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Patriotic Postcard Series

by W. L. GUTZMAN



Golden Beavers and Maple Seeds: WBR 4

The patriotic postcards of Canada published by Warwick Bros. and Rutter, Toronto, are being studied by the Toronto Postcard Club, and in future we shall use the same numbering system for these cards.

Type 4 (WBR 4) is in vertical format and shows a black and white photo in a nearly-rectangular frame surrounded by sprigs of gold-coloured maple leaves containing clusters of maple seeds (so-called aeroplanes). A golden beaver sits on a log at base of design.

Circulation of these cards was mainly in 1905 and 1906. Earliest usage reported was Oct. 20, 1905.

Backs were undivided and show the three-section gold-coloured frame with crown at left, Canadian Souvenir Post Card at centre, and coat of arms at right, all in gold.

The publisher's name appears at upper right except in those cases where the name is given of the firm for whom the card was

published. In that case the publisher's name is omitted.

- 101 City Hall, Toronto
- 102 St. Michael's Cathedral, Toronto
- 104 St. James' Cathedral, Toronto
- 132 Elk River Canyon, Cranbrook, B.C.
- 322 Warship in Drydock, Halifax, N.S. (HEBB Series)
- 332 Mount Royal Elevator, Montreal
- 333 Mgr Bourget Monument, Montreal
- 392 Warship in Dry Dock, Halifax, N.S.

Canadian Wild Flower Series: WBR 13

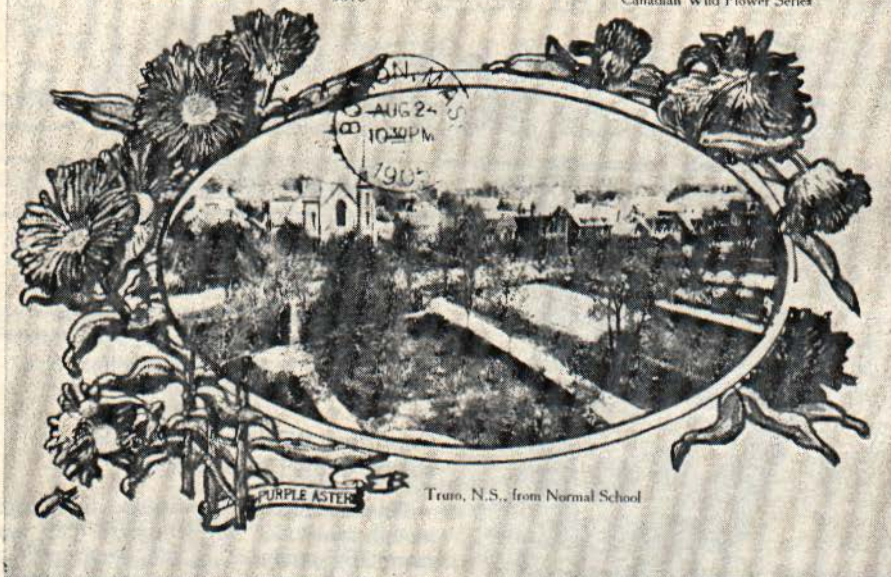
We have decided to include these cards in our "patriotic" series because they were essentially produced in the same spirit of nationalism as were those showing maple leaves, beavers, etc. The flowers used in the design are in fact typically Canadian.

An oval back-and-white view with a thin gold frame is surrounded by sprigs of brightly-coloured wild flowers. The flowers are identified at lower left, in gold. The words "Canadian Wild Flower Series" may or may not appear at upper right. When it does the publisher's name—Warwick Bros. and Rutter, is shifted from the upper right to the upper left.

Backs are divided. Two designs have been noted. One is the standard complex Warwick Bros. and Rutter pattern in blue. The other is a three-part design with red frame, green maple leaf at left, Canadian Souvenir Post Card is green at centre, and space for stamp at right.

Some views were produced with different flower designs, and these are so indicated, by listing both flowers.

- 922 The Armouries, Toronto, Ont. (Purple Aster)
- 923 The Highlands of Ontario (Wild Rose)
- 952 The Lighthouse, Pugwash, N.S. (Wild Rose) (Purple Aster)
- 959 High School, Simcoe, Ont. (Goldenrod)
- 3016 Truro, N.S. from Normal School (Purple Aster)



- 3020 View from the Hilltop looking South, Digby, N.S. (Wild Rose)
- 3054 The Bonnechere River, Renfrew, Ont. (Purple Aster)
- 3109 APOHAQUI, N.B. (ICR Yard, etc.) (Wild Rose)
- 3126 Duke St., Chatham, N.B. (Wild Rose)
- 3140 Royal Northwest Mounted Police Barracks, Regina, Sask. (Wild Rose)
- 3144 Victoria and St. Lawrence Streets, Winchester, Ont.
- 3152 Birds' Eye View of Listowel, Ont. (Wild Rose) (Goldenrod)

Golden Coat of Arms and Acorns: WBR 16

This very attractive design depicts a black-and-white photo ornately framed in gold, and topped by a coat-of-arms with a beaver at the peak. Maple leaves and oak leaves appear to grow from the same branches at base and top of the picture. The acorns are unique for this design and earn it its classification. The intensity of the gold colour is quite variable from card to card.

All backs are undivided and show a design identical to the previous series, i.e.



"Canadian Souvenir Post Card" with crown at left and coat-of-arms at right, all in gold.

The publisher's name, Warwick Bros. and Rutter, may or may not appear, but when it does, it is at the upper right, beside the card number. For example, card 32 has been noted with and without the publisher's name. Card 111 is labelled as "Published for the Robert Simpson Co. Limited".

111 City Hall, Toronto (Published for the Robert Simpson Co.)

126 S. A. Fountain, Halifax, N.S.

328 Old Windmill, Prescott, Ont.

330 Maisonneuve Monument, Montreal

495 Post Office, Cornwall, Ont.

812 Presbyterian Church, Listowel, Ont.

827 McGill University, Montreal

982 Town Hall, Arnprior



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THE PRECANCEL SPECIALIST

by R. S. CHESHIRE & H. REICHE

In the last article we discussed dates of issue. There is a close relationship with the actual plates used and the issue dates. As mentioned before, existing precancel catalogues are inaccurate when stating that a precancel was issued on a date corresponding with the actual release date of the normal stamp. For example the Admiral precancels in many cases are listed as 1912 and 1922, but the actual plates used were often issued many years after the first release of the normal stamp without precancel.

The compiled list is only preliminary. Over 3,500 precancels would have to be identified to complete it. Nevertheless, it's the first time a start has been made. An analysis of the data shows no trend. Few stamps lend themselves to any kind of analysis. These are shown in a separate matrix. The matrix shows a few interesting features. The 20c Admiral was mainly precancelled on Plate 9, namely the last plate.

