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FEATURING:

CANADIAN LETTER MAIL TO NEW ZEALAND AND AUSTRALIA

**BY G.B. ARFKEN, A.W. LEGGETT, G.J. ELLOTT
AND G.P. MOLNAR**

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(continued on page 75)

ALL GOOD THINGS

This is my last editorial as editor of *TOPICS*, and the hackneyed baton passes to Robert Lemire. Please give Robert all the assistance you can, as well as patience, for he must also earn a living. Robert brings a wealth of knowledge to the editor's job, and I know we will be pleased with his efforts. Elsewhere is a brief summary of how you can contact Robert regarding editorial matters.

For those contributors who waited overlong for a response over the years, I send my apologies as well as thanks for caring enough to write. For those who will consider a contribution, please take the plunge. I know Robert is very interested in including as many writers as possible. Remember, you have the knowledge in your area of interest, and it is almost always way beyond that of others who are or might be interested. Never think that a topic is too isolated or trivial for our journal. It has constantly amazed me that one bit of knowledge leads to another, and they are collated with other bits to produce quite insightful and general knowledge, sometimes opening up whole new areas of collecting. I firmly believe that there are as many collecting areas as the total number of items of philatelic material permuted by the number of items in the average collector's collection, virtually infinite. In fact, one of my challenges to you is to take a look at the material you now have, and completely rearrange it, subdivide it, or otherwise do something fresh. The value of this task is that it costs nothing (right now), yet may lead even the most advanced collector to move off in a new direction. I submit that there is never an end to collecting, only to one's initiative and imagination if they are not exercised. Then, write that variation up for *TOPICS*. It will stimulate discussion and searches by other collectors, who well may write you about it.

ANTIQUES AND SEA CHANGE

It certainly amazes me, as it must many of you, to enter an "antique" shop and see items that were in everyday usage when I was a child being touted as antiques. The original definition of antique is hopelessly lost today (one hundred years of age), and the key now seems to be "connectedness" to one's past. This has many implications for stamp collecting, and most of them are positive. I have discussed aspects of this issue in previous editorials, but I don't think that it can be mentioned enough. We can get our share of the baby boomers, who will have enormous amounts of disposable income in the next thirty years. They are fueling the antique interest now. The little philatelic material they typically see in antique shops is pathetic, usually grossly overpriced common covers from the 1930's or the like. The antique dealers rarely know anything about philately, so that when they get something, they overprice it for fear of letting it go too cheap. This is also not unknown among stamp dealers out of their depth, isn't it? Nevertheless, if you try to educate them about the value, they either think you are merely trying to acquire something cheaply, or they comment that they paid enough for the material that they need to price it that way. I have attended a few estate auctions at which incredibly common material commanded high prices, mostly by buyers who had no idea what they were getting but caught some bidding fever. The dealers seem to get their cues from such performances. I myself have thought about salting a few such auctions with leftover worldwide material — I am convinced it would do better than at a stamp auction.

The bad part of this is when the buyer finds out what the stuff is really worth, along the

lines of the fancy first day covers with gold foil replicas and the like. I've seen some of that material go for one cent on the dollar's original purchase price, and so have many of you. My deceased father even began to buy some of that for the grandchildren before I caught on and stopped it cold. The dose of cold water associated with being told your precious investment is virtually worthless will not make stamp collectors of these folks; it will drive them away from the hobby. A good investment in a nice piece of furniture will hold good value over time, and buyers know it. Somehow we need to get better information into the antique market. I sell extra items on consignment with antique dealers, usually stuff I had to buy in a lot to get something I wanted. Perhaps some judicious insertion of moderate quality, lower end material at good prices with antique dealers might begin to bring greater awareness in your area. I don't want to take business away from our stamp dealers, but there is certainly enough material to go around, and what I am describing they often don't want anyway. It's the stuff that essentially is given away to make other material saleable. At modest prices, however, it might begin to attract all those antique buyers while they peruse other things. It would also be free advertising for philately, especially if a brochure or brochures listing local clubs, CPS and APS, BNAPS for Canadian material, and the like were with the packet, notebook or what ever form the material was organized into. Remember, even on consignment antique dealers usually need 15-25% of the price. Clearly, it makes no sense to put a 12d black into such a venue. On the other hand, the old album of worldwide you acquired somewhere along the line might do fine at \$50. Nothing ventured, nothing gained.

INTERNET SALES

Within the year I predict that you will be able to inspect and buy philatelic material via the INTERNET. How our dealers react to this will be very important to the hobby. If this starts with the Shopping Network, with the kind of material I described above, the whole hobby will be in trouble. More esoteric venues will likely be the genesis, such as auctions and high end dealers. It is very easy to scan a page of stamps or covers and upload it to a file that will be accessed by potential buyers. I believe the whole market will change, becoming international in both the advanced and intermediate categories of material. It may kill the weekend stamp bourse eventually. Personally, I'd rather browse through material late at night than drive to Houston or Dallas and kill half or all my weekend. The downside is that some material will be missed. It will not pay to put up ten cent covers (they still exist), or even dollar covers. They may instead be lots listed with few shown, the old salting trick. I would like to see our Sales Circuit investigate this, since it would eliminate some of the crossborder problems we've had with customs, a crapshoot if ever there was one. Welcome to the 21st century.

So long — see you in the funny pages (or at a BNAPS convention).

★ BNA Topics in Transition ★

The transfer of responsibility for *BNA Topics* to the new editor is now in progress. Effective immediately, all articles, regular columns, letters, and books for review should be sent to me, Robert Lemire, at Box 1870, Deep River, ON, Canada, K0J 1P0. I can be contacted by telephone in the evenings at 613-584-1574 and by e-mail at 102124.1304@compuserve.com.

Most material already submitted to Vic Willson and not yet published should be in my hands by the time you receive this issue of *Topics*.

Submissions can be accepted in many forms: (a) typewritten; (b) 3½" or 5¼" diskettes for IBM compatible or 3½" diskettes for Macintosh computers together with a printed version of the text (ASCII files or files as prepared using most major word processing programs); (c) neatly handwritten. In addition contributions can now be sent to me by e-mail (initially ASCII files only). A detailed "help sheet" on manuscript preparation is being written, and will be supplied on request.

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Canadian Letter Mail to New Zealand and Australia via Panama, 1866 - 1869

The Panama, New Zealand and Australian Royal Mail Co.

G.B. Arfken, A.W. Leggett, G.J. Elliott, G.P. Molnar

New Zealand's Problem. New Zealanders were vitally concerned about mail to and from the Mother country. The distance from Britain, by Peninsular and Oriental packet, via Suez, was approximately 13,900 miles. This was more than half way around the earth. The time was correspondingly long. The P. & O. packets took some nine weeks to carry mail from Southampton to Sydney, N.S.W. Local ships carried the mail across the Tasman Sea, almost a week more for a total of ten weeks. Perhaps the most aggravating part was that the P. & O. steamer started its return trip from Sydney before mail could get to New Zealand and a reply get back to Sydney. The New Zealand feeling was summarized in a New Zealand newspaper as "We are at the fag end of an imperfect chain" [1,2,3,4].

There was a possible solution, a dream: to send the mail across the Pacific. With the completion of the Panama railroad Jan. 25, 1855 from Panama (city) on the Pacific side across the isthmus to Aspinwall / Colon on the Atlantic side, the dream burned brighter. New Zealand led the way to turn the dream into a reality. There was opposition. Britain opposed a trans Pacific shipping line. It would cost money. Melbourne (Victoria) opposed the plan. Melbourne was doing very well with the existing P. & O. service and didn't want it jeopardized. New Zealand signed a contract with the Panama and New Zealand Royal Mail Steam Co. for trans Pacific mail service. New South Wales was invited to join the contract and agreed. Trans Pacific mail might give Sydney a commercial advantage over rival Melbourne. The prospective shipping line was renamed the Panama, New Zealand and Australian Royal Mail Company.

Four ships were ordered built for the new trans Pacific service. They were given Maori names: "*Rakaia*", "*Kaikoura*", "*Ruahine*" and "*Mataura*". The first three each displaced about 1500 tons and had about 400 horsepower.. The "*Mataura*" was about 1700 tons with about 450 horsepower. The "*Rakaia*" came via Cape Horn (Straits of Magellan). The "*Kaikoura*" came via the Cape of Good Hope. Packet service started from Sydney, June 15, 1866, with the sailing of the "*Kaikoura*".

The schedule of the 30 voyages is given in Table 1. The Sydney departure and arrival dates have been compiled by George P. Molnar and are published in Chapter 11 of reference 4. The Wellington departure and arrival dates have been compiled by Gerald J. Elliott and are published in reference 3. The Panama dates are estimates. As the mail service was monthly, the precise Panama dates are of minor importance. The critical dates in identifying which ship carried a given Canadian cover are the Sydney or Wellington arrival dates and the corresponding arrival backstamp on the cover.

Table 1. The Panama, New Zealand and Australian Royal Mail Co., 1866-1869

	Ship	Sydney Departure	Wellington Departure	Panama (estimate)	Sydney Arrival	Wellington Arrival
	Rakaia			6/28/66		7/23/66
1	Kaikoura	6/15/66	6/24/66	7/14/66	8/13/66	8/25/66
2	Ruahine	7/14	7/24	8/13	9/12	10/02
3	Rakaia	9/01	9/09	9/30	10/29	11/23
4	Kaikoura	10/01	10/08	11/01	12/01	12/23
5	Ruahine	11/01	11/08	12/01	12/30	1/27/67
6	Rakaia	12/01	12/08	1/01/67	2/01/67	2/24
7	Mataura	1/01/67	1/08/67	1/30	3/01	4/11
8	Kaikoura	1/30	2/06	3/01	4/03	4/25
9	Ruahine	3/01	3/08	4/01-14	5/15	5/25
10	Rakaia	4/01	4/08	4/30	5/27	6/25
11	Mataura	5/02	5/08	5/30	6/27	7/25
12	Kaikoura	6/01	6/08	6/30	7/28	8/27
13	Ruahine	7/01	7/08	7/29	8/27	9/26
14	Rakaia	8/01	8/08	8/30	9/27	10/27
15	Mataura	9/01	9/08	9/29	10/27	11/22
16	Kaikoura	10/01	10/08	10/30+	12/04	12/26
17	Ruahine	11/01	11/08	12/01	12/30	1/25/68
18	Rakaia	12/01	12/08	12/30	1/27/68	2/25
19	Mataura	1/01/68	1/08/68	1/30/68	3/01	3/26
20	Kaikoura	1/30	2/07	2/28	3/29	4/21
21	Ruahine	3/01	3/08	3/30	4/28	5/26
22	Rakaia	4/01	4/08	4/30	5/28	6/23
23	Mataura	5/01	5/08	5/31	6/29	7/22
24	Kaikoura	6/01	6/08	6/29	7/28	8/18

25	Ruahine	7/02	7/08	7/29	8/25	10/01
26	Rakaia	8/02	8/08	9/01	9/30	10/21
27	Mataura	9/02	9/09	9/30	10/28	11/21
28	Kaikoura	10/02	10/08	10/30	11/26	12/21
29	Ruahine	11/02	11/08	11/30	12/28	1/27/69
30	Rakaia	12/02	12/08	12/31	1/28/69	2/24

The Canadian Covers, Australia via Panama. Department Order No. 70, February 12, 1867, announced a trans Pacific route to Australia and New Zealand. The Order specified that a U.S. steamer to (Colon), Panama would leave New York on the 11th of each month. The postal rate was 22¢ per ½ oz. The Firby Recording [5] lists the Decimal covers that went via Panama; four covers to Woodstock, Victoria and one cover to Dunedin, New Zealand. These five covers are listed in Table 2. All of the covers were properly paid 22¢.

Table 2. Decimal Covers to Australia and New Zealand - via Panama and West

	Date	Franking	From	To	Reference
1	MY 15 67	17,5	Hamilton	Woodstock	[5]
2	JU 3 67	10,10,2	Hamilton	Woodstock	[5]
3	AU 8 67	10,10,2	Hamilton	Woodstock	M268-749,10/08/92
4	SP 10 67	10,10,1,1	Hamilton	Woodstock	[5]
5	AP 30 68	17,5	London	Dunedin NZ	S242-092,1/26/66

Cover No. 1 of Table 2 is illustrated in Figure 1. This cover was posted in Hamilton, C.W., MY 15 67 and franked 22¢. An endorsement "Via Southampton" was changed to "Via New York." A red 12 U.S. accountancy mark is barely visible in the "f" of ...field. The mark represented a credit of 12¢ to New Zealand or to the Panama, New Zealand and Australian Royal Mail Co. directly. There are Sydney JU 27 and Melbourne JY 6 backstamps showing that the cover was carried by the PNZ&A Royal Mail "Mataura."

Figure 2 shows cover No. 3. This is a mourning cover from Hamilton, C.W., AU 8 67, to Woodstock, Australia, via Melbourne. This is one of some 13 covers of the McCormick correspondence. The cover was sent to New York in accordance with the endorsement at the upper left. A red 12 accountancy mark was stamped. At this date, the standard U.S. packet charge was 10¢. It is likely that the U.S. debited Canada's account for 22¢ U.S.: 10¢ retained by the U.S. and 12¢ credited to New Zealand. Actually depreciation of the U.S. currency may have meant that this 22¢ U.S. was somewhat less than the 22¢ Canadian paid in postage.

Figure 1. Posted in Hamilton, MY 15 67, and addressed to Woodstock, via Melbourne, Australia. Franked with 22¢ and endorsed "Via New York," the cover was sent to New York and by U.S. packet to Panama. The PNZ&A Royal Mail packet "Mataura" carried the cover to Sydney, NSW. Melbourne JY 6 backstamp.



Figure 2. A mourning cover from Hamilton, C.W., AU 8 67 to Woodstock, (Victoria). The cover was sent to New York and was stamped with a red 12, crediting 12¢ toward the cost of the trans Pacific voyage. The cover went by U.S. packet to Colon, across the isthmus by rail and then across the Pacific in the PNZ&A Royal Mail "Rakaia" to Sydney. Finally, the cover was forwarded to Victoria. Melbourne OC 8 67 backstamp.



The cover was carried to Colon by a U.S. packet, sent by rail across the isthmus to Panama (city) and put aboard the PNZ&A Royal Mail "Rakaia." The long voyage to Sydney took about 57 days. The cover was forwarded from Sydney to Victoria. There is a Melbourne OC 8 67 backstamp.

A mourning cover to Woodstock, No. 4 of Table 2, is shown in Figure 3. Mailed in Hamilton, SP 10 67, the 22¢ rate was paid with a pair of 10¢ Consorts and a pair of 1¢ Decimals. The cover went by rail to New York and U.S. packet to Colon, Panama. Endorsed "Via Panama," there is a Panama SP 30 transit stamp. The cover went across the isthmus by rail and then to Sydney by the PNZ&A Royal Mail "Mataura." There are Sydney OC 27 and Melbourne (NO) 7 backstamps.

Figure 3. A mourning cover to Woodstock, Victoria, Australia from Hamilton, SP 10 67. Faint red 12 U.S. accountancy mark. There is a Panama SP 30 67 transit stamp. Carried on the PNZ&A Royal Mail "Mataura" to Sydney, OC 27. Melbourne NO 7 backstamp.



A Mystery. There is a mystery about these 22¢ covers. The black oval marking MORE-TO-PAY 6d on them is a postage due marking. Yet the covers were supposedly paid to destination. U.S. covers, on the other hand, may well have gone paid 5¢, due 6d. There was some misunderstanding. These Canadian covers should not have been charged 6d. The Duckworths have quoted a letter from the Canadian post office to the New Zealand post office requesting an explanation of this charge [6, p.415]. Unfortunately the Archives did not have the New Zealand response.

New Zealand via England and Panama. Only one Decimal cover to New Zealand via Panama has been reported so far: cover No. 5 of Table 2. Figure 4 shows this cover. It was mailed in London, C.W., AP 30 68, and addressed to Dunedin, Otago, New Zealand. (This was late but still legal usage of the Decimals. They were never demonetized.) The cover was properly paid 22¢ and properly endorsed "Via New York" for the trans Pacific route. Somehow, in error, the cover was sent to London, England! There is a well struck LONDON PAID transit stamp.

