Miscellaneous Markings

Issue #63. Editor Dave Lacelle notes that he now has well over 300 revisions to the current Fancy Cancel handbook. A third edition, perhaps?

Ron Smith submitted strikes used at Brookfield Station, Ontario, and Ottawa. Harley Cohen sent a fancy cancel used on a \$1 Jubilee—unusual—and a bogey head (neither could be allocated to a specific post office), as well as an 1870–71 Ottawa numeral “8” and the initials “VR”.

John Burnett sent a “medicine bottle top” strike on an 1888 Knowlton, Quebec, cover from the Knowlton Distribution Centre, which placed orphan children from England in private homes.

Randy Evans submitted a cancel on a 2¢ Registered stamp used at Greenway, Ontario in 1879. Jack Forbes shows a red fancy cancel on an 8¢ Registered stamp.

Frank Henry asks about an oval strike similar to a parcel cancel, but used on a Large Queen in 1868. He also depicts a delicate design used on a 1¢ Large Queen, which led Dave Lacelle to show another Toronto hammer used on a strip of three 3¢ Small Queens in 1870.

Bob Turkowski shows a number of items, including a “VR” from Shelburne, Ont which led to comments on other hammers from that town.

King George VI

Post & Mail—Issue #28. Donald J LeBlanc winds up his series on The War Issue stamps with Part X. This article lists all known plate numbers and positions for pre-cancelled plate blocks for each value. He details different reasons for the large number of plates and for the scarcity of various positions.

Eldon C Godfrey presents Part 3 of his series on the Foreign Exchange Control Board. This installment details French “Accepte pour Exportation” manuscript markings and both manuscript and hand stamp versions of the bilingual “Passed for Export / Visé Pour Exportation A L’Exterieur”.



Judith Evans illustrates salvaged mail from two ships. HMS *Scythia* was destroyed when her mail deck caught fire. The *Flowers Cove* collided with another vessel. Both events occurred in 1945. (See Judith's article on these covers elsewhere in this issue—Ed.)

Peter MacDonald obtained a cover which appeared to have Peace Issue stamps cancelled the day before official release date. Apparently, it was part of a series of eight sent, the last explaining the circumstances of the cancellation—but number eight hasn't been reported yet!

Newfoundland

The Newfie Newsletter—Issue #152. Bruce Robertson presents the first of two articles based on an 1877 cover from Cow Head to Clifton, England. This one compares life in the two very different places. Cow Head is a small Anglican Mission and fishing community in northwestern Newfoundland. Clifton was a fashionable spa-town near Bristol.

Ron McGuire displays a Sun Life Assurance Co life and disability insurance policy which was given as a Christmas present in 1920 to employees of the Newfoundland GPO. The amount of coverage depended upon the length of service.

Jean-Claude Vasseur has added to the Balbo Crew Mail list with a new discovery—and the only cover actually mailed in Clarenville. Jean-Claude also shows a Dornier cover addressed to Glasgow, Scotland, which was delivered by mistake to London, sent to Glasgow as required, and then returned to the sender as requested, after being held for two months to be claimed by the addressee. JW Thistle was both the Glasgow addressee and the Newfoundland sender!

Barry Senior displays Anglo-Newfoundland Development Co (AND) perfins on 2¢ and 3¢ values of the 1930 Resources issue.

Norris (Bob) Dyer shows page 14 of his one-frame exhibit of the 1897 postal shortage “One Cent” overprint with examples and discussion of Type III.

Colin Lewis adds a January, 1898, registered cover bearing stamps with all three of the overprint types.

Perfins

The BNA Perforator—Issue #138. Gary Tomasson presents a detailed coding system and worksheet to identify genuine and fake five-hole OHMS perforations. From his exhibit, he discusses the Cummins Perforating Machine and the method of producing the actual dies used. He shows a copy of the proof document showing the pin placements. Illustrations include master proofs on a block of fifteen of the 1¢ Mufti, a George VI wrapper, and an illustrated listing of Master Codes for all five dies. He then itemizes the nine steps in his “Key Hole Code System,” which he uses to separate fakes from the originals.

Kyle Taylor and Neil Donen identify additional positions found on various 1935 Silver Jubilee values, updating the original list presented in issue #137.

Barry Senior updates the fifth edition of *Canadian Stamps with Perforated Initials*, noting numerous changes and commentary.

Barry has acquired two covers bearing perforated Newfoundland 1937 “Long Coronation” stamps on cover to add to the only one previously recorded. He shows all three.

Postal Stationery

Issue Volume 25, No. 5. Quite a few new postal cards were issued from the beginning of the year to early June. These include the Year of the Snake, eight views of Chinese district gates in different Canadian cities, four baby animals, the final four signs of the Zodiac, two new Magnolia colours, seven cards featuring Canadian photography, and two motorcycles. All are illustrated.

Earle Covert depicts a misprinted Ontario Hydro meter-reading card, with printing over a red splice. Earle also presents scans of nine printed business corner cards on post bands and wrappers from the time of Queen Victoria through that of George VI.

Robert Lemire’s PCF Corner reports one new view card, “TORONTO—Been there, done that,” featuring eleven city sites. Pierre Gauthier notes a borderless Newfoundland view reprint. Earle Covert and Raymond Gagne discuss new “underlays” for the address side of three RCMP cards.

Issue Volume 25, No. 6 is devoted to a study by Bill Walton (with some added illustrations from Earle Covert) of an unusual private order for large postal stationery envelopes bearing stamp dies used for the First and Second Dominion issue. The order was placed with the Post Office (PO) in 1894 by Mr Fred Burnett and was printed by BABNC on manila paper. The PO delivered 5,000 of the 1¢ value and 3,000 of the 3¢. (There is only one known, somewhat similar printing, ordered by the Independent Order of Foresters, also at about the same time, but on white paper.) A very few were used to and from Burnett in 1894-1898. The rest were sold in 1923 by Burnett to Toronto stamp dealer George Lowe, who used

them for his business. The PO has no records of either order. The resulting uncertainties led to this article.

Robert Lemire's PFC Corner records two reprinted cards and four new views. The latter include two of the Chateau Frontenac, and one of each Toronto and Vancouver scenes—all available only from newspaper stands in stores or hotels.

Railway Post Offices

Issue #226. Brian Stalker and Ross Gray note differences between the two proofs and all known usages of the Stratford & Port Dover RPO—the latter having dashes on both sides of “RY.P.O.” So there must be a third, unproofed hammer, which was the only one actually used, from 1887 to 1898.

Editor Ross Gray presents detailed listings of more railway post office cancels, showing proof dates, ERD, LRD, and indicia markings for each. This time he concentrates on WG&B RY, St Thomas & Courtright / RYPO, and St Thomas & Fort Erie / RYPO.

Peter McCarthy has found two distinct hammers for the Goderich & Fort Erie RPO, discussing and illustrating their details.

Ferdinand Belanger copied a letter from WJ Shepherd of the PO Inspector's office outlining plans for new postal cars for the Intercolonial trains running between Point Levis and Campbellton.

Numerous “new find” reports of ERD, LRD, and train numbers that have come from Jim O'Connor, Peter McCarthy, Ross Gray, and Jack Brandt are presented. Ross also shows two markings for CNR postal clerk JF Witherspoon.

Revenues

Issue #81. Clayton Rubec and Dale Stover study the Manitoba Wildlife Guide license validation stamps used from 1993 to 2011. They show five styles, with a list of their years of use, as well as control numbers with illustrations of four validated cards.

John B Harper discusses what is possibly the only extant copy of a Three-Cigarette Series “C” Excise Duty stamp. This stamp was used in 1941 by Macdonald Tobacco on imported packages of “Camel” cigarettes given to passengers on TCA flights.

Editor Christopher Ryan gives a history of the Yukon Gold Commissioner's Court, which operated from 1902 until 1908. He lists the fees for services as well as the value of stamps issued and sold during the period. He also lists the stamps issued and used by the Yukon Territorial Court from 1902 to 1921.

Dave Hannay shows a Yukon Law stamp with a “nine-hole” punch cancellation of a type commonly used in the 1920s – but an oddity on this issue, since the Gold Court was terminated in 1908.

Robert Hughes pictures labels from whiskey bottles from the late 1800s that feature Inland Revenue “bottled and sealed in bond” labels bearing the signature of Joseph E Seagram.

Richard Fleet illustrates a double print of the 10¢ Fifth Issue of BC Law Stamps, as well as a new white paper variety of the \$5 Eleventh Issue.

New issues

William JF Wilson

An author and a photographer

CANADA Post released a stamp on August 28, honouring the famous Canadian author, journalist, critic, and playwright, Robertson Davies. The stamp marks the hundredth anniversary of his birth, and also the fiftieth anniversary of the opening of Massey College, a residential college for graduate students at the University of Toronto.

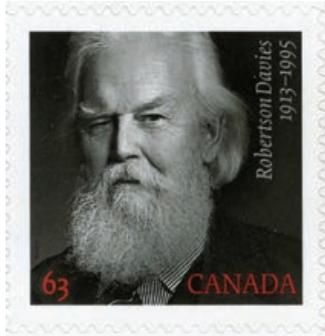


Figure 1

Massey College was conceived by Vincent Massey at the end of his term as Governor-General and established through funds provided by the Massey Foundation. Although allied with the university, it is administered independently by a corporation composed of the Master of the College and twenty-six Senior Fellows. Massey's idea for the College was to stimulate and stretch students' minds into areas beyond their coursework and research, by involving them in (and allowing them to rub shoulders with important people in) the arts, world affairs, and public policy. Massey had followed Robertson Davies' career for more than thirty years and saw Davies as the ideal person to accomplish these goals[1]. Consequently, on New Year's Eve, 1960, after consulting with the Senior Fellows and the President of the University of Toronto, he offered Davies the position of Master of Massey College. The position included a professorial appointment and teaching duties in the College. The College opened in 1963, and Davies remained its Master until 1981.

The image of Davies featured on the stamp is from a portrait by Yousuf Karsh, who was himself featured in a 2008 release by Canada Post. Karsh is perhaps Canada's best-known photographer, and fifteen of his portraits have now appeared in one form or another on a total of twenty-nine Canadian stamps. In addition to the Davies issue, these are

- 2012, Tommy Douglas (P stamp), in which the background in the Karsh portrait was removed and replaced by images signifying medical care.
- 2008, Karsh commemoratives in the Art Canada series: three booklets and a souvenir sheet showing Karsh in a self-portrait on the 52¢ stamp, and his portraits of Audrey Hepburn on the 69¢ US-rate stamp and Sir

Table 1. 2013 Commemoratives [3]

Stamp	1812 War	Stella	Recording Artists	Robertson Davies
Value	2 × P s-t	2 × P (s-t on SS)	4 × P (s-t on SS)	^(b) 63¢
Issued	20 June	05 July	19 July	28 August
Printer	CBN	L-M	^{a)} A, B, D: L-M+GC C: L-M	L-M
Pane	16	Bk: 10 SS: 2	Bk: 10 (4 different) SS: 4	Bk: 10
Paper	C	C	C	C
Process	5CL	7CL	A, B, D: 5CL C: 6CL SS: 7CL	^(c) 5CL
Qty (million)	1.6	4	A, B, C: 2.5 D: 1.0 SS: 0.2	2
Tag	G3S	G4S	G4S	G4S
Gum	PVA	Bk: P-S SS: PVA	Bk: P-S SS: PVA	P-S
Size, mm	39.5 × 32	32 × 32	A, B: 40 × 32 C, D: 32 × 32	28 × 28
Perf	13.2 × 12.5	Bk: Simulated SS: 12.5 × 12.5	Bk: Simulated SS: 12.5 × 12.5	Simulated
Teeth	26 × 20	Bk: Simulated SS: 20 × 20	Bk: Simulated SS: A, B: 25 × 20 SS: C, D: 20 × 20	Simulated

^(a) A: The Guess Who; B: Rush; C: The Tragically Hip; D: Beau Dommage.

