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**VOL 54 NO 1**

**WHOLE NO 470**



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**BY LARRY R. PAIGE**

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# BNA TOPICS

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(continued on page 84)

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I want to thank all those who have submitted manuscripts to *Topics* over the last few months. Not that I have been totally inundated with material, but for the first time in a year I could plan this issue without wondering if another piece would come in time so *Topics* might go to press without cutting the number of pages yet again. Please keep the flow of articles coming, and if I seem slow to acknowledge your contributions, please remember I do have a full-time job in addition to editing *Topics*.

After a bit more than a year as editor, I have noticed a couple of trends. First, there is the ongoing problem of the lack of articles dealing with stamps. There are many members of BNAPS who collect only stamps, not postal history, not cancels. This does not seem to be reflected in the relative numbers of articles I receive on stamps and postal history (and hence what is published in *Topics*). There are a few submissions on stamps, and at present there are several articles in the system (at various stages of preparation) on perforations and perforating machines. It may be possible to put together several of these in a single issue of *Topics* (any chance for formation of a study group?). However there are almost no items on hand about the actual printing of stamps. Perhaps members of the Large and Small Queens and the Admiral study groups will generate some contributions.

Second, there are the pleasant surprises – the unsolicited, well-researched articles that occasionally appear on my desk from people I have never met, often people who have written little or nothing before. Not only do such articles make an editor's life easier, but they suggest there would be many more potential authors and articles if only the right impetus could be provided.

Barrie Atkinson of Winnipeg has volunteered to help with production of *BNA Topics*, and has started working up the layout of articles for future issues. His postal and e-mail addresses are provided on pg. 83, as there may be times he will contact authors directly about their articles. Please give him your cooperation; his help is most appreciated.

Last year it was CAPEX'96. This year it will be Pacific 97, an international exhibition in San Francisco, May 29-June 8. Just comparing the shows (and dare I say, the judging) could be fun. BNAPS will be represented, sharing a table with two other groups – the Royal Philatelic Society of Canada and the British Caribbean Philatelic Study Group. So, if you are coming to the show, be sure to drop by. Charlie Livermore has volunteered to take the lead in handling the BNAPS participation, but if you have an hour or two to spare, and want to help, I am sure he could use some time to see the exhibits and the dealers' tables.

---

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# Stories Behind My Covers

Jack Arnell

## 28. B.N.A. - France Letters (I)

The April-May-June 1996 issue of *Topics* had an interesting article by George Arfken and Charles Firby on Canadian letters to France in the 1851-1859 period [1]. This prompted me to check my holdings of such letters to see whether there were any which might augment this article. Finding several showing different or additional markings within and outside the time frame of the Arfken/Firby article, it seemed worthwhile to discuss them here and expand on the agreements in force to explain the postal charges.

Article 12 of the Anglo-French Postal Convention of 1 June 1843 established the British charge against the French at 3s. 4d. Stg. per ounce or 10d. Stg. per ¼ oz. or 7.5 grams on letters arriving from overseas by British packets and transiting Great Britain on the way to France. A Treasury Warrant dated 9 May 1843 established the British postage from B.N.A. to France via Cunard at 2s. 0d. Stg. per ½ oz. [4d. colonial inland postage + 1s. 8d. British charge]. At the same time, the French inland postage was 5 décimes (5d. Stg.)/¼ oz., resulting in total postages of 2s. 5d. Stg./¼ oz. and 2s. 10d. Stg./½ oz. Unpaid letters entering France from Canada were struck with a boxed 'COLONIES &c ART. 12.'

Figure 1: Montreal to Paris via British Packet, 1845

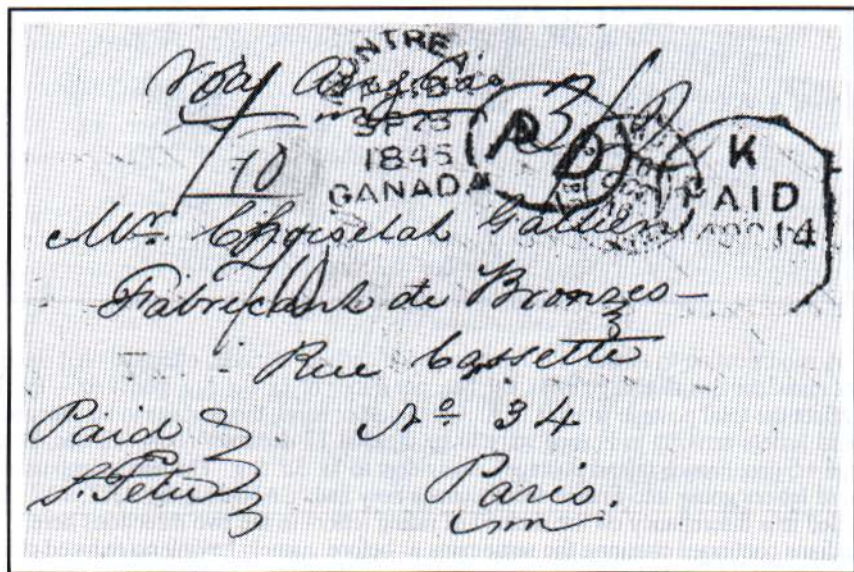


Figure 1 shows an example of these charges. The letter was mailed at Montreal on 28 September 1845, with 3s. 2d. Cy. postage prepaid as a half-ounce letter. The postage was

broken down on the upper left of the letter as 2s. 0d. Stg. British charge, plus 10d. Stg., representing 2 x 5 décimes French inland postage, for a total of 2s. 10d. Stg. Datestamped 'PAID' with a Montreal tombstone and forwarded in a closed bag to London. It was carried from Boston on 1 October by the Cunard *Britannia* – the colonial postage now being divided into 2d. Stg. (2½d. Cy.) B.N.A. postage and 2d. Stg. U.S. transit charge – and arrived at Liverpool on 14 October. It was dated stamped 'PAID' at London on the same day and struck with a large encircled 'P D' to confirm that it was prepaid to destination for the French post office, and sent across the Channel to Boulogne, where it was dated stamped with 'ANGL. BOULOGNE' two days later and forwarded to Paris.

Figure 2 shows a letter from Quebec City, dated 22 December 1845, which was carried privately to England and mailed at Manchester with the postage unpaid on 17 February 1846 (backstamp). It was also backstamped at London on the next day and similar to that in Figure 1 sent to Boulogne, where it was dated stamped two days later and rated 13 décimes postage due (10 déc. British charge + 3 déc. French inland postage to Carhaix).

**Figure 2: Quebec City to Carhaix, 1845, carried privately to England**



A modification to Article 12, relating specifically to Canada, effective on 1 January 1846, raised the British charge to 4s. 0d. Stg. per ounce or 1s. 0d. Stg. per ¼ oz. – this did not affect the total postage from B.N.A. On the other hand, the postage to be charged on unpaid letters arriving in France were to be rated at 17 décimes/¼ oz. (12 déc. British charge + 5 déc. French inland postage) equivalent to 1s. 5d. Stg. The handstamp used on unpaid letters going into France from Canada now had 'CANADA &c ART. 12.' This resulted in a discrepancy on the method of rating letters in the two directions here. The Canadians continued charging the same rates as before, namely having no reduced charge for ¼ oz. letters, while letters arriving unpaid in France, or mailed there with the postage prepaid, were rated as ¼ oz. letters. The next two figures illustrate this.

Figure 3 is a ¼ oz. letter from Montreal dated 13 August 1847 with 2s. 8½d. Cy. (2s. 5d. Stg.) postage to Paris, prepaid and struck with 'PAID', which followed the same route



Figure 3: Prepaid letter from Montreal to Paris, 1847



Figure 4: Unpaid letter from Montreal to Cognac, 1852



as that in Figure 1, being carried by the Cunard *Hibernia* from Boston on 18 August, and has similar markings.

Figure 4 is an unpaid letter mailed at Montreal on 24 October 1852 and marked with a *black* manuscript '1' to show the Canadian 1*d.* Stg. debit. It was carried by the Cunard *America* from Boston on 27 October to Liverpool on 7 November, backstamped at London on the following day and struck with a boxed 'CANADA &c ART. 12.' to confirm the postage due under Article 12 of the U.K.-France Postal Treaty as amended. The letter was sent on to Calais, where datestamped with 'ANGL. CALAIS' and rated 17 décimes postage due to Cognac (12 déc. British charge + 5 déc. French inland postage).

Another modification to Article 12 in 1854 and covered by a Treasury warrant dated 31 December 1854, with effect from 1 January 1855, reduced the single postage in both directions to 1*s.* 5*d.* Stg. (17 décimes).

I do not have a letter from B.N.A. to illustrate this change, but the last two figures from France do. Figure 5 was mailed in Paris on 29 May 1856 with 17 décimes postage prepaid, which was shown on the back in *black* manuscript, and struck with a small *red* boxed 'PD'. Datestamped 'PAID' at London on the next day and put in a closed bag for Quebec. It was carried by the Cunard *Arabia* from Liverpool on 31 May, and arrived at New York on 13 June. It was backstamped at Quebec two days later.

**Figure 5: Prepaid, Paris to Quebec, via Liverpool and New York, 1856**



Figure 6 is an unpaid letter mailed at Paris on 2 October 1856. It was backstamped at London two days later and sent to Liverpool in the open mail. Struck with a packet office lozenge there on 7 October and forwarded in a closed bag by the Allan *North American* the next day direct to Quebec, arriving on 22 October. It was backstamped there the next day, but was incorrectly rated 1*s.* 1½*d.* Cy. postage due as a letter from Great Britain. This was corrected to 1*s.* 7½*d.* Cy. (1*s.* 5*d.* Stg.).

Figure 6: Unpaid letter from Paris to Quebec via Liverpool, 1856



**Reference**

- [1] Arfken, G.B. and Firby, C.G., "Canadian Letter Mail to France, April 1851 - June 1859", BNA Topics, Vol. 53, No. 2, pp. 10-18 (1996).

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# Canadian Letters to the American West in the 19th Century – Part II <sup>1</sup>

Victor L. Willson

## Post-1875 Territorial Destinations

### The Great Plains

While the rate from Canada to the U.S. went down from 6 cents per half ounce to 3 cents on Feb. 1, 1875, some destinations were just as remote as in earlier times. Figure 12 shows a cover to Rawlings Springs, Wyoming Territory, renamed Rawlins about the time of the letter. Sent from St. Anicet, CE, on Sep. 20, 1876, the cover is the earliest I have recorded to Wyoming Territory and represents a very early letter to this region. Rawlings Springs was an end-of-track town during the building of the Union Pacific in 1868 but was little more than a water stop for years thereafter. In all of Wyoming by 1876 there was only a handful of towns, with really nothing north of the rail line except several forts. Custer and the 7th had been wiped out to the north only three months before. The cover was advertised on Oct. 2, returned to the Chicago DLO on Nov. 13, and to the Canada DLO on Dec. 5.

**Figure 12: A Letter from St. Anicet, Quebec, to Rawlins, Wyoming Territory, but Unclaimed.**

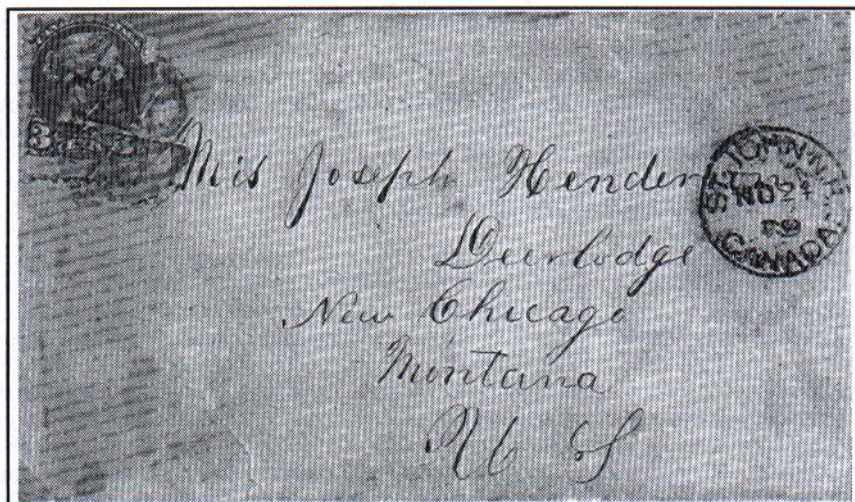


As was noted earlier, mining camps in what became Montana began in 1862 with incorporations in 1863, first in Virginia City, then Helena. Most reached those diggings via South Pass and the old Oregon Trail via Fort Hall. No covers in the 1860s to the Montana gold fields have survived. Even more surprising is the paucity of covers in the 1870s. In Figure 13 is shown a cover from St. John, NB, Nov. 24, 1879, to New Chicago, a gold camp

1. Part I of this article appeared in BNA Topics, Vol. 53, No. 4, pg. 5-13 (1996).

with a post office from 1872 to 1908, situated near Deer Lodge. Both are northwest of Virginia City. Mail to these sites was carried by stage and freight teams from Fort Hall until well into the 1880s. I have seen at least one other Montana cover in the late 1870s and so do not know whether the item shown in Figure 13 represents the earliest Montana cover from Canada in the hands of collectors.

**Figure 13: A Letter from St. John, N.B., Nov. 24, 1879, to New Chicago, Montana Territory.**



**Figure 14: Eastern Canada to Western Canada through the United States. A Letter from Carlisle, Ont., July 27, 1882, to Bow River, North West Territories, via Fort Benton, Montana Territory.**



Mails after 1873 for the Northwest Mounted Police and settlers in the Bow River region that would become Calgary were noted to be sent "via Fort Benton." Fort Benton was begun as an American Fur Trading Co. fort in 1846, and became the head of navigation for steamboats on the Missouri River. Until the Northern Pacific and Great Northern finally crossed Montana in the 1880s, Fort Benton was the trade center for the entire northern plains and mining region, and an alternate route to the gold fields. The Missouri was not navigable except from the late spring to early fall. Figure 14 shows a cover for "Major James Walker, Bow River, N. W. Territories by Fort Benton, Montana." Walker is a well known Canadian figure who left the NWMP to manage the Cochrane ranch in the area. The cover was sent from Carlisle, Ont., July 27, 1882, and would have gone by rail to Chicago and a Missouri River port such as Sioux City or Omaha, where it would have been put on a steamship for Fort Benton. Mail from Fort Benton to the north was carried as part of freighting up the Whoop-up Trail. I have a note that a mail contract to Canada existed, but I have no documentation for it. The earliest such item is a Canada post card dated Nov. 18, 1880, from Winnipeg to "J. A. McIlree, Inspector, NWMP Fort Walsh, NWT, via Fort Benton." I have recorded nine Whoop-up Trail covers to date.

To the east of Montana lay the Sioux lands of Dakota. These must be considered in two phases. First, Pembina, Minnesota Territory (later Dakota Territory) was the destination for mails carried via the U.S. to Red River Settlements. The earliest items I have recorded to Red River were lots 91 and 92 of the de Volpi sale, a registered letter and a 10 cent decimal letter sent via St. Paul and Pembina in March, 1860. Figure 15 shows an 1861 cover to Red River from Toronto, Feb. 25. Only five covers to Red River have been recorded before the 1870 entrance of Manitoba into confederation. Two are stampless, two franked with 10 cent stamps, and one with 5 and 10 cent decimal stamps in 1862, apparently assumed to be the 3000 mile rate. A fair number of covers franked with U.S. stamps from Pembina to Canada are known, and one cover franked with two 3d beavers. The stamps were known to have been affixed at Fort Garry and canceled once across the line at Pembina.

The rest of Dakota Territory remained without mail for many years thereafter except for several forts along the Missouri. No Canadian mail for these forts has surfaced to my knowledge. Figure 16 shows a cover to Valley City, Dakota Territory from Guelph, Ont., May 31, 1886, which is fifty miles west of Fargo. While much later than possible to some destinations in the Black Hills, this cover represents an early date for non-Pembina mail; I have seen no western Dakota covers in the 1870s. Rail service the entire way was probable for this cover.

In Figure 17 an item is shown that might properly have been listed in the earlier section – a cover to Bellevue, Nebraska, near Omaha, from Van Kleek Hill, Ont., Nov. 28, 1871. This cover would have traveled the entire way by rail. I have seen no earlier Nebraska covers. Since there were forts along the Oregon Trail from the 1840s, it is possible that quite early covers could exist. The likelihood of their survival is slim, however.

### **The Southwest**

While we saw mail to New Mexico Territory as early as 1873, mails for Arizona Territory from Canada appear elusive. In Figure 18 is shown one of a pair of covers I acquired to Fairbank, Arizona Territory, from Selwyn, Ont., Mar. 22, 1892 (the other was mailed Ap. 2). Fairbank was a remote mining town in the extreme south of the Territory. Mails would have gone by rail to Bisbee via Detroit, then either *via* Santa Fe or down to Texas and the Southern Pacific, then to feeder lines.

### **The Pacific Northwest**

No covers have been recorded to Washington Territory from eastern Canada in the

1859-1871 period. Obviously there are a number of covers from B.C. in the provincial period, and both paste-up Wells Fargo covers and addressed covers in the immediate post-confederation period are well known. Western commerce up and down the Pacific Coast would account for most Washington Territory mail, and mail from eastern Canada would go to B.C. Figure 19 shows a cover from Clinton, B.C. to Freeport, Washington Territory dated Apr. 4, 1876.