Figure 4. From London, C.W., AP 30 68, to New Zealand via England and via Panama. Sent to England by mistake. Carried by the Allan "Austrian" out of Portland, May 2. There is a large red 5, a British accountancy mark crediting 5d to New Zealand. The cover was carried by a Royal Mail packet to Panama, the preferred route from England to New Zealand. Carried across the Pacific by the PNZ&A Royal Mail packet "Mataura."



The British stamped the cover with a red 5 and sent the cover back across the Atlantic to Panama. The Moubrays show a British cover stamped with an identical 5 and state that 5d was credited to New Zealand to subsidize the trans Pacific route [7, p.207]. Also, at this time, via Panama and across the Pacific was the preferred route for British letters to New Zealand. This cover was carried to New Zealand by the PNZ&A Royal Mail packet "Mataura". The cover arrived in New Zealand JY 25 68 — 86 days in transit.

No Large Queen cover to New Zealand via Panama has been reported so far and only one Large Queen cover to Australia via Panama. This cover is listed in Table 3. The cover has been illustrated by the Duckworths [6, p.415] and, in color, by Firth [8, p.26].

Table 3. Large Queen Covers to Australia and New Zealand - Via Panama and West

	Date	Franking	From	To	Reference
1	JU 10 68	15,6,1	Hamilton	Woodstock	[6, p.415]

The End of the via Panama Packet Service. The Panama, New Zealand and Australian Royal Mail Company's ships made a total of 30 round trips across the Pacific, from New South Wales and New Zealand to Panama and back. The packets kept to schedule. The service was a human triumph, an engineering triumph but a financial failure. The end came with the last voyage of the "Rakaia" leaving Sydney, Dec. 2, 1868 and returning to Wellington, Feb. 24, 1869.

There were several reasons for the poor financial showing. Prospective passengers were deterred by a fear of yellow fever. There were outbreaks of yellow fever in Panama in 1866 and in St. Thomas in 1867. Connections at Panama were sometimes poor. The Royal Mail Steam Packet Co. had been hurt by a severe hurricane that hit St. Thomas in Oct. 1867. Possibly because of their troubles in the Caribbean, the Royal Mail had withdrawn its financial support of the PNZ&A Royal Mail Co. New Zealand's dreams of trans Pacific mail service were shattered. But the dreams would live again with the completion of the U.S. transcontinental railroad in May 1869 and the eventual establishment of an Auckland / Sydney - Fiji - Honolulu - San Francisco packet service.

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- [5] The Postal Rates of Canada: 1851 - 1868, The Provincial Period - A Recording, Charles G. Firby, 1984.
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- [7] British Letter Mail to Overseas Destinations, 1840 - 1875, Jane and Michael Moubray, The Royal Philatelic Society London, 1992.
- [8] Canada, The Fifteen Cents of 1868, L. Gerald Firth, 1963.

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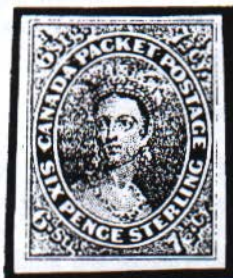
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Perforations Revisited: The Kiusalas Gauge and the Third Bill Issue.

R. A. Johnson

Introduction

The recent exchange by Harry Lussey, Ron Leith, and Ed Zaluski over early perforations on postage and revenue stamps led me back to read again Winthrop Boggs' Early American Perforating Machines and Perforations¹ and, particularly the details of the original W. & H. Bemrose patent reproduced there. This reading, some calculations that followed, and an examination of some 900 dated examples of the Third Bill Issue prompted this article which, it is hoped, will provide more light than heat on this subject.

In the interests of furthering our collective understanding, conjectures or conclusions are flagged by the symbol '\$' in order to distinguish them from 'facts'.

The Patent and some Additional Quotations from Boggs

The following are extracts from the reproduction of the patent referred to above. Since it is a reproduction of the original printed version, it accurately provides basic wording important to what follows.

1. "This Invention relates to the punching or perforating paper, &c. by means of circular perforators or punches, placed on a cylinder, which is made to rotate at a rate equal to that of the material to be perforated or punched, such material being passed under such perforators or punches by being placed on a roller or carrier beneath them." (ls. 9 - 13, p. 1)

2. "The paper or other material to be perforated ... is laid upon a fixed bed ... fitted with a moveable gauge [sic] ... against the edge of which the sheet is placed, and pushed forward until it comes in contact with the punching or perforating rollers D, E, when it is carried forward and perforated. The lower one E of these rollers serves as a counterpart to the upper roller D. It is represented in full sized detail side and edge view, at Figure 3 and 4 ..." (From ls. 24 - 32, p. 3 - emphasis added)

3. "The perforating rollers are secured on the shafts ... by the set screws ..." (ls. 37,38)

4. "On the end of this shaft [i.e. that of the counterpart wheel] is keyed a small spur wheel S, gearing with corresponding spur wheel T, fast on the end of the upper spindle H which carries the perforating rollers ..." (ls. 5 - 7, p.4)

5. "In order to ensure the paper leaving the perforators after passing through the rollers, and to prevent its being carried round with them, we employ two curved pieces of wire ... capable of sliding along a fixed rod ... situated on each side of the perforating teeth or

¹ Winthrop S. Boggs, Early American Perforating Machines and Perforations 1857-1867, reprint from the Collectors Club Philatelist, Vol. 33, by The Unitrade Press, Toronto, 1982

punches By this means the paper or other material is taken off the points of the perforators as fast as it passes through the rollers." (From ls. 24 -33, p.4)

The text also makes it clear that "Any number of pairs of rollers may be used in one machine ...". (ls. 34, 35, p.3)

6. In his caption to Figures 3 to 7 of the patent, Boggs makes the statement that "According to the specifications **these** are actual size." (emphasis added). Figures 3 and 4 are of the counterpart wheel, Figures 5 and 6 of the perforating wheel and Figure 7 of the alternative rouletting wheel.

Since these illustrations were originally printed in the Collectors Club Philatelist in New York and reproduced by The Unitrade Press, Toronto in 1982, the measurements below have been taken from prints on the original patent. The resulting ratios compare reasonably with those taken from both the original and the Unitrade versions of the Boggs text. However, none of these is necessarily a full-scale reproduction of the original illustrations in the patent. (v. footnote 3.)

Analysis of the Above

The point made clear in 1 and in the first part of 2 is that the paper is placed "on a roller or carrier" and need not be pushed into the perforating / counterpart wheels any further than the point at which it comes into contact with them. Point 3 means that for every required spacing of the perforations, a full set of pairs of the wheels would have to be located (accurately) and secured to their respective drive shafts. This would take considerable time and expertise - far more than, for example, by arranging them by a set of spacers pre-cut for the required perforation separation. Point 5 makes it explicitly clear that the material being perforated is so penetrated by the pins that it must be separated from them or it would be carried around and jam or crush.

But the last part of point 2 and point 4 from the patent and Boggs' caption quoted in 6 are the most revealing about the degree of care that had to be taken to make the machine as designed work at all. First of all, the two shafts carrying the perforating and counterpart wheels are gared to one another; and each gear is attached to its respective shaft ("keyed" and "fast"). That is, driven from the treadle-flywheel combination, they must rotate at a fixed rate to one another that is determined by the ratio of these gear teeth. (An alternative design would have had either the perforating or counterpart wheel driven from the treadle but the other carried around by the meshing of the pins. Success of such an operation would have depended critically on the strength of the pins.)

Note, however, that while the wording in the patent states only that "It", i.e. the counterpart wheel "is represented in full sized detail ...", Boggs asserts that they all were.

If Boggs were correct in stating that Figs. 3 through 7 were all to scale, then measurement of the diameters from the prints of the original patent produces the following (relative) sizes of the wheels:

Counterpart wheel diameter:

Fig. 3 (taken horizontally)	77.0 mm.
Fig. 3 (taken vertically)	75.9 mm.
Fig. 4	75.8 mm.
Average	76.2 mm.

Perforating wheel diameter:

a) at the base of the pins:

Fig. 5 (horiz.)	69.5 mm.
Fig. 5 (vert.)	68.5 mm.
Fig. 6	69.1 mm.
Average	69.0 mm.

b) at the tips of the pins:

Fig. 5 (horiz.)	77.8 mm.
Fig. 5 (vert.)	76.8 mm.
Fig. 6	75.7 mm.
Average	76.8 mm.

Separation of the two wheels - from the base of the pins on the one to the surface of the counterpart wheel - must allow for the paper to pass between. Boggs² reports measurements that show that the thickness of the papers used at this time ranged from 2 to 2.5 thou (thousandths of an inch) for so called "pelure" to typically 2.5 to 2.75 and as much as 4.5 thou (or 0.11 mm) for wove paper. So the effective diameter of the perforating wheel (to allow for two thicknesses of paper) must be increased by about 0.2 mm to $69.0 + 0.2 = 69.2$ mm. This calculation exaggerates the effect of this allowance because the actual size of the wheels must have been larger.³ The adjustment produces a ratio of diameters and, because there is no slippage possible, of the relative rotational rates of 76.2/69.2 or 1.1012.

But, as pointed out above, the two shafts are geared together by "corresponding" spur (gear) wheels. The ratio of the number of their teeth must therefore be close to 1.1012 and the numbers should be relatively small. An examination of a clear copy of the patent shows eight or nine teeth on a quadrant of these gears. So the fact that $11/10 = 1.100 \dots$ suggests (§) that the numbers of teeth could have been something as low as 33 and 30 on the perforating and counterpart wheel, respectively but are likely multiples of these. (v. footnote 3 below.)

So, if Boggs were correct, the gears would have to be of unequal size and all the perforating and counterpart wheels machined to have the (different) diameters to match - a very complicated arrangement!

On the other hand, if the patent is taken literally, then the gears D and E could have been identical as could then be the perforating and counterpart wheels with pins and holes equal in number. Since this requires a far simpler construction, it is likely that only the

² Winthrop S. Boggs, The Postage Stamps and Postal History of Canada, Quarterman Publishing Inc., 1974, pp. 1-P, 2-P.

³ One may reasonably assume that each figure in the patent is self-consistent, i.e. all parts are shown to the same scale, whatever that was. Based on that reasoning, Figs. 1 and 2 show the diameter of the counterpart wheel as almost exactly one tenth of the height of the working surface of the machine from the floor. That height must have been about forty inches to accommodate a seated operator (as illustrated on page 320 of reference 18). A calculation then shows that the diameter of the wheels must have been about four inches and that, therefore, there would have to have been about 200 pins in the wheel for a perforation approximating 12.

counterpart wheel is shown in actual size in the patent, (§) the gears were of the same size, and Boggs' assertion and further comment in his caption are incorrect.

A further calculation, which applies whichever is correct, shows that about 35 pins would have been in contact with the counterpart wheel at almost all times. Furthermore, as a pin first comes into contact with it, the axis of the pin would make an angle of some 36° with the axis of the hole, and, as it departed the same angle but opposite in sign. This implies that great care would have had to have been given to the shaping of the pins - sufficient to allow them to enter the holes without serious bending and perhaps fracture, and yet leaving the pin blunt enough as to punch out a disc of paper rather than simply puncturing the paper. Small wonder Bemrose's letter of January 9, 1860 makes the remark on "expense" as reproduced in Boggs.

From either of these assumptions, it is reasonable to conclude as follows:

(§) i. Except in instances (likely rare) where the sheet to be perforated had to be kept taut (because of wrinkles, etc.), the paper would be drawn through the perforating / counterpart wheels (because it was impaled on the pins) without any deformation.

(§) ii. In those exceptional situations, the paper would be stretched, mostly along the direction of the perforation, although on occasion at an angle, before the perforating took place and would relax afterward. This would result in perforations that would be closer together in the direction of the stretch.

(§) iii. For completeness, there is no way that the paper could have been pushed into the wheels in any significantly compressed way without its buckling and folding.

(§) iv. Because of the kinematics involved, some combination of tapering and bending of the pins is necessary.

v. The holes in the counterpart wheel, however, do not bend or otherwise distort. They determine the overall perforation pattern and, apart from the variations in how each pin fits into its corresponding hole (i.e., because of bending towards one side or the other, or by sharpening so as to produce a smaller hole, but always within the counterpart hole), (§) it is the spacing of the holes that determines the perforation - as Lussey has pointed out⁴.

(§) vi. In particular, sharpening of the pins would only result first, in changing the size and, possibly, the shape of individual perforations and, secondly, in individual variations in location within the fixed hole pattern. It could not affect the overall spacing. In measurement terms, at most it could only produce some spurious variation in a high precision measurement of perf separation.

(§) vii. If any pin were to jam against the counterpart wheel but not enter its corresponding hole, and if it did not break, then it would force apart the two drive shafts on which the perforating and counterpart wheels were mounted. In possibly an extreme case with short pins, this would tend to hold the pins on neighbouring wheels wholly or partially clear of the paper and produce a patch of missed or partially perforations transverse to the direction of paper travel. However, in light of the materials available for pins in the 1850s

⁴ H.W. Lussey, Nails 'N Screws 'N Pins 'N Perfs, Maple Leaves, vol. 23, no. 5, October, 1993, p. 178.

to 1870s, it is unlikely that this could occur frequently. It is far more likely that the offending pin or pins would break under such circumstances and leave a blank in the row of perforations.

viii. Notwithstanding the consistency of the above, the construction of a machine, even if based on the system of identical pairs of driving gears and perforating and counterpart wheels, would have been very exacting. The need to have wires to ensure that the paper separates from the pins (quotation 5 above) suggests that they penetrated the paper. Since the geometry implies that there could have been as many as thirty-five such pairs, almost continuous, expert servicing would have been required.

What is conjectured above all follows the evidence of the Bemrose patent. But it is also based on the assumption that it was the Bemrose machine that was used to perforate early stamp issues in (North) America. There is some convincing evidence that this, in fact, was not the case but, rather, that an improved machine was adapted to provide the multiple lines of perforations required by the sheets of some early stamps of BNA, the USA and several countries in Central and South America.⁵

Some Basic Calculations

Let us now turn our attention to the Kiusalas Gauge.

There are two fundamentally different ways of quantifying such things as stamp perforations, namely, by matching them to one of a set of given patterns or by counting how many of them span or fill a specified distance. The former is the basis for almost all the common gauges, the only difference being the scales used to create the patterns on the gauges. The standard stamp gauges use the patterns of the number of perfs required to span 2 cm and typically display these at ¼ intervals. Gauges like the Instanta perforation Gauge made by Stanley Gibbons, Ltd. use slanting lines along which the stamp is slid until the lines pass through the centres of the perforations. The "standard gauge" is then read off the vertical scale which, with some care can be read to the nearest 1/10. In this latter case, the counting process is essentially one of measurement because the scale is continuous.

Matching is the basis for the use of the Kiusalas Gauge which provides eleven patterns spanning the range of early Canadian stamp perforations⁶ and based on spacings specified in Imperial measure (thousandths of an inch). In this sense Harry Lussey's cry that "THE KIUSALAS IS NOT A MEASURING DEVICE!"⁷ also applies to the use of the standard gauge when the perforations have been produced using a metric scale. Both are matching-to-pattern devices.

The underlying problem comes from the desire to express in one measuring system (the metric in this case) (§) a pattern established in another (the Imperial system) and to express the result using only a few figures (e.g. 12½, 11.6). (The desire to have only a few figures

⁵ W. Wilson Hulme, personal communication. The illustration in reference 18, however, seems to be of the Bemrose machine.

⁶ H.W. Lussey, Small Queens and Revenues: Debunking Perforation Myths, BNA Topics, March-April, 1993, p. 26.

⁷ H.W. Lussey, reference 4, p. 176, his capitals!

the result using only a few figures (e.g. $12\frac{1}{2}$, 11.6). (The desire to have only a few figures in the equivalent is frustrated by the fact that the conversion referred to here involves the number 254 which is twice 127, a rather much larger prime number. As a result, conversions of whole numbers results invariably in unending decimal fractions.)