Three cities show the use of Plate 2. Surprisingly, type V on a Plate 4—issued 9 March 1917—rather than that listed in the precancel catalogues as 1912.

The 50c Admiral uses at least three plates, with Plate 4 predominating. Plate 4 is the last plate from the dry printing. Here again catalogues show 1912 for the 50c, but Plate 4 was actually issued on 10 March 1925. The fact that some of these denominations were issued quite late is also evident from the correspondence files in the Post Office. High value denominations were not favoured, even though high value Jubilee and other stamps exist. The 1c Admiral is another which records some trend. Scott 305 (223) shows a clear trend of two plates only. We hope to issue updated list in time, but we need readers' help.

T 74	.....	4
V 93	.....	15LR
X 203	..... 12UR, 13LL, 15UR, 18R,	
X 211	..... 23UL, 24LL, 25LL	
X 223	..... L..... 3U, 7UL, 7LL	
X 231	.....	3UL, 4UL
X 232	..... 3UL, 3LL, 3UR, 4UR	
X 241	.....	4L, 5UL, 7LR

X 242	2LR, 5LR, 8UL, 7UL, 9LL, 9UR	
X 243	..... 1UL, 1UR, 2UL	
X 245	.....	4LR
Y 15c flower	..... 1UL, 1UR, 1LR, 1LL	
Brantford	4-211	30UR
Brockville	3-151(I)	1UR
Calgary	1-106	186
	1-153	6UL
	4-211	24.25
Cobourg	1-192	2
Fredricton	1-106	192, 193
	1-107	222, 223
Hamilton	1-93	9
	1-94	4
	4-93	9
	4-94	2, 4
	4-151	2
	5-171	5LR
Kitchener	1-86	155
	1-93	9
	1-106	187
	1-111	16
	1-122	25
	2-212	5UR, 6UR
	2-221	1LR, 2LR
London	3-106	192
Moncton	1-93	9
	2-93	9
	3-93	9
Montreal	2-76	4L
	4-93	2
	4-94	2
	6-94	3
	7-94	4
	7-143	2
	8-162 II	8LR
	10-213	7UL
Niagara Falls	3-93	9
	3-94	3, 4
N. Battleford	1-93	9
	1-94	4
Oshawa	1-93	9
	1-94	4
Ottawa	3-93	2, 9
	3-94	3, 4UR
	5-211	14UL
	5-221	2LR
	5-223	3LL, 3UR, 7LL, 7UR
Owen Sound	2-191	1LL
	2-201	1UR
Quebec	5-235	2UL
Regina	1-151 I	1CR

	4-211	21LL	11-94	4
	4-212	1LL	11-151	2
St. Thomas	1-93	9	12-94	4
	1-94	4	13-171	5
	2-211	11LL, 25	15-201	1LR, 3
Saskatoon	1-93	9	15-211	5UR
	1-94	4	15-212	5LR
	3-201	5LL	15-214	17LR
Toronto	3-86	4	15-221	4UL
	7-93	9	Vancouver	2-94
	7-94	4		2
	10-93	9		2-106
	10-94	3,4UL		182
	10-106	182	Winnipeg	2-143
	11-93	9		3
				6-201
				5, 6
				4-93
				9
				8-223
				3, 7

Trend Matrix

	93	94	106	223
V	4			
Hamilton	9	2, 4		
Moncton	9			
Montreal	2	2, 3, 4		
Niagara Falls	9	3, 4		
Oshawa	2, 9	4		
St Thomas	9	4		
Saskatoon	9	4		
Toronto	9	3, 4	182	
Winnipeg	9			3, 7
Ottawa	2, 9	3, 4		3, 7
Vancouver		2	182	
Calgary			186	
Kitchener	9		187	
Fredricton			192, 193	
North Battlf.		4		
X				3, 7

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4037 BIRDSALL, George G., 47 Stocker Road, Essex Fells, NJ 07021—C. Mint and used singles and covers, Canada and Provinces. Proposed by E. J. Whiting, L-61.
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 1906 Kilman, Dr. Muray, 4215 Cambie St., Vancouver, B.C. V5Z 2Y3
 3734 Kudish, Dr. Harold G., 10460 Charing Cross Rd., Los Angeles, CA 90024
 3005 Kuttner, William R., 3535 Chevy Chase Lake Dr., Chevy Chase, MD 20015
 3766 Lane, Stuart, 2993 S.W. Marine Dr., Vancouver, B.C. V6N 3Y2
 3346 Lefebvre, Gerald, 2125 St. Marc St., Apt. 1613, Montreal, Que. H3H 2G8
 3470 Low, David J., P.O. Box 1791, Winnipeg, Man. R3C 3R1
 3513 Lubinski, Mieczyslaw, 8 Attercliff Ct., Rexdale, Ont. M9V 1H7
 3707 Lundy, James B., 3049 Glencrest Rd., Apt. 28, Burlington, Ont. L7N 3K1
 2078 Lynch, O. E., 3130 West Silverleaf Ave., Springfield, MO 65807
 2207 Macmorine, David R. L., 176 Donnelly Dr., Mississauga, Ont. L5G 2M4
 3939 Maly, Paul L., Box 25, R.R. No. 3, Belleville, Ont. K8N 4Z3
 3466 Marshall, Christina B., 1828 Gerrard St. E., Toronto, Ont. M4L 2B4
 2587 Martin, R. Thomas, 1012 Tindalaya Dr., Lansing, MI 48917
 3929 McCallum, John G., 101 Arkell St., Hamilton, Ont. L8S 1N6
 3665 McLaren, Scott, 1567 Sedlescomb Dr., Mississauga, Ont. L4X 1M5
 2759 McSweeney, George, 941 Hay Ct., Sarnia, Ont. N7S 3G6
 1429 Michael, A. L., Stanley Gibbons Ltd., 391 Strand, London, W.C.2, England
 2821 Miess, Robert B., 19 Spied St., Lennoxville, Que. J1M 1S2
 3024 Myers, John H., 69 Grand St., Middletown, CT 06457
 3663 Peroff, Dr. John, Silver Lady Lane, North Bay, Ont.
 3392 Pearce, William D., 1097 Allard Ave., Verdun, Que. H4H 2C7
 3941 Pelehos, Anthony J., Box 174, Prescott, Ont. K0E 1T0
 1350 Perkins, Thomas J., 5100 Kirk La., Apt. 3, San Pablo, CA 94806
 3381 Perry, Edward J., 69 Clelland Cr. S.E., Medicine Hat, Alta. T1B 1M8
 3862 Ramsay, Dr. Donald R., P.O. Box 1480, Fort St. James, B.C. V0J 1P0
 2761 Saunders, Roy, 146 Memorial Dr., Gander, Nfld. A1V 1A8
 3240 Scarowski, Issie, 416 Tweedsmuir Ave., Ottawa, Ont. K1Z 5N5
 3860 Seward, Anthony W., 51 Norton Ave., Willowdale, Ont. M2N 4A2
 3659 Seymour, Eric G., 3-273 Phillips St., Kingston, Ont. K7K 3A3
 3905 Shyba, Walter, 36 Westover Dr., Calgary, Alta. T3C 2S4
 3216 Tanner, Dr. Aubrey G., 39 Donjek Rd., Whitehorse, Yukon Y1A 3R1
 3446 Thatcher, John V. H., P.O. Box 4064, Lusaka, Zambia
 3688 Twan, Lyle D., P.O. Box 78, Lumby, B.C. V0E 2G0
 3083 Wainberg, Dr. Allen S., 5845 Cote des Neiges, Apt. 300, Montreal, Que. H3S 1Z4
 2288 Winter, Charles W., P.O. Box 1162, Los Altos, CA 94022
 3708 Wiseman, James P., 2063 Borden Ave., Petawawa, Ont. K8H 2T7
 3062 Woike, Mervin E., 516 E. 84th St., No. 4W, New York, NY 10028
 1495 Wright, Gerald B., Box 24, Sharon, Ont. L0G 1V0
 3328 Yow, Lee R., 1332 Sherbrooke Ave., Kamloops, B.C. V2B 1W9
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(In parentheses after address is the Post Office remark — reason for return)