**Figure 15: An 1861 cover to Red River from Toronto, Feb. 25, sent through Pembina.**



**Figure 16: Guelph Ont., May 31, 1886, to Valley City, Dakota Territory, backstamped Valley City, June 4.**

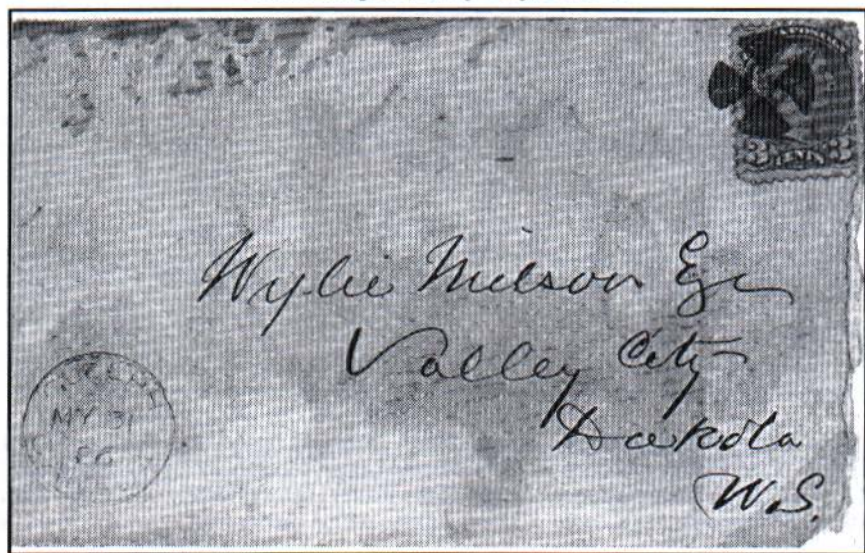


Figure 17: An 1871 letter from Ontario to Belleville Nebraska



Figure 18: Letter from Selwyn, Ont., Mar. 22, to Fairbank, Arizona Territory (Mar. 28 Fairbank backstamp)

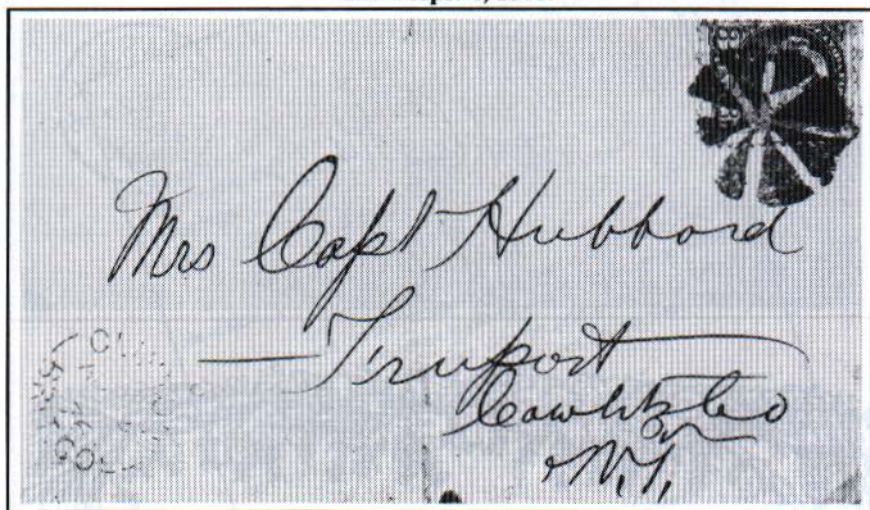


The culminating event in 19th century North American history was the Klondike gold rush. The postal history has been well documented, most recently by Gray Scrimgeour [1] and Kevin O'Reilly [2] in the special issue of the Postal History Society of Canada Journal (1996). Scrimgeour [1] showed a 3 cent Jubilee with a manuscript "Dawson, 8-11-97"



marking to Friday Harbor, Washington, certainly one of the earliest covers from the Yukon bearing Canadian stamps. Figure 20 shows a cover from Dawson, Sep. 27, 1900, to Skagway, Alaska Territory. It is possible that covers from Dawson to Dyea or Skagway exist as early as late summer 1897. Mail into the Yukon has been discussed by Scrimgeour, and it seems possible that the earliest letters from Canada would have gone to Fort Cudahy in the early 1890s, but only one cover has survived, from the U.S. Mail was received in Dawson in June, 1897, so covers from that period may exist. Again, the use of envelopes for a variety of reasons in a remote location, combined with numerous fires in Dawson, severely reduces the number of covers that can be expected to have survived.

**Figure 19: A cover from Clinton, B.C. to Freeport, Washington Territory dated Apr. 4, 1876.**



### Wrapup

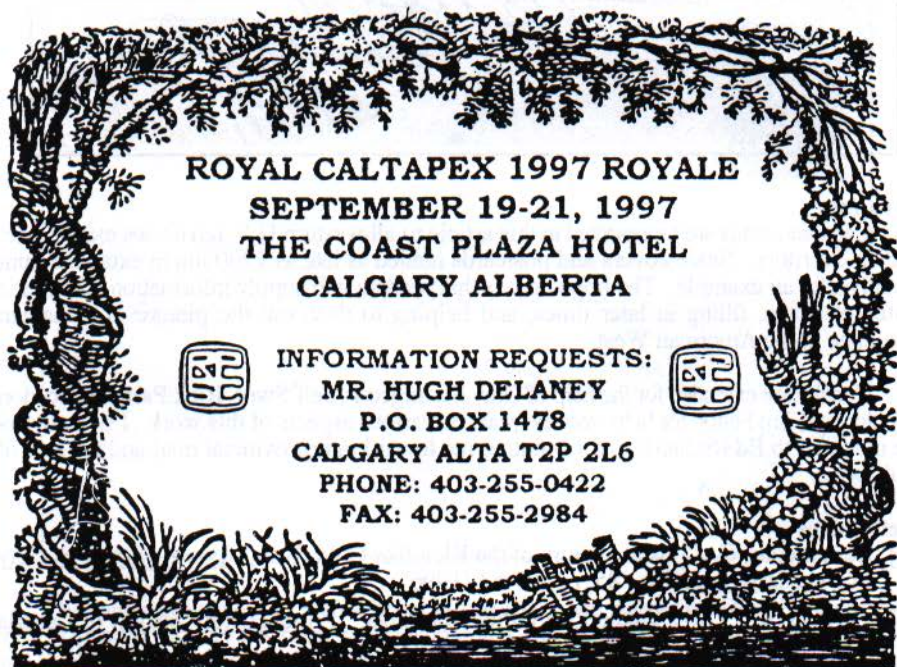
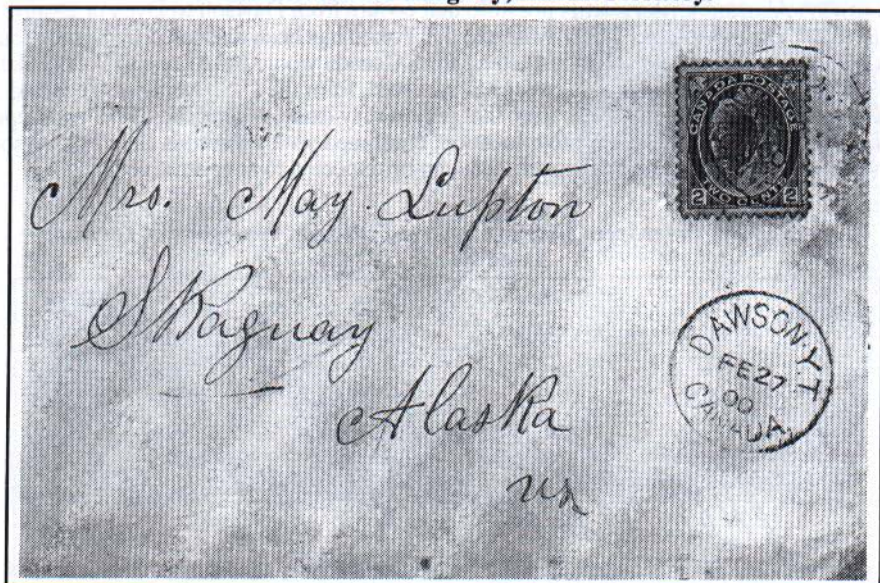
Canadian mails are represented in this article to all western U.S. territories except one: Indian Territory. Since covers and postcards mailed as late as 1900 might exist, the hunt is still on for an example. The hope here is that readers will supply information advancing dates of usage, filling in later times, and helping to flesh out the picture of Canadian presence in the American West.

Thanks are extended for the help of Gray Scrimgeour, Jeff Switt, Rick Parama, Gordon Bleuler, and Jim Felton for help over the years on various aspects of this work. I will always be indebted to Ed Richardson for pointing me toward interprovincial mail and the lure of California.

### References

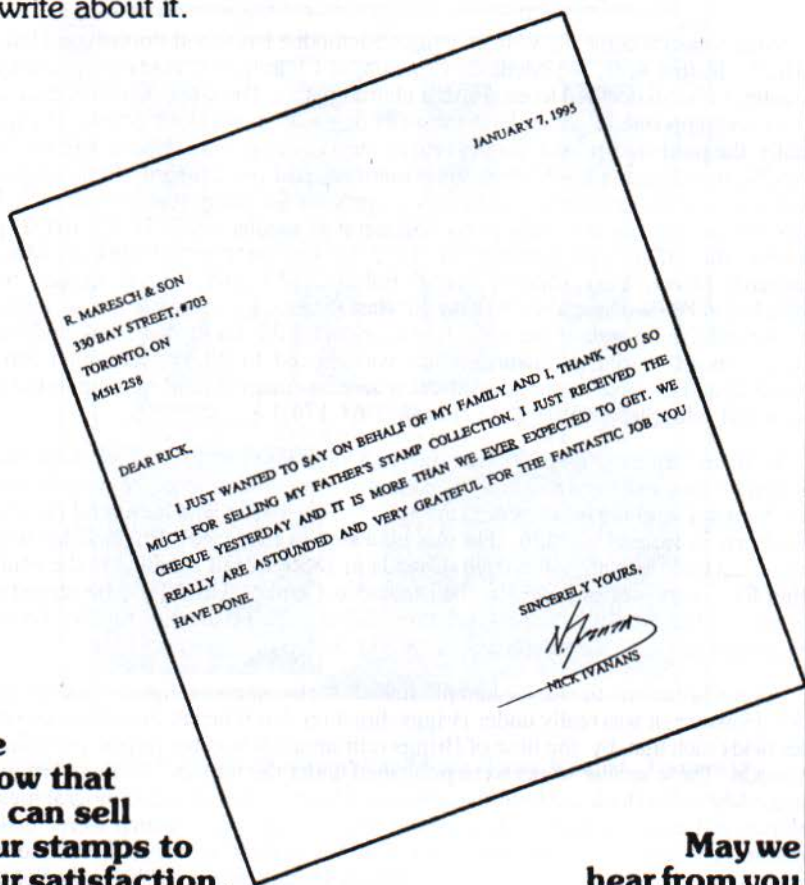
- [1] Scrimgeour, G., "Postal History of the Klondike Gold Rush," Postal History Society of Canada Journal, No. 85, pp. 19-83 (1996).
- [2] O'Reilly, K., "Early Yukon Post Office Markings," Postal History Society of Canada Journal, No. 85, pp. 89-100 (1996).

Figure 20: A Cover Postmarked February 27, 1900, Carried by the Yukon Route via Chilkoot Pass to Skagway, Alaska Territory.



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# William Briggs (Methodist Book and Publishing House)

---

## Postal Stationery Cards with Advertising Fronts<sup>1</sup>

Chris Ellis and Horace Harrison

What was to become the William Briggs/Methodist Book and Publishing House began in 1829. In that year, the Methodist Episcopal Church of Canada at its conference in Ancaster, Ontario decided to establish a church paper, *The Christian Guardian*, and, by a narrow vote, appointed Egerton Ryerson as its first Editor and Book Steward [1 (pp. 5-8)]. Initially, the publisher/printer was known as the Wesleyan Book Room and, by December of 1829, in addition to publishing the *Guardian*, had published its first religious book. Publications of this nature remained a major product for many years but as early 1835 the "Book Room" had begun to publish more general or secular works [1, (p. 10), 2 (p. 174)]. Initially, the offices and printing for the publisher were established on March (later Lombard) Street, York (later Toronto) but by 1859 after several moves, they were established at 80 (and later also 78) King St. East (Figure 1). It was at this location in 1878 that the publishing arm of the church was renamed the Methodist Book and Publishing House. In 1889, the publishing house was moved to 29-33 Richmond Street West (Figure 2) and 30-36 Temperance Street where it remained until moving to the corner of Queen and John Streets in 1915 [1 (p. 10), 2 (p. 174)].

William Briggs (Figure 3) was the 10th individual appointed as Book Steward; a position he took over in 1879 and, by continuous reappointments, he held the position of Book Steward until his retirement at the age of 79 in 1915. The Reverend Dr. Briggs had been born in Ireland in 1836. He was educated in Liverpool, England for work in the commercial trade but, after coming to Canada in 1859, he felt a calling to the Ministry and within four years was ordained by the Methodist Church. Until 1879 he served as Pastor in various churches in Montreal, London, Coburg, Belleville and finally, Toronto. Dr. Briggs died in 1922 (see references [2 (p. 31), 3, 4, 5]).

As noted earlier, the house had published works on non-religious themes as early as 1835. However, it was really under Briggs direction that it began to publish extensively in other fields such that, by the time of Briggs retirement, it was the largest publishing house in Canada. These secular works were published under the imprint "William Briggs" rather than the Methodist Book and Publishing House. Major staples included biographies, novels, histories and encyclopedias with a special emphasis on works which were "distinctively Canadian in their conception, and ... successful ... in their appeal to the Canadian Mind" (Briggs cited in reference [1 (p. 22)]). Indeed, Briggs first published many of the major literary and historical works of the time such as *The Diary of Mrs. John Graves Simcoe* by John Ross Robertson and *Across the Sub-Arctics of Canada* by J. W. Tyrell. He was also perhaps the major publisher of Canadian poetry near the turn of the century [6 (p. 3)]. However, other secular works including school texts were also published and between 1908 and 1914 the company acted as printer for the Government of Ontario. The house also acted as agent for books from London and New York publishers. After Briggs retirement, the trade name for secular books of the press was changed to the Ryerson Press under which name it continued until merged with McGraw Hill to form the current McGraw Hill - Ryerson Press.

---

1. We dedicate this paper to the memory of our good friend Allan Steinhart.

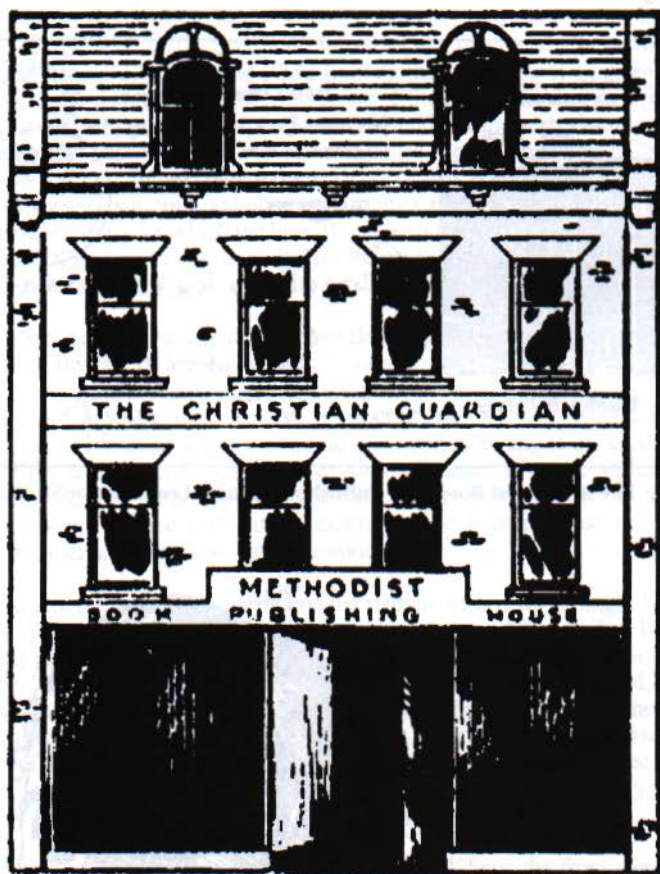


Figure 1: The Methodist Book and Publishing House, King St., Toronto [1]

It is not clear when the William Briggs Publishing House began to use Postal Stationery cards for various business matters. The earliest card we have personally seen is a Webb's P14 [7] dated July 14, 1897 with an illustrated back advertisement for "The People's Cyclopedia" (although Horace Harrison has a Newfoundland postal stationery card addressed to Briggs in 1881). However, we are sure earlier examples will come to light with some searching. The uncertainties regarding a beginning date are because our main interest has been in accumulating information on William Briggs cards with front advertising which of course, must all date after December of 1897. It was only after that date that the Post Office first allowed the printing of something other than the address on the stamped side of these cards [8, pp. 34-37]. The earliest known examples of cards with front advertising are examples of Webb P18 dated June of 1898. Examples of P14 cards dated as late as February 17, 1898 are known which have printed business reverses identical to that seen on later P18 cards. Therefore, it is probable that existing stocks of P14 with

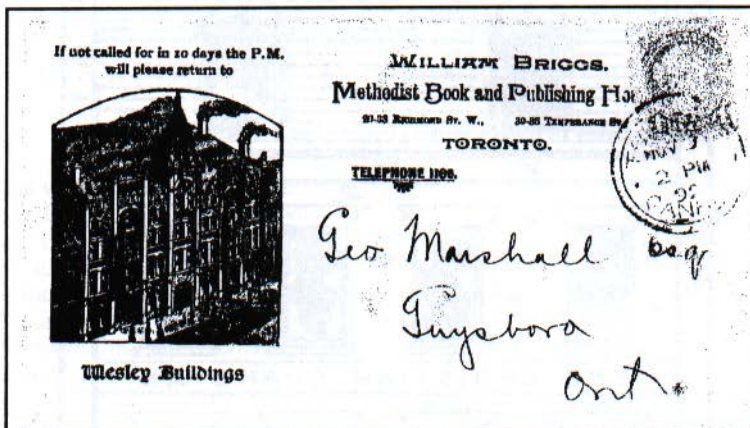


Figure 2: The Methodist Book and Publishing House, Temperance St., Toronto.