(§) There is a distinct advantage to using patterns created in the same measuring system as are the objects to be identified.

As an expansion of Arfken⁸, the theory behind the conversion is summarized as follows:

Let N denote the spacing in thou between successive perforation pins, e.g. 63, 64, 65, 66, etc.

Let n be the number of such intervals (spacings) that fall in a 2 centimetre interval, the standard perf. gauge length. (Note that if n is an integer, then the 2 cm represents a distance between the centres of perfs. so there is no question here of "in 2 cm" vs "within 2 cm" which Boggs raised respecting the manufacture of the counterpart wheels.⁹)

Then $n = 2000/2.54 N$ or $= 787.4016.../N$.

As noted above, the numerator in the last expression never ends as 2.54 is divided into the 2000. (The SI system of units of the International Standards Organization defines the inch as 2.54 cm, i.e. exactly.)

The results of applying this to the patterns of the Kiusalas gauge are presented in Table 1 where the resulting values of 'n' are expressed to four places following the decimal point. Note that all the results rounded to the nearest $\frac{1}{2}$ in the last column agree with those on the Kiusalas Gauge as printed except for the second entry, i.e., that for $N = 64$. To be consistent the Gauge should identify that pattern as closest to $12\frac{1}{2}$ not 12.

There are four of these calculations that result in numbers very close to the nearest odd number of $\frac{1}{4}$ s, namely those for 64, 67, 70 and 90. For the range of perfs. for the Third Bill Issue, only that for 67 is important. To be more particular in this, the calculation for $N = 67$ produces 11.7523 which is only .0023, or about one part in 511 (less than one-fifth of one percent) above the even $\frac{1}{4}$. Below that the equivalent to the nearest $\frac{1}{2}$ would have been $11\frac{1}{2}$ rather than 12. The sensitivity is similar in the case of 64 thou, (§) which is probably why that error has apparently gone uncorrected.

Curiously, Fig. 2 of reference 8 shows the 12.30 beside the Kiusalas '12 - 64' but makes no particular comment about this error.

Two Possible Sources of Error in Readings Using the Kiusalas Gauge and Their Significance

When identification involves very small distinctions such as the one identified in the last

⁸ G.B. Arfken, Perforations, Maple Leaves, vol. 22, no. 8, January, 1992, pp. 278-281.

⁹ W.S. Boggs, reference 1, p. 19.

Table 1.
Standard (2 cm) Gauge Equivalences of the Kiusalas Gauge

(1) Kiusalas Reading	(2) Standard 2cm Equivalent	(3) (2) to nearest ¼	(4) (2) to nearest ½	(5) Kiusalas Equivalent
63	12.4984	12½	12½	12½
64	12.3031	12¼	12½	12
65	12.1139	12	12	12
66	11.9303	12	12	12
67	11.7523	11¾	12	12
68	11.5794	11½	11½	11½
70	11.2486	11¼	11	11
72	10.9361	11	11	11
83	9.4868	9½	9½	9½
90	8.7489	8¾	8½	8½
99	7.9536	8	8	8

paragraph, it is prudent to estimate the magnitude of errors that might occur in the observations because of other factors. We have Harry Lussey's comment that the gauge was originally jointly developed by the U.S. Specialists Group and Kiusalas "made of aluminum to minimize shrinkage, with rows of black dots **duplicating exactly the spacings between the holes in the counterpart wheels of the rotary perforators**".¹⁰ Two factors come to mind that might affect the readings from the Kiusalas Gauge, namely, sensitivity to temperature, and the angle which the stamp makes when matching it with the pattern.¹¹

Temperature: All metals change their physical dimensions with change in temperature and aluminum is no exception. In terms of the one dimension, length, and in the temperature range expected (room temperature plus or minus ten to twenty degrees) aluminum has a coefficient of linear expansion of approximately 24 parts per million per degree Celsius. That means that a strip of aluminum one inch long at 21 °C. will be 1.000024 inches long at 22 °C.

¹⁰ H.W. Lussey, reference 5, p. 27.

¹¹ A third would be the effect of humidity on the paper; but that is beyond the scope of this paper.

If this linear theory is now applied to the question "What change in temperature of the Kiusalas Gauge would stretch a 65 scale so that it reads as though it were a 66 scale?", the answer is an increase of about 640°C!

On a more practical level, if one asks what change in temperature would bring the value of n as calculated in Table 1 for $N = 67$ down to 11.75, the corresponding answer is about -8°C or -14°F. This might be small enough to be disturbing if it were a matter of practical application. But it is not. Remember that, in using the Kiusalas Gauge the perforations on the stamp are being identified with one of the patterns on the gauge. The only significant temperature effect is on the gauge and on how much the spacings of its 'dots' have been altered by a change in temperature from that at which the gauge was printed.

A situation to which such an effect might conceivably apply would be the following. A stamp when compared with the Kiusalas gauge for whatever reason seems to fall between two scales, say 66 and 67, but seems to be about twice as close to the one, say 66, as to 67. How much change in temperature of the gauge would reverse this estimate and lead to the conclusion that it is perforated 67? The calculation indicates a change of over 200°C!

(§) The temperature of the gauge is not a significant factor.

Angle: If a stamp is misaligned by some angle when matched on the Kiusalas gauge, a reading taken vertically will read higher than if the stamp were aligned with the scale. That is, the stamp would read as having a perforation spacing of $N+1$ thou rather than N thou. For the range of N from 64 to 68, this angle would have to be about 9.9 degrees of arc. Such an angle is produced by a slope that is one of rise to five of run which would be a very noticeable deviation from the row of dots and easily avoided when using the gauge. So, again,

(§) errors of reading due to such angles are not a factor if any reasonable degree of care is taken.

The Third Bill Issue

A total of 901 of these stamps of denominations ranging from 1 cent to 50 cents with legible dates of cancellation were "perfed" using the Kiusalas Gauge. Since the stamps were obtained from a number of diverse sources, there is no reason to doubt that they are a representative lot.

The method involved reading all four sides of each stamp and, in almost all cases, the condition of the stamp allowed all four matchings to be made. Because most were singles and the width of the stamp is just enough to give a clear identification with the gauge, only a few could be done with the care necessary at any one setting.

The procedure clearly indicated a significant difference between matching against the Kiusalas gauge and using the usual 2 cm. gauge. When matching against the Kiusalas gauge, only in very few instances did the stamp seem to fall between two of its lines of dots; most seemed to "lock in" in a natural way. On the other hand, attempts to match with the dots on a standard gauge (graduated in $\frac{1}{4}$ s) frequently resulted in such uncertainty.

(§) The statistical nature of the fit with the Kiusalas gauge strongly confirms the view that the construction of the perforating wheels was based on pin separations in Imperial measure.

Table 2 gives the distribution of numbers of each combination found of horizontal and vertical perforations; Table 3 gives the earliest and latest dates of use found on each combination of perforations regardless of denomination.

Table 2.
Distribution of Sample by Perf. Combinations

Horizontal - Vertical ↓	65	66	67	68	Totals by Row
65	140	108	92	32	372
66	67	274	93	92	526
67		3			3
Totals & Percentages by Col.	207 23.0%	385 42.7%	185 20.5%	124 3.8%	901 100%

Table 3.
Earliest and Latest Dates of Use in Sample
With Percentage Distribution in ()s

Horizontal - Vertical ↓	65	66	67	68
65	69 03 23 to 82 02 21 (15.6%)	69 03 01 to 82 02 13 (12.0%)	69 01 ? to 81 10 24 (10.2%)	74 03 04 to 81 10 20 (3.6%)
66	68 10 05 to 82 10 30 (7.4%)	68 01 09 to 82 01 27 (30.4%)	71 05 17 to 81 10 20 (10.3%)	70 08 04 to 82 01 12 (10.2%)

The three stamps that measured 66 x 67 were checked very carefully and the following confirmed:

2 cent, dated 71 03 15, medium thick, yellowish wove paper with a distinct horizontal mesh

10 cent, dated 72 -- 20, thin white wove paper with no mesh

50 cent, dated 74 08 15, paper the same as the 2 cent.

Conceivably, the vertical perforation could be 66 on paper that had somehow stretched in

the process by some 1.5%.

(§) It seems more likely that these three represent some very infrequent uses of the 67 wheels for vertical perforation.

Table 2 allows the following observations:

a. Perfs. 66 x 66 and 65 x 65 are substantially more numerous than any of the other combinations detected, representing 30.4% and 15.5%, respectively, of the population — for a total of almost 46%.

b. About one of every seven in the sample is perforated 65 x 65, which in standard gauge measure is 12.1139. This is in direct contrast to Zaluski' conjecture that "Occasional measurements of 12.10, and even 12.15, have been found."¹²

§) This perforation is more common than his comment would suggest.

c. 86.2% of the sample require only three settings of the perforations: 65, 66 and 67 for horizontal, and 65 and 66 only for vertical; while only 13.8% carry the perforation 68 (3.6% are 68 x 65 and 10.2% are 68 x 66).

In turn these lead to the conjecture

(§) that, because the horizontal and vertical spacings for the Third Bill Issue are different, and because resetting the wheels from one to the other would involve considerable skill and effort, it is likely that at least two machines were set up and used simultaneously, each with its own set of perforating / counterpart wheels, one with the required horizontal spacing and one the vertical.

Only the starting dates in Table 3 have much value. While usage cannot precede the issuing of the stamps, it can continue to the end of the valid period of use of such stamps as long as stocks are held in the various users' offices. The data in Table 3 seem to imply the following:

d. With a minimum of about 10% of the sample population for every perforation combination except the one (68 x 65),

(§) the early dates are probably reasonably indicative of issuing dates.

e. Of a total of 63 stamps used in 1868, 1869 and 1870, over two-thirds (43) are 66 x 66. There are three to six of each of 65 x 65, 65 x 66, 66 x 65 and 67 x 65, only one each of the 65 x 68 and 66 x 68, and none with 67 x 66.

From these, it seems reasonable to conclude that

(§) the 68 perforating wheels were little used in the 1868 - 1870 period and probably not much until perhaps 1873 or 1874. Both the 65 and 66 perforations date from the start of the use of the Third Bill Issue, nominally on April 1, 1868.

¹² E. Zaluski, reference 3, p. 33.

The earliest date in the sample is a one cent stamp bearing the (typical) pen cancellation "9 Jany / 1868" and has been confirmed to be of the thin, hard, semi-transparent paper frequently called "pelure". This date precedes by almost a month the earliest date of use of any denomination of this issue displayed by Lussey in the BNAPS Canadian Newsletter of January and February, 1991 in response to the data presented by the Duckworths and Maksymiuk of October, 1990.

The one last date of use in Table 3 that is of some interest is that for perforation 65 x 66. Its date of use, 1882 10 30, which appears reasonably clearly, falls more than seven months after the use of bill stamps was repealed by the Act of 45 Victoria, Chapter 1 effective 1882 03 04. It is a 3 cent value on medium to thick, yellowish, wove paper with a distinct horizontal mesh. It was the only one of the 901 which was clearly dated after March 4, 1882.

Boggs¹³ reports evidence that there were three perforations produced starting about the following dates:

11.60	Introduced November 1858
11.85	Introduced late 1861 or early 1862
11.95	Introduced late 1862 or early 1863

By Table 1, the first and last of these correspond closely to perforations 68 and 66, respectively. The second, although intermediate, does not correspond as closely to 67 as it does to 66. One would have expected it to be about 11.75 not 11.85.

Unlike the Large Queens, however, all these perforators existed long before the Third Bill Issue was produced. So there is no question of when during the period of their use the different perforating wheels were "introduced". On the other hand, Table 3, if anything suggests

(§) that perms. 65, 66 and 67 were used earlier and 68 only later in the issue.

This agrees with Lussey's statement that "The spacing of 68/1000s came into use during the 1870s."¹⁴ and

(§) the increased use of the 68 mat well relate to the shift of production from Ottawa to Montreal perhaps about October, 1871¹⁵ or as late as October, 1874. "The printing of the bonds, notes, currency and stamps of the Dominion was done at Ottawa under the supervision of a government agent until late in 1874 when the Ottawa plant was closed and all work was done in Montreal."¹⁶ But what about perforating before 1874?

An interesting question that remains however, is

¹³ W.S. Boggs, reference 1, p. 22.

¹⁴ H.W. Lussey, reference 5, p. 34.

¹⁵ E. Zaluski, reference 3, p. 27.

¹⁶ W.S. Boggs, reference 2, p. 222.

In light of the fact that stamps with four different perforations were in use for a considerable period in which there were many printings, were there, at least four perforating machines in use at the time at, or available to the British American Bank Note Company?¹⁷

If this were the case, then the supply and use of perforating machines must have increased from 1862. The illustration from the article on Making Money in Harper's New Monthly Magazine of February, 1862, reprinted in Boggs, shows only one machine in use and the accompanying text reads "In a small room we find a machine, for the invention of which almost every one has daily cause to be thankful. It is used to perforate those little holes in a sheet of postage stamps which enable us to separate them so readily."¹⁸

¹⁷ Boggs, reference 1, pp. 21-22 lists a number of Latin American counties for which the American Bank Note Co. produced stamps between 1862 and 1867. A sampling of the later issues of these counties indicates that the perforations continued to be done according to the Kiusalas gauge until well after 1900 - although not consistently. If the BABNCo. produced some of these as well, then there might have been sufficient business to justify even more perforating machines.

¹⁸, Making Money. III The American Bank Note Company, Harper's New Monthly Magazine, February, 1862, p. 319, 320. See particularly the illustration on page 320.

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Norway to Canada: 1860-61

David H. Whiteley

From the point of view of providing information on how the mails were handled, early covers to Canada are often just as interesting as those posted from Canada. Recently, whilst working in the Manitoba Public Archives, I discovered the folded letter from Bergen, Norway to Amherstburg, Canada West shown as Figure 1.

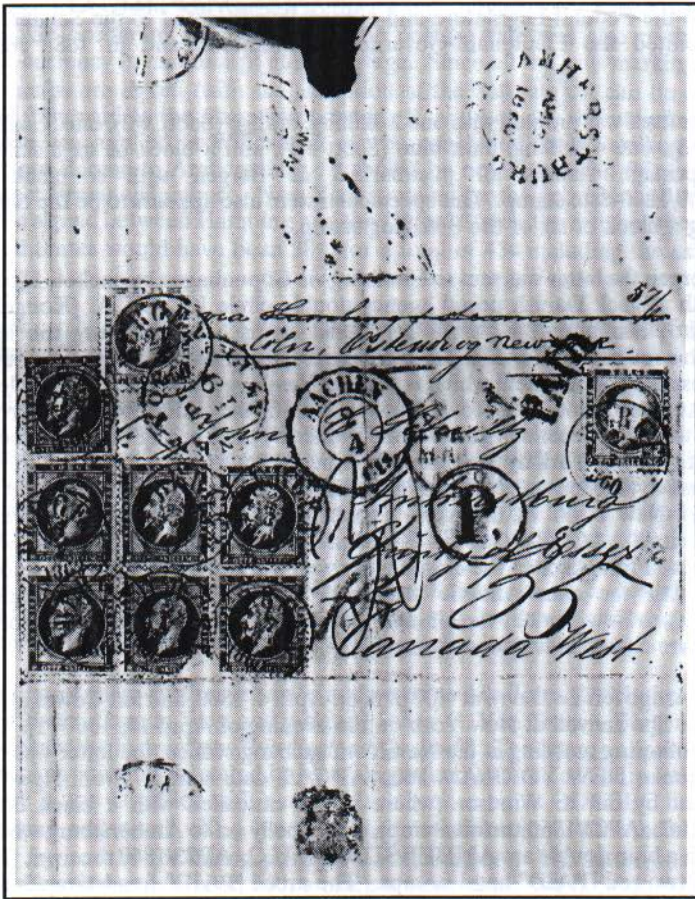


Figure 1: A folded letter mailed in 1860 from Bergen, Norway to Amherstburg, Canada West.