^(b) Listed and shown as a P stamp in Canada Post's *Details* booklet and on its website, but the stamp in my booklet pane is denominated at 63¢.

^(c) Listed as 6CL in Canada Post's *Details* booklet and on its website, but the booklet cover shows five colour dots.

Winston Churchill on the \$1.60 international-rate stamp. The Churchill portrait had appeared previously on the 1965 stamp listed below, but the 1965 stamp commemorates the person in the portrait (Churchill), whereas the 2008 stamp features the portrait itself as perhaps the most famous work of Karsh as an artist.

Canada Post's write-up for the 2008 Karsh stamps includes a list of all Canadian stamps prior to that time that had used Karsh portraits either directly or as a model for the image on the stamp. These are

- 2003, 48¢ Morley Callaghan
- 2000, 46¢ Moses Coady and the Cooperative Movement
- 1999, 46¢ Portia White, in the Extraordinary Entertainers block of four in the Millennium Collection; a close-up of the Karsh image dominates the background of the stamp.
- 1994, 43¢ Jeanne Sauvé
- 1987, 37¢ Queen Elizabeth II definitive. The image was used again for the 1988 (38¢), 1990 (39¢), 1990 (40¢), 1991 (42¢), 1992 (43¢), 1995 (45¢), 1998 (46¢) and 2000 (47¢) definitives.
- 1969, 6¢ Stephen Leacock
- 1967, 5¢ Georges Vanier
- 1965, 5¢ Sir Winston Churchill, the first Canadian stamp to be printed by duo-tone lithography
- 1957, 5¢ Queen Elizabeth II and Prince Philip Royal Visit stamp
- 1953, 4¢ Queen Elizabeth II Coronation issue
- 1953, 1¢, 2¢, 3¢, 4¢ and 5¢ Queen Elizabeth II Karsh Portrait definitives
- 1951, 4¢ William Lyon Mackenzie King, in the Prime Ministers series.

It is perhaps appropriate that Mackenzie King was Karsh's first portrait on a stamp, because the prime minister played a major role in Karsh's rise to international fame [2]. Mackenzie King was very conscious of his public image and was also an admirer of Karsh's work. Beginning in 1940, he had Karsh photograph him, alone and with visiting dignitaries, as well as photographing the dignitaries themselves. During Churchill's 1941 visit to Ottawa, shortly after the bombing of Pearl Harbor, Karsh famously removed the cigar from Churchill's mouth and then captured his scowling subject on film for posterity. This photograph, "The Roaring Lion," ensured Karsh's fame, appearing on the cover of *Saturday Night* and in other magazines around the world—and, of course, much later, on two Canadian stamps.

The printing on the Robertson Davies stamp is based on Carl Dair's Cartier typeface. Dair was commissioned in 1957 to design a distinctively Canadian typeface for Canada's Centennial and, in 1967, he published Cartier upper and lower case roman and lower case italic. Although he died later that year without completing his work, Cartier was developed for use in 1977 under the name Raleigh. Then in 1998, Canadian typographer Rod McDonald made it a personal project to produce a complete digital typeface from Dair's

design. He had admired Dair's Cartier for some time and, in order to remain true to Dair's original intent, went back to Dair's original drawings to produce Cartier Book in 2000.

Not to be outdone by Churchill, Laura Secord and Charles de Salaberry have now also made two appearances each on Canadian stamps. The latest of these is in the se-tenant pair in Canada Post's 2013 release for the War of 1812 series. Laura Secord's image appeared previously in 1992 on a 42¢ commemorative in a se-tenant block of four Legendary Heroes, the third issue of the Canadian Folklore series; and de Salaberry in 1979, in a se-tenant pair along with a portrait of Colonel By.

The information in the accompanying table is from the Canada Post website,

<<http://www.canadapost.ca/cpo/mc/personal/collecting/stamps/2013/index.jsf>>,

Canada Post's *Details* publication, and the philatelic inscriptions on the stamps. Where the number of lithographic colour dots on the stamp selvage differs from that published by Canada Post, the selvage 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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- [3] ABBREVIATIONS: *number*CL = (*number of colours*) colour lithography; Bk = booklet; C = Tullis Russell Coatings (coated paper); CBN = Canadian Bank Note Co.; G3S = general tagging (three sides); G4S = general tagging (four sides); GC = Gravure Choquet; L-M = Lowe-Martin; P = permanently equal to the domestic rate; P-S = pressure-sensitive; PVA = polyvinyl alcohol; s-t = se-tenant; SS = souvenir sheet.

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A cover to Russia with a mystery

CR McGuire, OTB FRPSC

THE envelope in Figure 1, paid with a 5¢ Small Queen, was postmarked on the “TRURO & PORT · HAWKESBURY/M.C.” on an undecipherable date in July 1890. As was the practice by early postal historians it was “exploded” to show the back and its many markings. It was addressed in Russian and English to “A.M. Eureinova/Editor of Journal “Northern Messenger”/Moscow Russia.” Despite many years of searching, I have been unable to find any reference to this person or to the publication. Russia was one of the nineteen charter members of the Universal Postal Union (UPU) when the Treaty was signed in Berne on 9 October 1874. Its membership became effective 1 July 1875. Canada eventually joined on 1 August 1878. The postage for the letter was paid at the 5¢ UPU rate.

The faint red CDS on the back is a British London transit mark; it is not an offset in reverse. After arriving at its destination, the cover received three different Moscow Circle Date Stamp (CDS) cancels; one, apparently a main post office receiver, is dated “1 August 1980,” two identical marks possibly from sub-office or district “4” were applied on “1 August” and on “9 August,” and the third on “15 October 1890.” There are several manuscript markings, one indicating the addressee was unknown. There is also a two-and-one-half line statement written in Russian on the flap that may be of interest. I would appreciate it if a reader of Russian could tell us what the text states and also, if possible, whether one of the Russian postmarks was added at a Dead Letter Office (DLO). I certainly hope so, as this would be a cover with DLO markings from three countries!

On its return trip, the envelope received a London transit CDS on “NO 1 / 90” in red on the front. There is an unclear Canadian Dead Letter Office CDS and a second, different, type of CDS added on “NO 26 / 1890.” There are two strikes of the diamond DLO shift handstamp, applied by the clerk working the first of the three shifts. (This is the second of the two types of shift marking, the first was circular.) Use of shift handstamps ceased after the Canadian DLO was decentralized on 1 July 1898 into five “branch” and seven “local” offices located across Canada.

The letter had to go to the DLO because there was no return address. The mystery to me is “Why did the Canadian DLO send it on to the US DLO?” Upon receipt, the United States Post Office DLO applied the faint double-oval marking in purple “REGISTRY DIV. OFFICE / CORRECT / DEC 3 [18]90 / P. O. Dept. / DEAD LETTER OFFICE.” That office also added, with the same ink, the double framed rectangle “D. L. O. Record / No. [with an 18 dot line]” and the number “9127” assigned, for recording purposes, in red ink.

Was it sent because the Canadian DLO found an indication that the writer was an American, but there was only a name and no address, and someone thought the US Post Office would be better able to find an address for the sender? That is what I think; perhaps readers have other thoughts. If so, please write me through the Editor and share them.

Keywords & phrases: Large Queens, military, postal markings, plating



Figure 1. 1890 letter mailed from Nova Scotia to Russia via London, returned via London to the Canadian Dead Letter Office and then forwarded to the United States Dead Letter Office.

Acknowledgement

I would like to acknowledge the assistance of my friend, Brian Murphy, in the preparation of this article.

Flat versus curved plates— the 5¢ Arch variety

Charles Neyhart

IN 1929, the British American Bank Note Company (BABN) procured the stamp printing contract for, and proceeded to produce, the “Arch” series, which closely mimicked the 1928 Scroll series produced by the Canadian Bank Note Company. The Arch series comprised a combination of lower-denomination definitives featuring a common vignette of King George V, and commemoratives of the higher denominations depicting scenes of the Dominion, such as the Mount Edith Cavell stamp (Figure 1). The Arch series was produced on both the rotary press, with curved printing plates, and the flatbed press, with flat plates.

The 5¢ stamp, Figure 2, printed in dull violet ink, was the only stamp to be printed using both presses. The current means of distinguishing flat plate from curved plate printings



Figure 2. 5¢ Arch, Sc # 169.

of the 1930 5¢ violet Arch sheet stamps is based on (1) a known plate number, (2) the presence of ridged gum [1] for unused examples, or (3) a deckled (wavy) edge [2] of the top and bottom sheet margins. Unitrade provides only plate numbers to distinguish the two printing bases; the Scott Classic includes a footnote describing only “gum ridges about 5mm apart” for the rotary prints. These are of limited usefulness, particularly in evaluating used stamps. Is there another way to confidently distinguish the flat plate variety from the rotary printing in all cases? This article suggests a way to do this.

Conventional thinking has long held that the act of curving a flat printing plate to fit a rotary press “stretches” the engraved design in the direction of the curvature, which is then imparted to the printed stamps. This was the case with certain definitives printed by the US Bureau of Engraving and Printing (BEP) [3]. These definitives have been assigned separate catalogue numbers based solely on their respective intaglio printing bases, flat *versus* curved plates, because there were uniformly-measurable differences in the height or width of the stamp design.

Production considerations

BABN acquired a Stickney web-fed rotary press to print the high-volume, low-denomination stamps of the Arch series—1¢, 2¢, 3¢, 4¢, and 5¢—to take advantage of the increased speed and efficiencies of that press [4]. The paper “web” is a roll, enabling printing to be done on a continuous basis, as opposed to through individual sheets fed into the press one at a time.



Figure 1. \$1 Mount Edith Cavell, Sc #177.

Keywords & phrases: Arch, wet and dry printing, variety, KGV

This press paired two steel printing plates, curved and mounted in tandem on the plate cylinder mandrel to form a continuous cylindrical printing surface. Bending a flat metal printing plate into a semicircle increases the length of the plate in the direction of the curvature [5]. The press had been developed by Benjamin Stickney of the Bureau of Engraving and Printing (BEP) and was used to print United States coil stamps beginning in 1914, eventually printing the bulk of coil, sheet, and booklet stamps until the 1950s [6]. Press operations were highly mechanized and eliminated a number of manual flatbed press operations. The web, installed at the feed end of the press, first passes through dampening rollers where the paper is moistened with water and then guided into the printing nip between the impression cylinder and the plate cylinder, which is mounted up with the paired mechanically inked and wiped printing plates. As it emerges, the printed web enters an electrically-heated drying chamber. After exiting the chamber, the web is steered to the gumming unit, where it is also dried, before being wound at the delivery end of the press. We do not know if BABN contracted for BEP technical support; however, we do know that BABN experienced certain early printing problems that had been solved years earlier by the Bureau [7].

The 5¢ Arch was the only denomination printed from both flat and curved plates. Plates 1 and 2 were curved for use on the rotary press; Plate 3 was used on the flatbed press. Plate 3 was unplanned, made necessary by a change in the foreign letter rate to 5¢ and no production capacity available on the rotary press. All three plates were used to print the violet stamps, Sc #169 and #169a, but Plate 3 was the only plate used to print the 5¢ blue stamp, Sc #170. There is a slight catalogue premium for the flat plate variety, Sc #169a.