Figure 3: William Briggs [1]



already printed backs were used until exhausted sometime between February and June, 1898. Regardless, from 1898 until 1914 (the latest dating card known is postmarked August 14, 1914) the William Briggs Publishing Company produced a large number of front ads on P18 and later, P23, P28c and P28d (ads on the latter two [i.e., Admiral cards] are exceptionally rare). Overall, 65 different types of these cards have been reported which must make this series one of the largest known outside of the well-documented CPR and GTR Railway view cards and the various miniature money order cards used by several express companies [7]. Indeed, since these Briggs cards are much rarer than many of the cards in the other series mentioned above (in many cases we know of only one example), since there are some years for which we have documented the introduction of few or no new types (e.g., 1903), and since few have been interested in collecting the Briggs series, it is probable that several more types remain to be discovered.

Based upon the cards now known we have developed a catalogue listing for the Briggs front ads which follows. To assign catalogue numbers we have assigned the prefix WB to each type. Following the procedure used in certain Webb's series such as the GTR Railway cards [7], and for ease of use, we have numbered the different types consecutively in alphabetical order. However, we also provide a list which arranges the cards as closely as possible from the earliest to the latest known date of issue. With the alphabetical list we include the earliest known usage for each type (based wherever possible on postmark date), but in many cases, because only single examples are known, these earliest dates are undoubtedly subject to revision as data accumulate.

The front ads on the Briggs cards consist usually of ads for a single book, although occasionally two or more titles may be featured on one card front. The book's title and author is often given along with a price and sometimes, quotes from various sources such as "The Globe," the "Brantford Courier," the "Montreal Gazette," "Onward," etc. as to the virtues of a particular title. Illustrations are minimized and more often than not, besides text the only printing is a fancy frame or background. For illustrative purposes, we append reproductions of a few of the reported advertising fronts to this report. Most of these cards are only known used (always at Toronto) with mint examples being very rare. Notable exceptions are WB23 and WB24 which are only known unused.

The earliest cards, prior to about the middle of 1899, have the front ads printed in one colour of ink (usually a reddish brown ink but black also occurs), but from 1899 until 1912 two colours were often employed for each ad. Rarely, the same advertisements can be found in two different colours. From 1912 to 1914 single colours were again used; but in these cases they occur in blue ink. Also rare is the occurrence of one type of front ad on more than one kind of Webb postal stationery card type. Indeed, the only known examples are WB 41 and 42 which consist of one of the two known varieties of an advertisement for Stories of the British Empire by Agnes Maul Machar. This card is known on both P23 (one cent red Edward VII) and P28d (one cent red George V). Since the date of use of the one reported George V card is earlier (April 9, 1914) than the one known example of the Edward VII card (April 14, 1914) with this advertisement, it is probable that a single printing of this ad involved the use of remainders of the Edward card as well as the newly issued Admiral card.

The back of the Briggs cards varies considerably but several types of forms and notices can be recognized. For the sake of brevity we forego a description of all of these back types here. We do wish to stress, however, that the most common types of forms such as that shown on Figure 4, often have added the phrase "Form G. - 2m-7-2-99" or something closely approximating this wording/numbering. This practice continued for many examples until about 1913. In essence, certain cards of this era give a printing date and the number



Our Great Memorial Volume and Popular Biography

# GLADSTONE

THE MAN AND HIS WORK

ALL THE WORLD WOULD HIS DEATH,  
BUT WE CAN PARTLY COMPENSATE OURSELVES  
FOR HIS LOSS BY A CAREFUL STUDY OF HIS WORKS.

WILLIAM G. BRIGGS,  
AUTHOR OF "THE MAN AND HIS WORK"

**Dr. Gossweiler** has been at work on the material for this book during many years. He spent considerable time in England and was a co-laborer with Gladstone on the People's Bible History. This volume has not been hastily thrown together, but is a careful, scholarly study of the man, thoroughly reviewing his life from his birth to the grave, besides giving famous word portraits of his leading contemporaries.

NO HOME LIBRARY WILL BE COMPLETE WITHOUT THIS BOOK.

Illustrated with 40 portraits and original drawings. Contains over 400 pages. Price, \$1.75 cloth, and \$1.50 half morocco. Size of book, 2 inches wide, 10 inches long.

**WILLIAM BRIGGS,**  
WEBLEY BUILDINGS, TORONTO, ONT.

Written by  
*Rev. Frank W. Gossweiler*  
President, Armore Inst., Chicago

THE SPACE BELOW IS RESERVED FOR ADDRESS ONLY.

**WILLIAM BRIGGS,**

Methodist Book and Publishing House,

Subscription Book Department. Toronto, Ont.

WB 23

WB 32

## Lords of the North

A Story of the Hudson's Bay Company and the North-West Fur Company.

"Looks very much like the great Canadian Novel we have been expecting."—Toronto Daily Star.

Paper, 75 cents. Cloth, \$1.25.

Wm. Briggs, Publisher  
see Toronto

THE SPACE BELOW IS RESERVED FOR ADDRESS ONLY.

*Rev. J. P. Steele.*  
*Braserville*  
*Ont*

WILLIAM BRIGGS

A WONDERFUL BOOK BY A WONDERFUL MAN.

## No. 5 JOHN STREET

A Romance of the "Other Half" in London, with Side Lights on the Life of the Upper Class.

CLOTH, \$1.00; PAPER, 50c

**WILLIAM BRIGGS,**  
PUBLISHER,  
TORONTO.

By RICHARD WHITEING  
THE SPACE BELOW IS RESERVED FOR ADDRESS ONLY.

*Rev. J. R. Lambert*  
*Gloverburn*  
*Rfld.*

WB 36



# Stories of the British Empire

AGNES MAULE MACHAR

PRICE \$1.25.

THIS book, which has been written with the special aim of making the Reading of History attractive to children and young people, is in the form of a series of fascinating short stories dealing with outstanding figures in British History. The points around which constitutional and religious progress have centred are made strikingly apparent. A book you will enjoy reading yourself and that your boys and girls should have.

As your Book for \$1.25  
**WILLIAM BRIGGS**  
 PUBLISHER  
 TORONTO, CANADA

THE SPACE BELOW IS RESERVED FOR ADDRESS ONLY.  
 L'ESPACE CI-DESSOUS EST RÉSERVÉ À L'ADRESSE.

REV. E. S. MOYER  
 STAMFORD  
 ONT.  
 CANADA

WB 43

WB 45

"The intensity and majesty of this book are almost indescribable." — Publishers' Library Bulletin.

# Carry Thou Till I Come

**WILLIAM BRIGGS**  
 PUBLISHER  
 TORONTO

A Great Christian Tale of the Days of Christ  
**GEORGE CRILEY**  
 Introduction by Gen. Leo Wallace  
 20 Full-Page Drawings. Beautiful Frontispiece, in colors, by T. DE THULSTRUP.  
 PAPER, 10c. CLOTH, \$1.50 Net Postpaid

THE SPACE BELOW IS RESERVED FOR ADDRESS ONLY.

Rev. J. P. STEWART  
 HASWELL  
 ONT.

**AN IMPORTANT WORK**

## The Diary of Mrs. John Graves Simcoe

WIFE OF THE FIRST GOVERNOR GENERAL OF THE PROVINCE OF UPPER CANADA, 1793-4

WITH NOTES AND A BIOGRAPHY BY JOHN ROSS ROBERTSON

With Two Hundred and Thirty-Six Illustrations, including Newly Reproductions of Interesting Sketches Made by Mrs. Simcoe

Price, \$2.00 net, Postpaid

Every Library in Canada and the United States should have this book.

**WILLIAM BRIGGS**  
 PUBLISHER TORONTO

THE SPACE BELOW IS RESERVED FOR ADDRESS ONLY.

THE REV. FREDERICK F. FARRAR  
 NEW YORK, N.Y.

WB 49

"These tales have a new flavor and the true ring of reality and life."

# The Eye of a God

AND OTHER TALES OF EAST AND WEST

Cloth - - \$1.00  
Paper - - 60 Cents

By **W. A. FRASER**

THE SPACE BELOW IS RESERVED FOR ADDRESS ONLY.

Mr. Fraser is a new writer of the greatest promise. He has lived in many parts of the far East, in Burma and India especially. He has not only had strange adventures, but he is possessed of a keen observation and a striking style of his own. He is equally familiar with the far West—Canada and the United States, and knows the Pacific as well as the Hindus.

**WILLIAM BRIGGS, Publisher**  
TORONTO, ONT.

TORONTO IS 30-C

Mr W A of Armstrong  
Milton  
Ont

Box 140

WB 50

WB 51

"There is no past, so long as books shall live."

**A TIMELY BOOK** **The Making of**

# Canadian West

By **REV. R. G. MACBETH, M.A.**

Cloth, with Portraits and Illustrations  
Price, \$1.00  
Also by same Author

**The Selkirk Settlers in Real Life**  
Cloth, gilt. Price, 75c.

**WILLIAM BRIGGS**  
Wentley Buildings, TORONTO, ONT.

TORONTO IS 30-C

THE SPACE BELOW IS RESERVED FOR ADDRESS ONLY.

Mr W A of Armstrong  
Milton  
Ont

printed such as in this example 2m (or 2000) printed on February 7, 1899. Early on, or prior to about 1902, usually the cards were printed in numbers of 3000 or less with the exception of odd end of year printings which were in larger quantities, perhaps to deal with increased holiday season business or as a response to such an increased business and thus, shortages of cards. After 1902 the quantities per printing increased to between 3000 and 5000. A selection of the Briggs cards is shown above and on the previous two pages.

We have yet to see the same printing date with more than one type of front although one can find the same front with more than one reverse printing date. Therefore, it is probable that the number printed at any one printing is a good estimate of the number of front types printed at each time. This inference is supported by the fact we have been able to record multiple copies of many of the later card fronts probably because, as indicated above, more were printed. As a result, Ellis maintains a computerized listing of all of the card reverses encountered regardless of whether or not the front advertisement has been seen before. In sum, these reverses have the potential to give us a good idea of how rare particular examples are of each front type. In addition to increases in the number of cards issued per printing

Form a. 2000-10-6-01  
 All Communications to be Addressed to WILLIAM BRIGGS.  
 TELEPHONE MAIN 3912.

**METHODIST BOOK AND PUBLISHING HOUSE,**  
 Wesley Buildings  
 TORONTO *Aug 28 1901*

To WILLIAM BRIGGS, Dr.

---

*100 Rally Day Programmes* 25  
*100* 30  
 55

*Mr J. Bradell*  
*Massville*  
*Ont*

The above are sent by mail to-day.

**Please return this when remitting.**

Figure 4: Example of Printing on the Back of a Briggs Card.

over time, there are also suggestions from these printing dates that the number of different fronts issued declined after 1902. Concomitant with this decline it is therefore common to find later fronts with several printing dates on reverses or with several different types of backs as demand for cards in use apparently did not decline. As a result, once again there seem to be increased numbers of examples of items such as WB 19 and WB 64 which appear to be more common types. However, some later dating types do seem to be rare.

The William Briggs series is obviously a large and very poorly known one, and much of what is stated above is based on a minimum of data. Therefore, we would greatly appreciate it if individuals with cards in this series would send information along with photocopies of front and back and indication of the ink colours used to print the front ads to Ellis at 515-1510 Richmond St. N., London, Ontario, Canada N6G 4V2.

#### Acknowledgements

This listing has only been made possible because of the generous assistance of several individuals. Information on cards in their collections was provided by J. Colin Campbell, John P. Grace, Dick Staecker and Albert Tanner. C. Ellis also thanks Allan Steinhart and Bill McCann who allowed him to record information on Briggs cards in their dealer's stock.

Figures 1 and 3 are taken from *The House of Ryerson* [1] by Lorne Pierce and are reproduced courtesy of McGraw Hill-Ryerson Limited.

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### A Listing of the Briggs Cards in Order of Appearance\*

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#### **On One Cent Red Queen Victoria, Webb P18:**

- 1898: WB 59, WB 51, WB 22, WB 23 (?), WB 24 (?), WB 7, WB 8, WB 57, WB 64, WB 40.  
1899: WB 17, WB 13, WB 12, WB 15, WB 11, WB 50, WB 6, WB 54, WB 9, WB 36.  
1900: WB 37, WB 61, WB 30, WB 28, WB 55.  
1901: WB 16(?), WB60, WB3, WB32, WB 1, WB 45, WB 25, WB 10, WB 53, WB 56.  
1902: WB 18, WB 31, WB 58, WB 46, WB 29  
1903: None reported.

#### **On One Cent Red Edward VII, Webb P23:**

- 1903: None reported.  
1904: WB 14, WB 62.  
1905: WB 47, WB 52, WB 2.  
1906: WB 48, WB 33, WB44.  
1907: WB 39.  
1908: WB 34, WB 63, WB4.  
1909: WB 38, WB 5, WB 65.  
1910: WB 19.  
1911: WB 20, WB 49, WB 35, WB 26.  
1912: WB 27.  
1913: WB 21.  
1914: WB 41

#### **On George V One Cent Red Admiral:**

- 1914: WB42 (P28d), WB43(P28c)

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\* within years, cards are listed as near as can be determined as to order of issue.

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- [1] Pierce, Lorne. *The House of Ryerson*. The Ryerson Press, The United Church Publishing House, Toronto, Ontario, 1954.  
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[7] Walton, William C. and Earle L. Covert (eds.). *Webb's Postal Stationery Catalogue of Canada and Newfoundland*, 6th Edition. British North American Philatelic Society Ltd., Troy, Michigan, 1993.  
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## An Alphabetical Listing of the William Briggs Cards

#	Webb #	Title	Author	Ink Colour	Earliest Cancel
WB 1	P18	A Manual Of Christian Theology	Rev. N. Burwash	Red & Green	Aug. 13, 1901
WB 2	P23	A Pictorial History of Methodism	J. Fletcher Hurst	Red & Green	Dec. 6, 1905
WB 3	P18	A Treasury of Canadian Verse	?	Red & Green	Feb. 28, 1901
WB 4	P23	Across the Sub-Arctics of Canada (Variety #1: Distinguished by ink colour)	J.W. Tyrell	Red & Blue	Nov. 8, 1908
WB 5	P23	Across the Sub-Arctics of Canada (Variety #2: Distinguished by ink colour)	J.W. Tyrell	Orange & Green	April 1, 1909
WB 6	P18	Bonhomme French Canadian Stories and Sketches	Henry Cecil Walsh	Reddish Brown	June 13, 1899
WB 7	P18	Canadian Men and Women of the Time (Variety #1: Distinguished by one quote at top left)	Morgan	Reddish Brown	Sept. 5, 1898
WB 8	P18	Canadian Men and Women of the Time (Variety #2: Distinguished by two quotes at top left)	Morgan	Reddish Brown	Oct. 13, 1898
WB 9	P18	Clipped Wings	Lottie McAlister	Red/Orange & Blue	Aug. 16, 1899
WB 10	P18	DRi and I	Irving Bacheller	Red & Green	Nov. 8, 1901
WB 11	P18	David Harum	Edwin Noyes Westcott	Reddish Brown	April 4, 1899
WB 12	P18	Diane of Ville Marie: A Romance of French Canada	Blanche Macdonell	Reddish Brown	Feb. 7, 1899
WB 13	P18	Dwellers in Gotham	Annan Dale	Reddish Brown	Feb. 6, 1899
WB 14	P23	Five Leaders Written by Canadians	Not Applicable	Orange & Green	Feb. 24, 1904
WB 15	P18	Flashlights on Nature	Grant Allen	Reddish Brown	March 2, 1899
WB 16	P18	Four of Our Leaders.. Mooswa, Elzanor, Lords of the North, The Master Christian.	W.A. Fraser, etc.	Orange & Green	January 5, 1901
WB 17	P18	Francis Parkman's Works	Francis Parkman	Reddish Brown	Jan. 16, 1899
WB 18	P18	From Quebec to Pretoria	W. Hart-McHarg	Orange & Green	March 18, 1902
WB 19	P23	Gaff Linkum (Variety #1: Distinguished by ink colour)	Archie P. McKishnie	Red & Green	Jan. 27, 1911
WB 20	P23	Gaff Linkum (Variety #2: Distinguished by ink colour)	Archie P. McKishnie	Red & Blue	June 8, 1911
WB 21	P23	Getting into Parliament and After	Sir George W. Ross	?	Aug. 22, 1913
WB 22	P18	Gladstone: The Man and His Work (Variety #1: Distinguished by Curved Line "The Man and His Work" and portrait at left)	Rev. Frank W. Gunsaulus	Reddish Brown	July 27, 1898