This letter to John Christian Schultz was written in Bergen on March 20th, 1860 by J. G. Von Targen. John Schultz visited the Red River Settlement later in 1860, and moved there after receiving his medical degree in 1861. He then became a well known and

important figure within the Settlement, and in Manitoba after 1870. He was variously an apothecary, Doctor of Medicine, fur trader, real estate agent, owner and editor of the "Nor-Wester" - the Red River Settlement's newspaper, politician and senator. During the 1860s he was an outspoken opponent of the Hudson's Bay Company's monopoly and an opponent of the Council of Assiniboia. He was a strong advocate for a Canadian takeover of the Hudson's Bay territories, which led to his imprisonment by Louis Riel in 1870 and subsequent escape. He was the leader of the "Canada Party", and lobbied extensively in both Canada and England for the annexation of the Hudson Bay's territories by Canada. Within the Settlement prior to 1870 he also operated a mail service, either as a private express company or as an agent for the Council of Assiniboia, from Winnipeg to Portage La Prairie. After the Riel rebellion of 1869-70 and Manitoba's entry into Canada, Schultz was elected to the Federal Legislature and eventually appointed to the Senate. In 1882 he was appointed the Lieutenant-Governor of Manitoba and in 1888 received a knighthood.

The letter itself was prepaid with one 2 skilling, orange (Scott #2), one 3 skilling, lilac gray (Scott #3), one 4 skilling, dark blue (Scott #4), and a block of six 8 skilling, lake (Scott #5) postage stamps all postmarked at Bergen with a black circular BERGEN/27/3/1860 date stamp. This spectacular item also appears to be the only known cover bearing a block of six of the 8 skilling stamp.

From Bergen the letter was sent to Hamburg via Copenhagen by packet. Hence it was cancelled with a black Danish postal agency double circle K.D.O.P.A. (KongeligDansk OverPost Amt.) Hamburg 1/4 (April 1st) transit stamp. At Hamburg the letter was cancelled with a red circular HAMBURG/PAID/APRIL/60 transit stamp. The outer cover bears a manuscript endorsement which reads "via Hamburg for steamer ... illegible word ... New York". At some point in this cover's travels, part of the endorsement was crossed out and changed to "Cöln, Ostende vg New York". Since by the summer of 1860 direct sailings from Hamburg to New York by the Hamburg America Line were very irregular, this letter was re-directed to Aachen to be placed in the more reliable and more frequent Prussian closed mail for New York. At the Aachen exchange office the letter was cancelled with a red double circle AACHEN Cts./2/4 (2nd, April) transit stamp, and with a red circular 'P' hand stamp. From Aachen the closed mails were forwarded via Ostende and London to connect with the trans-Atlantic steamers. It was then carried from Cowes (Southampton), to New York by the United States contract steamer S.S. Arago of the New York and Havre Steam Navigation Company.

The S.S. Arago left Le Havre at 4:00 p.m. on April 4, 1860, and left Cowes at 9:00 p.m. the same day. She arrived at New York on the evening of April 18, 1860 [1]. On being received the following morning at the New York exchange office, the letter was cancelled with a red circular NEW YORK/AM PKt./ AP 7/19. date stamp. From New York the letter was sent by rail to Windsor (where it was cancelled with a black double arc WINDSOR U.C. /AP23/1860 transit stamp), and finally on to Amherstburg where it was cancelled with a blue double arc AMHERSTBURG U.C./ AP23/1860 receiver. The cover also received two red "PAID" hand stamps. The arced "PAID" handstamp is similar to other markings I have seen on prepaid mail to New York from Europe, and so was probably applied at New York. The italicized red "PAID" handstamp, I believe, is a Canadian marking, as I have seen similar markings on trans-Atlantic mail to Canada. Therefore, the handstamp was probably applied at Windsor.

The postage rate between Norway and the United States, as established by the terms of the United States - Prussian closed mail Convention of 1852, and amended in 1855, was 46¢ per half ounce. Under the provisions of this convention, the international rate

between the boundaries of the German-Austrian Postal Union and the United States was 30¢ [2]. Since all postage beyond the German-Austrian Postal Union was at Prussian expense, only a restatement of the 30¢ international rate appears on covers carried over this route. Therefore, prepaid letters received via this route at the New York exchange office show a rate of 30¢, which in this cover is shown in red manuscript. This rate has been superimposed over a rate of 16¢, marked in red crayon and crossed out. This would have been the rate between Norway and Aachen expressed in U.S. currency as per the provisions of the convention. On arrival at Windsor, the 30¢ international rate was crossed out, and a rate of 35¢ was substituted to take account of the 5¢ domestic rate from Windsor to Amherstburg. Therefore, the single rate charged for this letter was 51¢ - 16¢ from Bergen to Aachen, 30¢ Aachen to the Canadian border via New York and 5¢ from the Canadian border to Amherstburg. The postage rate was also re-stated in North American currency in manuscript at some stage. Since all the rate markings and various "PAID" stamps are in red (with the exception of the 35¢ rate), it can be concluded the letter was fully paid to the Canadian border. If, as I believe, the italicized red "PAID" hand stamp was applied at Windsor, it can be concluded the 57 skillings paid the full postage from Bergen to Amherstburg. It should be noted that had this letter been sent by the direct Bremen/Hamburg - New York route under the provisions of the 1857 postal convention signed between Hamburg and the United States, the rate between Norway and the United States would have been 38¢, for a total of 43¢ including the extra Canadian postage.

(This cover can be located in the Public Archives of Manitoba, MG12 E1, folio page 6811, John Schultz Correspondence).

Further research in the Public Archives of Manitoba has revealed two more letters from the same correspondence. The first of these, although undated, bears the subscription "*(This letter is a copy of one who was sent you per 20th March & mailed here [Bergen])*", and endorsed via Quebec (sic.), so it was presumably written about the same time as, or shortly after, the letter dated March 20th, 1860. The second letter, which bears a similar subscription, is dated Bergen, Norge, 1st May 1861. This contains a covering letter which is in itself of great interest, as the writer states in part; "*Under the 20th March L. Y. I took the liberty to send to you pr. mail via New York, [the original letter described above and shown in the Figure], and sent a Copy of the same pr. a Immigration ship via Quebec (sic.), but being without your esteemed answers I fear both the letters are lost*"

The first of these further letters is addressed to Mr. John C. Schultz, Amherstburg, County of Essex, Canada West and is signed Johan G. Von Targen, Bergen. The front of the letter bears the instructions "*Via England Quebec*". The letter was carried to Quebec by an "Immigration ship" as stated by Von Targen and entered as a ship letter on June 1st 1860 where it was cancelled with a small black broken circle QUEBEC L.C./ PM/ JU / 60 date stamp and struck with a black '7' in circle hand stamp. This included 2¢ for the ship letter fee and 5¢ for inland postage to Amherstburg. The letter was forwarded to Windsor where it was cancelled with a black broken circle WINDSOR U.C./ JU 4/ 1860 transit stamp. Then it was sent to Amherstburg where it was cancelled with a black double broken arc AMHERSTBURG U.C./ JUN 5/ 1860 receiver.

Unfortunately, on the second of these letters the address portion is missing. A partial black straight line cancel can be seen on the obverse of one of the existing pages, but the cancel is illegible.

The contents of these three letters are, as stated, copies which contain particulars of Mr.

Schultz's extended family back to his grandfather together with particulars of his inheritance from his late father's estate.

It is interesting to note that the letter sent through the regular mail system via Aachen, Great Britain and New York reached Amherstburg on April 23rd, 1860. However, the second copy sent via Quebec did not reach Amherstburg until June 5th, 1860 (these two additional letters can be found in the Public Archives of Manitoba MG12 E1 folio pages 6812-6814, 6819-6821).

References

- [1] New York Times , shipping bulletin, April 19, 1860.
- [2] G.E. Hargest. *History of Letter Post Communication between the United States and Europe 1845 - 75*, 2nd edn., Quarterman Publications Inc., Lawrence MA, 1975. Chapters 1, 3 and 5.

(A version of this article is also being published in the September-October 1995 issue of the *Posthorn*, Journal of the Scandinavian Collectors' Club.)



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The Canadian Ocean Mail Clerks - 1860-87

Horace W. Harrison, APSLA, OTB, FCPSGB

[Ed. note: This article contains revised information relating to the author's article that appeared in "Topics", Whole No. 460, Vol. 51, No. 3, 1994, pages 21-26. Another follow-up article, by David Whiteley, appears on page 32 of this issue of "Topics"]

The earlier of the two covers from the same correspondence (shown on page 23 of BNA Topics Vol. 51, No. 3) went from Kirkwall, U.C. on May 19, 1860 to Rockton and thence to Hamilton, backstamped there on May 21 where it would have been placed in the closed bag for the U.K. and sent on to Quebec where it would have been taken on board the "Canadian" and placed in the custody of the newly appointed Ocean Mail Clerk. The service had only been authorized in mid-March of 1860, and authorization to sort mail had not yet been given by the British Postal people. Thus, the mail on this voyage went all the way to Liverpool Post Office where it was stamped with the red Colonial packet mark in which the dates had not been changed from the day before, 11 June, 1860, so the clerk cancelled the mark with the "4 6 6" hammer and applied the Colonial Packet Mark with the correct date at the UR tying the 5¢ Beaver and the 5¢ envelope stamp. Delivered at Dumfries on 12 June and so backstamped, the letter was picked up by the addressee's agent, a forwarding address in London added together with a Penny Red for the forwarding charge and cancelled with the Dumfries duplex numeral canceller "108" and sent on to London where it was received on 15 June.

Note that the Postmaster at Kirkwall carefully refrained from putting the X on the Queen's visage, but had no such compunction about the lowly Beaver.

The second cover (shown on page 24 of BNA Topics Vol. 51, No. 3) was posted at Kirkwall on August 10, 1861 to the same address as the first, in both cases the ½¢ postage was paid in cash. This cover also went to Rockton the same day, thence to Hamilton where it was sorted to the closed bag for the U.K. and sent on to Quebec for dispatch on the Allan Line's "Anglo-Saxon" which departed Quebec on 17 August, 1861. On board this letter was sorted to the Glasgow bag by the Ocean Mail Clerk, sortition of letters from the U.K. to Canada having been authorized in mid-July, 1860 and Canada to U.K. letter sortition begun in the second half of November of that same year. This bag was transferred to a Mail Boat as the "Anglo-Saxon" passed Londonderry Lough, arriving at Glasgow August 28 and the letter dispatched to Dumfries via Carlisle, arriving the same day.

I have another cover from Kirkwall, a 5¢ Nesbitt with two 5¢ Beavers added to pay the 15¢ rate to California on August 25, 1860 (shown on pg. 25 of BNA Topics Vol. 51, No. 3), obtained from still another source, but that is an entirely different story, and one which will require a lot more research. It certainly had to go by closed bag from Hamilton, but how it got to California is the question. (Editor's Note: also see the article by David Whiteley beginning on the next page.)

References:

1. "The Canadian Ocean Mail Clerk, 1860-1887", K.S. Mackenzie, National Postal Museum, Ottawa, Canada ISBN 0-919882-04-8(E).
2. "Atlantic Mails", J.C. Arnell, National Postal Museum, Ottawa, Canada ISBN 0-919882-07-2.
3. "North Atlantic Mail Sailings, 1840-75", W. Hubbard & R.F. Winter, U.S. Phil. Classics Soc. ISBN 0-9503548-4-0.

Kirkwall, Canada West to California, 1860

David H. Whiteley

With reference to Horace W. Harrison's Nesbitt 15¢ cover from Kirkwall to California 25th August 1860¹, I would suggest that the letter was sent via Hamilton and Buffalo to New York, and then by U.S. mail ship from New York to Chargres on the Atlantic side of the Panama Isthmus, then by rail across the Isthmus to Colon/Aspinwall (as the Americans called Colon), then by U.S. carrier to either Monterey or San Francisco depending on the final destination. The evidence for this routing is as follows.

In 1847 the United States Congress passed enabling legislation "to establish certain Post Routes." The Postmaster General was instructed "to contract for the transmission of mails from an Atlantic or Gulf port at least every two months between Panama and Oregon." The steamers were to call at Monterey and San Francisco with calls extended shortly after the inauguration of the service to Oregon and other Puget Sound ports. Tenders were submitted for the construction and operation of suitable steamers built to U.S. Naval specifications. The successful bidders were, on the Atlantic side of the Isthmus, George Law & Associates and, on the Pacific coast, George Aspinwall, the head of the prosperous shipping and mercantile firm of Aspinwall & Howard. He formed the Pacific Mail Steamship Company and ordered three steamers for the service, the first of which, the "*S.S. California*," arrived in San Francisco on February 20th 1849.²

Initially the mail had to be off-loaded at Chargres and carried by mule or donkey cart across the Isthmus to Colon. However, in 1852 construction of a railway across the Isthmus was begun and this was completed by 1855, thus speeding the transit time for mail and passengers.

To move forward to the period of the letter in question, from Canadian Post Office Department Circulars it can be concluded that the most direct and safest means of communicating with the Pacific coast was via the New York - Panama - San Francisco route. The first circular to shed some light on the routing is dated August 3rd 1858, and states, in part, that all letters for Vancouver Island "are to be forwarded on to New York and that the American Government will carry them into Oregon."³ A further Order dated July 14th 1863 confirms the earlier order, and goes on to state that correspondence transmitted from Europe or Canada will be sent via New York into the ordinary service for San Francisco, (*i.e. the Panama route*)⁴ – my italics. To substantiate this conclusion, a letter to the P.M.G. of British Columbia dated August 1st 1863 must be consulted. It states in part that the only route open to the Pacific coast and Vancouver is the U.S. route via New York thence by American packet via Panama and San Francisco.⁵

The cryptic remark "the only route open," refers to the troubled times being experienced in the unorganized territories west of the Mississippi and east of the Rockies. This was caused by Indian unrest and, in particular, the Sioux uprisings of 1860-63 which effectively closed any overland routes west of St. Paul to the safe transit of mails. Consequently, it was preferred to send mail for the Pacific coast by sea rather than by rail and stage-coach or Pony Express overland to the Pacific seaboard.

The routing from Kirkwall for the letter in question would have been as follows: Kirkwall to Hamilton, then by closed bag to Buffalo, (Hamilton & Buffalo had been exchanging closed bags since 12th May 1851).⁶ From Buffalo it would have been sent by rail to New

York, then by steamer to Chargres, across the Isthmus by rail to Colon, and then by P.S.M.C. steamer to either Monteray or San Francisco.

References:

1. H.W. Harrison, *BNA Topics*, Vol. 51, No. 3, pg. 21-26 (1994).
2. For a brief treatment of the Panama route see J.H. Hamilton, "The All Red Route, 1893-1953. A history of Trans-Pacific Mail Service Between British Columbia, Australia & New Zealand." *British Columbia Historical Quarterly*, Volume 20 No. 1 & 2 1956 pp 1-126.
3. Winthrop S. Boggs, *The Postage Stamps and Postal History of Canada*, Volume II. (Kalamazoo, Mich: Chambers Publishing Co. 1945) #26 p 12D
4. *ibid.* #30, #31, p D-13
5. *ibid.* #31 p D-13
6. *ibid.* #9, 10 11, 12 pp D-6 - D-8.

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The Stamp Collectors Magazine - 1865

Submitted by Robert H. Pratt

Vol. 3, July. 1, 1865, Page 106

The Connell Stamp

In our last number we inserted without comment, an article on the above stamp which appeared in the Stamp Collectors Record (Albany, N.Y.); we now feel it our duty to lay before our readers a 'smart' but apparently well grounded contradiction of the statements it contains, extracted from the columns of the Stamp Collector's Monthly Gazette (New Brunswick), and to which we have elsewhere referred. After transcribing the article in question, the writer continues:

'Comment on the above will be altogether unnecessary to any of our readers who are at all acquainted with the real facts of the case; it is quite enough merely to place it before them, and they will at once perceive the vein of misrepresentation and untruth which pervades and — we might safely say — comprises the whole.

'For the benefit of those who may not be very well posted in the true circumstances of the affair, a few remarks may not be amiss.

