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BNA TOPICS

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BNA TOPICS



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Derek Hayter

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FOR ELECTED OFFICERS SEE LISTING UNDER "TOPICS: THE BUSINESS SIDE"

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THE 1914 MACDONALD-CARTIER PROPOSED STAMP ISSUE OF CANADA

by J. E. KRAEMER

Curator, National Postal Museum, 1971-80

The National Postal Museum has examples of many stamps proposed for release by the Canada Post Office but never issued. The earliest examples date back to the days of Confederation in 1867. The reasons why these stamps were never issued are as varied as the subject matter they proposed to honour. But none were as well designed and executed as the proposed as Macdonald-Cartier issue of 1914.

Philatelists have known about these beautiful designs for many years. The late Fred Jarrett illustrated them in his 1929 handbook on British North America.

While collectors of Canadian stamps need not include these essays in their collection, they do form part of a Collection of Canadian Proofs and Essays. It is believed by prominent philatelists that about 60 items (chiefly essays) related to this non-issue are in philatelic hands. The number of items held by the Museum is considerably greater. A representative selection of this material was presented in an eight frame exhibit shown in the Court of Honour at the British North America Philatelic Society's 31st Annual Exhibition and Convention held in Quebec City, September 13-15, 1979. This interesting exhibit will be on display at the Postal Museum when it opens its new exhibition halls to the public this year.

A review of these beautiful engraved designs, the story behind the proposal, and the failure of designs to materialize as postage stamps is a fascinating one which is now presented to *Topics* readers.

In a letter dated 8 June 1912 to the Honourable Louis P. Pelletier, Postmaster General of Canada, the President of the Sir George Etienne Cartier Society, or as it became known "Le Centenaire Cartier", Eugene Walter Villeneuve proposed that a set of six stamps, 1c to 20c, be issued in September 1914 to mark the 100th Anniversary of Cartier's birth. Mr. Villeneuve, a retired

Montreal merchant, keenly aware of the contributions to Canada by the eminent statesman Cartier in shaping Canada's destiny as a nation, was well qualified to head up the movement honouring Cartier. Mr. Villeneuve was of both French and English Canadian ancestry. Both his mother and his wife were English. He was the son of the Honourable Joseph O. Villeneuve, Senator, ex-Mayor of Montreal and founder of the Lafontaine Club. Elected president of the society in 1911, Mr. Villeneuve, besides proposing a set of stamps, launched a movement for the erection of a monument to honour Cartier's service to his country. Cartier (1814-1873), an outstanding French Canadian Statesman, was one of the more prominent Fathers of Confederation.



Sir Georges Etienne Cartier — 1871

Courtesy: Notman Photographic Archives, Montreal

The Postmaster General of Canada, L. P. Pelletier, immediately expressed favour for Mr. Villeneuve's suggestion. Another member of "Le Centenaire Cartier" as the society became known, Mr. J. O. Labrecque, Montreal, suggested that a 6c and a \$1.00 stamp be added to the set making a total of eight values. Post Office officials advised against this, stating that the values were unnecessary and they would serve little purpose in prepaying letters. The denominations suggested were 1c, 2c, 5c, 7c, 10c and 20c. The Postmaster General referred the matter to Robert M. Coulter, Deputy Postmaster General for study, and asked for an early report. Mr. Coulter was Deputy Postmaster General from 1897 until 1922.

A recommendation based on Mr. Villeneuve's suggestion was prepared by Post Office officials. It was decided that a 50c value symbolizing the Union of the Provinces should be added. The following seven stamps and subjects were suggested:

The 1914 Centenaire de Cartier Issue — Original Proposal.

1c — Portrait of Cartier holding a volume entitled "Civil Code".

2c — Portrait of King George V and Queen Mary.

5c — Cartier Monument (the monument was being planned for erection in Montreal).

7c — Home where Cartier was born, Saint-Antoine-sur-Richelieu, Quebec.

10c — Victoria Bridge, Montreal, to honour Cartier's work with the Grand Trunk Railway.

20c — A transcontinental train crossing the prairie with the quotation "All aboard for the West".

50c — An allegorical design showing two figures, one a man holding a sword and a trumpet, the other a woman holding a laurel wreath and a sheaf of wheat with the Canadian Coat of Arms between them.

On 9 May 1913 the Post Office requested through the office of His Royal Highness the Duke of Connaught, Canada's Governor General, royal consent to issue a postage stamp bearing the image of someone other than a member of the Royal Family. An outline of the proposal indicating that certain values would show historical subjects was included. Cartier's portrait proposed for use on the 1c stamp was later proposed for the 7c stamp instead. The Colonial Secretary in London, England replied pointing out that where portraits had been used on postage stamps in the British Dominions they had been, with few exceptions, that of the Sovereign or members of the Royal Family. He further went on to say, "The Postmaster General (Great Britain) accordingly desired to know whether the Canadian Postmaster General would wish to make modification in the proposal before submission was made to the King". Meanwhile an informal note was received from the Governor General's private secretary that without serious consideration by the Cabinet it would be inadvisable to make such a new departure.

After due consideration, the Post Office Department formally submitted design proposals on 28 August 1913 to London, England for approval. The following six designs and suggestions were proposed:

Centenaire de Cartier Issue, 1914:

1c — King George V and Queen Mary.

2c — Cartier Monument, Montreal.

5c — House where Cartier was born.

7c — Edward, Prince of Wales.

10c — Victoria Bridge, Montreal.

20c — Canadian Pacific Train crossing the prairie.

The Colonial Office, London, England advised the Post Office Department by cable on 17 November 1913 that the request for approval was being submitted to



The 50c essay, original proposed — 1914

Courtesy: National Postal Museum, Ottawa

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Centenaire de Cartier Proposed Issue — 1914

Courtesy: National Postal Museum, Ottawa

King George V. However, they complicated matters by advising that the Postmaster General of Great Britain was of the opinion that the validity of the stamps, particularly those bearing Canadian views and historical subjects would be questioned if they were used to prepay postage to member countries of the Postal Union. The Department replied on 4 December 1913 that the stamps would be accepted for the prepayment of postage at any future time after they were issued and would never be invalidated.

A cable was received from the Colonial Office on 9 December 1913 advising that His Majesty King George V approved the designs using the portraits of the Royal Family. No reference was made to the use of the historical scenes.

A second set of proposals for designs was sent to Mr. J. A. Machaço, Vice-President of the American Bank Note Co., Ottawa with instructions to proceed with models for all values except the 50c value which would follow. Suggestions to redesign the 5c value using the "Union Jack" flag and a likeness of a soldier or a marching regiment were made. It was finally decided not to include a 50c denomination. The American Bank Note Co. submitted models for the 1c, 2c, 5c, 10c and 20c values for approval on 17 March 1914, and for the 7c value on 30 March 1914. In April Mr. Villeneuve asked that the stamps be issued 1 July 1914, although he later suggested 15 July 1914.

Officials of the Post Office and the government, aware that Canada at Confedera-

tion united two groups of Canadians, those whose mother tongue was French and those who spoke English, felt it would be more national and prestigious for Canada to honour statesmen from both groups.

The idea of issuing a set of stamps to honour both Sir Georges E. Cartier, a French speaking Canadian and Sir John A. Macdonald, an English speaking Canadian, seemed to have considerable merit over a Cartier Centenary issue. The Centenary of Macdonald's birth would be in 1915. It was also observed that in 1915 Canada would be celebrating, "100 years of Peace between Canada and the United States" and plans were underway to issue a special set of stamps. As a result the Postmaster General wrote a lengthy letter to Mr. Ville-neuve advising that since the Department could hardly issue three commemorative issues, he proposed a single issue honouring both Cartier and Macdonald.

A complex arrangement of subjects with some honouring Cartier, some honouring

Macdonald and some honouring both Cartier and Macdonald was proposed. The following denominative subjects and inscription were decided upon with the year "1914" to be removed from all designs:

- The Macdonald-Cartier Issue of 1914*
 Inscribed "Macdonald-Cartier Centenary"
 1c green King George V and Queen Mary.
 7c bistre Edward, Prince of Wales.
 20c olive, a binder pulled by horses cutting wheat on the prairie.
 Inscribed "Centenaire de Cartier"
 2c carmine, Cartier Monument, Montreal.
 5c blue, Cartier's House, Saint-Antoine-Sur-Richelieu.
 Inscribed "Macdonald Centenary"
 10c brown violet, Macdonald Monument, on Parliament Hill, Ottawa.
 50c grey black, Macdonald's Home, Ottawa.

OFFICIAL NOTICE

Article IV of the Constitution — Section 3. Elections

A President, both Vice-Presidents, Treasurer and Secretary shall be so elected by ballot biennially in the even-numbered years. Five (5) members of the Board of Governors shall be elected in the even-numbered years, for a term of four (4) years. Two (2) such members shall be from Canada, two (2) from the United States and the fifth at large.

Nominations for offices may be filed with the Chairman of the Nominations Committee or the Secretary by any Regional Group of the Society or by any five (5) members in good standing. Nominations to be published in *BNA Topics* no later than ninety (90) days prior to the Convention and Annual Meeting.

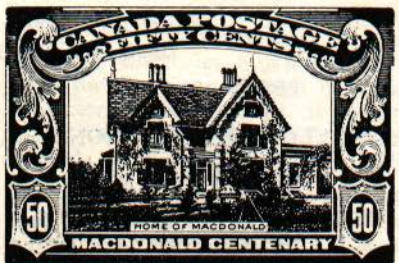
Report of the Nominating Committee for 1980

The BNAPS Nomination Committee for 1980 places in nomination for the 1980 election the following candidates:

- | | |
|---|-----------------------------------|
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| FOR 1st VICE-PRESIDENT | MICHAEL B. DICKETTS OF ONTARIO |
| FOR 2nd VICE-PRESIDENT | ROBERT H. PRATT OF WISCONSIN |
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| | MARVA A. PAIGE OF VIRGINIA |
| FOR SECRETARY | EDWARD J. WHITING OF PENNSYLVANIA |
| FOR BOARD OF GOVERNORS | |
| (Five to be elected — two from Canada, two from United States and one at large) | |
| RUSSELL B. ALLISON OF NEW JERSEY | WILLIAM L. SIMPSON OF ONTARIO |
| LEO J. LaFRANCE OF NEW YORK | JOHN S. SIVERTS OF DELAWARE |
| C. RONALD McGUIRE OF ONTARIO | HARRY SUTHERLAND OF ONTARIO |
| WILMER C. ROCKETT OF PENNSYLVANIA | |

Respectfully submitted,

LEO J. LaFRANCE, *Chairman, Nominations Committee*



The Macdonald-Cartier Proposed Issue — 1914

Courtesy: National Postal Museum, Ottawa

Die proofs of the 1c and 50c values were approved by Robert M. Coulter, D.P.M.G., on 22 July 1914 and the 2c, 5c, 10c by Louis P. Pelletier, P.M.G., on the same date. The portrait of the Prince of Wales was found unsatisfactory and a new one was ordered to be engraved. The 7c die

proof was approved by Mr. Coulter on 25 July 1914.

The wording on the 20c value only was changed from "Macdonald-Cartier Centenary" to "Cartier-Macdonald Centenary". The new die proof with vignette engraved by Robert Savage was approved by the

P.M.G. on 7 August 1914.

The Bank Note Company advised the Department on 23 July 1914 that they were ready to start printing and requested per-

mission to proceed. They also asked for quantities and a probable date of issue. Before instructions could be given World War I was declared on 4 August 1914.



Essay 1914 Approved with Notations

Courtesy: Rosemary Nickle Collection, Calgary

ESSAY 1914

APPROVED WITH NOTATIONS

"Approved after having changed the words "Macdonald Cartier Centenary" into the words "Cartier Macdonald" leaving out the word "Centenary" and reversing the order of the name. Macdonald is first on others. LS. P.P."

(Louis P. Pelletier, Postmaster General)

"I think the word centenary should be added so as to identify with the series and as shewing why we have deviated from the principal of having only the Kings head on our stamps. P.M.G. leave decision to dept. per memo attached. R.M.C."

(Robert M. Coulter,
Deputy Postmaster General)

On 14 October 1914 the Post Office Department ordered all work on the issue to be stopped. Six plates had been made, four for the 2c value and one each for the 1c and 5c values. All four plates, 200-up, Plates 1, 2, 3 and 4 for the 2c Macdonald Cartier stamp were prepared. Proofs of all plates in black on Backer card are at the Postal Museum. They are 10 across x 20 high inscribed, "Ottawa-No-1" on left and right side in top and bottom margins. In addition there are margin arrows to act as

guides for separating the sheets into four panes (50 stamps per pane). Similar plates were prepared and proofs are at the Postal Museum for Plate 1, 1c value and Plate 1, 5c value. On 15 March 1915 the printing plates were destroyed. The dies and transfer rolls were not destroyed until 14 November 1928.

The proposed "Centenary of Peace Issue" is another story of an unissued set of stamps eventually cancelled due to W.W. I.

World War I ended on Armistice Day, 1918. Cartier's Centenary after many delays occasioned by the war was eventually observed in 1919. The Cartier Monument by George William Hill, A.R.C.A., a noted Montreal sculptor was dedicated on 6 September 1919. (The corner stone had been dedicated on 2 September 1913.) The monument was located at the entrance to Mount Royal Park opposite Marie Anne Street west of Park Avenue on the slopes of the mountain overlooking the City of Montreal. It was nearly 100 feet high, of Canadian granite, topped by an 8,000 lb. bronze figure. A bronze 11 foot statue of Cartier is in a central position surrounded by four 9-foot bronze lions and 17 bronze figures, the latter weighing 27 tons. Reports said that the monument was a most impressive structure.