### Briggs Cards Listing continued

#	Webb #	Title	Author	Ink Colour	Earliest Cancel
WB 23	P18	Gladstone: The Man and His Work (Variety #2: Distinguished by Straight Line "The Man and His Work" and portrait at left)	Rev. Frank W. Gunsaulus	Reddish Brown	Only known unused
WB 24	P18	Gladstone: The Man and His Work (Variety #3: Distinguished by flower rather than portrait at left)	Rev. Frank W. Gunsaulus	Reddish Brown	Only known unused
WB 25	P18	History of Canada From the Earliest Times to 1841	William Kingsford	Red & Green	Sept. 20, 1901
WB 26	P23	Home University Library of Modern Knowledge (Variety #1: Distinguished by lack of term "William Briggs")	Not Applicable	Blue	Nov. 23, 1911
WB 27	P23	Home University Library of Modern Knowledge (Variety #2: Distinguished by inclusion of term "William Briggs")	Not Applicable	Blue	May 20, 1912
WB 28	P18	Kit Kennedy	S.R. Crockett	Red & Blue	Sept. 24, 1900
WB 29	P18	Letters from a Self-Made Merchant and His Son	George Horace Lorimer	Reddish Brown	Dec. 17, 1902
WB 30	P18	Life of Lives	Rev. Cannon Farrar	Red/Orange & Blue	Sept. 5, 1900
WB 31	P18	Lord Durham's Report on Canada	Not Applicable	Red & Green	June 13, 1902
WB 32	P18	Lords of the North	Agnes C. Laut	Red & Green	June 7, 1901
WB 33	P23	Mountain Wildflowers of Canada	Julia W. Henshaw	Red & Blue	July 6, 1906
WB 34	P23	Myths and Facts of the American Revolution (Variety #1: Distinguished by colour and price of \$1.00)	Arthur Johnston	Red & Green	April 18, 1908
WB 35	P23	Myths and Facts of the American Revolution (Variety #2: Distinguished by colour and price of \$1.25)	Arthur Johnston	Dark Red & Green	Nov. 20, 1911
WB 36	P18	No. 5 John Street	Richard Whiteing	Red/Orange & Blue	Oct. 10, 1899
WB 37	P18	Pictorial History of the Transvaal and South Africa	Commander C.N. Robinson	Red/Orange & Blue	Jan. 26, 1900
WB 38	P23	Quiet Talks on Personal Problems	S.D. Gordon	Red & Green	April 20, 1907
WB 39	P23	Quiet Talks With World Winners	S.D. Gordon	Red & Green	March 2, 1909
WB 40	P18	Steam Navigation: Its History and its Relation to the Commerce of Canada and the United States	James Croil	Reddish Brown	Dec. 6, 1898

**Briggs Cards Listing continued**

#	Webb #	Title	Author	Ink Colour	Earliest Cancel
WB 41	P23	Stories of the British Empire (Variety #1: On P23)	Agnes Maule Machar	Blue	April 24, 1914
WB 42	P28d	Stories of the British Empire (Variety #2: On P28d)	Agnes Maule Machar	Blue	April 9, 1914
WB 43	P28c	Stories of the British Empire (Variety #3: On P28c)	Agnes Maule Machar	Blue	Aug. 19, 1914
WB 44	P23	Studies in Plant Life in Canada	Catharine Parr Trail	Orange & Green	Oct. 22, 1906
WB 45	P18	Tarry Thou Till I Come	George Croly	Red & Green	Sept. 14, 1901
WB 46	P18	Temporal Power	Marie Corelli	Reddish Brown	Oct. 2, 1902
WB 47	P23	The Bible: A Missionary Book	Robert F. Horton	Green	Aug. 28, 1905
WB 48	P23	The Collected Poems of Wilfred Campbell	Wilfred Campbell	Reddish Brown	April 24, 1906
WB 49	P23	The Diary of Mrs. John Graves Simcoe	John Ross Robertson	Red & Green	Aug. 9, 1911
WB 50	P18	The Eye of a God	W.A. Fraser	Red/Orange & Blue	May 22, 1899
WB 51	P18	The Making of the Canadian West	Reverend R.G. Macbeth	Black	June 27, 1898
WB 52	P23	The Making of the Canadian West, Second Edition	Rev. R.G. MacBeth	Red Brown & Green	Aug. 1, 1905 (manuscript date)
WB 53	P18	The Man From Glengarry	Ralph Connor	Orange & Green	Dec. 10, 1901
WB 54	P18	The Market Place	Harold Frederic	Red/Orange & Blue	July 14, 1899
WB 55	P18	The Master Christian	Marie Corelli	Red & Purple	Nov. 19, 1900
WB 56	P18	The Outcasts	W.A. Fraser	Orange & Green	Feb. 5, 1902
WB 57	P18	The Popular International Bibles (Variety #1: Distinguished by arrow to left of "Toronto")	Not Applicable	Reddish Brown	Oct. 26, 1898
WB 58	P18	The Popular International Bibles (Variety #2: Distinguished by Fleur de Lis to left of "Toronto")	Not Applicable	Reddish Brown	Nov. 8, 1902
WB 59	P18	The Standard Bearer	S.R. Crockett	Reddish Brown	June 14, 1898
WB 60	P18	The Story of Laura Secord and Other Canadian Reminiscences	Mrs. J.G. Currie	Red & Purple	Jan. 24, 1901
WB 61	P18	The Transvaal From Within	J. P. Fitzpatrick	Red & Green	March 26, 1900
WB 62	P23	Three Great Books: The Prospector, Old Gorgon Graham, God's Good Man.	Not Applicable	Red & Green	Dec. 5, 1904
WB 63	P23	Through the Mackenzie Basin	Charles Mair	Red & Green	Sept. 9, 1908
WB 64	P18	Trevelyan's Little Daughter	Virna Sheard	Reddish Brown	Nov. 9, 1898
WB 65	P23	Where the Buffalo Roamed	E.L. Marsh	Red & Green	Dec. 29, 1909

# Finally – its Discovery in 1997

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## The 1933 Newfoundland Balbo Airmail First Day Cover

John M. Walsh

Much has been written about General Italo Balbo and his fleet of twenty-four airplanes. The purpose of their ambitious endeavour was to show the Italian flag and promote Italy by flying from Italy to the United States to attend the Chicago Worlds Fair of 1933, "The Century of Progress." In July 1933 the "Armada" as it was called, flew from Italy to Holland, then to Ireland, Iceland, Newfoundland, New Brunswick, Quebec and on to Chicago. The return was *via* New York City to Shediac, New Brunswick, to Shoal Harbour, Newfoundland, then on to the Azores and Italy.

While the Armada was on its way to Newfoundland, the government made a deal with General Balbo to have a special mail carried to Rome, Italy, and a new overprinted stamp for Newfoundland was created. What follows is a search for the date of the first day cover for this flight. A surprise is in store.

The following items are news releases from The St. John's Evening Telegram of July 1933 on the day and from the page indicated. The days and/or dates and other information in parentheses have been added by me to assist the reader.

### **TUESDAY July 18, 1933; St. John's Evening Telegram, pg. 4.**

"Special train to Clarenville. Balbo expected Tuesday next (July 25). Newfoundland Railway to send special train to Clarenville for visitors to meet Italian Armada en route home from Chicago Worlds Fair on or about Tuesday next (July 25). Expected 300 people will avail. More to follow from Railway on Wednesday July 19."

### **WEDNESDAY July 19, 1933; St. John's Evening Telegram, pg. 3.**

"Balbo will probably start return flight from New York to Italy via Azores on Saturday (July 22). Will leave Chicago to go to New York tomorrow (Thursday July 20)."

### **Advertisement placed by Newfoundland Railway pg. 8.**

#### **"NEWFOUNDLAND RAILWAY**

For visitors of Italian Air Fleet - Special train service St. John's to Clarenville July 26 ( Wednesday ). Round trip fare \$ 4.35.

Latest advice indicates Italian Fleet arrival at Clarenville will be Wednesday July 26th. A train will leave St. John's 9 a.m. arrive Clarenville 2 p.m. Leave Clarenville 6 p.m. arrive St. John's 1130 p.m. Booking immediately. No dining car."

### **THURSDAY July 20, 1933; St. John's Evening Telegram, pg. 14.**

#### **Advertisement placed by Newfoundland Railway:**

"July 25 or 26 whichever date Armada arrives Special train leaves St. John's 9 a.m. and arrives Clarenville 2 p.m. Leaves Clarenville 6 p.m. and arrives St. John's 1130 p.m. Price \$4.35 round trip."



**FRIDAY July 21, 1933; St. John's Evening Telegram, pg. 6.**

"Italian yacht *ALICE* arrived Clarenville last night (Thursday July 20) at 850 p.m. She is the supply ship to the Italian Armada."

On pg. 14 the advertisement for Newfoundland Railway was still running.

**SATURDAY July 22, 1933; St. John's Evening Telegram, pg. 4.**

"Provided Italian air planes take off from New York on Monday (July 24) a special train with Government representatives will leave here (St. John's) on the same morning (Monday July 24) at 10 a.m. for Clarenville. The train will be made up of the private car *TERRA NOVA*, two sleeping cars, diner and baggage car. The train for citizens which will be composed of day coaches will leave for Clarenville on Tuesday (July 25). This is dependent on the fleet arriving on Monday (July 24). While on the train the number of meals needed will be relayed to Clarenville in advance of arrival of the citizens train. (i.e., two trains being used).

**Advertisement for Newfoundland Railway pg 14.**

"Providing Balbo arrives Clarenville on Monday evening July 24th, the Railway will operate excursion Tuesday (July 25). Definite advice from Clarenville says rooms and lunches are prepared for any number of visitors."

**MONDAY July 24, 1933; St. John's Evening Telegram, pg. 1.**

a notice:

**NOTICE**

An Air Mail has been arranged by the Italian Fleet on its return to Italy via Shoal Harbor. Special stamps for this Flight are provided and will be on sale at the General Post Office, 930 a.m. Monday July 24th. Price \$ 4.50. Mail will close at 8 p.m. Monday ( July 24 ) but is subject to extension in event of planes being delayed.

**FURTHER NOTICE**

The time for closing mail for dispatch per Italian Flight has been extended from 8 p.m. Monday July 24 to an indefinite time, pending further advice re movement of fleet and may be closed without further notice.

W.C. Winsor  
Minister Posts & Telegraphs  
General Post Office  
July 24th, 1933.

[July 24 1 i ]

**pg 3.**

"New York July 23 it was announced that the Balbo Armada will start return flight at 11 a.m. Monday ( July 24 ) morning. The exact route will be determined when the planes reach Newfoundland."

pg 4.

"Through the courtesy of the Anglo, the Evening Telegram learns that the return flight from New York to Italy via Shoal Harbor which was to start today (Monday July 24) had to be delayed owing to weather conditions along Maine seaboard and over Grand Banks. It is possible the squadron may leave this evening (Monday July 24) and proceed as far as Nova Scotia. As a result the Government Special Train and its party which was to leave at 10 a.m. this morning (Monday July 24) for Shoal Harbor was called off.

"The sale of the Italian flight airmail stamps at the General Post Office today (July 24) is not as brisk as anticipated due no doubt to the charge of \$4.50 for each stamp. A large number of the stamps have been sold to foreign dealers. Their orders having been cabled to the department. The reason for the extraordinary charge is that the Italian Government stipulated that if mail was dispatched the cost would be \$3.75 for each stamped cover forwarded.

"The Italian submarines that arrived back in port (St. John's) on Saturday (July 22) and are berthed at Furness Withy pier. Probably will sail in next day or two.

"A letter by a Stamp Collector asks if the remaining stamps used to make the Balbo surcharged stamp will be destroyed so that no counterfeits could occur (this destruction was not done)."

**pg. 10 Advertisement for Newfoundland Railway:**

"Special for Clarenville now scheduled for 9 a.m. Wednesday (July 26). Latest advice indicates arrival Air Fleet tomorrow (Tuesday July 25). Special train will leave St. John's 9 a.m. Wednesday, back to St. John's at 1130 p.m. Wednesday night (July 26)."

**TUESDAY July 25, 1933; St. John's Evening Telegram, pg. 4.**

"Up to noon Tuesday July 25, 5500 of the Italian airmail stamp issue had been sold at the G.P.O. The letters mailed up to noon numbered about 700 but it is expected this will be increased by an extra 300 before the mail closes this evening (July 25). The mail to Shoal Harbor will be forwarded by the Government Train which will leave the station at 11 p.m. tonight (July 25).

"The Evening Telegram was advised by Postal Telegraphs and the Anglo American Telegraph Co. that Balbo had boarded his plane 845 a.m. this morning (Tuesday, July 25) Eastern Standard Time at New York and that everything was in readiness to start for Shediac N.B.

"Commercial Cable Co. gave the Evening Telegram information that the Armada had taken off at 900 a.m. EST or 1130 a.m. Newfoundland time. It is likely that Balbo will decide to remain at Shediac N.B. tonight (Tuesday July 25) and start for Shoal Harbor tomorrow morning (Wednesday July 26).

"Airmail for Italian flight closed this afternoon (Tuesday July 25). The Special Train carrying the Government officials and Editors of the Daily News and Evening Telegram and their wives will be leaving (St. John's) about midnight (Tuesday July 25)."

**pg. 12. Advertisement for Newfoundland Railway**

"The departure of special St. John's to Clarenville definitely deferred until 9 a.m. Thursday (July 27).

**WEDNESDAY July 26, 1933; St. John's Evening Telegram, pg. 3.**

**Received via Reuters New York July 25:**

"Balbo departed New York 9 a.m. EST to hop to Shediac N.B. The fleet was to be in the air (air borne) in 17 minutes. They will remain at Shediac a few days. Balbo then will decide to take northern or southern route over the Atlantic.

**pg 4. PEPYS column .**

July 25 - PEPYS:

"Rose at 6 a.m. and went to Water Street and meeting Capt. Winsor, that is Minister of Posts, to talk with him concerning the mail that will be sent by the Italian air shippes and he tells me how the Italians do ask \$3.60 a letter for each one they take which seems a mighty high price to pay. But there will be a goodly profit for the Post Office being that there are not like to be more than 2000 letters carried and being that there are 8000 special stamps the 6000 that are left will bring \$27000 which is a pretty windfall."

**pg. 4**

"Balbo Armada which as stated in yesterdays (Tuesday July 25) issue left New York at 1135 a.m. Newfoundland time arrived at Shediac 520 p.m. yesterday (Tuesday July 25) and according to schedule will leave Shediac today (Wednesday July 26) for Shoal Harbor.

"A Government Special Train left St. John's 1120 p.m. last night (Tuesday July 25) for Shoal Harbor where an official welcome will be extended to Balbo and the fleet. This special (train) arrived Shoal Harbor at 955 a.m. this morning (Wednesday July 26).

"Arrangements made by Postal Telegraphs Dept. to have all offices report at early hour this morning and remain on continuous duty to give info on progress of the Armada. Flight from Shediac N.B. to Shoal Harbor will take about five hours and the Newfoundland route will be via St. Georges, Grand Lake, Indian Lake, Exploits Valley and Gander Valley.

"The special mail forwarded to Italy by the Armada was despatched to Shoal Harbor by the Special (Government) train last night (Tuesday July 25). Only 890 letters were sent on this historic flight.

**pg 5.**

"Shoal Harbor presents a remarkable scene of animation with hundreds present, including boats. Mooring buoys extend from Shoal Harbor to Clarenville. The ALICE lies by the pier. Buzz in air when it was announced that the planes took off at 1010 (a.m. from Shediac). Left Shediac 1025 a.m. due 330 p.m. today (Wednesday July 26) .

"According to messages to cable companies the Italian Air Fleet left Shediac for Shoal Harbor 1010 a.m. today Newfoundland time (Wednesday July 26) and is due to arrive Shoal Harbor about 330 p.m. this afternoon ( Wednesday July 26) .

**pg 8. Advertisement for Newfoundland Railway;**

"Subject to arrival of Air Fleet today, Special (citizens) train to leave St. John's 9 a.m. tomorrow Thursday July 27. Return tomorrow night 1130 p.m.

**THURSDAY July 27, 1933; St. John's Evening Telegram, pg. 4.**

"Balbo Armada landed 2 10 p.m. yesterday (Wednesday July 26). Special train arrived that morning (Wednesday July 26) from St. John's. Just before 2 p.m. planes came into sight. When all moored Balbo came ashore. Will remain at Shoal Harbor on Thursday (July 27) to await last of planes due from PEI in the morning (Thursday July 27). Expected to take off on Friday (July 28) en route to Valentia Ireland. Refuelling began soon after arrival. Imperial Oil supervising. The late plane from PEI arrived Clarenville at 1220 p.m. today. Refuelling of Armada started 130 p.m. today (Thursday July 27).

**FRIDAY July 28, 1933; St. John's Evening Telegram, pg. 4.**

"Heavy Atlantic storm likely to delay Balbo return flight across Atlantic.

**Conclusion:**

With these articles from the St. John's Evening Telegram, the status of the Newfoundland portion of the Balbo Armada flight can be studied to determine the correct date for the Balbo Air Mail issue first day cover. The air mail stamp issue itself was released to the public on Monday, July 24, 1933. It was issued to pay for mail carried by the Italian Armada back to Italy.

As the exact date for the start of this flight from Shoal Harbor, Newfoundland was in doubt, the mail was held in St. John's until a definite date could be determined. From the Evening Telegram for Tuesday July 25 it is known that the Balbo Armada left New York for Shediac, N.B. with arrival in Shoal Harbor, Newfoundland to be on Wednesday July 26. It was also announced that mail closed July 25 in the afternoon and that the Special Train carrying the Government Officials and newspaper editors was leaving St. John's station at 11 p.m. "tonight" (i.e., Tuesday July 25).

The next day (Wednesday July 26) the Evening Telegram states "A Government Special Train left St. John's 1120 p.m. last night Tuesday July 25 for Shoal Harbor . . . and that this special (train) arrived at Shoal Harbor at 955 a.m. this morning (Wednesday July 26)." Furthermore, "The Special mail forwarded to Italy by the Armada was despatched to Shoal Harbor by the Special (Government) train last night (Tuesday July 25)."