'Well in the first place, the writer of the strange medley of humbug and bosh, states that in 1861 Mr. Chas. Connell, "a gentleman renowned alike for his, integrity, genius, and benevolence, "was Post-master-general of NEW BRUNSWICK, and as a remarkable proof of his said "genius," he actually discovered that the stamps of the province were "susceptible of improvement". Now it will be remembered that it was about this time that the decimal currency was introduced into NEW BRUNSWICK, and the old system of reckoning by £ s. d. done away with. A large quantity of specie was ordered from England, consisting of one, five, ten, and twenty cent pieces, for the purpose of making change. Our "unsightly Labels" were three in number, viz., a threepenny, sixpenny, and a one shilling stamp. One would think that it would not require a very large stock of "genius" to discover that a set of stamps, representing cents, would be needed. The gifted writer then goes on to show how Mr. C.'s ingenuity was set forth in "putting a different design on each stamp," for example a locomotive on one, a portrait of Queen Victoria on another, &c. But as a mark of his own appreciation of the great services rendered to his country, he conceived the wondrously brilliant idea of having engraved on the 5¢ stamp a deliniation of his "own honest countenance".

Our talented friend then proceeds to inform his readers how it was that these stamps were not allowed to be used, and imparts a little piece of information which has, at least, the merit of being entirely original. His account of the "mass meeting" which he says was held for the purpose of expressing the popular indignation of the public with the Post-master-general in his high-handed act, has not one word of truth

in it; no such event took place, and therefore his silly prating about political opponents, and the request to resign, is altogether unfounded. As for the fumes of "whisky", they exist only in the muddled brain of the author of the story.

The facts of the matter are simply these: when this celebrated stamp was issued, the attention of the government was at once called to it and it very properly ordered Mr. Connell to stop the issuing of them. The worthy Post-master-general then declared that if his command was enforced he would resign; it was, and he did. And there is the truth of the matter.

The wisdom of the NEW BRUNSWICK government in their course is too apparent to need any comment. Were such an unusual precedent as that of Mr. Connell's once suffered to be established, it is hard to say where it might end. In a short time his term of office would have expired, and then most likely, some other individual would have taken his place, and it can scarcely be supposed that his successor would possess such a high opinion of Mr. Connell's career of usefulness as to allow "his honest countenance" any longer to grace the stamp, if he could help it. It is not at all unlikely that Mr. Connell's successor would try to have it removed, and his own substituted in its place.

We are next informed that Mr. C. got so terribly disgusted with the people, and the government, and everybody else, that he "retired at once and forever from the political arena." Again the writer has blundered most surprisingly. In 1861, the very year that he resigned his office, he again offered himself as a candidate at the general election; he was defeated, however, and returned to private life, although not "once and forever", for when the election again took place, he again came forward, was returned, and now represents Carleton County in the House of Assembly. So much for the reliability of this account. —

Vol. 3, July. 1, 1865, Page 108

REVIEWS of POSTAL PUBLICATIONS

The Stamp-Collector's Monthly Gazette,
St. John, New Brunswick : George Stewart, Jun.

The start of another periodical in the far west devoted to the interests of philately, should be an object of congratulation to our now-extended community proving as it does, not only the non-decadence but the wide spread of the fantasy. As respects the merits or demerits of the publication, the four pages of letter-press sent us for review, as No. 1, are insufficient for a fair criterion. The editor fills the first page with information of his good intentions. He says he was wanted, and 'HE CAME', evidently ranking himself as the right man in the right place; though, as the Dean of Canterbury has it, it would be difficult to tell how a right man could be in the wrong place. He also very judiciously tells us, that he intends giving a synopsis of the contents of other timbrophilic periodicals every month; in plain words, he proposes the copious use of the editor's sheet-anchor — scissors.

Much more than another page is filled with a long tirade against an article which appeared in the Albany Magazine, and which was quoted in our last month's number;

we mean that on the Connell stamp. He reproduces the whole and then cuts it up secundum artem, with no small amount of rancorous irony. He might, however, as the word 'susceptible' appears rightly spelt in the original, have forgotten to mis-spell it in his own remarks. We may add that his compositor, or reader, or someone else, has much to answer for in orthographic slips. Two remarks in the United States journalists paper appear to have excited especial ire: his styling NEW BRUNSWICK an 'obscure colony', and his giving the NEW BRUNSWICKERS the credit for taking too much whisky! As, however, we have reprinted the greater part of the article in question, our readers can judge for themselves as to its merit.

Notices of new stamps, postal chit-hat, advertisements, &c, fill the remaining space, and altogether the publication is well worth the modest sum of five cents at which it is rated. With every wish for its success, we commend it to the notice and patronage of the world of postal amateurs. —————

Vol. 3, July. 1, 1865, Page 110

THE 'PORTO STERMPLE' ENVELOPES

TO THE EDITOR of the "STAMP COLLECTING MAGAZINE"

————— Reverting to the subject of Connell essays, there is a proof of this stamp now offered in Orange; a sure sign that the die has not been destroyed. I would advise collectors not to be in any hurry to purchase these, as they probably will be produced in any quantity or any colour, after the well known habit of reprints.

I remain, yours truly,

EDWARD L. PEMBERTON

Edgbaston —————

Vol. 3, July. 1, 1865, Page 112

ANSWERS TO CORRESPONDENTS

ABRAHAM. - Your 5 cents CANADA envelope stamp is decidedly a forgery, and by no means a good one. - The 1¢ of that colony is not obsolete. Perhaps you mean the halfpenny, which has been long disused.

World War I Auxiliary Covers - Church Army Huts

Bob Bayes

Envelopes and stationery were supplied by Canadian churches to soldiers and sailors during the Great War through recreation halls known as Church Army Huts. Below are listed a number of varieties I have organized as part of the story of soldiers' communications with loved ones back home.

Type I - Crossed Flags - in black

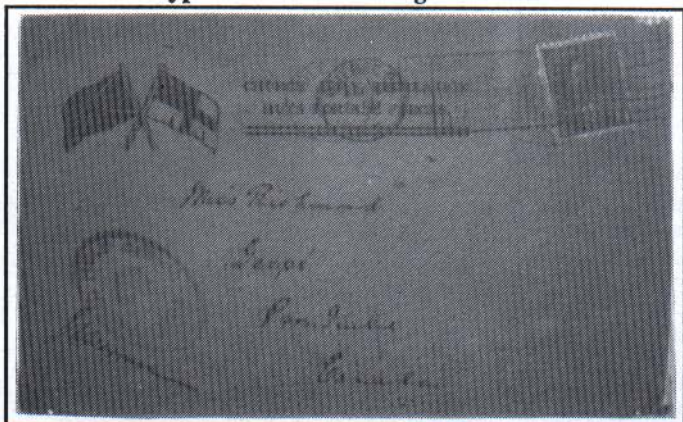


Type II - Crossed Flags - in red and blue



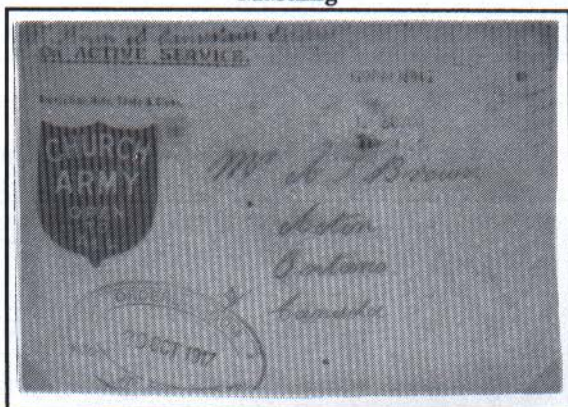
Addressed to the United States, but as the United States was not involved in the War at this time, but was neutral, it did not recognize the Free Franking Privilege of any country. Therefore, the Postage Due charge of double the deficiency of two cents.

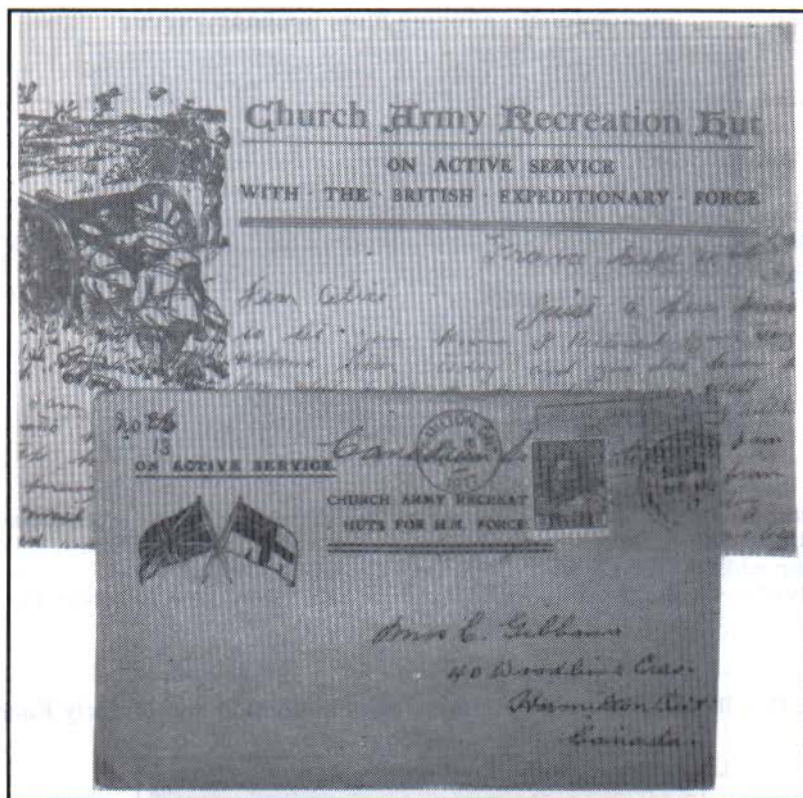
Type III - Crossed Flags in black



British in origin but used by Canadians, even though the agreement between Canada & Great Britain didn't go into effect until 28 July 1917, this cover sent on March 9, 1917 has this stamp added by the Canadian Exchange Offices for Overseas Mail. A variety of this is extant with 'ON ACTIVE SERVICE' in the upper left above the flag.

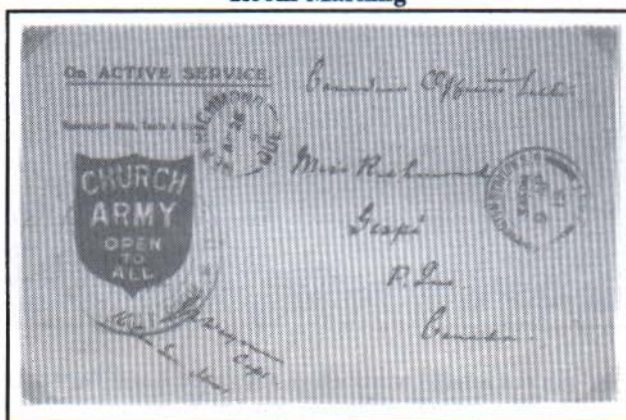
Type IV - Red Shield with Godalming Machine Cancel and Orderly Room Marking





Although this stationery is British it was available to Canadian Service Personnel.

Type IVa - Red Orange Shield with Ontario General Hospital Orderly Room Marking



Type IVb - Orange Shield on Buff Cover (Shield Larger than the other two)



Church Army Huts - Type V



Large Greek letters CHI RHO (XP) which are the first two letters of the word Christes, and in themselves, the emblem of early Christianity, enclosed in Large Black Maple Leaf.

Catholic Army Huts - Knights Of Columbus





ON ACTIVE SERVICE

ADDED



Beginning on July 28, 1917, Soldier's mail could be sent Post Free. This cover was mailed from Britain on August 16, 1918, & received in Fort William, Ontario on Six September 1918. When the addressee could not be found it was sent to Winnipeg Dead Letter Office on October 22, 1918 and then to the Dead Letter Branch in Ottawa on October 30, 1918.



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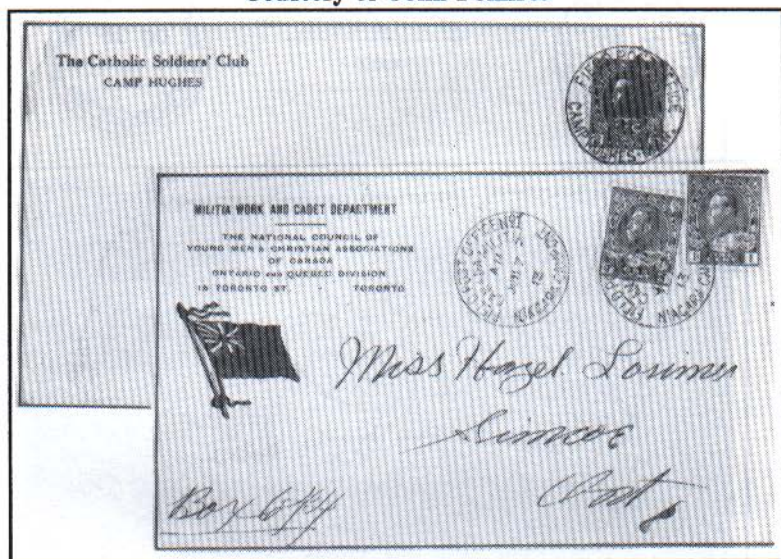


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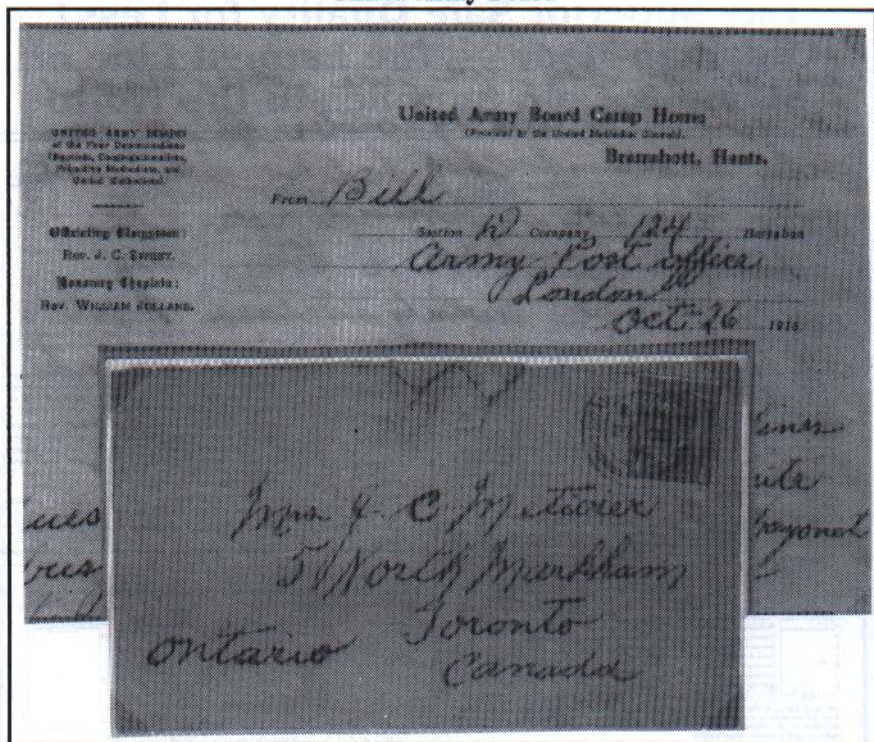


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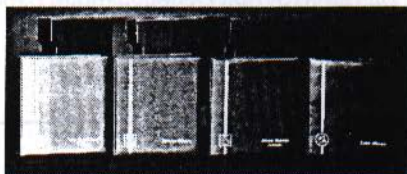


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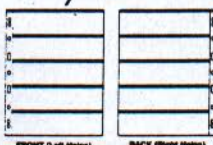
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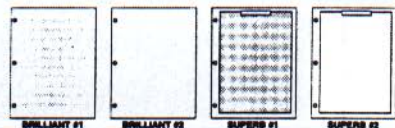
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10¢ N.S. Bill Stamp paying the 12½¢ Rate to England



Halifax, N.S. August 27, 1869 to London, England via the R.M.S. *Etna* with an arrival marking SP. 1869. This cover was franked with a 10¢ Third Bill stamp overprinted N.S. The color and the size of this stamp was identical with that of the 12½ Large Cents which was issued to pay the rate to the U.K. The term "Unique" could be applied to this cover without any great worry.