*The Cartier Monument
Fletcher's Field, Montreal, Quebec*

Courtesy: McCord Museum, Montreal

Time moved on but the idea of a Macdonald-Cartier issue was not completely dead. In a letter dated 10 August 1926, Mr. Villeneuve from his home in St. Jovite, Quebec wrote to Sir Henry Drayton, Acting Prime Minister of Canada as follows:

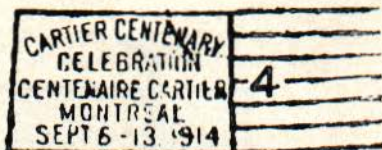
"Dear Sir Henry: It has come to my knowledge that the Canadian Government contemplates issuing a set of stamps commemorative of Canadian Statesmen, and from press notices I learn that there is no mention of Sir George Etienne Cartier in this issue. I am, therefore, taking the liberty of addressing you in this connection, to urge upon you how very grave a mistake it would be at this instance particularly, to so pointedly overlook the right to recognition of him who was, admittedly, the greatest and most outstanding French Canadian Statesman of all . . . You may also remember that Cartier's Centenary Anniversary, though belated, was unique in the history of this country . . . it placed Cartier's name and Cartier's work for Canadian Confederation in a position where it cannot be ignored . . . Cartier ranks side by side with Sir John A. Macdonald for recognition and the claims of all other Canadian Statesmen, no matter of what origin are secondary. . . ."

This is only part of a lengthy letter in which Mr. Villeneuve went on to request the inclusion of Cartier in the proposed issue. Sir Henry replied that he was in agreement and that, "if any set were issued Cartier would rank side by side with Macdonald." With a set of stamps planned to mark the 60th Anniversary of Confederation in 1927, the planned historical set was set aside temporarily.

Sir John A. Macdonald appeared on the 1c Confederation stamp of 1927. When the historical set of 1928 was issued Macdonald, a conservative prime minister shared his place on the 12c stamp with Sir Wilfred Laurier, a liberal prime minister and since it was felt that the statesmen selected for the series represented all Canadians, Cartier was left out of the series. But Cartier, a premier of the Province of Canada before Confederation, was not forgotten and appeared on the next historical stamp to be issued, a 10c value released on 30 September 1931. While the Macdonald-Cartier Centenary issue was never issued all was not lost since the prairie scene of a binder harvesting wheat on a prairie farm proposed for the 20c value was used for the 20c pictorial stamp of 1928. It was printed by the Canadian Bank Note Company and released on 8 January 1929. 7,008,600 stamps were issued.

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2. Stamp Collectors' Fortnightly—V. 45, No. 1147 1939 pp. 60-61; No. 1148 1939 pp. 73-74; No. 1149 1939 p. 93. See "Behind the Scenes of Canada's Stamps"—Deaville.
3. Popular Stamps—Cobden—Sept. 1942, pp. 5-6.
4. Postal Museum—Microfilm File 266.
5. Who's Who and Why in Canada (and In Newfoundland), 1912. Editor: John F. Kennedy. Publisher: Canadian Press Association Ltd.
6. James Brennan, Postal Museum Research Officer, Ottawa.



Slogan Cancellation Proofs

Postal Museum VOL. 7 P.00136)

Cartier Centenary Cancellation Proofs

(Vol. 7, page 136, *Postal Museum Proof Book*)



Earncliffe — Ottawa. Home of Sir John A. Macdonald

Now British High Commissioner's Residence

Courtesy: Public Archives, Ottawa

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Northern Canada's Dog Post

by MAX ROSENTHAL

"The hardest and longest mail route in the world passes 1,928 miles through the uncharted Northland", wrote Earle W. Gage in the January 1923 issue of the magazine *Illustrated World*. "It connects Edmonton, capital of Alberta, with Fort McPherson just below the Mackenzie River delta."

A new railway had just been completed to Waterways, four miles up the Clearwater River from old Fort McMurray, which is on the Athabaska River, at its junction with the Clearwater. Waterways had a post office the previous year, opened by C. Burton.

FORT McMURRAY

Fort McMurray had been established as a trading post in 1870 by the Hudson's Bay Company, named after William McMurray, Chief Factor of Ile a la Crosse. It got a post office in 1909. The mouth of the Clearwater became the head of steamboat navigation on the Athabaska with the completion of the railway. A mile above is the lowest of a series of rapids which could only be passed by scows and lighter craft. Up to that time all traffic and mail to the Mackenzie River area had to follow this precarious route to Athabaska Landing, which was reached by stage from Edmonton. Athabaska post office opened in 1901, so "Landing" was dropped.

In *The Nearing North* (published by Dodd Mead and Company, New York, in 1928), Lewis R. Freeman explained, "McMurray is the town, and Waterways the port. The reason that railhead and steamer landings are focussed on the latter is because the tranquil lower Clearwater, being much less affected by rise and fall than the swift and turbulent Athabaska, offers better facilities for trans-shipment of freight.

"The present day town of McMurray consists of a quarter-mile long straggle of stores and houses along a broad grass-grown street. In the early days there would have been little there save the buildings of the original Hudson's Bay compound with a mission and the shacks of the Indians. It was the completion of the railway that made the competition for the local trade a

free-for-all scramble. A dozen stores were built and stocked. Hudson's Bay, in order not to be left out of the running entirely, closed the old post by the river and opened a shop on the main street."

DOG TEAM MAIL

The previous writer, Gage, noted that "Since the completion of the new railway line to Clearwater, the journey by dog team has been shortened by 293 miles, leaving 1,635 to be travelled by teams over the frozen rivers and lakes of the North. No where is the fact more forcefully emphasized that mail service regardless of cost, is rendered to serve the public, for this longest mail delivery results in an annual deficit of several thousand dollars.

"Winter and summer this route is the only road through the uncharted regions of Northwest Territory of Canada, The Arctic Express, as the railroad to Clearwater is called, shows a variety and oddity of passengers and freight—all on their way to named or unnamed points on the Athabaska River, the Slave, the Mackenzie, and the Arctic coast.

"The express car on the train is filled to overflowing with bundles of baggage of the travellers, with bags of mail, and the remaining space is filled with canine passengers, destined to become the carriers, once the railroad is left behind.

"The train arrives at Clearwater every Thursday. Twice during the winter months, on November 21 and January 23 there will be mailbags, never exceeding 100 pounds in weight, marked 'Arctic Red River' and 'Fort McPherson'."

NEW POST OFFICES IN THE NORTH

Post offices were opened at this time also in Wrigley and Fort Good Hope. Except at Wrigley, established by J. McLellan missionaries were the first postmasters: Rev. A. Robin at Fort Good Hope; Rev. E. Lecuyer at Arctic Red River; Rev. J. M. Crisall at Fort McPherson.

"Rocky Mountain ranges which only wrinkled the distant horizons along the upper Mackenzie come onto the river at Fort Wrigley. Wrigley is a wretched little post, fallen from its once high estate. The



ancient Hudson's Bay quadrangle is neat and well maintained, but the little mission chapel is boarded up, and that is about all there is."

Freeman mentions "two or three families of Indians living in filthy teepees above the landing".

Wrote Gage in the *Illustrated World* article:

"The Northern Trading Company, our dealers and traders, which has posts throughout the Northwest Territory, holds the contract for carrying the mail. When the train arrives at Clearwater on the designated days one of their dog teams, with a string of five dogs, is ready and waiting. The mailbags are then loaded on the sleigh, and the load is lashed tight. The sleigh weighs 75 pounds, mail 300 pounds.

"To haul this, huskies, as Eskimo dogs are generally called, are used.

"A good dog team averages 30 miles a day, with a fair load and a fair trail. When the snow is deep and not well packed, a good day's journey is 10 to 20 miles, and on pack ice only three to four miles are made.

"Besides the condition of the track, the temperature influences the speed of the team. When the temperature falls below zero, no creature can travel fast in the Northland.

"The run from the railroad to Fort McMurray is only 16 miles and the real

start is made from this place which is the end of telegraph and telephone connections with civilization. The arrival of the mail train at a post is usually made the occasion for a dance in the evening, if a fiddler or an Indian with a tom-tom can be found.

"After a heavy snowfall, or when the trail is unbroken, dog teams are changed at each post, but the same driver makes the entire trip, a feat only possible to a man of experience and exceptional endurance."

THE FORTS AT THE OTHER END

"Good Hope," wrote Freeman, "has the finest scenic setting of any of the ports of the Mackenzie. No Protestant mission has ever had a chance in the place. Its outstanding feature is a picturesque little church. The Ramparts of the Mackenzie form the portal to the Arctic, for Good Hope is just north of the Arctic Circle.

"The post called Arctic Red River is located on the muddy banks of the stream of that name just above where it empties into the Mackenzie. It justifies its place on the map by a rich fur trade with the Loucheux Indians and the fact that it has the best fishing in the Delta.

"The historic old post of Fort McPherson is situated on the narrow winding Peel River . . . For many years the end of the run for the river steamers, it has dwindled to secondary importance since the establishment at Aklavik, 100 miles or so nearer the Arctic."

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From the Secretary

EDWARD J. WHITING
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Malvern, Pa. 19355 U.S.A.

NEW MEMBERS

March 15, 1980

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3950 Nielsen, C. M., P.O. Box 21005, Salt Lake City, UT 84121
3951 Gottfried, Murray, Box 728, Morrisville, PA 19067
3952 Rubec, Clay, 2473 Huntley Ave., Ottawa, Ont. K1V 8E7
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APPLICATIONS FOR MEMBERSHIP

(Objections must be filed with the Secretary within 30 days of publication)

- 3991 BROWN, Keith C. V., Clyde Vincett Stamps Ltd., Box 9148 Station F, Calgary, Alta. T2J 5S7—D. BNA. Proposed by E. A. Harris 729, seconded by J. Werner 3452.
3992 ROUSHORN, Wilson H. D., W.D. Stamps, P.O. Box 337, Waverley, N.S. B0N 2S0—D. Canada, Newfoundland. Proposed by L. Woodward 3718, seconded by T. Higgins 3854.
3993 HERSCOVICI, Seymour J., 230 Sedgefield Ave., Pointe Claire, Que. H3A 2T3.—C. "Cents" issues used, Canada covers and postal history. Proposed by M. M. Cohen 3885, seconded by J. Giorgi 3889.
3994 Van OUDENAREN, Hendrikus, 36 North Street, Bobcaygeon, Ont. K0M 1A0—C. Canada mint, postal history, '67 Centennial Definitives. Proposed by G. J. Noble 3227, seconded by W. G. P. Benton 1457.
3995 MOSKAL, David A., 112 Harrison St., New Britain, CT 06052—C. Federal and Provincial Revenues, Semi-Official Air Mail. Proposed by W. C. Rockett 249.
3996 GARDNER, Abraham B., 318 Beauregard Heights, Hampton, VA 23669—C. Canada mint singles, varieties, covers, etc. Proposed by L. R. Paige 2384, seconded by E. J. Whiting L-61.
3997 MUNROE, Campbell Rae, 134 Park Lane Cr., London, Ont. N6K 2T8—C. Canada mint singles, plate blocks, Small Queens. Proposed by E. J. Whiting, L-61.
3998 STRATTON, John H., 313 St. David St., Stratford, Ont. N5A 1E1—C. Canada Small Queens, Admirals, Revenues, Postal History, RPO's. Proposed by D. Hollingshead L-2622, seconded by R. G. Brown 3878.
3999 BOONE, Mel A., P.O. Box 748, CFB Greenwood, N.S. B0P 1N0—C. Newfoundland, Canada, Town/Moon cancels. Proposed by F. D. Seaman 2641, seconded by R. L. Burton 1514.
4000 DENOVAN, W. Alexander (Sandy), Providence Bay, Ont. P0P 1T0—C. RPO cancels on cover; RPO philatelic literature; Newfoundland used. Proposed by H. W. Machum 3886.
4001 EBERHARDT, Donald E., 3101 Jackson, Wichita, KS 67204—C. Canada Perfins, Postal Stationery, and Post Cards. Proposed by E. J. Whiting L-61.
4002 GRAHAM, James D., 36 Regent Dr., Dartmouth, N.S. B2Y 3L1—C. Canada Perfins. Proposed by M. B. Dicketts L-2115.

- 4003 LYNE, John F., 7840 Lochside Dr., Apt. 202, R.R. 1, Saanichton, B.C. V0S 1M0—C. Canada mint, varieties, precancels, perfins, philatelic literature, 1967 centennial definitives. Proposed by E. J. Whiting, L-61.
- 4004 BOUW, J. Daniel, 86 Center Ave., Little Falls, NJ 07424—C. Canada General, Postal Stationery, Postal History. Proposed by E. J. Whiting L-61.
- 4005 MOORE, Douglas B., P.O. Box 536, Williamstown, MA 01267—C. Canada General, booklets and panes, covers. Proposed by E. J. Whiting, L-61.
- 4006 NIMMO, Dr. Andrew P., Entomology Dept., Univ. of Alberta, Edmonton, Alta. T6G 2E3—C. Newfoundland, Nova Scotia General. Proposed by S. S. Kenyon 1676, seconded by K. R. Spencer, 2805.
- 4007 PIVNICKI, John, 3567 Marlowe Ave., N.D.G., Montreal, Que. H4A 3L8—C. Canada mint singles, blocks, first day covers. Proposed by J. M. Sendbuehler 2707.
- 4008 HANSEN, James F., Sutton Rd., Bradford, NH 03221—C. Canada. Proposed by H. W. Harrison, L-1501.
- 4009 MOFFAT, G. Palmer, 4542 E. Camino de Oro, Tucson, AZ 85718—C. Squared Circle Cancells, RPO Cancells, Newfoundland Cancells. Proposed by J. R. Boker 2168, seconded by R. W. Lyman 959.
- 4010 GORDON, Dr. Zane M., 58 Duncannon Dr., Toronto, Ont. M5P 2M2—C. Large Queens in general, used singles, blocks. Proposed by E. J. Whiting, L-61.

