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# Topics

VOL 52

NO 2

WHOLE NO 463



FEATURING:

"CANCELLED" MARKINGS ON EARLY REVENUES

BY HARRY W. LUSSEY

THE OFFICIAL JOURNAL OF BNAPS -

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# BNA TOPICS



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(continued on page 84)



# An Abundance of Major Re-Entries on the One Half Penny

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Ralph E. Trimble

Shortly before BNAPEX '93, I had the extraordinary pleasure and opportunity of examining firsthand a full sheet of 100 of the ONE HALF PENNY Pence Issue of 1857, thanks to my good friend John Jamieson of Saskatoon Stamp Centre. This incredibly beautiful sheet had been printed from the already trimmed steel plate, from which the two right columns had been removed so that the sheets printed from it would fit through the perforator for the 1858 issues. This reduced the plate from its original 120 impressions (12 x 10 [down]) to 100 (10 x 10), and resulted in the loss of the two left vertical columns of the printed sheet. It is quite obvious that the siderographer had considerable difficulty in the laying down of this plate, as a number of re-entries, short transfers, and other flaws is something to behold. While I still don't know what re-entries were lost with the removal of those stamps, I do know that if the two right columns of the sheet had been removed instead, we would have lost five major re-entries, including THE Major Re-entry from Position #120! As it is, on this reduced sheet I still found some 28 re-entries, including TEN major re-entries, plus two other strong ones!

The majors include some of THE nicest re-entries you could ever hope to see on a Canadian stamp! While I have photographed all four corners of each of the majors, along with the pertinent areas of the more minor re-entries, I wanted to find some way of showing the majors to you without taking up too much space, so what I did was to also photograph, close-up, THE main, strongest feature of each major re-entry, and these are the photos you shall find on the following pages. The details seen here will hopefully be sufficient for you to plate any copies of these re-entries you may have in your collections. Each one is rather unique unto itself.

I believe this is the first time actual photographs of most of these re-entries have been published in a national journal and they should clear up some of the confusion found in, or resulting from, the listing and descriptions in Boggs and Jarrett. For example, the stamp Jarrett illustrated on p. 22 as the major from #120 is actually position #72. If you compare Jarrett's descriptions to the photos you see here, you will see a number of discrepancies. Compare my photos to his descriptions for #'s 42 & 96, for example. You know what they say about a picture being worth a thousand words! Well, this couldn't be more true than when trying to describe similar re-entries.

Note that the position numbers I give are still based on a plate of 120 positions, even though this sheet was from the cut-down plate. This is important when plating the perforated ONE HALF PENNY issue of 1858, Scott #11, where the Major Re-entry has become position #100.

Figure 1 - Plate Position #120

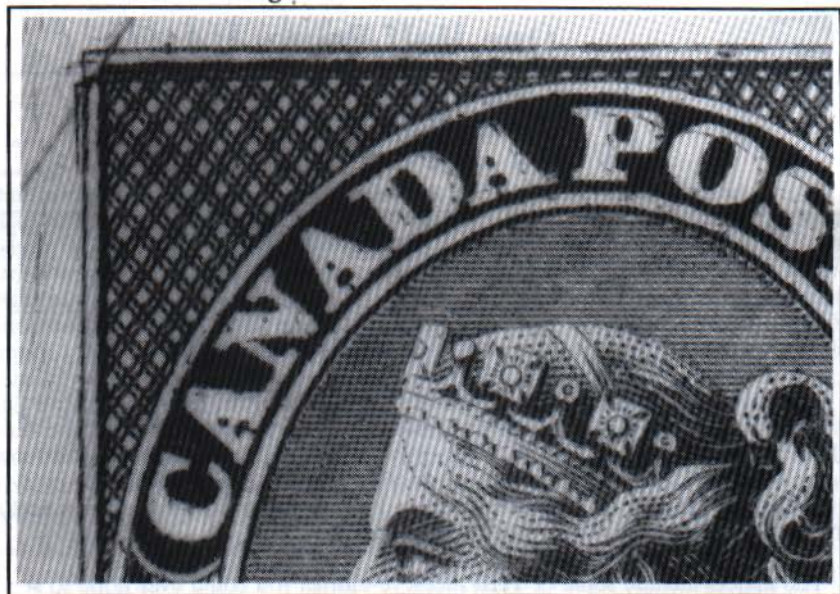


Figure 2 - A Major Re-entry Position #22

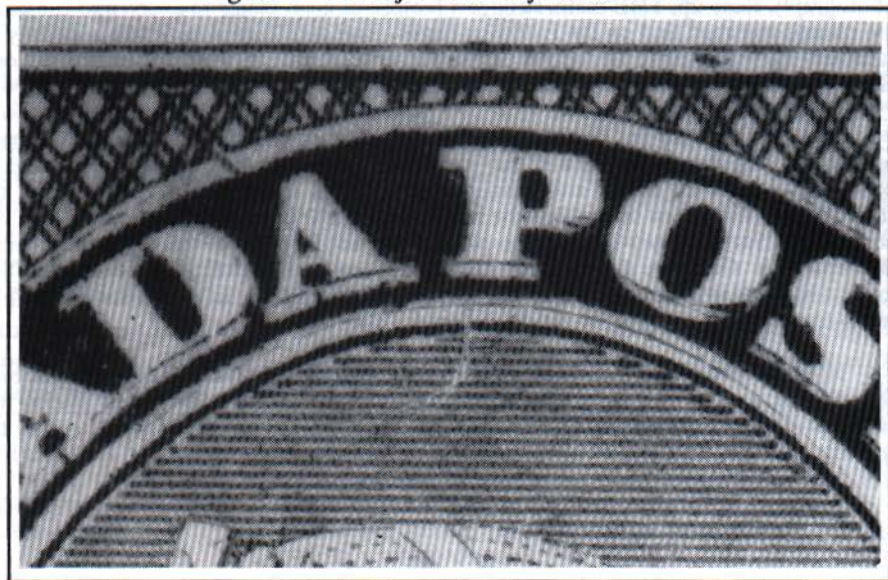




Figure 3 - A Major Re-entry Position #42



Figure 4 - A Major Re-entry Position #58

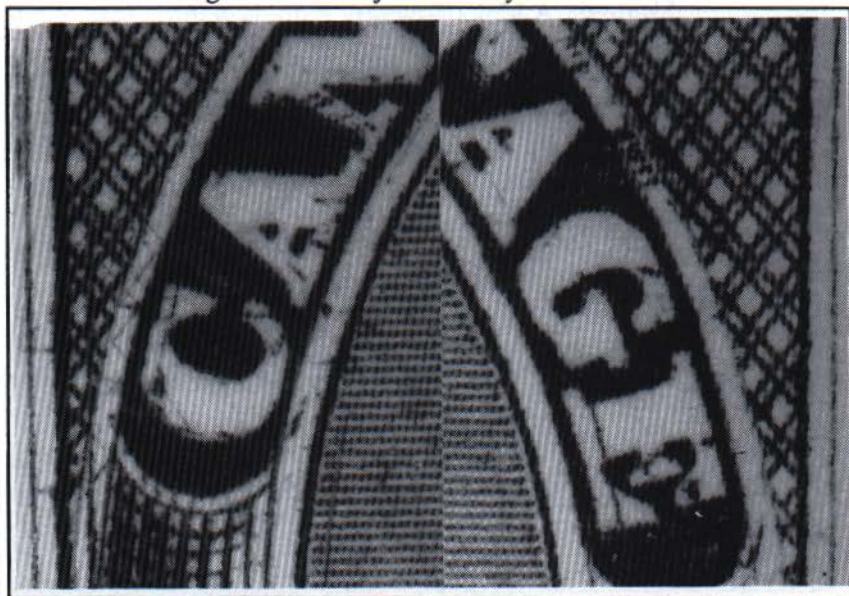


Figure 5 - A Major Re-entry Position #60



Figure 6 - A Major Re-entry Position #70

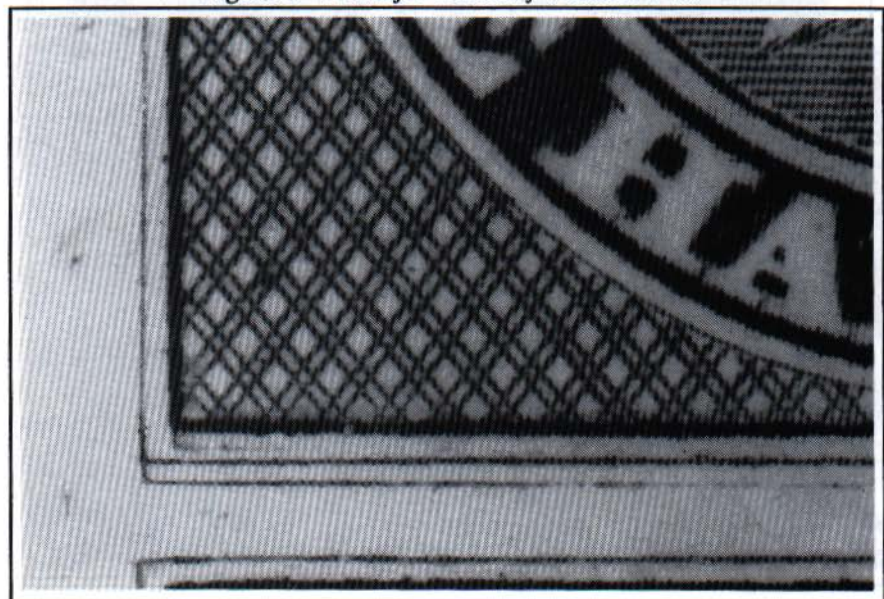




Figure 7 - A Major Re-entry Position #72



Figure 8 - A Major Re-entry Position #84



Figure 9 - A Major Re-entry Position #96

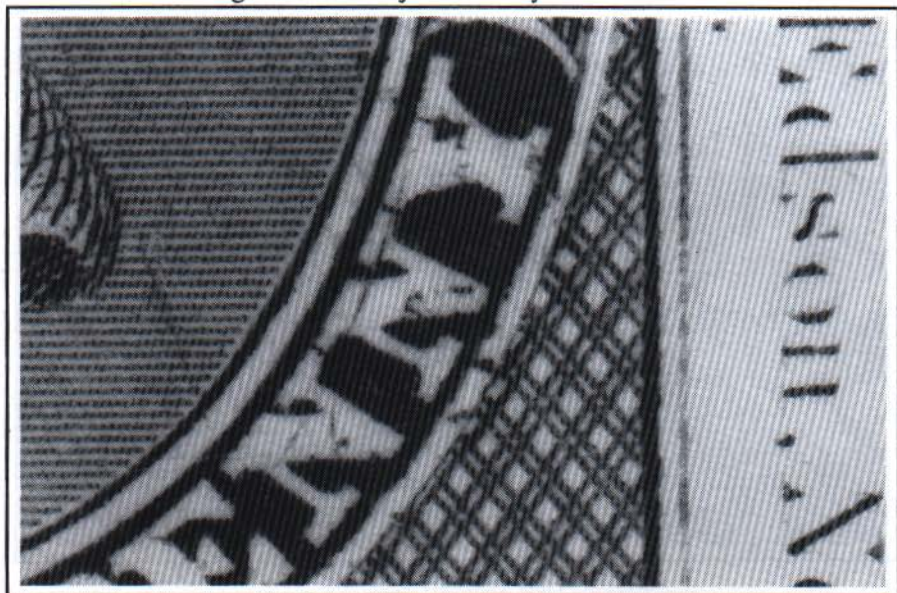


Figure 10 - A Possible Major Re-entry Position #46





Figure 11 - The Major Re-entry Position #120



Figure 12 - A Strong Re-entry Position #10

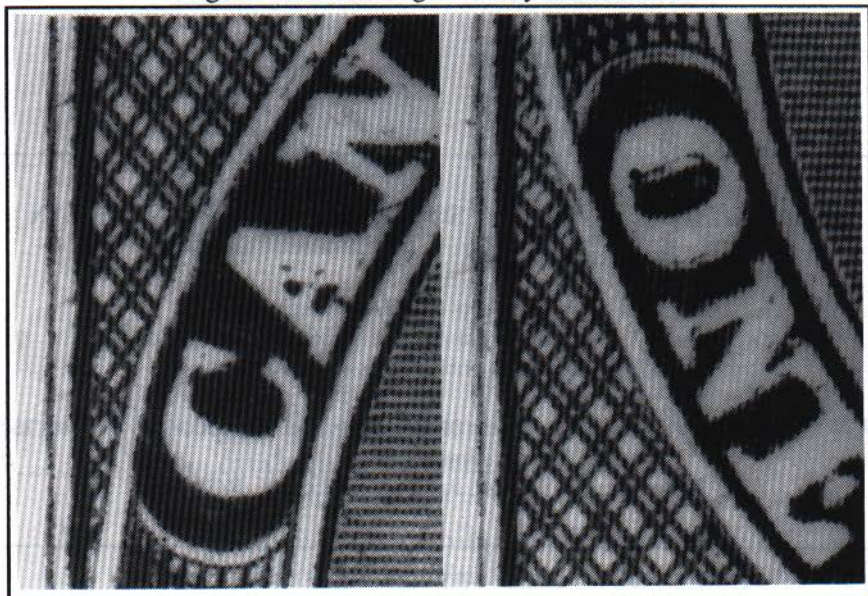


Figure 13 - A Strong Re-entry Position #102



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# Transportation of Goods to Canada through the United States

## Same song, second verse.

---

Jeffrey Switt

The past few years have brought stories of troubles encountered by members of our Society in either sending philatelic goods cross border (either way) or carrying them in person. These situations include customs agents snooping through boxes or luggage; the need for bondsmen; heavy deposits; and snoops opening suspicious mail and charging Canadian recipients for this "service" whether it was called for or not.

Well, according to a printed letter mailed from Boston to Montreal in 1850, philatelists aren't the only ones who have suffered over the years. The contents of the letter do not mention the mails, but as references are made to shipping and railroads, perhaps its reproduction will merit a couple of pages.

The front of the folded lettersheet is shown in Figure 1. Paid to the lines per "PAID" in red it was charged 4½d due for the Canadian segment.

The contents read:

"No. 21 Commercial Wharf, Boston, Dec 3, 1850.

We take this means of giving you the latest information in reference to the existing facilities for forwarding goods to Canada through the United States, under the Bonded Warehouse Act.

A recent decision of the Treasury Department at Washington, makes it necessary to deposit the full amount of the duties on Canadian Goods, in transitu, at the time of making the entry. This money is refunded by the Collector of Customs, upon presentation of the proper certificates, showing the delivery of the goods at their place of destination in Canada. We are glad to be able to inform you that no part of the amount is retained as a drawback, so that the only loss caused by the present regulations is that of the interest which may accrue upon the sums thus deposited. We cannot but regard this arrangement as totally uncalled for and unnecessary, and calculated to injure a class of interests which the Government might protect without in the least degree affecting any other interests, or the public revenues. One of our firm is expecting to proceed to Washington in the course of next week, to urge the Department not only to abolish the restriction just alluded to, but also to secure a modification of the Warehouse Act in several particulars, so as to facilitate the transportation of goods as much as possible. We shall issue another circular (which we shall address to our friends on both sides of the Atlantic) as soon as we can report upon the result of these efforts, and we hope that this will be in good season to enable you to determine on the extent to which you will use this route for your Spring Importations. We beg to assure you that no pains or exertions shall be wanting, on our part, to hasten and complete these arrangements

We are sorry that the Department should interpose obstacles in the prosecution (sic) of this part of our business, just at the time when the means of communication and



transportation between our city and the Canadas are becoming complete and convenient. We are sure that friends will be satisfied with the route between Boston and the St. Lawrence River via the Ogdensburgh Railway. The rate of freight between Boston and Ogdensburgh, by railway, a distance of four hundred miles, will not be more than it is now from Boston to Oswego, via railway as far as Albany, and thence via canal to Oswego. Arrangements have been made for the departure from London for this port of a vessel (well known in the Canadian trade,) early in February, for the special purpose of conveying freight designed for transit in bond to the Canadas. You are doubtless aware that there is a fine line of Packet Ships between Liverpool and Boston, which are unequalled for their sailing qualities, and for the good condition in which they bring their cargoes. The proprietors, Messrs. Train & Co., will afford us every facility, in the prompt and rapid delivery of goods from the vessels, immediately upon their arrival in port.

Mr. Geogre D. Hall, of this city, has recently been admitted as a partner in our business; the style of our firm will therefore be henceforth as undersigned.

We are,  
Your obt. servants,

HILL, SEARS & CO.

Figure 1.

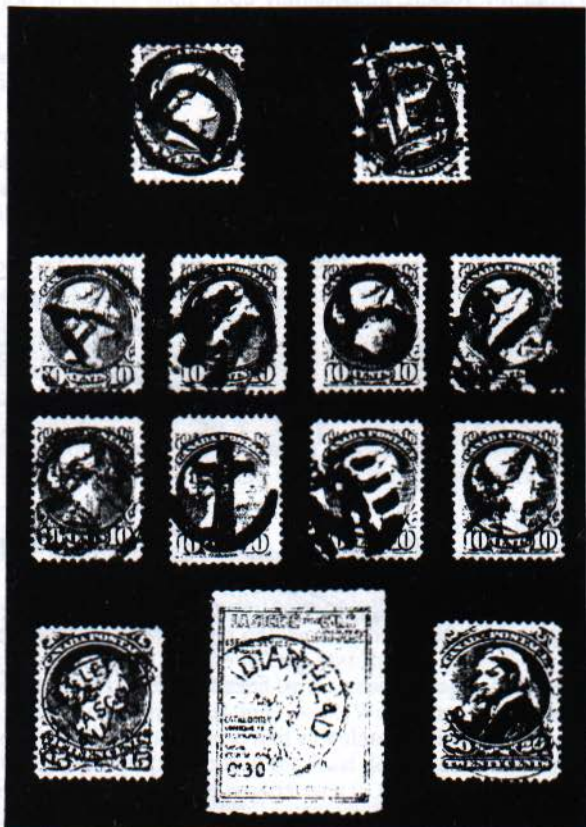


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# Large Queen Covers to Rome

George B. Arfken

**Two Covers to Rome.** For the Large Queen Era, 1868 - 1872, only three Large Queen covers to Italy (or the Papal States) have been reported - so far. Two of these covers are illustrated and discussed in this article. The important considerations of postal rate and the rarity of the covers are taken up later in this article. First, the covers.