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A Wreck Card



This card was used in 1898 from Canada to England. It bears a Winnipeg 3 JA 24 98 MAN Squared Circle and paid the 2¢ UPU postcard rate to Britain. In transit it was damaged, most probably in a ship wreck. The boxed "DAMAGED BY IMMERSION / IN SEA WATER" red handstamp was applied in Britain, and it appears the card was forwarded under cover as there are no further postal markings.



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First Day Covers of the Classic Issues of Canada

Part 11 - First Day Covers of the Definitive Postage Stamp (Scroll) Issue of 1928-29 (Sc. 149-159)

Melvin L. Baron and Stan Lum

Because the regular postage stamp designs (the King George V Admiral design) had been in use for sixteen years, the Canadian Post Office Department decided to issue a new definitive series of postage stamps in 1928. The definitive issue of 1928-29 consists of a series of eleven stamps. The series is often referred to as the "scroll" issue because the printing "CANADA" appears at the top of each stamp in a scroll design. The stamps are also bilingual with the words "postes" and "post" appearing in the designs.

Two types of stamps were issued in the new definitive series. The six lower values below the ten cent denomination show a contemporary portrait of King George V as their design. The five values above the eight cent denomination show pictorial designs depicting Canadian scenes of geographical and industrial interest. These five higher value pictorial stamps mark a significant new development in Canadian definitive postage stamp issues. The higher values of all previous definitive issues portrayed members of the royal family. Starting with the definitive issue of 1928-29, all higher values of new definitive issues were used to show geographical and industrial scenes of Canadian interest.

Six of the eleven values of the regular issue were issued on different dates in 1928. One lower value stamp, the 4¢ bistre, Sc. 152, was issued in 1929. The four highest values were issued early in 1929, all on the same date.

Jarrett [1, Pg. 96] quotes from a letter from the Post Office Department as follows:

"Commemorative issues such as the Confederation issue are always temporary issues and as soon as practicable the service reverts to a permanent issue, which is now being done in respect to the 1¢ and 2¢ denominations in the new design."

"Other denominations are being provided for as soon as possible, and for purposes of economy, changes have not been made until it becomes necessary."

It appears from this letter that as stocks of the Confederation and Historical issues became exhausted, replacements would be made with the new design King George V definitive issue, and that these new stamps would continue in use for an indefinite period. Thus, no general announcement of the dates of issue of the definitive issue of 1928-29 appears to have been made to collectors, and stamps were issued on various dates on an "as required" basis.

The eleven stamps of this issue together with their first day of issue dates are listed below in Table I.

Table I Definitive Issue 1928-29

First Day Of Issue Dates and Printing Details

(A) King George V Portrait Regular Issue - Sc. 149-154

All six stamps show a portrait of King George V taken from a photograph by the studio of Lafayette, London. Patrick [2] notes that the portrait was originally engraved for the Canadian one dollar bill, and was re-engraved in a smaller size for this issue.

(1) Sc. 149 - 1¢ orange - October 29, 1928 - First Day

Printed in sheets of 400 subjects which were cut into Post Office sheets of 100 subjects each. Plate Numbers 1-6 were used.

(2) Sc. 150 - 2¢ green - October 17, 1928 - First Day

Printing details similar to Sc. 149. Plate Numbers 1-11 were used.

(3) Sc. 151 - 3¢ dark carmine - December 12, 1928 - First Day

Printing details similar to Sc. 149. Plate Numbers 1-3 were used.

(4) Sc. 152 - 4¢ bistre - August 16, 1929 - First Day

Printing details similar to Sc. 149. Plate Number 1 was used.

(5) Sc. 153 - 5¢ deep violet - December 12, 1928 - First Day

Printing details similar to Sc. 149. Plate Numbers 1-3 were used.

(6) Sc. 154 - 8¢ blue - December 21, 1928 - First Day

Printing details similar to Sc. 149. Plate Numbers 1-3 were used.

(B) Pictorial High Value Stamps - Sc. 155-159

The Canadian Post Office Department, for the first time, portrayed Canadian scenes of geographical and industrial interest on these high value stamps.

(7) Sc. 155 - 10¢ green - December 5, 1928 - First Day

The vignette depicts "the Ice-crowned Monarch of the Rockies" and is from a watercolor painting by F.M. Bell-Smith, RCA. The painting shows Mount Hurd in British Columbia together with a totem pole at each side of the stamp. Printed in sheets of 200 subjects which were cut into Post Office sheets of 100 subjects each. Plate Numbers 1-3 were used.

(8) Sc. 156 - 12¢ carbon blue - January 8, 1929 - First Day

The stamp, engraved from a photograph, shows a view of the famous Quebec Cantilever Bridge. This steel bridge, which spans the St. Lawrence river near Quebec City, was a major engineering achievement

when completed in 1918. Its main span is 1800 feet long. Same printing details as Sc. 155. Plate Numbers 1-2 were used.

(9) Sc. 157 - 20¢ red - January 8, 1929 - First Day

Stamp shows the harvesting of the wheat crop in Canada on a western homestead near the foothills of the Rocky Mountains with a trans-continental train in the background. The harvesting is being done with horse drawn equipment. The stamp typifies the agricultural industry of Western Canada. Same printing details as Sc. 155. Plate Numbers 1-3 were used.

(10) Sc. 158 - 50¢ blue - January 8, 1929 - First Day

Stamp shows the Canadian fishing schooner "Bluenose", racing off the Halifax, Nova Scotia harbour. It is a composite picture made from photographs taken by W.R. MacAskill of Halifax. The stamp publicizes Nova Scotia through its emphasis on shipbuilding, fishing, and seamanship. This stamp is considered by many to be the most beautiful stamp that Canada has issued. Plates No. 1 (200 subjects) and 2 and 3 (100 subjects each) were prepared, but Plate No. 1 was not used because of manufacturing defects. Sheets of 100 subjects each from Plates 2 and 3 were used.

(11) Sc. 159 - \$1.00 olive green - January 8, 1929 - First Day

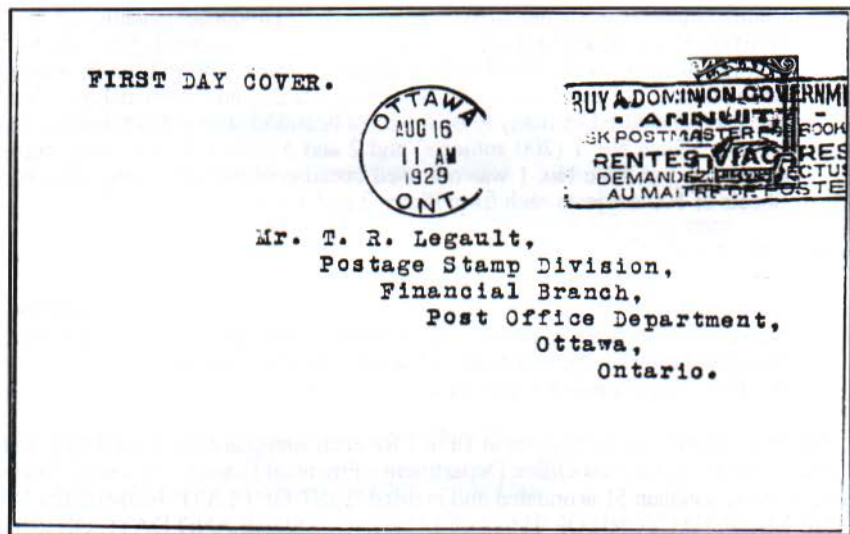
Stamp shows the Centre Block of the Parliament Buildings in Ottawa with the Peace Tower in the middle. The Peace Tower contains the Memorial Chamber honoring the war dead of Canada. Printing details were similar to Sc. 155. Plate Number 1 was used.

The First Day of Issue dates given in Table I for each stamp are confirmed by a bulletin - list, Ph. 51, issued by the Post Office Department - Financial Branch - Philatelic Division, Ottawa, Canada. Bulletin 51 is undated and is titled "LIST OF PLATE NUMBERS USED IN THE MANUFACTURE/OF THE FOLLOWING ISSUES AND DATE OF ISSUE." The list is issued by H.E. Atwater, Financial Superintendent and contains Date of Issue and Plate Number Information of Canadian stamp issues starting with the Confederation and Historical Issues of 1927 and extending through the King George VI regular issue of 1943. The date of issue information given in Ph. 51 for stamps of the definitive issue of 1928-29 coincides with the dates shown in Table I.

First Day covers for all values of this issue are scarce and those of the higher pictorial values are rare. The authors are aware of only one complete set of eleven First Day Covers, each with a single stamp postmarked at Ottawa, Ontario, the city of issue for the stamps. This set was prepared by T.R. Legault, Accountant in Charge, Postage Stamp Division of the Canadian Post Office Department and some covers are addressed to himself and some to Mr. A.F. Brophy. Brophy is sometimes spelled as Brophey on the covers. Brophy was a friend of Legault and a prominent Canadian collector. Collectors of Canadian First Day Covers owe a debt of gratitude to T.R. Legault who was responsible for making First Day Covers of many of the classic issues of Canada during the mid 1920-1940 period. His major contributions to the Canadian First Day Cover field can be compared to those of Edward Worden and Phillip Ward for United States First Day Covers.

The 4¢ bistre stamp, Sc. 152, was issued on August 16, 1929 which was considerably later than the other low value stamps in this issue. First Day Covers of Sc. 152 are very scarce and one such cover is shown in Figure 1. Single stamps of the five high values, Sc. 155-159, on First Day Cover are rare and First Day Covers for the 50¢ Stamp, Sc. 158 and the \$1.00 stamp, Sc. 159 are very rare. First Day Covers for the three high value stamps of this definitive issue are shown in Figures 2-4 respectively. Each cover was made by Legault and is addressed to Brophy.

Figure 1 Very Scarce T.R. Legault First Day Cover of Sc. 152, the 4¢ King George V Definitive Issue of 1928-29. This is the only one of the low value stamps with King George V portrait that was issued in 1929.



While single stamps on First Day Cover range from scarce (low value definitives) to very rare (high value definitives), blocks and plate blocks of any value on First Day Covers are quite rare. A beautiful set on large multiple plate blocks on First Day Covers was made by Legault for most values up to and including the 10-cent stamp. These very important covers are unique and worthy of a special article. They will be reported on in detail in Part 12 of this Series on First Day Covers of the Classic Issues of Canada. No multiples of the higher value stamps, Sc. 156-159 are thus far known on First Day Covers.

Unofficial Cities

First Day Covers from cities other than Ottawa, Ontario, the official city, are generally not available. It appears that this issue was not distributed to major post offices throughout Canada for First Day sale. The only exception known to the authors is for First Day Covers of the 2¢ green value, Sc. 150. For this stamp, unofficial First Day Covers with single stamps are known from the cities listed in Table II.

Table II Unofficial Cities Sc. 150 - 2¢ Green

1. Kitchener, Ontario
2. Toronto, Ontario

Figure 2 Rare First Day Cover of Sc. 157, the 20¢ Pictorial stamp of this definitive issue. The cover addressed to Brophy was made by T.R. Legault.

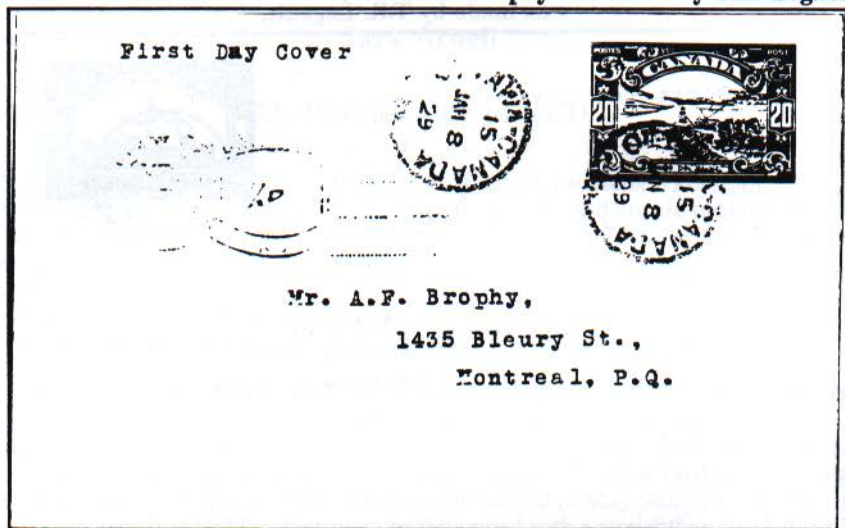


Figure 3 Very rare First Day Cover of Sc. 158, the 50¢ Schooner Bluenose pictorial stamp of this definitive issue. The cover addressed to Brophy was made by T.R. Legault.

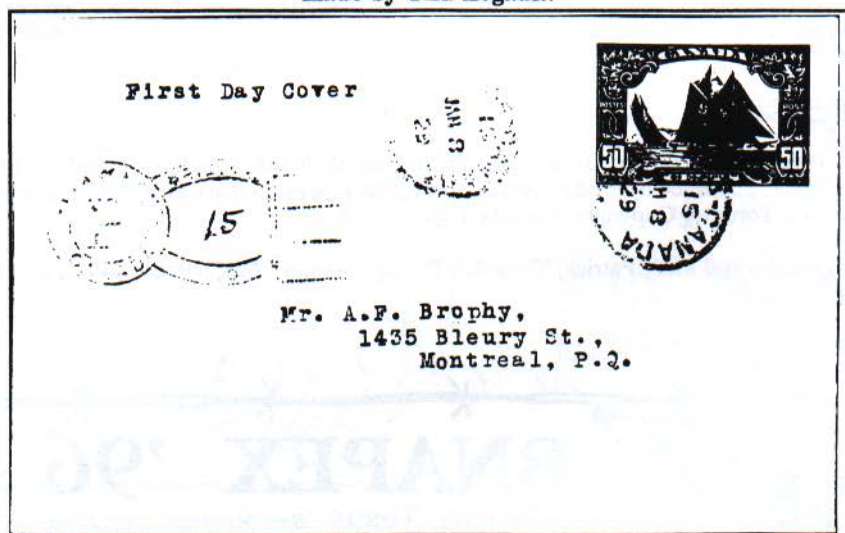
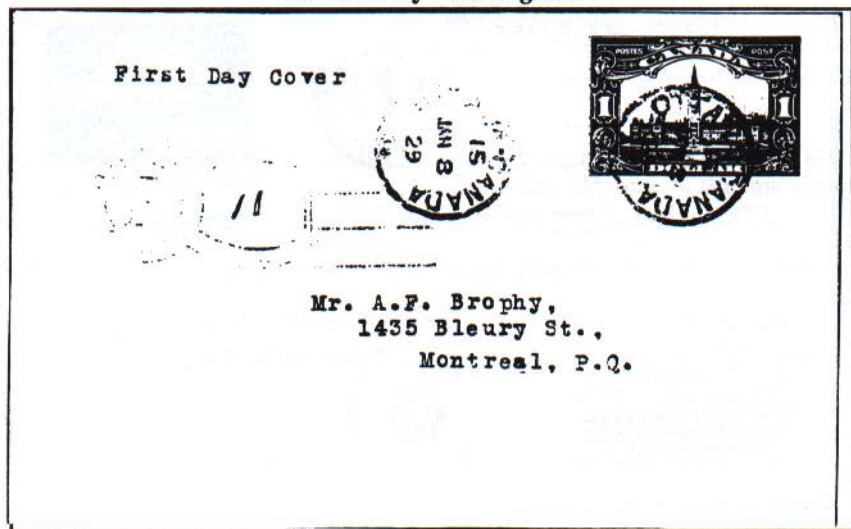


Figure 4 Very rare First Day Cover of Sc. 159, the \$1.00 Houses of Parliament pictorial stamp of this definitive issue. The cover addressed to Brophy was made by T.R. Legault.



Cachets

No cacheted First Day Covers are known for this issue. The authors are fairly certain that no cachets were made. Both the Legault and the Brophy First Day Covers have **FIRST DAY COVER** typed in the upper left portion of the envelopes.