- 3346 Lefebvre, Gerald, 2125 St. Marc St., Apt. 1613, Montreal, Que. H3H 2G8 (Moved)
 2176 Sanguinetti, Haughton E., 1960 Union St., Unit No. 10, Clearwater, FL 33515 (moved, not forwardable)
 2126 Ichida, Dr. Soichi, 501 23-1-4 Shibuya Ku, Tokyo, Japan (retour, adresse insuffisante)
 2681 Large, Walter S., 272 Main St., Winnipeg, Man. R3C 1A9 (vacant)

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PERFIN COLUMN No. 7

by MICHAEL DICKETTS

A report by Gary Tomasson on New York Life's usage in Vancouver (*Topics* November/December, 1979) indicates that N.10e was in use after 1932. Tomasson tells me he owns examples on #236 and #288, and a cover bearing the return address New York Life Insurance Co., British Columbia Branch Life Insurance Company, British Columbia Branch Office, 1211 Vancouver Block, Vancouver, B.C. with #254, dated October 31, 1947. Perhaps others can confirm usage on stamps between 1932 and 1947.

A further addition to Admiral usage on N.10d is Tomasson's note that his collection includes two examples on #107. Thus we now know that scarce usage by the company in 1916 and 1922 preceded the more common period beginning in 1937. Can anyone close the gap or suggest why there might be a break in use of this perforator?

* * *

Dave Hanes has written about two projects he's undertaking. The first concerns a checklist of stamps punched by Newfoundland's six identified users. Hanes would like to hear from anyone who can supply him with listings of A.4, A.8, A.9, C.11, C.38 and G.4. When writing be sure to indicate the Scott or Canada Specialized catalogue numbers. His address is 126 School Street, Suite 20, Borden, Ontario L0M 1C0.

Perfins on the Bluenose? Yes there are examples known and Hanes is trying to find out how many different companies punched their initials on this famous stamp. So far he knows of C.33 and S.10 but we both bet there are more.

* * *

As some of my readers know, there's been an unfortunate mis-assignment of catalogue numbers to recently discovered designs.

Column No. 6 (March/April, 1980) assigned M.25 to design MG—Max Grab Fashion Co., of New York. This is incorrect and should now be identified as M.26, due to the allocation of M.25 to another new design as described in the *BNA Per-*

forator. It seems that the latter publication appeared in print before my column was published. Please correct your records and accept my apologies for the mix-up.

* * *

Those of you who have seen the prices realized of the recent Perfin Club auction will have noted that Canadian material sold for top prices and well exceeded amounts paid for material from other countries.

Examples of high rarity factor such as A.6, N.11 and S.14 went for \$25, \$22 and \$16.50 respectively.

Altogether five Canadian perfins went for over twenty dollars each, an indication of the strong competition among collectors for elusive items. I also hear that a fine illustrated cover of W. J. Gage was sold for \$200 in the last few months.

One more sign of greater popularity for perfin material was the price paid at the Maresch auction in April for Bob Woolley's collection of stamps and covers. Both lots must be considered major reference collections and the prices paid reflect this fact. I understand they went to the same buyer. Should he read this I would ask that he contact me, as there are a number of problem areas to which the collection holds the answer.

* * *

With nothing left in my notes for a future column please write to me at 61 Alvington Ave., Kingston, Ontario K7L 4R4, with any items of interest.

To give you something to work on how about someone with access to old Winnipeg city directories, available at the public and university libraries, coming up with the suggested name of the user of C.24?

CLASSIFIED ADVERTISEMENTS

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The RPO Cowcatcher

Lewis M. Ludlow

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By the time this Cowcatcher appears, BNAPEX-80 in Texas will be history. Dave McKain is the program chairman for the planned two hour R.P.O. Study Group meeting, and knowing what he has set for the program gives me sincere regret that Mac and I will be unable to attend; however, we will be at Ottawa next year to renew old friendships. With Jim Lehr assuming the Presidency of the Society, he has asked Dave McKain to take over the production of the newsletter for the next twelve months. As of this writing, Jim will keep his position as Secretary of the R.P.O. Study Group, and anyone interested in membership should contact Jim Lehr, 2918 Chesire Road, Devon, Wilmington, Delaware 19810; however, anyone having contributions for the R.P.O. Newsletter, effective immediately should send their copy to David McKain, 5 Meadowcrest, Parkersburg, West Virginia 26101.

One of the subjects for the meeting in Texas is the status of the new R.P.O. catalogue. At this time (early September), all of the data has been collected and over 50% of the typing has been completed. We are hoping to have finished copy at BNAPEX-80, but right now it looks dicey. At the very least, we should have a mock-up available for discussion among our members. We are getting close!

Response



Figure 1

Our search for the bottom half of R-177A WINDSOR & ANNAPOLIS RAILWAY /?????, put forth in the March-April issue of *Topics*, has met with success. E. C. Hodsoll (now Reporter No. 206) has sent us a beautiful complete strike on a pair of 3c Small Queens (Fig. 1) which identifies the bottom of this Type 3 oval as WINDSOR JUNC. N.S.; the strike has the same date as our own, February 4, 1891, but all efforts to match up the two as a large multiple were naught. Our sincere thanks to Hodsoll for completing the picture on this cancellation; this listing will be moved to the Ticket Stamp Section in the new catalogue.