The cover shown in Figure 1 has been illustrated and described by the Duckworths [1, pp.402-404]. This first cover and the second one both come from St. Gregoire, C.E. Tackabury's Atlas (1875) listed St. Gregoire P.O. and Tel. Sta. in Nicolet County. The village was 1½ miles from the station of the Arthabaska and Three Rivers Railway, a part of the Grand Trunk system. The population was given as 600.

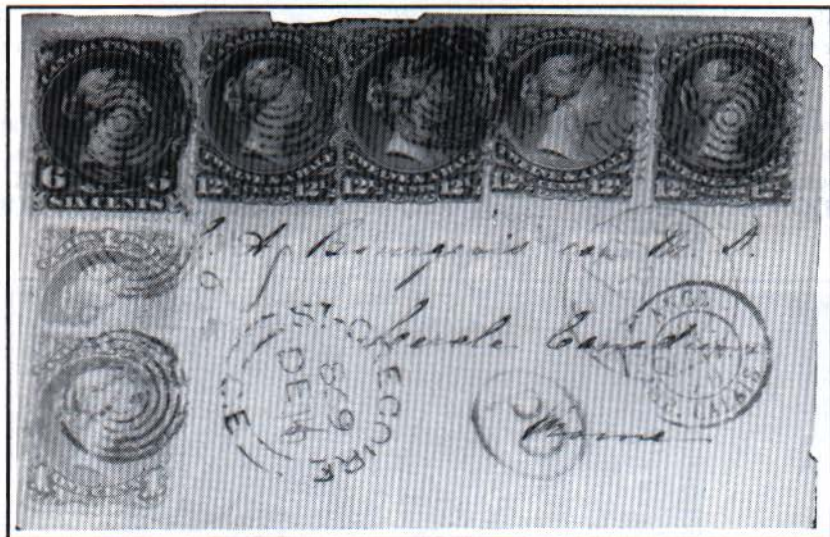
Figure 1. Posted in St. Gregoire, C.E., NO 15 1869 and addressed to Rome (Papal States). Carried on the Allan "*Hibernian*" out of Quebec, Nov. 20. The red ms. "6" meant a credit to Britain of 6d and a debit to Canada of that amount. Red LONDON PAID 2 DE 69 and black CALAIS 3 DEC 69 transit stamps. ROMA 6 DEC 69 backstamp.



Mailed NO 15 1869 and addressed to Rome, the cover was paid 29¢ for up to ¼ oz. (The ¼ oz. weight basis was set by the French.) The cover was carried by the Allan "*Hibernian*" out of Quebec, Nov. 20. There is a red "6," a British accountancy mark, crediting Britain with 6d and debiting Canada by this amount. This 6d is the amount Britain charged for a British letter to Rome, via France. The cover received red LONDON PAID 2 DE 69 and black CALAIS 3 DEC 69 transit stamps. The French postal system delivered the cover to Rome.

The cover shown in Figure 2 was illustrated by Maresch in his 1977 Private Treaty catalogue, lot 134, p.66. Posted in St. Gregoire, DE 16 1869 and addressed to Rome, this cover was paid 58¢ (double rate) for up to ½ oz. Just left of center on the cover there are faint marks that may be a 1/0 accountancy mark. There are red LONDON PAID 3 JA 70 and black CALAIS 4 JANV 70 transit stamps.

Figure 2. A double rate cover posted in St. Gregoire, C.E., DE 16 1869 and addressed to Rome. Probably carried on the Cunard "Siberia" out of New York, Dec.22. There are faint marks left of center that may be a 1/0 accountancy mark. Red LONDON PAID 3 JA 70 and black CALAIS 4 JANV 70 transit stamps. The French postal system carried the cover to Rome.



So what packet carried this cover? The identification of the Allan "*Hibernian*" as the ship that carried our first cover across the Atlantic was perfectly straight forward. The identification of the packet that carried this double rate cover was not so simple. (1) The Allan "*Nova Scotian*," out of Quebec, Dec. 18, arrived in Londonderry, Dec. 29. The London mails were not offloaded but were carried on to Liverpool, Dec. 29. This arrival was too early for the 3 JA 70 London marking. (2) The Allan "*Moravian*," out of Portland, Dec. 25, arrived in Londonderry, Jan. 3 (9:15 PM). Again, the London mails were carried on to Liverpool, Jan. 4. This was too late for the London 3 JA 70. (3) A third possibility is that the cover was too late for the Allan "*Nova Scotian*" and was sent to New York for the Cunard "*Siberia*." This ship sailed on Dec. 22 and arrived in Queenstown, Jan. 2 (3:00 AM). This date agrees well with the London marking. Apparently this double rate cover went on the Cunard "*Siberia*." Having missed the Canadian packet on Dec. 18, the cover was not held a week for the next Canadian packet. Instead it was sent to New York for the Cunard packet on Dec. 22. This was in accord with the first packet principle promulgated by Rowland Hill in 1856 [2]. Speed took priority over postal cost.



**The Postal Rate.** Table 1 lists Canadian postal rates to Rome. Note carefully that the rates are per one fourth ounce. Canadian mail to Rome went via France and was delivered by France to the Papal States which were defended (controlled?) by France. France insisted on the ¼ oz. basis.

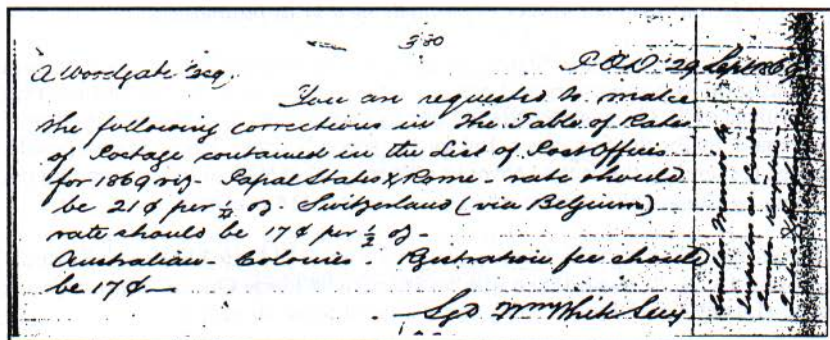
**Table 1. Canadian Postal Rates to Rome per 1/4 oz. via France**

Date - Source	Rome, Papal States
1868 Tables of Rates of Postage	29¢
1869 Tables of Rates of Postage	29¢
Sept. 29, 1869 Halifax Letterbook	21¢

Table 1 does not include the 1870 Tables of Rates of Postage. Two new factors had entered in 1870. The first was a sharp reduction in the sea postage. This permitted the drop in the Canadian rate to the U.K. from 12½¢ to 6¢. The second factor was the Anglo - French agreement to use ½ oz. as a weight basis. Neither of these 1870 changes was relevant to the postal rates to Rome in 1869.

Since at least 1863, the Tables of Rates of Postage had given the rate to Rome as 29¢ per ¼ oz. Changes in Canadian postal rates between the appearance of the annual Tables of Rates of Postage were usually announced in Department Orders, Circulars or Notices. No Department Order or Department Circular or Department Notice mentioned any change in this 29¢ per ¼ oz. rate. However, H.E. and H.W. Duckworth, in their very thorough investigation, found a rate change listed in the Halifax Letterbook [3]. Thomas A. Hillman has provided a copy of the original letterbook entry. This copy is shown in Figure 3. The text of the memo is printed out below.

Figure 3. A memo from Wm. White, Secretary to (Inspector) A. Woodgate (Halifax) recorded in the Halifax Letterbook.



A. Woodgate Esq.

POD 29 Sept 1869

You are requested to make the following corrections in the Table of Rates of Postage contained in the List of Post Offices for 1869 viz - Papal States & Rome - rate

should be 21¢ per ¼ oz. Switzerland (via Belgium) rate should be 17¢ per ½ oz. Australian colonies - Registration fee should be 17¢ -

Sgd Wm White Secy

(At the right side of the memo, written vertically)

Similar memos to Inspectors at London Toronto Kingston Quebec & Fredericton.

Two major factors influenced the Canadian postal rates to Rome and to all other destinations beyond the U.K. They were (1) the transatlantic rate by Canadian packet and (2) the charge by the U.K. for transporting or forwarding the Canadian letter. (For the first cover, the British charge was 6d, shown by the accountancy mark.) From the beginning of the Decimal period, July 1, 1859, until January 1, 1870, the Canadian packet rate was a constant 12½¢ per ½ oz. The British charges [4] for sending a British letter to Rome are listed in Table 2.

**Table 2. British Postal Rates to Rome per 1/4 oz. via France**

Date	Rome, Papal States
Jan. 1, 1857	11 d
Dec. 1, 1866	8 d
Feb. 15, 1867	6 d

Apparently the reduction in the Canadian rate from 29¢ to 21¢, Sept. 29, 1869, was a delayed response to the reductions in the British postal rates of 3d on Dec. 1, 1866 and the 2d on Feb. 15, 1867. A delay from Feb. 1867 until Sept. 1869? A delay of nineteen months? The Duckworths commented on the operation of the Canadian Post Office Department as follows [1, p.396]:

*Changes in British rates to Europe were communicated promptly to the Canadian P.O.D., but were not always as promptly by it to its postmasters.*

The postal rate to the Papal States, including Rome, became 21¢ per ¼ oz. on Sept. 29, 1869 - or as soon as postmasters and postal clerks were notified. Word had not reached the little village of St. Gregoire by Nov. 15 nor by Dec. 16. Both of the covers shown here were overpaid, 8¢ for the first cover, 16¢ for the second cover. There was no problem of a 5¢ charge for sending the second cover by Cunard packet instead of by Canadian packet. Even going by Cunard the double rate cover was still 11¢ overpaid.

One Large Queen cover to Rome paying the correct 21¢ rate has been reported. This cover, posted JA 26 70, was franked with a 15¢ and a 6¢ Large Queen. Maresch's auction catalogue (Lussey Large Queen sale) offers a good illustration [5].

**A Reason for the Rarity of Covers to Rome.** Large Queen covers to Rome might not be expected to be common but why only three covers? There should have been considerable correspondence with the Vatican and with Canadians visiting Rome. Probably the reason we have only three covers is simply that only three were saved. Hargest discussed this same situation for U.S. covers addressed to Rome [6]. Quoting the



March 1867 U.S. Mail and Post Office Assistant, Hargest offered quite a different reason for the scarcity of such covers.

... the postal system of Italy is still very far behind the English and American systems, both as regards rapidity of transmission and perfect safety of delivery. Our clerks could hardly, with impunity, fail to find a pile of letters that had been in the office for many weeks, or to destroy others for the sake of making a stamp album. They do so in Italy yet. It is rather desirable to be forewarned that a rare American stamp on a letter will probably ensure its being stopped at the post office. Report says that the wives of certain postmasters in Italy have the richest albums in Europe.

Thanks are due Thomas A. Hillman, Archivist, for providing a copy of the rate reduction memo in the Halifax Letterbook.

[1] 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. Pages 402-404.

[2] Rowland Hill, Nov. 22, 1856. Reprinted in "Instructions to British Postmasters," J.M. Stevenson, Maple Leaves vol. 3, pp. 82-84, Oct. 1950.

[3] "Correspondence addressed to the Postal Inspectors, 1851 - 1902," Halifax Letterbook, [ NA, RG 3, Series B.4, new vol. 176 ]

[4] British Letter Mail to Overseas Destinations, 1840 - 1875, Jane and Michael Moubray, The Royal Philatelic Society London, 1992.

[5] Maresch Sale 118 (Lussey Large Queen sale), lot 262, August 27, 1980.

[6] "A Rare Cover to Rome," George E. Hargest, Chronicle vol. 24, pp.151-153, August 1972.

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# Those "CANCELLED" Markings on Early Revenues

Harry W. Lussey

Proofs and Finished Proofs will invariably have a "CANCELLED" strike which demonetizes them. Specimens will also carry a "CANCELLED", "SAMPLE", or "SPECIMEN" strike for the same reason. However, there are many regularly used stamps which also bear a "CANCELLED" strike which had been applied as a cancellation. Unless one is able to differentiate between a Proof or Specimen and a used stamp it is impossible to determine the rarity of an item or what a fair price for it might be. There are some Proofs or Specimens which are far more desirable than a similar used stamp. However, there are instances in which a nice used stamp could be worth vastly more than a similar Proof or Specimen.

Finished Plate Proofs have Control Numbers and could be used as stamps if it were not for the "CANCELLED" overprint. These proofs will always have the original gum, unless it has been removed, and are only known with a "CANCELLED" strike measuring 21mm x 3mm. The strike is always in Purple ink and it slants upward from Left to Right. The six items immediately beneath all have full Original Gum and have this "CANCELLED".



These stamps come from different issues of the Gas Inspection, Electric Light Inspection and Weights & Measures categories yet the "CANCELLED" has been applied uniformly across the center of each stamp. To illustrate the importance of recognizing the difference between Proofs or Specimens and used stamps two copies of the 3½mm Control \$2.00 Gas Inspection are shown. Regularly used copies of this item are cataloged at \$350.00. If the gum was to be removed they could pass as used stamps, except for one thing. Both have the 21mm x 3mm Purple "CANCELLED" which slants upward from Left to Right. This proves they are Finished Proofs and worth far less than the Catalog figure.

Now let us deal with the regularly used stamps which carry the "CANCELLED" marking. Some of these have been noted with a strike somewhat similar in size to that seen on Proofs. However, these strikes have only been noted in Black and never slanting upward from Left to Right. With this single exception all of the strikes noted on used stamps have



been larger than those appearing on the Proofs. Many of them measure 22mm x 4mm and the colors range from Black to various shades of Purple. A representative group of these is presented in the following two rows.



This is a large group and there are reasons for including so many. It shows several different sizes of the marking and proves its usage from the 1870s until the turn of the century. There are seven different shades of ink involved but this will not show up in black and white format. As was the case with the Proof Group the difference in markings can have a vast difference in terms of rarity and catalog value. The third item in the upper row is the \$1.50 value of the Gas Inspection issue with 3½mm Control Numbers. This has the 22mm x 4mm "CANCELLED" which proves it is not a proof. It also has no gum as is the case with all 12 stamps shown. This is one of the two major rarities in the Gas Inspection group and has a catalog value of \$700.00. A similar Finished Proof is probably worth about \$20.00. The 50¢ Weights & Measures, #352878, has an upper and lower case "CANCELLED". Another copy of this is known on document. I have never seen any other "CANCELLED" item tied to a document. A careful examination of over 2,000 used stamps has failed to turn up even one copy with a Purple "CANCELLED" slanting upward from Left to Right. There were a few relatively horizontal strikes. The absence of this marking slanting upward from Left to Right, when there are so many slanting downward from Left to Right is somewhat of a mystery but such is the case.



The foregoing has covered the important phase of this study, the separation of Finished Proofs, usually of moderate scarcity and value, from the regularly used stamps which, in some instances, are rare and valuable. However, to complete the study of these "CANCELLED" strikes usage on Unfinished Proofs should be covered. It would also seem desirable to mention an entirely different type of "CANCELLED" which turns up infrequently. Examples of these usages appear beneath.



The two items at the Left are Unfinished Proofs, with O.G. but without Control Numbers. The "CANCELLED" strikes on these are in Purple and they measure 21mm x 3mm, identical with the strikes on Finished Proofs, and are placed in the panel for the Control Numbers. The small "CANCELLED" on the other four items may have been used as a cancelling device as well as to demonetize the Finished Proofs. The first three have full O.G. and are Proofs. However, the fourth has a manuscript cancel as well as the handstruck "CANCELLED" and must be classified as a used stamp. Other examples are known without gum as with this marking in Black or Purple, used stamps. Upper and Lower case "CANCELLED" markings are also known on the Electric Inspection Issue.

I hope some additional thoughts on this study will be seen in "Readers Speak".



# The "Muddy Water" 1898 Xmas Stamp An Update

---

Bill Pekonen

When I wrote the article on the Map stamp, I was also waiting for confirmation about one aspect — was the change really a chemical reaction? I found a source in Ottawa during my October visit and then wrote them a letter.

I am not sure who I should send this correction to and even whether it is in time to make changes. Since I sent the photocopies to you, I thought I would take a chance and send the following to you. If it is too late to make any changes now, then a correction will be written as a letter to the editor for inclusion in the next issue of *BNA Topics*.

At long last I have received a response to my letter to the Canadian Conservation Institute for a chemical formula to explain the muddy water occurrence. To my dismay, the answer was less than satisfactory. The letter did, however, correct my assumption that the sulphretting covered the ocean colour. Instead, they refer to the change as a chemical reaction and they suggested that some of the wording be changed accordingly.

Am enclosing a copy of the original article which I sent to you with some needed changes as a result of the response.

In the light of what the chemist wrote to me, I have modified the article. Some of the comments do not seem to agree with the opinions of other writers. I have noted the differences and also added that the answers do not seem to make sense to me. Other readers may come up with different interpretations, but I believe that the facts, as I know them, have now been clearly stated. The end result remains unchanged — that the muddy water stamp IS NOT A VARIETY. It is the explanation of how it happened that still remains to be unclear. Similarly, it seems to me that the terminology contributes to the confusion.

It is entirely possible that some of the readers will take issue with some of my comments and it will be interesting to read what others make of it all.

The following additions and corrections should be made to "The 'Muddy Water' 1898 Xmas Stamp", by Bill Pekonen, that appeared in *BNA Topics* Jan-Feb-Mar 1995 issue, on pages 32 — 35:

The third paragraph should be changed to read:

"The brown colour (and various shades of brown) when a 3% solution of hydrogen peroxide is applied to the brown shades on the stamp, the brown shades disappear and the original printing colour of the ocean parts reappear."

The sixth paragraph should have the following added at the end:

"Chemists apparently use the word "oxidize" to describe "any reaction in which a chemical element loses electrons." To my way of thinking, it seems to me that chemists are guilty of using English language in a sloppy manner. Instead of using precise words



to describe a chemical reaction, they are adding to the confusion by using imprecise jargon. "Combine" and "lose", to me, have opposite meanings, and I wonder how one word can be correctly used to describe both types of reaction. No wonder there appear to be so many "mad" chemists."

