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**WHOLE NO 458**



**FEATURING:**

**1950 AEROGRAMME ESSAY**

**BY JEFFREY SWITT**

**THE OFFICIAL JOURNAL OF BNAPS -**

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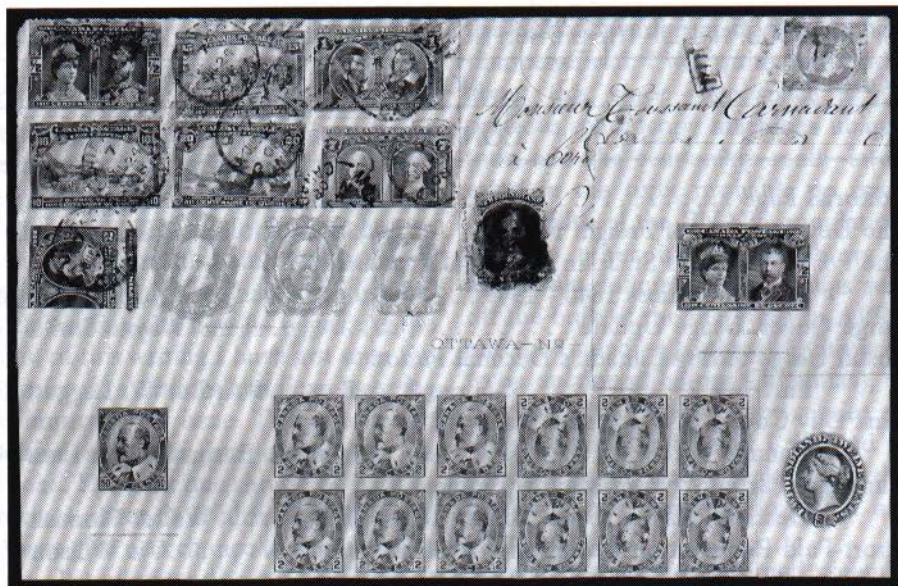
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| EDITORIAL CONSULTANT  | Victor L. Willson, P.O. Box 10420, College Station, TX USA 77842 |
| ADVERTISING MANAGER   | Robert Lee, #203-1139 Sutherland Ave., Kelowna, B.C. V1Y 5Y2     |
| LITERATURE FOR REVIEW | Send to Literature Reviews, c/o Vic Willson (address above)      |

(continued on page 83)

## DELAYS, DELAYS

We are all disappointed by the delay in bringing out the last issue of TOPICS. It took Jack Schmidt a while to figure out his new computer, but I think he did a great job formatting and setting up the various articles, and I hope you do, too. Then, we needed to add some things we forgot and had to wait on the printer before Christmas, a rush period; also, we had some trouble with binding the new 84 pages. At the time of this writing I have not seen the new issue, a distinct handicap in trying to improve this issue. This one is also behind schedule, but only by a few weeks. The next one should be back to normal, since it is already half done. Please give us a chance to succeed with this. I understand some complaints have been sent to the Secretary. I ask you to hold off writing him until we have settled into a routine with the next issue. I suspect most of those who wrote have not bothered to read our warnings in both TOPICS and PERSPECTIVES that it will take a few issues to get in the groove.

## CONSTRUCTIVE CRITICISM

Recent brouhahas regarding articles sent to me give me the chance to reflect on my editorial policy on submissions. One involved publishing the same article in two different places. The author clearly indicated that it was being published in a journal not read by many Canadian or U.S. BNAPSers

(we know from the circulation and overlap in societies). He suggested that the lack of overlap made the publication beneficial. I was quite ambivalent about this, since page space is still precious, photocopy machines ubiquitous, and the readership really interested in the topic probably no more than a fifth of the BNAPS population. On the other hand, our library is effectively defunct (Clint Phillips sent off the bulk of the materials to APRL and the Canadian National Archives or to be auctioned before Christmas), so that the BNAPS photocopy service no longer exists. In the end I decided to publish the piece as a stimulant to the field and our membership. What are your thoughts?

The second flap concerned a submission by a prominent philatelist. He interpreted a cover of some interest. TOPICS now is read by several people as it is produced, and one of our staff wrote the author a letter suggesting several alternative interpretations for the cover. The letter was not harmful in tone, merely asking for clarification and consideration of the alternative explanations. I had seen the piece and had also thought of one of the alternatives and had intended to ask the author to include it in the piece, since it seemed obvious to me as the simplest explanation. The author was quite vexed that any question was made at all and seemed uninterested in the alternative interpretations, much less publishing them. I do not plan to publish the piece without his addressing the issue,

so we may not see the piece. My logic for taking this tack is thus: if I publish the article as is, the next issue will simply see a follow-up by the observant reader. This removes the connection between the two by three months and adds to the page space allotted to the topic. I could put the questioning article after the original and invite the original author to reply, but again this takes up more space than a simple incorporation of the alternatives into the original article.

As editor I walk a line between needing material for publication and requiring quality contributions. I have no need or desire to offend contributors but must hoard my page space carefully.

On several previous occasions already I have lost articles due to my request that considerations not initially in the article be included. The authors chose to publish elsewhere rather than make changes. I note that those authors have not submitted other pieces, which means that I have lost them as contributors during my editorship. Am I right, or should I not insist on such changes?

Since I have informed the Board of Directors that I plan to step down from the editorship effective the 1995 annual meeting, this issue affects me less than it might the next editor. Consistent policy is needed, however, to insure continuity and quality for our journal.



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# The Development of Freight Money

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Jack Arnell

## Gratuities on Ship Letters

While the various postal laws and regulations on both sides of the Atlantic established the payments to be made to the captains of private vessels for letters either delivered by them to the post office at their port of arrival or accepted by them from the post office at the port of departure, these tend to be overlooked when the general subject of ship letters is discussed. On the other hand, they provided a source of revenue, which in the case of the American sailing packets must have proved quite lucrative during the 1820s and 1830s when they were carrying the bulk of the transatlantic mail between North America and Great Britain.

The British Post Office Act of 1799 had raised the gratuity to be paid to a captain for incoming and outgoing letters from one penny (1*d.*) to two pence (2*d.*) sterling each. Although successive acts increased the ship letter fees from 4*d.* to 6*d.* in 1814, and then to 8*d.* Stg. in 1815, the gratuity remained at 2*d.* Stg. Subsequent acts in 1835 and 1837 modified the inland postage aspect of ship letters, but left the fee and gratuity unchanged.

Likewise, successive U.S. Post Office Acts set the ship letter fee at six cents on incoming letters, if for delivery at the port of arrival, and two cents, plus inland postage, if going inland; the arriving U.S. captain was to be paid two cents per letter on delivery to the post office. On the other hand, *Masters of foreign packets are not to be paid anything for letters delivered into the office; such letters are, notwithstanding, to be charged with postage when delivered from the office or forwarded by mail.* When a passenger delivered a letter, instead of the captain, no gratuity was paid, although the ship letter fee was charged. These acts do not mention payments to U.S. captains for carrying outgoing letters, but it is believed they received the same two-cent gratuity.

A reflection of how the system worked is to be found in the evidence given before a Select Committee of the British Parliament 'appointed to inquire the Circumstances connected with the granting of the present CONTRACT for the CONVEYANCE of the MAILS from ENGLAND to HALIFAX and BOSTON; and also into the Circumstances connected with the granting of any new, or the extension of the existing Contract, for the same purpose' in 1846. One of the main witnesses to appear before the committee was Captain Christopher Claxton, RN, who had been the managing director of the Great Western Steam Ship Company during the early years of the company and through the first years of the operation



of the *Great Western* on the transatlantic run. This company had sought some compensation from the British Government, in addition to the ship letter fee mentioned above, for its carriage of the Mails to and from Bristol. A memorial sent to the Treasury in September 1838, following completion of the third successful round trip to New York, included the following paragraph:

Your memorialists respectfully submit to your Lordships that the accustomed allowance of 2d. for letters out of the sum received upon ship letters by Her Majesty's Post-office authorities is by no means adequate to the extraordinary service performed by the *Great Western*, and that her owners are entitled to remuneration for carrying Government despatches.

Before it faced competition from Cunard, the *Great Western* carried 10,000-12,000 letters per voyage; subsequently this decreased to 4,000-5,000. This indicates a revenue from postage of about £400-500 per voyage originally, dropping to £175-200. The distance between Liverpool and New York was just over 3,000 nautical miles and Captain Claxton estimated that the *Great Western's* operating expenses were 14s.-15s./mile or something more than £2,000, which would have to be made up from freight and passengers.

In spite of the implications that the Great Western Steam Ship Company had been passed over in favour of Samuel Cunard's British and North American Royal Mail Steam Packet Company, it had only itself to blame, as it had been given the first opportunity to bid for the transatlantic mail contract against requirements set by the British Admiralty, which was responsible for the packet service on behalf of the General Post Office. However, it had not been prepared to call at Halifax *en route* to and from New York nor to sail in the winter. On the other hand, Cunard was prepared to meet all the requirements laid down by the Admiralty, including that of building steamers strong enough to be armed in the event of war. As these were costly and not required in seasonal operation carried out by the Great Western Steam Ship Company, the larger subsidy was provided to Cunard than would have been justified by the type of operation the other company was prepared to provide.

By 1846, the Great Western Steam Ship Company considered that it had been ill-treated with respect to the increases in the subsidy paid to Cunard since the original contract to establish a transatlantic packet service. It was to look into this aspect that had prompted the committee hearings. In the course of the exchange between Captain Claxton and the committee members, the following was recorded:

118. You say that you have no public remuneration for carrying letters; have you any idea what amount of postage is paid you annually for the carriage of

letters?—I have no return here of that, but we could furnish it.

119. You receive 2d. for each letter that you bring from New York, and 2d. for each letter you take out?—Yes; and a quarter of a dollar we charge the Americans for each letter that we take from New York, and 2d. paid by the United States Post-office.

120. Have you any idea whether that which you receive amounts to anything like the sum paid by the Government for the conveyance of the mails?—I can easily conceive that it does not amount to anything like the sum, because, unless letters are marked to go by the Great Western or Great Britain, they are kept for the Boston boats, at least so we understand....

127. How much do you receive on each letter you deliver in New York?—We get 2d. on the outward letters before we start, and 2d. from the American post-office after we arrive at New York.

128. Then it is 4d. a letter?—Fourpence upon letters outward, and a quarter of a dollar, and 2d. upon letters homeward; that is 1s. 2d. home, and 4d. out, but only 2d. from our own Government.

There seems to be a discrepancy in the above where Captain Claxton stated that the company received two pence from the U.S.P.O. for each letter taken to and from New York; the relevant Act stated two cents on receipt of a letter and made no reference to outgoing ones, although this was probably also paid on the latter.

### Introduction of Freight Money

As described above, prior to the introduction of the pioneer steamers on the North Atlantic in 1838, captains carrying ship letters between Great Britain and North America received 2d. Stg. for each outgoing letter in Britain and two cents more delivered in the United States or 2d. Stg. 2½d. Cy. in British North America. The reverse was true for letters carried in the other direction. This was also the case with covers carried by the *Sirius* and the *Great Western* on their return maiden voyages from New York on 1 May and 7 May 1838 respectively. Examples are shown in Figures 1 and 2 and have the appearance of normal ship letters.

Frank Staff in his book *The Transatlantic Mail* (1956) discusses 'Freight Money' in connection with the pioneer steamers, and this is generally considered to be the first recognition of this unofficial ocean postage. He quoted an advertisement, appearing in the *New York Albion* of 30 June 1838, which read:

## BRITISH STEAM SHIP 'GREAT WESTERN'

*Letters received on board, will be charged 25 cents per single sheet; larger letters in proportion. A bag will be appropriated for letters for the Continent of Europe, and they will be deposited therein, on payment, in addition to the ship postage, as above, of the regular English postage from Bristol to their port of departure from England to the Continent, which point of departure may be designated on the letter.*

For many years, it was presumed that this was announcing the introduction of private ocean postage to be paid on letters for subsequent voyages of the 'Great Western' from New York. However in recent years, I have obtained three covers—two for the second return voyage of the *Great Western* on from New York on 25 June and one for the second return voyage of the *Sirius* from New York on 1 July, on which Freight Money was paid. The two *Great Western* covers originated in New York and were taken to the steamer in time for her 25 June sailing—the first has a '25¢' notation as a single letter (Figure 3) and the other a '50' as a double letter; the *Sirius* cover, carried of her 1 July sailing, has 'Paid 25¢' as a single letter (Figure 4). Having established this unofficial charge, the steamers were not prepared, as yet, to give up the extra revenue from the post office gratuities on other letters, as shown by a cover from Montreal dated 22 June, which reached New York in time to go by the 1 July *Sirius* voyage; this was carried by the steamer without the payment of Freight Money (Figure 5).

As this was a private arrangement instituted by the two steamship companies, there was no provision in the U.S. Postal Acts for its collection by individual postmasters. The merchants and others in the major American and Canadian cities had always taken advantage of the quickest way to get their correspondence across the Atlantic, so they put pressure on their respective post offices to make suitable arrangements to allow them to send their letters by the new steamers.

As a result of extensive research by Richard Winter, which was included in Handbook No. 1 of the BNAPS Transatlantic Mail Study Group and also published in the August 1987 issue of the *Chronicle of the U.S. Classic Postal Issues*, the way in which Freight Money was introduced into general use became understood. The first postmaster to take action in this regard was in Philadelphia. He wrote to the U.S. Postmaster General (USPMG) on 1 August 1838 seeking approval to collect Freight Money in order to have the new steamships carry his Mails, pointing out that the Post Office revenue would benefit, because otherwise most business letters would be sent by the private express companies to the steamers' agents at New York. The USPMG replied on 9 August agreeing to the voluntary collection as a service to the Philadelphia community, pointing out that he had no authority under the Post Office statutes to order the collection of a private charge. The Freight Money was to be

transferred separately to the New York postmaster for payment to the steamers' agents and the 'Steam Ship charge' was to be entered on each letter and be shown separately on the Way Bills. The Philadelphia postmaster immediately accepted this proposal, and the USPMG sent instructions to the New York postmaster on 13 August to pay the amounts shown on the Way Bills to the agents. There were other detailed handling instructions of little relevance here. The Charleston, S.C. postmaster made a similar request on 11 August and was followed by his counterpart in Baltimore on 17 August. Both received approval to follow the same procedure as above under date of 6 September, and they were told that the service had to be performed without charging a commission.

As the New York postmaster did not record Freight Money on local steamer letters, except on the first voyages after its introduction and before its collection was authorized, the earliest postally-marked Freight Money letter could have originated in Philadelphia in mid-August 1838; I have not seen one recorded. There are covers from Philadelphia and Baltimore showing Freight Money, which were carried by the *Great Western* from New York on 4 October, which was the first sailing following the September approvals. My own earliest cover was from Baltimore and carried by the *Royal William* from New York on 16 January 1839 on her second return voyage (Figure 6).

In February 1839, postmasters were instructed to forward Freight Money directly to the steamship agents to reduce the paperwork and so relieve the New York postmaster of this extra unofficial responsibility.

Before the end of 1838, the American sailing packet companies had also introduced Freight Money, but at half the steamer charge, viz. 12½ cents. Figure 7 shows a 21 January 1839 letter from Baltimore, with 12½ cents sailing packet Freight Money and 18¾ cents inland postage to New York shown as prepaid, and marked 'for Packet 25<sup>a</sup> in', which would have been a Dramatic Line sailing packet.