The Stickney rotary press used the wet method of printing; flatbed stamps were printed on pre-gummed paper using the dry method. Stamps from both presses were printed with the design upright on vertically-wove paper. The terms “wet” and “dry” are relative, in that both require some degree of moisture. For instance, the moisture content of US wet prints was in the range of 15-35 percent, but 5-10 percent for dry prints. Wet prints commonly shrank during drying, particularly across the paper grain, in this case the width of the stamps. The amount of shrinkage varied, depending on the moisture content of the paper, which itself was affected by several, often variable, factors, and by the amount of pressure exerted by the impression cylinder during printing. Dry prints, on the other hand, exhibited significant dimensional stability [8].

Two well-known printing propositions are relevant here: (1) a rotary print is larger, wider, or taller than a matching flat-plate print, and (2) a dry print is larger, wider, or taller than a matching wet print. In the case of the violet 5¢ Arch, there is a third “mix” to consider. Theory suggests that a rotary-wet print should be taller and narrower than a flat, plate-dry print. Bear in mind that the former becomes taller because of the rotary stretch and narrower due to shrinkage across the grain, whereas the size of the flat plate-dry print does not change from the size of the design as it is transferred to the printing plate. This potential size differential is central to distinguishing Sc #169a from #169.

The production number of 5¢ violet flatbed stamps was likely less than one million, perhaps even fewer. Most observers estimate total production of the 5¢ denomination at 10.3 million violet and 45.5 million blue stamps [9]. The initial production of the 5¢ violet was done on the Stickney rotary press and first issued June 18, 1930; the flatbed production was provisional in nature—a response to a 1 July 1930 postal rate change and in conformity

with the UPU colour scheme. The timing of the 5¢ changeover to the newly-required blue was inextricably linked to the changeover of the 8¢ from blue to its new colour, orange. When the foreign letter rate was reduced from 8¢ to 5¢, the 8¢ blue was already in production and 888,000 stamps were issued on 13 August 1930—presumably a supply that would be adequate until the 8¢ was issued in orange. The 5¢ could not be issued in blue until the 8¢ orange was available. It seems reasonable therefore to suppose that a matching number of 5¢ violet stamps, up to 888,000, was produced on the flatbed press for this interim period. By comparison, the proportion of rotary to flatbed 5¢ violet stamps is better than 10:1.

Sampling

Measurements of width and height across the frame lines were taken from a sample of 100 5¢ Arch sheet stamps printed in violet. The sample was composed entirely of single stamps; there were no multiples nor plate number-specific copies. A confirming sample of thirty 5¢ stamps printed in blue was also analyzed. Both samples included unused and used copies. Even though the sample size is quite small in relation to the number issued, I believe that reasonable inferences about the research question can be drawn from the data.

The numerical distribution of sample results for the violet stamps breaks clearly into two distinct groups, from which it is possible to presumptively separate stamps printed by curved plates from those printed by flat plates. Tabular comparative data is presented in Table 1.

Table 1. Comparative sample results based on printed design size in millimetres

	Curved—Wet		Flat—Dry	
	Width	Height	Width	Height
Mean	18.39	22.37	18.49	21.99
Std. deviation	0.086	0.085	0.057	0.058
Maximum	18.5	22.5	18.7	22.1
Minimum	18.25	22.2	18.4	21.8

The 5¢ blue (Sc #170) measurements, as expected, matched those of the flat-plate group with statistically negligible variation. This confirms that the flat-plate variety, Sc #169a, will not generally exceed 22mm in height.



Figure 3. Height example of wet and dry printings.

All unused examples with gum breakers measured out as rotary prints; all unused examples without gum breakers were measured as flatbed prints. The range of gum colour on the latter grouping was quite wide, but was not determinative of classification. Potential implications of these findings are discussed below.

The height difference between 5¢ Arch stamps from flat and curved plates is measurable, and should be consistently so, but visual confirmation is much improved with a reference copy, *i.e.*, examples of both side-by-side, and a good glass (see Figure 3 and Figure 4).

Despite the relatively small absolute size differential, it does capture the fact that the stamps are not the same, and that certain factors, unique to each type of printing base, are embedded in this difference.



Figure 4. Width example of wet and dry printings.

The 5¢ Arch sample results described here are not strictly comparable to contemporaneous BEP results. First, the BEP rotary and flat-plate prints were both wet printings. Second, despite the convention of measuring stamp size in millimetres, the BEP laid out its stamps in hundredths of an inch—the engraved size for flat-plate definitive stamps was .75 by .87 inches. These are a bit larger on both dimensions than the 5¢ Arch. Third, it is quite likely that BABN experimented with its Stickney press and developed its own unique press protocols.

Conclusions

Distinguishing printing varieties that merit catalogue recognition requires a practical way to uniformly distinguish one from the other. In the absence of that, catalogue recognition cannot be supported, even though differences in production processing may well be understood to exist. A case in point: Admiral stamps printed from both flat and curved plates are not separately recognized in catalogues because there is no practical way to consistently make that distinction.

While it may be difficult to distinguish the 5¢ Arch flat plate prints from curved plate prints through observation alone, it can be done with confidence through linear measurement. Stamps that measure 22mm in height are the flat-plate variety. Because these stamps were processed differently, they are as collectible as any other variety. Varieties are an inherent result of how stamps are produced. They present another stamp to collect and, if one is inquisitive, the differences may better allow one to understand how the varieties were produced.

Research addendum

It is commonly accepted, at least based on the philatelic literature, that BABN was ultimately able to reduce, if not eliminate, the use of mechanically-created gum breakers to control the curl in its rotary press Arch stamps [10]. Presumably, BABN discovered that properly “seasoning the web” reduced the extent of having to break the gum. I was somewhat sceptical when I read that—after all, the BEP was still struggling with paper curl and gum breakers into the 1950s, and BABN itself continued to use gum breakers for its 1932 Medallion rotaries. After completing this study, I am even more sceptical than before.

There was a tendency of gummed stamp paper to curl during changes in humidity and temperature, principally because there is uneven “stress” on the two sides of the paper [11]. Gum tended to shrink more than the paper causing a curl to the gummed side. This tendency manifested itself in panes of stamps that would not lie flat in postal drawers and panes that split along the perforations without being weighted down. Breaking the gum in some fashion became an accepted practice quite early in the game.

The claim that Arch rotary prints exist without gum breakers might have been based on something as straightforward as the colour of the gum on stamps with gum breakers, generally colourless, producing an overall white back to the stamps. From the stamp sample, I examined the gum on all unused 5¢ Arch violet stamps without gum breakers. The gum colour ranged from colourless to rich butterscotch. Each of these examples, however,

including those with colourless gum, exhibited a recessed embossed image of the design on the gum of the stamp such as is more readily associated with a dry print on pre-gummed paper. More telling, each of these stamps uniformly measured 18.5 x 22mm, the size of a stamp printed on the flatbed press. This suggests that there were no 5¢ Arch rotary prints issued without gum breakers, no matter how faint they might appear. [This may be a function of the sampling, which was based principally on availability,;but I think not.]

References and endnotes

- [1] “Ridged gum” is the result of mechanically breaking the gum on the printed stamps in an effort to reduce stamp curling. Gum breaker ridges were added, using a set of cylindrical gears mounted ahead of the perforating pins and cutting wheels, with machined spiral-shaped intermeshing ribs to break the gum. Gum breakers are perpendicular to the paper grain and are not to be confused with thin gum application grooves which run parallel to the grain.
- [2] A “deckled edge” is created by a cutting wheel mounted on the perforator. Because the cutting wheel rotates on an axis as it cuts, the appearance of the cut is wavy, unlike the straight-edge appearance from using a razor blade.
- [3] Differentiated catalogue treatment for flat and curved plate stamp output is well known to US specialists and most associated with two definitive series, the Washington-Franklin series (1909–21) and the succeeding fourth Bureau issue (1922–37).
- [4] The 4¢ was issued late in 1930 and had to be printed on the flatbed press due to a lack of available capacity on the rotary press.
- [5] Baxter presents contemporaneous BEP data that computes to a 1.5 percent increase in plate length due to bending the plate into a semicircle. This finding is consistent with the sample data collected for rotary prints in this study. See: James H Baxter, *Printing Postage Stamps by Line Engraving*, American Philatelic Society, 1939 (updated and reprinted by Quarterman, 1981).
- [6] The original press, the “small” Stickney was designed to print coils. The “large” Stickney was used to print sheet and then booklet stamps beginning in 1920. Based on the plate layout for Arch sheet stamps (20 x 20), it appears that BABN was using the large Stickney press.
- [7] These difficulties are mentioned by David Sessions in his “Underneath the Arches” serialized in *Maple Leaves* from 2001–2006. Interestingly, in 1919, based on a recommendation from the BEP, the Swedish Postal Administration, which had just purchased a Stickney rotary press but had no experience with the printing plates required by that press, requested that BABN prepare the initial dies, rolls and plates for a new series of Swedish stamps. This suggests some earlier BABN familiarity with the Stickney press, although the exact context is unclear. See Nils Hörjel, *50th Jubilee of the Swedish Postal Administration’s Post Office Stamp Printing Works*, 1970.
- [8] Excessive impression pressure could, on occasion, marginally “expand” the size of both wet and dry prints.
- [9] When initially issued, the 5¢ denomination could be used in multiples to pay registration [10¢] or special delivery [20¢] fees.
- [10] Arch rotary press stamps were gummed after printing, whereas “flat” gum was applied by the paper manufacturer and allowed to season prior to dry printing.
- [11] Gum breakers are not intended to “solve” the problem of stamp shrinkage experienced with wet printing. That, instead, is caused by the drying of the paper after printing but before gum is applied.

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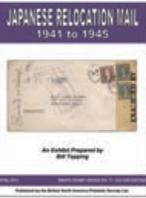
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A tale of two ships

Judith Edwards



Figure 1. RMS *Scythia*.

THE first of our two stories concerns the Royal Mail Ship *Scythia*, a 20,000-tonne, gross liner of the Cunard White Star Shipping Company. At the end of April 1945, she left Canada, carrying passengers and close to six thousand bags of mail, all destined for Great Britain. After an uneventful journey, during which the surrender of the German forces in Europe was celebrated, the *Scythia* approached Liverpool. On 25 May 1945, she entered the River Mersey, making her way to the Liverpool docks. At this point, fire broke out among the 5,954 bags of mail in Number 1 hold. The captain brought the ship alongside the Prince's Landing Stage, the most northerly stage at Pier Head, where the British National Fire Service was able to extinguish the fire, but not before almost three-quarters of the mail was either destroyed or damaged beyond salvage. Illustrated in Figure 2 is a water-damaged cover, mailed from St John's, Newfoundland to Dar es Salaam in Tanganyika. The sender has identified his unit as C.A.P.O. No.1 at St John's, Newfoundland, and the front bears the circular censor mark

Passed by Military Censor No. 35. / Initials *IS* / Date 24 Apr 45

Two stamps were washed off the envelope. A portion of the C.A.P.O. No.1 postmark—dated?? 24 ?5 (presumably AP 24 45)—can be seen. C.A.P.O. No.1 was allocated to the Royal Canadian Air Force base at St John's.

Keywords & phrases: Salvaged mail



Figure 2. Wreck mail—RMS Scythia.



Figure 3. Wreck mail—MV Clarenville.

The second of our stories concerns a much smaller vessel and occurs in Canadian waters. On 29 November 1945, off Meer Point, Bay of Islands, Newfoundland, the *Clarenville*, a wooden, motor vessel of 322-tonnes gross, belonging to the Government of Newfoundland, collided with the steamer *Kelowna Park*, a 2,878-tonne ship owned by the Canadian government. The *Clarenville* was cut down to within two feet of the keel opposite Number 1 hatch and was so severely damaged that it became waterlogged and had to be

abandoned. All the passengers and crew were saved by the *Kelowna Park* and taken to Corner Brook, but only a small amount of mail was recovered. The stricken ship was towed to Corner Brook and then to Humbermouth for temporary repairs and, later, to St John's, Newfoundland for permanent repair. Illustrated in Figure 3 is an envelope sent from Flowers Cove to St John's Newfoundland. It has the originating FLOWERS COVE NEWFD. split-ring cancel, dated NO 25 / 45. When received after the wreck, it was stamped with the straight-line cachet

Salvaged Mail From M.V. Clarenville

and, on the back, with the two-ring CORNER BROOK NEWFD DEC 6 / 45 cancel. The stamps (presumably two 2¢ King George VI stamps) having been washed off the envelope, at St John's, the triangular cachet **POSTAGE PAID G.P.O.** was struck on the front in lieu of postage.