The following should be inserted between the tenth and eleventh paragraph:

"The Canadian Conservation Institute responded in January 1995 to an inquiry about why the brown colour appeared on the stamp. The reply was qualified by the words "probably a reaction" when referring to a description contained in a recent publication [1]. Further, the explanation is speculative in the sense that the authors are not sure of the reasons why the colours are transformed. Here is the explanation given in the letter.

"Lead white can be subjected to two chemical reactions. In the first one, lead white reacts with hydrogen sulfide to form lead sulfide, which is black; hydrogen peroxide will convert the black lead sulfide to white lead sulfate, but not back to lead white.

"The second reaction involves the transformation of lead white into brown lead dioxide, through a mechanism which had not been firmly established. This reaction is an oxidation reaction. The reconversion of lead dioxide to lead white may be accomplished by using hydrogen peroxide in acetic acid."

(Note: Acetic acid was not used in the experiment described in this article. Does that make any difference to the interpretation of facts?)

The letter continues:

"...The white pigment at the surface of the stamp has been chemically transformed into a brown compound, which in turn can react with hydrogen peroxide to form a white compound. The coloured pigment associated with the white pigment remains unaffected and therefore the original colour is restored."

The foregoing describes what has happened in technical terms, but somehow lacks clear definition as to what has caused the change to create the brown colour.

There seems to be a mixture of terms being used, and it is not clear whether they are exactly the same. Is it possible that there are differences between the terms "flake white", "lead white", and "carbonate of lead"? Are they different in composition or is this just another case of using different words for the same thing and confusing everyone as a result? Or are the chemists leaping to different conclusions based upon wrong assumptions? Even though chemistry is supposed to be a "science", there seems to be as many differences of opinion within that discipline just as there are in every other profession. Have you ever heard lawyers argue about a mute point? Well, this writer considers the reason for what caused the change as an unresolved matter even though that does not alter the final conclusion reached in this article."

In the eighteenth paragraph, delete the sentence "But it appears to be incorrect ... OCEAN COLOUR HAS NOT CHANGED, IT WAS MERELY COVERED."

In the twenty-fourth paragraph, change "cleaned with" to "restored by applying".

Reference:

[1] The publication referred to above is *Artist's Pigments — A Handbook of their History and Characteristics*, written by Rutherford J. Gettens, Hermann Kuhn, and W. T. Chase, edited by Ashok Roy and published by the National Gallery of Washington in 1993, pp. 76-81. The response to our letter is from Marie-Claude Corbiel.

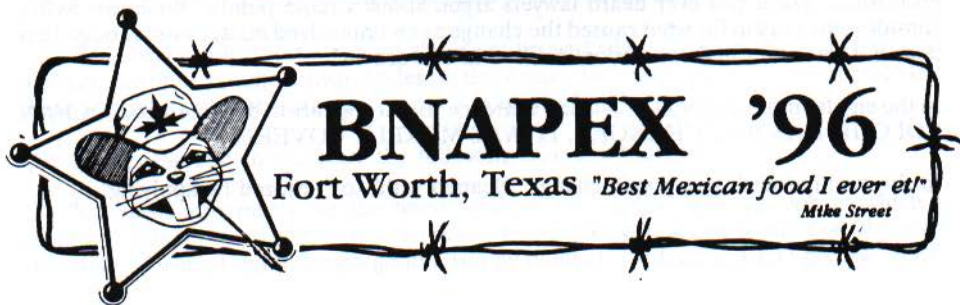
North Atlantic area cleaned.



Atlantic Ocean area cleaned.  
Black Smudge mark obscures differences.



Pacific Ocean area cleaned.  
Differences harder to distinguish.





# The 1995 Precancel Count

## Hans Reiche

The last count was published in 1991 and a new count has been prepared with the help of Walburn, Izzett, and others. The last count contained about 35% more names than this one. This is surprising because more precancel collectors are known than in 1991. The scarcity of many precancels, even the more common types is evident from want lists dealers such as Walburn experience. A pricing update of the catalogue is now in progress to reflect this trend and Mr. Walburn has undertaken to do this. Some new finds will be reported in the updated catalogue.

Name of Collector	Type					Totals
	Bars	Cities	Numbers	3rd Class	Unlisted	
Izzett	600	2284	449	53	20	3386
Reiche	559	2101	454	47	5	3161
Lussey	431	2255	375	53	11	3114
Marasco	492	2109	440	51	16	3092
Brandt	356	1763	415	35		2569
Biddlecomb	307	1738	414	34	1	2493
Philcox	227	1779	414	31		2451
McKee	232	1683	398	28	1	2341
St. Cyr	265	1635	399	31		2330
Brown	771	1249	288	19		2327
Stone	342	1445	386	37		2210
Drapeau	213	1272	397	19		1901
Hargreaves	234	1245	389	26		1894
Blakebrough	253	1191	370	25		1839
Cross	204	1147	439	16	1	1806
Philip	181	1156	377	25		1739
Locke	161	1121	366	21		1669
Croker	154	1024	374	14		1566

Ellwood	100	988	400	17	2	1505
Magee	189	925	352	17		1483
Wright	149	814	358	8		1329
Frank	98	837	299	13	1	1247
Frenette	149	670	301	9		1129
Kumma	81	331	202	1		615
Gulko	92	87	122			301
<b>Grand Totals</b>	<b>6840</b>	<b>32849</b>	<b>9178</b>	<b>630</b>		<b>49497</b>

"Unlisted" are not included in the "Total".



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# Salvation Army Covers of the Canadian Armed Forces

---

**Robert A. Bayes**

As a result of the many photocopies I received while working on the Y.M.C.A., I have tried to separate the Salvation Army material. One of the most helpful was R. B. Winnill, who pointed me in the right direction with information and material. Once again Bill Robinson was most generous with the many photocopies he sent.

The Salvation Army in Canada was founded in 1882 at Toronto and London. There is some question as to which was first, in London there is a plaque in the Royal Bank building stating that this was the site of the first service (May 1882) Toronto also makes the same claim.

In 1880, U.S. Commissioner Railton missed his ship connection to England and preached an informal service in Halifax. There followed a very rapid establishment of "Corps" until 1900. Many were closed as they were not viable.

The Auxiliary Services operated under the "War Charities Act", a similar Act was passed in 1917 and repealed in 1924 to control fraud and excess.

The Salvation Army was rocked by scandals involving General Booth's children and a court case was fought in England to remove his son Bramwell as General. This had adverse affect in Canada.

In 1915, Manitoba and the West became a separate territory with their own Commissioner and a training College was established at Winnipeg. This was all dissolved in the depression when the West was too impoverished to support it. Control of the West then fell under direction of Toronto.

Initially the Canadian Salvation Army worked as part of the British Salvation Army with resulting covers being British until late in 1916.

**BNAPEX '95**

**Edmonton, Alberta  
September 1 - 3, 1995**

Information: Keith Spencer, 5005 Whitemud Rd.,  
Edmonton, Alberta T6H 5L2



The Earliest Recorded Canadian Salvation Army Cover  
(Courtesy of R. B. Winmill)



This type of post card was employed by the Salvation Army following WW I to welcome home the returning soldiers and attempt to integrate them into the post war economy. The Red Shield, as a symbol developed during WW I and came to the forefront from 1918 - 22 as the Salvation Army, came up looking great due to its resettlement work.

(Courtesy of Captain Johnson)



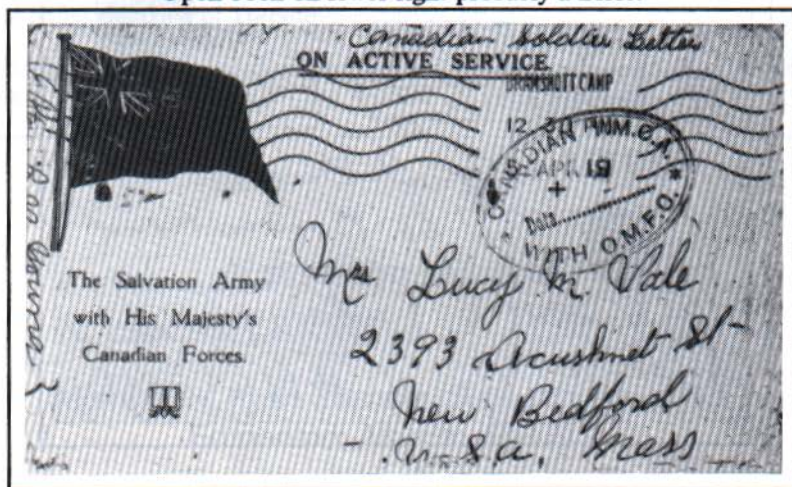
Auxiliary Service Covers of the  
Canadian Armed Forces

Standard Y.M.C.A. Postcard overprinted and used by the Salvation Army to supplement their own stationary.

Purple handstamp applied at left and censored by G. Moore - Major  
Appears to be a joint effort between the Salvation Army and the Y.M.C.A. Note:  
the scarce Y.M.C.A. Orderly Room handstamp on the upper right of the envelope.  
(Courtesy of Ken Ellison)



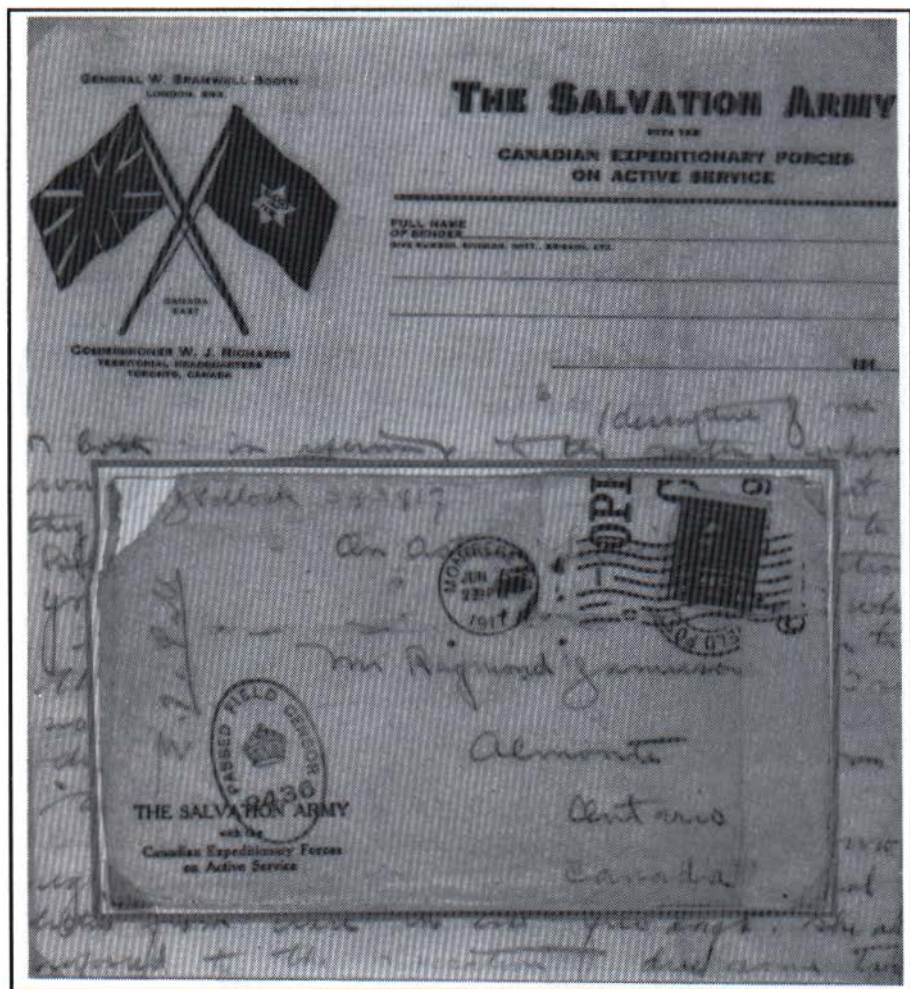
Salvation Army - Type III  
"ON ACTIVE SERVICE" added and printed on white paper  
Open book on lower right probably a Bible.





Auxiliary Service Covers of the  
Canadian Armed Forces

Mr. Raymond Jamieson was a well known Lawyer and Philatelic Literature collector from Almonte, Ontario







Auxiliary Service Stationary of the  
Canadian Armed Forces

Salvation Army - Type II

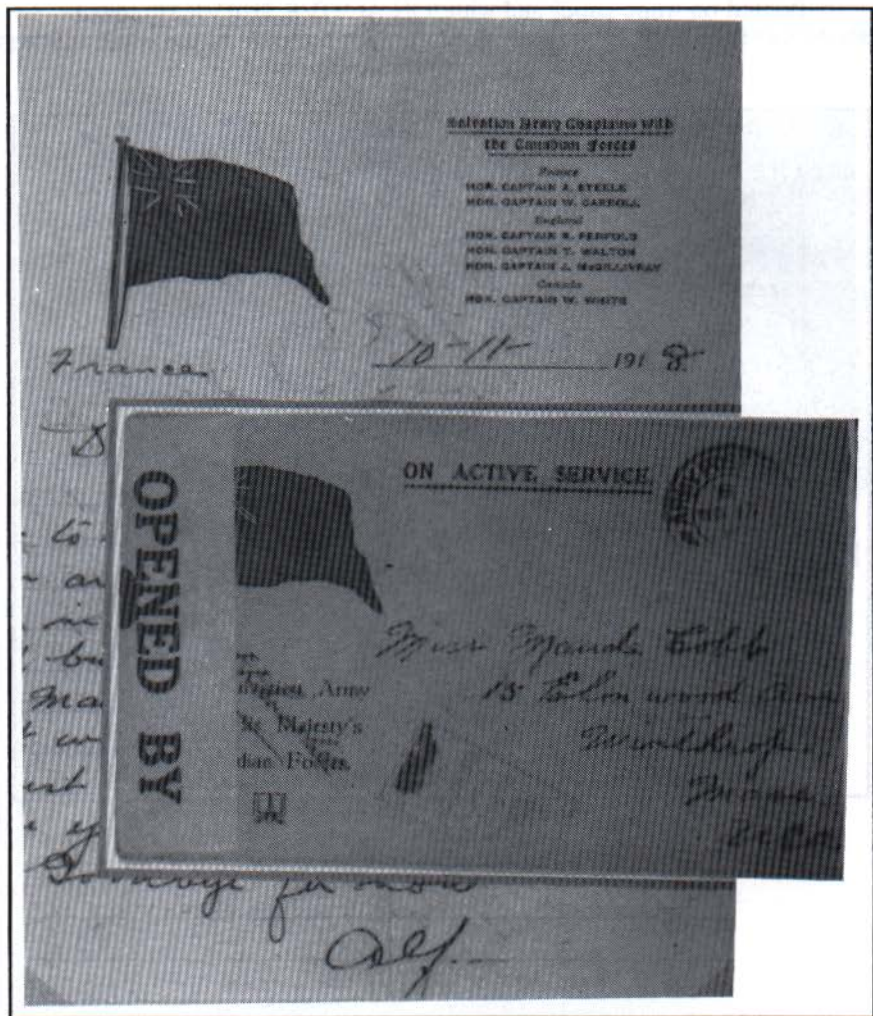
Printed on white paper and with "ON ACTIVE SERVICE" added  
"ON ACTIVE SERVICE" varies in distance from the edge of the cover as it was  
added after the covers were printed



APO S.22  
Canadian Base Depot, Harfleur, France

Salvation Army - Type III

Written the day before Armistice on 10 November 1918 but posted after  
by Hon. Captain Alf. Steele



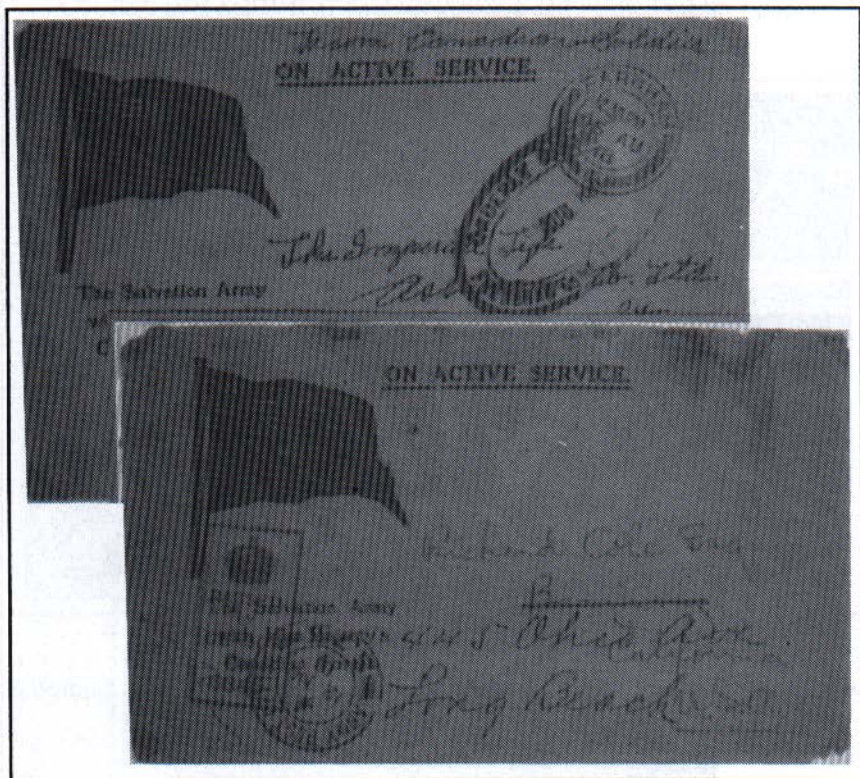
"ON ACTIVE SERVICE" added and printed on white paper  
Open book on lower left possibly a Bible.