### Canadian Freight Money

Concurrent with the American developments, Thomas Stayner, the Canadian Deputy Postmaster General, wrote to the USPMG on 9 August 1838 raising the same question as the Philadelphia postmaster and stating that Canadians wanted to send their letters by the steamers from New York, but were thwarted by the 'additional postage or freight exacted by the proprietors of the vessels'. By mid-September, an agreement had been worked out with the New York postmaster. Under the arrangement, the Montreal, Kingston and Queenston exchange offices would make up Mails addressed to the care of the respective steamer agents, accompanied by special letter bills for checking by the New York

postmaster. Like the New York postmaster after the first Freight Money sailing, the Montreal postmaster did not mark the Freight Money on letters mailed there, nor apparently did his Toronto counterpart. This was presumably because they made up the letter bills for the steamship agents. After being checked at New York for the correct U.S. inland postage, the letter bags would be delivered to the agents for transfer to the designated steamer. At the same time, the American exchange offices at Lewiston and Cape Vincent were instructed 'to pass unopened all packets from Queenston and Kingston for New York, marked Steam Ship'.

Three months later in response to the introduction of the sailing packet Freight Money charge, Stayner issued a circular dated 26 December 1838, stating that these vessels would require the payment of 12½ cents or 7½ d. Cy. on single letters sent from the Canadas, and that postmasters collecting this 'Ship-money' were to remit it to him for consolidation and forwarding to New York.

Only one example of the transmission of Freight Money has come to light. Allan Steinhart has a Money Letter, which he described for the October 1988 (No. 9) Transatlantic Mail Study Group newsletter. Because of its importance in a study of this kind, it is reproduced here, with its contents. The letter was from Alexander Davidson, the Niagara, U.C. postmaster, was mailed on 14 November 1839 with 75 cents U.S. postage prepaid as a triple letter, and struck with 'MONEY-LETTER', as it contained a Freight Money payment to Abraham Bell & Co., the New York agents for the *Liverpool* steamship of the Transatlantic Steam Ship Co (Figure 8). It was taken across the Niagara River to Youngstown, N.Y. (faint datestamp) and put in the U.S. Mail. The letter itself was an account of the Freight Money collected on letters for four successive *Liverpool* sailings, viz. 18 May, 6 July, 24 August and 19 October 1839 (Figure 9).

This account shows several important previously unrecorded points.

(a) The agents allowed Davidson a commission of 7½ percent for the collection and transmission of the money; it is not known whether Stayner shared in this.

(b) Newspapers were charged two cents each and it is not known whether this was also the practice of the other companies.

(c) It shows the exchange rate between the two currencies, viz. \$18. Canadian money — \$16.57. This difference was one of the reasons for the surcharge on postage introduced in 1842.

(d) It confirms that the charge followed that of postage, viz. 25 cents, single; 50 cents, double; and so on.

Canadian Freight Money covers have been discussed in several issues of the Transatlantic Mail Study Group newsletters. My present list of Canadian towns from which there are Freight Money letters is:

|                     |                    |
|---------------------|--------------------|
| Amherstburg*        | London, U.C.*      |
| Belleville*         | March, U.C.        |
| Chatham, L.C.       | Montreal           |
| Drummondville, U.C. | Quebec*            |
| Goderich            | Queenston*         |
| Guelph*             | St. David's, U.C.  |
| Hamilton            | Seymour East, U.C. |
| Kingston*           | Toronto.           |

In the March 1989 (No. 11) newsletter, covers from the above towns marked with an asterisk (\*) are reproduced; other newsletters show several other town examples.

It is not practicable to illustrate all the different types of Freight Money covers here; instead some of the more distinctive and interesting ones are included as Figures 10-17.

### Discontinuance of Freight Money in the Canadas

The General Post Office in London only learned of the collection of Freight Money in the Canadas in July 1840 at the time that the Cunard service between Liverpool, Halifax and Boston under a British Admiralty contract was starting, and the B.N.A. inland postage on British packet letters had been reduced from the long-standing mileage basis to *2d. Stg./2½d. Cy.* It immediately ordered that the practice be stopped, noting however 'that persons in Canada, who may be willing to pay the heavy extra charges imposed by the owners of private vessels in the United States, have all the means of doing so by addressing their letters to the care of an Agent at New York'. However, because of an intentional or real misunderstanding by Stayner, it took two directives from London before he issued the necessary P.O. Notice on 4 December 1840. As a result, Freight Money covers from Canadian towns will only be found between September 1838 and the end of 1840, making them much rarer than their U.S. equivalents, not only because of the volume, but also because the latter are found at least until 1845.

Freight Money was only collected on eastbound sailings of the pioneer steamers and American sailing packets, because the G.P.O. did not recognize it as a legitimate charge and refused to collect it. On the other hand, the British post offices collected *8d. Stg.* postage as 'outgoing ship letters', realizing their own source of revenue from these vessels. As this charge was less than the steamship Freight Money, there would have been no incentive to send letters privately to forwarding agents at Liverpool to pay it directly to the steamers' agents.

Figure 1. Letter from New York dated 1 May 1838, which was carried by the *Sirius* on her return maiden voyage and landed at Falmouth as a Ship Letter and rated 1s. 8d. postage due at London.

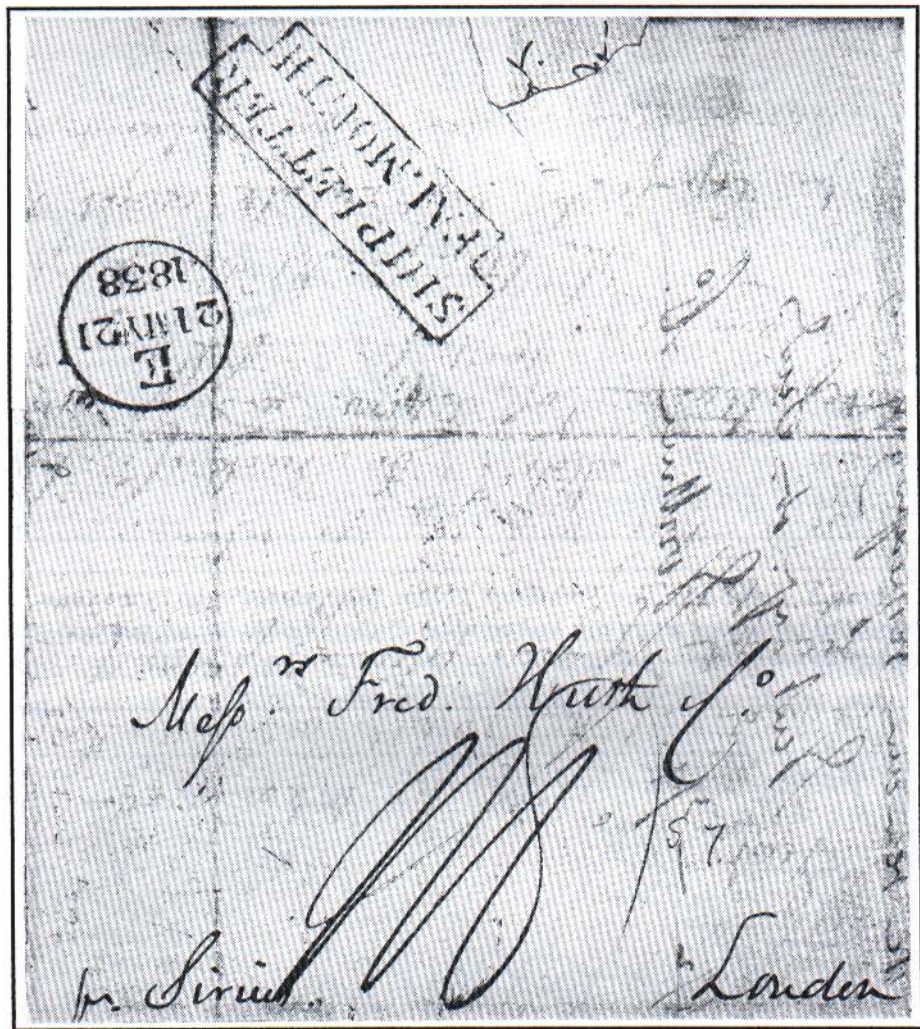


Figure 2. Letter from New York dated 7 May 1838, which was carried by the *Great Western* on her return maiden voyage and landed at Bristol as a Ship Letter and rated 3s. 0d. postage due at London as a double letter.



Figure 3. Letter from New York dated 23 June 1838, marked to go by the *Great Western* on her second return trip, and on which 25 cents Freight Money was paid—the earliest known example. Sailing on 25 June, the letter was landed at Bristol as a Ship Letter and rated 1s. 6d. postage due at London.





Figure 4. Letter from New York dated 28 June 1838, marked to go by the *Sirius* on her second return trip. Freight Money was paid, as shown by 'Paid 25<sup>c</sup>'. Sailing on 1 July, the letter was landed at Plymouth as a Ship Letter and rated 1s. 7d. postage due at London.



Figure 5. Letter from Montreal dated 22 June 1838 and mailed the following day with 4½d. Cy. and 18¼ cents postage to New York prepaid. Carried by the *Sirius* on her second return trip, without the Freight Money being paid. A Plymouth Ship letter similar to Figure 4.



Figure 6. Letter from Baltimore dated 4 January 1839, marked to go by the *Royal William* from New York, which sailed on 16 January. Both Freight Money and inland postage to New York were prepaid at Baltimore. Landed at Liverpool as a Ship Letter and rated 1s. 7d. postage due at London.



Figure 14. Letter from March, U.C. dated 1 October 1839 with 10½d. Cy. and 18¾ cents postage to New York prepaid. (The markings are very faint, but impressions in the paper remain). There does not appear to have been Freight Money paid.



Figure 7. Letter from Baltimore dated 21 January 1839, which is similar to that in Figure 6, except that 12½ cents Freight Money was paid instead of 25¢, as it was to go by a Dramatic Line sailing packet from New York to Liverpool.



Figure 8. Money Letter from the postmaster of Niagara, U.C. transmitting Freight Money to the agents for the steamer *Liverpool*.



Figure 9. Accounts contained in the Figure 8 Money Letter.

Mess<sup>r</sup>. Abm. Bell & Co New York  
 In acct with Mrs. S. Davidson Higgins & Co.

|      |        | — Cr —  |                 |
|------|--------|---|-----------------|
| 1829 | May 11 | Pay 18 single letters sent for the Liverpool      | 4.50            |
|      |        | 1 Newspaper                                       | .2              |
|      | 13     | Pay 1 double and 2 single letters                 | 4.00            |
|      | July 1 | Pay 1 Packet                                      | 1.25            |
|      |        | 1 do  | .75             |
|      |        | 1 do  | .50             |
|      |        | 15 Single letters w <sup>o</sup> t                | 3.75            |
|      |        | 2 Newspapers                                      | .4              |
|      | Aug 19 | Pay 16 single letters w <sup>o</sup> t            | 4.00            |
|      |        | 8 Newspapers                                      | .16             |
|      | Oct 12 | Pay 1 double letter                               | .50             |
|      |        | 9 single w <sup>o</sup> t                         | 2.25            |
|      |        | 14 Newspapers                                     | .28             |
|      | 14     | Pay 2 single letters                              | .50             |
|      |        |   | <u>3.53</u>     |
|      |        |   | <u>\$ 19.50</u> |
|      |        | — Dr —  |                 |
| 1826 | Nov 16 | To Commission on above 7 1/2 p <sup>er</sup> cent | 1.46            |
|      |        | Cash in full                                      | 18.04           |
|      |        |   | <u>19.50</u>    |
|      |        |   | <u>\$ .. ..</u> |
|      |        | — \$18. Balance money — \$16.57 —                 |                 |
|      |        | J. & S. B. Co. Postage 7/8 =                      | 66              |

Figure 10. Letter from Montreal dated 18 February 1839 with inland postage to New York prepaid, similar to that shown in Figure 5. It probably went by a Dramatic Line packet with the 12½ cents Freight Money sent directly to the New York agent by the Montreal postmaster without marking it on the letter.



Figure 13. Letter from St. David's dated 16 September 1839 and mailed at Queenston with 25 cents U.S. inland postage and 12½ cents sailing packet Freight Money prepaid. Another Liverpool Ship Letter.



Figure 11. Letter from Seymour East, U.C. dated 22 February 1839 with the B.N.A. and U.S. inland postage prepaid as 1s. 2d. Cy. and 12½ cents 'Packet' Freight Money prepaid. To clarify the postage for the U.S.P.O., the Kingston post office struck its framed 'PAID' between the 'Packet' and '12½' and added a second 'PAID' strike and '18¾'. Another Liverpool Ship Letter by U.S. sailing packet.



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Figure 12. Letter from Guelph dated 7 April 1839 with postage to New York and sailing packet Freight Money prepaid as itemized at upper right, viz. 25 cents, 12½, and 7d. Another Liverpool Ship Letter.



Figure 15. Letter from Belleville, U.C. dated 22 May 1840 with the postage and Freight Money itemized in both cents and currency. The very faint datestamp is Kingston, where the framed 'PAID' (also very faint) was struck over the 'U.S.P.' and 'P.P.'



Figure 16. Letter from Kingston dated 3 April 1840 with sailing packet Freight Money and U.S. postage clearly shown beside the framed 'PAID' handstamps. Being an exchange office at the border, there was no B.N.A. postage, although Ferriage may have been charged, as this was permitted at the border offices.



Figure 17. Letter from Quebec City dated 24 June 1840 with the three charges clearly separated with a 'PAID' handstamp beside it, viz. 25 cents *Great Western* Freight Money, 11d. Cy. B.N.A. postage and 18¾ cents.





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# The Postal Markings St. John's General Post Office and Sub Offices 1840-1949

(continued)

---

John Butt

## "Parcel Post"

A parcel post system between Great Britain and Newfoundland began in 1864, but the first instance of a date stamp that I have recorded is the 1898 oval from the Parcel Post Department. If any collector has any information, other than that noted, the writer would be glad to see same.

|                          |           |
|--------------------------|-----------|
| PP1 - Large Oval         | 1898      |
| PP2 - 30mm Circle        | 1924      |
| PP3 - Double Circle      | 1924      |
| PP4 - 35mm Circle        | 1933      |
| PP5 - 25mm Circle        | 1938-1942 |
| PP6 - 30mm Double Circle | 1940      |
| PP7 - 30mm Circle        | 1943      |



PP1



PP2



PP3



PP4



PP5



PP6



PP7

## "General Delivery"

Letters which were undeliverable for various reasons were placed in "General Delivery" for pickup by the addressee. If they were not picked up, letters would be placed in the Dead Letter Office for disposal.

|                                       |           |
|---------------------------------------|-----------|
| GD1 - Small Oval                      | 1928      |
| GD2 - Rectangular Box (large letters) | 1938      |
| GD3 - Rectangular Box (small letters) | 1939-1940 |
| GD4 - Small Double Circle             | 1947      |
| GD5 - Large Double Circle             | 1945      |



GD1



GD2



GD3



GD4



GD5

## "Postage Due"

Prior to the use of adhesives in 1939, postage due was collected by markings on the front of underpaid letters. The "More to Pay" handstamps were used from 1860's to the 1930's, when the Postage-Due marking was used. This system ended with the issuing of postage due stamps.

|                     |           |
|---------------------|-----------|
| PD1 - hyphenated    | 1869-1887 |
| PD2 - no hyphen     | 1896-1905 |
| PD3 - no hyphen     | 1896-1905 |
| PD4 - straight line | 1938      |

**MORE-TO-PAY**

3

PD1

**MORE TO PAY**

2

PD2

**MORE TO PAY**

6

PD3

**POSTAGE 4 DUE**

PD4

## "Foreign Services"

This cancel seems to have been applied to foreign mail with urgent delivery needs. The earliest use I have seen is from the early 1930's. These letters were probably put in a diplomatic pouch and sent by the first means available.

|                          |      |
|--------------------------|------|
| FS1 - 27mm double circle | 1931 |
| FS2 - 33mm Single circle | 1935 |
| FS3 - 27mm double circle | 1937 |
| FS4 - 30mm double circle | 1946 |



FS1



FS2



FS3



FS4

## "Too Late"

The "Too Late" handstamp was applied to mail which arrived at a postal station, or pillar box, too late to make connection with a steamer or train. This system was used extensively from the 1840's to the early 1900's. The three cancels shown are the only ones I have seen. Any information on others would be appreciated.