More Response



Figure 2

Our enquiry for Frank Waite in the same issue of *Topics* on N-47, (one hammer or two?) brought a half dozen replies, including one each from Jim Karr and Joe Purcell, who both have strikes of N-47, wherein the "E" of NEWFD is not an "L", as with Waite, but is an "E" with the middle bar missing; in Fig. 2, we illustrate the strike from Purcell. Analysis of these submitted cancellations, plus those previously checked, with chordal measurements confirms that there is only one hammer involved in N-47. With this presentation, we put this matter to rest.

New Track



Figure 3

Just about the time that you think Frank Waite has gone quiescent, he comes up with a zinger that shows high level of activity and a bloodhound nose. Illustrated in Fig. 3, Waite has recently submitted a gorgeous ticket stamp strike cancelling a 3c Small Queen on cover, posted to North Fairfax, Vermont, that reads C. BEAUDOIN/SHERBROOKE/CANADA/Railway Mail Clerk, Type 1M; although the strike is only dated AUG 8 East, internal contents confirm the year as 1886. This is a spectacular piece which will be listed in the new Ticket Stamp Section. Congratulations, Frank!

More New Track

Others have also been busy; Bill Robinson has discovered a new town for N-55A. Although not suitable for photographing, Bill put together a composite of two cancellations and came up with almost a complete strike of NFLD. RY./???? ?AKE (best estimate); a search of the maps and gazetteers would seem to indicate that the only possibility is DEER LAKE; however, we need confirmation before listing. This strike is dated 1935, month and day unknown. Finally, Bill sent a third strike, a N-55 type, with LEWISPORTE at the bottom; however, the top is missing and we don't know if this is NFLD. RY., NF. RY., N. RY., NFLD. RAILWAY, N. RAILWAY or N. G. RY. Any help from anyone?

Unique

The definition of "unique" is "without

like or equal". In the May-June issue of *Topics*, we illustrated a strike of our Q-226A, QUEBEC & RICHMOND M.C. No. 4, dated June 20, 1871. Earlier this fall Bob Lee began presenting through private treaty and auction the Don Bowen Small Queen R.P.O. Collection, a simply splendid collection of significant proportions and completeness, one of the best that we have seen since the Whitehead and Steinhart collections went on the market. Nestled there in one of Lee's private treaty offerings was the second known strike, partial, of Q-226A, dated June 19, 1871; so, our cancellation is no longer "unique". This strike from Bowen is quite faint and does not lend itself well for photographing.

A Rare R.P.O.



Figure 4

Although not unique, one of our very rare R.P.O.s is O-19A, BLACKWATER & MID. M.C./No., Type 9A. Although only one strike was recorded in our sample inventory, two have now been authenticated. Warren Bosch has the latest reported date, December 2, 18'9', probably 1890, but possibly 1889. We are pleased to illustrate herewith, Fig. 4, the earliest known date, October 19, 1889, a beautiful complete strike s.o.n. on a 3c Smal Queen, from the Shaw Collection. This was cancelled by a conscientious clerk.

Another Unique R.P.O.?

The last time we called a cancellation "unique" it brought another of like kind to the surface; let's see if we can do it again. Illustrated in Fig. 5, is R-108F, P.E.I. RY./FREETOWN, Type 1E, on a 2c red Vic-



Figure 5

toria Numer.1, dated October 9, 1902, from our own collection. The photograph shows the entire item, struck on piece; what a shame to have taken this from the full cover!

Are Backstamps Collectible?

You better believe they are!!! It should be recognized that in the collecting of R.P.O.s, these cancellations came into being from two major sources. First was the pickup of mail between major post offices on the railway line; normal letters processed in the railway mail car, and cancelled with the R.P.O. on the stamp. Second, however, and equally important, was on registered mail. Regulations specified that registered mail traveled through the railway system, individual clerks responsible frequently stamped the piece with their R.P.O., and invariably these are found as backstamps on the registered cover illustrated in Fig. 6, this cover having been posted from DRUMBO, U.C., for Eastwood, Ontario, on August 21, 1875, under postage of 3c+2c Small Queens to make the registered rate. As backstamps, there are five different R.P.O.s, all indeed scarce to rare:

- | | |
|---|-----------------------|
| 1. R-6, B. & L.H., Type 4D | WEST, August 21, 1875 |
| 2. R-120, REGISTERED / B. & L.H.R. | Two Strikes |
| 3. R-55, G.W.R. / ACCOMD ⁿ | WEST, August 21, 1875 |
| 4. R-55, G.W.R. / ACCOMD ⁿ | EAST, August 23, 1875 |
| 5. R-127, REGISTERED / G.W. ACCOMD ⁿ | Four Strikes |

Backstamps ARE collectible!!!!



Figure 6

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Letters & Announcements



Unusual Cancellation

The unusual cancelling device illustrated will interest readers. The cover, delivered to a Kingston, Ontario address is not philatelic in origin.

As readers may be aware, the 5th International Commonwealth Study Conference was held in Canada with opening sessions in Kingston during May, at Queen's University. H.R.H. the Duke of Edinburgh, as patron, attended the first sessions.

A temporary post office was established in Victoria Hall, Queen's University, during the period May 16-21, and all mail handled received the special Conference handstamp before being sent to the main post office and placed in the regular mail stream. I was told that the device used was a rubber handstamp, subsequently destroyed, and that the symbolism incorporated the wheels of industry and the sun's rays.

— *Michael Dicketts*

Parliament 17c

Again Art Kollmann comes up with a most interesting new find. Although the regular 17c green Parliament has been reported with a number of varieties, some constant, this one is certainly different.

The entire stamp design appears in albino print impressed 3mm below the actual design. The value .17 and at the bottom Canada are clear impressions in albino, there is no green ink but the imprint. The possibility exists that something went wrong with the printing machine, that the printing cylinder was dry (without ink) and then printed. Alternatively, this sheet could have come from an initial start when the machine was set up. The sheet should have been rejected.

The entire sheet, to make it worse, is badly off centre perforated, but since the perforations are made after the printing, this cannot be the cause of the albino print.

Albino prints on Canadian stamps are known on other issues.

— *Hans Reiche*

It Was 1898

In my article in *Topics*, July-Aug., I made the same error twice, saying that Postmaster General Sir William Mulock established in 1893 a three cent rate to Great Britain. In fact, Mulock did not become P.M.G. until 1898. That was when he established the lower rate, as is mentioned in the same article in connection with the rest of the British Empire.