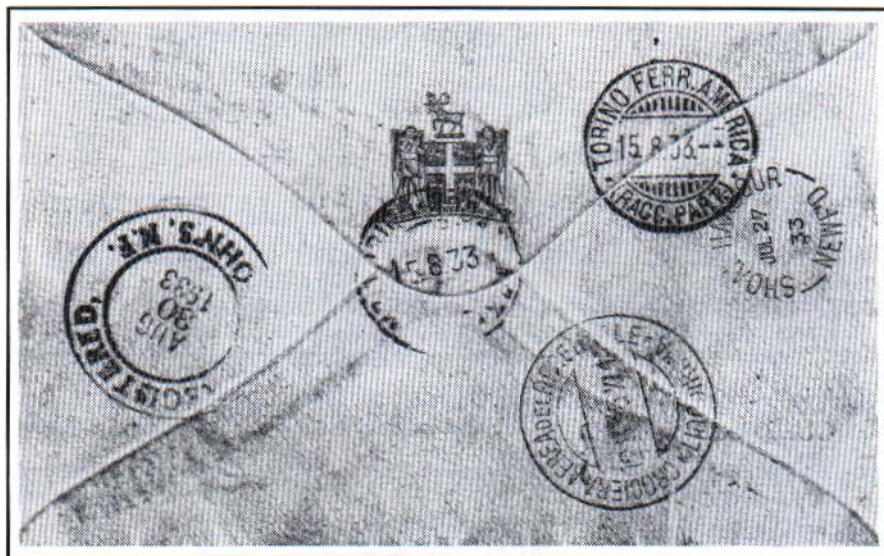
The mail being carried to Shoal Harbor via the Government Special Train was put aboard the train on July 25 for departure at 11:20 p.m. From Figure 1, it can be shown that the train's mail car clerk cancelled mail going west out of St. John's on July 25. From Figure 2 it can be seen that the cancelling device used was the main St. John's post office canceller. However, since the mail was put on the train prior to 11:20 p.m. July 25, the bag of mail being sent to the Armada had to be precancelled at the main post office prior to July 26, 1933. Therefore the correct Balbo Airmail first day cover is July 25, 1933 not July 26 as is reported in the literature.

As with many planned events, changes occurred. The Balbo flight was further delayed until August 8. However, events after July 26 are not germane to this particular study.

Figure 1: Balbo Cover Cancelled July 25, 1933. Front



Back



From these first hand accounts, as recorded and reported by newspaper reporters, from The Evening Telegram of the day, it is shown that the a conflict of information contained in previous reference books can be resolved.

In Boggs [1] the arrival date at Shoal Harbor, Newfoundland is stated as July 28, 1933. Boggs states 7984 correctly printed stamps and 8 inverted and 8 imperforate stamps were issued. This gives a total of 8000 stamps. How any imperforate stamps were made is beyond ones comprehension as the stamp being overprinted was already in use and was perforated.

From Dalwick and Harner [2] the quantities given are "8040 (2010 blocks) stamps with 40 stamps being defective and were destroyed so that 8000 copies were actually issued." They also report that General Balbo refused to fly any mail at less than \$3.75 per letter. This is contrary to the newspaper report of \$3.60 attributed to Capt. Winsor, Minister of Posts. They further state that after the return of the armada back to Shoal Harbour on July 28, bad weather precluded the departure until August 8. This statement is correct since several attempts were made to leave after July 26. Also stated is that the special mail from Newfoundland was made up, postmarked and each cover numbered on face at St. John's on July 26, while the Shoal Harbour cancellation was added the following day (July 27). The featured cover shows this to be somewhat incorrect.

Figure 2: Balbo Cover Cancelled July 26, 1933



In Lowe [3] the information as to flight arrival is identical to Boggs. However the quantity printed is given as 8040 stamps of which 40 were defective and destroyed. Lowe

reports that 8 stamps were inverted and 8 stamps of the 10¢ 1933 Labrador issue were surcharged. Whether these separately recorded 16 stamps were part of the 40 destroyed is not clearly stated.

The question as to whether July 25 is a true First Day of Issue can be answered in that no July 24 dated cover has surfaced to date. The Post Office didn't cancel the large face value stamp prior to knowing when the Balbo flight would arrive in Newfoundland, and only did so upon learning the arrival date. The Post Office despatched the special mail for the flight *via* a special train to Clarenville. It is known that the cancellation device is as shown in Figure 1, i.e., the rail TPO cancel, while Figure 2 shows the main post office cancel device which had to be applied before the train left at 11:20 p.m., July 25, 1933.

#### References

- [1] Boggs, W.S., "The Postage Stamps and Postal History of Newfoundland", Chambers Publishing Company, Kalamazoo, 1942, pg. 157.
- [2] Dalwick, R.E.R. and Harmer, C.H.C., "Newfoundland Air Mails 1919 - 1939", C.F. Hodgson & Son, Ltd., London, 1953, pg. 157.
- [3] Lowe, R., "The Encyclopaedia of British Empire Postage Stamps 1639 - 1952. Volume V, The Empire in North America, Robson Lowe Ltd., London, 1973, pg. 522.



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ONTARIO POSTAL HISTORY  
PATRIOTIC COVERS & POSTCARDS  
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PERFINS (PRIVATE)  
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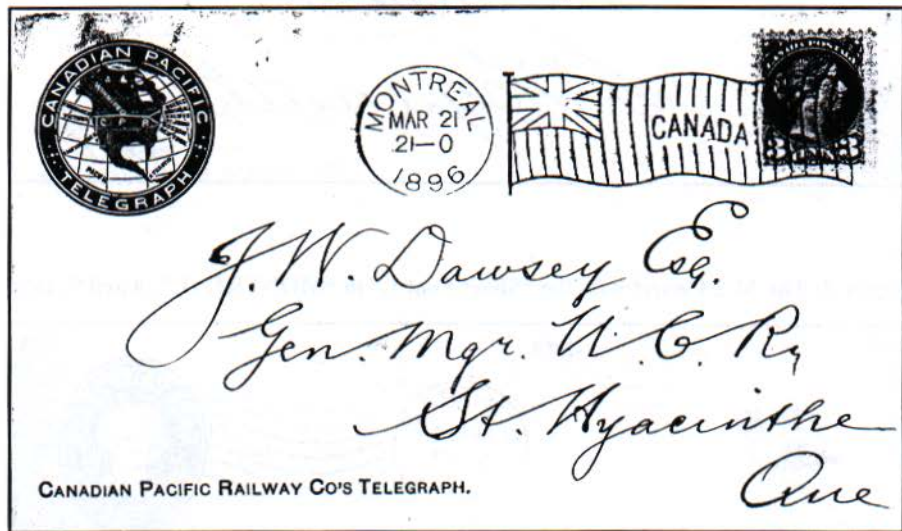


# The Montreal Type 2 "Straight Jack" Flag Machine Cancel

Larry R. Paige

Several different machine cancels were used in Montreal during March and April of 1896 [1,2]. The first obliterator in the design of an ensign flag was tested at Montreal on March 21, 1896 between the hours of 17-0 (5 p.m.) and midnight. Only five covers and three cut-squares with this cancel have been reported to this day, more than 100 years later. Shown in Figure 1 is this first Canadian flag cancel, used on March 21, 1896.

**Figure 1: The First Montreal Machine Flag Design Obliterator  
(Ensign Flag), March 21, 1896.**



On March 23, 1896, after possibly only a couple of hours of use, the ensign flag cancel without indicia was replaced with the wavy-line cancel M-2 (Figure 2). The ensign flag die was transferred to Ottawa (in this article, the designations of the cancel types are those used by Sessions [1]).

Machine cancel M-2 was then in service for less than three weeks before being replaced. On April 9, 1896, a couple of days before being withdrawn from service, damage occurred within the dater dial. The left leg of the "R" of "APR" (April) and part of the foot of the "L" of "MONTREAL" were broken off (Figure 3). This minor dater hub variety is referred to as the "short foot L".

The M-2 cancel was used through April 10th. On April 11, a new flag die showing the "Union Jack", and often referred to as the "Straight Jack" flag cancel was introduced. This

Figure 2: First day of Use of the Montreal Wavy-line M-2 Cancel – March 23, 1896.

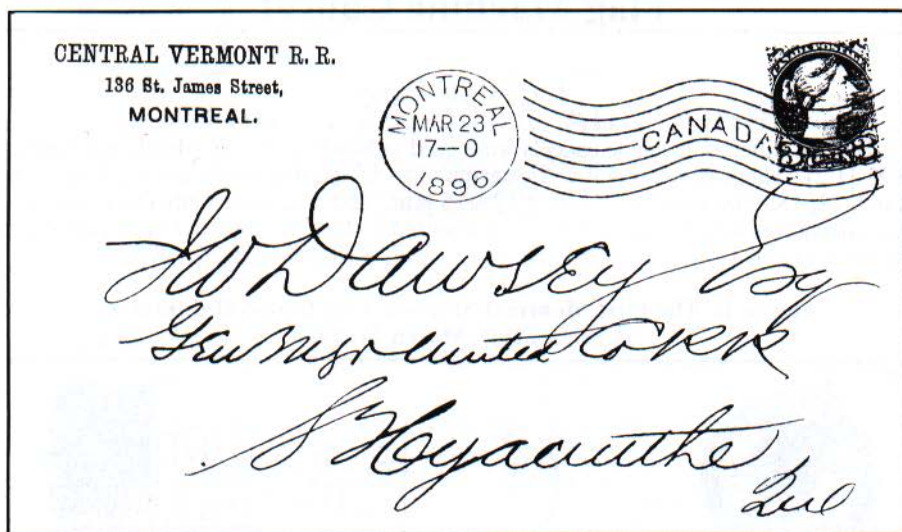


Figure 3: The M-2 Cancel with the “Short Foot L” in “MONTREAL”, April 9, 1896.

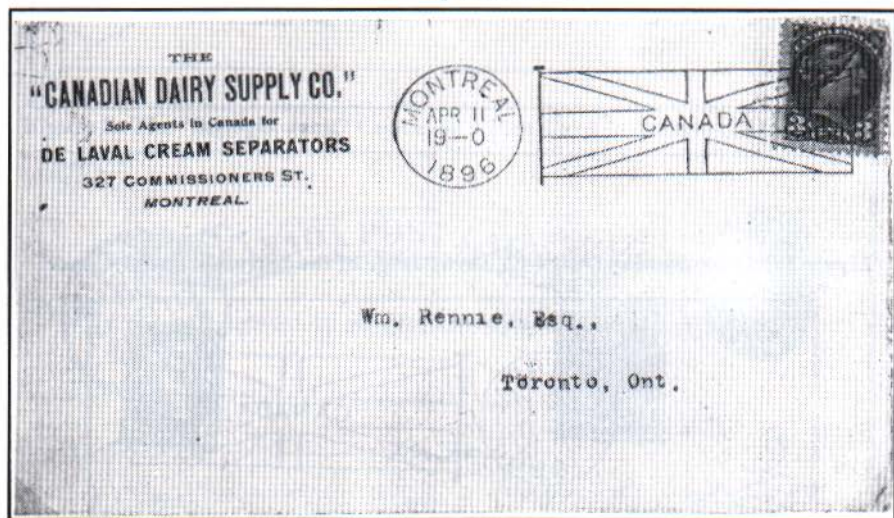


cancel is designated by flag cancel collectors as Type 2. The damaged dater hub previously used with the M-2 cancel was now paired with the new flag obliterator. This was the first Canadian flag cancel to see regular service, but it was used only for twelve days.

The Type 2 flag cancel was produced for a cancelling machine leased from the "Imperial Mail Marking Co.", designed by Martin van Buren Ethridge, and manufactured by Pratt and Whitney of Hartford, Connecticut. The machine was in service at the Montreal Post Office for a trial period from about the middle of March, 1896 until the end of April. The use of the Type 2 flag cancel was an experimental use, part of a test to find an acceptable cancellation.

Figure 4 shows the cancel applied to a piece of commercial mail on April 11, 1896, the earliest known date. Only five covers and two cut-squares with the "Straight Jack" cancel have been recorded for this date. Figure 5 shows the earliest reported use, also April 11, 1896, of the same dater (without the flag obliterator), as a receiving mark. This would be the earliest reported use for any flagless dater receiving mark, as this use is not recorded with the Type 1 ensign used on March 21 and 23, 1896, nor from the period through April 10 when the M-2 cancel was in use.

**Figure 4: First Day of Use of the Montreal "Straight Jack" Type 2 Cancel – April 11, 1896.**



The Type 2 cancel is very scarce. Very fine, full impressions are almost never seen. A well known collector from California suggested many years ago [3] that only about twenty-five examples had been recorded, while today between fifty and sixty are known [4]. A one frame exhibit at BNAPEX'96 in Fort Worth presented a twenty-five year accumulation. It included the only known complete set showing all twelve days of use. The "Straight Jack" display included covers sent to addresses within Canada, and to Newfoundland, the United States, Germany and Austria. Figure 6 shows use on Sunday April 12, 1896. Even at the larger post offices, there was generally not much activity on a Sunday. It was quite unusual for an experimental cancelling machine to be used at 7 p.m. on a Sunday. Figure 7 is probably the first reported use of this scarce flag to cancel a cover paid at the 5¢ U.P.U. rate to a foreign destination (Germany). The time of 11-0 (11 a.m.) is most unusual, as most examples are with times after 13-0 (1 p.m.). Figure 8 shows the cancel on a post card paying the 2¢ U.P.U. post card rate to Austria. Figure 9 shows another scarce Sunday use (April 19, 1896).



Figure 7: The "Straight Jack" Cancel on a Cover to Germany (5¢ U.P.U. rate).

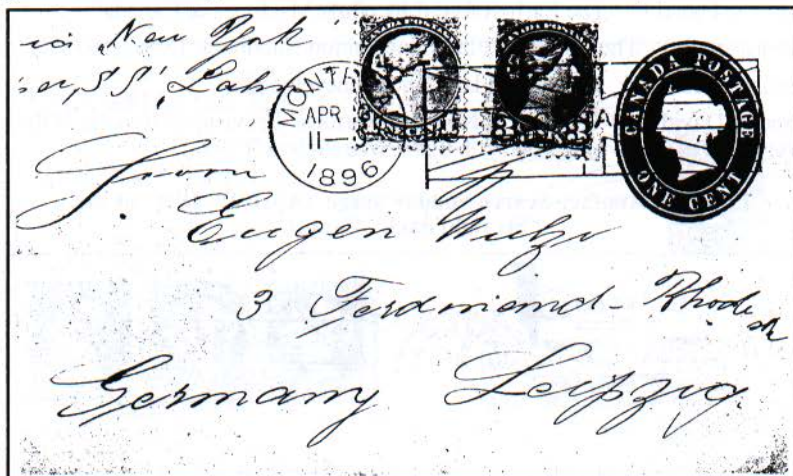
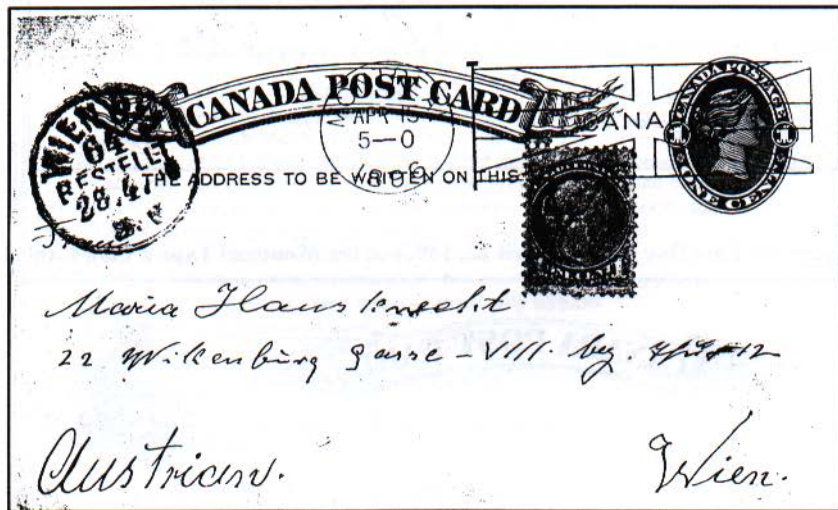


Figure 8: The "Straight Jack" Cancel on a Post Card to Austria (2¢ U.P.U. rate).

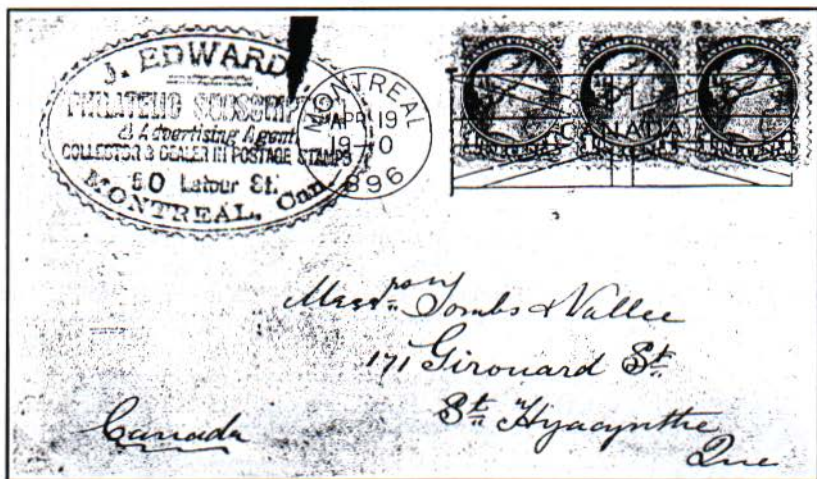


After less than two weeks (12 days) of use, the Type 2 "Straight Jack", was withdrawn from service about mid-day on April 22, 1896. The thin lines did not provide a very dark cancel, and major breaks appeared in the thin lines of the flag design. Either of these problems may have initiated the change. The cancel was replaced a few hours later on April 22, 1896 with machine cancel M-2 (used with the same dater). It is ironic that on April 11, 1896, the Type 2 flag cancel replaced the machine cancel M-2, but less than two weeks later the Type 2 flag cancel was replaced with the same M-2 machine cancel. Figures 10 and 11 show use of the Type 2 flag cancel and machine cancel M-2, respectively, on April 22, 1896.

## References

- [1] Sessions, David F., "The Early Rapid Cancelling Machines of Canada"
- [2] Richardson, Ed, "The Canadian Flag Cancellation Handbook 1896 - 1973"
- [3] Langford, Frederick, "Standard Flag Cancel Encyclopedia"
- [4] Sessions, David F., "The Flag & Non-flag Rarities. Provisional Results of the Study Group Survey", The Flag Pole Vol. 8, #4, March-June 1995.