TL1 - 1854-1869 - hyphenated

TL2 - 1883 - broken circle

TL3 - 1873-1893 - no hyphen

TOO-LATE

TL1



TL2

TOO LATE

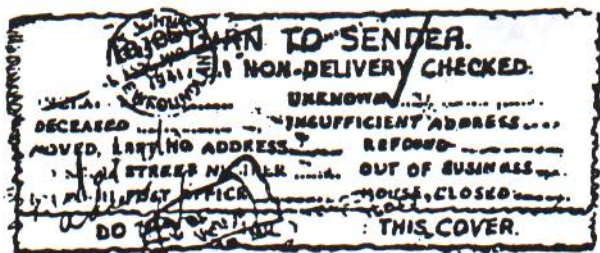
TL3

## "Directional Markings"

These markings seem to have begun in the late 1930's. There are two types. The large rectangular box containing a list of reasons for non-delivery and a hand with pointed finger, which come in various sizes, used to bring attention to the return addressee.

DM1 - 1941

DM2 - 1938-1941



DM1



DM2

## "Air Mail"

A new "Air Mail" stamp was issued in 1943 and with this issue came two new postal markings. These were used on Air Mail letters into the 1950's. I have included two "short" paid handstamps which were used in conjunction with the Air Mail stamps. The stamp was issued on June 1, 1943, but the Air Mail rate to Canada and the U.S.A. did not change until 1945. Hence, any letter with only the seven cent stamp applied for these destinations was marked "Short Paid" and sent via "Surface Mail".

- AM1 - full circle, small letters
- AM2 - full circle, large letters
- AM3 - cancelled - short paid
- AM4 - short paid - via surface mail



AM1



AM2



AM3



AM4

## "Letter Carriers Division"

I have noted only two datestamps from this G.P.O. department. The earliest is a machine cancel, the later strike a datestamp. The only reason I can think of for this department to have datestamps would be to date any mail that arrived in their section well after delivery had been made to another department at the G.P.O. If any collector has another reason, the writer would be glad to hear from them.

LC1 - Machine Cancel 1928-1932  
LC2 - Double Circle 1947



LC1



LC2

The balance of the hand and date stamps shown are self explanatory. If any collector has others, I would be happy to see same.

1 - 1932  
2 - 1937

3 - 1939  
4 - 1932

Received without Contents  
ST JOHN'S POST OFFICE

Received in Damaged  
Condition at G. P. O.  
St. John's, Nfld.

1

2

NOT AT HOME



3

4

My address is: John Butt, 264 Hamilton Avenue, St. John's, NF A1E 1J7



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# Large Queen Usage Update

---

Wayne Smith

The purpose of this article is to update and add additional information which has come to light in the 8 years since Messrs. H.E. and H.W. Duckworth wrote their monumental handbook The Large Queens of Canada and their use 1868 - 1872. As noted in their forward, they had access to many official records, a number of major collections, and auction records. Unfortunately not all collectors were asked to participate and some may not have given all the information that they could have. The following information has been garnered from auction catalogues, exhibits, and my own collection since the handbook was published.

1) Additional examples of early dates -

½¢ AP 1/68 Quebec

1¢ MR 27/68 Ottawa

1¢ MR 30/68 Hamilton

2¢ MR 31/68 Hamilton

2¢, 6¢, and 15¢ on cover MR 29/68 Brantford

2) The Duckworths have JA ? 69 as the earliest 1¢ yellow date. I have recorded covers to Cayuga dated JA 29/69 and Halifax to Annapolis JA 14/69. Of the 265 1¢ yellow Large Queen covers I have recorded, 221 are dated. The quantities recorded by month clearly show the 1¢ yellow slowly replaced the 1¢ brown and the 1¢ Large Queen was slowly replaced by the 1¢ Small Queen starting in March 1870. The quantities for the first 5 months of 1869 are 2, 3, 4, 7, and 11. From June to December 1869 the average is about 17. The quantities for 1870 are 17, 12, 7, 13, 6, 5, 4, 2, 2, 1, and 1.

3) The Duckworths give OC 1/68 as the earliest date for the 1¢ laid paper. I recorded Montreal Au 15/68 and Acton Vale SP 1/68 (both off cover). For the 3¢ laid paper, they record JY 8/68 as the earliest date. I have recorded JY 1/68 off cover and JU 23/68 on cover (both Montreal).

4) For each of the 60 2-ring cancel series, the Duckworths give the earliest date they have recorded. Some new early dates are:

#3 Quebec AP 13/69 - was AP 26/69

#4 Halifax MR 31/69 - was AP 9/69

#5 Hamilton AP 5/69 - was AP 10/69

#10 Sydney AP 2/69 - was AP 5/69

- #11 Fredericton AP 3/69 - was AP 5/69
- #13 Belleville AP 19/69 (in blue) - was MY 22/69
- #18 Yarmouth AU 11/69 - was DE 15/69
- #23 Woodstock AP 21/69 - was JU 4/69
- #24 Stratford AP 2/69 - was AP 24/69
- #29 Cobourg AU 3/69 - was OC 9/69
- #30 Pictou AP 8/69 - was JU 9/69
- #33 Sherbrooke AP 1/69 - was MY 22/69
- #36 St. Johns P. Q. SP 1/69 - was JU 26/74
- #44 Owen Sound AP 23/69 - was JA 11/70
- #52 St. Hyacinthe AP 28/69 - was JU 10/69
- #53 Three Rivers AP 23/69 - was JY 2/69
- #59 Clinton MY 7/69 - was AU 12/69

They record only one known cover with 2-ring #8. A second cover dated SP 21/69 (6¢ to U.S.) has been seen. The example recorded by Duckworths is dated AP 30/70. Since most of the fancy '8' cancels were used January to March 1870 it would appear that the 2-ring hammer was used in 1869, then replaced by the fancy '8' series and then brought back into use. While no cover has been reported with just a 2-ring #20, a cover does exist with a pair of 15¢ stamps, one cancelled by a 2-ring #29 and the other by a 2-ring #20. The cover is dated Cobourg (#29) MY 26/70. (A special thanks to Vic Willson who has shared his research and provided several of the above early dates.) The earliest dated 2-ring cancelled cover is March 24/69 from #9, Kingston. A total of 25 cities have been recorded with dates up to the end of April 1869 and 9 more with May 1869 dates.

5) The Duckworths record the Hamilton '5' duplex in use from March 30/70 to December 16/72. I have noted an example on a drop letter with 2 single ½¢ Large Queens dated MR 22/70. Their date range for the London '6' duplex is AP 4/70 to JY 31/74. My earliest recorded use is MR 29/70 (6¢ double domestic rate).

6) The Duckworths discuss a red 'PAID 6' cancel found on mail from Hamilton to the U.S. They record JU 16 and AU 18/68 and the cancel and De 16/68 without it. I have recorded MY 14 and JU 24/68 with the cancel. A J. N. Sisson auction (June 6, 1973) had a 6¢ cover from Hamilton to the U.S. dated AU 28/68 with no mention of the special handstamp (no photo provided).

7) Only five covers have been recorded paying the 6¢ rate to B.C. from Canada prior to B.C. joining confederation. The text in the handbook states DE 13/71 as the earliest but the cover shown is clearly dated DE 13/70. Another cover from North-Keppel, CW to Lytton, B.C. is dated DE 10/70.

8) In the handbook the Duckworths record 5 covers with bisected 2¢ Large Queens. Of these, 4 are se-tenant with full 2¢ stamp. Two additional covers with just a bisected stamp have been recorded. One is a drop letter dated Halifax DE 16/71 and the other Port Williams Station OC 20/70 to Brooklyn, N.Y. They record 21 covers with a 6¢ bisect. Two additional covers are, 1) a diagonal bisect, tied by straight line 'PAID', dated Millington 2 July 69, to Toronto and 2) diagonal bisect tied by Petrola OC 24/70 CW c.d.s. to Montreal with a large 5 marking on the face of the cover.

9) Several of the New Brunswick numeral grid hammers were used in at least 2 cities. The Duckworths list the dates they have observed for each of the 39 numbers in the Large Queen period. Due to the scarcity of most N. B. grid cancels on cover it is hard to determine the period and where they were used. The following new dates and cities will help somewhat:

#2 Tracy Mill, 1¢ orange and 2¢ NO 8/70.

#9 Grand Falls, 3¢ JA 11/70.

#11 Upper Woodstock, 1¢ small queen and 2¢ large queen, JY 17/71.

#13 Fredericton, 3¢ JY 10/68, AU 18/68, SP 8/68, OC 8/68, OC 30/68, FE 13/69, and 2 and 3¢ MY 11/68.

#16 W. O. Penobsquis, 3¢ JU 26/68.

#21 W. O. Victoria, 1 and 2¢ OC 14/69 and AU 11/69, 3¢ AU 11/69, 2¢ and 3¢ small queen MY 2/71, 6¢ OC 20/70, NV 15/70 and DE 20/70.

#22 OROMOCTO, 3¢ MR 24/69.

#26 W. O. Upper Gagetown, 3¢ AU 11/69 and 1¢ yellow and 2¢ AU 8/70. The Duckworths list #26 being used in Shediac on June 7/68 and Upper Gagetown from JY 27/70. I have seen a cover with a 1 and 2¢ with a Sheffield June 7/68 C.D.S. and a W. O. Gagetown, N.B. m/s dated JU 15/68 C.D.S. with stamps tied by N.B. #26 to Canning. Norman Brassler wrote an article in PHSC Journal in June 1987 in which he listed all N.B. numerals on cover known to him. He listed Shediac up to SP 24/60 and W. O. Upper Gagetown from JU 7/68. Can anyone confirm the Duckworth Shediac listing?

#39 Indiantown, 3¢ AP 1/68.

The author would like to hear of any additional information pertaining to the areas covered here and any other information which updates the research done by the Duckworths. My address: P.O.Box 104, Don Mills, On., M3C 2R6.



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DEAD LETTER OFFICE  
DISASTER COVERS  
DUPLEX CANCELLATIONS  
EDWARD VII ISSUE  
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1859 FIRST CENTS ISSUE  
FIRST DAY COVERS  
FLAG CANCELLATIONS  
FOREIGN COVERS  
FORGERIES  
INTERNATIONAL MACHINE CANCELLATIONS  
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NEWFOUNDLAND STAMPS  
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# Postal Usage during Canada's Decimal Period

---

George B. Arfken and Arthur W. Leggett

## Part 1 - Domestic Letters

This is the first of a series of short articles discussing and illustrating postal usage during Canada's Decimal stamp period, July 1, 1859 - March 31, 1868. The Decimal stamps themselves have been discussed in great detail in Whitworth's classic text [1] and in numerous journal articles. The postal usage of these stamps has been largely neglected. Here, we attempt to remedy this neglect.

Canada had decided to change from the British pound - shilling - pence system to a U.S. decimal type dollar - cent system. Post Office Department Circular No. 45, dated June 12, 1859 [2], gave details of the coming July 1, 1859 transition. The 3d per ½ oz. domestic letter rate would become 5¢ per ½ oz., for prepaid letters. Unpaid letters would be charged 7¢ per ½ oz. The 3d Beaver stamp was modified to produce the 5¢ Beaver. Whitworth [1] has given details of the process. This 5¢ domestic letter rate continued throughout the Decimal period. It was reduced to 3¢ per ½ oz. effective April 1, 1868 by Department Order No. 2 [3].

Figure 1. shows an 1867 cover with a 5¢ Beaver paying the domestic rate from Toronto, C.W. to Owen Sound, Ont. The cover is a very ordinary cover. The stamp is far from ordinary. It shows the major re-entry.

A double rate cover, over ½ oz., not over 1 oz., required 10¢ postage. The 10¢ Prince Consort paid this rate. The stamp was adapted from the six pence 1851 issue. This postal usage is illustrated in Figure 2 which shows an 1866 double rate cover that went from Port Hope to Toronto.

Of course there were other ways to pay the basic 5¢ rate. Figure 3 offers one alternative, a strip of five 1¢ Decimal stamps. This 1863 cover went from North Inverness, C.E. to Quebec. There is a Quebec, L.C. backstamp. This cover of Figure 3 is not really a great oddity. Charles Firby has recorded 89 examples of this type franking [4]. Firby also lists payment by a bisected 6d stamp (1 cover), a bisected 10¢ Decimal stamp (8 covers) and a 1¢ and two 2¢ Decimal stamps (13 covers). The record of official postal documents is far less complete in the early part of the Decimal period than in the Large Queen or Small Queen periods.

However, from the Firby Recording we have a very good idea of what Decimal postal material has survived.

Figure 1. Posted in Toronto, C.W., NO 2 67, and addressed to Owen Sound, Ont., the single rate postage was paid with a 5¢ Beaver. The stamp shows the major re-entry.



Figure 2. A double rate cover posted in Port Hope, OC 14 66 and addressed to Toronto. The 10¢ postage was paid with a 10¢ Prince Consort.

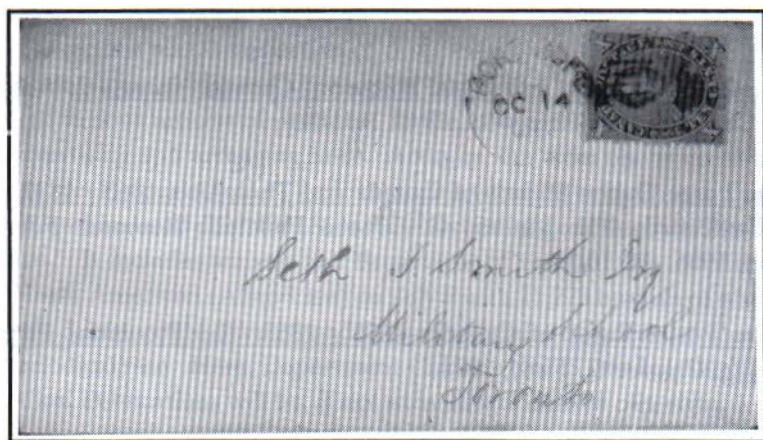
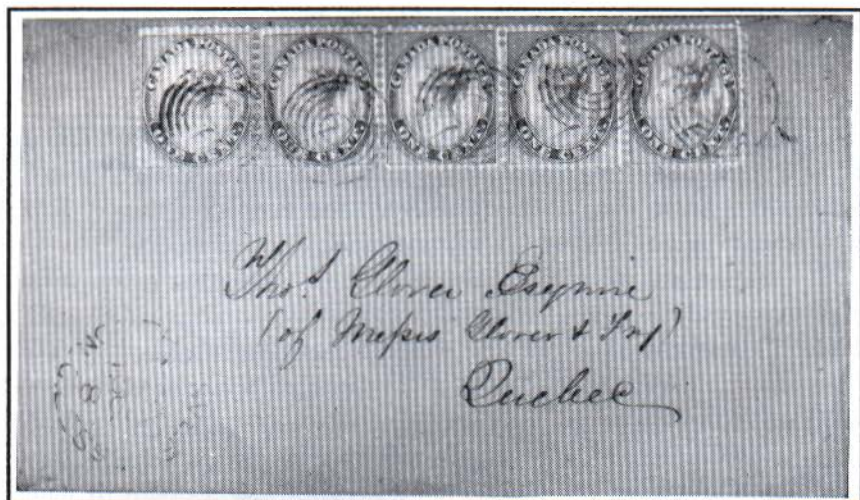


Figure 3. A single rate cover, 5¢ postage paid with five 1¢ Decimals. The cover was mailed in North Inverness, C.E., NO 28 1863, and addressed to Quebec.