Auxiliary Service Stationary of the  
Canadian Armed Forces

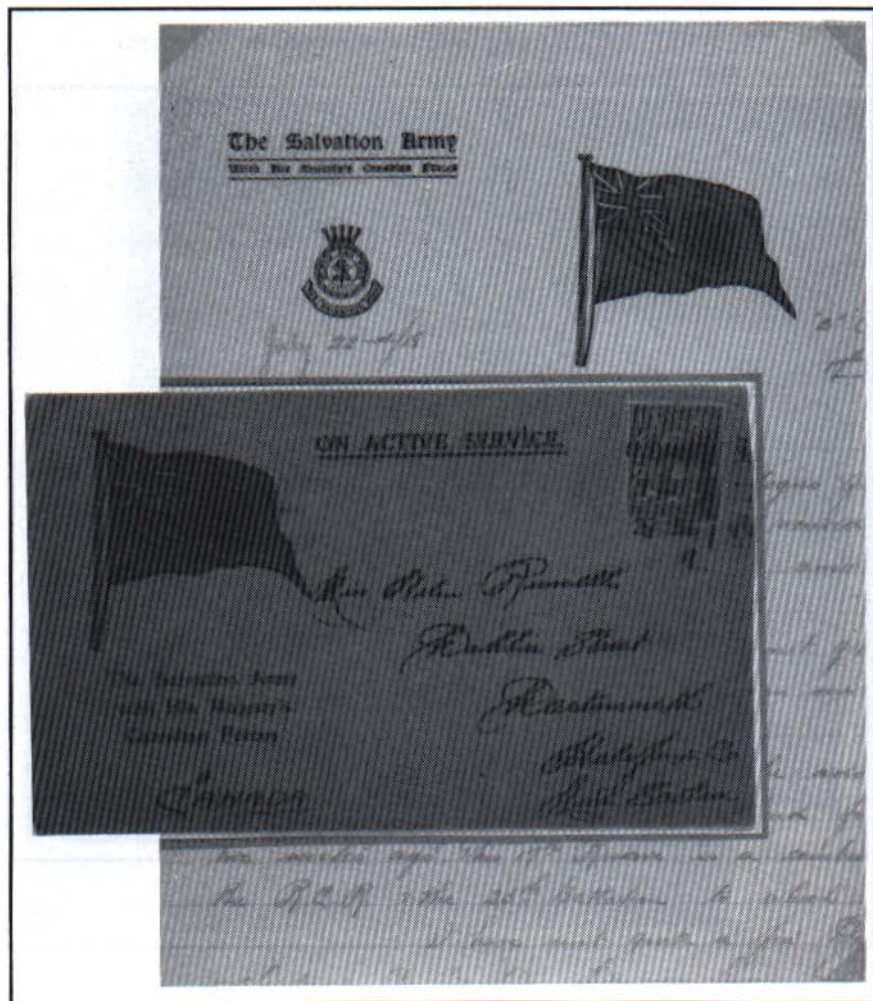
Salvation Army - Type IIA

"ON ACTIVE SERVICE" added and printed on buff paper



Auxiliary Service Stationary of the  
Canadian Armed Forces

Salvation Army - Type Iia  
Printed on buff paper with "ON ACTIVE SERVICE" added



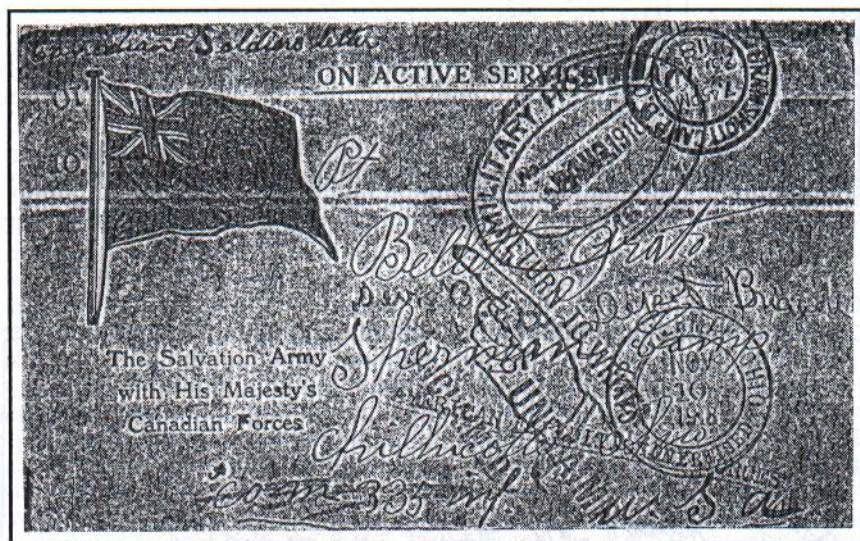


The Clergy did much to aid the cause of recruiting and when the time came for the various Contingents to leave for Britain and the War, the Churches were ready with a supply of Chaplains to accompany them. They were appointed by the Government & Clergy & Ministers of all denominations including the Salvation Army, responded in very large numbers.

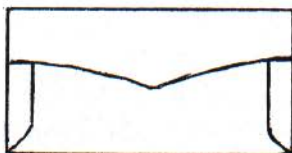
Captain, later Major, A. Steele served as Chaplin under Major General Ashton during WW I, and on September 30, 1938, became Liaison Officer between the Salvation Army and the Regular Army represented by Adjutant-General, Major General Mathews. Resigning to take up a posting in England. (These people were given a uniform but no Rank Insignia and were paid as Captains. Senior ones were treated as Majors.)

### Salvation Army - Type IIa

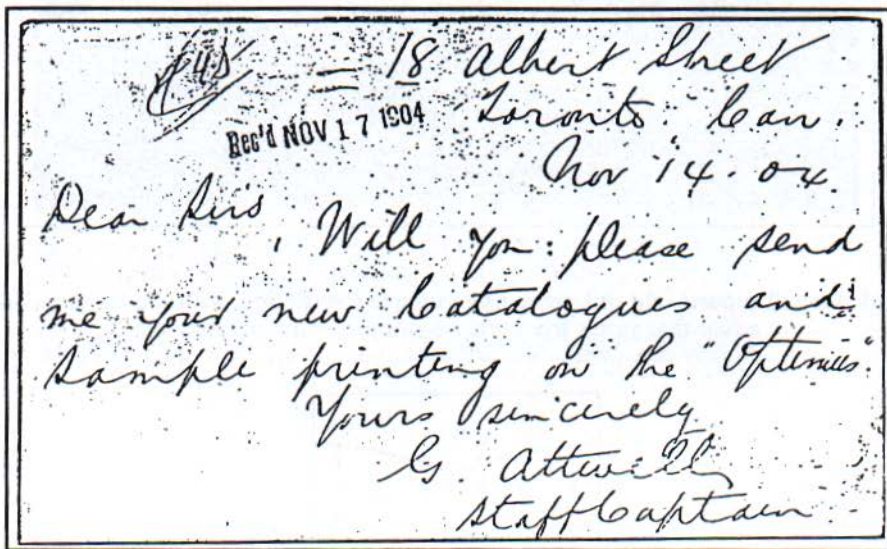
"ON ACTIVE SERVICE" has been added and printed on buff paper  
Small ornament below the printing on lower left



R.B.Winmill reports that this cover has a unique flap design, with the cover having a flap that varies from other Salvation Army covers seen.



Salvation Army Post Cards  
(Courtesy of R. B. Winnill)





# Problems with the Despatch & Receipt of Trans-Atlantic Mail August 1914 - December 1914

---

David H. Whitely

In August 1914, the Canadian Post Office's thrice weekly trans-Atlantic Mail service between Montreal and Great Britain, which had been established in 1913, was totally disorganized by the impending outbreak of hostilities between Great Britain and her allies and the Axis powers.<sup>1</sup> The 1913 subsidized mail contract, which had been negotiated by the Department of Trade and Commerce on behalf of the Canadian Government, had provided for twelve steamers of twenty knots or better to operate a service three times a week in the summer months from Montreal or Quebec City to Great Britain and a similar service from either Halifax or St. John during the winter months. For this service the contractors would receive an annual subsidy of One million dollars. The contract was awarded to four steamship companies:- The Allan Line, Canadian Pacific Ocean Services Ltd, The White Star - Dominion Line, and the Canadian Northern Steamship Company, each company would receive a portion of the subsidy commensurate with the number of round trip voyages completed during each year of the contract.

By the beginning of August 1914, with the war apparently inevitable, the Imperial Government, on behalf of the Admiralty began to exercise its rights under the mail contract by requisitioning the premier liners which had been specified as mail steamers under the 1913 contract. Notification was received on August 5th 1914 by the Deputy Postmaster General from Mr. A.H. Harris, Special Traffic Superintendent for the Allan Line and CPSS Ltd., that the Admiralty would be requisitioning the following vessels on their arrival in port; the *R.M.S. Calgarian*, due to arrive Quebec August 14th, the *R.M.S. Alsatian* due to arrive Liverpool August 14th, the *R.M.S. Empress of Britain*, at Quebec due to sail on the 6th, and the *R.M.S. Victorian*, at Quebec and due to sail on August 4th. Consequently on August 8th H & A Allan agents advised the Postmaster General that three of their contract liners the *Alsatian*, *Victorian*, and *Empress of Britain* would be unable to fulfill their obligations under the British Mail Contract. The withdrawal of these steamers left the Canadian Post Office without sufficient vessels to despatch regular trans-Atlantic mails. Further disruptions to the mail service were caused in the first week of August by the presence of hostile warships off the coast of Newfoundland as instructions were received to hold both the *R.M.S. Victorian* and the *R.M.S. Empress of Britain* at Quebec until daylight Saturday 8th August when they would proceed under Admiralty instructions to England. Contract steamers were also held in England and the *R.M.S. Sicilian*, outward bound from Quebec was ordered to return.

During the early part of September further steamers were taken, the *R.M.S. Teutonic (WSDL)* on September 5th by the Admiralty at Liverpool, initially the *R.M.S. Royal Edward (CNSS)* was taken over by the Department of Militia and Defense to carry part of the first contingent of the Canadian Expeditionary Force to England, she, however, was released and returned to her owners prior to September 7th. The *S.S. Calgarian* was requisitioned by the Admiralty on the same date and ordered to Liverpool on the 8th September. Her services were immediately offered to the Post Office as a mail carrier, but due to the uncertainty of the times and the fact that Canadian Northern officials had notified the Post Office that the *Royal Edward* would sail for England on the same date the Post Office could only advise H & A Allen that the *Calgarian* would only be used in the event of the *Royal Edward* failing to sail.<sup>2</sup> On September 10th the White Star Line



informed the Deputy Postmaster General that the *S.S. Laurentic* had been hired by the Department of Militia and Defense for trooping purposes and would no longer be available. As the *Laurentic* had been due to sail on the 12th, arrangements had been made to send an overseas mail by her, but because the information did not reach the postal authorities until the following morning alternate arrangements to have the majority of this mail forwarded to New York could not be made in time causing a large amount of mail to be held at Montreal until another sailing could be arranged.

With the loss of many of the first class steamers, slower second class steamers were pressed into service by arrangement with the Department of Trade and Commerce. On August 31st, Mr. Hugh Allan, Chairman of the Allan Line, in an effort to maintain some semblance of regular service after advising the Postmaster General that *S.S. Ionian* had been requisitioned by the Admiralty forwarded a revised schedule of sailings from Liverpool for the month of September, using such vessels as were still available.

" <i>Tunisian</i> "	4th September
" <i>Grampian</i> "	11th September
" <i>Scotian</i> "	18th September
" <i>Calgarian</i> "	25th September
" <i>Tunisian</i> "	30th September

Mr. Allan advised the Postmaster General that the proposed schedule was not as satisfactory as the original arrangement but under the circumstances it was the very best that could be arranged. The first sailing under the new arrangement was undertaken by the *S.S. Scotian*, (*Allan Line*) west bound from Liverpool on September 3rd. On September 8th, H & A Allan were able to advise the Deputy Postmaster General that the *S.S. Hesperian* had been accepted as a mail steamer by the Department of Trade and Commerce and would depart Quebec on September 10th. Unfortunately for the postal authorities Mr. Allan's proposed schedule could not be implemented as on September 14th both the *Grampian* and the *Tunisian* were requisitioned by the Department of Militia and Defense to carry part of the C.E.F. to England. The White Star Liner *Megantic* was also taken at this time. H & A Allan advised the Post Office that, however, the *S.S. Scotian*, sailing 1st October, the *S.S. Scandinavian*, sailing 3rd October, and the *S.S. Hesperian*, sailing 8th October would be available for carriage of mails. Between September 16th and September 25th, the *S.S. Scandinavian*, *S.S. Scotian*, and the *R.M.S. Royal Edward*, once again, were taken over by the Department of Militia and Defense to convey members of the C.E.F. to Europe.

Notwithstanding the problems that existed on the other side on the Atlantic, both United States and Canadian mails continued to be despatched by all available vessels although not necessarily to a regular schedule. For example, the *S.S. Tunisian* was held at Liverpool until the 8th August and did not arrive Quebec until the 17th August having left without any mail. The *R.M.S. Virginian* also sailed on the 8th August a day behind schedule and only carried seventeen letter bags and fifty-six parcel receptacles. The Canadian Post Office were advised that further mails had been despatched from Britain on August 13th by *R.M.S. Baltic*, (*WSDL*), August 15th by *S.S. Megantic* (*WSDL*), August 16th by the *S.S. Grampian* (*Allan Line*), and on August 20th by the *R.M.S. Adriatic*, (*WSDL*). Neither the *Megantic* nor the *Grampian* were covered by the contract but the Canadian Post Office agreed to pay for the trips at a reduced rate due to the unusual circumstances. On August 18th, the *R.M.S. Royal George* (*CNSS*), arrived at Quebec with a large mail including 1,222 bags of mail for the United States which was forwarded the same day. At 4:00pm on August 30th, the *S.S. Scandinavian*, arrived inward bound at Quebec, her mails were off-loaded and sent East from Quebec at 7:20pm on a C.P.R.



Fig. 1 Allan Liner "S.S. Tunisian" 10,756 Tons Built 1900

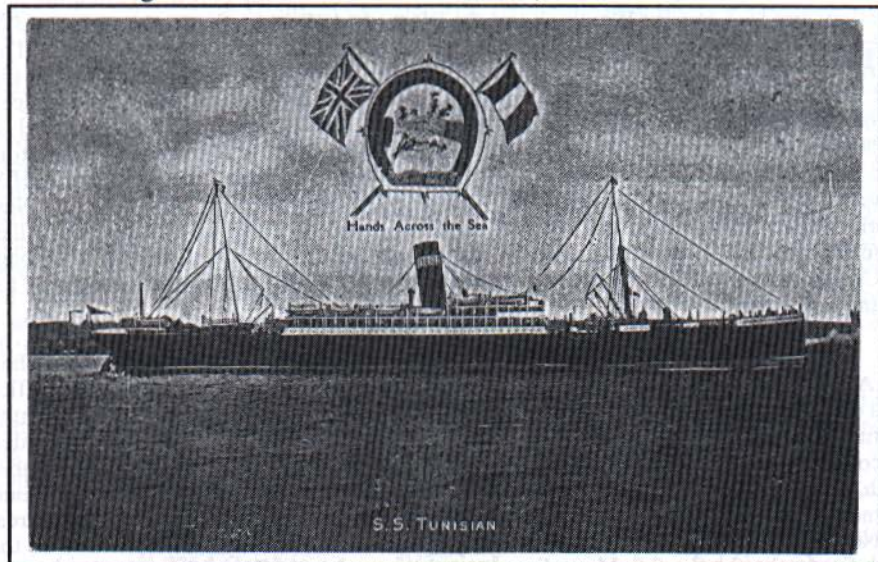
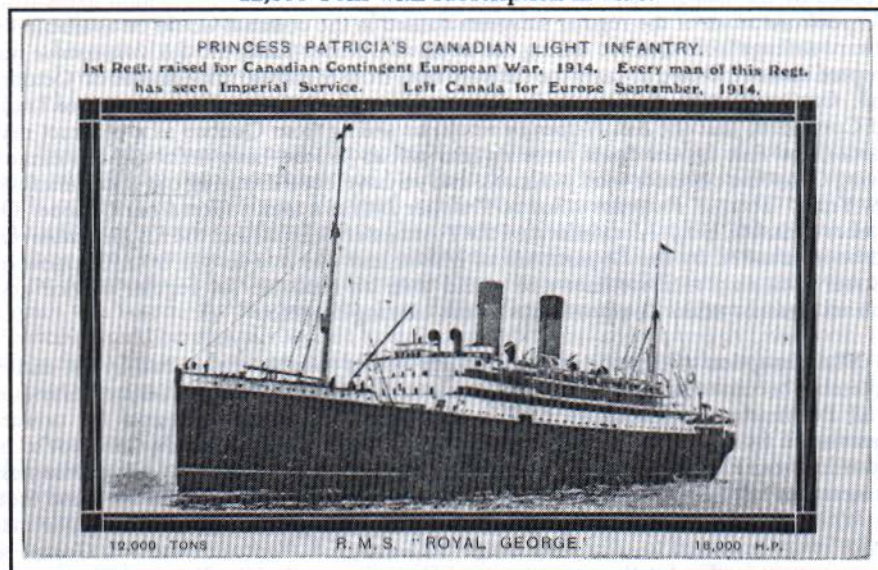


Fig. 2A Front of Canadian Northern Steamship Company "R.M.S. Royal George" 12,000 Tons with subscription in blue.





special:- one car for Montreal, Ottawa, Kingston; and one car for Toronto, Hamilton, and London; and four cars for Winnipeg and the West. At 4:10am on September 4th, the *S.S. Calgarian* arrived at Quebec and commenced unloading her mail bags at 4:35am. The mails were despatched by C.P.R. special at 7:45am. At 6:00pm on September 11th, the *S.S. Virginian* docked at Quebec with a large mail from Britain. Unloading commenced at 6:00pm and was completed by 8:50pm and was despatched by C.P. rail special at 10:30pm:- one car for Montreal, Ottawa, and Kingston; one car for Toronto, Hamilton, and London; and four cars for Winnipeg and the West. On September 15th, the *R.M.S. Royal George* arrived with another mail including 590 bags for New York City and New York district. Information was received from Montreal on October 13th that the Allan Line steamer *S.S. Pretorian* had sailed Liverpool on Sunday October 11th with 2,009 bags of Canadian mail and 373 receptacles parcel post and thirty-six receptacles parcel post for China and Japan.