Kemptville money letter cancel

Victor Willson, OTB



IN the recent Cantor sale, I purchased the 6d cover above. It has two “MONEY LETTER” strikes on it, both in red. The cover, not complete, was sent from Kemptville, UC, to Montreal on Sp 17 / 1852, per the red-ink cancel at lower left, which is in the same shade as one of the money letter strikes. The heavier-inked strike is consistent with the UK-supplied cancellers issued to Montreal, as reported by Harrison [1]. The larger and lighter red Kemptville money letter strike—as I assert it is—has not previously been reported. It is 61mm by 6mm, and it is consistent with the example shown in Harrison [1] from Niagara, even though he lists the length as 63mm. This would be the thirteenth town using this North-American-made handstamp.

Reference

- [1] HW Harrison, *Canada's Registered Mail 1802–1909*, Chicago: The Collector's Club of Chicago, 2002.

Keywords & phrases: Kemptville UC, Money Letter cancel

Do you have a Thomas Cook & Sons (under)cover?

Ed Fraser—For several years, guest author Ed Fraser has been researching the involvement of Thomas Cook & Sons, the well-known British travel agency, in assisting people in different countries to contact each other during wartime. While World War II mail to Canada via PO Box 252—so-called “undercover mail”—in New York has been documented, Thomas Cook & Sons also performed the same service during World War I. In this article, Ed provides an overview of the activity of Thomas Cook & Sons and poses many questions that are still to be answered. It is hoped that readers of BNA Topics will be able to help him with his research.



World War I

IN April 1918, as World War I ground on, the government of Canada made arrangements to extend to Canadians a process initially developed by the British government, *i.e.*, to allow mail between civilians in enemy countries or in countries occupied by the enemy. Figure 1 shows an announcement of the service in the April 1918 *Cook's American Traveler's Gazette*.

Thomas Cook & Sons, the British travel agency, had set up the process in the United Kingdom. Canadian civilians, and possibly American civilians as well, wanting to write to another civilian in an enemy or enemy-occupied country could send their letters through the Montreal office of Thomas Cook & Sons.

Figure 2 shows an example of the instructions given, during WWI, to people in the United Kingdom who wanted to make use of the service. Despite much searching of archives, a similar document for Canadians has not yet been found.

“COOK” TO HANDLE CANADIAN AND BRITISH MAIL FOR ENEMY COUNTRIES.

Our numerous offices in neutral countries give us such unique facilities for the purpose that the Canadian Government, as well as the British Government, have arranged that all mail for persons in enemy countries shall be forwarded through THOS. COOK & SON. Up to the present it has been permissible to send letters destined for persons in an enemy country or a country in the occupation of the enemy, subject to censorship through the medium of an intermediary in a neutral country. The Canadian Government has now made an arrangement whereby such correspondence, unless for prisoners of war, originating in Canada, can be forwarded through our office at 530 St. Catherine Street, West, Montreal, in connection with the authority received by our Chief Office in London from the British Government to undertake the transmission of such correspondence, and also receipt and delivery thereto.

This has entailed a considerable augmentation of our Canadian staff, as the regulations governing the handling of this correspondence, which is naturally voluminous, impose certain formalities and restrictions.

Figure 1. Announcement of the new service in the April 1918 *Cook's American Traveler's Gazette*.

Keywords & phrases: Thomas Cook & Sons, wartime mail between civilians.

**NOTES FOR PERSONS WISHING TO COMMUNICATE WITH FRIENDS IN ENEMY COUNTRIES OR
A_COUNTRY IN THE OCCUPATION OF THE ENEMY.**

Letters or Post Cards should be written in English, French, Flemish, or German, and must contain nothing but matter of personal interest. No reference should be made to any phase of the War. No mention may be made in such letters, etc., of any Office of THOS. COOK & SON, at home or abroad.

Picture Post Cards and Photographs of persons or places cannot be sent.

Communications must be as brief as possible, in order to avoid delay in censoring.

Letters must be placed in an open envelope fully addressed to the addressee.

The envelope containing the Letter or Post Card should be placed in an outer envelope and posted to THOS. COOK & SON, SECRETARY'S DEPARTMENT, LUDGATE CIRCUS, E.C. 4, together with a memorandum, plainly written, containing the full name and address of the sender and instructions as to the forwarding of a reply, should one be received from the correspondent. THOS. COOK & SON endorse on each communication the address to which the recipient should reply should he desire to send an answer.

The communication to THOS. COOK & SON must enclose Postal Order value 1/- (International Coupons cannot be accepted), which fee will cover:—

- (1) The postage of one Post Card or of an envelope (containing one communication) to the neutral country.
- (2) Postage from the neutral country to the enemy country.
- (3) In case a reply is sent from the correspondent in an enemy country, the fee also includes postage from the neutral country to COOK'S Head Office in London, and from that office to the original sender of the communication, but does not include the cost of postage of the reply from the enemy country to the neutral country.
- (4) Letters exceeding one ounce in weight will be subject to an additional charge.

Communications in French, German, or Flemish by Dutch or Swiss Post Cards can be sent under this arrangement to but not from certain places in Belgium, including among others, Antwerp, Brussels, Liege, and Verviers, the charge being 6d. each. Where a reply is desired, the sender must insert an address in Holland or Switzerland, to which it can be sent. If the sender cannot furnish such address, it will not be possible to obtain a reply. Communications cannot be sent to Ostend, Ghent, Bruges, Charleroi, places in East or West Flanders, and certain other districts in the area under Military jurisdiction. THOS. COOK & SON can supply the Post Cards.

THOS. COOK & SON undertake this transaction at the sole risk in all respects of the party requiring their services, and on the express understanding that no action will lie against them by reason of any act or default on their part, or on the part of any person or agent employed by them.

Communications for Prisoners of War must not be sent under the foregoing arrangements, but forwarded in accordance with the regulations to be obtained at any Post Office.

1154/1/14—10,000.

Figure 2. Thomas Cook & Sons' 1918 notice to people in the UK wishing to write to another civilian in an enemy or enemy-occupied country (Courtesy Graham Mark.)

World War II

Having apparently had a good experience with the service in 1918–19, on the outbreak of World War II in August 1939 the Canadian government moved much faster to set up a similar arrangement. The earliest newspaper notice the author has been able to find, from the *Montreal Gazette* of 25 November 1939, is shown in Figure 3. It reports the official announcement from the Government of Canada, made the previous day, appointing Thomas Cook & Sons, Ltd., of Toronto, as the licensed intermediary for handling private (civilian) letters going to territories controlled by the Third Reich, as well as any replies received.

Although no copies have ever been found, shortly after the 25 November announcement Thomas Cook must have distributed instruction sheets—similar to those (see Figure 2) used in the UK during WWI—in Canada: in Toronto, Montreal, and perhaps other cities, and possibly even at Canadian post offices. As the United States was then a neutral country, the address used for overseas mail addressed to Canada was PO Box 252, Grand Central Annex Post Office, New York, NY. Kenneth Rowe has documented some aspects

of PO Box 252 in articles in both *BNA Topics* and *The Canadian Philatelist* [1, 2]. Instructions giving the PO Box 252 address must have been included in letters going to Nazi Europe.

The Canada Post Office Department may have taken on the task of informing citizens how to send letters through Thomas Cook & Sons. In a letter dated 20 December 1939, titled "Regulations Covering the Preparation of Letters to Germany or Occupied Territory," Acting District Director JWT Dickson of the Winnipeg district laid out all aspects of the process, including the amounts of money to be remitted [3]. The letter was sent to all Postmasters and all sections.

Although no information has been found in Canadian archive files or newspaper notices to confirm the ownership, or the actual renter, of Box 252 at the Grand Central Annex Post Office in New York, new information being reviewed seems to confirm it.

No envelopes, with or without contents, mailed from New York City by Thomas Cook to Canada and using the reply address of Box 252 have ever been reported. It thus seems likely that Thomas Cook forwarded the mail to Canada in closed bags through the United States Post office. Letters arriving at Box 252 were not opened by Thomas Cook.

In addition, no examples are known of any handstamp or paper insert giving reply instructions to the recipient of a letter from Canada, although the apparently-approved text was reported by Kenneth Rowe, based on a cover illustrated in both of his articles referenced above. On the cover below (Figure 4), the sender wrote, in English, "your reply to this letter should be addressed to me care of post box No. 252, Grand Central Annex Post Office, New York, USA." The letter, mailed in Germany to someone in Canada, carries a Canadian censor tape.

The "neutral country routing" of PO Box 252 in New York obviously ended on 11 December 1941, when Germany declared war on the US, and the US reciprocated. However, Thomas Cook in Toronto still continued its mail scheme. Some mail came into Box 252, especially from neutral countries like Sweden, and was forwarded to Toronto. Outgoing mail from Canada to Nazi Europe could no longer use Box 252 as a reply address, and may have used other reply addresses, such as Box 615, Lisbon. Covers addressed to Box 615 are known, but details about them have not been reported.

Montreal Gazette Nov. 25 1939

Thomas Cook Handles All Letters to Reich

Ottawa, November 24.—(U)—Justice Minister Lapointe, in his capacity as Acting Secretary of State, and Postmaster General Power announced tonight that Thomas Cook and Son, Limited, Toronto, have been appointed licensed intermediary for the forwarding of harmless social messages to persons in enemy or enemy-occupied territory.

Private letters to enemy or enemy-occupied territory sent through a neutral country are now allowed to be forwarded at the sender's risk as to delivery in the country of destination, subject to the usual conditions of censorship when sent through the intermediary of Thomas Cook and Son.

Letters cannot, however, be forwarded direct to enemy or enemy-occupied territory.

British subjects and others in Canada wishing to communicate with relatives or friends in enemy or enemy occupied countries should forward such letters to Thomas Cook and Son, accompanied by a remittance of 50 cents to cover the expense of transmitting the letter to a neutral country, the transmission from there to the enemy territory, and the transmission of the reply to the sender in Canada.

Letters intended for transmission to enemy or enemy-occupied countries should be as brief as possible, and should in all cases have the inner cover left open in accordance with the enemy censorship regulations, and should be confined entirely to private and family notes, without any reference whatever to military or naval movements, or to political and economic conditions.

Figure 3. *Montreal Gazette* announcement of the Thomas Cook service at the start of World War II.