This seems to be my year for making mistakes. My apologies to readers.

— *Max Rosenthal*



Topics last issue carried an announcement that BNAPS Edmonton group had acquired a railway mail car which was to

be refurbished. Now Andrew Mills sends this photograph of his project, CP 3622.

An Earlier Carrier Mark

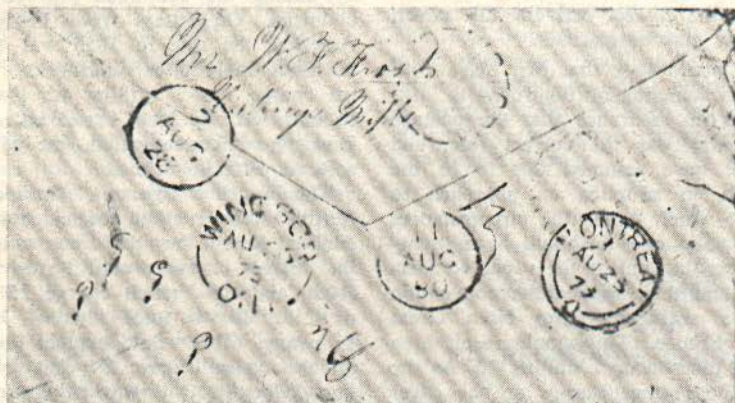
After reading Charles P. de Volpi's articles on Carrier Letters in July-August *Topics*, I thought I should describe a cover I have which pre-dates Mr. de Volpi's earliest Carrier Mark.

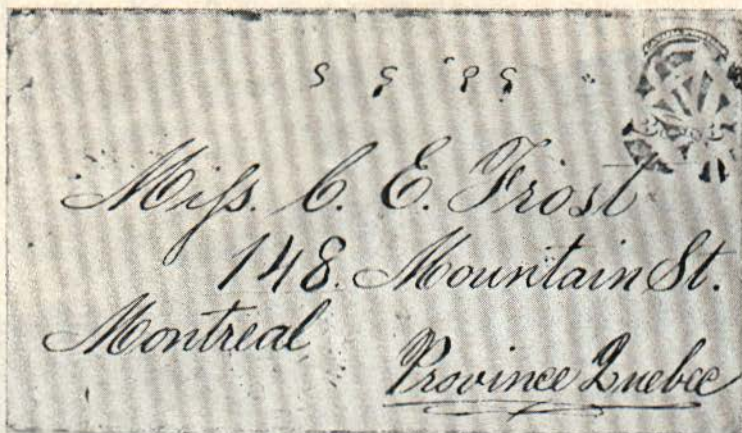
On the face is a clear broken circle postal strike of Burrard Inlet, B.C. Au 11 73, Back stamps are New Westminster, Brit. Col. Au 11 73, Victoria, Brit. Col.

Au 13 73, Windsor, Ont. Au 26 73, and Montreal, Que. Au 28 73. Also there are two carrier marks 2 AUG 28 and 11 AUG 30.

It would appear that these carrier marks were used before free carrier delivery started in Montreal on Oct. 1, 1874, as well as afterwards. Would appreciate comments on this.

— J. A. Pike





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

Some further observations

by MAGGIE TOMS

Since Mr. W. E. Lea's letter (*Topics*, Vol. 37, No. 4) first came to my attention, I have been working on the problem of Figure 24 (*Topics* Vol. 37, No. 2) of the article in question. Although I have been unsuccessful so far in obtaining information as to the correct rate for this cover, some points may be clarified.

First, I would state that Mr. Lea's criticism of my handling of Figure 24 is justified. I had no assurance that the postage on this cover was the correct rate, and should not have assumed this to be the case. Also, in adopting an approach to this cover, which under the circumstances seemed a valid one, I should have "sent" the letter to England at the usual 6d Sterling rate, and then applied the convention rate for a registered letter from Great Britain to France. This would result in a rate of 6d plus 8d or 1 shilling 2d. As the value of the postage stamps on the cover

is only 1 shilling 1d, this is probably the wrong approach.

Under the 1843 Anglo-French Postal Convention, registered letters to France had to be prepaid, and the rate was calculated by adding the combined postage of both countries. On letters from British North America, the rate in 1855 was 1 shilling 9d for a single letter via Halifax. The British charge was 1 shilling 4d, that is, the ordinary 6d rate for a ½ oz. letter to England, plus the convention rate of 10d for a ¼ oz. letter to France.

The French charge was 5 decimes, or 5d. If this same method of calculation was adopted for the new 1856 convention rates, the British charge would be 6d plus 4d, (10d), and the French charge 25 centimes or 2½d for a total rate of 1 shilling ½ penny. This would explain the postage on the cover, Figure 24, but I have no knowledge that this was either the correct

rate or the proper procedure.

Although the 1856 Anglo-French Postal Convention provided for the exchange of registered letters between Great Britain and France, and the postage was to be double that of ordinary letters, apparently this rate did not apply in Canada until a later date. Early in 1857 the P.M.G. in a letter to the Colonial Office proposed an arrangement for the registration of letters to, from or through the United Kingdom. I have not seen this letter, but evidently copies were sent to some of the British Colonies, including Canada. It would seem that these Colonies were invited to participate in this arrangement by adopting corresponding registry fees to the ones proposed by the G.P.O. for Great Britain.

The letter included a list of Colonies and countries to which registered letters could be sent from the United Kingdom, and the amount of fee chargeable in each case for the registration from the United Kingdom only.

Evidently during 1857 the necessary agreements were forthcoming, and by December the G.P.O. was ready to proceed with the arrangement. The Secretary of State for the Colonies was informed that the registry fees previously agreed upon would come into effect in Great Britain on January 1, 1858. Later on in January a circular from the G.P.O. was sent out to the Colonies informing them of this fact, and requesting that the necessary steps be taken by their departments to put into operation the corresponding registry fees. Canada evidently never received this circular, and it was not until snags developed in the system that the G.P.O. became aware of the fact. Early in 1859 a duplicate circular was sent, and the registry fees came into effect in Canada on April 1, 1859.

This information explains the confusion of dates.