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- 3685 MacRAE, I. C. (correspond through the Secretary of BNAPS)

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| 3945 Sykes, J. Rodney W. | 3966 Monford, Arthur | 3980 Schoenberger, Klaus R. |
| L-3946 Barnett, Emerson J. | 3967 Starr, Irving | 3981 Kutz, Kenneth J. |
| 3948 Leary, James F. Jr. | 3968 Hollenbeck, Martin F. | 3982 Aitken, John D. |
| 3949 Mountain, Philip C. | 3969 Manley, George E. L. | 3983 de Rooy, Walter M. A. |
| 3956 Strecko, Michel | 3970 Longcrier, Paul A. | 3984 Kessel, John S. |
| 3957 Newman, Geoffrey R. | 3971 Bruder, Dr. Eugene M. | 3985 Steeves, A. E. |
| 3958 Willson, Victor L. | 3972 Zucker, Jeffrey P. | 3986 Boucek, Dr. Richard J. |
| 3959 McCurdy, Lyall R. | 3973 Lamontagne, Jacques | 3987 Hinds, Norman C. Jr. |
| 3960 Riddock, Neville John | 3974 Jean, Donald A. | 3988 York, David A. |
| 3961 Fournier, Richard M. | 3975 Di Maria, Dave | 3989 Harris, D. Robin |
| 3962 Hodgkins, John P. | 3976 Myers, Jack L. | 3990 McLaughlin, David Merwyn |
| 3963 Sismondo, Mrs. Liane G. C. | L-3977 Palmer, Earl E. | |

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- 3863 Dusel, John P., 1624 Eaton Ave., San Carlos, CA 94070

ADDRESS CHANGES

- 3176 Hewett, Maj. M. E., **CANMILDRED NATO HQ, CFPO 5048, Belleville, Ont. K0K 3R0**
- E-51 Davenport, Leslie A., **123 Spadina Road, Apt. A-217, Toronto, Ont. M5R 2T1**
- 2106 Lubke, Henry G. Jr., **P.O. Box 965, Ormond Beach, FL 32074**
- 3882 Arslanian, Michel, **3189 Lacombe, Montreal, Que. H3T 1L6**
- 2700 Dow, Leon F., **5 Hillsdale Road, P.O. Box 62, Livermore Falls, ME 04254**
- 2929 Gallanter, Justin, **R.D. 2, Box 86, Johnson, VT 05656**
- 2084 Galway, Paul G., **c/o Blakett-Galway Insurance Ltd., 100 Windsor Ct., Grande Prairie, Alta. T8V 0X6**
- 2157 MacNair, Dr. A. Stanley, **18-3 San Gabriel Dr., Chico, CA 95926**
- 1777 Margeson, Paul B., **4431 Okell Rd., Columbus, OH 43224**
- 857 McGrath, Edward, **88 Carlton St., St. Catharines, Ont. L2R 1P8**
- 3779 Plaskiewicz, Richard J., **USS Preble, DDG-46, CPO Mess, c/o FPO San Francisco, CA 96601**
- 3399 Sheklian, N. N., **P.O. Box 772, Visalia, CA 93279**
- 3372 Unwin, Alexander M., **P.O. Box 1686, Bellevue, WA 98009**
- 3904 Voss, Harry J., **320 Witney Ave. S., Saskatoon, Sask. S7M 3K5**
- 3354 Wilson, Dr. J. Don, **Avalon Constr. & Engr. Ltd., P.O. Box 8250, St. John's, Nfld. A1B 3N4**
- 3527 Haugh, John J., **1200 S.W. Main St., Portland, OR 97205**
- 1182 Nystrom, David, **951 Homewood Dr., Apt. 7, Campbell River, B.C. V9W 3N7**
- 1202 Peters, Reimers A., **1043 E. Maryland St., Apt. 4, Phoenix, AZ 85014**
- 3284 Merrell, A. Dean Merrell, **16320 Old Ranch Rd., Los Gatos, CA 95030**
- 627 Pell, Samuel F. Jr., **Box 4431, North Las Vegas, NV 89030**
- 3820 Adams, Ms. Jeanette, **Box 40792, Indianapolis, IN 46240**
- 3782 Rome, Jeffrey O., **250 Hammond Pond Pkwy., Apt. 113 North, Chestnut Hill, MA 02167**
- 3414 Beaupre, Marc, **973 Avenue des Erables, App., 3, Quebec, Que. G1R 2M8**
- 3404 Hogg, C. Leigh, **Box 111, Lambeth, Ont. N0L 1S0**
- 3335 Adey, K. J., **1950 Pacific Ct., Ste. 209, Kelowna, B.C. V1Y 8B3**
- 2901 Moir, Brian M., **R.R. 4, 491 Stanley Cr., Kelowna, B.C. V1Y 7R3**
- 3717 Gilmour, William R., **8011 Westside Rd., Vernon, B.C. V1B 1Y4**
- 3300 MacDonald, Kenneth C., **Box 9061, Station A, Halifax, N.S. B3K 5M7**
- 3810 Money, John D., **25 Orangewood Cr., Agincourt, Ont. M1W 1C5**
- 1118 April, Georges, **2272 Ste-Foy Rd., App. 601, Quebec, Que. G1V 1S6**

- 3259 Bucklin, Hollie A. Jr., 30 East St., Ipswich, MA 01938
 1862 Grenier, Maj. Guy, 48 Les Chenaux, Vaudreuil, Que. J7V 1G3
 2146 Jackson, Col. R. F., 2216 Louisiana Ave., Ottawa, Ont. K1H 6T6
 3755 Curtis, Derrick C., 40 Petrel St., Apt. 3, Kitimat, B.C. V8C 1M2
 3687 Hillmer, John M., P.O. Box 3277, Station D, Willowdale, Ont. M2R 3G6
 3465 Jansen, Guenter, c/o Burland, Conyers and Marirea, P.O. Box 292, Hamilton 5, Bermuda
 2507 Kahmeier, Horst, P.O. Box 2394, Kitchener, Ont. N2H 6M3
 2335 Malott, Maj. Richard K. (Ret'd.), 16 Harwich Cr., Nepean, Ont. K2H 6R1
 3230 Schumann, Klaus, 19 Plum Tree Way, Willowdale, Ont. M2R 3J1
 3200 Shapiro, B. L., Box 9865, College Station, TX 77840
 2884 Talman, John H., 35 Victoria St., Toronto, Ont. M5C 2A1
 S University of British Columbia, Library Processing Centre — Serials, 2206 East Mall,
 University Campus, Vancouver, B.C. V6T 1Z8
 2405 Williams, C. L., P.O. Box 1005, Brighton, Ont. K0K 1H0
 L-3685 MacRae, Ian C., correspond through the Secretary of the Society
 3671 Arndt, F. Jeffrey Scott, P.O. Box 6485, El Paso, TX 79906
 3787 Bassett, Steven, P.O. Box 5355, Madison, WI 53705
 3259 Bucklin, Hollie A. Jr., P.O. Box 167, Ipswich, MA 09138
 2409 Clatterbuck, Winfield C., 8136 Stadler Dr., Apt. 4, Youngstown, OH 44512
 3666 Cochran, William, 13 Edgebrook Rd., Nepean, Ont. K2H 6C2
 3917 Day, William E., P.O. Box 1081, Station B, Burlington, Ont. L7P 3S9
 2584 Foley, Joseph E., Box 2352, Denver, CO 80201
 3234 Goldstein, Prof. E. M., Edn. Faculty, Univ. of Ottawa, 651 Cumberland St., Ottawa, Ont. K1N 6N5
 3789 Honyk, Leonard H., P.O. Box 86, Westhill, Ont. M1E 4R4
 3610 Riesenfeld, Sanford, c/o Coastal Corp., 9 Greenway Plaza, Room 554, Houston, TX 77046
 3278 Jacobson, Charlie, 25842 Chula Vista, Redland, CA 92373
 3235 Holtz, Andrew G., P.O. Box 5430, Station A, Toronto, Ont. M5V 1N6
 (delete: Timbres Montroy Stamps Enrg.)
 3875 McElfresh, Sonja Z., 3871 N. Granada Way, Oakdale, MN 55109
 3371 Thomson, V. R., H.M.S. Ganges Apts. R.R. 3, Crofton Rd., Ganges, B.C. Y0S 1E0
 3938 Gourdire, Ms. Joan T., 931 Mayfair Cr., Kingston, Ont. K7M 5S5
 3473 Aitken, Hugh D., 75 Nisbet Dr., Aurora, Ont. L4E 2K6

DECEASED

- 3559 Collier, George W., Collier's Philatelic Enterprises, P.O. Box 486, Donna, TX 78537
 L-935 Wilkinson, Dr. Allan A., 41 Broadway, Box 1310, Wawa, Ont. P0S 1K0
 1539 Langstroth, Dr. R. S., 652 Loyalist Ct., Frederickton, N.B. E3B 3K9
 3298 Gilmore, Jack A., 70 S. Parkwood Ave., Pasadena, CA 91107
 L-17 Sissons, James N., (O.T.B.) 37 King St. E., Ste. 27, Toronto, Ont. M5C 1E4
 L-17 Sissons, James N., (O.T.B.) 37 King St. E. 27, Toronto, Ont. M5C 1E4

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- 3543 Hulin, Gilbert M., 4891 Donald St., Eugene, OR 97405
 1492 Stanway, G. Edward, 494 Oak Street, Wadsworth, OH 44281
 2349 Connell, Dr. W. Ford, 11 Arch St., Kingston, Ont. K7L 3L4
 2224 Rose, Kenneth G., Box 7086, Calgary, Alta. T3C 3L8
 3713 Collier, Vera, 203 S. 22nd St., Donna, TX 78537
 2304 Harris, James P., P.O. Box 3646, Wilmington, N.C. 28406
 3767 Iwaskiewicz, Jorge J. M., 3600 Park Ave., Apt. 422, Montreal, Que. H2W 3R2
 2745 Marley, Kenneth W., 2235 Homestead Rd., Santa Clara, CA 95050
 3773 Reiling, Charles J., 1 Barbuda Rd., Englewood, FL 33533
 2571 Woods, Lawrence C. Jr., West Wind Farm, R.D. 2, Ligonier, PA 15658
 2951 van der Ben, H. G., Kramsvogellaan 86, 3722 ZG Bilthoven, The Netherlands
 3357 Davis, J. William, 23 Augusta Ct., Greenville, SC 29605
 3698 Kenyon, Bruce W., 580 Boca Ciega Point Blvd. S., St. Petersburg, FL 33708
 3632 Kiss, Dr. Andrew, 223 St. Clair Ave. W., Toronto, Ont. M4V 1R3
 3139 Duthoit, R. G., 7 Pawnee Bay, Winnipeg, Man. R2J 2C8
 3631 Galbraith, Miss Bev. (Mrs. Bev G. Flemming), 111 Hillcrest Ave., Willowdale, Ont. M2N 3N8
 223 Billig, Fritz, 168-39 Highland Ave., Jamaica, NY 11432
 3172 de Kleer, Dr. Vicki S., 24 Princess Anne Dr., Georgetown, Ont. L7G 2B9
 2052 Millard, James William, 2277 W. 2nd Ave., No. 901, Vancouver, B.C. V6K 1H8
 1649 Mortonson, W. H., 2-6 Wade Hampton Dr., Star Rt. 5, Beaufort, SC 29902
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ABBREVIATIONS AND REFERENCES

Descr.—Description
T.P.—Thirkell Position
P.P.—Plate Position St.—State
Perf.—Perforated 1—11¼; 2—11¾; 3—12
T—Top; R—Right; B—Bottom; L—Left
cc—Copies
flg—Frame line gap—a distance of about .4mm.
fr.—Frame
diam.—Diameter
V—Vertical

Ident No. H-8025—A—B—C—D

Descr. H-8025—double curved line across outer curved fr outside L rosette

H-8025A—dot in inside curved fr above curved fr above IV of Five

H-8025B—dot in middle of S of Cents

H-8025C—short dash outside B fr under S of Cents

H-8025D—dot in E of Postage

Other: None

T.P.: H-8025—E1; H-8025A—E3; H-8025B—E7;

H-8025C—G7; H-8025D—D7.

P.P.: ? St. ?

Perf.: 1 5 cc

C-dot: Double—R one is larger, medium size, touching at R, Height 2, L one is tiny, 2 diam from L, Height 2.

Ident No. H-8027

Descr.: Horizontal dash across outer curved fr below F of Five

Other: PF 49aa PF 49aa

Other: PF 49aa PF 49aa

T.P.: F2

P.P.: 10 St. 6

Perf.: 2, 3 2 cc

C-dot: Medium size, 1 diam from R, Height 3

Ident No. H-8028

Descr.: Short dash in outer curved fr below I of Five

Other: PF 112

T.P.: F2

P.P.: 56, St. 1

Perf.: 1, 2 3 cc—also on 2 proofs of St. 1-2

C-dot: Medium size, touching at R, Height 2

Ident No. H-8029

Descr.: Short vertical dash across inner curved fr below V of Five

Other: None

T.P.: F3

P.P.: ? St. ?