## References

- [1] The First Decimal Issue of Canada, Geoffrey Whitworth, The Royal Philatelic Society, London, 1966.
- [2] The Postage Stamps and Postal History of Canada, Volume 2, Winthrop S. Boggs, Chambers Publishing Co., 1945. P.21-B.
- [3] The Large Queen Stamps of Canada and Their Use, 1868 - 1872, H.E. & H.W. Duckworth, The Vincent G. Greene Philatelic Research Foundation, Toronto, 1986. Pp.10-17.
- [4] The Postal Rates of Canada: 1851 - 1868, The Provincial Period - A Recording, Charles G. Firby, 1984.



## Part 2 - Drop Letters, Circulars and Prices Current

In a discussion of drop letter rates and circular rates, the basic postal document, Department Circular No. 45, is not very helpful. It reads: "The charges on Drop or Box Letters, and on Letters taken out by Letter Carriers in Cities, and other minor rates of a like character, are to be made at the rate of two cents for every penny now charged." So what were the pence rates in 1859? An answer comes from the annual Canadian Almanacs. The 1859 Almanac refers one to the 1858 Almanac. There we read (p.44): "On Letters deposited at an office for delivery in the same place, called Drop or Box Letters, the rate is ½d." So the decimal rate on drop letters was 1¢. This 1¢ rate was confirmed in the 1863 Canadian Postal Guide. Note that there was no weight limit. A weight limit of ½ oz. was specified in 1875 [1, p.20].

Figure 1 shows a drop letter posted in Montreal, C.E., AP 24 67. The 1¢ postage was paid with a 1¢ Decimal. This cover is actually a turned cover. It was turned inside out and used a second time as a drop letter. There is another 1¢ Decimal and a Montreal, C.E., AP 27 67 date stamp on the inside.

The postal rate for circulars again comes from the 1858 Canadian Almanac (p.46). We find: "Printed Circulars, Prices Current, or Handbills, and other printed matter of a like description ..... are charged a rate of ½d per ounce...." This 1¢ per 1 oz. rate continued until 1873 when the basic weight was raised to 2 oz. [1, p.158]. Figure 2 shows a cover passed at the 1¢ circular rate. Mailed in Hamilton, C.W., AP 23 66, the cover was clearly labelled "Circular" and was unsealed to permit postal inspection.

The item shown in Figure 3 appeared at first to be a "prices current," a printed offer to sell various articles of produce. In the 19th century, this was a common way of advertising and arranging sales. Actually, this item opens up to become a two page weekly periodical. The first page is titled "Weekly Prices Current in Montreal" and is dated July 10, 1863. The second page is headed "Movements of Produce." It includes arrivals and departures of vessels. One departure was the S.S. North American (Allan Line) on July 9 with 21,228 bushels of wheat, etc. This Figure 3 item could have passed at the 1¢ circular or prices current rate or at a 1¢ periodical rate. Here, Department Circular No. 45 was helpful: "The rate on Periodical Publications will be, if not exceeding 3 ounces of weight, 1 cent;..."

Figure 1. A drop letter, posted in Montreal, C.E., AP 27 67. The 1¢ drop rate postage was paid with a 1¢ Decimal. This cover was turned inside out and reused three days later as another drop letter. On the inside there is another 1¢ Decimal and a Montreal, C.E., AP 27 67 date stamp.

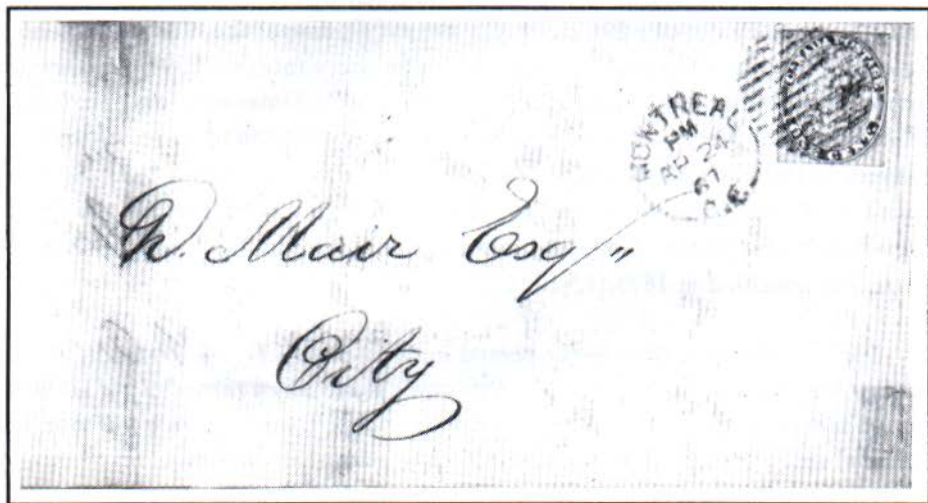


Figure 2. An unsealed envelope marked "Circular." Mailed in Hamilton, C.W., AP 23 66 at the 1¢ circular (printed matter) rate.

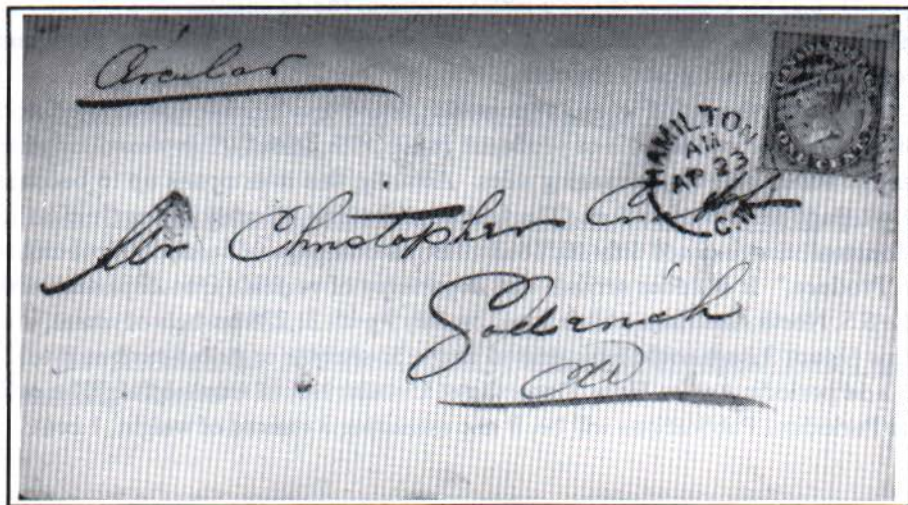
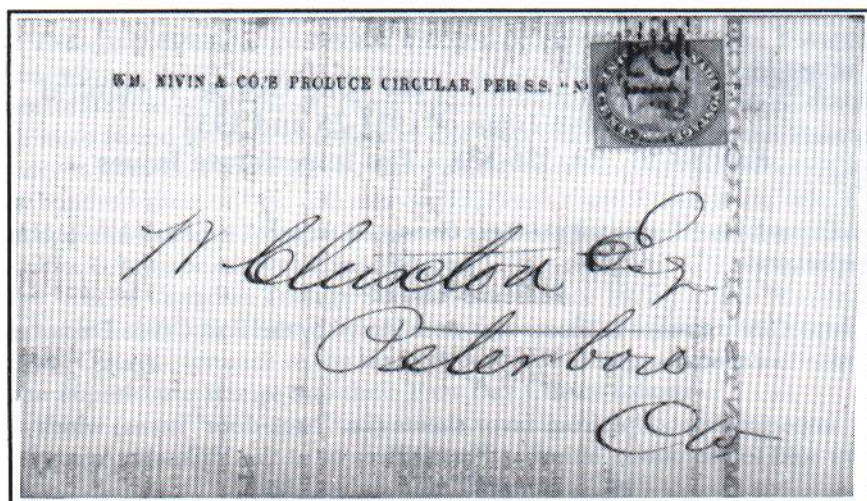


Figure 3. Printed matter, a two page weekly periodical listing prices current and other information. This issue is dated July 10, 1863. Note the "21" roller cancel. It is not a precancel.



## Reference

- [1] Canada's Small Queen Era, 1870 - 1897, George B. Arfken, Vincent Graves  
Greene Philatelic Research Foundation, 1989.

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# First Day Covers of the Classic Issues of Canada

---

Melvin L. Baron and Stan Lum

## Part 9 - First Day Covers of the King George V Admiral Definitive Issue of 1911-25 and 1931 Section b) Sc. 136-138 - The Imperforate Issues

Imperforate stamps for the King George V Admiral issue fall into two main categories:

- 1) imperforate stamps in sheets that were issued by the Post Office Department for sale to collectors, and
- 2) imperforate stamps from favor sheets (i.e. "back-door" items) which were never sold to the public, either at Post Offices or at the Philatelic Agency.

The former consist of three stamps:

- Sc. 136 - One cent yellow - imperforate
- Sc. 137 - Two cents green - imperforate
- Sc. 138 - Three cents carmine - imperforate

These stamps will be discussed in this article. First Day Covers exist for all three stamps and will be illustrated.

The latter consist of eight stamps:

- Sc. 110a - Four cents bistre - imperforate
- Sc. 112a - Five cents violet - imperforate
- Sc. 114a - Seven cents red brown - imperforate
- Sc. 115a - Eight cents blue - imperforate
- Sc. 118a - Ten cents bistre brown - imperforate
- Sc. 119a - Twenty cents olive green - imperforate
- Sc. 120a - Fifty cents black brown - imperforate
- Sc. 122a - One dollar orange - imperforate

Favor sheets for Sc. 105, one cent yellow, Sc. 107, two cents yellow green and Sc. 109, three cents carmine are also known to have been issued.

The "favor sheets" were issued as favors by individuals in the Post Office

Department and the stamps have not been recognized as separate issues. They are identified by a) designations under the corresponding regularly perforated issues in Scott's Catalogue [1]. Neither First Day dates nor First Day Covers are known for these imperforate varieties from the favor sheets.

Thus, only three stamps, Sc. 136, 137, and 138, of the King George V Admiral series were formally issued by the Canadian Post Office Department in imperforate post-office sheets. These imperforate sheets of one hundred subjects each were issued for sale to collectors and were only available at the Philatelic Agency in Ottawa. The stamps were not placed on sale at Canadian Post Offices. Five hundred sheets of Sc. 136 and Sc. 137 were made available for sale. One thousand sheets of Sc. 138 were also made available for sale. These three stamps, Sc. 136-138, have been given Canadian Post Office recognition by being included in the "List of Canadian Postage Stamps" issued since 1897. [1] [See Marler, Pg. 64]. Table I shows the First Day of Issue dates and the official First Day City, Ottawa, Ontario, for each of the three imperforate stamps. A discussion of each of the imperforate stamps and their First Day Covers follows.

Table I  
First Day of Issue Dates and City  
Sc. 136-138 George V Admiral Issue Imperforate Stamps

| Stamp                | First Day of Issue Date | Official City   |
|----------------------|-------------------------|-----------------|
| Sc. 136 - 1¢ Yellow  | October 6, 1924         | Ottawa, Ontario |
| Sc. 137 - 2¢ Green   | October 6, 1924         | Ottawa, Ontario |
| Sc. 138 - 3¢ Carmine | January 23, 1924        | Ottawa, Ontario |

#### Sc. 138 - Three Cents Carmine Imperforate

This is the first of the three imperforate stamps that were issued. The stamp was issued by the Canadian Post Office Department on January 23, 1924 and put on sale only at the Philatelic Agency, Ottawa. The First Day of Issue date was given to Marler [1] by the Philatelic Agency. It is further verified by the T.R. Legault First Day Cover that is discussed later in this Section and shown in Figure 1.

Marler notes that Hans Reiche has identified some copies of the three cent carmine imperforate stamp dated December 31, 1923. Marler [1] however, has substantiated the January 23, 1924 First Day date for this stamp beyond doubt. He notes that in 1954, when he was a member of the Canadian Government, he received, in reply to an inquiry, a letter from the Postmaster General stating "that a search had been made of the records of the Canadian Bank Note Company and

the following information had been found".

The following paragraph is quoted from the letter. "Our records indicate that 100,000 3¢ postage stamps were dry printed from regular postage plates (for ordinary Post Office panes) and were delivered imperforate in January, 1924.", [1], Pg. 523. Since stamps that were delivered in January 1924 could not have been cancelled in December 1923, the inference to be drawn is that the early dated stamps reported by H. Reiche came from imperforate favor sheets for the three cent carmine Admiral stamp, Sc. 109, that were given out prior to the formal issue of Sc. 138 on January 23, 1924 as an imperforate stamp available to collectors from the Philatelic Agency. Consequently, there is no doubt regarding this date as the First Day of Issue of this stamp. It also appears that the issuance of the three imperforate stamps, Sc. 136-138, was intended to deprive those who had obtained the imperforate favor sheets of the advantages of having such extremely rare stamps.

Figure 1 shows a block of four of Sc. 138 on a registered First Day Cover cancelled at Ottawa, Ontario. This cover was made by T.R. Legault, Accountant in Charge, Postage Stamp Division of the Canadian Post Office Department. The stamps are affixed to a large official OHMS Post Office Department envelope. Legault often used these envelopes for the First Day Covers that he prepared. The cover shown in Figure 1 is extremely rare as it is the only known First Day Cover for Sc. 138, the three cents carmine imperforate stamp.

Collectors of Canadian First Day Covers owe a large debt of gratitude to T.R. Legault who was responsible for making First Day Covers of many of the classic issues of Canada during the 1920-1940 period. In several cases, his covers are the only known First Day Covers for the particular stamp.

#### Sc. 136, One Cent Yellow and Sc. 137, Two Cents Green Imperforate Issues

Both stamps were issued by the Canadian Post Office Department on October 6, 1924, and put on sale only at the Philatelic Agency, Ottawa. The First Day of Issue date for both stamps is the same and was given to Marler [1] by the Philatelic Agency. The First Day date is further verified by the T.R. Legault First Day Cover that is discussed in the Section and shown in Figure 2.

Early dated blocks of four with a January 20, 1924 cancellation exist for both the one cent and the two cent imperforate stamps. Marler discusses these early dated blocks for each of the stamps in some detail [1], Pg. 523. These blocks were reported by Reiche.

Marler points out that for the case of Sc. 136, the one cent yellow stamp, the

early dated block of 4 has been positively identified as originating from either Plate 175 or 176, and not from Plate 179 or 180, which are the Plates used in printing the imperforate sheets which were issued by the Philatelic Agency. The type D-1 lathework appearing on the early dated block of four stamps is peculiar to Plates 175 and 176. This clearly identifies the block as coming from a favor sheet of Sc. 105 printed from one of these plates, rather than from the stamps which were printed from Plate 179 or 180 and officially issued on October 6, 1924.

A similar situation exists for Sc. 137, the two cents green stamp. A block of four stamps cancelled on January 20, 1924 has been reported by Reiche. However, these stamps are from Plates other than those of Plates 188 and 189, the Philatelic Agency imperforate stamp plates, since it has been established that Plates 188 and 189 were only approved in August 27, 1924. Thus this early dated block is from a favor sheet of Sc. 107 that was given out prior to January 20, 1924.

There is therefore no doubt regarding the First Day date of October 6, 1924 for both Sc. 136 and 137. It again appears that the reason for this issue was to deprive those who had secured imperforate stamps from the favor sheets, of an unfair advantage.

Figure 2 shows a beautiful registered combination First Day Cover with blocks of four of both Sc. 136 and 137 affixed. The cover, which was prepared by T.R. Legault is cancelled at Ottawa, Ontario. The stamps are affixed to a large official OHMS Post Office Department envelope. The cover shown in Figure 2 is extremely rare as it is the only known First Day Cover for Sc. 136 and 137, the one cent yellow and the two cents green imperforate stamps.

No cacheted First Day Covers are known for Sc. 136 - 138, the imperforate stamps of the King George V Admiral Issue.

In Part 10 of the Classic Issues of Canada series, First Day Covers of the provisional stamps of the King George V Admiral Issues, Sc. 139 and 140 will be discussed.