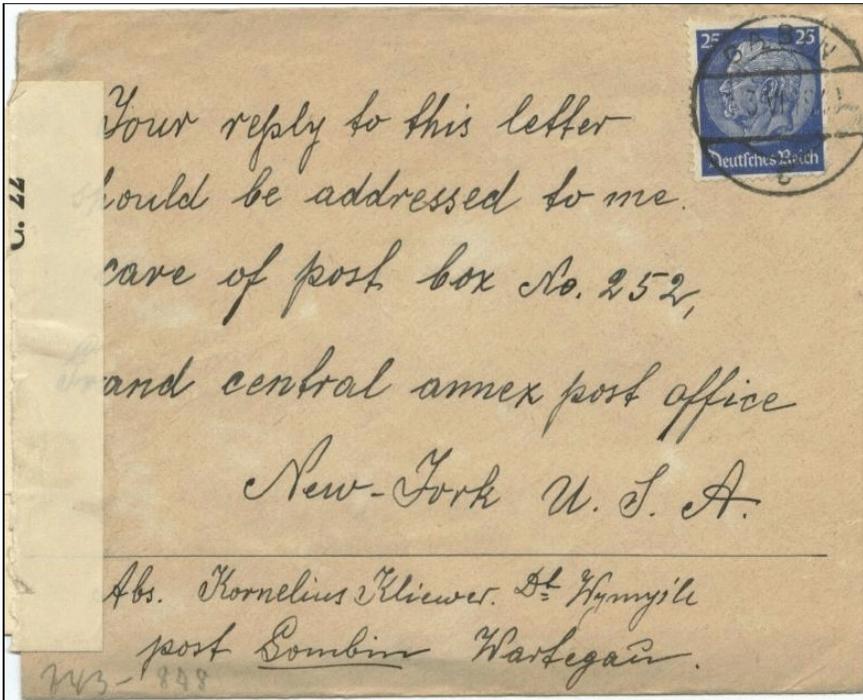


Figure 4. Letter from Germany to Canada giving clear instructions on how to reply through PO Box 252 in New York.

The November 1941 cover shown in Figure 5 is a variation of usage not reported by Kenneth Rowe in his articles. The circular Canadian handstamp, “CANADA INT. OP / 21 / CENSORED” confirms its arrival at Internment Operations in Canada, where it was censored. The number “21” identifies the censor who processed the letter. The addressee was apparently one of the German Jewish internees sent by Great Britain for internment in Canada. Shipped to a Prisoner of War (POW) camp in Canada, he was released in July 1942.

A significant number of covers addressed to internees via PO Box 252, such as that in Figure 5 below, turned up some time after Kenneth Rowe’s articles were published. These added a curious twist to the story of the Canadian Thomas Cook & Sons’ service, because letters to POWs or internees were specifically excluded from the Thomas Cook service everywhere else in the world. How this happened is not known—was it a change requested by the Canadian Government because of real complications in the handling of letters for Internees and plans for their release, or was there some other reason? No official information has been found addressing this usage. None of these covers that I have seen show anything to indicate the addressee was an internee in Canada.

Some years ago, I had good conversation with several internees, including the late Hans Reiche, who was most interested in and enthusiastic about this topic. All the people I spoke with knew nothing about the availability of the Thomas Cook scheme to them.



Figure 5. Letter from Germany to an internee in Canada, censored twice in Germany and twice in Canada.

Obviously, people writing them knew of the service. Hans Reiche said he never got to see his reply envelopes from Germany, although he did see an ordinary, free-franked POW usage from Germany for the first time in an exhibit at a stamp show in Toronto in the 1990s. He also said he never saw how his letters to Germany were actually sent out. This internee mail mystery needs clarification.

As a collector of all “undercover” Thomas Cook-scheme mail worldwide, I would be most interested to receive any additional information readers may have, especially on the aspects of the service in Canada during WWI. Any help would be greatly appreciated. Ed Fraser, 195 Marine Street, Farmingdale, NY 11735, USA (edfraser@gmail.com).

References

- [1] Kenneth Rowe, “The Mystery of Box 252,” *BNA Topics*, March-April 1976, pp 14-17.
- [2] Kenneth Rowe, “Post Box 252, New York,” *The Canadian Philatelist*, November-December 1979, pp 361-365.
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Postal history of Alberta:

Priddis and Millarville

Dale Speirs

SOUTHWEST of Calgary, in the Rocky Mountain foothills, is an area at the head of the Turner Valley that was settled in the 1880s by cattle ranchers. Millarville is at the north end of the valley, and the town called Turner Valley is at the south end. North of Millarville is the village of Priddis, and just west of Millarville is the now-extinct post office of Kew. The mail route was from Midnapore, today a southern suburb of Calgary, at that time a hamlet far out into the country. Midnapore was on a railroad siding of the north-south main line in Alberta and was a mail distribution point for the surrounding villages and homesteads [1]. Figure 1 shows the district in 1914. Calgary in that year would have been off the map about 20 kms due north of Midnapore. Now the city limits are halfway to Pine Creek to the south and about one-quarter of the way west to Priddis.

Mail to Priddis and Millarville was a semi-weekly delivery, on Wednesday and Saturday, via horse and wagon or sleigh. No railroad ever came out that way, so delivery was always dependent on the state of the roads [2]. Today the main and secondary roads are paved. The ranches are cut up into acreages for Calgary commuters, and it is a quick 20-minute drive into the city. (What happens after one enters Calgary and is stuck in traffic is, of course, an entirely different matter.)

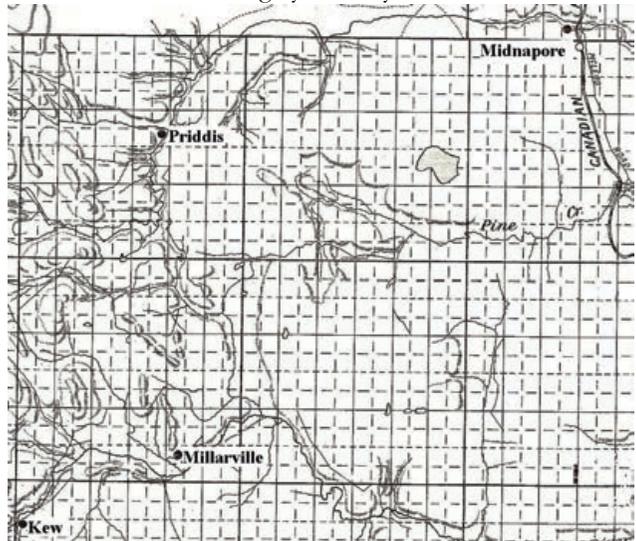


Figure 1. Millarville district, 1914.

Priddis

Charles Priddis opened the first post office on 1 June 1894 and was postmaster until 27 August 1897. Figure 2 shows the proof strike of the first postmark. Priddis was born in England but his family immigrated to Ontario when he was a child. As a young man, he went to Texas and worked as a cowboy, often driving cattle on the Chisholm Trail. He then drifted north where he worked as a wrangler for a CPR survey crew and first saw the foothills. After service with the Canadian Army in the Second Riel Rebellion of 1885, he

Keywords & phrases: Postal History, Alberta, foothills



Figure 2. Priddis proof strike.

returned to the foothills and put in a claim for a homestead. He settled near Whiskey Creek, where the hamlet is located today.

His neighbours evidently considered him a responsible man, because they began leaving mail at his ranch house for distribution. Anyone going to Calgary or Midnapore would take outbound mail collected from the Priddis residence and, on their return, drop off any incoming mail. When Priddis formally became postmaster a few years later, he would spread out the mail on a table in his kitchen and visitors could pick out their letters. Figure 3 shows his ranch house in 1904, a log structure built in three stages [3]. Much of the townsite of the present-day village was land from his homestead; he donated building lots for a school, church, and community hall. A lifelong bachelor, he died of skin cancer in 1921 [3].



Figure 3. Priddis Ranchhouse 1904.

Robert Gillespie took over from Priddis and moved the post office to his store. He remained postmaster until 12 March 1900. Before and after his postmastership he was a mail courier for the district on various routes. After Gillespie, thirteen postmasters came and went every two or three years until Vivian Shaw took over and put in a decade as postmaster. Shaw was an English immigrant, who arrived as a young man and worked on local farms before establishing his own homestead. He bought the Priddis Trading Store in 1929 after his children were gone from home, finding it difficult to farm by himself. He became postmaster on 4 May 1929. The post office was busy, because of passing traffic, but this ended in 1932 when Highway 22 was completed, bypassing Priddis. Discouraged by the loss of business traffic—and the Great Depression—he retired on 23 October 1940. Shaw's newly-married daughter, Frances Park, and her husband took over the store and post office, although Shaw continued to live with them. Park served as postmaster until 9 November 1944. At the start of the war, she was paid \$10.50 per month for handling the post office, with three mails a week. At the end of the war, she was receiving \$26 per month. As a representative of the federal government and as a store owner, she also handled ration coupons, especially for fuel. The latter did so well that the Parks changed their business into a fuel supply depot and operated it as such until 1964.

Park's successor was Leona Scholefield, who stayed as postmaster until 10 April 1945, when the post office closed. It re-opened on 2 July 1946, with Maurice Weegar as postmaster. He set up his own general store and operated it until he sold it and ended his tenure as postmaster on 3 August 1950. Thereafter, the store began changing hands at regular intervals, with five different postmasters holding the office until Dorothy Swan took over on 14 April 1959. She stayed in the job until 14 January 1975, when Janet Brogden then took over. Sometime during subsequent years the post office moved into a separate building and, by 2011, was in what looks like an old school, seen in Figure 4. One unusual aspect was that instead of a red letter box for after-hours posting, there is a mail slot cut through the wall adjacent to the door. Figure 5 shows a close-up; it is very inconspicuous from even a few metres away. Figure 6 shows a current postmark of Priddis.



Figure 4. Priddis Post Office 2011.



Figure 5. Mail slot for after-hours' mail.

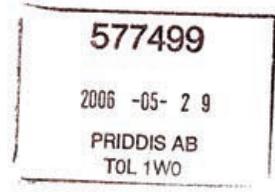


Figure 6. Current postmark.

Priddis might have faded away into another ghost hamlet but for the growth of Calgary (population of 1.1 million in 2012). It is a reasonable drive from the city for commuters, so within the past couple of decades the population has stabilized with acreage owners. This has enabled the post office to hang on longer than one might expect.

Millarville

The original settlers of Millarville were the Turner brothers, after whom the valley is named, but they had moved on by the time serious settlement began. Open-range ranching such as they did could not be carried on after homesteaders arrived and began fencing the land. Malcolm Millar was the first postmaster of the village that now bears his name, taking on the role when the post office opened in April 1892 in his general store. Figure 7 shows the proof strike of the first postmark. Millar had previously been with the post office at Fort Walsh, Saskatchewan, while serving with the North West Mounted Police. He was not among the first homesteaders, but by virtue of his position he played a more conspicuous part in the area than a true history might otherwise allow.



Figure 7. Proof strike of first postmark.

Millar failed an audit by the postal inspectors, and in 1911 he was successfully prosecuted by the Canadian Post Office for creative accounting in his post office [4]. As a postmaster, he received his stamps at a discount. Many companies in those days accepted sheets of stamps as payment because they had so much mail. Millar the postmaster paid the Canadian Post Office for the stamps at a discount, and then Millar the storekeeper sold those stamps at full face value to pay his debts. His out-of-the way rural post office had gross revenues greater than those of many other small towns. After Millar was evicted as postmaster, the post office revenues suddenly dropped to a number more in keeping with the tiny size of the business.

Millar was replaced that year by WH King, who moved the post office into his store. King lived above the store, and the post office was attached in the back. Unfortunately, the Post Offices and Postmasters Website [1] does not have a listing for Millarville, and the local histories are vague because they relied on memory [2, 3]. The post office later changed hands, coming to AJ Twist, who had been postmaster elsewhere in the Turner Valley district, and then to Enoch Walton, who was also postmaster at nearby Kew. After Walton there was a steady turnover of postmasters every few years as five successive store owners came and went. Vera Laycraft became postmaster in March 1959 and stayed fifteen years. By this time there was daily mail dispatch. They sold the store in 1974 to Nick Cooke but continued as rural mail couriers. Since Cooke's departure in 1978 for Vancouver, the post office has since gone through at least four more postmasters [5].



Figure 8. Millarville looking towards Kew.