Despite the shortage of suitable vessels, outward mails from Canada were despatched on August 28th by the *S.S. Grampian* under arrangements with the Canadian Post Office and on 30th August by *S.S. Megantic*. The Post Office also routed a considerable quantity of first class letter mail through New York. On September 1st, 122 bags were forwarded to connect with the United States Flag *S.S. St. Paul* (American Line), again on September 15th, 101 bags of mail were forwarded to New York to connect with *S.S. St. Louis* (American Line), and on September 25th, 105 letter bags were despatched from Montreal to New York for shipment by the *R.M.S. Olympic*. Further mails were despatched on the 26th September by the *S.S. Mongolian*, (parcel post only), on September 30th by the *S.S. Celtic*, on October 3rd the *S.S. Ansonia* (Letters and Magazines), and by the *R.M.S. Lusitania*. On October 7th, the Canadian Pacific Steamship Lines offered their new 10,000 ton sixteen knot steamer *S.S. Missanabie* for use as a mail boat, the vessel having been accepted by the Department of Trade and Commerce to convey westbound mails from Liverpool. As none of the regular steamers named in the contract would be available for outward sailings from Quebec during the week of October 22nd, the *S.S. Missanabie* was accepted and authorized to carry the outward mail from Montreal and Quebec on October 22nd. On October 8th, the Deputy Postmaster General advised the Department of Trade and Commerce that the *S.S. Hesperian* would be sailing from Quebec as a contract mail steamer, the first for the "past three or four weeks [as] we have no contract steamers leaving Canadian ports for mail purposes, and we have been diverting out letter mails via New York." The *S.S. Pretorian* sailed on October 24th as a mail packet from Quebec. On October 15th, Mr. Hugh Allan informed the Postmaster General that the *S.S. Scandinavian* had been released by the Department of Militia and was due to sail from Glasgow on October 24th as a mail steamer and would then be available for regular service as a contract steamer under the provisions of the existing contract.

The disruption of the mail service and the lack of suitable vessels had by the end of September become acute. The Deputy Postmaster General in a confidential memorandum to all Postmasters of Exchange Offices stated that as no arrangements for onward transmission from Canada of British Parcel Post Packets could be made were not to be forwarded from Exchange Offices, but could be accepted from the public without comment but were not to be forwarded until further instructions were received. At the same time, the White Star Line acknowledging "the complete disorganization of the regular mail service" were prepared to offer their freight steamers, *S.S. Nortonian* and *S.S. Georgic* as an emergency facility for the conveyance of Canadian mails. On October 5th a similar letter was received from the offices of the Canadian Northern Steamship Lines offering their 13 knot steamer *S.S. Campanello* and *S.S. Principello*, as replacement steamers. Robert Redford Steamship Agents in Montreal, agents for a number of steamship companies, offered to transport Canadian mails on the Cunard Liners *S.S. Ascanica* sailing



Montreal October 3rd, the *S.S. Ausonia* sailing Montreal October 20th, and the Donaldson Liner *S.S. Letitia* sailing Montreal October 31st. None of these offers were accepted by Department of Trade and Commerce as the steamers offered by the White Star Line and the Canadian Northern Steamships were considered too slow and as those offered by Robert Redford Co., Ltd., were non-contract steamers, their offer was refused. It should be remembered that this scramble by the shipping lines vying for carriage of mail was driven by profit as based on the contract figure of \$1,000,000 per annum and 156 round trips per annum each voyage could be worth about \$6,400.00 to the carrier. As the situation worsened from the Post Office's perspective, letters were sent to the contractors asking them to inform the Postal authorities at the earliest possible moment when their steamers would be again available for mail purposes. On October 17th, Postmaster General, London, telegraphed Ottawa asking why no Canadian papers later than September 9th, except Ottawa papers, had been received. On the same date, the Deputy Postmaster General telegraphed a reply stating; "Mails utterly disorganized owing to lack of transportation both Canada and New York. Send by every possible steamer."

In late October, Mr. Hugh Allan and representatives of the White Star-Dominion Line attempted to arrange a sailing schedule for the remainder of October and November for the vessels they had available, which was forwarded to the Department of Trade and Commerce and the postal authorities for their approval.

<u>From United Kingdom</u>	<u>Steamer</u>	<u>From Canada</u>
Liverpool 22nd October	"Viginian"	3rd November
Liverpool 23rd October	"Hesperian"	5th November
Liverpool 24th October	"Megantic"	7th November
Liverpool 28th October	"Lake Manitoba"	10th November
Liverpool 30th October	"Grampian"	12th November
Glasgow 31st October	"Scandinavian"	14th November
Liverpool 4th November	"Missenabie"	17th November
Liverpool 6th November	"Tunisian"	19th November
Liverpool 7th November	"Laurentic"	21st November

Before arrangements could be made to use some of the available vessels, which had been released by the Department of Militia in England after having conveyed the first drafts of the C.E.F. safely to England, many of the vessels were requisitioned by the Admiralty for a variety of purposes. On October 26th and 27th, the Allan Line liners *Tunisian* and *Grampian* and the White Star liners *Canada* and *Laurentic* were requisitioned by the Admiralty. The *Grampian*, however, was released the following day but the *S.S. Scotian* was taken. At this time the Post Office Department was advised that the *Lake Manitoba* would be unavailable due to lack of suitable coal and stokers at Liverpool. The White Star Line was, however, able to secure the services of the British registry 12,000 ton 16 knot steamer *S.S. Zeeland*, which was offered as a substitute vessel.

As a result of a series of telegrams between the Postmaster General, the Department of Trade and Commerce, and Mr. Andrew Allan and a meeting on October 28th, a provisional schedule for the balance of the year and a full winter schedule was prepared and submitted for approval by the Departments concerned.

<u>From United Kingdom</u>	<u>Steamer</u>	<u>From Canada</u>
October 22nd, Thursday	"Virginian"	Tues. Nov. 3rd
October 23rd, Friday	"Hesperian"	Thurs. Nov. 5th
October 24th, Saturday	"Megantic"	Sat. Nov. 7th



Fig. 2B Obverse of "R.M.S. Royal George" with message from member of P.R.C.L.I. on way to Europe - Posted at Levis SEP 30 1914.

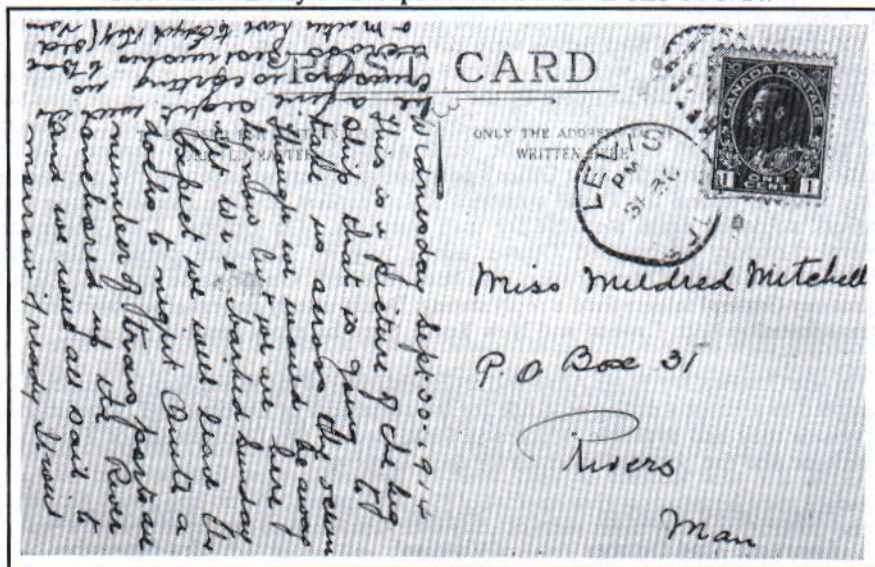
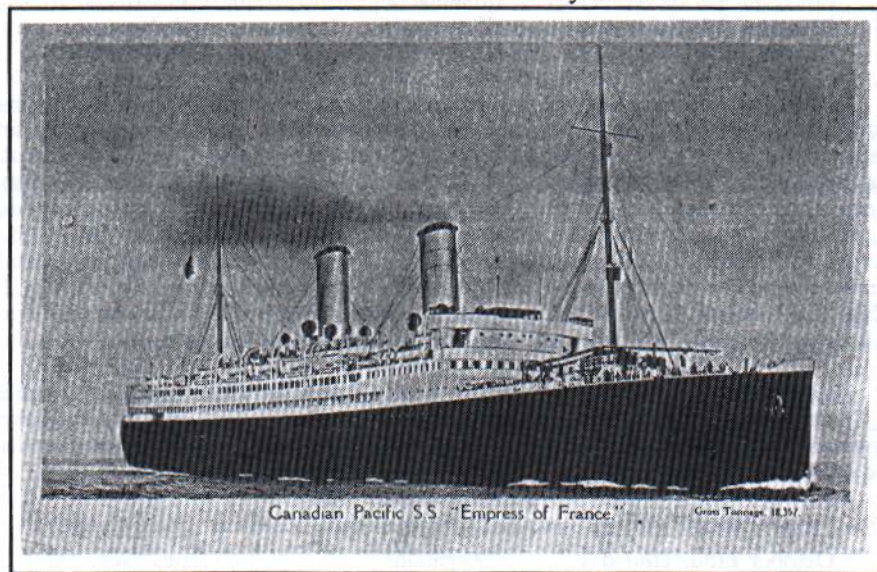


Fig. 3 The Allan Liner "R.M.C. Alsatian" 18,480 Tons, built 1914 - under her new name after transfer and refurbishing in 1919 to Canadian Pacific Steamship Ltd, who took over the Allan officially in 1917.





October 31st, Saturday	"Scandinavian"	Thurs. Nov. 12th
November 4th, Wednesday	"Grampian"	Tues. Nov. 17th
November 6th, Friday	"Missanabie"	Thurs. Nov. 19th

At this time, Mr. Allan informed Dr. Coulter, the Deputy Postmaster General, that the weeks of November 7th and 13th from the United Kingdom and 21st and 28th November from Canada would be blank weeks as regards mail sailings as matters stood at the time of writing. There was a possibility that the *S.S. Zeeland* would be available outwards from Canada on November 14th. Further adjustments, however, had to be made by the Department of Trade and Commerce and the postal authorities. The *Hesperian* sailed as scheduled on November 3rd. The sailing date of the *S.S. Scandinavian* was advanced to November 12th. The *S.S. Grampian's* sailing from Quebec was delayed until daylight on November 18th, due to a heavy snow storm. The *S.S. Zeeland* on her way to Quebec went aground on November 13th off the Isle Au Reason causing the Post Office to send the mails she was to have carried to New York to be despatched by the *S.S. St. Paul*. Another snow storm also delayed the outward sailing of the *S.S. Missanabie* until the early morning of November 20th. To fill the gap of the week of November 21st, the Allan Line offered their steamer the *S.S. Pretorian* due to depart the St. Lawrence on November 26th for Glasgow, this vessel was accepted at a reduced subsidy due to her slower speed and the Montreal postal authorities were instructed to despatch a mail by her. Due to a snow storm she was unable to sail until the morning of November 27th.

At the meeting of October 28th, Mr. Allan also submitted a proposed winter schedule between Liverpool and St. John, New Brunswick:-

<u>From Liverpool</u>	<u>Steamer</u>	<u>From St. John</u>
Friday Nov. 20th	"Virginian"	Friday Dec. 4th
Friday Nov. 27th	"Hesperian"	Friday Dec. 11th
Wednesday Dec. 2nd	"Missanabie"	Tuesday Dec. 15th
Friday Dec. 11th	"Grampian"	Friday Dec. 25th
Friday Dec. 18th	"Virginian"	Friday Jan. 1st
Friday Dec. 25th	"Scandinavian"	Friday Jan. 8th
Friday Jan. 1st 1915	"Missanabie"	Friday Jan. 15th
Friday Jan. 8th	"Hesperian"	Friday Jan. 22nd
Friday Jan. 15th	"Grampian"	Friday Jan. 29th
Friday Jan. 22nd	"Scandinavian"	Friday Feb. 5th
Friday Jan. 29th	"Missanabie"	Friday Feb. 12th

The proposed summer schedule was accepted by the Department of Trade and Commerce, who were prepared to recognize the vessels as mail sailings under the mail contract. The proposed winter schedule the Allan's were advised could not be approved until the matter had been approved by the [Privy] Council. As many of the vessels provided were not recognized as regular mail boats under the existing contract with the Department of Trade and Commerce, the subsidy payable for use of these ships had to be adjusted by mutual agreement due to the extenuating circumstances. The Atlantic mail contract had for several years provided a rate schedule per trip dependent upon the speed of the vessel provided; for example, in 1911 when the subsidy was \$600,000.00 per annum, ships with a speed of 18 knots or more received \$3,000.00, 17 knots \$2,500.00, and 15 knots \$1,000.00 per trip.<sup>3</sup> Therefore, similar proportionate adjustments were made in the scale of payment made to the various companies for services provided. The Canadian Northern Steamship Company received \$30,423.30 for six inward and four outward trips during the quarter which ended September 30th, 1914. The C.P.R./Allan Line for the same period received \$21,164.00 for four eastbound and four westbound trips.

The period August 1914 to December 1914 had been a difficult one for the Post Office as it not only had to contend with an uncertain overseas mail service, but also with an anxious and concerned public seeking assurances that its overseas correspondence would be despatched and received. The postal authorities also had to settle numerous disputes from the shipping companies as to the use of certain vessels over claims for the use of others. Disputes with the American railroads, who were asking for increased costs due to what they perceived as a large increase in the amount of mail forwarded to New York for despatch to Britain<sup>4</sup> had to be settled as well. With all these uncertainties, it is a credit to the shipping lines and to the Deputy Postmaster General, upon whom the brunt of the organization for the emergency arrangements fell, that any mail at all was despatched, let alone at the reasonable expediency that it was both received and sent out.

Footnotes:

1 - The information for this monograph, unless otherwise stated, has been taken from the records of the *National Archives of Canada* {NAC} RG3 Series C2, Volume 2210, File 28-11-17.

2 - There is some confusion here as the Canadian Northern agents refer to the vessel due to sail 8th September from Quebec as the *Royal Edward*. The post office in telegrams to H & A Allan of 7th September refer to the vessel as the *Royal George*. It, however, could not have been the *Royal George* as she departed Liverpool on September 7th and did not arrive Quebec until September 14th.

3 - Marginailia in a letter to DPMG from C.P.R. Montreal regarding substitution of slower steamers on the Atlantic leg of Liverpool-Hong Kong service March 1911 NAC RG3 Vol. 2212, File 22-26-6, Pt. 1.

4 - Transit rates through member countries of the Universal Postal Union were set by the U.P.U. and accounting procedures were based on statistics taken every six years. The statistics for the current period had been taken in May 1913.

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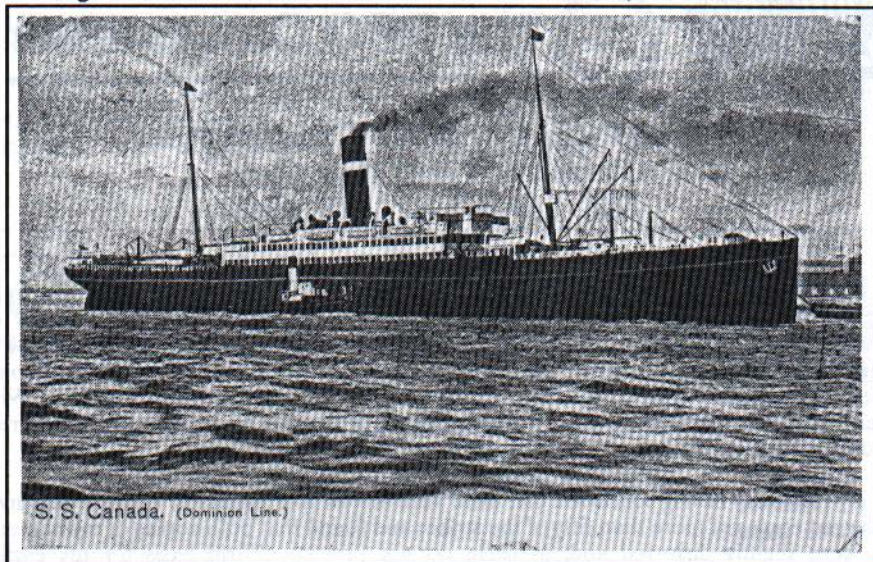
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Fig. 4 White Star Dominion Line "S.S. Canada" 12,000 Tons C 1906



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## **GROW WITH THE ROYAL**



# The RPO Cowcatcher

A Guest Column by Brian T. Stalker, FCPS

Glaramara, Upper Bryn Coch  
Mold, Clwyd, CH7 1PU, Wales

## N-57 N.N.& W. Railway T.P.O. / Newf'd ... An Update

Following publication of my comments on Lew Ludlow's hammer analysis of N-57 in The RPO Cowcatcher column of *BNA Topics* vol. 50/5, I have received additional information from Bill Robinson, Ross Gray, Don Wilson, and Douglas Campbell. With their assistance, I now have data on over 80 dated copies and consequently must correct and/or amend my earlier conclusions and suppositions as follows:

\* Previously having concluded that there were at least four hammers, I have reexamined enlarged copies of more than fifty of the strikes and found that both copies of my hammer III were slightly distorted and, as such, do not provide a firm basis for my earlier conclusions. In addition, the condition of most strikes of indicia A deteriorates significantly from mid 1902 onwards, making accurate measurements of chordal dimensions rather difficult.

\* The presence or absence of the dot 'Y•T' appears spurious, depending on the quality of the strike and, on the basis of arguments previously propounded by Lew, I must share his view that a dot is insufficient evidence in itself to positively identify a hammer.

\* Don Wilson has not been able to produce evidence of indicia B; one cover with a double strike of indicia D resembles a B and the date coincides with that reported for indicia B.

\* Having taken the factors above into account, all of the strikes known to me fall clearly into three hammers with indicia A, C, and D respectively and I am unable to support Lew's conclusion that his hammer II appears with all three indicia.

\* Strikes of the reversed D indicia are dated between JY 27 02 and NO 21 02. Normal D strikes exist for JY 6 02 and JA 9 03, thus defining boundaries for the period of use of the reversed D.