References

- [1] Fred Jarrett, B.N.A. Book - "Stamps of British North America", Standard Priced Catalogue, published by Fred Jarrett, Toronto, Canada, printed in Canada by W.R. Phillips and Co., Toronto, Copyright, Canada 1929.
- [2] Douglas and Mary Patrick, "Canada's Postage Stamps," McClelland and Stewart Ltd., Toronto 1964.



Stories Behind My Covers

Jack Arnell

23. Postage Due in RED

Generally speaking, the B.N.A. post offices followed the General Post Office, London rules relating to the colour of ink used to designate prepaid and unpaid postage on letters, viz. *Red* for the former and *Black* for the later. As exceptions to this, I have four Falmouth packet letters, which on arrival at Halifax had unpaid inland postage from there to Quebec or Montreal marked in *red* manuscript, instead of *black*. The dates of these letters were 1800, 1801, 1814 and 1815. [It should be noted here that throughout the first half of the 19th century, the U.S. post offices used *red* ink to show postage due.]

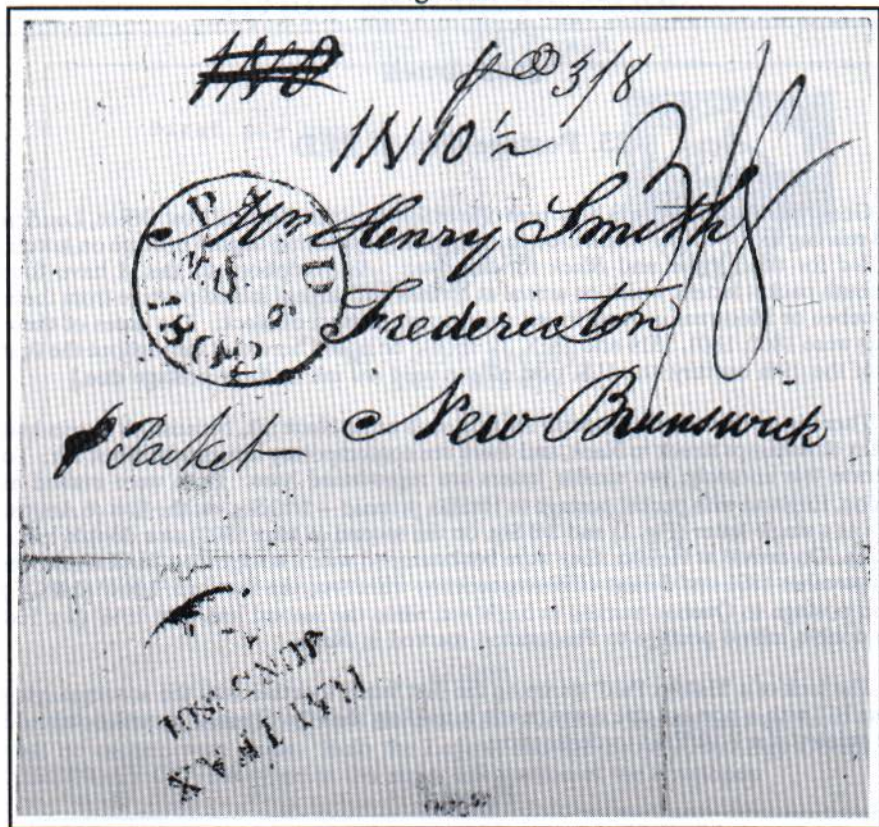
There is no obvious explanation for this, such as no *black* ink, because all letters had Halifax datestamps struck in *black*, and there are contemporary letters with *black* ink. To illustrate this anomaly, two similar letters are reproduced here. Both were mailed at London, England with packet postage to Halifax prepaid — 1/10 Stg. on the first (6 August 1801) as a single letter (Fig. 1) and 3/8 Stg. on the second (6 May 1802) as a double letter (Fig. 2). On arrival at Halifax, they were backstamped with a straightline 'HALIFAX' on 21 September 1801 and 3 June 1802 respectively. However, the first had '1 N 8' (1/8 Cy.) inland postage to Quebec marked in *bright red*, while the second had '1 N 10½' (2 x 10 Stg.) double inland postage to Fredericton marked in *black*.

The lack of a 'Halifax Paid' stamp on the first letter, together with the accompanying Letter Bill with a postage due entry, made it unlikely that the Quebec postmaster would have treated it a Post Paid to destination.

Figure 1.



Figure 2.



Study Group Centreline

Peter McCarthy

Vice-president for Study Groups: Jon C. Johnson, 9604 Kalamalka Road, Vernon, BC V1B 1L3

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

Study Groups

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

BNA Perfans: Steve Koning, 29 Balsam Ave., Toronto, ON M4E 3B5

Centennial Definitives: Leonard Kruczynski, 19 Petersfield Place, Winnipeg, MB R3T 3V5

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

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

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

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

Military Mail: Dean Mario, P.O. Box 342, Main Post Office, Saskatoon, SK S7K 3L3

Newfoundland: John Butt, 264 Hamilton Ave., St. John's, NF A1E 1J7

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New Groups Forming

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On The Fringes

This rendition of the Centreline was completed on the last day of September, an absolutely gorgeous day radiant with fall colours that only Quebec and northern Vermont can produce. After the wonderful summer, winter isn't going to be easy to take. This being the last issue of the year, may I take this opportunity to wish you all a very pleasant Christmas, and may the New Year bring you nothing but philatelic gold.

Paul Burega, the editor of Philigraphy Canada, has had an extremely busy year but managed to put out a two page newsletter covering the period from January to July in which he illustrates a Red Rose Tea stamp catalogue submitted by yours truly. The catalogue bears no date, but offers stamps as late as 1938. Is the membership able to shed more light as to when these catalogues were first published? At the time Red Rose seemed to favour H.E. Harris as the company to buy stamps from.

From the Centennial Definitive Study Group Newsletter, edited by Leonard Kruczynski, comes an excellent article on Papermaking & Fluorescent White Dies in Paper by Alexander E. Hutton Jr. The article will certainly answer many questions for those dealing in modern philately. An article on the Cole cacheted covers occupies the balance of the newsletter.

Bill Topping is the editor of the British Columbia Postal History Research Group newsletter. In the June issue he reports on PIPEX and the cancellations that came from it. Also shown are old and new B.C. cancellations with a feature article on Fire Valley. Alex Price sends in comments and illustrations of various C.P.R. ticket stamps. Bob Smith of Ottawa is publishing a list of all 30 mm cancellations and is asking the assistance of the B.C. research group is looking for new finds. Some are illustrated, and rounding out the newsletter is a request for the membership to check out their stock. The September issue of the B.C. newsletter has a feature on locomotive fireman Robert James Geddis. It is interesting that the B.C. research group should do something on a subject that could also be of interest to some in the R.P.O. group. However, the focus here is the routing of mail addressed to a particular person. The article is based on material supplied by Alex Price. The response to the request for early and late dates for British Columbia cancellations has produced a significant list revision. The membership is being asked to supply information on the Alaska Highway cancellations. The front page of the newsletter illustrates a lovely carved roller cancellation of Brilliant B.C. If you have any such that depict Peter Verigin, the group would appreciate hearing from you.

One of the principal contributors to the R.P.O. study group newsletter, edited by Bill Robinson, is Ross Gray. In this issue Ross extends thanks to several members for their assistance in his hammer study of the Fort William, Port Arthur runs and also the Toronto - North Bay runs. A new date has been discovered for the Arthabaska & Three Rivers G.T.R. No. 1, and another new discovery is shown for the Rouses Point & Montreal R.P.O. Four more illustrations with either explanations or questions follow. All are from Ross Gray. Charles Purdon submitted two illustrations of old Intercolonial Railway bills of lading. Finally, from Malcolm Smith, there is an illustration of Great Britain's Royal Mail Travelling Post Office.

Over a period of time, Dr. Jack Arnell, editor of the Transatlantic Mail Study Group newsletter, has presented individual items on the subject of The 2½d Provincial Postage On Packet Letters. Now Allan Steinhart has sent his notes along with some beautiful illustrations. All of these are published in the July issue of the newsletter. The September issue of the newsletter is taken up with illustrations and explanations of eleven of the fifteen pages in the one-frame study group exhibit that was a new convention feature beginning with BNAPEX '95. Illustrations of the final four pages will appear in the next newsletter.

The July issue of the Canadian Military Mail Study Group newsletter was edited by Bill Bailey and Ritch Toop. Two articles under the Toop byline entitled Canadian Record Office - Old Bailey, and Force "C" Hong Kong appear therein. The second should have military postal historians scurrying to their holdings to see if they might not have a censor 120 marking on hand. World War I hospitals are listed, and rounding out the newsletter is a patriotic postcard and one of the hospital ship *Araguaya*. The August - September newsletter has the group back on track with Colin Campbell and Ken Ellison editing this issue. The good news is that Dean Mario has volunteered to edit the next three issues. The two feature articles in this issue are submitted by Brian Plain. The first is Canadian Military

Mail From South East Asia 1939 - 1945 (specifically Burma) and the second is Canadian Military Hospital Ships. The feature ship is *HMHS Letitia*. Colin Campbell has an article on Samuel Benfield Steele. Under difficult circumstances the group has still managed to put out some good newsletters.

From the Air Mail Study Group newsletter, edited by Basil Burrell, are two illustrations of cacheted covers showing C3 as having been issued in conjunction with the 200th anniversary of the birth of George Washington. The three feature stories following are Maritime and Newfoundland Airways - Revisited (with beautiful colour illustrations), Canadian Airways - Revisited, and a further article on stamp C3. John Wannerton ends the newsletter with a description of a lovely illustrated cover.

Corgi Times, edited by John Arn, has several ongoing feature articles each issue. Paper Trails by Rick Penko discusses the reflectance test made on copies of the Charlottetown 200th anniversary stamp and the Sir Issac Brock 200th anniversary issue. John Burnett discusses at length the collecting of the Wildlife issue of 1953 - 1957. That article first appeared in a March issue of Linn's. Section IX of the newsletter deals with what is known as All Other within the Elizabethan era. Several interesting covers are submitted and explained by John Aitken. Bill Pekonen closes things out with a find on the 1966 Christmas stamps that he has termed the "Blue Streaker" and the "Brown Streaker". He is already credited with finding the "Red Streaker". The July-August issue of Corgi Times also covered the first part of September. John Schmidt is out with a revision to his Survey Of Recent Canadian Definitive Stamps and a typographical error in one of the Canada-Mexico Migratory Wildlife Stamps is reported. The "F" in "faune" on the Kingfisher stamp is missing. Rick Penko, of Compass Communications Inc., is able to supply a completely acid free 8½ x 11 page for mounting philatelic material. This is of interest to all stamp collectors. Four illustrations showing the use of the paper and chemical industry stamps appear in the Karsh, Wilding and Cameo section. In a previous newsletter the editor presented a way of setting up an inventory for the Caricature series. In this issue Jean des Rivieres presents an alternate system that is worth studying. The philatelic portion of the newsletter closes with an article on the carmine postage dues, with illustrations.

In The Perforator, edited by Patrick Durbano, there is an article emphasizing the procedure for having a new find authenticated and listed. It's not hard to see why Patrick refers to the illustrated cover belonging to Jon Johnson as one of the prettiest perfin/first flight covers seen. The feature of the newsletter is the report on the ABC Perfin Survey. This project was carried out with the help of many members, all of whom are thanked. This survey is an excellent addition to the perfin literature.

Volume 8, number 4, of The Flag Pole, edited by Bob Thorne, covers a period from March to June. The bulk of the newsletter is taken up with the results of 'The Flag & Non-Flag Rarities' study group survey. This is an important study for flag collectors, and should remain at hand at all times. An update is given on the North Bay 'Enlist Now' flag, and Tom Almond has a little article entitled How Scarce Can You Get. It relates to David Sessions' recent survey of the flag and non-flag rarities. Another excellent newsletter from an interesting study group. The feature article of the September issue of the Flagpole is devoted to non-machine flags. It's a new direction for the group, and is sure to open up a whole new phase of flag study. You are encouraged to look through your holdings and comment on them.

The July/August issue of the Newfie Newsletter edited by John Butt features an article by Kevin O'Reilly – Labrador Offices, a listing of locations of, and the cancellations used by, Labrador post offices. Bob Dyer writes on the 1920 Provisionals, a most interesting article. Then, there is the final part of Palmer Moffat's Boxes and Ovals. This is an excellent study and belongs in the libraries of all students of Newfoundland postal history.

The Canadian Revenue Newsletter is edited by Fritz Angst. Although Fritz is somewhat late, this being the November/December 1994 edition, there are a couple of interesting articles. The first, entitled Earliest Reported Usage of Third Issue Bill Stamp, is submitted by R.A. Johnson. The feature article, however, is by Christopher D. Ryan – The Nature of, and Circumstances Surrounding the Printing of, the First Issue Of Canada's Bill Stamps. This is a follow-up by the author to his fourth quarter 1994 article in BNA TOPICS on Canada's first bill stamps. It certainly is a worthwhile piece of study material.

As usual, editor Daniel Rosenblat filled the September issue of The Slogan Box with another thirty pages of excellent articles for his readers. Although two slogans discussed - Canadian Military and Naval Anniversaries Related Slogans, and Armed Forces Day (dates) Journée Des Forces Armée – are very interesting, the feature article is probably the Address Related Slogans. This may reflect a bias on my part because I find these to be among my favorite slogans. Don't bypass the 'V' slogan article on the last page. It's a good update of what might be considered a very common slogan.

The August issue of the Fancy Cancel Study Group newsletter, edited by Dave Lacelle, is once more packed with valuable information. The feature article, however, comes from Chapter 3 of the new book - Leaf Cancels. On the last page are illustrations from the Smythies forgery reference collection. Both Allan Steinhart and Horace Harrison have submitted pages and pages of fancy cancels. Dave illustrates a few with comments.

Well, we now put another issue to bed. As usual the editors have done a superb job of informing the membership of what is going on within their individual groups. I want to welcome all new members to BNAPS, and if you have not as yet involved yourself with a study group, you are encouraged to do so. Your philatelic life will be that much richer for it.



Readers Speak

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

Dear Mr. Willson;



I would like to ask our readers if they have seen the postal marking as found on the copy of Scott 53 as illustrated, or any similar cancel from another railway station in Canada. The marking appears to read:

TRANSFER AGENT RICHMOND jc't.

AM

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12

97

Note the "OC" is inverted. I have contacted several knowledgeable R.P.O. collectors but have, as yet, found no one who has seen a similar cancel.

Colin Campbell

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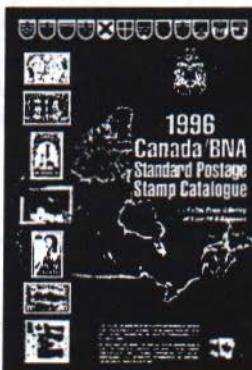
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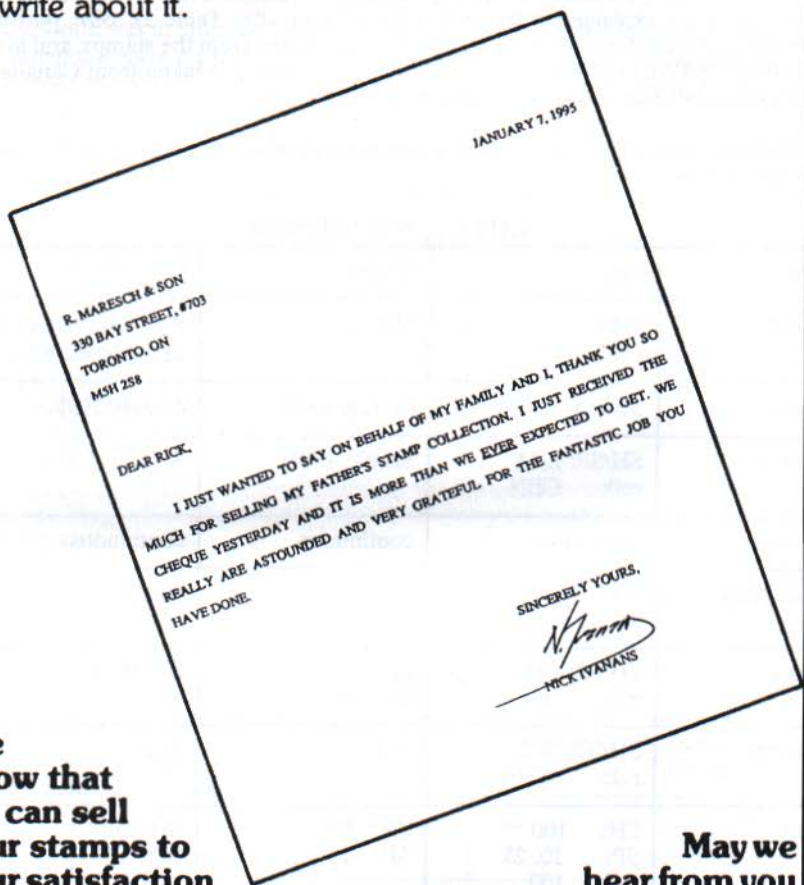
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New rates came into effect on August 1, 1995, and a full slate of sheet stamps, stamp packs and roll stamps was issued the day before the change. These are listed in Table 1 (abbreviations are explained at the end of the column, after Table 3). Size, perforations and number of teeth for both Tables 1 and 3 are measured from the stamps, and are given as (HORIZONTAL) x (VERTICAL); all other information is taken from Canada Post's booklet Canada's Stamp Details. All stamps have PVA gum.