Millarville has also benefitted from Calgary's sprawl and has managed to hang on to its post office. Figure 8 shows a photo by the author taken in 2011 looking to



Figure 9. Millarville Post Office.

the southwest overtop Millarville. Out of sight on the far side of the foothill at middle left is where Kew once stood. Figure 9 shows the current location of the Millarville post office, and Figure 10 shows its postmark.

Kew



Figure 10. Current Millarville postmark.

Kew is not named after the famous botanical gardens in England; rather, it is a phonetic spelling of the letter Q, which was the cattle brand of local ranchers John and Katie Quirk. They were the founders of the city of High River, and they later relocated to Kew. Located in the foothills west of Millarville, it barely qualified as a hamlet. It existed simply because roads were terrible; there was never a railroad; and Three Point Creek, on whose banks it was located, was not navigable.

The first postmaster was George Bell, who opened the post office in his ranch house on 1 October 1908. The proof strike of the first postmark is shown in Figure 11. Bell sold the ranch, and his tenure ended on 16 February 1912. The post office then moved into a general store owned by Harry Nadin, who was postmaster until 11 April 1916. The store changed hands at regular intervals and there were two postmasters in quick succession, until Enoch Harold Walton took over on 6 December 1920 and stayed until his death on 31 May 1944. He also owned the Millarville store in a partnership.

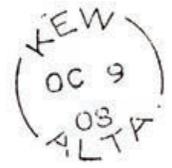


Figure 11. Kew proof strike.

After Walton, the postmastership changed five times in six years as Kew went into terminal decline. The final postmaster was Lawrence H Lockhead, who served from 13 November 1951 until 28 July 1955, when the post office was permanently closed and became a rural route out of Millarville [1]. Lockhead moved the store and post office to his ranch, east of Kew townsite, when he bought the business. What with children coming along, a trucking business on the side, and operating a school bus, the Lockheads gave up the store and post office four years later.



Figure 12. Kew letterboxes.

Kew is now a small group of acreages with cluster box service (Figure 12). Nothing remains of the original settlement and there is no signage to indicate the district. A local rancher told me the old general store/post office was torn down in 2009. Millarville is only a few minute's drive away on a paved road so there is no further need for a post office at Kew.

John Ware



Figure 13. John Ware, Official FDC.

Three Point Creek just upstream. In 1900, he moved to a new ranch near Brooks out on the flatlands of southern Alberta. He died there in 1905 when his horse tripped and fell on him.

On 1 February 2012, Canada Post issued a stamp in his honour. The official Canada Post first-day cover shows him riding a bronco, as seen in Figure 13. It was postmarked at Calgary because he competed a few times there in local rodeos (the Calgary Stampede did not exist in his day; it originated in 1912). I drove out to Millarville on the day of issue and had a booklet pane cancelled with the Millarville postmark, shown in Figure 14. The postmaster said that the only celebration of the stamp there was an event for local schoolchildren. He only had a few booklets of the stamps and no FDCs had been sent to him.

It seems obvious that Canada Post officials only thought of

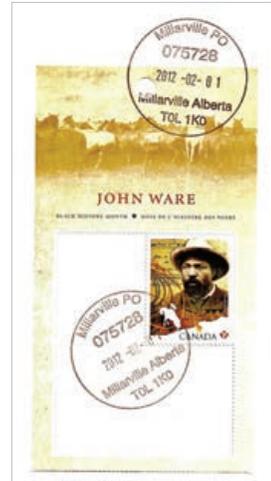


Figure 14. John Ware, Millarville FDC.

Ware in terms of

Black History

Month and as a rodeo contestant and completely ignored his importance to the history of ranching *per se*. As far as I know, the five FDCs I created are the only ones from Millarville.

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- [1] Library and Archives Canada Post Offices and Postmasters (downloaded 26 November 2011). <<http://www.collectionsbcanada.gc.ca/databases/postoffices>>.
- [2] Various Authors (1979), *Footbills Echoes*, Millarville Historical Society, pp 29, 33- 35, 383.
- [3] Various Authors (1975), *Our Footbills*, Millarville, Kew, Priddis, and Bragg Creek Historical Society, Alberta, pp 39-40, 123, 151, 258-259, 342-343, 354-356, 383-384.
- [4] Dale Speirs, (2006) "Sharp practice in Millarville," Alberta. *PHSC Journal* 127:42-44.
- [5] Neil Hughes, (1998) *Alberta Post Offices 1876-1998*. Privately published by the author, Edmonton, Alberta, p 110.

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New BNAPS book releases

BNAPS has recently released the seventy-fourth volume in the Exhibit Series along with three new handbooks. We welcome a new authorial team and the return of three authors previously published by the Society.

Postal Usages in the Province of Quebec and Lower Canada Until 1831; by Christiane Faucher and Jacques Poitras. 2013, 86 pages, 8.5 x 11, spiral bound,. ISBN: 978-1-927119-28-0. Stock # B4h923.74.1, colour; \$C51.

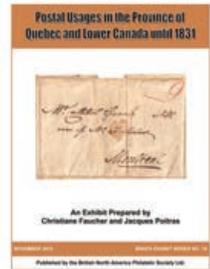
The year 2013 marks the two hundred-and-fiftieth anniversary of the beginnings of an organized postal system in Canada. In honour of this occasion, the husband-and-wife team of Jacques Poitras and Christiane Faucher created *Postal Usages in the Province of Quebec and Lower Canada Until 1831* to illustrate the early development of the postal routes and means of transportation in the Province of Quebec, and later Lower Canada.

The exhibit is divided into six parts: “Letters from the French Regime” describes letters before the Treaty of Paris in 1763, the earliest-shown dated 1697; “The first postal route”—along the St Lawrence, between Quebec City and Montreal; “The way to Halifax and Gaspé Peninsula”—the American War of Independence effectively cut off Quebec and points west from New Brunswick and points east, a situation that did not improve much until after the War of 1812; “Development of new routes after the Napoleonic wars”—the growing population of Quebec wanted mail service to villages and towns not along the St Lawrence; “Populated areas left untouched by the postal system in 1831”—in that year, Upper and Lower Canada both protested to Britain about the lack of further development of the postal system; and “Maritime and transatlantic mail”—letters sent by steamboat on the St Lawrence or by larger sailing ships to France and the United Kingdom.

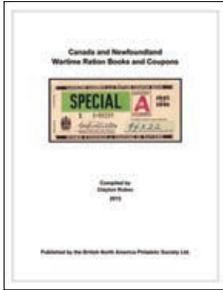
For each item the authors describe the route, the means of transportation and the applicable rate(s), followed by “Other points of interest.” Sometimes, the route is simple and the means of transportation obvious; *e.g.*, “Five miles by horse along the existing road.” Sometimes it is not—for instance, a 1789 letter sent from Quebec to Montreal, then to Slave River in the Northwest Territories by voyageur canoe. Similarly, rates can be simple—9d currency per sheet for a letter carried between 101 and 200 miles—or, for a letter travelling to the then-fledgling United States, somewhat complex.

The notes in “Other points of interest” offer occasionally fascinating insights into the times. For example, a letter with the return address “*De la grande maison*” (“from the big house”) was written by a prisoner in the Quebec City jail. Another, a “Way” letter delivered by hand to the postal courier on the Halifax to Quebec route, made the first part of its journey via a courier travelling on snow shoes! Many of the covers are “Favour letters,” privately delivered because of the lack of postal services—and not easy to find.

Christiane Faucher and Jacques Poitras, both retired teachers, are very active in Quebec and Canadian philately. Christiane is currently the Acting President of the *Société d'histoire postale du Québec* and a member of many philatelic and postal history organizations. Her main



collecting interests are official mail postal history and Quebec City's illustrated covers. Jacques Poitras is Vice-President and Webmaster of the *Fédération québécoise de philatélie*. He has written many articles on the subject of Lower Canada's early postal history, and he was chairman of both the "Royale 95" and "Royale 2008" exhibitions held in Quebec City. Both Christiane and Jacques are fellows of the Royal Philatelic Society of Canada and members of the *Académie québécoise de philatélie*.



Canada and Newfoundland Wartime Ration Books and Coupons, by Clayton Rubec. 2013, 122 pages, 8.5 x 11, spiral bound. ISBN: 978-1-927119-29-7, Stock # 4h063.1.1 - \$C56.

Rationing affected all citizens of Canada and Newfoundland during World Wars I and II. During WWII an extensive system of ration books, with coupons or special forms for things less in demand, was developed. Food items such as milk, evaporated milk, tea, coffee, butter, dried eggs, sugar, and meat were affected, as were commodities such as alcohol, gasoline, metals, rubber, timber, farm machinery, and motor vehicles, and even items like electric stoves and hot-air furnaces. Temporary ration books were designed for service personnel home on leave so the amount of food available to their families would not be reduced during the visit.

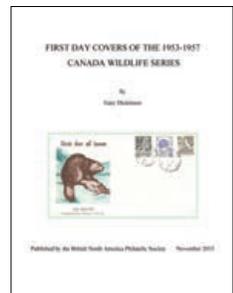
Canada and Newfoundland Wartime Ration Books and Coupons primarily examines how the rationing system was administered during WWII, with extensive tables detailing its many variations and copious illustrations of the many different ration books, decals, and coupons used. Ration coupons are thought of as both stamps and currency but perhaps are neither. They are an adjunct to collecting interests such as war savings stamps and bonds that were part of the war efforts of both nations. Regardless, many stamp and coin collectors are interested in the subject. As pricing for ration coupons, books, and documents can be very robust, they are worth taking seriously. The author's objective in preparing this book is to expand knowledge of this interesting sideline to Canadian philately, and he has succeeded.

Clayton Rubec is the author of two BNAPS books. A brief biography can be found in *BNA Topics*, October–December 2011, p 17.

First Day Covers of the 1953–1957 Canada Wildlife Series, by Gary Dickinson. 2013, 74 pages, 8.5 x 11, spiral bound, colour. ISBN: 978-1-927119-30-3. Stock # B4h064.1.1; \$C47.

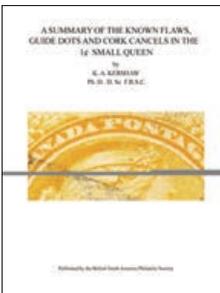
The Wildlife Series of stamps released between 1953 and 1957 was one of the Canada Post Office's earliest attempts to portray the Canadian landscape to its citizens and to those of other countries through the medium of postage stamps. The series grew out of the *National Wildlife Week Act* passed by Parliament in 1947, largely to honour the work of pioneer conservationist Jack Miner.

A total of eleven stamps featuring animals and birds of Canada were issued, beginning with a trio of low denominations on 1 April 1953. A single 5¢ denomination concluded the series on 10 April 1957. One stamp, The 5¢ beaver of 1954, was also issued in booklet format, the first non-definitive stamp to be issued that way.



First Day Cover (FDC) cachet-makers produced more than three hundred different cachets, including variations, for the wildlife series. One New York maker had at least thirty-five different cachets, and other US makers were productive. Canadian cachet-makers were also very busy during the series' lifetime. About a dozen different post cards, depicting animals or birds featured on the wildlife stamps, were used as FDCs. A large number of hand-drawn and hand-painted cachets was produced and distributed by individuals. A few business firms and other organizations produced wildlife FDCs for promotional purposes. FDCs prepared for the Wildlife Series were a varied and diverse group. Canadian and American cachet-makers produced a body of work that reflected well on their craft and served to promote the wildlife theme to a broad audience in Canada and abroad.

Gary Dickinson is the author of five BNAPS books. A brief biography can be found in *BNA Topics*, January-March 2013, p 59.



A summary of the known flaws, guide dots and cork cancels in the 1¢ Small Queen; by Kenneth Kershaw. 2013, 128 pages, 8.5 x 11, spiral bound, colour. ISBN: 978-1-927119-31-0. Stock # B4h065.1.1; \$C57.