### Bibliography

[1] Scott, "Specialized Catalogue of Canadian Stamps, 1989", The Unitrade Press, Canada.

[2] George C. Marler, "The Admiral Issue of Canada", APS Handbook Series, American Philatelic Society, August 1982.

Figure 1 Very rare Legault First Day Cover of Sc. 138, the three cent carmine imperforate stamp of the King George V Admiral issue, cancelled at Ottawa, Ontario. This is the only known First Day Cover for this stamp.

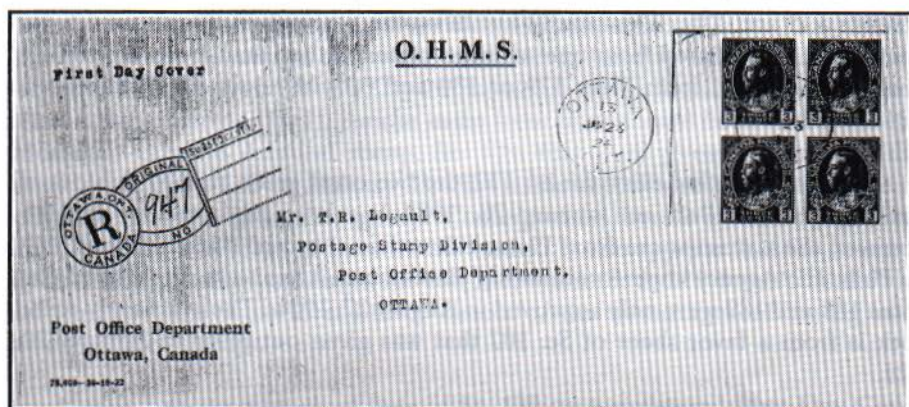


Figure 2 Very rare Legault combination First Day Cover of Sc. 136 and 137, the one cent yellow and two cent green imperforate stamps of the King George V Admiral issue, cancelled at Ottawa, Ontario. This is the only known First Day Cover for these stamps.





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May 21          .Jul 9  
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Nov 26          .Dec 17

### 1917

Jan 14          .Feb 11 25  
Mar 11 25      .May 6 20 27  
Jun 10 17 24    .Jul 15 29  
Aug 12 19      .Sept 16 23 30  
Oct 7            .Dec 30

### 1918

Jan 17 19 20  
Feb 9  
Mar 10 30 31  
Apr 14  
May 5 17 26  
Jun 4 6 9 23  
Jul 14 26 28  
Aug 11 12 18 21 22 23 24 25  
Sept 1 2 15 19 20 21 22 26 28 29  
Oct 2 9 10 11 20 27  
Nov 10 23 24 29  
Dec 18 26

### 1919

Jan 5 12 19 26  
Feb 16  
Mar 2 9 18 22 30  
Apr 6 22 27  
May 4 11 18 29  
Jun 4 8 15 18 19 22 28 29  
Jul 4 19 26 27  
Aug 4 14 17 22 25  
Sept 7 28  
Oct 5 6 12 19  
Nov 2 9 15  
Dec 25

### 1920

Jan 11 24 25  
Feb 1 4 5 8 14 15 16 19 20 26  
29  
Mar 7 14 21 26  
Apr 2 4 11 25  
May 8 9 12 15 23  
Jun 3 13 20 27 29  
Jul 4 9 10 11 15 18 19 25  
Aug 1 8 15 16 17 18 22  
Sept 2 5 6 12 24 26 27  
Oct 3 5 13 21 28 29 31  
Nov 7 10 28  
Dec 5 7 12 19 23 25 26

### 1921

Jan 2 9 11 13 14 15 16 23 30  
Feb 3 6 9 11 12 13 18 20 22 23  
25 26 27  
Mar 3 7 10 13 19 20 21 25 26 27  
28 31  
Apr 1 2 3 4 10 17 18 24 26  
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28 29 31  
Jun 3 4 5 8 12 14 18 19 26 29  
Jul 10 11 24 25 29 31  
Aug 14 28  
Sept 2 4 11 14 18 22 24 25  
Oct 16 23 25 26 28 30  
Nov 9 23 25 26 27  
Dec 4 5 9 11 18 21 25 28

### 1922

Jan 1 5 12 14 17 28 29 30  
Feb 9 10 21 25  
Mar 2 5 8 12 14 17 18 19 26  
Apr 1 2 9 12 15 18 23  
May 5 7 14 19 21 22 24 26 27  
28  
Jun 2 11 15 17 18 23 25 27

# Canadian Partially Flown Mail To Empire Destinations Via Great Britain 1931 to 1939

---

Walter Plomish

Effective on Feb. 2, 1931, the Canadian Post Office listed a new set of airmail rates for airmail services around the globe. They were divided into four groups. Group three listed the same airmail rate from Canada to West Indies, Mexico, Cuba, Central America, Asia, Africa, and Australia. The rate was fixed at 15¢ per ½ oz. and brought to an end a multitude of individual airmail rates listed in the Mar. 1, 1930, weekly supplement of the Canadian Post Office Guide. These rates included fees for all airmail services available en route and in country of destination. Registration, if desired, was extra. To simplify things, this article will deal with airmail flown via Great Britain to Empire destinations in Asia, Africa, and Australia.

Figure One. Posted at Vancouver, B.C., to Cape Town, South Africa, on Mar. 31, 1931, it is correctly paid at 15¢ per ½ oz. The cover endorsed on the upper right corner "London - Cape Town via Khartoum". This was as far as Imperial Airways flew at this time and the letter was forwarded by surface means to destination.

Figure Two. Posted at Vancouver, B.C., on June 8, 1931, to Limassol, Cyprus, the cover is correctly paid at 15¢ per ½ oz. with a strip of three of the five cent Arch Issue. It has a Canadian Post Office boxed "Air Mail" handstamp struck in purple ink and a very attractive stylized airmail sticker also tied to the cover by the airmail cancel strike. A "Limassol Cyprus JU 28 31" receiver is on the back.

Figure Three. Posted at Chapman Camp, B.C., on May 1, 1932 to Johannesburg, South Africa, the cover has three 5¢ C1's correctly paying the 15¢ per ½ oz. airmail fee. It is endorsed "Via Airmail" at the top left corner. Also, three light strikes of the Canadian Post Office boxed "Airmail" hand stamp are applied over the airmail stamps. Through service from Khartoum to Cape Town was begun in January, 1932, the two transverse bars should not have been struck on this letter in this time period. No back stamps appear on the cover's back. Chapman Camp, B.C., to the Transvaal is a long way for a Canadian airmail letter to travel. Note it is addressed to a mining engineer of a South African Goldmine Company.

Figure Four. The cover was posted at Montreal, Quebec, on July 19, 1932, to

Christchurch, New Zealand correctly paying 15¢ per oz. This is a very scarce usage of a pair of the C4 Canadian airmail stamps on a commercial cover mailed one week after C4's issue on July 12, 1932.

Figure One



Figure Two

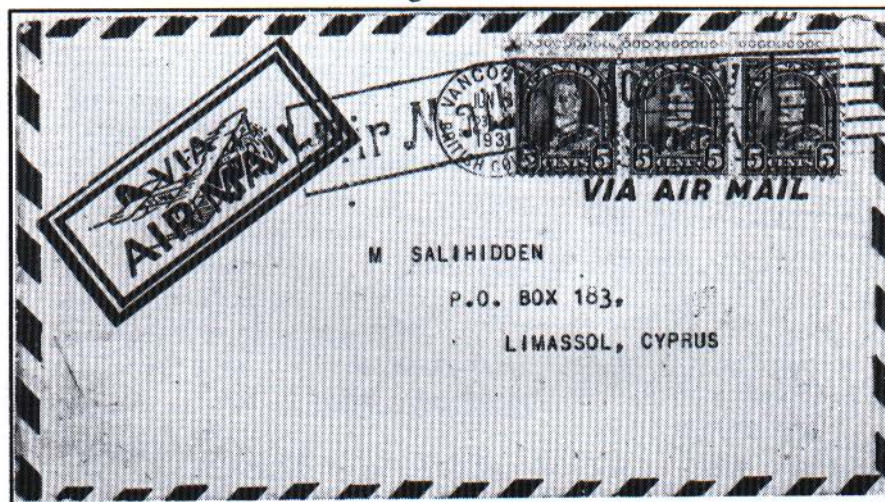


Figure Three



Figure Four



**Figure Five.** Posted at Galiano Island, B.C., on Aug. 5, 1933, to India Via New York. The cover's 15¢ per ½ oz. airmail fee is overpaid by 1¢. A "Karhachi Cancelled Aug. 33" airmail handstamp shows it was flown via England to India. A 28 Aug. 33 (India) receiver is on the back.

On July 1, 1934, the airmail rate from Canada to Asia, Africa, and Australia was increased to 35¢ per ½ oz.

**Figure Six.** This cover was posted at Montreal on Aug. 25, 1934, to Kenya Colony, British East Africa. Five C3 Canadian airmails and a 5¢ Medallion stamp make up this very attractive franking. No backstamps occur on the back.

**Figure Seven.** Posted on Jan. 11, 1935, at Saint John, New Brunswick, to Cape Town, South Africa, the cover is correctly paid at seventy cents for a one oz. letter. A fifty cent Grand Prairie and a twenty cent Harvester of the Arch issue make up the franking. The cover is endorsed "Via England" and has no backstamp.

**Figure Eight.** Posted at Toronto, Ontario, on May 20, 1935, to Limbe, Nyasaland, the cover is correctly paid at 35¢ per ½ oz. A strip of three 10 cent Cartier and a five cent Commemorative of the Silver Jubilee issue of May 4, 1935, make up this attractive franking. A blank type "6 Jun 35 6 PM" transit and a "Limbe 6 Jun 35 8 PM" receiver are on the cover's back.

Figure Five



Figure Six

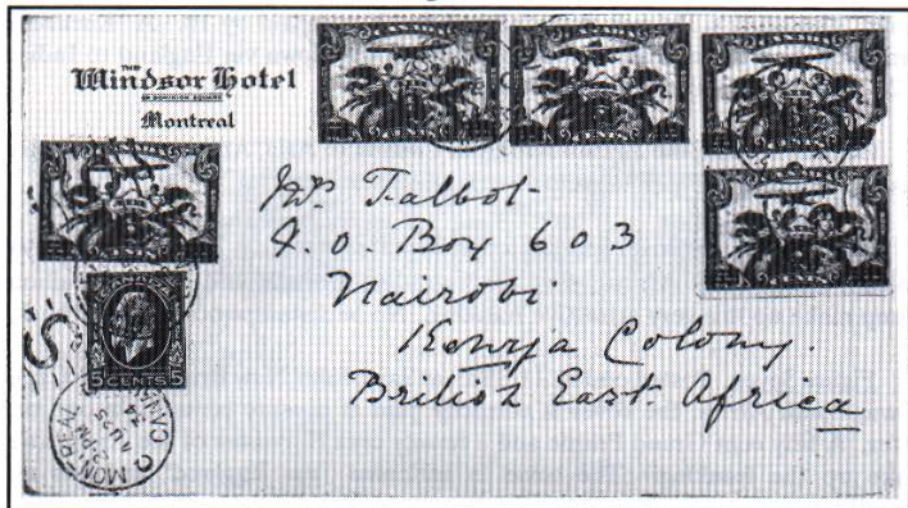
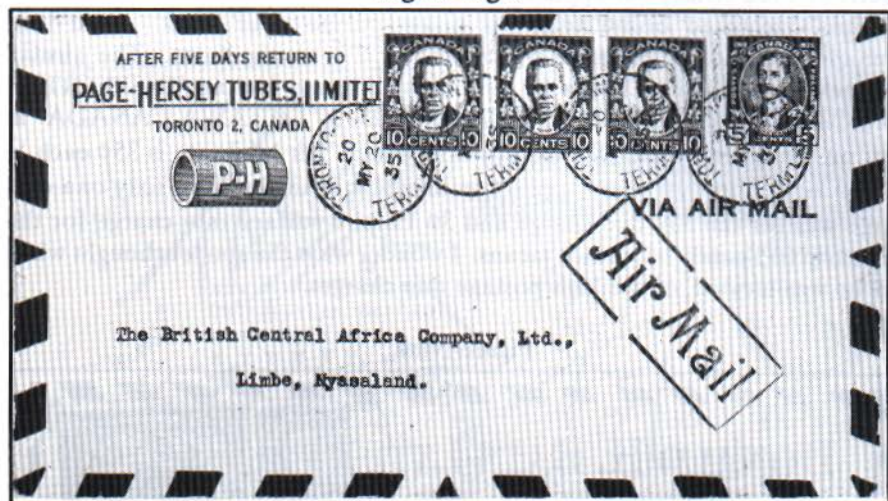


Figure Seven



Figure Eight



On July 1, 1935, the airmail rates to Asia and Africa were reduced to 25¢ per ½ oz., while the airmail rate to Australia remained at 35¢ per ½ oz. These airmail rates remained in effect until Feb. 23, 1938, when the all-up airmail scheme was put into effect. This is the subject of a separate article on all-up airmail scheme for airmail beyond England.

Figure Nine. Posted at Toronto, Ontario, on July 13, 1935, to Singapore, Strait Settlements, the cover is correctly rated for airmail service at 25¢ per ½ oz. paid by a twenty cent Harvester and 5¢ Pictorial Issue. No backstamp on the covers back.

Figure Ten. Posted at Vancouver, B.C., on Feb. 15, 1937, to Sydney, New South Wales, the cover is franked with two 3¢ Pictorials, making it 29¢ short paid for airmail service. Having the air mail sticker on the cover signified that the sender wished airmail service. It was then flown to Australia and marked in manuscript "T 290" in a circle meaning 290 centimes due. This was arrived at by calculating  $35¢ - 6¢ = 29¢$  due, double deficiency = 58¢ due Canadian at 5 centimes to 1¢ Canadian which equals T 290, as is marked on the cover front. At Sydney, N.S.W., the cover was then converted to "T 2/5" from "T 290" centimes. T 2/5 equals 29 pence or 58¢ Canadian due. A "Sydney Airmail 12, April 37" receiver is on the back. The cover was, for some reason, not delivered and was held at the Post Office until April 20, 1937, at William Street. (See strike on cover front twice.) A "SYDNEY DEAD LETTER OFFICE 1937

APRIL 21", red strike, was applied on the cover's back. Also a red "Non Re'clame Unclaimed" boxed strike was applied on the cover's back. A red dead letter office double circle strike with examiner 7 is on the front. The airmail letter was returned to Canada by surface means and has an "INSPECTION DIVISION DEAD LETTER OFFICE MAY 25, 37 OTTAWA CANADA" in black on the cover's back. The notations in pencil "Air Mail rate is 35¢ each ½ oz" and large "Tax 61¢" were applied on arrival in Canada. The sixty-one-cent charge was for the 58¢ due charge and 3¢ Empire surface rate charge for the return trip to Canada by surface means. I wonder what the sender thought when or if he was located, of the high postage due charges.