Perf.: 1 2 cc

C-dot: Medium size, touching at R, Height 3

Ident No. H-9015

Probably the most interesting new flaw I have confirmed

Descr.: Two nearly horizontal lines about 1½ flg apart, running from R gutter through A of Postage. Top line—heavier one—continues

to RB end of R of VR and reappears across lower part of V of VR

Other: Fr lines in all four corners show doubling

T.P.: B3-C3 on across to C6, 7, 8

P.P.: 61 St. 5 (?)

Perf.: 2 4 cc—flaw faint on 11/7/64

C-dot: Medium size, almost touching at R, Height 4

Ident No. H-1096—A

Descr.: H-9016—Gash across mouth of man in moon

H-9016A—dot between T frames above TL5

Other: PF 74

T.P.: H-9016—C6; H-9016A—A1

P.P.: 79 St. 9-10

Perf.: 3 6 cc

C-dot: Very tiny, 2 diam. from R, Height 4

Ident No. H-9017—A—B

Descr.: H-9017—short diagonal dash of 1 flg at R of moon

H-9017A—curved dash across outer curved fr below S of Cents

H-9017B—tiny dot in inside curved fr below second A of Canada

Other: PF 25a

T.P.: H-9017—C6; H-9017A—F7; H-9017B—B2

P.P.: 59 St. 3 Cover dated 12/19/63 and on yellow proof (St. 4)

Perf.: 2 2 cc

C-dot: Large, touching at R, Height 2

Ident No. H-9018

Descr.: Sharp diagonal dash 1 flg long to L of moon 3 flg

Other: PF 33a, PF 91d, PF 46a

T.P.: C5

P.P.: 98 St. 3 (per G. Whitworth)

Perf.: 1 3 cc

C-dot: None

Ident No. H9019

Descr.: Dot ½ flg inside innermost curved fr under G of Postage

Other: None

T.P.: C7

P.P.: 11 St. 4 (per G. Whitworth) on yellow and red proofs

Perf.: 2 2 cc

C-dot: Large 1 diam. from R, Height 1

Ident No. H-9021—A

Descr.: H-9021—blurry diagonal line 2½ flg above and to R of moon (it is not PF62, 63 or 64). H-9021A—vertical dash in inner curved fr. below R leg of N of Cents.

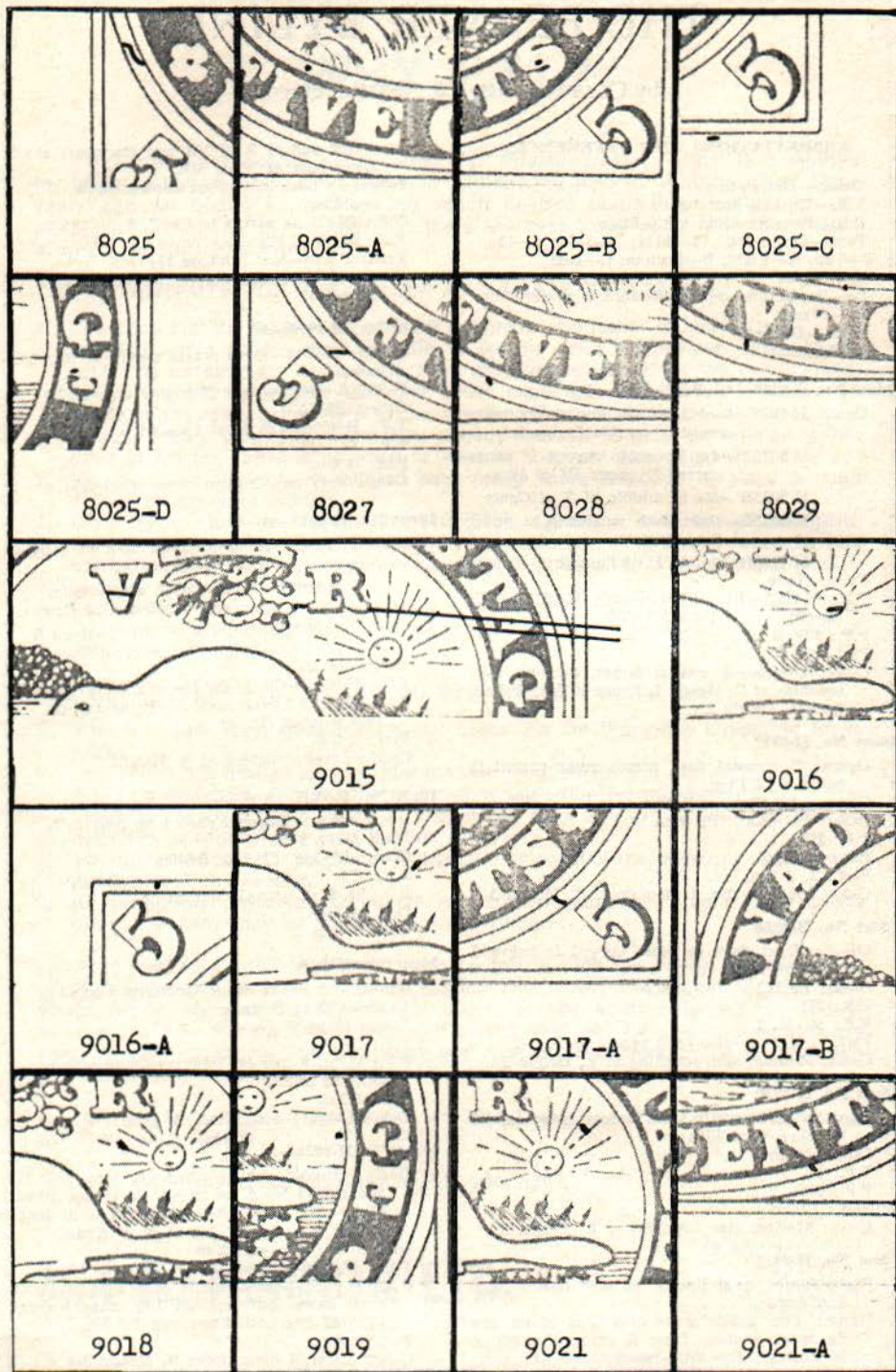
Other: PF 79b on 2 cc

T.P.: H-9021—C6; H-9021A—F6

P.P.: 14 St. 4—dated single of 4/2/64 has both new flaws but no PF 79b cover dated 12/8/63 has both flaws and PF 79b

Perf.: 2 4 cc

C-dot: Large, 1 diam. from R, Height 3-4



Letters exchanged via England between British North America and France, 1844-75

by MAGGIE TOMS

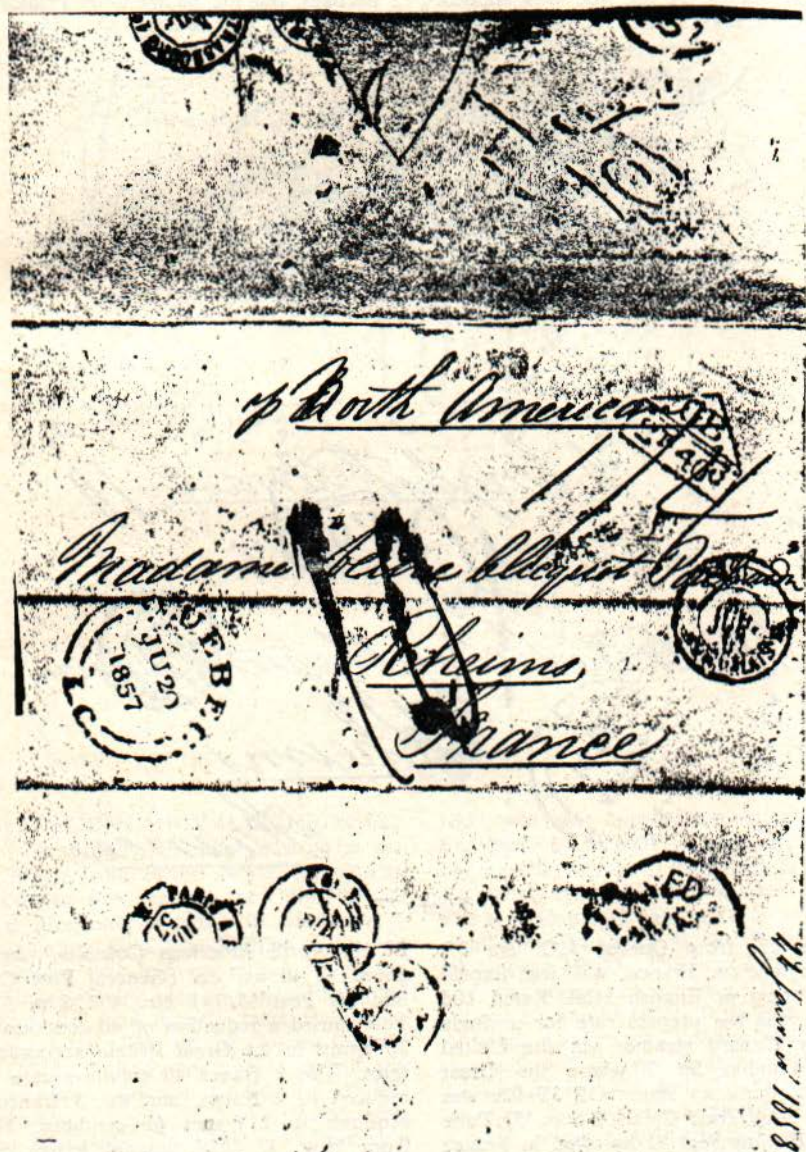


Figure 26

UNPAID TO FRANCE

Figure 26, from Quebec L.C. June 20, 1857, to Rheims, France, was sent unpaid and endorsed pr NORTH AMERICAN, a steamer of the Allan Line. This letter was evidently over ¼ oz., and was rated, supposedly in England, ¼d stg. This was the prepaid rate. London Jy 3 where the accountancy stamp GB 2F 40c was applied. Angl/Amb Calais/3 Juil '57, Paris a Stras-

bourg Jy 4 and Rheims Jy 5. Re-rated in France for a collection of 10 decimes. This was the proper charge for a single letter, so this cover though over ¼ oz in the British scale, was still under 7½ grams. When rating individual letters, on a single letter the British share was calculated at 4 decimes and the British Colonial share at 2 decimes, but the payment by France was made for the bulk weight.

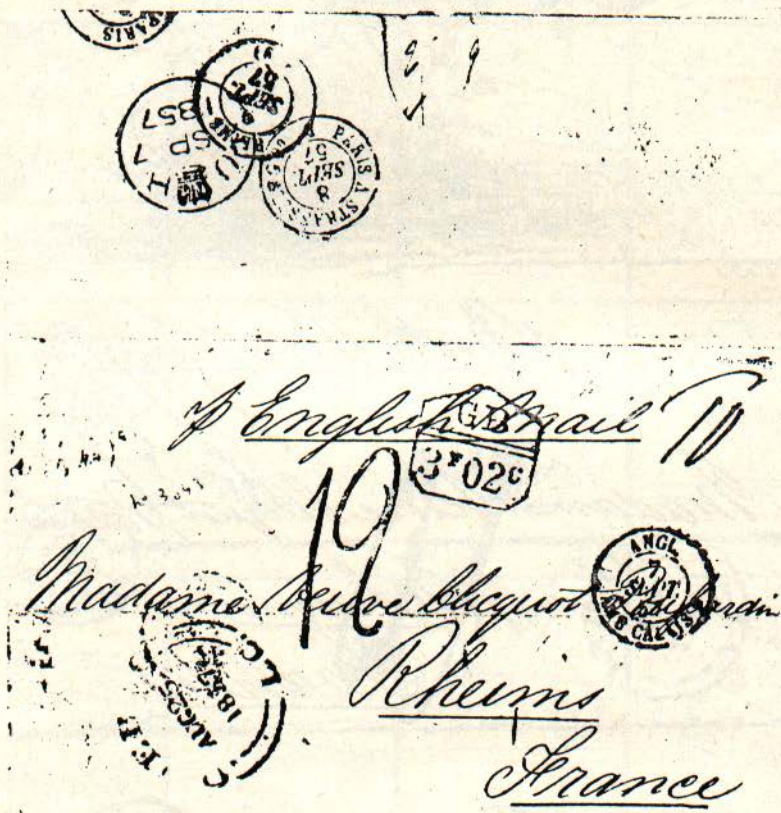


Figure 27

Figure 27, from Quebec L.C. Au 25, 1857, to Rheims, France, was sent unpaid and endorsed pr English Mail. Rated 10d stg, this was the prepaid rate for a single letter by Cunard steamer via the United States. London Sp 7 where the Great Britain accountancy stamp GB 3F 02c was applied. Angl/Amb Calais/7 Sept '57, Paris Sept 8, Rheims Sept 9. Re-rated in France for a collection of 12 decimes.

In November 1857, the internal postage of 8d per oz, payable by France to the

British North American Colonies, was reduced to 4d per oz. (General Post Office Records Post/48/181 No. 47876 p. 373). This caused a reduction of 40 centimes per 30 grams in the Great Britain accountancy rates. The 2 francs 40 centimes rate was reduced to 2 francs, and the 3 francs 02 centimes to 2 francs 62 centimes. Thus, from Nov. 1, 1857, unpaid letters from British North America to France, were stamped with Great Britain accountancy stamps GB 2F- or GB 2F 62c.