Rather than being a plating book in which stamps are examined position by position, this volume is exactly what the title indicates, a summary of the known flaws, guide dots, and cork cancels found on the 1¢ Small Queen, compiled after close examination of more than six thousand examples of the stamp. The flaws are grouped by type or common characteristic such as the “Strand of Hair,” which is covered in detail. While collectors of the issue will be pleased to find

that many of the items they too have found are illustrated, the author makes it clear that many more are likely to be found.

Ken Kershaw, author of nineteen BNAPS books, advises that his brief hiatus from writing BNAPS books was due only to lack of material about which to write. In addition to the book profiled here, he has completed two more and is almost finished a fourth. A brief biography can be found in *BNA Topics*, January-March 2013, p 59.

To order any of these books, please see the BNAPS Book Department ad on page 50-51.

BNAPS BOOK DEPARTMENT CLEARANCE SALE

Prices have been reduced on the following books:

b4h308.0	<i>National Postal Museum Opening:</i>	was \$149, now \$49.95
b4h325.1	<i>Fifth 15 cent Large Queen.</i>	was \$150, now \$79.95
b4h368.0	<i>Gems of Canadian Philately.</i>	was \$295, now \$149
b4h481.0	<i>Philatelic Fantasies:</i>	was \$19.95, now \$14.95
b4h282.0	<i>Pre-Cancel Handbook:</i>	was \$16.95, now \$9.95
b4h717.0	<i>PO Dept. & Parliamentary Record:</i>	was \$14.95, now \$9.95
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Forty (40) percent member discount applies; ordering details on p 51.

BNAPS business and reports

President's Column

Norris (Bob) Dyer

BNAPEX 2013

Charlottetown and Prince Edward Island beckoned, but (unfortunately) my wife and I were unable to attend because of my illness. I want to thank VP Ron Majors for filling in for me at what was another successful convention. I regret not having the opportunity to visit any of the seventeen study group workshops scheduled, to observe the 134 frames of exhibits, or to join you 110 folks who attended the lobster dinner at Cardigan's. Thanks are due to Chairman Robert Lemire and all those who worked hard to put on the convention! Next year we will meet in Baltimore in partnership with BALPEX, and my wife and I plan to be there!

One of the significant decisions made at our Board meeting was relieving Ron Majors of *future* VP duties (at his request) as he and Jeff Arndt will become co-editors of *BNA Topics* in 2014, following Mike Street and Robert Lemire's stint putting together twenty-five of thirty-two issues (from early 2006) as "Interim Co-Editors." Thankfully, Mike and Robert not only "endured but prevailed" during this period! The Board approved the appointment of former President George Dresser as VP to replace Ron.

Website—new and improved!

This year, the Society invested time and money to update our website. The project will continue in 2014, but progress is already evident! If you have not already checked it out, take a look at <www.bnaps.org>. The new "gateway" will continue to serve our members, but it also reaches out to non-members, welcoming them to join the Society. The new site replaces a rather static display of information with one that has a more energetic, inviting appearance. The new platform also houses database management systems for our Secretary and Treasurer. There is also a "Members Only" section. I recently logged in and listed my collecting interests, allowing other members to see my profile. We hope this feature fosters exchanges of information between members. At the same time, we are being very cautious about issues of privacy. No access to your profile—aside from that needed by BNAPS administration—will be allowed unless you authorize it.



Interest survey

I have told you previously about a BNAPS interest survey, promising that it would arrive at your doorstep (or e-mail inbox) imminently. Technical problems intervened, but they have finally been resolved, and by now you should have received access to the survey by e-mail (about three out of four members) or by regular mail. If you have not received the survey, please go <www.bnaps.org> and follow the links to it. We will pay close attention to your comments to help us evaluate current benefits, services, and activities, and to try to determine what changes will benefit current and future members.

In memoriam: Clinton Adam Phillips, OTB

10 April 1925–26 August 2013

Clinton Adam Phillips was born in Easton, Massachusetts, graduating from high school and entering the US Army Air Corps in 1943. He served as a gunnery instructor until his discharge in 1946. He then took a BA from Baldwin Wallace College and remained there as an instructor. He continued his education, completing a PhD in Economics from Vanderbilt in 1956. While there he met and, in 1953, married Judy Elizabeth Herbert; they remained together until Judy's death in 2009. Clint taught at the University of Tennessee, then at Tulane University in New Orleans, serving for a time as Dean of the School of Business. Clint and Judy raised their two children, Lauralee and Edward, in that city until they moved to Texas A&M University in 1967, where they remained until retirement in 1994. Clint served as Department Head of Finance, Interim Dean of the College of Business, and then as the first Dean of Faculties and Associate Provost at TAMU. He was instrumental in establishing the Faculty Senate, as well as numerous other programs for faculty. Clint was also very active in his community, serving on numerous boards as well as in several service organizations.



Clint enjoyed a long philatelic life. He was an early member of the Prairie Beaver chapter of BNAPS, from the mid-1970s onward, until he was no longer able to participate. He helped put on the 1980 BNAPEX in McAllen, the 1989 BNAPEX in Galveston, and 1996 BNAPEX in Fort Worth. In the 1980s, Clint served as the BNAPS Librarian until its closure. He also served on the BNAPS Board of Directors. His efforts on behalf of the society were recognized in 2001, when he was elected to the Order of the Beaver.

Clint's philatelic interests centered on Canada Small Queens, for which he put together several excellent collections and exhibits, including a first-class fancy cancel assemblage. He exhibited both at BNAPS and at APS shows.

Clint was a gentleman of the first order, even-tempered, sound of judgment, and invariably polite on all occasions. His later cognitive impairment never interfered with his pleasant demeanour and delight in visitors. Another of the greatest generation has passed.

Victor Willson

Announcements

The BNAPS Vincent G Greene Award for 2012 goes to Paul Binney

The Vincent G Greene Award is presented annually to the author (or authors) of the best article or series of articles appearing in *BNA Topics* in the previous year. Based on a vote of members of the Publications Committee and designated members of the BNAPS executive, the award for the publication year 2012 has been made to **Paul Binney**, of Sudbury Ontario for:

A Re-examination and Classification of the GPO Triangles on Naval Mail from HMCS Avalon, St. John's Newfoundland

Part 1. *BNA Topics*, Volume 69, Number 2, pp 29-35 (April–June 2012); Part 2. *BNA Topics*, Volume 69, Number 4, pp 60-68 (October–December 2012).

The announcement was made in Charlottetown on 1 September 2013, at the BNAPEX convention of the British North America Philatelic Society. An engraved mug and certificate were presented to Paul.

The two-part article discusses the distinguishing features (typeface, placement of lettering, and overall size) of the different GPO triangular hammer markings applied in St John's, Newfoundland, during World War II. These markings were used to denote payment of postal fees for "extra service" on correspondence from the Royal Canadian Navy base HCMS *Avalon* and on a limited amount of mail from US military bases in Newfoundland.

John S Siverts Award for 2012 goes to Ken Lemke for the King George VI Newsletter



The John S Siverts Award is given each year for the best Study Group newsletter published during the previous calendar year. It is based on a vote of the Vice-President of Study Groups, the Study Group Reporter, and designated members of the BNAPS executive. Congratulations to Ken Lemke, editor of the King George VI study group's *Post & Mail*. He received the award for 2012 at BNAPEX 2013 in Charlottetown. This is the second time in three years that the award has gone to Ken and his group.

2013 Hall of Fame Award

The Hall of Fame award recognizes a member who has made a significant contribution to the Society. It could have been made by an elected or appointed officer while in office, or even a "behind the scenes" contribution by a member of the rank-and-file.

In September, I was pleased to designate Robert Lemire as a winner of this award, presented to him in Charlottetown at our recent BNAPEX show. Robert has served the Society as Editor of *BNA Topics* from 1996 through 1999, Vice President and then President. For most of the past eight years he has been Co-Editor of *BNA Topics*. He chaired this year's BNAPEX, and he also continues to serve as chairman of our Publications Committee. During the past year he has been an irreplaceable advisor to me, helping me to fathom the intricacies of the annual budget as well as providing counsel on other issues that have occurred during my presidency.

Norris Dyer

Pictures from Charlottetown (BNAPEX 2013)

(All BNAPEX pictures courtesy of Earle Covert and Jean Walton.)



**At the opening.
Prince Edward Island's
Lieutenant-Governor,
Frank Lewis (right),
with BNAPS Vice-President,
Ron Majors.**

**Beavering away
(at the BNAPS
Beaver Breakfast).**



BNAPSers out for a night of seafood at Cardigan's.

BNAPEX 2013: Exhibit awards

At BNAPEX 2013 the Horace W Harrison Grand Award was presented to **David McLaughlin** for his exhibit: **The Maple Leaf Issue of Canada 1897–1898**.



David McLaughlin with the BNAPEX Grand Award

The Allan Steinhart Reserve Grand Award was presented to **Ron Majors** for his exhibit: **Canadian Postal History: A Rate Study using Decimal-Franked and Stampless Covers (1859–1870)**.



Ron Majors (right), receives the Allan Steinhart Reserve Grand Award (see Inset) from Chief Judge John Keenleyside.

Other Multi-frame Exhibits

Gold: **Martin Eichele** (Meyerson Award, Order of the Beaver Novice Award), **John M Walsh** (Wilmer Rockett Revenue Award), **J Michael Powell** (Sam Nickle Award–Best Military Mail), **Peter J McCarthy**, **Doreen Fitzgerald**, **John Cooper**, **Derek Smith**, **Kevin O'Reilly**, **Richard Thompson**, **Sean Weatherup**

Vermeil: **Jeffrey Arndt** (John D Arn “White Queen” Award), **Robert J Elias**, **David Bartlet**, **Colin G Banfield**, **John Hall**, **Robin Moore**, **Stephen Sacks**

Silver: **Tony Shaman** (Ed and Mickey Richardson Award), **Peter J McCarthy**, **Brainard Fitzgerald**, **Ron Smith**

Silver-Bronze: **Colin Pomfret**

The Herb McNaught Memorial Award for the Best Single Frame Exhibit was presented to **Donald Fraser** for his exhibit: **Early Mail Routes: Red River Settlement, Fort Garry, Winnipeg 1849–1874**.

Don Fraser (left) with William McNaught and the Herb McNaught Memorial Trophy



Other Single Frame Exhibits

Gold: **Rob Lunn**

Vermeil: **Hendrik Burgers**, **Richard Thompson**, **Clarence Stillions**, **Colin G. Banfield**

Silver: **J.D. Graham**, **Ron Smith**, **Matthew Gaiser**, **Charles Livermore**

Silver-Bronze: **Carl Munden**

The full palmares is available on the BNAPS website.

Regional group rant

Jack Forbes

Overview

BNAPEX in Charlottetown, PEI is now history, and a good time was enjoyed by all who attended. Of particular interest to the membership was a meeting of eight Regional Group Representatives who provided lively commentary on the activities within the various groups. Two things were apparent from the discussions: one was that there is a general vitality within our Society; second, that all of the activities are not being reported on for inclusion in this column, nor on the website. We hope that this will be rectified in the coming months. The initiative to create an accurate database of the e-mail addresses of the membership has largely been completed, and a survey of the membership, if not already in progress, should be forthcoming in the not-too-distant future. Please watch your inbox for this document, and please respond to the questions provided so that the Executive will have an accurate picture of the aspirations of the membership.

Levine Award to Richard Judge

We're pleased to announce that Richard Judge has been named as this year's recipient of the Jack Levine Fellowship Award in recognition of his efforts in revitalizing the *Midwest Regional Group*. Good work. Richard!