In the first instalment of this article, (*Topics* Vol. 36, No. 5), I indicated that I had not seen an unpaid letter from France to British North America during the time of the 1843 Anglo-French Postal Convention. I have now seen such a letter but it was posted in 1855, after Great Britain had adopted the ¼ oz. scale for single letters exchanged with France. The cover illustrated is a companion cover to Figure 13 (*Topics* Vol. 37, No. 1). Although there is not one clear postmark on this cover, a

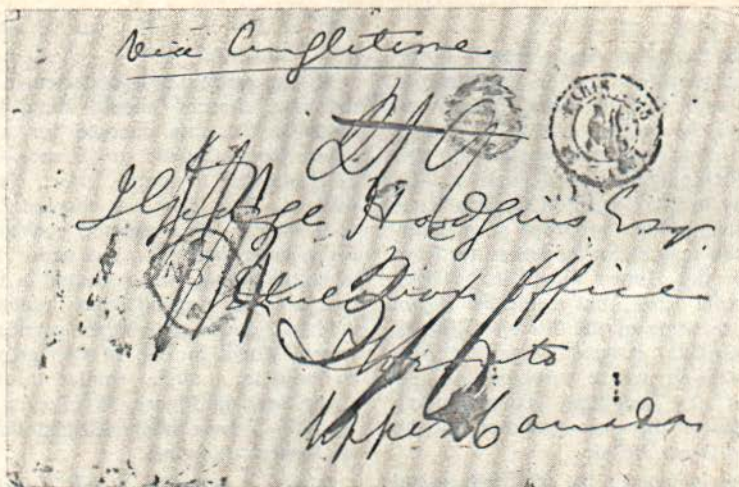
date of No 9, 1855, can be determined from the transit marks.

As the postage was collected in Canada, the rate charged should have been the same as the rate charged for a prepaid letter from Canada to France—that is 2/7d stg. for a double letter. However it was not. This letter was charged 2/10d stg. or 3/6d cy. This was the convention rate for a letter over 7½ but under 15 grams when the postage was collected in France—that is to say prepaid from France and unpaid to France. This cover carries a hand-stamp, struck in red, of two crossed lines enclosed in a circle, similar to the hand-stamp seen in Figure 38 (*Topics* Vol. 37, No. 4). I have lately learned that this is an Inspector's stamp.

In regard to British North America, there appears to have been considerable misunderstanding or difference of opinion at the Foreign Office in London concerning interpretation of the procedures and rates used in both the 1843 and 1856 Anglo-French Postal Conventions. There was even greater confusion in the Provincial Post Offices of British North America. In October 1854, Mr. Griffin, Secretary of the Post Office in Canada, in a letter to Mr. King, Assistant Postmaster General of the United States, made the following remarks: "May I observe that the correspondence of Canada with France suffers a higher transit charge for conveyance through England, than that you allude to as complained of by your Department, the mere transit rate paid to England on Canada letters being 1/6d stg. equal to 36 cents, on each letter under ½ oz. in weight—and this is in addition to the packet or sea rate".

From the Colonial point of view, this was a reasonable statement of the facts. The total British charge on a ½ oz. letter to France was 2 shillings. As the packet rate to England was made up of a sea rate of 4d plus inland postage to 6d, the remainder of the British charge was considered transit postage.

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I would like to try and re-evaluate Figures 33, 34, 35 and 42, illustrated in *Topics* Vol. 37, No. 4.

This is in relation to the British rate mark one shilling seen on Figures 33, 34 and 42, and the British rate mark two shillings seen on Figure 35. Originally I thought that the one shilling signified double British postage, or 6d postage plus 6d fine. However after acquiring the cover, Figure 35, I had my doubts about this. And when Figure 42 came to hand, I realized that the one shilling rate mark must have a different significance. By 1871, the date of cover Figure 42, one shilling was no longer double British postage, the rate having been reduced between the United Kingdom and Canada. After thinking about this problem for quite a while, it occurred to me that there is an explanation which might possibly be the correct one.

According to the British Treasury Warrant of December 20, 1856, unpaid letters to or from France and Great Britain were to be charged double postage at the prepaid rate. In 1859, after the introduction by Great Britain of prepayment of packet postage, this also applied to unpaid letters from France to Canada. The prepaid rate

to Canada was 8 decimes for a single letter, and this rate was operative from France until sometime after the Franco-German War. At double postage this would amount to 16 decimes or 1 shilling 4d stg. It could be that the one shilling British rate mark signified the prepaid rate of 8 decimes or 8d, plus a half fine of 4d. This would agree with a similar procedure that was used by Great Britain in rating unpaid letters from the United Kingdom to Canada. This explanation, I think, fits the United Kingdom to Canada. This explanation, I think, fits the three 1867 covers and also the 1871 cover. The only difference between them is that the weight for a single letter from France had changed in 1870 from 7½ grams to 10 grams.

NOTE: We have received a letter strongly supporting the research work done by Maggie Toms in her series of articles. The anonymous letter condemns the writer of another letter published in *Topics* critical of certain facts given by the author. If the critic will identify him or herself and give permission in writing to have the letter published, we will recognize anonymity.

Ed.

TOPICS NEEDS ORIGINAL MATERIAL

FOR PUBLICATION

A Final Word on Bobcaygeon

by GRAHAM J. NOBLE

Since the final draft for my articles on Bobcaygeon was completed in September 1978 some new data has come to light which expands the periods of hammer usage and confirms the existence of an additional hammer. The revised and amended list appears below.

The 1893 chart of hammer usage reproduced very poorly and has been redrawn and updated.

Hammer I (Illus.: Fig. 1)

E: April 1 1853 L: Dec 19 1863

Hammer IA (Illus.: Fig. 2)

This split circle hammer with U.C. at the base was suggested in Campbell and Konwiser (Serial No. 722) however the authors did not make a very clear distinction between hammer types and no examples had shown up. A recent discovery confirms its existence and completes the Bobcaygeon hammer chronology.

E: Oct 17 1865

Hammer II (Illus.: Fig. 3)

E: Oct 1873 L: March 1878

Hammer III (c.d.s.)

E: 1885 L: Dec 24 1902

Hammer IV (Squared Circle)

Proofed: Nov 28 1893

State I — E: Dec 13 1893

L: Jan 20 1909

State II — i — (ca. 1952, 'a few days')

ii — Jun 26 1959 TM: AM

iii — (Spring 1960 — one day)

iv — Dec 8-14 1960

TM: AM-Dec 14

PM: Dec 8-13

v — Feb 13 1961 TM: AM

Hammer V (split circle with M.O.)

E: May 1895 L: Nov 28 1899

Hammer VI (Illus.: Fig. 4)

E: Sept 18 1903 L: Jy 21 1924

Hammer VII (Illus.: Fig. 5)

E: July 25 1928 L: Sept 6 1950

Hammer VIII (Illus.: Fig. 6)

Proofed: July 8 1952

i — E: Aug 26 1952 L: Nov 7 1960

ii — E: Dec 17 1960 L: Dec 30 1960

I noted earlier that no strikes had been recorded from the much repaired Hammer VIII after the Dec 8-14 usage of the cut-down squared circle.¹ Paul Grimm has subsequently uncovered two examples which confirms this use. This discovery augurs well for the possibility of uncovering other examples of the second state squared circle in 1952, 1959 and 1960.