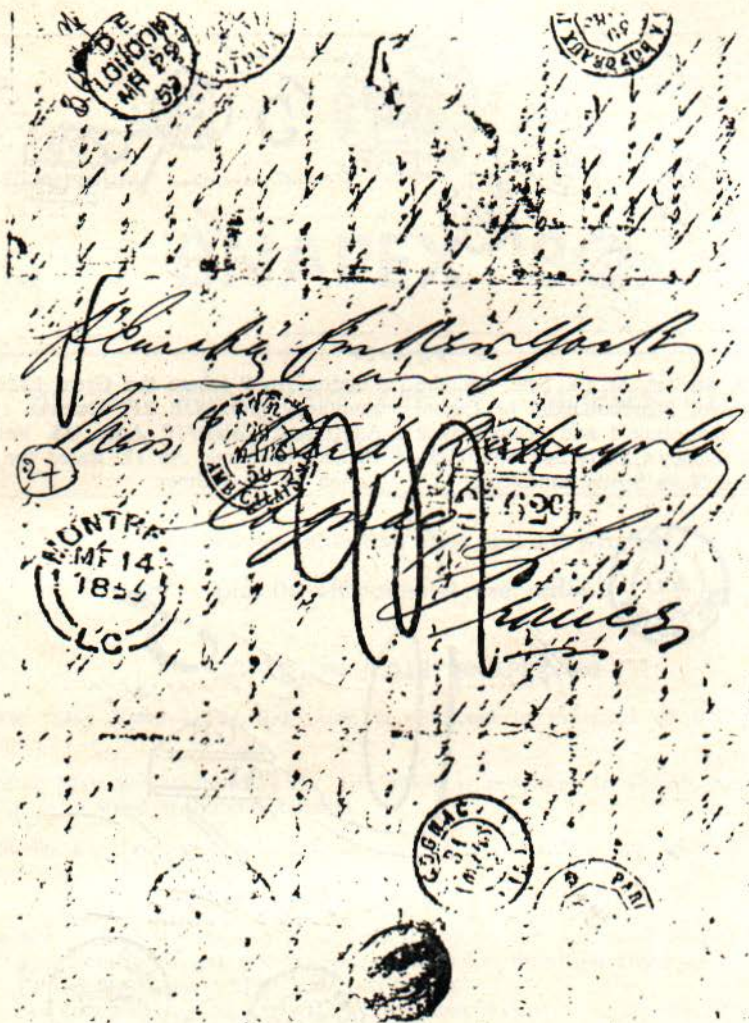


Figure 28

THE ACCOUNTANCY MARK GB 2F 62c

This accountancy mark is seen on unpaid letters from British North America to France that were sent via the United States, and is illustrated in figure 28. However, it is also noted on a few Halifax or Sydney ship letters that had no reason to go via the United States, and the one illustrated as figure 29 went directly from Halifax to Liverpool, travelling on the Cunard steamer CANADA. I have been unable to find any documentation relative to the use of this accountancy mark on Nova Scotia ship letters to France. In 1859, a Halifax ship letter passed into France at the Great Britain accountancy rate of 2 francs per 30 grams.

Figure 28, from Montreal L.C. Mr 14,

1859, was sent unpaid to Cognac, France. Endorsed p EUROPA from New York London Mr 29 where the Great Britain accountancy stamp GB 2F 62c was applied. There is no British rate mark on this letter. Engl/Amb Calais/29 Mars '59. Parish Mr 30, Cognac Mr 31. This was a double letter and was taxed 24 decimes. It has been noticed on unpaid letters from British North America to France, covers which were stamped with Great Britain accountancy marks GB 3F 02c and GB 2F 62c were taxed for delivery with a rate of 12 decimes per 7½ grams. Covers which were stamped with Great Britain accountancy marks GB 2F 40c and GB 2F- were taxed for delivery with a rate of 10 decimes per 7½ grams.



Figure 29

Figure 29, written at La Scie, on the French Shore of Newfoundland to Legue, France, was sent unpaid and entered as a ship letter at Sydney C.B. Jy 24, 1858. Halifax Jy 29 and Nova Scotia handstruck "3".

London Au 9 where the Great Britain accountancy mark GB 2F 62c was applied. Angl/Amb Calais/10 Aout '58. Paris Au 10 and St. Briec Au 11. Rated for a collection of 12 decimes.



Figure 30

Figure 30, (collection of Robert G. Stone) from St. Pierre Miquelon to St. Malo, France, was sent unpaid and entered as a ship letter at Halifax in May 1859. It carries the Nova Scotia handstruck "3". London My 16 where the Great Britain ac-

countancy mark GB 2F- was applied. This same accountancy mark would have been indicated if the letter had originated within Nova Scotia. Angl/Amb Calais/16 Mai '59. Paris My 17 and St. Malo My 18. Rated for a collection of 10 decimes.



Figure 31

**FROM ST. PIERRE MIQUELON
TO FRANCE IN CLOSED MAIL**

Figure 31 (collection of Robert G. Stone) was sent unpaid in the closed mail from St. Pierre Miquelon to St. Malo, France. It illustrates the rate for these letters under the 1856 Convention. The postmark of St. Pierre and Miquelon (type III) is dated Jan. 4, 1858, and the letter was directed via England p Halifax and Liverpool. There are no Nova Scotia or British transit marks. Col Fra Angl/Amb Calais/26 Janv '58—from French Colonies via England by travelling post office Calais to Paris. Paris Jan 26 and St. Malo Jan 28. All markings are in black. Rated for a collection of 6 decimes. Of this, 4 decimes ($\frac{1}{4}$ of 1F 60c) was the British rate charge on an individual single weight letter. The French inland postage was 2 decimes (20 centimes). In April 1858, Nova Scotia placed a transit charge of 2d stg per oz on the closed mails exchanged between St. Pierre Miquelon and France.

Evidently the extra expense incurred by France on ship letters because of gratuities and Nova Scotia or British charges, was becoming a touchy issue. For the following notice from Mr. Woodgate, the Postmaster

General of Nova Scotia, was sent to the North Sydney post office in October 1859. Public Archives of Nova Scotia

RG 24 Vol 74 p. 667

Halifax, Oct. 11, 1859
General Post Office

Sir,

In consequence of the correspondence which has taken place between the Imperial Postal Authorities of Great Britain and France and the Postal Department of this Province after the ?? (unable to interpret this word), of the postage upon *Ship Letters* wherein the French Postal Department refuses to pay the security, I have to desire that in future on all letters deposited in your office by the "St. Pierre Packet", French Man of War, or any other Mail directed to Paris or any part of France, no gratuity is to be paid either to the Captain or any other individual for such letters.

Letters however brought to your office by the above vessels, if addressed to any part of British North America, the usual gratuity may be paid.

Your obedient servant
(signed) A. Woodgate

Postmaster, North Sydney

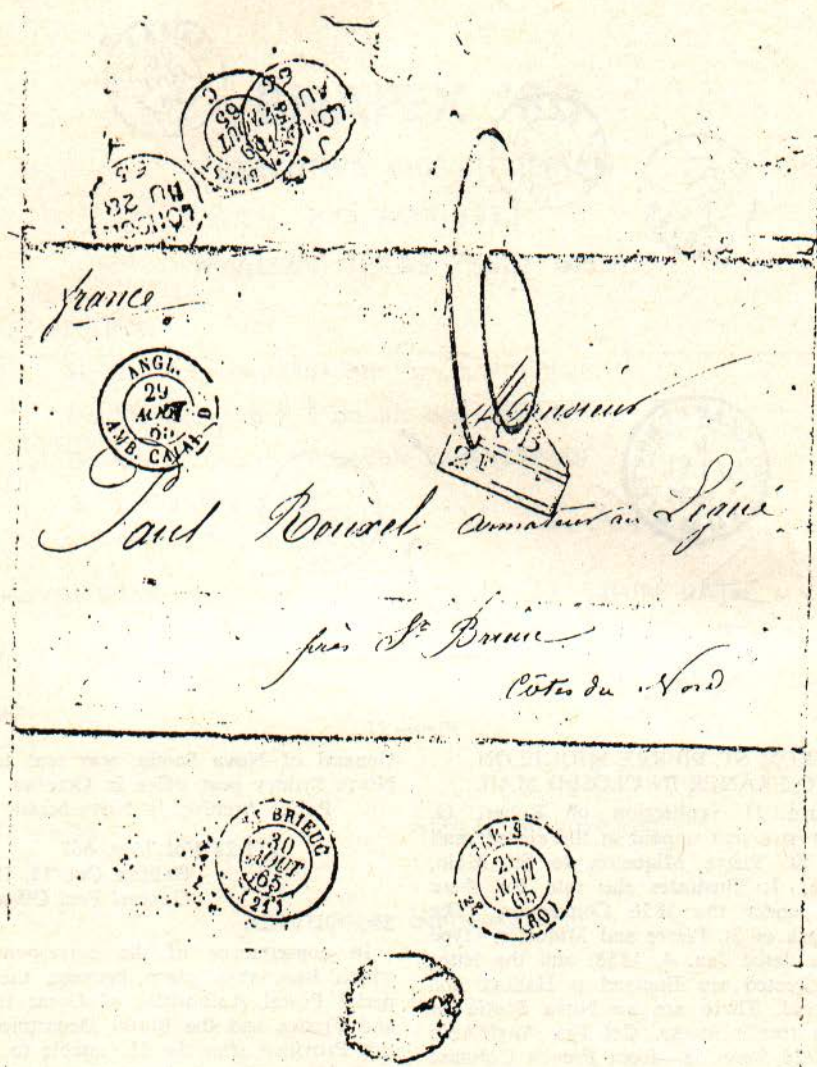


Figure 32

PREPAYMENT OF PACKET POSTAGE

The relative scarcity of accountancy marks used in this convention on unpaid letters exchanged between British North America and France, appears to be due in part to the introduction by Great Britain of prepayment of packet postage. According to the British Treasury Warrant of De 20, 1856, and in conjunction with the postal convention with France, letters posted in the United Kingdom or in France and addressed by one country to the other, were to be prepaid, either in money or by postage stamps in the proper amount. If sent

unpaid, double postage was to be charged at the prepaid rates. However, in the case of letters upon which postage stamps had been affixed of insufficient value, this amount was to be deducted in charging double postage.

In 1859, with the exception of Prince Edward Island, prepayment of packet postage was extended by Great Britain to include the British North American Colonies. In March, 1859, a circular from the Canada Post Office Department announced prepayment, effective April 1, of letters addressed to the United Kingdom, and gener-

ally all letters posted in Canada for the English Mails, including letters for British Colonies and Possessions beyond sea, and Foreign Countries sent through England. Unpaid letters addressed to the United Kingdom were still to be forwarded, but were subject to a fine on delivery in addition to the ordinary postage. Letters for British Colonies and Possessions beyond sea, and for Foreign Countries intended for the English Mails, if posted without prepayment, were to be put under cover to the Postmaster General by first Post marked "Postage Not Paid". (Winthrop S. Boggs "Postage Stamps and Postal History of Canada" — Vol. II, B19 No. 29). One would therefore not expect to see many unpaid letters from Canada to France after this date.

In August 1859, (Prince Edward Island in 1861), letters from New Brunswick, Nova Scotia and Newfoundland addressed

to the United Kingdom and sent in the English Mails, were also to be prepaid. Presumably, as in Canada, this applied generally to letters for British Colonies and Possessions beyond sea and for Foreign Countries intended for the English Mails. Figure 32 (collection of Dr. Martin F. Stempien Jr.), from Cap Rouge on the French Shore of Newfoundland, in August 1865, to St. Brieuc, France, has no postmark of origin. I suspect that this letter was put under cover at St. Johns, and addressed to the Postmaster General marked "Postage Not Paid". London Au 28, and accountancy mark GB 2F-. There is no British rate mark. Collected at St. Brieuc 10 decimes — the unpaid rate on a single letter.

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Letters & Announcements

Centennial Definitives Study Group

It has been over five years since the monumental work on the Centennial Definitives by Hughes and Keane. Much more information on this issue has been obtained by various collectors and it is time that this information is made known. Since there are a number of collectors in the Toronto area who specialize in the Centennial Definitives, it should be possible to form a regional study group. If there are any BNAPSers interested in contributing (and naturally benefitting from) a Regional Centennial Definitives study group, please contact me as soon as possible.

Douglas C. Irwin
2250 Lawrence Ave. East, No. 406
Scarborough, Ont. M1P 2P9
416/757-5603

I am delighted to read in the January-February issue of *Topics* that your appeal for a volunteer proofreader has met with success. I know from personal experience how time-consuming the task is of putting out a magazine like *Topics*, especially when the work falls on one pair of shoulders. May I take these few lines to personally express my appreciation to the volunteers for coming forward to assist in such worthwhile work.

I am surprised, however, to read that some members believed that work in connection with the magazine, or any other role in the Society, involved financial remuneration. As far as I am aware no officer or official of BNAPS since its inception has been paid for work done on behalf of members.

— *Michael Dicketts*

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ATLANTIC
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AU20
1855

The RPO Cowcatcher

Lewis M. Ludlow

Gamlen Far East, No. 303, No. 1 Iwata Bldg.