\* Meyerson reported (*BNA Topics* May 62) indicia C in use from DE 15 99 to OC 25 02 and those dates have been perpetuated more recently in works by Pratt and Kidd/Cockrill. Could it be that a poor strike of the reversed D was mistaken as a C? It seems more than coincidental that the latter date falls within the period of the reversed D. Both of the August 99 dated copies of indicia C have the date and indicia slugs inverted. I suggest that the scarcity of known copies of indicia C might indicate that the hammer was destroyed in the wreck of January 27th 1900, resulting in the introduction of N-60 (N.&W. Railway.T.P.O./Newf'd) some six months later.

\* Investigation of the use of the three indicia identifies that A and D were used on all



three sections of the line and on mail travelling in both directions. This indicates that the hammers were associated with the mail car, rather than with the mail clerks as was postulated previously.

In conclusion, may I thank Messrs Campbell, Gray, Robinson, and Wilson for their invaluable contribution to this study. There is clearly scope for further analysis. Herewith a summary of my finding.....



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# Collecting Canada

John Burnett

## What the Heck is a Paquebot Cancel?

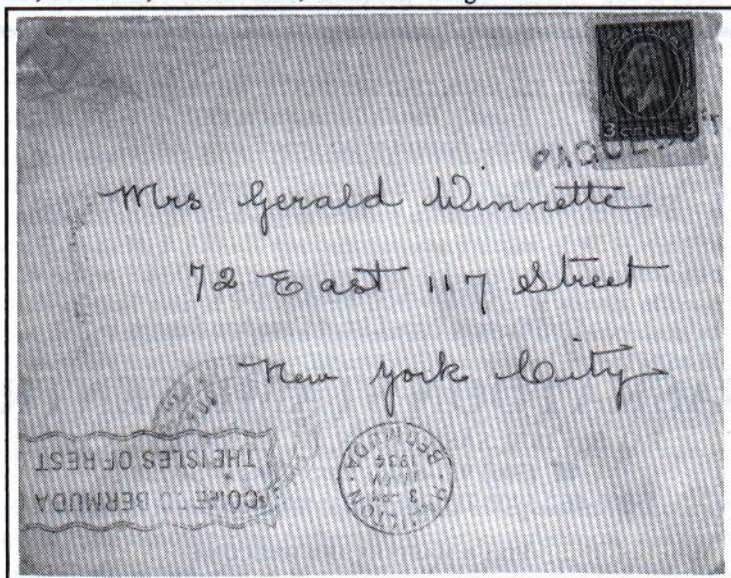
At the U.P.U. congress held in Washington in 1897 it was agreed that the word "PAQUEBOT" would be adopted for universal use on all mail received at ports from ships which had accepted mail posted at sea. It is strange but many other equivalent markings are to be found and I haven't been able to find out why these came to be. Other paquebot equivalents that I've found are "Posted / on / Board", "Ship Letter", "Ship Mail", "Posted at Sea", and "Posted on the High Seas."

While material is not exactly plentiful, there are sufficient quantities around to build a nice "small" specialized collection. If you think about this area it's really Canada used abroad. Canadian covers with such foreign cancels have been found from:

Hawaii	Porto Rico	Philippine Islands	Tahiti
Belgium	Bermuda	Jamaica	Hong Kong
New Zealand	Fiji	Japan	Trinidad
Indonesia	St Vincent	Monserat	Barbados
France	England	Australia	British Guiana
Tanganyika			

There are two other areas of paquebot cancels that need to be watched for if you're going to round out your small collection. Canadian ships calling on Canadian ports often carry "Paquebot / Posted / At Sea" and a circular postmark in five lines "Paquebot / Posted At Sea / Received / Date / Post Office." You must also look out for those covers bearing foreign stamps cancelled in Canada. The most frequently encountered are from Japan and Great Britain.

The cover illustrated shows (Scott #197) killed by a straight line Paquebot with a "Posted On The High Seas" C.N.S.S. "Lady Hawkins" stroke on the front side and posted at Hamilton, Bermuda, 17 Nov. 1934, with a nice slogan cancel.



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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.*

---

Dear Vic:

It was gratifying to see my article, "RR-7 B. & L. ? R.P.O." published in the Oct-Nov-Dec 1994 issue of *BNA Topics*, even though the controversy between an "E" or an "H" in the cancellation seemed to get extended to the spelling of my name, which is GrAy and not GrEy. However, no big deal; these slips happen.

The article has prompted two responses to date. The first came from Colin Troup, who reported a 4th example of RR-7, dated April 18, 1857 and used as a transit backstamp on a cover from Port Colborne to Toronto via Paris. This is a new late date for the listing but, unfortunately, the "H" or "E" is undecipherable. Colin also enlightened me that the Pelham Post Office, opened in 1836, changed to Fonthill in 1856.

The second response is from the legendary pioneer in the study of Canadian railway postal history, Lionel Gillam. I am enclosing a copy of Gillam's response and hope that you will consider publishing it.

Yours truly,  
Ross Gray

## Lionel Gillam's Response

### THE BUFFALO & LAKE HURON RAILWAY

Ross Gray's R.P.O. Cowcatcher article on the first postmarks used on the Buffalo & Lake Huron Railway (*Topics* No. 461) poses an interesting question about the provenance of the B. & L. E. R.P.O. hammer. There is no doubt in my mind as to its status; it is certainly genuine despite the discovery of another contemporary postmark with the correct lettering, viz: B. & L. H. R.P.O. It was definitely the practice of W. H. Griffin, when he was Secretary to the P.M.G., to requisition Two (at least) steel handstamps for use in Canadian railway mail cars at the time of their opening, or shortly afterwards. The appendices to Bogg's classic work give numerous examples of this procedure, and there is no reason to suppose that his brother (Gilbert Griffin) departed from it when he was Post Office Inspector for Canada West. Indeed the only examples that I can find when this policy was not adopted occurred when an additional handstamp was ordered, either to supplement existing hammers, or possibly, to replace a lost or damaged one.

The reasons for this are obvious: railway mail clerks were personally responsible for the safe-custody of their handstamping equipment under circumstances which were more conducive to accidental loss than in an ordinary post office. There were, however, far

more compelling reasons than this: there was also frequently a two-way traffic of trains operating in different directions and, therefore, two mail cars in service at the same time with, of course, passing points at some stage on what was in the early days a single track line. On long railways, e.g. the Great Western Railway, as many as Eight handstamps of the same type, size, and lettering were ordered by William White from D. G. Berri in 1859 when the former became Secretary following the elder Griffin's promotion to the postmaster-generalship. On the St. Lawrence & Atlantic Railroad (G.T.R. after 1854) there were also at least as many handstamps in use contemporaneously as evidenced by the clerks' numbers (or their absence) at the base.

Incidentally, but nevertheless perhaps significantly, we know from the indefatigable researches of Ron Winmill and his Associates that the original handstamps used on the Buffalo & Lake Huron Railway, and the Great Western Railway, were ordered from the Boston Hand Stamp Company in Boston, Mass. That one of the Buffalo & Lake Huron Railway hammers should be erroneously lettered can reasonably be attributed to the urgency that Gilbert Griffin almost certainly emphasized in the letter that would have accompanied his requisition. In the normal course of events his order would have been placed with D. G. Berri in London, England, the official handstamp contractor to the Canadian Post Office.

However, perhaps the most conclusive answer to the problem lies in the apparent difference in the position of the "E" of the wrongly lettered postmark in relation to the outer ring which is certainly closer than the "H" of the correctly lettered one. Those who are skilled in the art of coral measurement of postmarks will probably find that I am correct. I lay no claim to being infallible; I have merely advanced my reasonable argument that the Boston Hand Stamp Company made a mistake. Certainly they were never given another opportunity to do so!

Lionel Gillam.

---

Provincial Flowers & Coats of Arms 1964 - 1966

Re: *BNA Topics* Vol. 52, No. 1, Pg 56

The Broken Petals of the Pitcher Plant by Dale Speirs

Thanks to the excellent article and illustrations by Dale Speirs, I now understand there are four different broken petals on #427. The Unitrade Specialized Catalogue of Canadian Stamps has listed 427i "Broken Stamen" variety (pos 13, 37, 39, & 41) for years but only illustrated pos 41 the "5 O'clock break". I therefore assumed all four positions were the same variety. The Darnell Stamps of Canada illustrates pos 41 "Five O'clock Break" 439a and also pos 13 as "Broken Heart" 439c. Saskatoon Stamp Centre offered a sheet with the 4 varieties in 1994 for \$24.95 Cdn or \$19.09 US.

Both catalogues also illustrate (1) Manitoba variety Unitrade 422ii "Dot on Crocus" and Darnell 489a "Little Bee", and (2) Saskatchewan "Broken Leaf" Unitrade 425i and Darnell 492a. Darnell also shows (3) 483a Canada "Deformed Leaf" and (4) 491a Alberta "Loretta's Flower".



Double printing - Newfoundland Unitrade 427ii (\$600) and Darnell 493b (\$500). New Brunswick Darnell 486a (\$500). Manitoba Darnell 489b (\$500).

Fluorescent Varieties - Unitrade lists 8 and Darnell 10 of the 14 stamps with first varieties. Geo Wegg Ltd, Toronto listed 428 Yukon first variety in 1992 and 1994. This only leaves 418 Ontario, 419 Quebec, and 429A Canada to be reported in first versions. As both catalogues price first shades at about six times normal value, this makes them an attractive find. I have the 427i plain and first.

Most of the issues also exists with a "smooth gum" and a blotchy or "streaky gum". I have all 14 with streaky gum and all except 419 Quebec with smooth gum.

Probably other varieties will be reported on this series in the future. You are welcome to use this info in *BNA Topics*.

Dave Whalley, #5328  
Willowdale, Ont.

---

Dear Mr. Willson,

On first seeing Christopher Ryan's 23 page article in the recent *BNA Topics*, I expected that it must be pretty dreary stuff, but that with its length he at least was doing a great favour to the editor. I was half right. It was a wonderfully interesting article. I am sure that the material will be seen as an addition to the knowledge available on the two Bill Stamp issues.

I hope that you will be kind enough to convey my thanks to Mr. Ryan for his worthwhile effort. I seem to have misplaced my membership directory when we moved over here.

My selecting this one article for comment does not imply that most of the items in the magazine are less interesting or less useful. I just was more than usually taken with this particular one. I wish you great luck in coaxing forth as good a group of writers over the next year.

Yours very truly,

Derek Smith  
Dublin, Ireland

---

Dear Dr. Willson:

Thank you for publishing my article re the 1865 Newfoundland essay. I should have included a SASE for return of the photos, herein corrected.

I enjoyed your editorial in the same issue. The article by Walsh & Dyer re the three-

cent of the 1897 issue of Newfoundland seems to be a case in point, as they found only measurements taken on the ABNCo material (which was most probably stored under identical conditions for many years) were reliable. Even so, measurements differing by 0.2mm seem to me (not having done this type of activity) to be more subjective than objective. It also would appear that the die proofs referred to are essays, or am I essay-obsessed! I'll write to them about the latter.

The following is probably "old-hat" to you but may be of some interest. A few years ago a cereal box contained a 3-D viewer as a promotion for children's videos. It had a gray filter for the right eye. I find it or any gray filter of sufficient density can be used for ordinary TV viewing. (Probably for motion pictures also.)

When the TV camera pans to the left or elements (e.g. football players) move to the right a filter placed over the right eye provides a 3-D illusion. Vice-versa for the left eye. This occurs, I suppose, because the TV image changes several times a second and persistence of vision varies directly with intensity of light. The attenuation of this persistence in the filter-equipped eye provides a parallax and thus a 3-D sensation. When there is a milling around of elements I suppose the visual cortex, etc. places them at their expected depths.

I hope I haven't taken up too much of your time.

Regards,

Norman C. Seastedt  
Valley Stream, NY

---

Dear Mr. Willson,

From time to time, in articles printed in *Topics*, some comment is made regarding supplementary or back-up information by other authors. An example of this is from an article in Vol. 48, No. 5, September-October 1990, "Where Was Sawbill, Ontario?" by Nicholas G. Escott.

I firmly believe that when someone questions information published by another writer, that the information stated to replace it be as thoroughly researched as possible.

In the example I have noted, Mr. Escott takes exception to the location of Sawbill, Ontario as indicated in *Ontario Post Offices* (Unitrade Press 1988), by Robert C. Smith. Mr. Escott then states "the exact location of Sawbill, which was in neither Kenora nor Algoma District, but was in fact in the District of Rainy River."

The period of time referred to in Mr. Excott's otherwise excellent article is the late 1890's to the closing of the Post Office in 1901.

The Judicial District of Rainy River came into being May 13, 1909 (Prior to that date,



from May 1, 1909 to May 13, 1909 it was the District of Fort Frances). During the life of the Post Office of Sawbill., Ontario (March 1, 1898 to April 20, 1901) it was officially located in the District of Kenora.

I must apologize for what must seem like a delay of four years in writing this letter, but I have only recently rejoined BNAPS and have been going through all of the issues I had missed.

I certainly like the new format of *BNA Topics* and the introduction of *BNAPortraits*, keep up the good work.

Regards:

Richard J. Chatfield  
Mississauga, Ontario

---

Enclosed is a 150% enlargement from a cover with three strikes of Newfoundland RPO N-57. The indicia are A / DE 30 / 0. My questions are;

1. Was the single zero digit in the year slot constant for 1900, or was this peculiar for day dates such as 10, 20, 30 which may have borrowed a zero digit from the year?
2. Is this occurrence common with other Newfoundland RPO's of 1900?

Jeff Switt



# Perfing For Gold In Canadian Booklet Varieties

Stanley R. Redman

Scott Canada #716 red and #789 green, 14¢ and 17¢ respectively, both perf 13 x 13½, are listed at the catch-all price of 15¢ each, and singles from the 25 stamp booklet panes of these Queen designs, as well as #924 32¢ beige, red, and brown leaf are given the same low value; all booklet stamps with one or more straight edges are perfed 12 x 12½.

What very few collectors realize is that there exists stamps from the 25 format booklets which have this different perforation, but which have no identifying straight edges, a major variety. There are, in fact, seven such interior row stamps with perforations on all four sides, only identifiable by checking individually. Few collectors have eyes sharp enough to recognize these without the use of a gauge. Translate that time spent and compare it to retail value for these little known distinctiveness and it will be realized that no dealer could possibly devote the time to sell them without a substantial advance over the catalog price. And those dealers who could supply these mavericks at all are now getting up to a dollar apiece for them, a real bargain considering the labour involved in separating the gold from the dross.

Tipped quite a while ago by a knowledgeable philatelist, I discovered that even fewer of the 12 x 12½ four sided stamps are in existence on dated covers so the price of any offered is subject to negotiation. I've managed to accumulate a fair stock of single stamps off paper and a reasonable number of the hard-to-find dated covers, the result of labourious and intense scrutiny. Sooner or later these 'sleepers' will be widely recognized and prices are bound to soar when demand is far greater than supply.

Collectors of Canada who have the time and energy to invest in inspection of these common Leaf and Queen stamps will surely congratulate themselves if they end up with a decent share of them at this late date.





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No new stamps have been issued since the last *Topics*, but there are a number of reprints:

Stamp	Printer	Format	Paper	Perf.	Teeth	Date
43¢ Flag	CBN	SP(10/25)	C	13.6x13.1	15x17	Nov 14/94
43¢ Flag	CBN	SH	C	13.6x13.1	15x17	Jan 09/95
43¢ Queen	CBN	SP(10)	P	13.1x13.6	17x15	Dec 23/94
\$1 & \$2	CBN	SH	C	13.3x13.0	32x26	Feb 20/95

(SH = sheets; SP(10/25) = stamp packs of 10 and 25; C = Coated Papers; P = Peterborough paper).

The Flags are from a new printer; previous printers were Ashton-Potter (A-P) and Leigh-Marden (L-M), also on Coated Paper. The CBN perforation is the same as A-P, but differs from the L-M (14.5 x 14.6, 16 x 19 teeth).

The Queen is on a new paper, replacing C by A-P and H (Harrison) by CBN, all with the same perforation.

The \$1 and \$2 are a new printer and perf., replacing the L-M 14.6 x 14.0 (35 x 28 teeth), also on Coated Paper.

Can used copies of the various printings be separated? The \$1 and \$2 and L-M 43¢ Flag are easy from the perf. change. Mint A-P and CBN 43¢ Flags can be separated by their brightness in (moderately) strongly reflected light, but soaking might reduce or eliminate this. I have found no other consistent difference. There is no noticeable difference in fluorescence under UV light.

The Queen has auburn hair in the A-P printing (on my copies) and dark brown, almost black hair in the CBN printings. In the stamp packs the dark grey background is slightly lighter and "CANADA" is noticeably fainter (less contrast with the dark grey) on P paper than on H; but this is not true for the sheet stamps on P paper, so it may be variable also in the stamp packs. The P paper has a higher UV fluorescence, but this would be masked by the tagging on the face of a used copy. Fluorescence can be unreliable for used copies in any case, because of contamination from the paper to which the stamp was attached.

The 3-bar tagging on the new printing of the 88¢ Westcot Apricot, mentioned last *Topics*, allows mail sorting equipment to separate international-bound letters from other mail, according to the January/February 1995 *Canada's Stamp Details* booklet.

The same booklet lists the projected stamp subjects for 1995. Several look very interesting, including a Fortress of Louisbourg set, the Group of Seven on the Canada Day sheet, and a butterfly set for species which migrate between Canada and Mexico. If one estimates an average of 4 stamps in a "set", then the list shows 15 issues totalling about 50 different stamps for the year, not counting new or reprinted definitives. The list simply says "The subjects in the 1995 stamp program include:", so the actual number may be higher than this.



## Report on "VICTOPICAL '95"

---

VICTOPICAL '95, the 8th annual topical stamp show held on February 18 and 19 in Victoria, B.C., was a very successful event. Attendance showed a dramatic increase, indicating that philately is certainly alive and well in Victoria.

The exhibits presented a wide range of topical themes and the material and presentation were of an extremely high calibre.

Vernon Richards was a gold award winner for "Railways - The Golden Age of Steam", which also won the Grand Award, the Clifford Moore Trophy and the ATA Gold Medal.

"La Journee du Timbre (Stamp Day)" won a gold award for Bob Heasman, as well as the Reserve Grand Award and the ATA Silver Medal.

Elmer Kennedy won a vermeil award and the ATA Bronze Medal for "Canadian Explorers, Explorations on Stamps of the World." Cyril Bromley's exhibit "Lighthouses" also won a vermeil award, an AAPE Pin and was voted the most popular exhibit.