Figure Nine



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Figure Ten

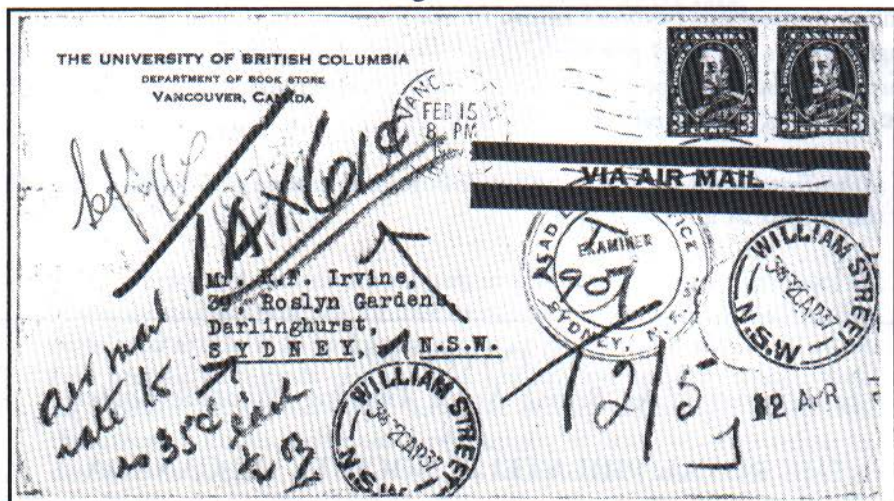


Figure Eleven

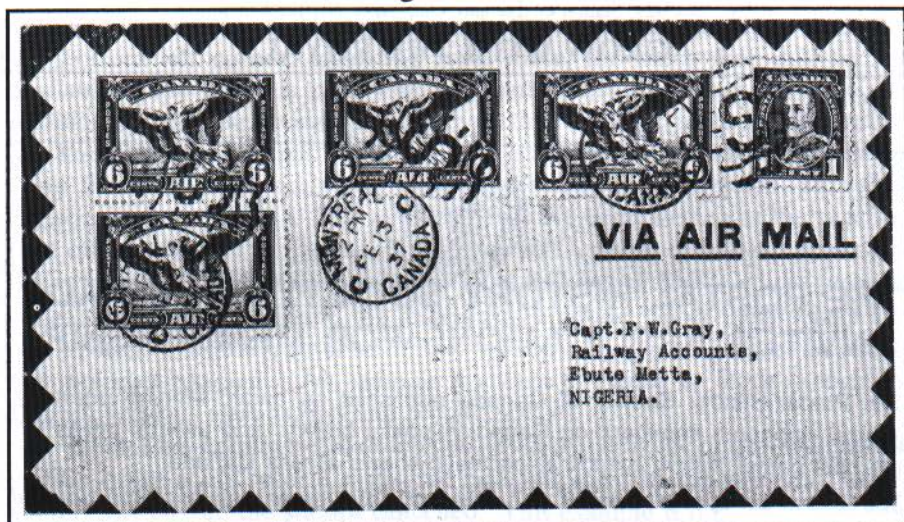


Figure Eleven. Posted at Montreal, Quebec, on Feb. 13, 1937, to Ebute Metta, Nigeria, the letter is correctly paid at 25¢ per ½ oz. for airmail service with four C6 airmails and a one cent Pictorial issue stamp. A Kano transit of Mar. 3, 1937 is on the cover's back.

With the introduction of the All-up airmail scheme on Feb. 23, 1938, all Empire destinations beyond England on the list received airmail service beyond England for a fee of 6¢ per ½ oz. from Canada. The airmail charge of 25¢ for Empire destinations not on the Feb. 23, 1938, list remained at 25¢ per ½ oz. and 35¢ per ½ oz. to Australia.

The Empire All-up airmail scheme is beyond the scope of this article and will be the subject of a future article.

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# Short-Paid Registration During the Admiral Period

---

Vic Willson

Steinhart (1981) records section 141 of the Canada Official Postal Guide of January, 1912, as reading:

"141. Registered articles are subject, in addition to ordinary postage, to a special registration fee of five cents to be prepaid by stamp. No registered article is to be knowingly accepted by any postmaster unless fully prepaid as regards postage and registration fee; but should such an article be inadvertently accepted at any office, and forwarded therefrom without sufficient prepayment, it may be forwarded to destination subject to collection of double the total deficiency in prepayment on delivery."

The cover shown in Figure 1 was sent from Rodney, Ont., on April 12, 1917, to a Miss Annie May Lalond of Muirkirk, Ont. The notation R.R. is seen on the bottom left corner, indicating rural route, for which free delivery was available. The cover is paid with a 1 cent postal stationery envelope plus additional 1 cent war tax stamp, but without the required 5 cents for registration. We know that registration was requested because of the R in oval cancellation tying the stamp and cancelling the postal stationery impression, as well as registration number 261. The number may have been written at the receiving post office or on the St. Thomas & Windsor RPO, whose datestamp appears on the reverse: ST. THOMAS & WINDSOR R.P.O./W/AP 13/17. At the receiving office, presumably Muirkirk, the manuscript notation "Short Paid/Collect 10¢" was written. For rural routes an official card indicating postage due was left for the intended recipient. An example is shown in Figure 2. Both French and English versions exist as first and second notices.

When Miss Lalond called at the post office, for only she or someone per her written order could receive registered material, the 10¢ due was paid, two 5¢ stamps affixed and the stamps cancelled. This example is the first I have seen exhibiting the appropriate application of the directions. That it is for a rural route address makes it just a bit more interesting.

Reference:

Steinhart, A. L. (1981). The Admiral Era: A Rate Study 1912 - 1928.  
Toronto: Mission Press.

Figure 1.



Figure 2.



# Re-Entry Terms - A Problem of Semantics: Part II - "Shifted Transfer"

---

Ralph E. Trimble

Back in the May-June 1992 issue of TOPICS, I attempted to clarify the term 'fresh entry'. I received numerous positive comments following that article and would like to tackle another term that is often misunderstood in re-entry circles - the *shifted transfer*.

Many collectors believe that the term *shifted transfer* is synonymous with *re-entry*. However, this is **not** an accurate assumption! The classic *re-entry* involves the *reapplication* of the transfer roll to the plate to strengthen a weakened or worn image. A *shifted transfer*, however, does not involve the reapplication of the transfer roll, but occurs as the design is being rocked in, or transferred, to the plate. This could occur during the actual initial manufacture of the plate, or afterwards during a repair, or re-entry.

The basic concept of a *shifted transfer* involves the plasticity of the steel plate under the enormous pressure of the transfer roll in the transfer press. This pressure could range from 8 to 35 tons at the point of contact, depending on the particular press. Under such pressure, the surface of the steel plate actually 'flows' away from the transfer roll in a minute 'wave' as the stamp design is being rocked in. The experience and skill of the siderographer allowed him to apply just the right amount of pressure and at the proper speed in order for this 'wave' to cause a negligible amount of distortion of the plate's surface. The plasticity of the steel at this point usually caused the wave of metal to flatten itself out as the end of each pass of the roll, with no discernible effect on the design. However, despite the skill of the siderographer, sometimes too much pressure was applied too quickly, with the result being a *shifted transfer*. I shall explain. I'm sure we're all aware that it takes many, many passes of the transfer roll back and forth on the plate to enter a design to its proper depth. If the full length of the design has been rocked in and then too much pressure applied, or the roll is rocked too quickly, this tiny 'wave' of metal that is pushed ahead of the roll will carry with it the portion of the design that has already been entered. If the pressure or speed has been too great, this 'wave' of stretched metal cannot flow back to its proper position, and what we have is the top or bottom, or left side or right side of the design showing an image that is stretched slightly longer or wider than it should be. On subsequent passes of the roll, the design now no longer perfectly coincides with the lines of the former impression, and a slight doubling of the design appears. This doubling always occurs at one extremity of the design, either the top or bottom of a vertical design, or at the left or right of a horizontal design. Should this increased pressure and/or speed occur in both directions of the rocking, both ends of the design may show evidence of this

'doubling', but the doubling will be in opposite directions!

Obviously, it can be extremely difficult, or even impossible, to tell a *shifted transfer* from a true *re-entry*, and indeed, many collectors do not even try to distinguish between the two, electing instead to call them all re-entries. An example of one such stamp is seen in Figure 1. Here we have a 5¢ Medallion, Scott #199, with slight doubling at the top of the design. It certainly *looks* like a *re-entry*, but I suspect it, and others I have like it, may instead be a *shifted transfer*. An almost certain *shifted transfer* can be seen in Figure 2. Here we have the so-called Major Re-entry on the 7¢ Airmail stamp of the 1949 Peace issue, C 9. Both the left and right edges of the design show doubling, but if you look carefully, you will notice that the 'doubling' at each end is in the opposite directions!

The C 9 shown below is from Plate 2, Lower Left Pane, Position #10, BUT this issue is absolutely rife with 're-entries', most of which I suspect are in reality *shifted transfers*! I have literally dozens of *different* C 9's, showing all sorts of combinations of doubling - some weaker, some stronger. I have doubling on the left side & lower right side; upper right side; left side; right side; upper left & lower right; lower left side; upper left side; upper right & lower left; etc. And many of these are in pairs, with each stamp showing doubling in different portions! At first, this might sound like a re-entry nut's dream, BUT with the above stamp [and several others like it] showing doubling at **both ends** of the design in **opposite directions**, I would suggest that most, if not all, of the *re-entries* on C 9 are actually *shifted transfers* instead. This is not at all to suggest that there is anything *wrong* with collecting these stamps and their lovely doubling! We must, however, recognize that not all doubling denotes the classic *re-entry*! Thus we have the '*problem*' referred to in the title of this series!

Figure 1 - 5¢ Medallion (Sc. 199)



Figure 2 - 7¢ Airmail (Sc. C 9)

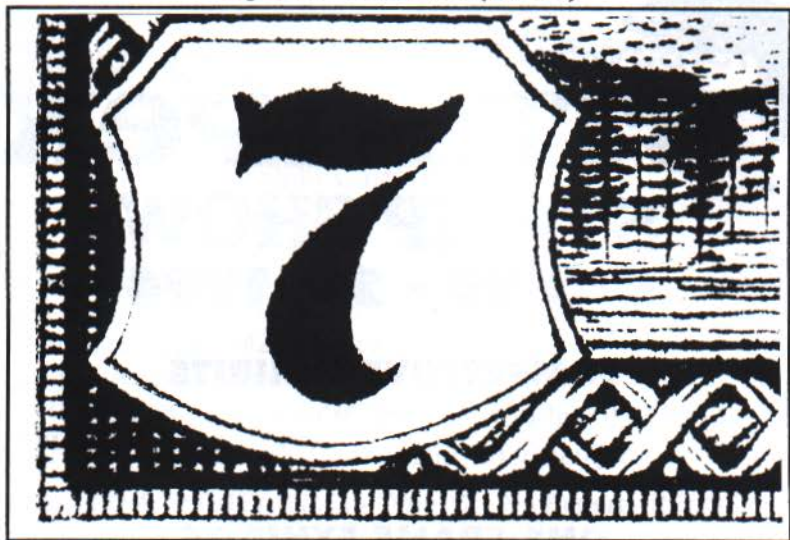


Figure 3 - 7¢ Airmail (Sc. C 9)





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# The RPO Cowcatcher

A Guest Column by William G. Robinson, ORB  
5830 Cartier Street  
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You may recall that in the March-April to July-August columns this year we mentioned the various UNCONFIRMED listings which have been shown in the Ludlow Catalogue since 1982 without anyone finding the copies from which the listings came. A few confirmations have been received and will be shown in Annex XII to the Catalogue. The following is the status of each UNCONFIRMED listing at present:

- MA-258 TRURO & SYDNEY R.P.O. - Type 17 - No Report - DELIST.
- Q-3 ARTHABASKA & 3 RIVERS R.P.O. - Type 17 - No Report - DELIST.  
Q-19 HERVEY JC. & LA TUQUE / M.C. - Type 9E - No Report - DELIST.  
Q-37 LEVIS & CAMP'B'TON R.P.O. - Type 17 - No Report - DELIST.  
Q-62 MON & BR G.R.T. - Type 1 - See article by Gillam, Maple Leaves, No. 219, 1988. Leave as UNCONFIRMED.
- Q-64 MON. & BROCK.GRD.TRK.RWY./ MAIL CLERK - Type 6C - DELIST.  
Q-109 MONTREAL & MALONE R.P.O. - Type 17 - No Report - DELIST.  
Q-125A MONT.& QUE.G.T.RWY/No. - Type 8A - No Report - DELIST.  
Q-154 MONTREAL & TORONTO / M.C. - Type 9E - No Report - DELIST.  
Q-161 MONT.& TORONTO G.T.R. WAY MAIL/No. - Type 6D - DELIST.  
Q-163 MONT.& TORONTO R.P.O./ No. - Type 17A - No Report - DELIST.  
Q-177C NEWPORT & MONT.R.P.O./ No. - Type 17A - No Report - DELIST.  
Q-197B QUE.& CAMP.M.C.LOCAL/ No. - Type 9H - No Report - DELIST.  
Q-216 QUEBEC & MONTREAL C.P.R.M.C./ No. - Type 10B - DELIST.  
Q-292 Q.C.R.SHERBROOKE & STANSTEAD M.C. - Type 10F - DELIST.
- O-101 HAM.& LON.R.P.O. - Type 17 - No Report - DELIST.  
O-155D LON. & SARNIA - Type 22 - Leave as UNCONFIRMED.  
O-184 TRAIN No./NIAGARA FALLS & TORONTO R.P.O. - Type 18 - DELIST.
- O-201A N.B.& SOO R.P.O./No. - Type 17A - No Report - DELIST.  
O-217 TRAIN No./ OTT.& DEPOT HARBOUR R.P.O. Type 18 - DELIST.  
O-268 PALMERSTON & HAMILTON R.P.O. - Type 17 - No Report - DELIST.
- O-281 C.P.Ry.PORT ARTHUR & W'PEG M.C. - Type 10F - DELIST.

- O-291 Pt.DOVER & STRATFORD Rwy.P.O. - Type 20A - No Report - DELIST.
- O-314 SARNIA & STRATFORD / R.P.O - Type 20 - No Report - DELIST.
- O-345 TOR.& HAM.P.O.CAR - Type 14 - No Report - DELIST.
- W-13 C.N.R.BRANDON & SASKATOON M.C. - Type 10F - No Report - DELIST.
- W-20A CALGARY & EDMONTON R.P.O./No.6 - Type 17A - Reported by Gillam. LIST as confirmed.
- W-50 EMERSON & WINNIPEG C.N.R. R.P.O./ No. - Type 19D - No Report - DELIST.
- W-73B MEDICINE HAT 7 NELSON R.P.O. - Type 17 - No Report - DELIST.
- W-78 MED.HAT & NEL. R.P.O./B.C. - Type 17F - No Report - DELIST.
- W-82 M.H.& NEL.R.P.O./No. - Type 17A - No Report - DELIST.
- W-101 N.B.& ED.R.P.O./ No. - Type 17A - No Report - DELIST.
- W-109A P.A.& NO.BATT. R.P.O - Type 22 - No Report - DELIST.
- W-110 PRINCE GEORGE & PRINCE RUPERT / R.P.O. - Type 17H - No Report - DELIST.
- W-112 PR.GEO.& PR.RUP./R.P.O. - Type 17H - No Report - DELIST.
- W-119 REGINA & N.BATTLEFORD / M.C. - Type 9E - No Report - DELIST.
- W-130 RIV.& WATR.R.P.O./ No. - Type 17A - No Report - DELIST.
- W-133C ST.P.& PORTAL N.D./ R.P.O. - Type 17H - Confirmed by Lot 356 of Hennok Sale, June 19, 1993.
- W-182 W'PEG.& ESTEVAN R.P.O./ No. - Type 17A - No Report - DELIST.
- W-192 WINNIPEG & M.JAW LOCAL R.P.O. - Type 17L - No Report - DELIST.
- W-194 W'PEG.& MOOSE JAW / R.P.O. - Type 17H - No Report - DELIST.
- W-195 W'PEG.& M.JAW R.P.O./ No. - Type 17A - No Report - DELIST.
- W-200 WINNIPEG & RAT PORTAGE M.C./ No. - Type 9A - Confirmed by Lots 372 & 373 of Hennok Sale, June 19, 1993.
- RR-3 ALT.R.COAL Co. M.C./ No. - Type 9A - No Report - DELIST.
- RR-12 CANADA ATLANTIC R.P.O. - Type 17 - No Report - DELIST.
- RR-107 N.B.& C.RAILWAY/ PASS'R. TRAIN No. - Type 6C - No Report - DELIST.
- RR-127 P.E.ISLAND BOAT / M.C. - Type 9E - No Report - DELIST.
- RR-162 THIS MAIL WAS CARRIED BY / TRAVELING LETTER BOX - Type 23N - No Report - DELIST.
- RR-168 RECEIVED AT NORTH BAY, ONT./ IN TRAVELING LETTER BOX - Type 23N - No Report - DELIST.