10-18 Higashi Gotanda 5-chome, Shinagawa-ku, Tokyo 141, Japan

Through the most kind and very appreciated assistance of the Postal Museum and Ferdinand Belanger, we have been able to have access to all of the proof strikes from the Pritchard & Andrews Proof Book of 1875-1895 that was in the Philatelic Foundation in New York. We had previously studied this for squared circles in 1959 and for R.P.O.s in 1972; however, our rather copious notes of the time still were not complete, and this most recent availability has greatly enhanced our study capability, particularly in the area of hammer analysis. We again express our most sincere thanks.

Red Faced!

In the May-June, 1978, *Topics*, page 14, we reported two hammers for M-95, POINT TUPPER & SYDNEY/M.C., Type 9E. Without having copies from the proof book, our notes not being complete, we blew it! Completely! With the renewed access mentioned above, we checked this one out again and found—much to our chagrin—that Hammer I, struck November 24, 1891, was incorrectly made with the word SIDNEY instead of SYDNEY; two weeks later, December 8, 1891, a corrected hammer, with SYDNEY, was issued. With this information at hand, it seems a proper supposition that the incorrect spelling, Hammer I, never saw actual usage; certainly, to date no copies have been confirmed. All copies thus far have been Hammer II, SYDNEY. We can advise that there has been no change in the date spread previously listed; earliest is February 5, 1893 while latest is June 26, 1900. We have had a report of an inverted "M" used for "W" on August 8, 1910.

A First Report

We enjoy discoveries of new items, even when they are in some other collection. Such is the case of a first report of O-322, STRAT. & GODERICH · R.P.O./· Type 17, proofed January 9, 1926. Our avid searcher, David McKain, sent us a strike of O-411 for confirmation of the earliest re-



Figure 1

ported date. As shown in Fig. No. 1, this faint but 80% complete strike has proved to be instead our first recorded strike of O-322, dated March 29, 1926. Before having a friendly go at David for missing this gem, I immediately search my own store of O-411 strikes hoping for equal fortune; alas, but no such luck. Hopefully, our readers can be more productive with their own stock of O-411 partials.

What Is It?

For over 10 years, we have had the two 2c Edwards illustrated in Fig. No. 2 nestling in a group of unknown strikes waiting for identification and recognition, so far with no success. Fig. No. 3 illustrates the overlay of these two strikes to form a



Figure 2



Figure 3



Figure 4

single cancellation. Assuming the last letter of the first town name is an "e", based on spacing, we believe that the bottom line reads "Que. & Riv. du Loup". We would guess that there was a month and day to the left of "West". Question: is this a three line date and we see it all, or was it four lines, with perhaps a clerk name at the top? Has anyone ever seen anything like this? While we are on the subject, we would not want anyone to think that this was our only problem with Riviere du Loup R.P.O.s Fig. No. 4 illustrates a Type 3C, single line oval with the partial strike of "... (Ri) v. du Loup, R.(P.O.)/West." Hopefully one of our readers will have some additional portion of this strike which will cast light on the complete inscription. Fig. No. 2/3 is struck in blue, while Fig. No. 4 is in purple.

More Train Robbery

Recently one of our more cautious read-

ers submitted what was purported to be a strike of Q-45, P. E. ROY, commenting therein that the "cancellation did not look at all good". He was correct; the submitted strike, illustrated in Fig. No. 5, is indeed not at all good. It is little more than a pen and ink addition to the common R.P.O., Q-43, in an effort to upgrade the latter. A genuine strike of this same listing is illustrated in Fig. No. 6. Note that the density and color of the ink for P. E. ROY are the same as the R.P.O. strike, and that the letters of P. E. ROY are shorter and much wider on the genuine strike. Finally, on the genuine strike, note the impression of the outside circular rim by which the name P. E. ROY has been attached to the hammer. We feel that R.P.O. collectors must be alert for this type of fake enhancement when adding to their collections.



Figure 5



Figure 6

A New Listing

About nine months ago, Doug Birchill sent in a partial ticket stamp strike reading REID/NEWFOUNDLAND CO/, with the bottom portion of the strike missing. Not being knowledgeable in this area, we put this on hold. Now, Bill Robinson has sent in a more complete strike of a different listing which reads REID/NEWFOUNDLAND/TREP(ASSEY), along with a detail history of the operation of the Newfoundland Railway by Reid-Newfoundland Co. prior to 1920; Bill's strike is illustrated in Fig. No. 7, and as can be seen is incompletely dated Aug. 18, 19??; however, you can't build a house without a foundation, so we are temporarily setting this up as a new listing,



Figure 7

N-82A

REID/NEWFOUNDLAND/TREPASSEY

Type 1E, Ticket Stamp

Period—Scott No. 105

R.F.—200

Reported by Bill Robinson (151)

In our new catalogue, this listing will appear in the Ticket Stamp Section. We would appreciate greatly hearing from anyone who has any Reid-Newfoundland Co. strikes; we need to fill out Doug Birchill's report so that it can be separately listed.

Unique R.P.O.s!

At the present time we are in contact with several collectors to obtain photographs of those unique R.P.O.s that you never expect to see, and these will be illustrated in future columns. In the meantime, we take this opportunity to illustrate, in Fig. No. 8, from our own collection the only known copy of Q-226A, QUEBEC &



Figure 8

RICHMOND M.C. No. 4, Type 4D, dated June 20, 1871. With a modicum of patience, this double strike on an early printing 3c rose Small Queen can be read in its entirety. It is this kind of discovery, made about seven years ago in a small store in California, that creates the joy of collecting R.P.O.s.

Editor's Note

Mr. Ludlow writes:

Based on my considerable increase in correspondence, readers will be pleased to know that the Cowcatcher is enjoying an increased level of readership. Further, Jim Lehr, says that our last comments on the R.P.O. Study Group picked us up about a dozen new members. I feel that the R.P.O. Speciality is gaining a high level of momentum.

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CARRIER LETTERS

by CHARLES P. DE VOLPI

PART I

Carrier letters are one phase of Canadian postal history which has been neglected and very little is known about it.

Carriers were actually the forerunners of the present postmen. They carried or delivered mail from the post office to the addressee.

They were employed at the Quebec post office at a very early date. The *Quebec Gazette* of August 2, 1764, had a post office advertisement reading in part:

"The post returns from Montreal every Saturday at 11:00 o'clock at which hour the letters will be delivered out, and attendance given until 2:00 when those remaining will be delivered to the penny post."

On September 20, 1764, another advertisement appeared:

"The post rider will return to Quebec every Saturday at 12:00 o'clock at which hour the letters will be delivered and attendance given until 2:00, and if any letters remain after that time, they will be sent out by the runner."

I have a letter dated Montreal, March 21, 1774, to Quebec which states:

"I have received the three letters you mention for Mr. Gray and would like to say that I paid the postage, but I also paid one penny each for delivery and this should be charged his account."



Fig. 1 — From Quebec, February 8, 1782

This letter shows that the 9 pence postage was paid, but is also marked "to pay 1d" which was to cover the carrier fee for delivery from the Montreal post office.

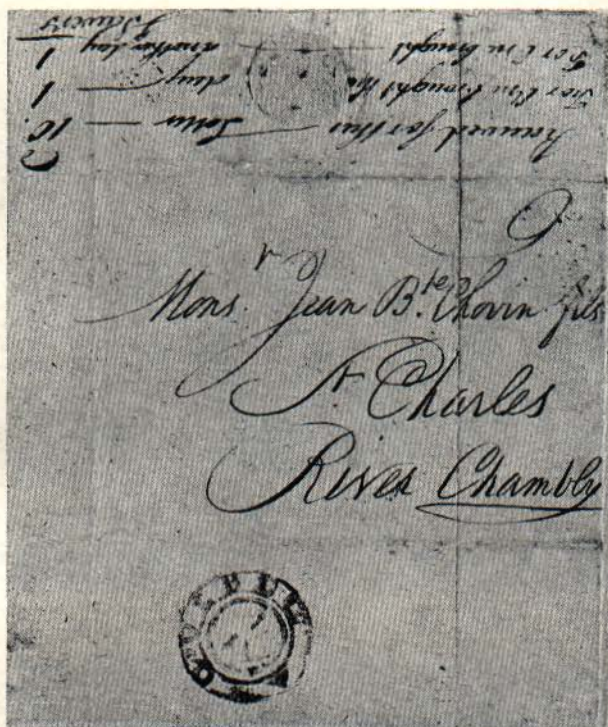


Fig. 2 — From Quebec, July 1, 1790

The note at the top of this letter reads: Received for this letter, 10d; For one brought the other day, 1d; For one brought another day, 1d. J. Saiverts was the carrier between the Montreal Post Office and the south shore of the river and received one penny for each letter delivered.

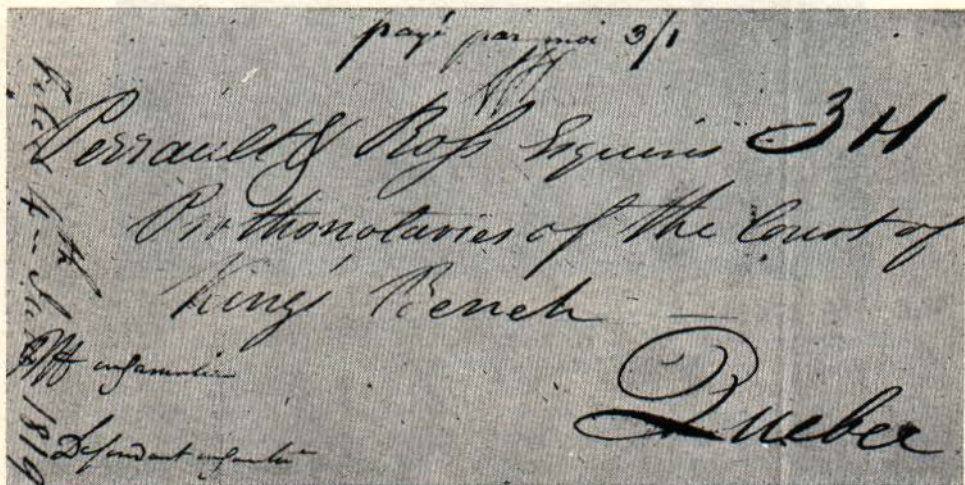


Fig. 3 — From Montreal, June 1, 1819

Rate was 3 shillings collect, but as it was taken out by carrier, addressee paid 3/1 as indicated at top of cover.

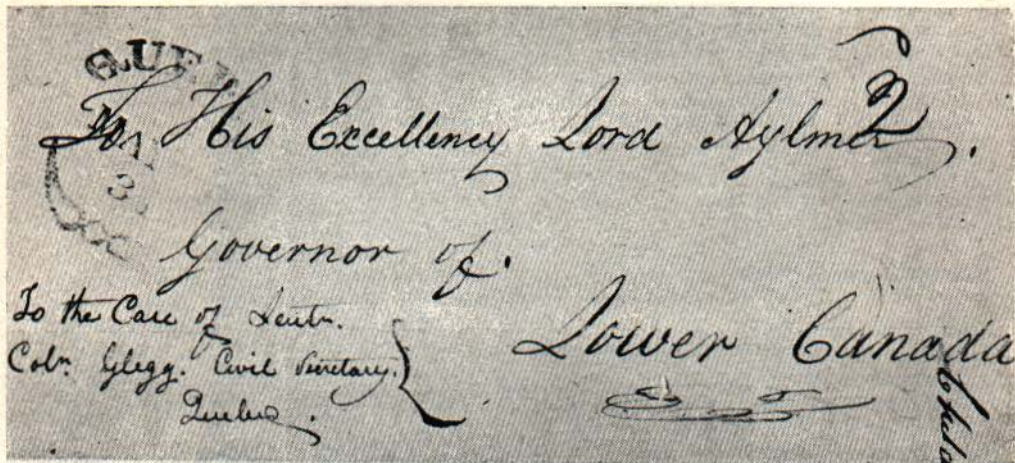


Fig. 4 — From Quebec, May 20, 1831

Drop Letter on which the rate was one penny if picked up at post office — one penny extra to carrier, if delivered.

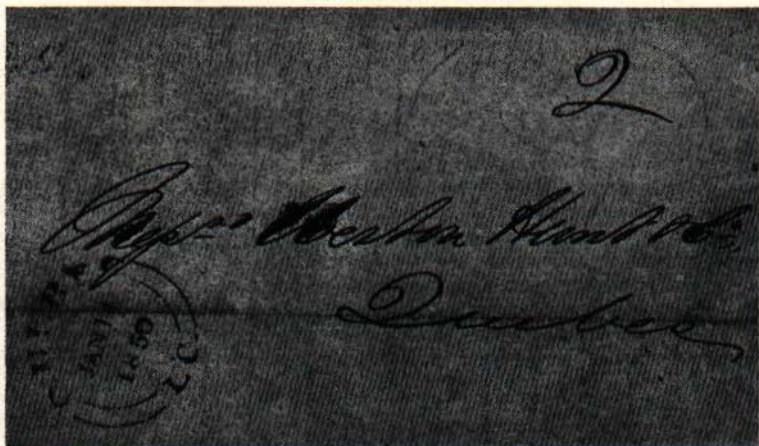


Fig. 5 — From Quebec, January 14, 1850

Drop Letter rate as Fig. 6

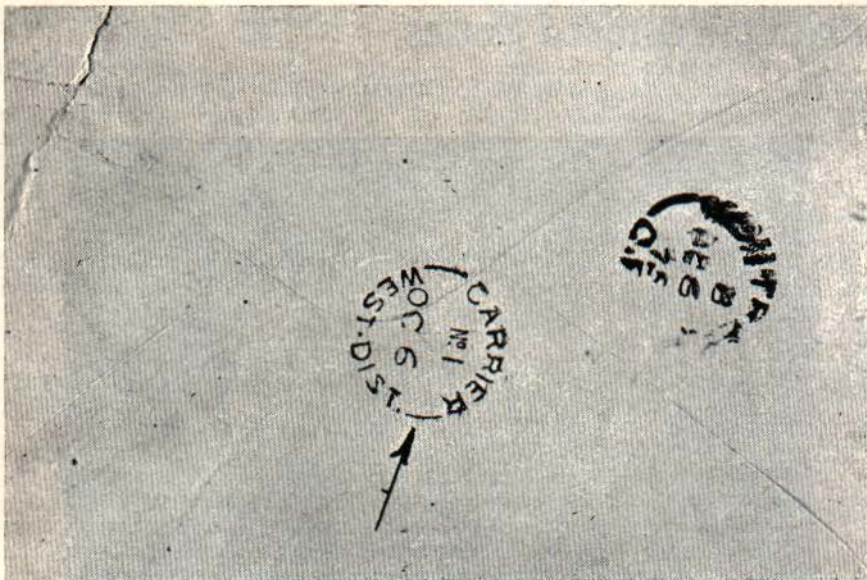


Fig. 7 — From Quebec, April 30, 1855 — DROP LETTER

The drop letter rate was fixed at one half penny as of April 6, 1851. The one penny paid included one half penny for delivery by carrier, which was also fixed by Act. of 1851.