"Aids: From Diagnosis to Death" won a vermeil award and an AAPE Pin for Blair Henshaw and an attractive exhibit "Charles Lindbergh" won a silver bronze award for Bob Sharpe.

There were also awards given to several well presented one frame exhibits.

Jack Wallace won a vermeil award also a One Frame Exhibit Gold award for a frame of excellent material, "Frances J. Barnard & His Express Company."

Vincent Leonardson's "Sleds" won a silver award and a One Frame Exhibit Silver award. "Alphonse Mucha - Designer of Stamps" won a silver award and a One Frame Exhibit Bronze award for Robin T. Wilderness.

Marjorie Sheldrake won a silver bronze award for "Butterflies" as did Bill Bartlett for "Instruments of Writing" and Peter Sowden for "Airmail From Ceylon." Heather Kochems earned a bronze award for her amusing "It Came in the Mail."

The juniors were well represented with interesting and attractive exhibits.

Leah Bowman, age 10, earned a vermeil award and the Junior Trophy for "Ships on Stamps." Vermeil awards were also won by April Killikelly, age 8, for "Whales & Marine Mammals" and Clare Ann Killikelly, age 10, for "Dogs."

"Olympics on Stamps" won a silver award and the Canada Post Encouragement award for Holly Smith, age 10. An exhibit "Dogs" prepared by Firmin Wyndels, age 10, and Joel Dooley, age 14, also won a silver award.

Silver Bronze awards were won by Chris Tanchyk, age 9, for "Military" and Graham Robb, age 11, for "Space."

Canada Post was well represented by Bill Bartlett who had a wealth of attractive material available at face value. An extensive dealers' bourse helped make the show a great philatelic event by making desirable material available to both beginners and advanced collectors.

The Show Committee expresses a hearty 'thank you' to Fred Nott for his PAN AM display and to Lila Walcer for her display of Monarchy Memorabilia. These colourful displays certainly added to the interest of VICTOPICAL '95.

The committee also expresses a 'thank you' to Maria Botman of Lighthouse Publications for once again supporting the show with prizes for the junior collectors.

## CALENDAR of FORTHCOMING EVENTS

---

Hugh Johnston to Present Topical Seminar at PIPEX '95.

Dr. Hugh Johnston, first vice president of the American Topical Association (ATA), will present a topical seminar at PIPEX '95, to be held in Victoria, B.C., Canada, June 2, 3, and 4, 1995.

A retired faculty member of Whitworth College, Hugh Johnston is a national philatelic judge, accredited by both the APS and ATA.

At PIPEX '94 in Eugene, Oregon, Dr. Johnston was named Distinguished Philatelist of the Northwest Federation of Stamp Clubs. The Northwest Federation is an association of some thirty-five clubs in the northwest United States and Western Canada. Hugh was also honored by the American Topical Association when they named him Distinguished Topical Philatelist in 1987.

With such an impressive background, the topical seminar to be presented by Dr. Johnston is sure to be a popular event at PIPEX '95. For further information on the Victoria show, and a prospectus if desired, write to the Show Committee PIPEX '95, Box 5164, Station B, Victoria, B.C. Canada V8R 6N4, or telephone (604) 721-1940.

---

VICPEX 1995 will be held at the Holiday Inn, 3020 Blanshard Street, Victoria, B.C. on September 30 and October 1, 1995. This exhibition and bourse is sponsored by the Greater Victoria Philatelic Society, the Vancouver Island Philatelic Society and the Victoria Junior Stamp Club. Admission is by donation. Special show Cancel. Numerous door prizes. 15 page frames at \$5.00 per frame. Juniors \$1.00 per exhibit. For further information and prospectus please write Show Chairman, Box 5164, Station B, Victoria, B.C. V8R 6N4. Telephone (604) 721-1940 (evenings).

**BNAPEX '95**

**Edmonton, Alberta  
September 1 - 3, 1995**

Information: Keith Spencer, 5005 Whitemud Rd.,  
Edmonton, Alberta T6H 5L2





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# Current Canadian Definitive Booklets

John G. Schmidt

With the various changes in printers of Canadian stamps, it has become more and more difficult to track modern Canadian definitive booklets. The tables below are my attempt to offer a checklist for those interested in completing their collections. Some concluding notes and assumptions follow the tables.

## Queen Elizabeth II – Yousuf Karsh Photograph

Sc. N°	Front	Back	Printer	FDI
Layout + Paper	Inside	Under	Perfs	
<b>38¢ Queen Elizabeth II</b>				
BK 102a	2 Stamps Canada Post Corp on blue strip	Stamps by Mail ☞ ----- Order Stamps by Mail?	APL	Jan 18,'89
10 + 2L (S)	38¢, 44¢, 76¢	Blank	13.1 x 13.6	
BK 102b	2 Stamps Canada Post Corp on blue strip	Lunch Savers! ☞ ----- Pay By Mail	APL	Dec 29,'88
10 + 2L (S)	38¢, 44¢, 76¢	Blank	13.1 x 13.6	
BK 102c	2 Stamps  Stamps Timbres	Your "Rush" Connection! ☞ ----- Priority Post Courier	APL	Mar 17,'89
10 + 2L (S)	38¢, 44¢, & 76¢	Blank	13.1 x 13.6	
<b>39¢ Queen Elizabeth II</b>				
BK 113	2 Stamps	Your "Rush" Connection! ----- Priority Courier	APL	Jan 12,'90
10 + 2L (S)	39¢, 45¢, & 78¢	Blank	13.1 x 13.6	



Sc. N°	Front	Back	Printer	FDI
Layout + Paper	Inside	Under	Perfs	
<b>40¢ Queen Elizabeth II</b>				
BK 126	2 Stamps	Photo of the Book ----- Ask ... '90 Coll.	APL	Dec 28,'90
10 + 2L (C/P)	40¢, 46¢, & 80¢	Blank	13.1 x 13.6	
<b>42¢ Queen Elizabeth II</b>				
BK 140	2 Stamps + Olympic Symbol	Special Letter + ☉	APL	Dec 27,'91
10 (C/P)	42¢, 48¢, & 84¢	Canada 92	13.1 x 13.6	
<b>43¢ Queen Elizabeth II</b>				
BK 155	2 Small Stamps	Special Letter + ☉	APL	Dec 30,'92
10 (C/P)	43¢, 49¢, & 86¢	Come Discover Canada's Stamps	13.1 x 13.6	
BK 155A	2 Large Stamps	Xpresspost + ☉ (46 mm x 58 mm)	CBN	Jan 7,'94
10 (H)	43¢, 49¢, & 86¢	Looking For Adventure? ...	13.1 x 13.6	
BK 155B	2 Large Stamps	Xpresspost + ☉ (46 mm x 40 mm)	CBN	—/94
10 (H)	43¢, 50¢, & 88¢	Looking For Adventure? ...	13.1 x 13.6	
BK 155C	2 Large Stamps	800 Phone # Customer Service + ☉ 50%	CBN	Dec 23,'94
10 (P)	43¢, 50¢, & 88¢	Blank	13.1 x 13.6	

**Flags Over Canada — Various Locations**

Sc. N°	Front	Back	Printer	FDI
Layout + Paper	Inside	Under	Perfs	
<b>39¢ Flag</b>				
BK 111	Park Corner (PEI)	Description of Park Corner	APL	Jan 12, '90
1¢ + 5¢ + 39¢ (S)	39¢, 45¢, & 78¢	Blank	13.3 x 14.0	
BK 111A	Park Corner (PEI)	Description of Park Corner	APL	Mar — '90
1¢ + 5¢ + 39¢ (S)	39¢, 45¢, & 78¢	Blank	12.5 x 13.0	
<b>39¢ Flag in Clouds</b>				
BK 112	2 Stamps	Your "Rush" Connection! ----- Priority Courier	APL	Dec 28, '89
10 + 2L (S)	39¢, 45¢, & 78¢	Blank	13.6 x 13.1	
BK 115	2 Stamps	Your "Rush" Connection! ----- Priority Courier	APL	Dec 28, '89
25 + 2L (S)	39¢, 45¢, & 78¢	Blank	13.6 x 13.1	
<b>40¢ Flag</b>				
BK 123	Pt. Atkinson Lighthouse	Description of Lighthouse	APL	Dec 28, '90
1¢ + 5¢ + 40¢ (C/P)	40¢, 46¢, & 80¢	Blank	13.3 x 14.0	
<b>40¢ Flag, mountains</b>				
BK 124	2 Stamps	Photo of the Book ----- Ask ... '90 Coll.	APL	Dec 28, '90
10 + 2L (C/P)	40¢, 46¢, & 80¢	Blank	13.6 x 13.1	



Sc. N°	Front	Back	Printer	FDI
Layout + Paper	Inside	Under	Perfs	
BK 125	2 Stamps	Photo of the Book ----- Ask ... '90 Coll.	APL	Dec 28, '90
25 + 2L (C/P)	40¢, 46¢, & 80¢	Blank	13.6 x 13.1	
<b>42¢ Flag</b>				
BK 137	2 Stamps + Olympic Symbol	Special Letter + ☉	APL	Dec 27, '91
10 (C/P)	42¢, 48¢, & 84¢	Canada 92	13.6 x 13.1	
BK 138	2 Stamps + Olympic Symbol	Canada 92 + ☉	APL	Dec 27, '91
25 + 2L (C/P)	42¢, 48¢, & 84¢	Special Letter	13.6 x 13.1	
BK 139	2 Stamps + Olympic Symbol	Canada 92 + ☉	APL	Dec 27, '91
50 + 4L (C/P)	42¢, 48¢, & 84¢	Special Letter	13.6 x 13.1	
<b>43¢ Flag and Prairie</b>				
BK 153	2 Stamps	Special Letter + ☉	APL	Dec 30, '92
10 (C/P)	43¢, 49¢, & 86¢	Come Discover Canada's Stamps	13.6 x 13.1	
BK 153A	3 Stamps	Xpresspost + ☉	L-M	Jan 7, '94
10 (C/P)	43¢, 49¢, & 86¢	Looking For Adventure? ...	14.5 x 14.6	
BK 153B	3 Stamps	800 Phone # Customer Service + ☉ 30% or 50% <sup>[1]</sup>	L-M	--/94
10 (C/P)	43¢, 50¢, & 88¢	Blank	14.5 x 14.6	

Sc. N <sup>o</sup>	Front	Back	Printer	FDI
Layout + Paper	Inside	Under	Perfs	
BK 153C	3 Stamps	800 Phone # Customer Service + ♻️ 30% or 50% <sup>[1]</sup>	CBN	Nov 14, '94
10 (C/P)	43¢, 50¢, & 88¢	Blank	13.6 x 13.1	
<b>43¢ Flag and Prairie</b>				
BK 154	3 Stamps	Come Discover Canada's Stamps + ♻️	APL	Dec 30, '92
25 + 2L (C/P)	43¢, 49¢, & 86¢	Special Letter	13.6 x 13.1	
BK 154A	4 Stamps	Travel with the Bluenose + ♻️ (53 mm x 63 mm)	L-M	Jan 7, '94
25 + 2L (C/P)	43¢, 49¢, & 86¢	Xpresspost	14.5 x 14.6	
BK 154B	4 Stamps	Only \$4.95 Bluenose + ♻️ 30% (45 mm x 42 mm)	L-M	-/-/94
25 + 2L (C/P)	43¢, 50¢, & 88¢	Xpresspost	14.5 x 14.6	
BK 154C	4 Stamps	800 Phone # Customer Service + ♻️ 50%	CBN	Nov 14, '94
25 + 2L (C/P)	43¢, 50¢, & 88¢	Blank	13.6 x 13.1	

Footnote: [1] The 50% booklet cover also has an "In Business to Serve" Logo, while the 30% booklet cover does not.

**Abbreviations:**

APL = Ashton-Potter Limited  
 L-M = Leigh-Mardon Pty Limited  
 CBN = Canadian Bank Note Company  
 ♻️ = Recycle Symbol (with percentage)

H = Harrison Paper  
 P = Peterborough Paper  
 S = Slater Paper  
 C/P = Coated Paper

**Concluding Remarks:**

It should be noted that booklets BK-137, 138, 139, 140, 153, 153A, 153B, 153C, 154, 154A, 154B, 154C, 155, 155A, 155B & 155C are available with either a = glued flap, no inscription or b = open cover, with inscription. One method of determining the differences between



BK 155B and BK 155C, [43¢ Queen Elizabeth II], if you have non-inscription booklets, is to view the paper fluorescence. Harrison paper registers DUL under the UV lamp, whereas Peterborough paper registers MED under the UV lamp. I have used the standards where Sc. N° 441 is DUL and Sc. N° 558 is MED.

One method of determining the differences between BK 153B and BK 153C and also BK 154B and BK 154C [43¢ Flag and Prairie], if you happen to have non-inscription booklets, is to measure the perforations. The L-M printing has perforations of 14.5 x 14.6, whereas the CBN printing has perforations of 13.6 x 13.1.

I have assumed that Unitrade will assign the suffix "C" to BK 153 and BK 154 because of the new printer and that they will also assign the suffix "C" to BK 155 because of a new paper used in printing.

One item of note, sometime in 1994, the printers changed the address of Canada Post Corporation from "Ottawa Ontario" to "Ottawa ON".

★ We have come full circle — in the March/April 1995 issue of *Canada's Stamp Details*, Canada Post has announced the printing of the 43¢ Queen Elizabeth II booklets "... have been printed on new paper (Coated) by a new printer (Ashton-Potter)." The release date is given as April 3, 1995. APL did the original printing (BK 155) on Coated Paper and with a perf of 13.1 x 13.6. Their BK 155 had 2 Small Stamps on the front cover. I assuming that their latest printing will have 2 Large Stamps on the Front cover. Until I receive my order, I'm going to assume the following: Inside will have "43¢, 50¢, & 88¢"; Back cover will have "800 Phone # Customer Service + ☉ 50%"; and Under the stamps will be "Blank". Again I believe Unitrade will assign a new number to this booklet, I would guess BK 155D. Canada Post has not assigned a Product Number to these booklets, I use "booklets" because there will be both Philatelic and Field Stock available. [I believe one way to tell Field Stock from BK 155 Field Stock will be the new postal rates inside the cover.] ★

If any reader has booklet covers different from the above, it is requested that photocopies be sent to the writer. My address is 2649 Shadow Court, Ft. Collins, CO 80525. I will reply.

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---

Peter McCarthy

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**Study Group Reporter:** Peter McCarthy, 182 Cleveumont, Box 688, Richmond, Quebec J0B 2H0

## Study Groups

**Air Mail:** Basil Burrell, 911 Huckleberry Lane, Glenview, IL 60025

**B.C. Postal History:** Bill Topping, 7430 Angus Drive, Vancouver, B.C. V6B 5K2

**Blackout Cancels:** Ron Leith, Box 1507, Sumas, WA 98295-1507 or Box 430 Abbotsford, B.C. V2S 5Z5

**BNA Perfins:** Steve Koning, 29 Balsam Ave., Toronto, Ont. M4W 3B5

**Centennial Definitives:** Leonard Kruczynski, 19 Petersfield Place, Winnipeg, Man. R3T 3V5

**Duplex Cancellations of BNA:** Robert A. Lee, 203-1139 Sutherland Ave., Kelowna, B.C. V1Y 5Y2

**Elizabethan:** John D. Arn, N. 17708 Saddle Hill Rd., Colbert, WA 99005

**Fancy Cancels:** Dave Lacelle, 369 Fullerton Ave., Ottawa, Ont. K1K 1K1

**Flag Cancels:** John G. Robertson, 10 Pergola Rd., Rexdale, Ont. M9W 5K5

**Canadian Klussendorf:** Allan Steinhart, Suite 305, 35 Church St., Toronto, Ont. M5E 1T3

**Military Mail:** Henk Burgers, 11 Elma Street, Gloucester, Ont. K1G 3N2

**Newfoundland:** J. Don Wilson, 11 Elm Place, St. John's, Newfoundland A1B 2S4

**Philatelic Literature:** Paul M. Burega, 16 Aldgate Cresc., Nepean, Ont. K2J 2G4

**Postal Stationery:** Robert Lemire, P.O. Box 2124, Deep River, Ont. K0J 1P0

**Re-Entries:** Ralph E. Trimble, P.O. Box 26556, Markville P.O., Markham, Ont. L3R 0M4

**Revenues:** Wilmer C. Rockett, 540 Overlook Ave., Willowgrove, PA 19090

**R.P.O.s:** William G. Robinson, 5830 Cartier St., Vancouver, B.C. V6M 3A7

**Semi-Official Airmails:** Bob Marcello, P.O. Box 961, Boston, MA 02103

**Slogan Cancels:** Daniel G. Rosenblat, 5300 Edgeview Drive, Byron, CA 94514

**Small Queens:** Bill Burden, P.O. Box 152, Truro, N.S. B2N 5C1

**Squared Circles:** Gary D. Arnold, 10533 Countryside Dr., Grand Ledge, MI 48837

**Transatlantic Mail:** Dr. J. Arnell, Box HM 1263, Hamilton, Bermuda

## New Groups Forming

**Dead Letter Postmarks:** Gary Steele, Comp 5, Golden Birches, R.R. 1, Lower Sackville, N.S. B4C 2S6

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Congratulations are extended to Robert Lemire on his appointment as editor of *Topics*. If Postal Stationary Notes is a reflection of Robert's work, *Topics* will continue to flourish and remain among the top philatelic publications of the day.

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What better way to start the Centerline than with Postal Stationary Notes edited by Robert Lemire. The November 1994 issue begins with a report of a new variety of XPRESSPOST and Priority Post items as reported by Dick Staecker and Peter Zariwny. Bill Walton prepared an ERP update with the co-operation of several members. Also provided is an ERPs for Railway Freight Advise Flimsies. Robert Lemire submits an interesting article on The Canadian Bank Note Company Printings of the Ontario Hydro Cards with archival information and printing tables. The newsletter is concluded with an article on Wrapper Paper Varieties of the King George VI issue.