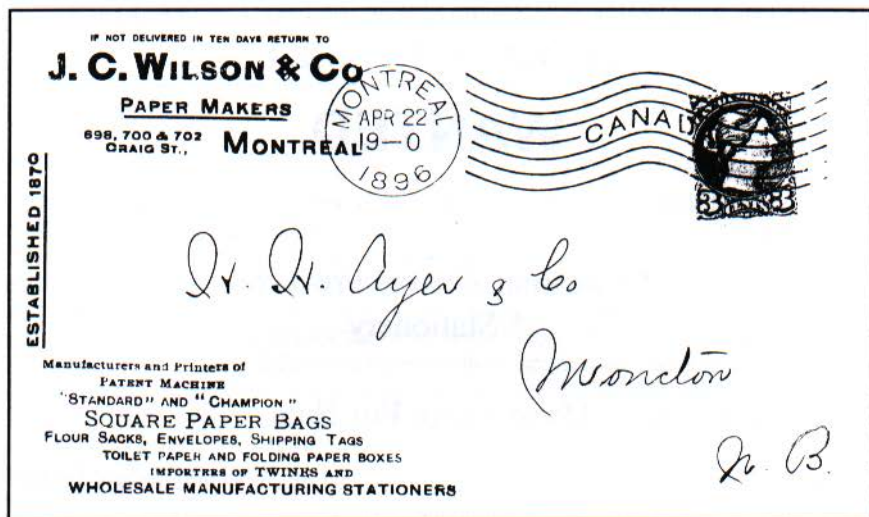
**Figure 9: Another Scarce Sunday usage (April 19, 1896) of the "Straight Jack" Cancel.**



**Figure 10: Last Day of Use (April 22, 1896) of the Montreal Type 2 Flag Cancel**



**Figure 11: Cover Showing the Resumption of use of the M-2 Cancel on April 22, 1896.**



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# First Day Covers of the Classic Issues of Canada

## Part 16 - Postal Stationery - Postal Card

### Issues of 1935-1938

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Melvin L. Baron

Collecting the First Day Covers of the postal card issues of Canada for the 1930-1940 period presents an even greater challenge to the researcher in this field than does the collecting of the stamped envelope issues. Those postal cards which are known with cancellations on the First Day of Issue were prepared for the major varieties by T.R. Legault, Accountant in Charge, Postage Stamp Division of the Canadian Post Office Department. These Legault covers in fact, identify the First Day of Issue dates for the postal cards. There is however one surprising difference between the Legault First Day Covers for the postal cards and for the stamped envelopes of this period. While Legault made First Day Covers for all of the major stamped envelope issues of the 1930-1940 period, he apparently did not make First Day Covers for the postal card issues of 1930-1932. The first series of Legault First Day Covers for the postal card issues starts with the George V issues of 1935. In many years of searching, the author has found no trace of Legault First Day Covers for the earlier issues nor, apparently, were First Day Covers prepared for several additional cards issued in the period 1935-1938. Why such covers were not made is indeed a puzzling question since Legault was generally quite diligent in making First Day Covers for all major postal and postal stationery issues of this period. The author will certainly welcome any additional information on such covers. As of this time, they do not appear to exist.

A brief word is in order regarding the postal card issues of Canada in the 1935-1938 period. Three main groups of Postal Cards were issued by the Canadian Post Office Department: (1) Business Cards - B Series; (2) Regular Postal Cards - P series; and (3) Reply and Combination Regular/Reply Cards - R series. The various B, P and R designations are those used by Holmes [1] to indicate the various lines of printing (or lack of the same) that appear on the face of the cards. Webb's Catalogue [2] uses a numerical designation for each heading type.

The Business Cards were issued for business firms to use part of the face of the card for advertising. Six major varieties of these cards were printed, however, the only type used on cards of this period was:

Webb's Type 1 (Holmes Type B)

The face of the card is blank except for the stamp impression.

The Regular Postal Cards were produced by the Canadian Post Office Department for sale over the counters of the Post Offices. The main types used during this period were:

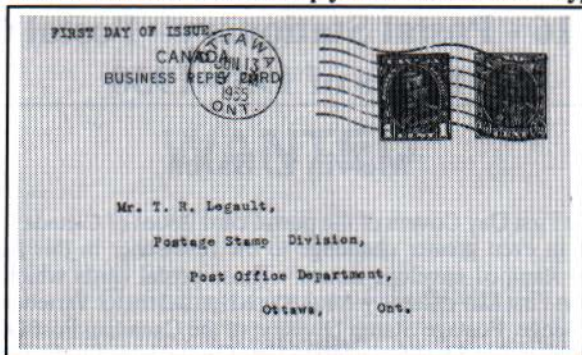
Webb's Type 5 (Holmes Type P-1)

The front of the card has the printing "**CANADA POST CARD**" to the left of the stamp impression.

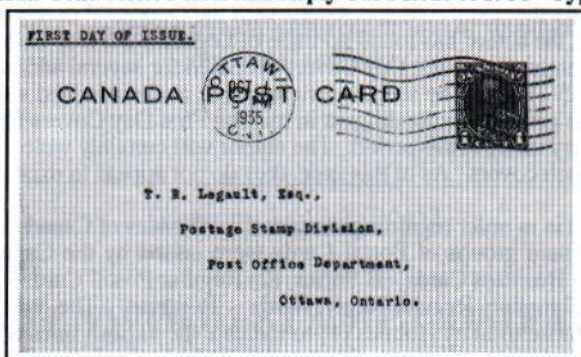
Webb's Type 7 (Holmes Type P-3)

The front of the card has two lines of printing "**CANADA/POST CARD - CARTE POSTALE**"

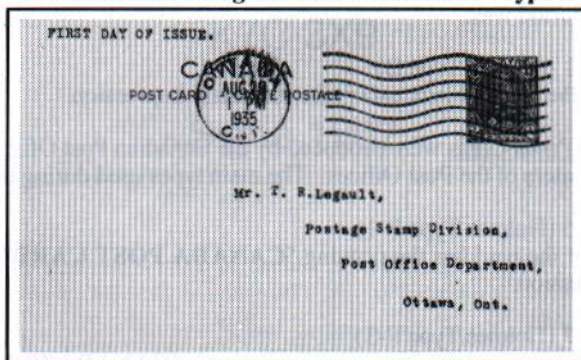
**Figure 1: Rare First Day Cover of Webb's P56 (Holmes 1465)  
One-Half Cent Violet Business Reply Card issue of 1935 - Type 5.**



**Figure 2: Rare First Day Cover of Webb's P58 (Holmes 1467) One Cent Green Plus One Half Cent Violet Postal and Reply Card Issue of 1935 - Types 5 and 9.**



**Figure 3: Rare First Day Cover of Webb's P60c (Holmes 1469b)  
Two Cents Brown Regular Card Issue of 1935 - Type 7.**



The Reply Cards were in fact a different type of business card by which a firm could address a single reply card for its customers to send in an order, etc. There are also Combination Cards which are combined a Regular Card attached to a Reply Card. The types used in the period under discussion were:

Webb's Type 9 (Holmes Type R-1)

Front of card has printing "**CANADA/BUSINESS REPLY CARD**"

Webb's Type 10 (Holmes Type R-2)

Front of card is similar to Type R-1 with an additional line of printing which reads "**CARTE REPONSE D'AFFAIRES**"

Webb's Type 12 (Holmes Type R-4)

Front of card has printing "**CANADA POST CARD/ (REPLY)**" to the left of the stamp impression.

Webb's Type 14 (Holmes Type R-6)

Front of card has two lines of printing "**CANADA./REPLY POST CARD. CARTE POSTALE RÉPONSE.**"

A listing of the **FIRST DAY COVERS** for the postal card issues of 1935 through 1938 is presented below. The numbers used to identify the cards correspond to these from the Webb's Catalogue [1] and the Holmes' "Specialized Philatelic Catalogue of Canada and British North America," 11th edition [2]. Legault First Day Covers for twenty six different varieties of postal cards are noted for this period. In all cases, the official First Day City is Ottawa, Ontario.

#### POSTAL STATIONERY - POSTAL CARD FIRST DAY COVERS

##### I. King George V Postal Card Issue of 1935 - Front Face

The designs for the stamped impressions of this issue show a full portrait of King George V facing slightly left in an oval frame with "CANADA" above the design and the denomination numerals and "CENTS" below. Eleven types of Postal Cards were produced for this issue - First Day Covers are known for nine of them.

- (1) Webb's P56 (Holmes 1465) - One Half Cent Violet Business Reply Card  
- Heading Type 9.  
First Day - June 13, 1935 - Ottawa, Ontario.  
a) Legault Cover, Figure 1.
- (2) Webb's P57 (Holmes 1466) - One Cent Green Business Card - Heading Type 1.  
First Day - June 13, 1935 - Ottawa, Ontario.  
a) Legault Cover.
- (3) Webb's P57a (Holmes 1466a) - One Cent Green Regular Card - Heading Type 5.  
First Day - May 21, 1935 - Ottawa, Ontario.  
a) Legault Cover.
- (4) Webb's P57c (Holmes 1466b) - One Cent Green Regular Card - Heading Type 7.  
First Day - May 9, 1935 - Ottawa, Ontario.  
a) Legault Cover.

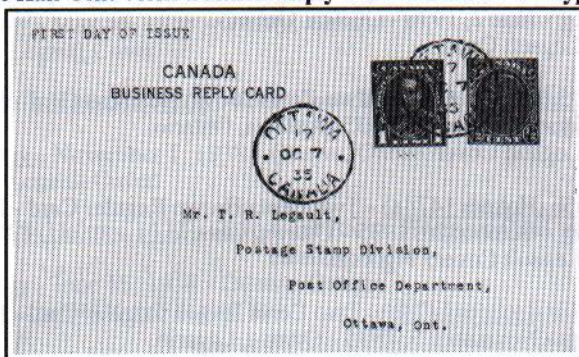
- (5) Webb's P58 (Holmes 1467) - One Cent Green Plus One Half Cent Violet Postal and Reply Card - Heading Types 5 and 9.  
First Day - October 1, 1935 - Ottawa, Ontario.  
 a) Legault Cover, Figure 2.
- (6) Webb's P59 (Holmes 1468) - One Cent Green Plus One Cent Green Postal and Reply Card - Heading Types 5 and 12.  
First Day - July 13, 1935 - Ottawa, Ontario.  
 a) Legault Cover.
- (7) Webb's P60 (Holmes 1469) - Two Cents Brown Business Card - Heading Type 1.  
First Day - September 3, 1935 - Ottawa, Ontario.  
 a) Legault Cover.
- (8) Webb's P60b (Holmes 1469a) - Two Cents Brown Regular Card - Heading Type 5.  
First Day - June 4, 1935 - Ottawa, Ontario.  
 a) Legault Cover.
- (9) Webb's P60c (Holmes 1469b) - Two Cents Brown Regular Card - Heading Type 7.  
First Day - August 29, 1935 - Ottawa, Ontario.  
 a) Legault Cover, Figure 3.

## II. King George V Postal Card Issue of 1935-1936 - Profile

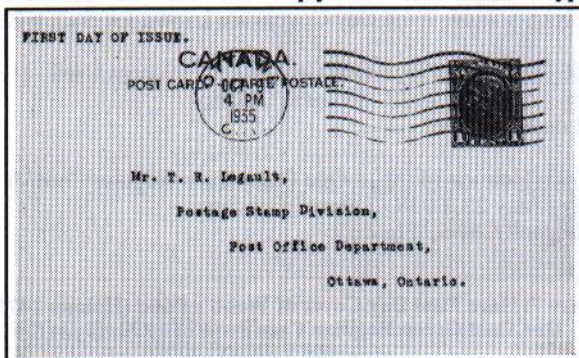
The designs for the stamped impressions of this issue show a profile of King George V facing left in an oval frame with "CANADA" above the design and the denomination numerals and "CENTS" below. Fifteen Types of Postal Cards were produced for this issue. First Day Covers are known for nine of them.

- (10) Webb's P61 (Holmes 1470) - One Half Cent Violet Business Reply Card  
 - Heading Type 9.  
First Day - October 7, 1935 - Ottawa, Ontario.  
 a) Legault Cover, Figure 4.
- (11) Webb's P61c, (Holmes 1470b) - One Half Cent Violet Business Reply Card  
 - Heading Type 10.  
First Day - October 1, 1935 - Ottawa, Ontario.  
 a) Legault Cover.
- (12) Webb's P62d (Holmes 1471a) - One Cent Green Regular Card - Heading Type 5.  
First Day - August 26, 1935 - Ottawa, Ontario.  
 a) Legault Cover.
- (13) Webb's P62g (Holmes 1471c) - One Cent Green Regular Card - Heading Type 7.  
First Day - August 20, 1935 - Ottawa, Ontario.  
 a) Legault Cover.
- (14) Webb's P63a (Holmes 1472a) - One Cent Green Plus One Half Cent Violet Postal and Reply Card - Heading Types 7 and 10.  
First Day - October 9, 1935 - Ottawa, Ontario.  
 a) Legault Cover, Figure 5.

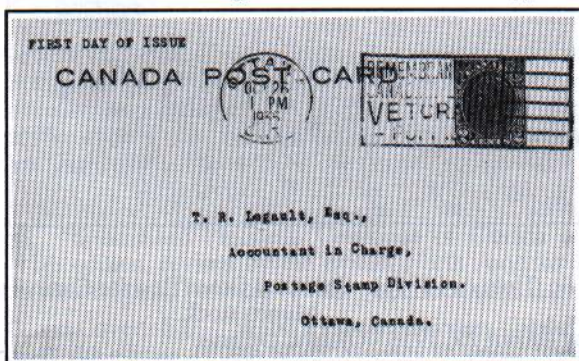
**Figure 4: Rare First Day Cover of Webb's P61 (Holmes 1470)  
One Half Cent Violet Business Reply Card Issue of 1935 - Type 9.**



**Figure 5: Rare First Day Cover of Webb's P63a (Holmes 1472a) - One Cent Green Plus One Half Cent Violet Postal and Reply Card Issue of 1935 - Types 7 and 10.**



**Figure 6: Rare First Day Cover of Webb's P65b (Holmes 1474a)  
Two Cents Brown Regular Card Issue of 1935 - Type 5.**



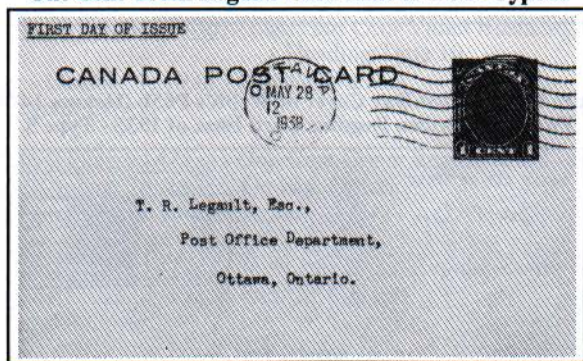
- (15) Webb's P64a (Holmes 1473a) - One Cent Green Plus One Cent Green Postal and Reply Card - Heading Types 7 and 14.  
First Day - June 2, 1936 - Ottawa, Ontario.  
 a) Legault Cover.
- (16) Webb's P65 (Holmes 1474) - Two Cents Brown Business Card - Heading Type 1.  
First Day - September 3, 1935 - Ottawa, Ontario.  
 a) Legault Cover.
- (17) Webb's P65b (Holmes 1474a) - Two Cents Brown Regular Card - Heading Type 5.  
First Day - October 26, 1935 - Ottawa, Ontario.  
 a) Legault Cover, Figure 6.
- (18) Webb's P65c (Holmes 1474b) - Two Cents Brown Regular Card - Heading Type 7.  
First Day - November 5, 1935 - Ottawa, Ontario.  
 a) Legault Cover.

### III. King George VI Postal Card Issue of 1938 - Profile

The designs for the stamped impression of this issue show a profile of King George VI facing left in an oval frame with "CANADA" above the design and the denomination numerals and "CENTS" below. First Day Covers are known for eight types of these cards.

- (19) Webb's P66 (Holmes 1475) - One Cent Green Business Card - Heading Type 1.  
First Day - April 28, 1938 - Ottawa, Ontario.  
 a) Legault Cover.
- (20) Webb's P66d (Holmes 1475b) - One Cent Green Regular Card - Heading Type 5  
First Day - May 28, 1938 - Ottawa, Ontario.  
 a) Legault Cover, Figure 7.

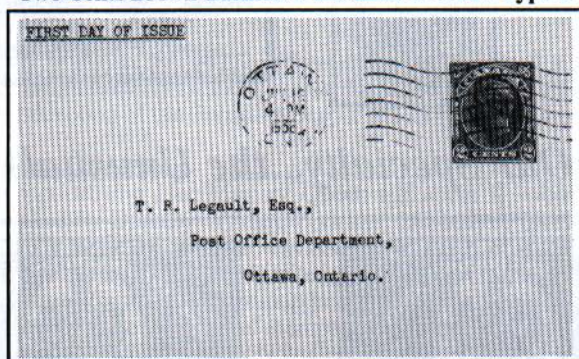
**Figure 7: Rare First Day Cover of Webb's P66d (Holmes 1475b)  
 One Cent Green Regular Card Issue of 1938 - Type 5.**



- (21) Webb's P66e (Holmes 1475c) - One Cent Green Regular Card - Heading Type 5,  
 Mimeo stock.  
First Day - April 25, 1938 - Ottawa, Ontario.  
 a) Legault Cover.