Prior to 1851 carrier charges were at the discretion of the local postmaster. The new Act provided for carriers being a regular part of post office service, and a standard charge of one half penny per letter, regardless of weight, to be paid by the receiver.

On July 1, 1859 this rate changed to one cent. This stayed in effect until the Post

Office Act of 1867 came into force July 1, 1868, when the rate was changed to two cents.

In the Sessional Papers (No. 74) 26 VICTORIA A.1863 with reference to an enquiry into the operation of the Montreal Post Office, Report of February 16, 1860, Chapter Six was with reference to carriers in the Montreal District.

Patriotic Postcard Series

by W. L. GUTZMAN



Canadian Flag, Shield and Maple Leaf

A brightly-coloured Canadian flag is superimposed on a black background. A framed, coloured photo covers the lower part of the flag at left. On the furl at right is the Canadian shield topped with St. Edward's crown, all multicoloured. An inverted maple leaf at upper right and the word Canada in white completes the design.

These cards were made in Germany, and published by Stedman Bros. Ltd., Brantford, Canada.

Most of the identifying numbers contain the initials SB but other initials which appear are WB, JES, GLR and IW. Information concerning these latter initials would be much appreciated. We also need further data on those cards where initials have not been reported.

These Stedman Bros. cards have been found used as early as September, 1909. However, their most common usage seems to have been somewhat later, in the 1912-14 period. It is obvious that cards 2540 and 2541 were later wartime cards.

The address side was always divided. The words "Private Post Card", the publisher's name and the address and correspondence directions appeared in a plain format, in a brownish colour. Some later cards had the printing in blue.

- | | | |
|----------|--------|--|
| | SB1809 | Electric Engine, St. Clair Tunnel, Sarnia, Ont. |
| IW 2140 | | Where the Celebrated Mineral Waters are found, Preston, Can. |
| | 2147W | Traders Bank Building, Toronto |
| | SB2244 | City Hall, Fort William, Ont. |
| WB 2247 | | Thunder Cape, Fort William |
| WB 2248 | | Simpson St., Fort William, Ont. |
| | SB2252 | Court House, St. Thomas, Ont. |
| | SB2253 | P.M. Bridge, St. Thomas, Ont. |
| | SB2256 | High School, St. Thomas, Ont. |
| | SB2260 | James St., looking south, Hamilton |
| | SB2261 | Gore Park, Hamilton, Ont. |
| | SB2267 | Osgoode Hall, Toronto |
| | SB2268 | The Armouries, Toronto, Can. |
| | SB2269 | Provincial Building and Law Court, Charlottetown, P.E.I. |
| IW 2270 | | Where the Celebrated Mineral Waters are found, Preston, Can. |
| | SB2446 | On Detroit River, Windsor, Can. |
| | SB2538 | R & O Steamer, Toronto, Ont. |
| | SB2539 | R & O Steamer, Toronto, Ont. |
| | SB2540 | Canadian Soldiers leaving for the Front |
| | SB2541 | Warships at Quebec |
| SB (JES) | | Post Office, Amherstburg, Ont. |
| | 2542 | |
| JES 2543 | | Waterworks Park, Amherstburg, Ont. |
| | 2544 | Block House, Bob Lo Park opposite, Amherstburg, Ont. |
| SB 2545 | | Sandwich St., Amherstburg, Ont. |

- SB2604 St. Dunstan's Cathedral,
Charlottetown, P.E.I.
- SB2605 St. Dunstan's College,
Charlottetown, P.E.I.
- SB2607 City Hall, Toronto, Ont.
- SB2608 The Armouries, Brockville, Ont.
- SB2610 Public Library, Windsor, Can.
- SB2614 Post Office, Regina, Sask.
- SB2654 Bow River and Irrigational
Land, Calgary, Alta.
- SB2655 Eighth Ave., Calgary, Alta.
- SB2656 Stanley Islands near Cornwall,
Ontario
- SB2657 Pitt Street, Cornwall, Ont.
- 2658 Post Office, Brockville, Ont.
- 2659 Armouries, Brockville, Ont.
- 2660 Lily Bay near Brockville, Ont.
- 2661 Refugee Island, Brockville, Ont.
- SB (GLR) Collegiate Institute,
2662 Brockville, Ont.
- GLR2664 Main Bldg., Asylum, Brockville
- SB2759 Tetagouche Falls, Bathurst, N.B.
- SB2761 Royal Alexandra Hotel,
Winnipeg
- SB6532 Public Library, Windsor, Can.
- SB6536 Post Office, Windsor, Canada
(back in blue)

Unnumbered: Royal Alexandra Hotel, Winnipeg. An attachment of Western photos has been added under view. Back somewhat different and reads "Post Card". (Private omitted). Published by Stedman Bros., Limited, Brantford & *Winnipeg*, Canada.



Canadian Flag and Two Shields

This design is identical to that of the Canadian Flag, Shield and Maple Leaf, except that the Maple Leaf at upper right is replaced by the Canadian shield topped by St. Edward's crown and a different shield topped by a plainer crown lies on the furl of the flag.

Earliest dated copies indicate usage by June, 1909, which is somewhat earlier than the Maple Leaf types. However, in general, the two types ran in parallel.

There were three publishers of cards of this design.

(a) Publisher: Stedman Bros. Ltd., Brantford, Canada. Made in Germany. Flag is a rich red colour; upper shield is brightly col-

oured. Address side is divided, contains publisher's name at left margin, and the header "Private Post Card" in brownish red. In stamp position, the words "1c Canada and United States, 2c Foreign", in a frame.

- SB1464 Steamship "Alberta" leaving canal
- SB1809 Electric Train, St. Clair Tunnel,
Windsor
- SB1810 Yachting on Lake Ontario
- SB1811 King Edward VII
- SB1813 Dominion Parliament Buildings,
Ottawa
- SB1814 Rabbitts Bay — Highlands of
Ontario
- SB1815 Killarney, Georgian Bay
- SB1816 Ontario Parliament Buildings,
Toronto

- SB1817 Parliament Buildings, Victoria, B.C.
 SB1818 Grand River Armouries and Terrace, Brantford
 SB1819 Quebec Parliament Buildings, Quebec
 SB1820 Mount Rundle, Banff, Alta.
 SB1821 Looking East from Prince Rupert, B.C.
 SB1822 Lake Agnes, Loggan, Alta.
 SB1823 Sailing on Lake of the Woods, Kenora, Ont.
 SB1824 Parliament Buildings, Edmonton
 SB1825 Saskatchewan Parliament Bldgs.
 SB1826 Severn River near Orillia
 SB1826 View at Springbank, London, Canada
 SB1828 Victoria Hospital, London, Can.
 SB1829 Normal School, London, Ont.
 SB1830 Corner Dundas and Richmond Streets, London, Canada
 SB1832 Richmond Street, London, Can.
 Threshing in Western Canada
 Municipal Buildings, Toronto
- (b) Publisher: Aristophot Co., London
 Flag is in a paler red, sometimes a pastel shade. The upper shield is in shades of brown and white only.
 Backs are divided, with publisher's name along left margin. The words "Post Card", "Writing Space" and "Address Only" are in plain black print. The space for stamp contains the words "Printed in Saxony" in a dotted black frame.
- AF187 Queen Alexandra — Vertical — Round frame
- AF197 Osgoode Hall (Provincial Law Courts) Toronto
 AF204 Winnipeg — Main Street Looking north from Portage Avenue
 AF208 Ottawa — Rideau Falls
 AF209 Montreal — St. James
 AF211 Montreal — CPR Hotel and Passenger Station
 AF212 Winnipeg 1870
 AF231 Parliament Buildings, Victoria
 AF232 Parliament Buildings, Victoria, B.C.
 AF234 HMS "Flora" in Drydock, Victoria
 Electric Engine St. Clair Tunnel
 Fire Alarm — Main St., Winnipeg (AF521)?
 Mount Morency Falls
 Mount Royal, Montreal
 Mount Rundle, Banff, Alta.
 Niagara in Winter
 Tars of the Atlantic Flying Squadron
 Threshing in Western Canada
- (c) Publisher: Illustrated Post Card Co., N.Y., 1907
 Flag is in the rich red shade. The upper shield is in shades of gray and white. Photo, in circular frame, is in black and white.
 Address side is divided, with all printing in red. The American eagle and U.S. shield at upper left and "Post Card" in a plain format. Postal instructions, in stamp location, make no mention of Canada.
 King Edward (dressed in white, with Crown and Jewels)
 King Edward and Queen Alexandra with Indian Flag
 Queen Alexandra

The Man Who Carved the Toronto Fancy Two's

by H. W. DUCKWORTH and H. E. DUCKWORTH

Among the payments to tradesmen listed in the Postmaster General's *Report* for the year ending June 30, 1870, are found two adjacent entries:

D. P. Ross—Cutting cork obliterators for P.O.I. Toronto	\$10.00
M. Morison—Corks for obliterators for P.O.I. Toronto	7.50

In a recent article in *BNA Topics*⁽¹⁾ it was shown that the main series of Toronto fancy 2 obliterators begins abruptly in August, 1869, and ends in January, 1870. Thus

the period of use of these fancy 2's is included in the fiscal year in which Ross and Morison received their payments. M. Morison, the supplier of the corks, was an ale and porter bottler in Toronto during 1867-72, according to the Toronto street directories of the period, while D. P. Ross, who carved the fancy 2's, was a clerk in the Toronto post office during 1866-74⁽²⁾.

Donald Proctor Ross was born in Ancaster, Ontario, in 1827 or 1828. A notebook which he kept most of his life, now in the Ontario Archives⁽³⁾, shows that he

received some elements of a classical education, and studied law in Toronto, beginning in 1849. Various friends of his at this time, probably fellow students, are mentioned in the notebook. On June 23, 1852, Ross and one of these friends, Edward T. O'Brien, set off to join the Australian gold rush.

They went by steamer across the lake to Rochester, by train to New York, and by ship *Revenue* around the Cape of Good Hope to Port Philip, Australia, where they arrived on Wednesday, October 13. The notebook contains a diary of this voyage, but little is recorded of the time in Australia. There are drawings, however, of three small mining camps, on the Loddon River, on Fryer's Creek, and "on Red Hill near Golden Gully, Mount Alexander", the tents labelled with the names of the occupants, most of whom had been on the *Revenue* on the voyage out.

On another page, Ross detailed the gold he sold in Australia; at £3/13/- to £3/16/- an ounce, he totalled £60/15/7 for his stay. Another list, of expenses "at the digging" totals £85/19/8, but included £26 passage back to New York. Ross left Australia on the *Bavaria*, sailing from Port Philip on August 23, 1853, and reaching New York on Sunday, November 27. He recommenced his law studies on January 9, 1854, "having lost 1 year, 6 months and 17 days." His articles expired December 6,

1854, and were redrawn for the 19 months he had been away. On August 25, 1856, he was appointed Commissioner of Oaths, etc., for the counties of York and Peel, he was never called to the bar. The Commission is extant, and is with the notebook in the Ontario Archives.

During the next few years, Ross's activities are unknown, though his descendants believed that he worked as a newspaper reporter, perhaps for the *Toronto Globe*(4). The next firm date is March 1, 1864, when Ross began as a Third Class Clerk at the Toronto Post Office, at a salary of \$500 per annum. He remained at the Post Office until September 1, 1874, his salary increasing to \$800 p.a. He married Lavinia Mead, and their eldest child, Walter Morgan Ross, was born in Toronto on December 1, 1869. The elegant fancy two obliterator shown in Figure 1 may have been carved to celebrate Walter's birth. There was at least one other son, Frederick, and perhaps a daughter. In 1871, Ross built a house on Bleecker Street in downtown Toronto with the aid of a mortgage from John Mead, a hardware merchant who may have been Ross's father-in-law.

Ross resigned from the Post Office in 1874, probably to become a hardware merchant himself. He and a partner, Joseph Allen, are found in this occupation at 156 King Street East in Toronto, premises formerly occupied by John Mead, from



Toronto fancy 2 obliterator, Day and Smythies Type 24, used on cover posted TORONTO / PM / De 4 / 69 / ONT, and carved by Donald P. Ross.