It will be interesting to see if there are reprints by different printers, as there were for the previous sets.

TABLE 1: New Definitives

Issue	Flag	Queen	Fruit Trees
Value	45¢	45¢	SH: 52¢, 71¢, & 90¢ SP: 52¢ & 90¢
Issued	31 July 1995	31 July 1995	31 July 1995
Printer	SH/SP: L-M roll: CBN	SH/SP: CBN	SH/SP: CBN
Quantity	continuous	continuous	continuous
Size (mm)	SH/SP: 22 x 26 roll: 24 x 20	26 x 22	32 x 26
Paper	SH/SP: CP roll: P	SH: CP SP: P	SH/SP: P
Process	SH/SP: 5CL roll: 1CSE	5CL	5CL
Pane	SH: 100 SP: 10, 25 roll: 100	SH: 100 SP: 10	SH: 50 SP: 5
Tagging	G4S	G4S	52¢ & 71¢: G4S 90¢: 3-bar vert.
Perf	14.5 x 14.6	13.1 x 13.6	13.1 x 13.1
Teeth	16 x 19	17 x 15	21 x 17

A definitive booklet of ten 45¢ Greeting Stamps with fifteen stickers was issued on Sept. 1, 1995, selling for \$4.70 + GST. There are four each of the pen, heart, and bride-and-groom stickers, plus three of a new sticker showing a maple leaf in Fall colours. Data for

the stamps are: Printer, A-P; Gum: pressure sensitive; Process: 5CL (Canada's Stamp Details for Sept./Oct. says 6CL, but the booklet itself shows only five colour dots); Paper: J.A.C./Coated Papers; Tagging: General tagged, all around.

A commemorative greeting stamp booklet showing aspects of the chiropractic profession was issued on Sept. 15, 1995, with the same data as the definitive booklet. No quantity is mentioned in the Details booklet.

The 43¢ rate was in effect for two years and seven months, the longest that the letter rate has remained constant since the 17¢ rate of April 1/79 to Feb. 15/83 (when the rate almost doubled to 30¢). Table 2 shows the changes since 1993 for rates which can be paid by a single stamp.

TABLE 2: Recent Rate Increases

	Jan 1/93	Mar 1/94	Aug 1/95
standard letters to 30 g	43¢		45¢
standard letters 30 - 50 g	67¢	69¢	71¢
non-standard & oversize to 100 g	86¢	88¢	90¢
standard letters to USA, to 30 g	49¢	50¢	52¢
international letters to 20 g	86¢	88¢	90¢

In the previous column, the information that was not available for the table at press time was: Canada Flag - Quantity 15MM, pane of 20 stamps; Louisbourg - Quantity 15MM stamps, CP paper.

Table 3 lists the commemoratives issued since the last column. The data for the Manitoba 125th anniversary and for the Migratory Wildlife stamps are listed at the end of the table.

TABLE 3: New Commemoratives

Issue	Land Vehicles	Golf	Lunenburg Academy	Canada Day: Group of 7
Value	2 each 43¢, 50¢, 88¢ s-t	5 x 43¢ s-t	43¢	3, 3, and 4 x 43¢ s-t
Issued	26 May 1995	6 June 1995	29 June 1995	29 June 1995
Printer	CBM	A-P	CBN	CBN
Quantity	800M sheets	15MM stamps	15MM	870M sets
Size (mm)	43¢: 40x27.5 50¢: 48x27.5 88¢: 48x27.5	40 x N/A	26 x 40	40.0 x 40.5
Paper	P	CP	P	CP

Process	7CL	6CL	6CL	7CL
Pane	6 (SS)	10 (bklt)	25	3, 3, & 4 (three SS)
Tagging	G4S	G4S	G4S	FCP
Perf	12.5 x 13.1	13.5 x 13.1	13.1 x 13.0	13.0 x 13.4
Teeth	43¢: 25 x 18 50¢, 88¢: 30 x 18	27 x N/A	17 x 26	26 x 27

Manitoba: 43¢; July 14/95; A-P; 15MM; size 30 x 40 mm; CP; 5CL; pane of 20; G4S; perf. 13.3 x 13.0; 20 x 26 teeth.

Migratory Wildlife: 4 x 45¢ s-t; Aug. 15/95; CBN; 15MM stamps; size 27.5 x 40 mm; CP; 7CL; pane of 20; FCP; perf. 12.5 x 13.1; 25 x 18 teeth. [There was an error on the Kingfisher stamp, the letter "f" was missing from the word "faune". Canada Post discovered the error and had CBN re-issue the stamps on Sep. 26/95.]

Canada Post has also re-issued the 5¢ Rose Hip on Sep. 20/95 and the 10¢ Kinnikinnick on Sep. 1/95, both being printed by Ashton-Potter Canada Ltd. All the specifications on these stamps is the same as A-P's first printing, with the exception that the inscription now reads "Ashton-Potter Canada Ltd."

ABBREVIATIONS: 1CSE = one-colour steel engraving; 5(6,7)CL = five (six, seven) colour lithography; A-P = Ashton-Potter Canada Ltd; CBN = Canadian Bank Note Company; CP = Coated Papers; FCP = fluorescent coated paper; L-M = Leigh-Mardon Pty. Ltd; N/A = not applicable (depends on how the booklet was trimmed); M = thousand; MM = million; P = Peterborough; s-t = se-tenant; SH = sheet stamps; SP = stamp packs; SS = souvenir sheet.

The following new definitive stamp data was received after William Wilson had submitted his column. With his permission, I have included this data for our readers' information.

TABLE 1A: New Definitives (Reprints)

Issue	Flag	Queen	Fruit Trees
Value	45¢	45¢	SH: 52¢, 71¢, & 90¢ SP: 52¢ & 90¢
Issued	23 Sept. 1995	23 Sept. 1995	23 Sept. 1995
Printer	SH/SP: CBN	SH/SP: A-P	SH/SP: A-P
Quantity	continuous	continuous	continuous
Size (mm)	22 x 26	26 x 22	32 x 26

Paper	CP	CP	CP
Process	5CL	5CL	5CL
Pane	SH: 100 SP: 10, 25	SH: 100 SP: 10	SH: 50 SP: 5
Tagging	G4S	G4S	52¢ & 71¢: G4S 90¢: 3-bar vert.
Perf	SH/SP: 13.6 x 13.1	13.1 x 13.6	52¢ SH/SP: 14.4 x 13.8 71¢, 90¢ SH: 13.1 x 13.1 90¢ SP: 14.4 x 13.8
Teeth	15 x 17	17 x 15	52¢ SH/SP: 23 x 18 71¢ & 90¢ SH: 21 x 17 90¢ SP: 23 x 18

It should be noted that the reprint of the 45¢ Flag by CBN has a slightly lighter background than the L-M printing. This applies to both the sheet and booklet stamps.



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LITERATURE FOR REVIEW Send to Literature Reviews, c/o Robert Lemire (address above)
SUBSCRIPTIONS For members of the Society, \$12.50. This amount is included in membership fees and members automatically receive the journal. Non-members: \$20.00. For information contact the Secretary, Jerome Jarnick, 108 Duncan Drive, Troy, MI 48098. These should be sent to the Secretary.
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Indexes

At one time the index for each year's issues of BNA Topics was provided as an insert early in the following year. However, the last index published seems to have been for Volume 48 (i.e., for the issues for 1991).

Over the last several years, Charles Livermore has been working on a comprehensive index for all issues of BNA Topics, from Volume 1 to the present. Therefore, it was only natural that he would volunteer to help rectify the problem.

Thus, thanks to Charles, you will find a subject index for the current year (i.e., Volume 52) as pages 77-80 in this issue of Topics. Furthermore, assuming we have no problems with mailing the extra weight, you should find sheets with the subject indexes for BNA Topics Vol. 49, 50 and 51 inserted (loose) in the current issue. These have been set out in a format that is suitable for those members who wish to bind the index with each volume.

The comprehensive index that is being prepared contains entries arranged by subject and by author, and in future years space will be made available for both.

The subject headings in the enclosed indexes are representative of those being used in the comprehensive index. Much thought has gone into selecting useful headings, and specialists in various study groups have also been consulted. Further comments from members are welcome, and should be sent to:

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[1869 cover from Halifax to London, England paid with a 10¢ N.S. Bill stamp is illustrated.]; Lussey, Harry W. Oct/Dec 1995, #465 v52 n4 p47(1) il

Salvation Army

Salvation Army Covers of the Canadian Armed Forces. [Extensive illustrations of World War I covers. Brief early history of the Salvation is included.]; Bayes, Robert. Apr/Jun 1995, #463 v52 n2 p30(11) il

Smith, J.E. Asheton

100 Canada Pence Lots. [Smith collection of Canada Pence is offered at auction by Hennok.]; Apr/Jun 1995, #463 v52 n2 p1 il

Stamps

The 7/8d Upper Triangle Flaw. [Illustrations and descriptions of the flaws on the issue.]; Watt, James H. Jan/Mar 1995, #462 v52 n1 p61(3) il

Stamps - 1859 - First Decimals

An Abundance of Major Re-Entries on the One Half Penny. [Authors includes illustrations to clarify some of the confusions found in Boggs and Jarrett.]; Trimble, Ralph E. Apr/Jun 1995, #463 v52 n2 p3(8) il

Stamps - 1868 - Large Queens

Renumbering the Large Queens. [Comprehensive renumbering of the Large Queens is urged for all catalogs; suggested listings are provided.]; Sass, Roy. Jan/Mar 1995, #462 v52 n1 p40(7) tb

Large Queen Covers to Rome. [Covers to Rome are illustrated and their postal rates are discussed.]; Arken, George B. Apr/Jun 1995, #463 v52 n2 p15(5) il tb bi

Stamps - 1868 - Large Queens - 15¢

The Printing of Canada's 15 Cent Large Queen Stamp. [The goal of this article is to help collectors allocate a stamp to its correct printing or period, and to determine its genuineness.]; Menich, Stephen J. Jul/Sep 1995, #464 v52 n3 p33(8) tb

Stamps - 1870 - Small Queens

The Norman Brassler Small Queens. [Jim A. Hennok announces auction of Brassler's Small Queens collections.]; Jul/Sep 1995, #464 v52 n3 p1 il

Stamps - 1898 - Map Stamp

The "Muddy Water" 1898 Xmas Stamp. [Use of hydrogen peroxide may clean sulphurated ink on Map stamp.]; Pekonen, William. Jan/Mar 1995, #462 v52 n1 p32(4)

The "Muddy Water" 1898 Xmas Stamp: an Update. [Update to Jan/Mar 1995 article.]; Pekonen, William. Apr/Jun 1995, #463 v52 n2 p24(3) il

Readers Speak. [Additions to Pekonen article (Topics Jan/Mar 1995) on sulfurated stamps.]; Van Someren, Randall W. Jul/Sep 1995, #464 v52 n3 p63(2)

Stamps - 1911 - Admirals

First Day Covers of the Classic Issues of Canada. Part 10 - First Day Covers of the King George V Admiral Definitive Issue. [2 on 3 cent overprints of 1926 are shown on cover; the overprinting process is discussed.]; Baron, Melvin L.; Lum, Stanley. Jan/Mar 1995, #462 v52 n1 p48(8) il tb bi

Stamps - 1911 - Admirals - 3¢

Type 'E' Lathework of Plate 77, Admiral Issue 3¢. [3¢ brown Admiral shows only use of E type lathework.]; Bayes, Robert A. Jul/Sep 1995, #464 v52 n3 p41(2) il

work.]; Bayes, Robert A. Jul/Sep 1995, #464 v52 n3 p41(2) il

Stamps - 1928

First Day Covers of the Classic Issues of Canada. Part 11 - First Day Covers of the Definitive Postage Stamp (Scroll) Issue of 1928-29 (Sc. 149-159). Baron, Melvin L.; Lum, Stanley. Oct/Dec 1995, #465 v52 n4 p51(6) il tb bi

Stamps - 1964

Readers Speak; Provincial Flowers & Coats of Arms. [Follow-up on Dale Speirs article (Topics 462).]; Whalley, David. Apr/Jun 1995, #463 v52 n2 p56(2)

Stamps - 1966

The Broken Petals of the Pitcher plant. [Plate positions and illustrations of the varieties are presented.]; Speirs, Dale C. Jan/Mar 1995, #462 v52 n1 p56 il

Stamps - 1994

New Issues. [38¢ Greet More; Christmas; Berries definitives; Int'l Civil Aviation; Prehistoric Mammals; World War II.]; Wilson, William J.F. Jan/Mar 1995, #462 v52 n1 p71(2) tb

New Issues. [43¢ Flag (1994 and 1995); 43¢ Queen (1994), \$1 and \$2 (1995).]; Wilson, William J.F. Apr/Jun 1995, #463 v52 n2 p62

Stamps - 1995

New Issues. [43¢ Flag (1994 and 1995); 43¢ Queen (1994), \$1 and \$2 (1995).]; Wilson, William J.F. Apr/Jun 1995, #463 v52 n2 p62

New Issues. Willson, Victor L. Jul/Sep 1995, #464 v52 n3 p79(2) tb

New Issues. [New definitives - Flag, Queen and fruit trees. New commemoratives - land vehicles, golf, Lunenburg Academy and Group of 7. First class rates from 1993 to Aug. 1995 rates are included.]; Wilson, William J.F. Oct/Dec 1995, #465 v52 n4 p66(3) tb

United States

Transportation of Goods to Canada through the United States. Same song, second verse. [Letter of 1850 complains of shipping problems between the U.S. and Canada.]; Switt, Jeffrey A. Apr/Jun 1995, #463 v52 n2 p12(2) il

Kirkwall, Canada West to California, 1860. [Route of a 1860 letter is traced from Kirkwall, Canada West to California.]; Whiteley, David H. Oct/Dec 1995, #465 v52 n4 p32(2) bi

World War I

Salvation Army Covers of the Canadian Armed Forces. [Extensive illustrations of World War I covers. Brief early history of the Salvation is included.]; Bayes, Robert. Apr/Jun 1995, #463 v52 n2 p30(11) il

Problems with the Despatch & Receipt of Trans-Atlantic Mail: August, 1914 - December, 1914. [Problems involving individual ships are discussed. Ship illustrations included.]; Whiteley, David H. Apr/Jun 1995, #463 v52 n2 p41(9) il bi

World War I Auxiliary Covers - Church Army Huts. Bayes, Robert A. Oct/Dec 1995, #465 v52 n4 p38(7) il

World War II

Collecting Canada: Paper is a Munition of War. [Canadians urged to reuse envelopes during World War II.]; Burnett, John T. Jan/Mar 1995, #462 v52 n1 p37(2) il

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