- (22) Webb's P67a (Holmes 1476b) - One Cent Green Plus One Cent Green Postal and Reply Card - Heading Types 5 and 12 (black).  
First Day - May 26, 1938 - Ottawa, Ontario.  
 a) Legault Cover.
- (23) Webb's P67c (Holmes 1476d) - One Cent Green Plus One Cent Green Postal and Reply Card - Heading Types 7 and 14 (black).  
First Day - November 1, 1938 - Ottawa, Ontario.  
 a) Legault Cover.
- (24) Webb's P68 (Holmes 1477) - Two Cent Brown Business Card, offset - Heading Type 1.  
First Day - June 16, 1938 - Ottawa, Ontario.  
 a) Legault Cover, Figure 8.

**Figure 8: Rare First Day Cover of Webb's P68 (Holmes 1477) - Two Cents Brown Business Card Issue of 1938 - Type 1.**



- (25) Webb's P68b (Holmes 1477a) - Two Cent Brown Regular Card - Heading Type 5.  
First Day - May 14, 1938 - Ottawa, Ontario.  
 a) Legault Cover.
- (26) Webb's P68c (Holmes 1477b) - Two Cents Brown Regular Card - Heading Type 7.  
First Day - June 2, 1938 - Ottawa, Ontario.  
 a) Legault Cover.

Many of these First Day Covers are backstamped with the postmarks of the Financial Branch, Postage Stamp Division, Ottawa where T.R. Legault was the Assistant in Charge. The First Day Covers of the postal cards that have been listed in this paper are quite rare. No cacheted covers are known. The author will be grateful for any additional information on postal card First Day Covers of the 1930-1940 period.

### References

- [1] Holmes, L.S., "Specialized Philatelic Catalogue of Canada and British North America", 11th edition, revised by the British North America Philatelic Society Committee, Ryerson Press, Toronto, 1968.
- [2] Walton, W.C. and Covert, E.L., "Webb's Postal Stationery Catalogue of Canada and Newfoundland", 6th edition, British North America Philatelic Society Ltd., 1993.

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# The Wilding 5¢ Partial Imperforate and Misperforated Errors<sup>1</sup>

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Joseph Monteiro

There appears to be a considerable degree of confusion about the Wilding 5¢ partial imperforate stamp errors. While there is little doubt about their existence, the causes of these errors appears to be improperly understood and the types of errors are not well documented. This article therefore hopes to shed some light on this matter. It is simultaneously hoped that it will elicit some reaction from readers of *BNA Topics*, so that members can share any information or offer any opinions they may have on this matter.

The format of this article is as follows: (a) a brief description of the stamp, (b) a description of the errors and (c) the story of the discoveries and background information.

## **Wilding portrait 5¢ (Scott No. 341iv-v/Darnell No. 392a) April 1, 1954.**

The 5¢ Wilding Portrait stamp is the fifth value in the Wilding series dedicated to reflect the respect and deep devotion of the Canadian people to Her Majesty Queen Elizabeth II.

### **(a) A description of the stamp**

The stamps portraying Her Majesty Queen Elizabeth II, were engraved from a photograph supplied by Dorothy Wilding Portraits, Limited, of London. The 5¢ stamp portrays her image in a blue colour, and was issued on April 1, 1954. The design was the work of Canadian Bank Note Co., Limited. The size of the stamp impression is approximately 21mm x 25mm, and the stamp perforations are 12 x 12. Dextrine gum was used as the adhesive. The quantity of stamps ordered by the Post Office Department, Canada was 234 million. Canadian Bank Note Co. printed the stamps by the steel engraving process in sheets of 400, *i.e.*, four panes of 100 stamps. The stamps appear with plate numbers 1-13 and 15-19.

The design shows the portrait of Her Majesty in an oval frame. At the top two corners, outside the frame, the symbol EiiR is shown. Beneath the frame, the value 5¢ appears on either side of the frame. Below this, centred at the bottom, is the word "CANADA". On the left side of "CANADA" is the word "Postes" and on the right side of "CANADA" is the word "Postage", both in small print.

### **(b) A description of the errors**

Two categories of 5¢ Wilding perforating errors have so far appeared. These may be described as: (i) partially imperforate errors and (ii) misperforated errors.

#### **Partially imperforate errors:**

There are two types of partially imperforate errors: (1) a vertical partially imperforate error with all the vertical columns of perforation missing from the sheet except the left-most column in the pane (Figure 1), and (2) a vertical partially imperforate error with the column of perforations missing on the left sheet margin (Figures 2-4). It is this second type of

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1. Most of the material for this article is from my book "Perforating Errors of Canadian Postage Stamps (1953-1996)," 1996.

partial imperforate error that has created a problem. Most philatelists assume that there was only one source. In fact there were three distinct sources: (a) a misperforated pane; (b) an adjoining pane with gutters; and (c) a normally perforated pane. This means that the causes of the errors are quite different. In addition, the estimate of the number each type of error believed to exist is also quite different.

**Figure 1: 5¢ Wilding Vertically Imperforate**



**Figure 2: 5¢ Wilding Vertical Left Column Imperforate, Plate 11**



**Figure 3  
5¢ Wilding Vertically Imperforate  
from Paper Fold (Bileski)**



**Figure 4  
5¢ Wilding Vertically Imperforate  
(Saskatoon Stamps)**



Misperforated errors:

There are at least three types of misperforated stamps: (a) horizontal misperfs; (b) vertical misperfs; and (c) "dramatic" vertical misperfs. Another misperf is also known that created an extra wide stamp. This misperf, unlike the others which were caused by the line perforator, was the result of a paper crease. Other variations resulting from paper folds have also appeared, however these will not be examined here.

### (c) The stories and background of the errors

#### Partially imperforate errors

The first type of partially vertical imperforate 5¢ error came from a pane of 100 stamps. Only one block of 12 partial imperforates was sold as a unit. The other remaining 88

stamps from the sheet were sold in singles or pairs.

#### Québec discovery:

The first type of partially imperforate error (Figure 1) was discovered in Québec in the mid-1950s. It was reported that a Québec stamp collector went to a sub-post office to buy a few plate blocks. He received quite a surprise when the Postmaster told him that he had some defective stamps and that the perforations were missing which created difficulty in separating the stamps [2]

Details of the story indicate that the collector asked the Postmaster if he had any left, trying to keep calm. To his surprise, the Postmaster handed him a block of twelve partially vertical imperforate Wilding 5¢ stamps. This block was the remnants of the pane that was found by the postal clerk. The other stamps in the pane were sold in one's, two's and three's to people using them for mailing letters. The postal clerk could not recall having sold any large blocks.

A ruler was used to tear the stamps along the imperforate column to make vertical strips by the postal clerk, so that the stamps could easily be separated by the horizontal perforations. The block of twelve stamps came from the left part of the pane<sup>1</sup>. It is assumed that this block came from the upper pane of a sheet with a plate number 8, as this block was found with other plate blocks bearing that number. The finder of this block of twelve, retained a block of four, gave a pair to a friend and sold the remaining block of six to Mr. Guy Des Rivières. Subsequently, in the early 1980s, all the known blocks were broken up into pairs and sold.

#### The other partially imperforate errors:

It is not known where the second type of partially imperforate error was found, i.e., with the left column of perforation missing. Three sources have reported on the three types of this error.

First, the imperforate resulting from a misperforation was reported in 1992 in an Montreal Stamp and Coin auction catalogue [3]. A block of four was offered for sale and the lot was described as:

*"770 pl bl CANADA. #341v Le 5¢ Elizabeth II 'Wilding', bloc de pl. BC inf. gauche, imperf. à gauche. Dix exemple sont supposés exister, tous sans gomme. Donc ce bloc avec gomme est peut-être unique. A examiner. Mise suggérée.....\$1000".*

What is interesting about this left side vertical imperforate is that it has a plate number, 11 (Figure 2). Further, the line of perforations show a slight angle. They go from or near the top of the frame on the second-last stamp in the lower-left corner in the left column to the right of the stamp in the second column where the perforations cross. In other words, between the two stamps in the first and second columns in the lower-left corner, it slopes from the top of the stamp in the first column to the left of the stamp at the bottom in the second column. It does not cut the design. The part misperf resulted from the sheet being fed into the perforator at an angle. This type of vertically imperforate error, on the left margin, occurred on one sheet (i.e., 4 panes or 400 stamps). Only six copies are known to exist from a total of twenty.

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1. That is, the stamps in position numbers 41, 42, 51, 52, 61, 62, 71, 72, 81, 82, 91 and 92.

Second, the imperforate resulting from an incorrect perforation in the gutter (Figure 3), was reported by K. Bileski in his book *Canadian Postage Stamps 1953-1974* [4].

"The 4¢ and 5¢ 1954 regular issue have been found in gutter pairs (examples shown are simulated but I've seen genuine pairs). They are also due to folds in paper which lead to improper cutting. They are of extreme rarity and valuation given would be nominal."

Third, the imperforate resulting from a normal pane (Figure 4) was reported by John Jamieson in his "Imperforates and Part Imperforates of Canada -- 1859-1989" who noted [5] that:

"Six unused singles, without gum have so far been reported and it appears that these are from both the lower and upper left panes. It was also reported that the existence of a plate number single was not known".

The author [5] suggested that six unused singles without gum exist, and that these are from both the lower and upper left panes. It is worthwhile noting that the partial imperforates from the first source are quite different from the partial imperforates from the third source. If one examines the illustration of the stamp from the third source (Figure 4), the perforation column on the right is parallel to the edge of the stamp impression, not at an angle, and the stamp is from the bottom of a pane.

The above description indicates the existence of 6 pairs of vertically imperforate errors of the first type are in philatelic hands. The whereabouts of the remaining 88 stamps sold are not known, nor is it known whether the three other panes of 100 were sold or retrieved by the Post Office, or used without being noticed. Regarding the stamp vertically partially imperforate on the left side, some sources report the existence on only six stamps without gum, and other sources indicate the existence of ten without gum. A block of four, with gum, was recently auctioned in 1992, leading one to conclude that while more than ten are known to exist, as many as 40 could have been produced.

What caused these various partially imperforate errors?

- 1) The vertical partially imperforate stamps sold to Mr. Guy Des Rivières

This error and all the others referred to below were perforated by a line perforator<sup>1</sup>. While this explains why the perforations are missing through the columns only (unlike T-comb or H-comb perforations), it does not provide any explanation as to the cause of the error. One can only speculate how this error arose. One possible explanation is that many sheets were perforated simultaneously and the perforating wheel did not make contact with the bottom sheet everywhere. This might explain why there were perforations on the left side of the pane. But the block that was found apparently does not have any blind perforations. Perhaps there were some on the 88 stamps which were destroyed, and the block that was found just did not show traces of blind perforations.

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1. A line perforator, perforates all the horizontal perforations and then the vertical perforations. As a result, perforations rarely form a perfect match at the intersecting holes in the corner of the stamp, and if a partial imperforate error exists it is along entire rows or columns. H-comb perforators, perforate part of the horizontal and vertical perforations simultaneously, consequently, imperforate stamps that have been perforated by a comb perforator will be partially imperforate along the rows and columns or selvage.

A second possible explanation is that the machines were stopped for cleaning after the horizontal perforations were made. This partially imperforate sheet then must have somehow got mixed in with the completely perforated sheets. But this explanation does not explain why there were vertical perforations on the left of the only known block. A third possible explanation is that only part of the sheet was fed through the perforator.

- 2) The vertical partially imperforate error on the left that appeared in the Montreal Stamp and Coin auction [3]

This error was caused because the sheet was misfed through the perforator. In other words, the sheet was fed in at an angle. This can be seen from the illustration. But could a slight angle cause a few stamps to miss the vertical perforation entirely on the left. Yes! The stamps were printed in two rows of two panes. A slight slope in the sheet causing the perforation to be off by 1mm per row could bring about a shift of 21mm by the time the perforator reached the 21st row. In other words, sufficient for the perforating wheel on the left-most side of the pane to make its perforation in the second column at the bottom of the second pane. This is explained at greater length later on with an illustration.

- 3) The stamp vertical partially imperforate on the left as referred to in Canadian Postage Stamps 1953-1974 [4].

The explanation for this error was given by K. Bileski as a result of folds in the paper which lead to improper cutting.

- 4) The vertical partially imperforate on the left referred to in "Imperforates and Part Imperforates of Canada -- 1859-1989" [5].

This partially imperforate error was probably caused because the perforating wheel on the left side of the shaft holding the perforating wheels either shifted or was misplaced during the perforating process. This can happen when the screws holding the wheels either loosen and shift or because the initial perforating wheel is not set properly. Perforating wheels on the shaft holding the perforating wheels were constantly shifted when different stamps were perforated, because stamps were not always of the same size. This often led to errors in the past.

#### Misperforated errors

Misperforated errors are not treated as being in the same category as partially imperforate or fully imperforate errors. Yet these errors, like the former, are generally caused because of some malfunction of the perforator (misperforated errors which are visibly caused by paper folds or paper creases are excluded). These misperforated errors are not listed in any catalogue, nor do they command the prices of errors in the above two categories. They are generally treated as types of freaks that are difficult to document. I shall therefore turn to those types of errors that are well known. The 5¢ Wilding portrait stamps can be found both horizontally and vertically misperforated.

#### Horizontal misperfs:

The horizontal misperfs (Figure 5) listed in the Saskatoon Stamp Centre catalogue [6] were described as:

"151 341 var2 \* PS 5¢ Wilding PERFORATION SHIFT. Horizontal perfs are shifted 7mm cutting across Queen's Crown. MNH. (photo)...C\$ 39.50 (= US\$ 29.63)"

Additional insights can be gained from the illustration of the 5¢ Wilding horizontal misperf. The perforation shows a horizontal shift downward, of about 3mm to 7mm. The horizontal perforation indicate a minor slope downward, beginning from left to right. As a result of the slope, the perforation pass through the crown and touch the top hair line of the portrait in the right column.

Vertical misperfs:

The vertical misperfs are interesting since two types were found. The first type was listed in a auction catalogue by Ian Kimmerly Stamp Auctions [7] and in a catalogue by Saskatoon Stamp Centre [8] and the descriptions are as follows:

"0922 \*\* #341 1954 Five cent Wilding, misperf block of four. Est: \$25.[7]"

"341 var1 \* PS 5¢ Wilding PERFORATION SHIFT. Vertical perfs are shifted 3mm to right. MNH.....C\$ 29.95 = US\$ 23.36."[8]

**Figure 5: 5¢ Wilding Horizontal Misperf (Saskatoon Stamp Centre)**



**Figure 6: 5¢ Wilding Vertical Misperf (Kimmerly Stamp Auctions)**



**Figure 7: 5¢ Wilding Vertical Misperf (Saskatoon Stamp Centre)**



Additional characteristics of the first true type of vertical misperf are revealed from the illustration (Figure 6). The misperf is vertical. The vertical columns of perforation are shifted to the right, approximately 3mm to 6mm. The vertical perforations indicate a very minor slope from right to left. As a result, the misperfs from the top of the pane appear more dramatic. The misperfs cause the stamps in the right-most column to have the value on the left side missing (perhaps only for stamps in the upper part of the column due to the

angle). In addition, stamps in this column contain part of the blank selvage as part of the stamp design. The other misperfs show the value twice on the right side, compared to the normal which has the value on the left and on the right.

A different error was described in a catalogue from the Saskatoon Stamp Centre [9]

“157-235 341 var2 \* PS 5¢ Blue Wilding PERFORATION SHIFT resulting in an extra WIDE STAMP. Vertical perfs shifted 4mm TO LEFT. Vertical PRE-PERFORATION Crease thru Queen's face was the cause. MNH.....40.00 US\$ 49.50....PH.”

The illustration of the extra-wide stamp (Figure 7) reveals that this misperforation is not the normal type of misperf. This stamp is larger in size than the normal size stamp. The stamp is misperforated vertically. The vertical perforations are shifted to the left, about 4mm. The vertical column of perforation does not vary in angle from the vertical. Besides the normal stamp design, the stamp contains part of the design from the stamp on the left.

The second vertical misperf is the more interesting type (Figure 8). It enables one to bring out more fully the characteristics of a line perforator when stamps are perforated at an angle. A major block of this misperf appeared for sale in a catalogue by Ian Kimmerly Stamp Auctions [10] and was described as:

“1175 \*\* #341 Five cent Wilding, plate 11 lower right plate stamp of 20 with slanted vertical perforations and left perforation misplaced (60% into the design) on the left two stamps. This is very similar to the 15¢ Gannet variety and was probably from the same sheet of 341v since that rarity is only known from plate 11 lower left. An unusual variety and useful positional piece for Exhibition. Est. \$200.”

**Figure 8: 5¢ Wilding Vertical Misperf  
(Kimmerly Stamp Auctions)**



The illustration is very revealing. The misperf is vertical. The vertical shift is 5 mm to 13 mm due to the slope in the perforation which is readily apparent. The vertical misperf only appears in the left column of the right bottom pane and in the upper top panes. On the bottom stamp in the left-most column, the gutter perforation on the left is shifted to the right, as a result the left column of gutter perforations pass through the 'D' of 'CANADA' and through the portrait slightly right of centre. This is not constant throughout the column because of the slope in the perforation.

**Table I: Reported Misperforations of QE II – 5¢ Wilding Portrait Stamps, all printed by CBN, steel engraved, perf. 12, sheet format, dull paper, dextrine gum**

Type of Misperforation	Plate No.	reference
horizontal misperf 3 mm to 7 mm down	blank corner	[6, 11]
vertical misperf 3 to 6 mm to the right	blank corner	[7]
vertical misperf 5 mm to 13 mm to the right	11	[10]

Since, the 5¢ Wilding portrait stamps were perforated by a line perforator, a particular pattern of misperforation were generated. In this series, two types of patterns are discernible: 1) misperfs displaying a perforation shift and a slope; and, 2) misperfs displaying a perforation slope.

This misperf is interesting in that it brings out some of the characteristics of perforations as applied by a line perforator when the sheet of stamps is fed at an angle (as discussed above). Suppose a sheet of stamps has four panes, two in the first row and two in the second row. Further, each pair of panes is separated by a horizontal or a vertical gutter. The perforating tooth wheels on the perforating shaft are set equidistantly, so as to perforate the stamps at the sides of the design. However, the distance between the vertical selvage separating the two panes in the rows need not be equidistant, but depends on the size of the selvage. In other words, the gutters between the panes are not necessarily equal to the size of the stamp design.