1876 to 1884. Very likely they bought Mead's business from him. In 1885 and later Joseph Allen was the sole proprietor, and the business prospered. Ross's house on Bleecker Street disappears from the street directories in the same year, and Ross himself disappears till 1888, when he is listed as proprietor of D. P. Ross and Co., hardware, on Spadina Avenue. By 1892 this business also had ended. Ross lived at various addresses between 1892 and 1904, his occupation listed as "clerk", sometimes for the Consumers Gas Co., and one as "agent". The last quarter century, one feels, was a gradual unravelling of his fortunes.

The notebook, unfilled about these years, provides the last chapter. On one page we read "1905. At Walter's Homestead SE ¼ Sec 12 Tp N Range 7 W of 2 Oneida Assa N.W.T. April 21. Sowed Govt. Sample Wheat." There follow a few dated notes of planting and harvesting.

Donald Ross had left Toronto, at the age of 76, to join his son Walter who had homesteaded earlier in what became in that year the province of Saskatchewan. He died October 5, 1911. His death certificate lists his religious denomination as "Christadel-

phian", and his occupation as "hardware merchant" (♣).

Descendants of Donald Ross, through his son Walter, still live in the Melville, Saskatchewan area today.

FOOTNOTES

- (1) *BNA Topics* Vol. 36, No. 4, Whole No. 372 (July-August 1979), pages 22-23.
- (2) *Reports* of the P.M.G. for 1865-66 through 1874-75, inclusive, where the clerical staffs of the major Canadian post offices, including that of Toronto, are listed with ranks and salaries. A further \$1.50 to "D. P. Ross . . . Corks for obliterations for P.O.I. Toronto", is recorded in the P.M.G.'s *Report* for fiscal 1871-72.
- (3) Ontario Archives, Accession No. 6003.
- (4) Reminiscences of Ross were obtained by Mr. Frank Witherspoon of Melville, Saskatchewan, who knew members of the Ross family, and corresponded with H.W.D. on the subject in 1973-74.
- (5) Record No. 2006 of 1911, Registration of Death, on file at Division of Vital Statistics, Regina, Saskatchewan.

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WEST COAST SHIP MAIL

by BILL TOPPING

The Canadian Postal Authorities have never fully recognized the need for the movement of mail by coastal vessel on either the east or west coast of Canada. On the east coast land transport developed before the union of the colonies and the few isolated areas cut off from land service were served by regular ship transport with designated R.P.O. routes. On the other hand when British Columbia entered Confederation in 1871, no such routes existed on land or sea and the Canadian Postal Regulations, mainly of British origin, made no recognition of the lack of postal service along the west coast where post offices were up to 100 miles apart. Up to 1900 the Post Office Department was quite glad to ignore the infractions of the regulations for to do otherwise would have brought an immediate request from the scattered settlers for the establishment of full postal service. Such a venture by the postal authorities would have been costly and difficult. As a result ship captains on the west coast were always willing to transport mail even if it violated the postal regulations. It was not until 1901 that the postal authorities made any attempt to control the practice by ship captains of accepting mail and it was not until 1929 that way mail provisions of the regulations were put into limited force at Vancouver. In the following discussion the *Canada Official Postal Guide 1936-37* will be quoted and although the section numbers vary from year to year the wording of the regulations remained relatively unchanged.

"The Postmaster General has the sole and exclusive privilege of conveying, receiving, collecting, sending and delivering letters within Canada . . ." (Section 234) and any unauthorized person who undertakes to convey mail is liable to penalty. Seven exceptions to section 234 are provided and four of these were used to allow for the acceptance of mail by ships officers. Sub-section (d) provides that letters addressed to places outside Canada, sent by sea and to be carried by private vessel, can be accepted. Section 432 states that the name of the ship must be added or marked on the envelope. Section 234(e) applied to letters brought into Canada and is similar

to section (d) but required that the letter immediately be posted at the nearest post office. Mail of this type is classed by the collector as "Paquebot" mail can be identified by the paquebot marking or the name of a deep sea ship as well as the name of the post office at which it was mailed. Although not authorized under the regulations, the Postmaster General, in the late 1920's provided various paquebot daters for use at Vancouver and Victoria on the west coast and Halifax, North Sydney, Saint John, Quebec City, Montreal and possibly Father Point on the east coast.

The Postmaster General also provided R.P.O. daters to selected west coast ships and shipping routes following the C.P.R.'s entry into the west coast shipping business in 1901. These R.P.O.'s were similar to the regular railway post offices but, with the exception of the Vancouver-Victoria R.P.O. run from 1903 to 1911, the ship did not carry a postal mail clerk on board. The purser in most cases assumed the limited postal duties of accepting mail in addition to his regular assignments and as a result, considerable variation in mail handling took place.

The transportation of coastal mail, including letters of merchants, owners of vessels of merchandise or the owner of the cargo therein or letters concerning goods or merchandise sent by common carrier and required to be delivered with the goods, was permitted under section 234(f) and (g) provided it was delivered "without, pay, hire, reward, advantage, or profit for so doing." Thus commercial mail could be carried by coastal vessels whether or not the owners had a mail contract provided the mail was related to some portion of the cargo. The practice of stamping the name of the ship on mail of this type appears to have commenced about 1890 and was not related to whether the mail was to be placed in the regular postal system. It is doubtful if the purser made any attempt to see that such mail was limited to bills of lading, but most commercial mail will have a return address from a merchant or business and may be addressed to or from a non-post office point along the coast. Mail of this type increased steadily until

the 1930's and then declined until after World War II when it became almost unknown.

The acceptance of mail from passengers or from non-post office stops was covered under section 271 which requires mail couriers to receive letters offered to them whilst on the road between post offices, provided that the distance to the nearest post office exceeds one mile. The one mile limit was often ignored by the purser and as a result mail was accepted at all stops by most boats. The letters were termed "Way Letters" and were expected to be marked as such but not until 1929 did a way mail stamp become available and then only at Vancouver. Thus letters were often marked with the ship stamp whether or not the vessel was designated as an R.P.O. In many cases, if the vessel did not have an R.P.O. dater the purser was provided with a similar stamp bearing the ship and company name, although on many occasions a single letter was struck with any available rubber stamp or even the ticket stamp. The carrying of mail was considered good public relations and in 1907 Union Steamships had a special rubber stamp made to indicate the letter had been carried by the Union S.S. Co. unpaid mail service. The rubber stamp was used for less than a year but the use of ship name stamps continued until the early 1950's when the coastal shipping trade began to decline rapidly.

Round-the-world ship letters and other cancelled to order ship markings had become very popular by the 1930's and groups such as the British Columbia Air-mail and Ship Cancellation Society were servicing covers on almost anything that floated. George Fawkes, a C.P.R. employee at Vancouver was an active member of the society and as a result almost all the C.P.R. fleet, including the tugs Nanoose and Kyuquot, are known to have marked envelopes.

The obtaining of cancellation marks to "render letters objects of curiosity or interest" was prohibited under regulation 201 and the prohibition is repeated in section 320 where it was stated that such articles were to be sent to the General Superintendent of Postal Services, Ottawa. The prohibition appears to have been ignored by most pursers who, to circumvent the regulation, applied the ship rubber stamp well to the left of the postage so that the marking was a corner card rather than a ship cancellation or R.P.O. postmark. Letters were also held by pursers so they could be slipped into a post office at a time when the prohibition would not be enforced. Letters brought on board by passengers or ship collectors were often rubber stamped as requested and handed back and never entered the regular postal system. Envelopes with up to a dozen different purser stamps are not unusual.

The start of World War II in 1939 brought a sudden enforcement of the regulations related to the marking of mail by ship and the requests for favour cancellations. Most markings applied during the war were limited to commercial or way mail usage on ships serving small, up coast ports or on the Alaska run. After the war the post office appears to have paid little attention to enforcing the regulations and, as a result, the few remaining ships on the coast have continued to mark mail. With the exception of the Alaska service of the C.P.R. most of these marks appear as corner cards rather than as legitimate ship marks. Today only one vessel, the Princess Patricia, continues to apply markings under the regulations and it is reported that it will be withdrawn from service before the 1980 season. Ship markings will probably continue to appear from the B.C. Government Ferries and other ships but none of these will be legitimate ship markings.

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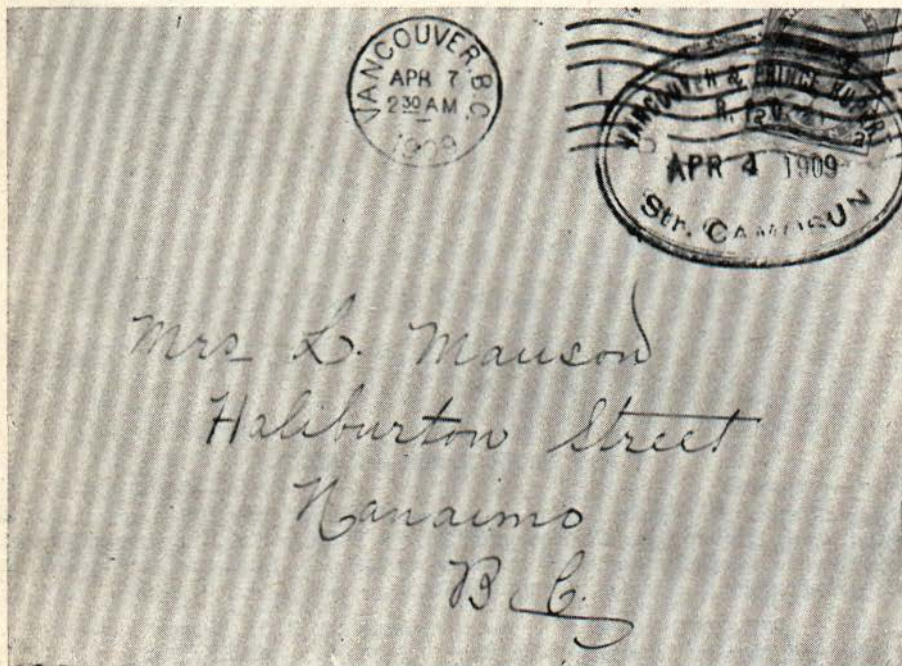
CAMP ARTABAN,
GAMBIER ISLAND, B.C.

COMMERCIAL MAIL

Shaw R 165K Cap h II

*CAPILANO * Jul. 11, 1932*

The envelope, franked with a WHM perfin, probably contained an invoice from W. H. Malkin wholesale grocers for delivery to the Anglican Church Camp at Gambier Island, a non-post office point. The Capilano served on the Howe Sound Route for Union Steamships from 1920 to the 1940's. The envelope shows correct usage of a ship marking on commercial mail.



TOURIST MAIL

Shaw R-165R CA

*CAMOSUN * Aug. 27, 1918*

The post card was probably mailed north of the Sound, (Queen Charlotte Sound) somewhere on the North Coast. The Camosun served the up coast canaries and Alaska Route with stops at many non-postal points. This post card entered the postal system at Vancouver and is typical of tourist mail.

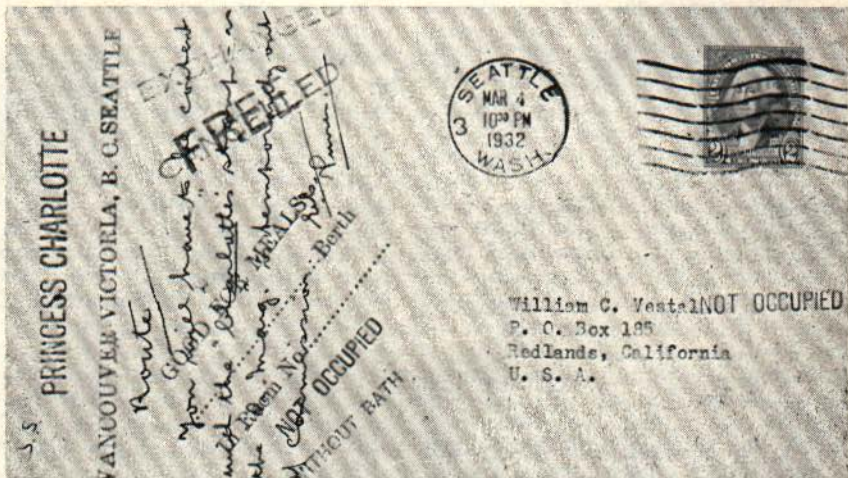


FAVOUR COVER — POST WAR

Shaw R-19C PG and R-111B PG

Carcross Ap. 30, 1963

Favour covers of the postwar period are less common than those of the 1930's. A combination of the ticket stamp and the Purser's Office stamp are used as a Prince George II corner card well to the left of the postage. The "George" was on the Vancouver, Prince Rupert, Ketchikan, Alaska Route and would not have called at the inland town of Carcross where the letter was mailed.



FAVOUR COVER — 1930's

Shaw — not listed

Seattle, Mar. 4, 1932

Eleven different rubber stamps and the note from the purser show this cover to be of the favour status. The Princess Charlotte was on the Triangle Run, Vancouver, Victoria, Seattle as the relief boat and would not have carried mail. The letter was franked with U.S. postage and thus it had to be mailed in Seattle.

PURSER'S NOTE

"You will have to be content with the "Charlotte's" stamp as the "Pr. Marg." is temporarily out of commission.

G.C., Purser

The cover is one of many favour items addressed to the well known ship collector William C. Vestal of Redlands, California. Other equally common names are J. K.

Matsuo and R. H. Reagan.

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Free - Cancelled

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