The December issue of Postal Stationary Notes begins with Pierre Gauthier talking



about Canada Post and the Canadian Red Cross issuing a set of five prepaid postcards depicting Christmas scenes taken from a book written by Gilles Tibo entitled "Simon and Snowflakes." Bill Walton provides more ERP updates again with the co-operation of several members and John Aitken talks of the Short Bar on the "T". The short bar in this case refers to that of POST on some cards printed by Canadian Bank Note Company. Robert then takes the membership through a series of articles beginning with Government of Ontario GO PACKS and GO LETTERS and on a Doug Lingard find of two more privately Precancelled Cards. Then John Aitken reported a new special order envelope with multicoloured "Postage Paid" flag indicia. A lovely illustration is provided. John has also done work on the orders for the last George VI post cards. A table of orders placed for these cards is provided. Due to the large quantity of information, it will be presented in PSN in segments. Ending the newsletter is an article on the Newfoundland P13 Die Varieties.

The February issue of Postal Stationary Notes begins with an announcement of Canada Post replacing "Priority Post" with "Sky Pak" for destinations outside Canada. It's on to a John Aitken story entitled "Bring Back EN536W." The accidental removal from the Webb catalogue and forgotten. Little Bo Peep? Ian McMahon compiled a list of postal stationary distributed to post offices between 1904 and 1927 with tables. The next important compilation will be the determination of how much was actually used and how much was returned to Ottawa. The last page of the newsletter has John Grace providing more information on GO LETTERS and an article on the stationary that was on sale at the St. John's post office in 1929 and a request for information on the newspaper rates for Newfoundland. With this issue Robert announced he was stepping down as editor of PSN and handing the reins over to Steven Whitcombe. Under the circumstance, it's probably a wise decision. Therefore, as of now, all correspondence relating to PSN should be sent to the new editor at 334 Old York Road, New Cumberland, PA 17070-3135.

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Dave Lacelle, editor of the Fancy Cancel Study Group newsletter, illustrates various types of fancy cancels sent in by such people as Hugh Rathbun, Peter Geoffroy, Frank Waite, Gus Quattrocchi, Norm Brassler, John Hannah, and Al Duguid. Some are well known while others certainly need the participation of the membership in identifying. There are also early and late dates. It would seem the finds are never ending. Dave goes out of his way to illustrate them all thereby providing a great deal of pleasure for the membership. Work has now begun on the leaf portion of the new book. Therefore, anyone with leaf cancellations on cover are asked to submit photocopies. It's a good group to be a part of.

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In the January issue of the R.P.O. Newsletter edited by Bill Robinson, the membership will note that based on a letter from Lionel Gillam, postmark RR-107 reading, N.B.&C. RAILWAY/PASS'R TRAIN NO 1 will be re-listed. With the aid of two lovely illustrations, Harry Lussey seems to have solved a mystery with regards to dates of a postmark TS-272 used on South Eastern Railroad at Glen Sutton, Quebec. Another new listing of an emergence cancellation has been submitted. E-38 was used at Headingly, MB between October 22 and November 2, 1992.

The March issue of the R.P.O. newsletter is taken up completely with the work of Ross Gray. He has provided an in depth study of railway postmarks that have Fort William as a terminus. This one is a keeper for it gives hammer analysis and chordal measurements. Ross has also provided some information on the Ottawa & Port Arthur R.P.O. and the Toronto & North Bay R.P.O. The membership is being solicited to assist in further study



of these three routes.

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Dan Rosenblat, editor of the Slogan Box, always gives the membership its money's worth. The December 1994 issue starts with the slogan 'Enjoy Living Swim Early' and goes on to an article by John Robinson on the 1919 Victory Bond Slogan. Then it's on to five pages of the Buy Canada Savings Bonds Slogans with extensive explanation as to their usage. In between there is an article prompted by Jean Guy Dalpe on the existence of the bilingual slogan; Achetons Des Produits Canadien Buy Canadian. Closing out this newsletter is sixteen pages of Christmas Seal related slogans.

The March issue of the Slogan begins with the slogan White Cane Symbol of the Blind and its extensive usage. Steven A. Friedenthal submitted an update on the usage of the Buy War Savings Stamps and Help Reconstruction between the periods of 1912 and 1919. Dan then takes us into the controversial Christ Bag Into Christmas related slogans and on to five pages of Help Retarded Children ending with one of my favourite slogan subjects; Postal directives. In this case it's Return address related slogans. There's a whole six pages of them with good text. That kept me happy for a while.

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The Canadian Military Mail Study Group newsletter, edited by Hank Burgers, always has a nice cover on the front page of the newsletter. The November 1994 issue is no exception. The last page contains the reverse and the explanation. Dean Mario submitted two articles, one is more information on the C.W.A.C.s with illustrations and the second is titled Sam Steele and the Mails. The latter deals with postal matters found in routine orders of the Strathcona's Horse during 1900. John Frith also sent in two articles. The first is made up mainly of beautiful illustrations and is titled WW I Embarkation/Debarcation Cards Used by C.E.F. Units on Voyage to the U.K. The second is Field Service Post Cards Impostors. Closing things out are two U.N. postmark updates.

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Bob Thornne, editor of the Flagpole, opens the December 1994 issue of the newsletter with an article and illustrations on the short "1" in the dater of the 1901 Toronto Exhibition Flag cancellation followed by an article by David Sessions on the Type 4 Jubilee Flags at Montreal with Doug Lingard chipping in with an elusive May 26th 10AM time marking and an equally elusive May 16th flag cancellation. Some of Doug's material on loan to the National Postal Museum was on display at the J.M. Bombardier Museum in Valcourt, Quebec this past winter. J.M. Bombardier manufactures snow mobiles.

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The Transatlantic Mail Study Group newsletter is edited by Jack Arnell. The January issue is completely taken up with BNA - France transatlantic mail. Steinhart and Arnell have put together some powerful material that is illustrated herein. It's enough to make anyone drool.

In the March newsletter, Jack opens up with a London to British Columbia via New York illustration and article sent in by Malcolm Montgomery. The previous newsletter prompted Doug Campbell to dig into his bag of gold and send in a few more pieces of BNA - France transatlantic material. The next little item requires participation of the membership in identifying the persons whose photos are a part of the cover enclosure. It's then on to a rare Liverpool Datestamp and a Soldier's Letter and separate colonial postage. Then Jack helps out Doug Campbell in the explanation of a problem and to end things Jack illustrates another Campbell cover with a Harbor Britain cancellation.



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Many people contributed to the December 1994 issue of the Centennial Definitive Study Group newsletter making the editor's - Loenard Kruczynski - job a little easier. Mike Painter talks about stamp sizes and then about a missing line on the 6 cent black while Eric Ranger and Robin Harris provide an update on earliest recorded dates on hibrites and Ottawa tags. Guenter Jansen provides a new find on a coil wrapper and John Jamieson sent in some nice illustrations of foldovers on the 15 cents and 20 cents denominations. Len provides an update on the Keane and Hughes 3 cent table while the new R.P.O. hammer and train number first mentioned in that newsletter is reproduced here. On the last page of the newsletter is an illustration of a foldover featured in Vance's January auction along with a dated extra spire, Harvest Moon over elevator, and a Specimen overprint on a 4 cent precancel. There's still a lot out there for the keen observer to find.

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The Canadian Revenue Newsletter is edited by Fritz Angst and the October 1994 issue contains half of a twelve page article by Ed Zaluski on Alberta Hunting Regulations and Stamps. This should prove helpful to those wishing to exhibit in that field.

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The British Columbia Postal History Research Group newsletter, that is edited by Bill Topping, illustrates in its December 1994 issue a split ring hammer of Whaletown Still in use after 100 years. Norman Sherritt does a couple of cross boarder mail articles; one on Blaine Post Office and another on the Patricia Post Office. Mike Painter sent in an article on a combined subject of the opening date of the Ware Post Office and first flight. There's an update on postal changes and an article on Victoria Crown Proofs strikes. Some recent reports include a Vedder Crossing POCON, an unlisted 30 mm CDS Kildonan cancellation and a new Klussendorf for Queen Charlotte.

In the March issue, Bill gives some postal history of several post offices, including the spelling changes. Several slogan errors are pointed out and illustrated. The feature article is supplied by Joe Smith and it's a 1984 update of the Type "A" cancellations used in British Columbia. This in response to the style these cancellations were done in the last issue. New and larger POCONs are illustrated as being used in several areas. Two in particular are from Clearbrook and Fort St. John.

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The Newfie newsletter, edited by John Butt, begins the November/December issue with an updated chart of the use of the First Provisionals. As you can read, both John and Bob Dyer could use a little assistance. We then go to a little postal history of Batteau and then on to some early postal history in the form of an illustrated settler's letter dated October 1, 1724. This illustration is from the gold award winning collection formed by N.D. Campbell and will be a regular feature in future newsletters. The newsletter ends with the last part of David Pierce's corks and other cancels on First Cut Issues.

The January/February issue of the Newfie newsletter starts out with a study by the group of the Newfoundland Box and Oval Date Stamps and compiled by Palmer Moffat. Again, early postal history is revisited in the form of a cover bearing the first handstamp, "Soloman's Seal". Battle Harbor is the subject of this issue's postal history study with illustrations of all known cancellations. The last page of the newsletter should bring forth some interesting stories in future issues. It is the "Caribou" issue of 1919. C.F. Rowe would like some information on the history of the booklet.



The March/April issue of the newsletter includes the 2nd part of Palmer Moffat's Boxed and Oval cancels of Newfoundland and the continuation of David Piercey's Labrador Town Cancels. This edition highlights Black Tickle. The last piece is a Shipwreck cover from S.S. Labrador that belongs to the C.F. Rowe collection.

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The Air Mail Study Group newsletter is edited by Basil Burrell and he opens the December 1994 issue with an article on Western Canada Airways and some inconsistencies that require some assistance from the membership. The Centerline is given some credit for having helped to possibly solve the boxed Dw mystery. Trelle Morrow having read about the mystery in this column, responded with the answer that boxed Dw is a monogram stamp. So, until someone comes up with something better, a monogram stamp is it. Read over the Canadian Airways Limited article and its listing of issues and see if you can answer some of the questions or help with identifying some of the colours. That closes out this edition of the newsletter.

Included with the April issue of the newsletter is Canada Air Mail Notes edited by Dick Malott. The feature article is the DO-X Overprints of Newfoundland by Oliver W. Clemons, Jr. It is a reprint from the BALPEX '94 program. Two feature articles appear in the newsletter itself. The first is Plating a Semi-Official Air Stamp with the second being Further Plating of a Semi-Official Airmail Stamp. Both are by George H. Fay. A Cherry Red Airline, Ltd. stamp with a black overprint has been come across and the membership has been asked to comment on it if you should have any information.

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The Duplex Cancellations newsletter is edited by Robert A. Lee and in the December 1994 issue there is a lot of material sent in by Allan Steinhart, Kevin O'Reilly, Len Belle, Bill Robinson, Brian Plain, Palmer Moffat, Ed Harris, John Burnett, Michael Rixon, Bill MacDonald, Jim Millar, and Mike Braconnier. There are LRDs, ERDs, altered hammers, time marks, and duplexes still in use and questions that need answers. It's a jam packed newsletter full of information and is rounded out with a listing of Newfoundland Duplex Cancellations. Bob sure can put a lot in a small space.

---

Raph Trimble, the editor of the Canadian Re-Entry Study Group newsletter is a wizard with a magnifying glass, camera, and computer. This is quite evident as he takes us through a newsletter. In the September/October 1994 issue he shows a nice re-entry on the 5 cent registered with text as he does with a 12½ cent decimal. In collaboration with Don Blair, an article, complete with illustrations, is done on the half-cent numerals. Then a re-entry is shown on the one cent Admiral with the issue closing with yet another re-entry illustration on the 14 cent Newfoundland Dog.

The November/December issue of the Re-Entry newsletter is again loaded with illustrations such as a misplaced entry on the 2 cent Edward and a second re-entry on Nfld #1 and a re-entry on Nfld's 1897 Royal Family with more re-entries on Nfld's Royal Family issue of 1911. The newsletter ends with the misplaced left imprint on the Nova Scotia 10 cents. Both Don Wilson and Bill MacDonald submitted some of the Newfoundland material.

In the January/February issue of the Re-Entry newsletter, Raph begins with a re-entry on a 3 cent Admiral submitted by James Beattie while Jim shows re-entries on the 1 cent Small Queen and a second major re-entry on the 2 cent Small Queen. Bill MacDonald sent in a couple of nice Newfoundland items that Ralph illustrates. One is a re-entry on



Nfld. #39 and the second is a major re-entry on Nfld. #156.

The March/April issue again has a nice lot of re-entries with one from Newfoundland thanks to Bill MacDonald and Ralph once more shows another re-entry on a 1 cent Small Queen. The Admirals come into play again while re-entries are shown on the Nfld. #160 and two plate positions on the 24 cent Long Coronation. Closing out the newsletter is a minor re-entry on the C-6 Airmail.

Yours truly made an error, at least one that was pointed out to me. In the Centerline of *TOPICS*, Vol. 52, No. 1, while reviewing the Re-Entry newsletter, I omitted to credit Michael Rixon with the article "Pot of Gold." My apologies to both Michael and Ralph.

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The Corgi Times is the newsletter of the Elizabethan II Study Group and its editor is John Arn. The newsletter is divided into sections. The commemorative section in this issue is an ongoing cataloguing of varieties by David Schmit. In the booklet section, an interesting article on booklet 88 of the 1982-1987 definitives, with illustrations, is featured. The enclosure in this issue is an article on papermaking and fluorescent white dies in paper by Alexander E. Hutton, Jr. It's an excellent piece that was published by the Saskatoon Stamp Centre who made copies available to the membership.

The November/December issue of the newsletter has Jean des Rivière opening things with an extremely interesting article on Printing Shifts on the Caricatures and Landscape Definitives. This has to be one of the more interesting issues in the Q.E. II era because it's not quite as complicated as say the Centennials. And yet, there is a lot of research to it. Robin Harris prepared a pane pictorial format of Canadian Inland Vessels regarding constant plate varieties. Joseph Monteiro submitted an in depth article on the Louis Hebert Partial Imperforate Error. Saskatoon Stamp Centre received a certificate of authenticity for a 32 cent coil triple perforation from the Vincent Graves Greene Philatelic Research Foundation. H.K. Peter's Philatelist provided lovely varieties of the 37 cents Library Coils in imperf and perf shift conditions. Eppe Bosch submits information on "Bugs" in the Strawberries. It's nice to see people referring to such varieties using the "Thirkell" position finder. It certainly is a handy tool to carry around.

In the January/February issue of Corgi Times, Bill Pekonen poses several questions on fluorescent postmarks and answers them with two letters from the postal department. John Arn shows a 3 cent Cameo with a single wide bar tag. A scarce item. Rick Penko has put more of David Schmit's variety material on file. Shown here are some varieties on the 8 cent caricature. John then writes about the 14 cent Cameo Queen Elizabeth with tagging omitted and then on to a report and help request re Scott #723 - The Black Sweater. Continuing with commemoratives, Joe Smith submitted a few Blister/Hickie varieties while Joseph Monteiro shows a partial imperf of the Louis Hebert issue. Finally from Donald Moore an interesting find of a pane of 5 stamps x 86¢ in a booklet that should have contained 5 x 49¢ of the Delicious Apple. Pretty good bargain at the same time a good find. That's it for this group. Three great newsletters.

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The December 1994 issue of the Perforator, edited by Patrick Durbano, carries an article by Michael Dicketts entitled "Identifying the Unidentifiable". It's about the W.J. Gage perforator and the Toronto fire of 1904. Comments are solicited. E. Geoffrey Ewing submits an article on Worldwide Perfins and the Sloper Company. Makes for enlightening reading. A lovely Perfin Crash Cover was submitted by Ron Whyte. It would look good in any one of three exhibits.

The March issue of the Perforator has dealt almost exclusively with the Newfoundland Perfin Survey. A project originally begun by Jim Catterick, carried on by Isaac Oelgart, and finally completed by Russ Deveau. This will tie in nicely with the Newfoundland Study Group people in addition to the Perfin Group. Because of the time taken to complete (8 years) the membership is asked to provide updates. You can send your material to Patrick Durbano or directly to Russ Deveau. That rounds things out for the Perfin Group.

Well editors, you've done it again. The amount of information put into the hands of philatelists is phenomenal. Something that's not done in either *TOPICS* or *Portraits* is to formally welcome new members. So, this is for any new members and also old new members reading this column. A very hearty welcome to BNAPS and we look forward to you becoming a member of one or more study groups.

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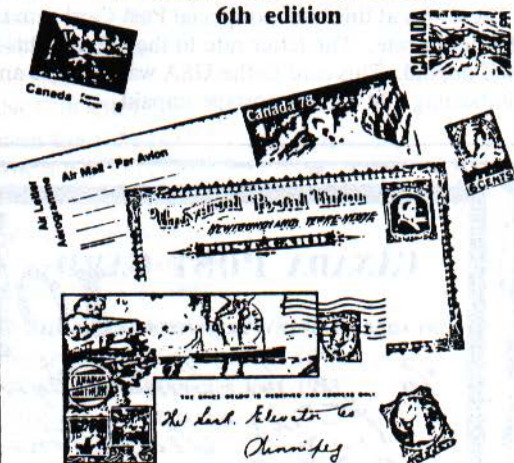


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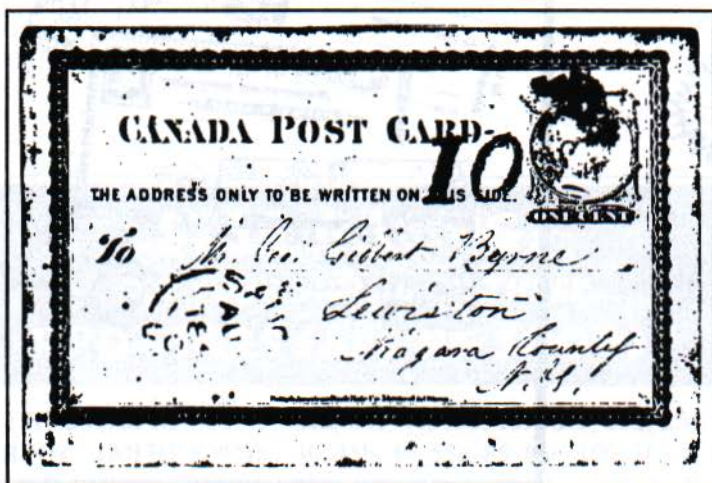
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