Correction

In our previous column, mention was made of the 2015 BNAPEX being held in Niagara Falls, Ontario. The date given was incorrect—the correct dates are 11 to 15 September 2015, at the Ramada Plaza hotel.

Regional Group Reports

Activities were somewhat muted during the summer season, but we have reports of some recent meetings. A summary of these follow, and we again request that you remember that our Group Representatives are asked to advise both me <JAFRBS@aol.com> and our website coordinator, Dave Bartlet, <dave.bartlet@shaw.ca> of the dates of upcoming meetings, with agendas, if available, and any notices of other events (Stamp Shows, Bourses, *etc.*) in each of your areas. Similarly, it is important that copies of your meeting reports be sent in order to provide information that is of considerable value to our membership as a whole. As we only provide brief outlines of meetings in this column, please check out the BNAPS website for further details on activities in your particular area.

May saw the *Golden Horseshoe Group* gathering at its usual venue, the popular Rousseau House Restaurant in Ancaster. This meeting followed the standard agenda, starting out with visits by members to the tables of the dealers in attendance, enabling collectors to fill some spots on their want lists. Following lunch, announcements were dealt with, including notice of several new BNAPS book publications, and encouragement to attend BNAPEX 2013 in Charlottetown. The auction to help defray some of the meeting costs is a fun part of the proceedings, and this led up to the guest speaker. This month, Bob Anderson made a presentation on Brant County Postal History. A Show-and-Tell segment provided several interesting items to round out the afternoon's activities.

Late in July, the *Dixie Beavers Regional Group* with the continued urging of John Burnett, held a “re-formative” meeting with six members in attendance. They decided to have a general meeting at the January staging of the Southeastern Stamp Expo—a WSP event in the Atlanta area. John will be sending out notices a bit closer to the actual date.

Another rejuvenation—this time of the *Midwest Regional Group*—took place with the gathering of about a dozen people at the APS StampShow in Milwaukee in early August. Basil Burrell provided an interesting presentation, and Fritz Angst brought the attendees up to date on a Revenue Catalogue he has compiled. It was hoped that a further gathering could be held at the Chicago Show in October.

Eighteen members of the *Atlantic Provinces Group* attended the annual regional meeting held in conjunction with NOVAPEX 2013, on 21 September at the Dartmouth Sportsplex in Dartmouth, NS. After a report on BNAPEX 2013, which saw major involvement by members of this group, an initiative was put forth to try to stage a second group meeting each year in New Brunswick. Paul Grimm introduced the group to a Canadian Squared Circle website he has developed which, while it is outside BNAPS, is set up to cooperate with the Study Group being reorganized by BNAPS members. A number of Show and Tell items were presented and circulated, and they led to some lively discussions.

Upcoming events

Watch for notices from Jon Johnson announcing meetings of the *Calgary Group*, which regularly meets at the Chateau Renoir Retirement Residence.

In continuing to promote a *Florida Regional Group*, Mark Isaacs is planning a meeting in conjunction with the Sarasota National Stamp Exhibition being held 7–9 February 2014. Mark encourages all members in that area to attend, and he asks for assistance in this organizing effort.

From the Secretary—Report date: 18 October 2013

David G Jones

(184 Larkin Dr, Nepean, ON K2J 1H9, email: <shibumi.management@gmail.com>)

Membership fees

Annual membership fees are \$C35 or equivalent in US dollars, C\$40 for members from outside North America. New membership applications submitted during the second or third quarter of the year should be accompanied by 75 or 50 percent, respectively, of the annual fee. Applications submitted in the fourth quarter of the year should be accompanied by 25 percent of the annual fee plus the full fee for the coming year. Three-year memberships can be obtained at a 10 percent reduction in cost. Send your application form and cheque or money order to the Secretary.

Applications for membership

After receipt of an application, the new applicant's name and provisional membership number are printed in the next issue of *BNAPS Topics*. If no objection from any other BNAPS member is received within approximately 60 days, the applicant is listed as a "New Member" in the following issue of *BNAPS Topics*. The 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.

R-6732 Jacques Poitras, Quebec, QC **C:** *Quebec Postal History*

R-6733 Charles A. Jones, Spokane, WA **C:** *British Commonwealth, Western Europe, Japan, Ukraine*

R-6734 John Beckett, New Dominion, PE **C:** *Canada, Great Britain, British Commonwealth*

R-6735 Stuart Keeley, Thorold, ON

R-6736 Dennis R. Amos, York, SC

R-6737 Bernie C. Smith, Winnipeg, MB **C:** *Canadian cancels before 1900: on paper and off (Manitoba in particular), but all are collected. Advertising covers Censored covers, WWI and WWII*

R-6738 Chris Green, Ottawa, ON **C:** *military postal history, Perth County (Ontario)*

R-6739 Greg J. Nesteroff, Nelson, BC **C:** *West Kootenay / Boundary postcards, covers, cancels*

R-6740 Wayne W. Clowery, Toronto, ON **C:** *P.O. History, Quebec postmarks (esp Sherbrooke)*

R-6741 George M. Burse-Hanning, Surrey, BC **C:** *Canada*

R-6742 Alfred B. Stansbury, Concord, CA **C:** *Admirals, small queens*

R-6743 Mike Halhed, Ottawa, ON **C:** *Two- and four-ring cancels, SQ era and earlier*

R-6744 David Macmorine, Mississauga, ON **C:** *Pence issues, cents proofs and specimens, forgeries, fakes*

R-6745 Ronald Hayes, Gunn, AB

R-6746 Jonathan Woensdregt, Victoria, BC

New members

All applicants 6622-6731 have been confirmed as full members of BNAPS.

Address changes/corrections (current town of residence is noted)

E-2923 Colin Geoffrey Banfield, Loughton, Essex, UK
 R-6043 Andrew R Basar, Johnson City, NY
 R-3478 John T Burnett, Madison, AL
 R-6576 Rudolf Buschhaus, Duisburg NRW, Germany
 R-6010 James M Clark, New Kensington, PA
 R-5529 Randy M Collins, Green Cove Springs, FL
 R-6578 N James Corey, Fredericton, NB
 E-2100 Wayne R Curtis, Oakville, ON
 R-6326 Christopher De Haer, Booragoon WA,
 R-5765 Dr Charles J DiComo, Lancaster, PA
 R-6679 Bradley Fallon, Mississauga, ON
 L-5083 Peter J Gaudet, Guelph, ONmol kg⁻¹
 R-4741 William R Geijsbeek, Redmond, WA
 R-5675 Albert R Govier, Kirkcudbrightshire, UK
 R-6632 C Victor Hanson, Tucson, AZ
 R-5640 Terrance R Harris, Kilbride, NL
 R-6383 Richard Hautala, Woodstock, ON
 E-1095 Gordon M Hill, Calgary, AB
 R-6446 Arnold F Janson, Doha, Qatar
 R-6421 Lois Mcauley, Westhill, ON
 R-6332 Jim McCormick, Ottawa, ON
 E-2069 Myron Molnau, Spokane, WA
 R-5976 Timothy P O'Connor, Boston, MA
 R-5199 James H O'Mara, Palm Coast, FL
 R-4625 Rick G Penko, Danbury, CT
 R-5673 Stephen F Prest, Meadowbank, Auckland, New Zealand
 E-89 Willis B Reals, Lincoln, MA
 R-6464 Martin J Schofield, Saskatoon, SK
 R-5618 Jane M F Sodero, Chalon sur Saone, France
 R-5518 Robert A Spencer, Coldstream, BC
 R-3499 John M Walsh, St John's, NL

Deceased

L-2848 Gerald H Churley

Total active membership, including new applications, as of 18 October 2013 **1071**

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YOUR OLD UNUSED BNA Topics: Donations (pre-1975 issues only) solicited and gratefully accepted. Will pay postage, but write first. Send list of available items to: Ken Lemke, BNAPS Circulation Manager, c/o CFS, 3455 Harvester Road, Unit 20 - 22, Burlington, Ontario L7N 3P2 <kwlemke@sympatico.ca>.

WANTED

COVERS—WWI NEWFOUNDLAND: Canadian POWs in Germany (WWI/WWII); Dominion Police (Secret Service/WWI); Thiel Detective Service. Mario, Box 342, Station Main, Saskatoon, SK S7K 3L3. (4-13)

ADMIRAL PERIOD SQUARED CIRCLE CANCELS: On cover/postcard or stamp; contact me with items available/price; have same for sale/trade. BNAPS/APS. Gary Arnold <forestgda@gmail.com>.

LETTER CARDS WEBB'S L5a and L7a: The thin glazed paper varieties, properly used in period (pre-1906), not philatelic (bank forms preferred) with no extra adhesives. Contact me with items available/price. Robert Lemire <rlemire000@sympatico.ca>. (1-14)

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<g-dresser@suddenlink.net>

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Canada Post Ephemera and Collateral Material David Jones, 184-Larkin Dr, Nepean, ON K2J 1H9

<shibumi.management@sympatico.ca>

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<kwlemke@sympatico.ca>

Christmas (‡) Peter MacDonald 1264 Sherman Drive, Ottawa, ON K2C 2M8

<studygroups@bnaps.org>

Dead Letter Office-Brian Plain, 4-132 Michigan St, Victoria, BC V8V 1R1 <bcplain@shaw.ca>

Elizabethan-Robin Harris, PO Box 104, Seddons Corner MB R0E 1X0 <corgi@adminware.ca>

Fakes and Forgeries Ken Pugh, 45964 Ivy Ave, Chilliwack, B.C. V2R 2C5, <kpugh@shaw.ca>

Fancy Cancel and Miscellaneous Markings-Dave Lacelle, PO Box 233, Merville, BC V0R 2M0

<fancycancel@hotmail.com>

First Day Covers-Gary Dickinson, 648 San Michelle Rd, Kelowna, BC V1W 2J1

<gandbdickinson@shaw.ca>

George VI-Gary Steele, 6 Braemont Ct, Middle Sackville, NS B4E 3A1 <gary.steele@ns.sympatico.ca>

Large and Small Queens-William Radcliffe, 500 Columbia Ave, Pitman, NJ 08071-1734

<bsbvp88@hotmail.com>

Military Mail-Henk Burgers, 8 Lucia Court Niagara-on-the-Lake ON L0S 1J0 <hburgers@cogeco.ca>

Newfoundland-Norris (Bob) Dyer, 1708 Granada Ct, Petaluma, CA 94954 <nrdyer@comcast.net>

Perfins-Barry Senior, 4 Whiteway Place, Clarenville, NL A5A 2B5 <barry.senior@nf.sympatico.ca>

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Railway Post Offices-Brian Stalker, 29 The Piazza, Eastbourne, East Sussex, UK. BN23 5TG

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<fangst@briggs.com>

Squared Circle Cancels-Joe Smith, AB, <mudquack@telusplanet.net>

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‡ group in formation

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Dixie Beavers (Alabama, Georgia, both Carolinas, Mississippi, Tennessee): John Burnett <jb45855@aol.com>
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Golden Horseshoe (Southern Ontario, Western New York, Northern Ohio, Eastern Michigan): Peter McCarthy,
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Golden West (California, Arizona, Nevada): Joe Schlitt, PO Box 263, Knightsen, CA 94548-0263
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Lower Canada (Québec): Hugo Deshayé, PO Box 1000 Stn, 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>

Mid-Atlantic (Virginia, West Virginia, DC, Delaware): Jeff Arndt, 4121 Marble Lane, Fairfax, VA 22033
<arndt123@aol.com>

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Richard Judge, 2900 Lincolnwood Dr, Racine, WI, 53403-3738 <CH2Se@sbcglobal.net> Tel:
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*Northeastern (Connecticut, New Jersey, New York, Pennsylvania, New Hampshire, Rhode Island, Vermont,
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<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
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