Hammer IX

E: Jan 31 1961 L: in use 1980

Corrigenda — 'Fig. 12' from *Topics* Jan-Feb 1980 p. 56. Hammer IV should read Hammer IX.

Notes:

1 *Topics* Mar-Apr 1980, 16-17.

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3
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Assistant Commissioner
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Toronto
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Figure 1

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REGISTERED
2726
339
4280
Commissioner of Crown
Lands Department
Ottawa
U.C.

Figure 2

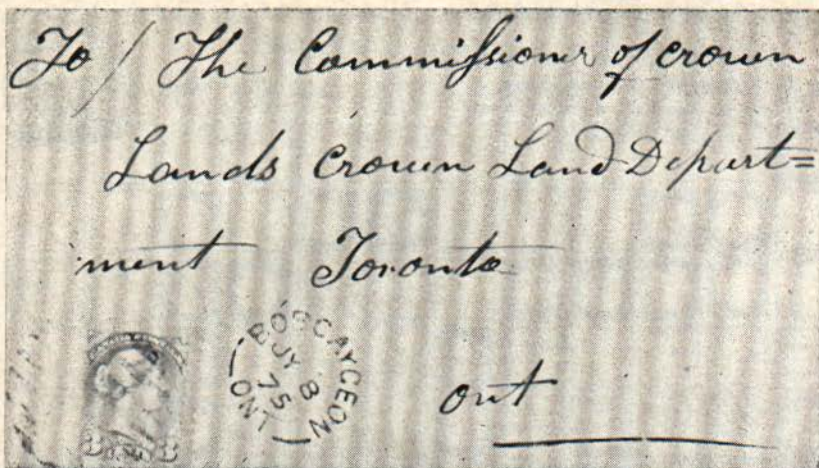


Figure 3



Figure 4

KENOSHA INN HOTEL

ON THE KAWARTHA LAKES
THE BIG STONE HOUSE WELCOMES YOU
BOBCAYGEON, ONT.



Confederation Life Assoc
Peterboro
Ont.

Figure 5

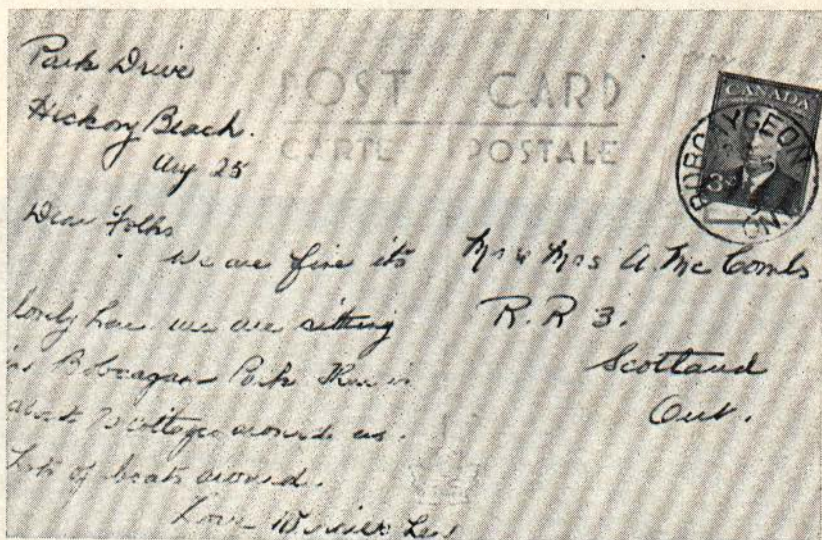
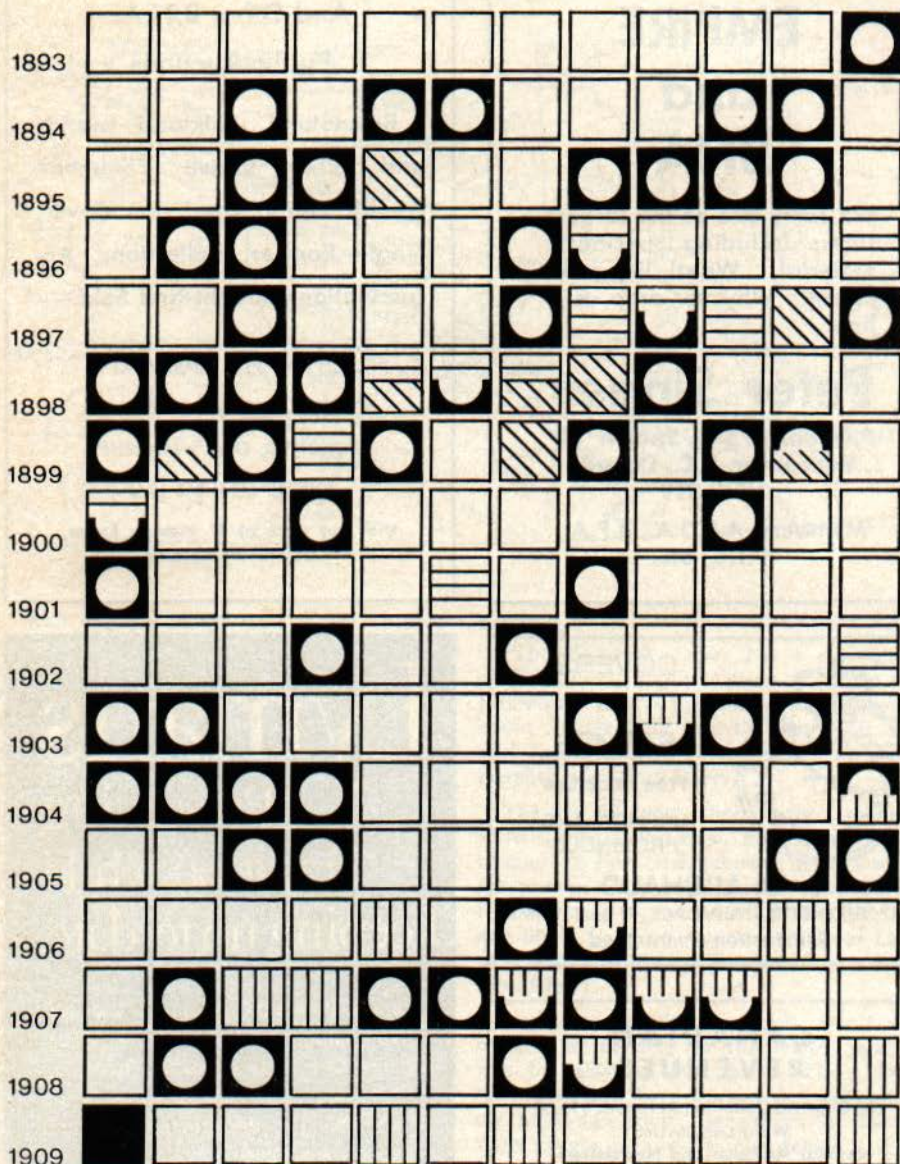