RR-171 THIS MAIL WAS CARRIED IN TRAVELLING / LETTER BOX TO  
TORONTO - Type 23N - No Report - DELIST.

RR-192 W.ONT.Ry/ M.C. - Type 9E - No Report - DELIST.

TS-100 International Railway / SHEFFORD, P.Q. - Type 3A - No Report -  
DELIST.

The above markings will be listed or deleted, as required, in Annex 12 to the R.P.O. Catalogue, which will be published in the R.P.O. Study Group Newsletter next spring.

These are the Maritimes, Quebec, and Ontario changes. The Western, Railway and Ticket Stamp sections, and Clerk markings, will be covered in future columns.

If you have any evidence of the existence of any of these listings, PLEASE send it to the writer along with clear photo copies.

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# The Demise of the Steel Cancellor

---

Bill Barry

Those of us who collect cancels are going, it seems, to be limited to rubber stamps, machine cancels, and roller in the not too distant future.

I cannot speak for the rest of the country, but I follow Saskatchewan postal markings with some interest. And there has not been a new steel hammer issued in this province for over three years.

Since the mid-1980's, all new steel hammers have been single circle, 30+mm in diameter (type F in my typology). These have varying inscriptions, some of them including the postal code and a few even showing the POCAN. The list below gives the ERD (usually from my own collection) for all Saskatchewan new style hammers. Note that only one (the short lived Watrous hammer, which the postmistress told me she hated because the dates were illegible) has an ERD later than 1989.

As I travel through my province, I make a habit of stopping in to post offices, especially those which have recently converted to franchises. Most franchisees tell me that Canada Post officials removed any steel hammers which may have been on site at time of

conversion. One recently related that her district manager had told her that rubber stamps were the only way to go, and besides, all cancelling was going to be done in regional PO's before long anyway. Even those franchisees who have managed to hang on to their steel hammers generally have their requests for new year slugs refused by their district managers.

Interesting, but sad. Canada Post still requires franchisees and revenue postmasters to cancel all outgoing mail. But most staff offices such as (in Saskatchewan) Moose Jaw, Tisdale, Weyburn, etc. now only cancel parcels, flats, and local mail. All ordinary letters are trucked to Saskatoon or Regina for servicing at one of the province's two mail processing plants, usually with the boring CANADA/postal code machine markings.

There is absolutely no point in pleading with Canada Post to respect the time-honoured tradition of place name cancels, let alone steel cancellers. All we can do is mark, with sadness, their demise. LRDs are the collectible of the present, and the foreseeable future!

SASKATCHEWAN - New Style Steel Hammers

| Inscription                   | ERD        | Comments                                  |
|-------------------------------|------------|---|
| ALLAN POST OFFICE/SASK        | 1987 11 03 | No longer in use.                         |
| ALLAN/SASK                    | 1988 06 01 |   |
| BALGONIE/SASK                 | 1987 01 11 | With inverted SASK.,<br>very rarely used. |
| BENGOUGH/SK                   | 1986 10 02 | No longer in use.                         |
| BENGOUGH/SK.                  | 1989 01 31 |   |
| BLADWORTH SK/540714           | 1989 11 25 |   |
| CARONPORT/SASK                | 1989 04 03 |   |
| CENTRAL BUTTE/SK              | 1989 10 17 | No longer in use.                         |
| CYPRESS HILLS SK/S0N 0R0      | 1989 07 17 | Summer office.                            |
| DELMAS/SK                     | 1989 11 27 |   |
| DOLLARD SK/S0N 0S0            | 1988 10 01 | Post office closed.                       |
| EYEBROW/SK                    | 1989 10 17 |   |
| FIFE LAKE SK/542571           | 1988 04 19 |   |
| FOAM LAKE/SASK.               | 1985 10 21 |   |
| ITUNA SK/543799               | 1988 04 18 | No longer in use.                         |
| KRONAU SK/544124              | 1988 04 19 |   |
| MACKLIN/SASK                  | 1988 10 22 |   |
| MEACHAM/SK.                   | 1989 03 02 |   |
| MILESTONE SASK/S0G 3L0        | 1988 05 11 |   |
| NORTH BATTLEFORD SUB 1/SASK   | 1981       | Date illegible,<br>no longer in use.      |
| PIERCELAND/SASK               | 1989 04 03 |   |
| PRINCE ALBERT SUB AUX 3/SASK. | 1983 05 30 | Post office closed.                       |
| QUINTON/SASK.                 | 1985 10 30 | Now a franchise.                          |
| REWARD/SASK.                  | 1986 12 01 |   |
| RICHARD SASK./S0M 2P0         | 1989 02 27 |   |
| RIVERHURST/SK                 | 1989 09 19 | Now a franchise.                          |
| ROSTHERN/SASK.                | 1985 05 07 |   |
| SCEPTRE/SASK.                 | 1985 04 10 |   |
| SHEHO/SK                      | 1989 09 20 | No longer in use.                         |
| SIMPSON/SASK                  | 1986 09 24 | Now a franchise,<br>no longer in use.     |
| SPRINGSIDE/SK                 | 1989 02 02 | Now a franchise,<br>no longer in use.     |
| TURTLEFORD/SK.                | 1988 11 28 |   |
| WATROUS/SK                    | 1990 01 25 | No longer in use.                         |
| YOUNG SASK/549959             | 1988 03 13 |   |

Ashton-Potter is no longer in business in Canada. According to articles in *Canadian Stamp News*, the company was forced into bankruptcy in April of this year, although operations continued through the summer to wrap up existing contracts with Canada Post. Its American branch, now known as Ashton-Potter (USA) Ltd, will continue operations under new Canadian owners. Ashton-Potter has printed many of Canada's stamps since 1970. The last ones were this year's Dinosaur stamps.

Canada Post lists the wrong paper type for the 1993 Second World War stamps in the *Canada's Stamp Details* (Winter 1993, No. 12) and *Collections of Canada* (Winter 1993) booklets, although the error is reversed from that for the *Historic Hotels* stamps in the Summer issues. The booklets both list the paper as Harrison, whereas the philatelic inscription says Coated Paper. Comparison of the paper with other known Harrison and Coated Paper issues (gum colour and paper shade, thickness and transparency) confirms the Coated Paper.

The Toronto stamp is listed as 5 colour lithography in the *Canada Post Details* booklet. The inscription block has six colour dots on it, but two are grey with no apparent difference between them, so 5 colour lithography appears to be correct.

There is a correction to the caption for Figure 1 in the July-August New Issues column. The narrow tooth on the 44¢ Walrus perf. variation is on the left (as correctly described in the text), not on the right. This should be clear from the photograph. John G. Schmidt has pointed out that the perforation for this stamp is 13.7 x 13.1, not 13.8 x 13.1. I have noticed that the perforation variations in the *Mammals* definitives are considerably harder to find in dealer's stocks, particularly used, now than they were a year or so ago. Are these becoming the Admiral retouches of the 1990's - intriguing, even a bit mysterious, but difficult to form a complete set?

The following information is taken from Canada Post's booklet *Canada's Stamp Details*, except for the corrected paper for the Second World War stamps. Stamp sizes, perforations and number of teeth are my own measurements, and are given as (HORIZONTAL) x (VERTICAL).

The data for the *Dinosaurs*, *Christmas*, and *World War II* stamps are given after the table, followed by a list of abbreviations.

All stamps in this list are commemoratives, with PVA gum and 4-sided general tagging.

| Issue     | Toronto     | Rivers        | Vehicles    | Folk Songs  |
|-----------|-------------|---------------|-------------|-------------|
| Value     | 43¢         | 5 x 43¢ s-t   | *           | 4 x 43¢ s-t |
| Issued    | 6 Aug 1993  | 10 Aug 1993   | 23 Aug 1993 | 7 Sept 1993 |
| Printer   | CBN         | A-P           | CBN         | A-P         |
| Quantity  | 15MM        | 15MM stamps   | 550M Sheets | 15MM stamps |
| Size (mm) | 30 x 40     | 30.5 x 48     | *           | 40 x 30     |
| Paper     | CP          | H             | CP          | H           |
| Process   | 5CL         | 5CL           | 7CL         | 5CL         |
| Pane      | 25          | 10 (booklets) | 6 (SS)      | 50          |
| Perf.     | 13.3 x 13.0 | 13.1 x 12.5   | 12.5 x 13.1 | 12.5 x 12.7 |
| Teeth     | 20 x 26     | 20 x 30       | *           | 25 x 19     |

\* The vehicles souvenir sheet has six se-tenant stamps: 2 x 43¢, 2 x 49¢ and 2 x 86¢. The 43¢ is 40 x 27.5 mm with 25 x 18 teeth; the 49¢ and 86¢ are 48 x 27.5 mm, with 30 x 18 teeth.

Dinosaurs: 4 x 43¢ s-t; 1 Oct 1993; A-P; 17MM stamps; 45 x 33 mm; H; 6CL; pane of 20; perf. 13.3 x 13.0; 20 x 36 teeth.

World War II: 4 x 43¢ s-t; 8 Nov 1993; CBN; 10MM stamps; 48 x 30 mm; CP; 5CL; pane of 16; perf. 13.3 x 13.3; 32 x 20 teeth.

Christmas stamps: 4 Nov 1993; CBN; CP; 6CL. Other data:

38¢: 40 x 26 mm; 6MM packs of 10 stamps each; perf. 13.1 x 13.1; N/A x 17 teeth.

43¢: 30 x 36 mm; 45MM sheet stamps and 2.5MM packs of 10 stamps each; perf. 13.3 x 13.3; 20 x 24 teeth.

49¢, 86¢: 30 x 36 mm; 8MM sheet stamps and 600M packs of 5 stamps each; perf. 13.3 x 13.3; 20 x 24 teeth.

ABBREVIATIONS: 5(6,7)CL = five (six, seven) colour lithography; A-P = Ashton-Potter; CBN = Canadian Bank Note Company; CP = Coated Papers; H = Harrison; M = thousand; MM = million; N/A = not applicable (depends on how the booklet was trimmed); SS = souvenir sheet; s-t = se-tenant.

**A CANADIAN RAILWAY POSTAL HISTORY ANTHOLOGY**, edited by W.G. Robinson, 227 pages, illustrated, 8½ x 11 soft cover. Published for the Canadian R.P.O. Study Group of BNAPS Ltd., by William G. Robinson, 5830 Cartier Street, Vancouver, B.C., Canada V6M 3A7. Price \$30.00.

"A Canadian Railway Postal History Anthology" was published to commemorate the one hundredth Newsletter issued by the Canadian Railway Post Office Study Group. Bill Robinson has done a masterful job in selecting highlights from those 100 newsletters. The very first article, "The Introduction Of The Railway Postal Car To Canada (A Little History)", by Thomas A. Hillman, is almost worth the price of the book alone. In addition there is a lot of useful information for novice and newcomer to the study group. One being, "What Do All Those Letters Mean?", by Joe Purcell, an explanation of railway name abbreviations.

Frank Waite undertook quite a project that he shared with the study

group. Appearing in several issues was an article entitled "After The Ampersand." This helped members identify hard to make-out second named terminals. Dedicated study group members certainly keep these newsletters handy as invaluable aides.

Cross Border railway postal history is well represented by articles and even a poem by Dr. John McCrea who must be considered as a foremost expert on the subject.

Other useful data are things such as maps, timetables, and many articles by the dean himself, Lewis M. Ludlow. The R.P.O. is represented from Newfoundland to British Columbia as Bill takes us through the carrying of the mails in the Romantic age of steam with well chosen articles on the history and development of many of the railroads over which the mails travelled.

The anthology not only belongs in the hands of the R.P.O. study group members but should also formulate a part of the library of all students of Postal History.

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# Canadian Boer War Patriotic Covers bring Record Prices in Toronto Auction

Reported by The Toronto Postcard Club

New highs were realized for Boer War postcards published in Canada by J. C. Wilson, W. G. Gage, and The Canadian Red Cross Society in the September Public Auction (J. Hennok, Ltd.) held in Toronto.

The 29 lots of 'Wilson' cards, selling as individual items approached \$2000 in total, with several scarcer items bringing \$250 each. The 'Gage' series of 'Soldiers of Canada' offered in 10 individual lots fetched \$2200 in total, with a few single items reaching \$270.

A new record high was paid for the

rarely offered 1900 Red Cross (multi-coloured, with photos of four nurses on a Maple Leaf background) entitled, 'The Daughters of the Queen, with The Canadian Contingent to South Africa', which sold for \$950.

The collection formed by a U. S. Collector over the past 40 years brought active bidding from Canada, U. S., and abroad, including telephone participation from South Africa. Strong interest for both mint and used cards was indicative of the market strength for these turn-of-the-century items.

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# Illustrated Hotel Covers of British Columbia

Ken V. Ellison

The B. C. Directory of 1898 gives the first listing of this magnificent hotel: "HOTEL HUME, Horace D. Hume manager, Hume Hotel Company Limited, Ward Street, corner of Vernon Street." Fred J. Hume built this large hotel next door to Nelson's Post Office.

Note can be made of the street car in the foreground. In the City of Nelson, British Columbia's only street railway system outside of Vancouver and Victoria areas operated the three car Nelson Street Railway Company. This company ceased operation in 1949 after a half century of service, but street cars have been revived in Nelson recently as a tourist promotion.

## Hotel Hume Nelson



An illustrated cover of any kind looks much better with a nice post office cancellation! Here Victoria's 'squared circle' of 24 August 1896 is used to advantage on the Dallas cover.

The Dallas Hotel was located on Dallas Road near the Outer Wharf. This resort oriented hotel was named after Alexander Grant Dallas, the son-in-law of Sir James Douglas. Because it was near the docks, the hotel was a favorite with ocean travellers. It flourished until 1915 and, in 1918, was torn down.

Hotel Dallas Victoria



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# 1950 "Plane Over Landscape" Aerogramme Essay Artwork... Unrecorded or Just Forgotten?

---

Jeffrey Switt

I recently had the good fortune to acquire the former aerogramme collection of the late Edward A. Richardson. Ed had disposed of this collection intact in the mid 1970's and it has remained virtually out of sight still residing in Texas. As with virtually every Richardson collection there were the usual gems tucked away.

Illustrated is the original photographic artwork for a revised essay for what eventually became the notorious "Plane over Landscape" issue. I say "revised essay" because this design is known to exist in two essay design stages according to Webb (1).

"A-E2 Two rejected stamp essays similar to the issued stamp on A13, printed one above the other in bright blue on coarse yellowish, piece 60 x 95 mm. The upper stamp shows shading lines in the sky and hills spaced closer together compared to the issued stamp. The lower stamp shows closer spacing in the sky but normal spacing in the hills. The river is shaded on both but is unshaded in the issued stamp."

It is the lower item listed above for which this "artwork" is the likely source. Close examination of this artwork reveals major retouching with Chinese white to outline the plane, to lighten the hills in the background and numerous other lightening touch-ups; dark areas also show evidence of enhancement with india ink. The reverse of the artwork is heavily stained with rubber cement brush marks indicating that it one time was affixed to perhaps a piece of art board. The artwork measures 7 5/8 inches by 5 1/4 inches.

The description on Richardson's original album page reads "This Art Work, with retouches, is from the estate of the former President of the International Envelope Co., Ltd. of Montreal..."

1. "Webb's Postal Stationery Catalogue...1993" Sixth Edition, William C. Walton & Earle L. Walton Covert, published by BNAPS Ltd.