Figure 6

BOBCAYGEON ONT. HAMMER USAGE 1893 - 1909

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC



KEYS

HAMMER III



HAMMER V



HAMMER IV



HAMMER VI



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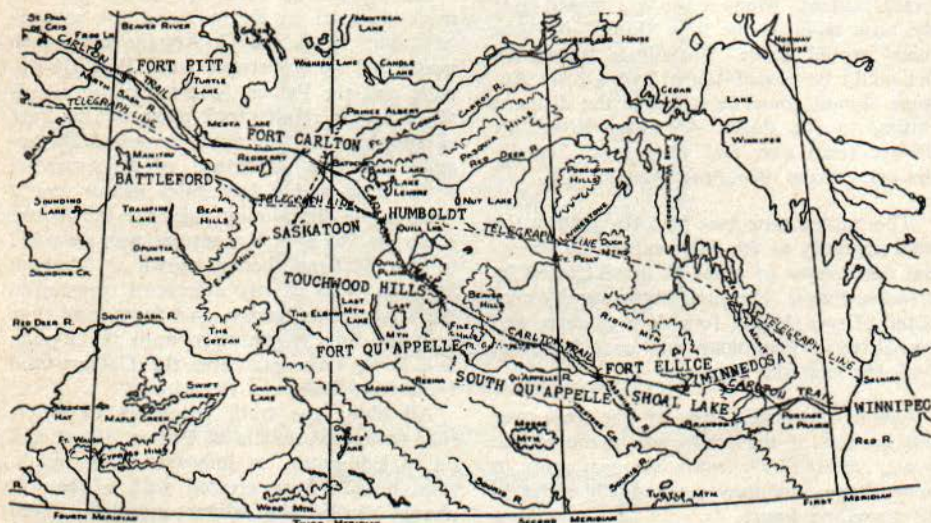
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The First Mails West from Winnipeg

by MAX ROSENTHAL



Mail delivery in the west in the days of the fur trader was a haphazard affair. Letters were sent from the east to Grand Portage on Lake Superior and handed to some fur trader to carry to another fur trader at a distant point. Thus delivery was by canoe, dog team or by Red River cart. When the "Added Territory" to the west became part of Manitoba the Dominion Government developed a system of pony express delivery to mail stations. A writer of the early 1880s described the service:

"The North-West Territories mail, starting once in three weeks, is made up at Winnipeg, and consists of a great wagon-load of crowded mail bags, carrying the news to the scattered population of the interior, who, like Siberian exiles, are pining for its tardy arrival. This will cease as soon as the railway is expected to reach the Rocky Mountains in 1882 or 1883."

The First Territorial Post Offices

In 1882 the southern portion of the Northwest Territories was divided into four smaller territories: Alberta, Assiniboia, Athabasca, and Saskatchewan. On December 30, 1908 the Saskatchewan *Herald*

noted:

"The *Kamsack Times* has a description of the old mail route between Winnipeg and Edmonton. It says the route was established about August 1876, and that the contractor was James McKay who resided at Silver Heights near Fort Garry."

The first five post offices in the territories were opened at this time: Edmonton (which changed to Fort Saskatchewan in 1878 when the present Edmonton opened) and Battleford on July 1, and Livingstone, Carlton and Shoal Lake on August 1. (Shoal Lake went with the "Added Territory" into Manitoba later.)

According to the *Kamsack Times* the method of delivery in the winter months was by relays of dog teams. There were busy men and hard-worked dogs all along the 1,000-mile route. Sometimes the drivers were caught in a storm and found it difficult to find a sheltering bluff for night camp; in spring swollen rivers would be a barrier; in the fall prairie fires would burn up the vegetation so that there would be no food for the horses. But the mail drivers were trusted men whose ambition was to arrive on time.

Every 21 days during the winter season, almost to the hour, between 2 and 3 p.m., the men who garrisoned the old Swan River barracks would have their ears alert, and their eyes looking down toward Snake Creek bottom. Many a bet was passed over the mess table on the time "Louis" or "Antoine" would arrive. Sometimes before the bet could be closed Louis Laronde or Antoine Genoit could be heard in the distance calling to the dogs. At Swan River the drivers from east and west met. Usually the relay from Winnipeg was in first.

The winter time was best for getting the mail regularly as the delay caused by storms did not appear as great as those caused by crossing rivers. The mail outfit usually consisted of two sleighs, four dogs to each, and two drivers. Pemican was used for feed, both for men and dogs.

One of the fastest trips by dog train over this section of the route was made in the winter of 1877-78, when the trail was in good shape, and they covered 150 miles in 28 travelling hours.

When the Winnipeg drivers pulled out they got their relief at Shoal Lake, about 170 miles; the next run was to Fort Pelly and the Swan River barracks; from Pelly the new drivers took the Touchwood Hills trail and exchanged mails with the men from Carlton at McKay's Station, Big Quill Lake. Another pair of drivers ran between Carlton and Battleford; and the last and longest run was from Battleford to Edmonton. These relay stations were about 170 miles apart.

Stagecoaches on the Carlton Trail

In "Saskatchewan and Its People" (S. J. Carke, Regina, 1924), A. C. Paterson of South Qu'Appelle reminisced:

"In the fall of 1882 the C.P.R. laid the track through to Regina, and the villages of Indian Head and Qu'Appelle were each nearly the same distance from Fort Qu'Appelle and the Prince Albert trail, so naturally a strong rivalry took place for the base of supplies for the north country. Qu'Appelle had the advantage of a somewhat better road and a few miles nearer and it became the distributing point for the North. Early in '83 a mail contract was awarded to Jim McLean, better known as Flatboat McLean, who shortly afterward transferred the contract to Leeson and Scott, and they kept the line in operation until the Regina and Long Lake and also the Calgary and Edmonton Railways were built."

All along the trail, according to Paterson, from Qu'Appelle to Prince Albert and on to Edmonton, at intervals of 40 miles, road houses were erected with a man in charge during the winter months. There the stage drivers and their passengers found lodgings for the night. In addition to the mail sacks carried, a considerable amount of express was handled. A four horse team was used and frequently two of these teams went out; the horses were changed at 40 mile stations. The wagons used were specially built, with seats for the passengers, and space for the mail and express. This line, together with all the freight for the northern points passing through, made Qu'Appelle one of the busiest points on the railway.

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