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# Readers Speak

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*This is a new column where the readers of TOPICS can express their views, ask questions, and add information to previously published articles.*

---

## BELLEVILLE SQUARE CIRCLES ON JUBILEES

"The Squared Circle Handbook" states that, as regards Jubilees only, the Belleville Hammer II is found only with T.M. 2 and T.M. 3 & 4 are found only in Hammer III. All the examples I have, and have seen, confirm this statement. However, I wonder whether it applies to late use of the Jubilees at Belleville?

My reason for posing this question is that I have two examples of T.M. 4 used in Hammer II dated 17th Dec. 1897 on 3¢ Small Queens. Whilst, from my observations, the use of Jubilees from Belleville appears to have "tailed off" from mid-November they were used there in December '97 - I have examples used on December 2nd, 4th, 6th, 14th, 16th, and 21st. (Indeed I have three examples used as late as March 1898.) Therefore it seems possible that a Jubilee used at Belleville on December 17th could have received the cancel with T.M. 4 in Hammer II. Perhaps members could check their holdings to see whether they have any Jubilees with unusual Time Marks in Hammer II or indeed Hammer III.

I would be grateful for any information.

Len Belle  
Essex, Canada

---

## RESTORED COVERS

I refer to George Arfken's article in the July-August issue with regard to the restored covers and their possibility of being included in an exhibit. I do not profess any special expertise in the approach that judges might take in either traditional or postal history displays but there are some basic approaches that I might be applicable here.

The problem with the covers would have a primary impact under the category of rarity and condition (using the FIP point basis of judging). There is a special condition provided for in the case where the item is so rare that items in no better condition are known. However, it seems to me that if the exhibitor stated clearly that the covers shown had been restored; that there had been no tampering with any philatelic elements such as postmark, cancels, stamps, address, etc.; and that the covers were as rarely reported as the article states, then I don't think the judges would penalize the exhibit severely on condition and, in any case, might increase the mark on rarity enough to offset any loss on condition. The

end result would, however, allow them to be included in the exhibit and might increase the mark in treatment and/or knowledge.

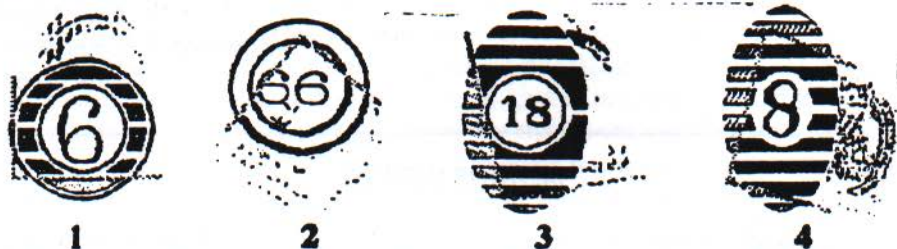
If I am right in the above, then this is one example of where the point system may be advantageous over the present American/Canadian approach. In the latter, it might well be that a judge, seeing these covers in their restored or original condition, might tend to make a negative judgement without offsetting it with the positive elements indicated.

Murray Heifetz  
Don Mills, Ontario

---

### CANCELS ?

Do any of our members recognize these cancels? They are all (I believe) foreign cancels on Small Queens and were shown to me by my good friend Bill Wegman. I think the last two are from the U.S.A., however, these first two are new to me. Some details, all are in black ink and date from the 1890's (item 3 may be slightly earlier). Item 2 also has a weak bull's eye cancel, item 3 also has a weak Canadian style C.D.S. (?FE 2? ?8? readable), and item 4 also has a target cancel.



Any information regarding the above would be greatly appreciated.

Dave Lacelle  
Ottawa, Ontario

---

### MORE "PROVISIONAL ENDWISE ROLLS"

The July-August issue of "BNA Topics", always eagerly anticipated, arrived yesterday.

I would like to add an item to the "Provisional Endwise Rolls" article by Bob Bayes. Besides his Types A, B, and C, I have an additional paste up strip of 2¢ Admirals with a circular "Postage Stamp Branch" backstamp. This violet backstamp appears to have a separate violet "May 11" and "1915" added with a

steel pen. (See enclosed illustration.)

I must take issue with Dale Spiers regarding the sentiments he expressed. I also respect those who study and collect modern material, but his remarks regarding Admiral retouches and R.P.O.'s are simply out of touch with reality. I, like so many other collectors, could show him many different and fascinating Admiral varieties. Likewise R.P.O.'s, which I do not collect, can be really interesting to study.

Although my main interest lies in 19th-Century material, I respect the views of others. Philately is my hobby and I hope it will always remain that.

I really enjoy "B.N.A. Topics" in its present form. Keep up the good work.



"Postage Stamp Branch" Date shows year in ink, as above type. Stamps cut apart.

Dr. J. R. Frank  
Saxonwold, Johannesburg,  
South Africa

---

### MORRIS STREET

On the above date (August 26, 1993) I had occasion to show my MORRIS STREET article to my sister who was visiting from Montreal. Imagine my surprise when I noticed some of the numbers wrongly recorded. Please check the TIME MARK FREQUENCY chart on page 15 (of the July-August 1993 issue) and note "0" 3 -0.68. This is wrong. I cannot explain where the glitch crept in but it should read "0" 2 -0.47.

I would not bother to report the error if it were one of the larger numbers reported but "0" is terribly scarce and at this time I know of only two, one in the USA and one in Canada.

Would you please put the matter straight in the next TOPICS. Thanks.

P.S. The number 425 strikes is correct as originally printed. Do not change that number.

Colin Campbell  
Kelowna, B.C., Canada



---

NEW "DUPLICATE" CANCELLATION INSTITUTED BY CANADA POST

[Possibly only in the Province of British Columbia]

The Canadian Philatelic Society, Great Britain, continues to await an explanation from the 'department in charge of the stamp month cancels' respecting the deplorable cancellation they used during the Stamp Month in Canada, that cancellation which literally destroyed the stamp - obliterating it beyond any possibility of it being entered into a collection.

It appears the endeavours of Canada Post to make stamps unsuitable for the collector is becoming an annual effort. Here are some samples of stamps which had received "GOOG" circle date stamps only to be destroyed by a SECOND PROCESSING by some postal machine, apparently in the Province of British Columbia, rendering the stamp unacceptable for the collector's album by the horrific killer cancel.

I ask WHY, when Canada Post has been endeavouring to increase their efficiency and profitability, it has found it necessary to process the mail a second time, thus delaying the delivery of the mail to its ultimate destination. Duplicate cancelling cannot be efficient and certainly must entail an increase in the cost of handling.

By copy of this letter, I am asking the CUSTOMER SERVICE SECTION at Antigonish, Nova Scotia, if they would be so kind as to explain the purpose of the second processing, the reason for rendering the stamps uncollectible, and maybe the reason why delivery of the mail is delayed to effect this second cancellation. I trust they will be agreeable to forward to you a copy of their letter to me.

Yours in the interest of better stamps for collectors, and in the efficiency of our Postal System.

(signed)

G. H. Churley, FRPSL

P.S. I can report that British Mail is also treated to this "SECOND" cancellation - and I have seen U.S.A. mail similarly treated.

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**CANCELLED WITH PRIDE: A History of Chilliwack Area Post Offices 1865-1993.** Author: Cecil C. Coutts; Published by the author; Price \$26.00 Canadian, \$22.00 U.S. at Cecil Coutts, 34820 McLeod Ave., Abbotsford, B.C. Canada V3G 1G9.

It is a pleasure to review a first-rate publication, but especially so when the product is that of a BNAPS member who has published his own work. Desktop publishing has come of age in philately, and "Cancelled With Pride" demonstrates its capability.

Beginning with a beautifully designed and illustrated cover, this book does its job well, providing information on a particular region, the Chilliwack, British Columbia, area. Fur and then gold drew men to this far west region,

beautifully illustrated with computer-drawn maps (I assume) done by Pam Wensrich. An overview of the early postal history sets the stage for the town-by-town listing. Each town is discussed, and photos of post offices, officials, maps, and cancels are included as available. The quality of the illustrations is generally very high; most have been screened for high reproduction quality, and only occasionally was photocopy used for a cover that might have been photographed. TOPICS aspires to such clarity. The seriped typefont jumps out at you on the good quality paper.

This book is a bargain at its stated price, both for its information and for its example of how to produce one's own book on a topic of interest both to the writer and reader. Thanks Cec.

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continued from page 2

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# Registered Parcel Post . . . a correction and questions

Jeffrey Switt

The article on the above subject in BNA Topics, No. 5, 1993, pp 75-76 incorrectly duplicated the Air parcel post table for Quebec. A correct table is reproduced here (courtesy of Ritch Toop) which shows new rates different from the ones on which my original rate scenario was based. The postage in the amount of \$1.07 exactly pays 87 cents postage on a 9 lb. parcel plus 20 cents registration.

Ritch and Jack Forbes Jr. both wrote to tell me that there was a Federal Election in Canada on June 18, the day before our tag was postmarked. They suggest that "Paragraph 2" in the original article applies (Federal, not Provincial election) and that the deputy returning officer elected to pay the postage and registration fee.

Harry Sutherland kindly provided a photocopy of a portion of the Canada Elections Act. As to the postal requirements for the return of Federal Ballot

Boxes: "The returning officer may direct that the ballot boxes shall be returned to him by parcel post, registered, and any ballot box addressed to any returning officer on or subsequent to polling day by his title as such, or with the addition of his name, shall, when posted in Canada, be carried free in Canadian mails as registered matter."

The wording "may direct" perhaps refers to the option of returning by mail or in person. It is, however, quite specific that postage and registration was to be free.

Were both Federal and Provincial elections held on June 18? If so could a Federal tag have been used to return a Provincial box with appropriate postage and registration fee paid as required? Why would someone pay \$1.07 of his own (?) money for postage when it clearly wasn't required? Can anyone produce a Provincial tag?

| PARCEL POST RATES  |  | 1   | 2   | 3   | 4   | 5   | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Over 15 lb. and up to 20 lb. | Over 20 lb. and up to 25 lb. |
|--|--|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------------------------------|------------------------------|
| EFFECTIVE 1ST MARCH 1961   |  | lb. | lb. | lb. | lb. | lb. | lb.  | lb.  | lb.  | lb.  | lb.  | lb.  | lb.  | lb.  | lb.  | lb.  |                              |                              |
| To any Post Office in same Province*   |  | .23 | .31 | .39 | .47 | .55 | .63  | .71  | .79  | .87  | .95  | 1.03 | 1.11 | 1.19 | 1.27 | 1.35 | 1.55                         | 1.80                         |
| From a Post Office in any Province to a Post Office in the immediately adjoining Province* |  | .24 | .34 | .44 | .54 | .64 | .74  | .84  | .94  | 1.04 | 1.14 | 1.24 | 1.34 | 1.44 | 1.54 | 1.64 | 1.90                         | 2.25                         |
| To or from any P.O. in the Province of   | To or from any P.O. in the Province of |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |                              |                              |
| Newfoundland   | Quebec                                 | .26 | .38 | .50 | .62 | .74 | .86  | .98  | 1.10 | 1.22 | 1.34 | 1.46 | 1.58 | 1.70 | 1.82 | 1.94 | 2.35                         | 2.80                         |
| Newfoundland   | Ontario                                | .28 | .42 | .56 | .70 | .84 | .98  | 1.12 | 1.26 | 1.40 | 1.54 | 1.68 | 1.82 | 1.96 | 2.10 | 2.24 | 2.70                         | 3.25                         |
| Newfoundland   | Manitoba, Sask., Alta., B.C., Yukon    | .30 | .46 | .62 | .78 | .94 | 1.10 | 1.26 | 1.42 | 1.58 | 1.74 | 1.90 | 2.06 | 2.22 | 2.38 | 2.54 | 3.10                         | 3.90                         |
| N.B., N.S., or P.E.I.  | Ontario                                | .26 | .38 | .50 | .62 | .74 | .86  | .98  | 1.10 | 1.22 | 1.34 | 1.46 | 1.58 | 1.70 | 1.82 | 1.94 | 2.35                         | 2.80                         |
| N.B., N.S., or P.E.I.  | Manitoba                               | .28 | .42 | .56 | .70 | .84 | .98  | 1.12 | 1.26 | 1.40 | 1.54 | 1.68 | 1.82 | 1.96 | 2.10 | 2.24 | 2.70                         | 3.25                         |
| N.B., N.S., or P.E.I.  | Sask., Alta., B.C., Yukon              | .30 | .46 | .62 | .78 | .94 | 1.10 | 1.26 | 1.42 | 1.58 | 1.74 | 1.90 | 2.06 | 2.22 | 2.38 | 2.54 | 3.10                         | 3.90                         |
| Quebec   | Manitoba                               | .26 | .38 | .50 | .62 | .74 | .86  | .98  | 1.10 | 1.22 | 1.34 | 1.46 | 1.58 | 1.70 | 1.82 | 1.94 | 2.35                         | 2.80                         |
| Quebec   | Saskatchewan                           | .28 | .42 | .56 | .70 | .84 | .98  | 1.12 | 1.26 | 1.40 | 1.54 | 1.68 | 1.82 | 1.96 | 2.10 | 2.24 | 2.70                         | 3.25                         |
| Quebec   | Alta., B.C., Yukon                     | .30 | .46 | .62 | .78 | .94 | 1.10 | 1.26 | 1.42 | 1.58 | 1.74 | 1.90 | 2.06 | 2.22 | 2.38 | 2.54 | 3.10                         | 3.90                         |
| Ontario  | Saskatchewan                           | .26 | .38 | .50 | .62 | .74 | .86  | .98  | 1.10 | 1.22 | 1.34 | 1.46 | 1.58 | 1.70 | 1.82 | 1.94 | 2.35                         | 2.80                         |
| Ontario  | Alberta                                | .28 | .42 | .56 | .70 | .84 | .98  | 1.12 | 1.26 | 1.40 | 1.54 | 1.68 | 1.82 | 1.96 | 2.10 | 2.24 | 2.70                         | 3.25                         |
| Ontario  | B.C., Yukon                            | .30 | .46 | .62 | .78 | .94 | 1.10 | 1.26 | 1.42 | 1.58 | 1.74 | 1.90 | 2.06 | 2.22 | 2.38 | 2.54 | 3.10                         | 3.90                         |
| Manitoba   | Alberta                                | .26 | .38 | .50 | .62 | .74 | .86  | .98  | 1.10 | 1.22 | 1.34 | 1.46 | 1.58 | 1.70 | 1.82 | 1.94 | 2.35                         | 2.80                         |
| Manitoba   | British Columbia                       | .28 | .42 | .56 | .70 | .84 | .98  | 1.12 | 1.26 | 1.40 | 1.54 | 1.68 | 1.82 | 1.96 | 2.10 | 2.24 | 2.70                         | 3.25                         |
| Manitoba   | Yukon                                  | .30 | .46 | .62 | .78 | .94 | 1.10 | 1.26 | 1.42 | 1.58 | 1.74 | 1.90 | 2.06 | 2.22 | 2.38 | 2.54 | 3.10                         | 3.90                         |
| Saskatchewan   | British Columbia                       | .26 | .38 | .50 | .62 | .74 | .86  | .98  | 1.10 | 1.22 | 1.34 | 1.46 | 1.58 | 1.70 | 1.82 | 1.94 | 2.35                         | 2.80                         |
| Saskatchewan   | Yukon                                  | .28 | .42 | .56 | .70 | .84 | .98  | 1.12 | 1.26 | 1.40 | 1.54 | 1.68 | 1.82 | 1.96 | 2.10 | 2.24 | 2.70                         | 3.25                         |
| Alberta  | Yukon                                  | .26 | .38 | .50 | .62 | .74 | .86  | .98  | 1.10 | 1.22 | 1.34 | 1.46 | 1.58 | 1.70 | 1.82 | 1.94 | 2.35                         | 2.80                         |

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