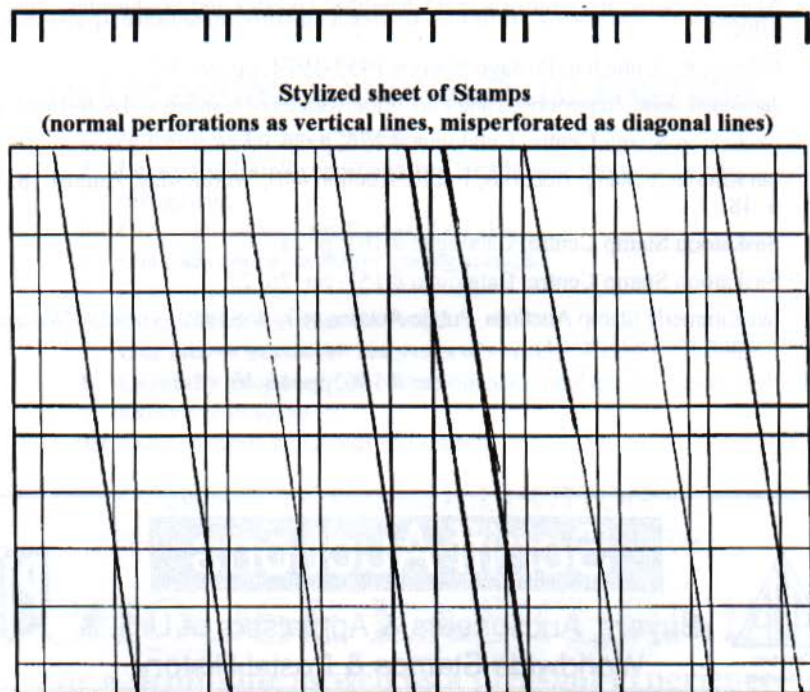
Now suppose the above sheet is sent through the line perforator vertically at an angle. What will happen even if the sheet was correctly positioned initially? This will depend on the angle. Depending on the angle, misperfs will be created. The misperfs will become progressively more pronounced as one gets to the bottom of the first row of panes. What will happen to the second row of panes? This again largely depends on the angle; in addition the perforating tooth wheel of the gutter will have to be considered. The gutter perforations could appear on the second pane. In the case of the 5¢ Wilding misperf in this example, the misperf is more pronounced for stamps at the top of the bottom panes with the exception of the bottom stamps in the left-most column in the pane. This is a result of the gutter. The stamps in last two rows in the bottom panes appear to be perforated correctly, except for the first two stamps in the second pane, and for the first stamp in the first pane which has the perforation on the left missing. Perhaps, an illustration is worth a thousand words, as shown hereafter.

The gutters in the form of a cross are shown as dark lines. The diagonal lines show what happens when the sheet is fed in at an angle. It is worthwhile noting how the gutter



perforations appear in the second pane, together with the missing perforations on the bottom two stamps at the left of the second row of panes.

**Figure 9: Effects of Applying Perforating Tooth Wheels at a slight Angle from the Vertical**



The lower left block from the lower right pane is also shown in Figure 8. But can one be sure that what is predicted about the lower left pane actually happened? Indeed this is what exactly happened! Until recently, no one knew what had happened to the lower left partially imperforate corner block from this pane until it turned up in a sale at an auction in Montreal (Figure 2). The angle of the perforations from the right and left lower panes from the bottom were measured, and the measurement confirms that these have the same slope and are from the same sheet. What happened to the panes from the top of the sheet? It is not known, even though misperfs with the same angle have been made available for sale. It is possible that these misperfs could be from the same bottom two panes.

How many misperfs exist depends on the reason for the misperf. A minimum of two panes or multiples thereof are likely to have been perforated. In the case of misperfs caused because of print shifts, a minimum of one sheet of misperfs is likely to exist. This is because of the format in which the stamps are printed. It is worthwhile noting that the number of panes per sheet can vary from the normal of four panes to a sheet, for most Canadian stamps, to eight panes per sheet.

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- [2] Des Rivières, Guy, "Part-perf. 'Queens' found in Québec," *BNA Topics*, Volume 13, No. 3, March 1956, p. 60.
- [3] *Montreal Stamp and Coin Auction Catalogue*, Tuesday and Wednesday, June 9-10, 1992.
- [4] Bileski, K., *Canadian Postage Stamps 1953-1974*, pp. 86-87.
- [5] Jamieson, John, *Imperforates and Part Imperforates of Canada -- 1859-1989*, p. 37.
- [6] *Saskatoon Stamp Centre, Catalogue # 176*, p. 21.
- [7] *Ian Kimmerly Stamp Auctions, Public Auction #40*, Wednesday, August 18, 1993, p. 48.
- [8] *Saskatoon Stamp Centre, Catalogue # 161*, p. 24.
- [9] *Saskatoon Stamp Centre, Catalogue # 157*, pp. 26, 27.
- [10] *Ian Kimmerly Stamp Auctions, Public Auction #67, #68, #69*, Tuesday-Wednesday, August 16, 1995, p. 64.
- [11] *Saskatoon Stamp Centre, Catalogue # 166*, pp. 45-46.



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## James Lehr

### PRE 1900 RAILROAD MAIL CANCELLATIONS THROUGH VERMONT

I hope this article will serve two purposes. First, to encourage interest in early examples of the use of railroad postal cancellations in cross border usage through Vermont. The only example I have of this is shown in Figure 1.

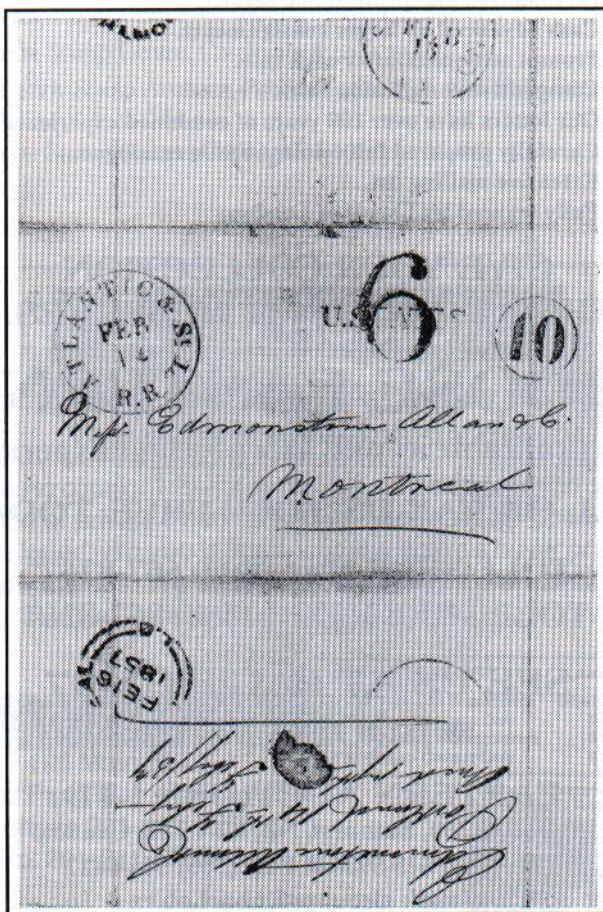
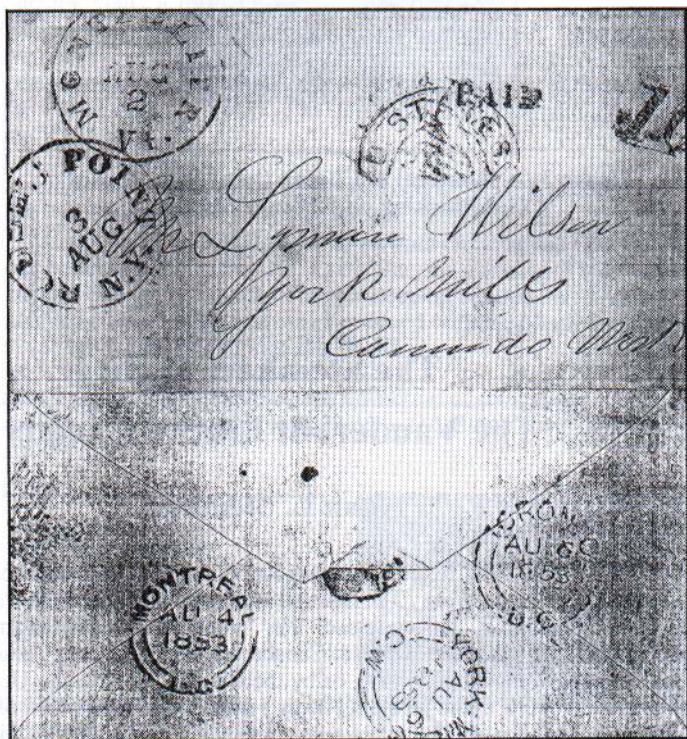


Figure 1: A cross border cover through Island Pond, Vermont.

This letter originated in Portland, Maine on 2/14/1857 and travelled west on the Atlantic and St. Lawrence Railroad, showing one of the two known cancellations - Atlantic & St. L./R.R., 2/14. Marked with a straight line U. STATES and a circled 10 for the 10 cent rate from anywhere in the U.S. (except the west coast) to anywhere in Canada, New Brunswick, Nova Scotia and Prince Edward Island, it was backstamped Island Pond, VT 2/16 (the exchange office), and a 6 was added over the U.STATES for the 6 pence equivalent for the 10 cents due marking. It is also backstamped Montreal/L.C., again 2/16.

T.P.G. Shaw comments in his book that the St. Lawrence & Atlantic Railroad was incorporated in 1845 to connect with the Atlantic & St. Lawrence Railroad as a through passenger line between Montreal and Portland (a port open during the entire year). Through traffic from Longueil, L.C. to Portland, ME, a distance of 292 miles through Island Pond, VT commenced 7/18/1853. In 1853 the St. Lawrence & Atlantic along with other lines formed the Grand Trunk Railway, in which it became the Portland division. A cover of the St. Lawrence & Atlantic Railway dated 10/22/1853 is considered the earliest use of an R.P.O. in Canada. I would appreciate any information members have on other early cross border mail going either direction through Vermont.

Second, I am interested in obtaining more information on mail going through Rouses Point, NY by train to Montreal (and hopefully on by train to Toronto or Quebec). This is illustrated by the cover shown in Figure 2.



**Figure 2: Montpelier Vermont, through Rouses Point, NY and Montreal to York Mills, U.C.**

The letter was mailed in Montpelier, VT on 8/2/1853 through Rouses Point, NY on 8/3, Montreal, L.C. on 8/4, Toronto, U.C. on 8/6 and arriving at York Mills, C.W. on 8/6. It is marked with the U. STATES arc and 10 cents PAID., the rate for any eastern U.S. letter to eastern Canada. Rouses Point was a railroad centre for E-W and N-S routes. There is no indication the letter went through Montreal and Toronto by railroad. However, Figure 3 shows a full oval strike of Montreal & Champ.(lain) R.R./Rouses Point, an apparent station marking on a pair of 25 cent United States Internal Revenue stamps on a legal document piece. This is TS-120, R.F. of 500\* (This find reduces the R.F. to 500, unless this is the original find) and indicates that Rouses Point, NY could well have been a mail station on this railroad. Again, any information or comments would be greatly appreciated.



**Figure 3: A Montreal & Champ.(lain) R.R./Rouses Point Marking on Revenue Stamps**



## The Steinhart Legacy

---

### The Vanderbilt Line to Canada

**Allan L. Steinhart**

The cover shown here was mailed at Glasgow, Scotland on November 5, 1860, addressed to Hamilton, Canada West. The unusual feature of the cover that warrants this write-up is the ship that carried it. It is endorsed "Per "Vanderbilt" via Southampton." At this time almost 100% of the mail from Britain to Canada was carried by the Canadian Allan Line at the 6d sterling (7½d currency) rate, or by the Cunard Line *via* the United States through Boston or New York at the 8d stg. (10d cy.) rate. In my many years of collecting and looking at transatlantic covers I have not seen another cover to Canada carried by this ship or by the Vanderbilt European Line.



The cover is franked by a pair of British 4d stamps and a 6d stamp paying the 1/2 stg. (1/4 cy.) rate for mails to Canada by the United States contract steam packets. The *Vanderbilt* sailed from Southampton, England on November 7, 1860 and arrived at New York on November 18. A red manuscript "2" was applied to the cover indicating a 2d stg. credit to Canada, the colonial portion of the 1/2 rate. A bonus is that this was the return portion of the *Vanderbilt's* last voyage in transatlantic service, and also the last two-way voyage by the *Vanderbilt* line.

The *Vanderbilt* was a 3360 ton steamer launched in 1857, built in New York, used on the New York - Southampton - Havre run for the *Vanderbilt* Line. The *Vanderbilt* Line was owned by Cornelius *Vanderbilt*, and served both Bremen and Havre from New York during various periods. Due to the U.S. Civil War, the *Vanderbilt* was chartered by (and later given to) the U.S. government. The government refitted her, adding guns, and she became an auxiliary cruiser. After the war she served with the North Pacific Squadron and was used for various tasks until scrapped in 1930.

This stamped cover has slipped into my collection of stampless transatlantic material. Until a stampless *Vanderbilt* cover to Canada is found this cover will have to do as an example carried by that line.

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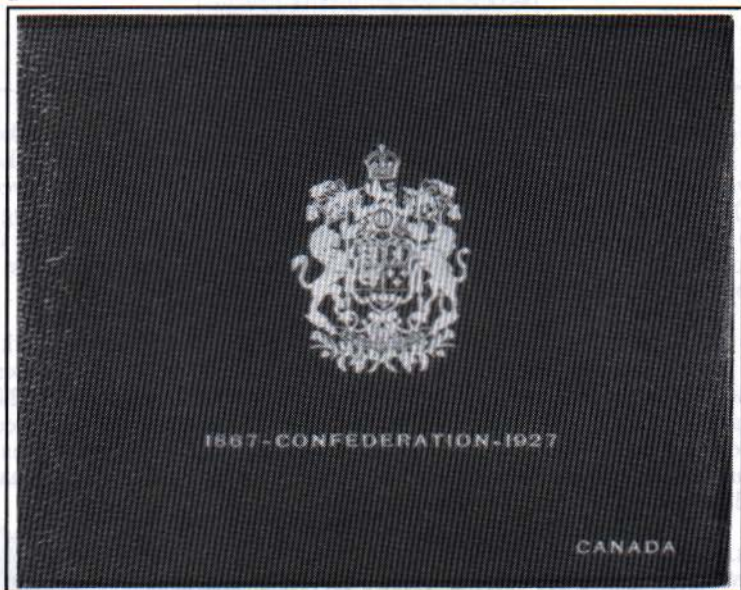
# The Anniversary of Confederation Presentation Booklet

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Jerome C. Jarnick

In 1927, Canada marked the 60th anniversary of the 1867 Confederation with a series of 9 stamps issued on June 29th. The Post Office Department arranged for the manufacture of 500 presentation booklets, measuring 152mm x 122mm and bound in a fine grained, bright red leather. The cover is gold stamped with the Coat of Arms with "1897 - CONFEDERATION - 1927" below and "CANADA" in the lower right hand corner. (Figure 1).

Figure 1: Cover of Anniversary of Confederation Presentation Booklet

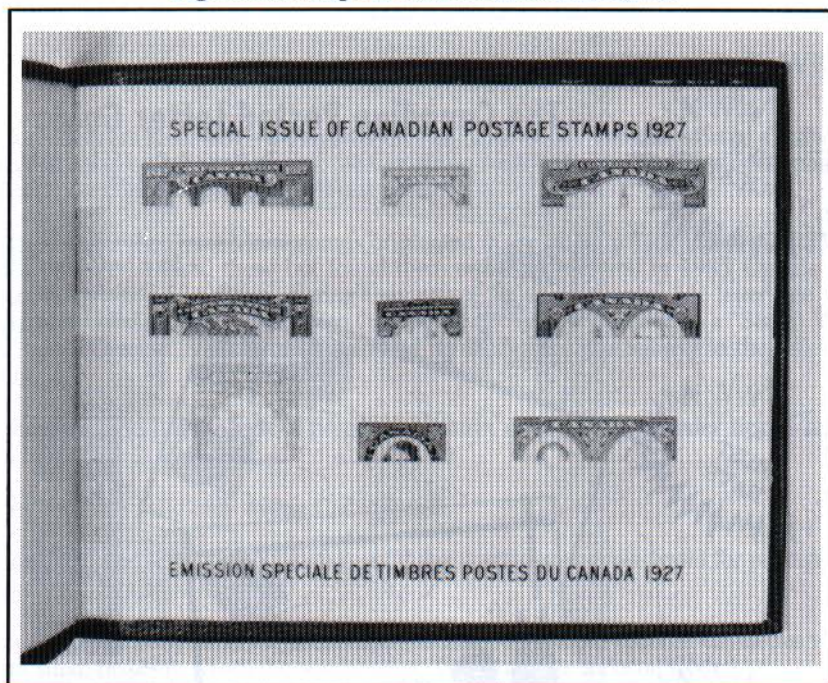


The inside covers and end papers are a red, marble design. An interleaf of spider web glassine protects the single page, with three stitched linen pockets. "SPECIAL ISSUE OF CANADIAN POSTAGE STAMPS 1927" is printed at the top and "EMISSION SPECIALE DE TIMBRES POSTE DU CANADA 1927" at the bottom of the page. (Figure 2). The stamps of the Confederation issue (Scott Nos. 141-148, E3) are mounted in the three pockets.

In addition to the bright red leather booklets, another 50 booklets were produced bound in a dull red coarse grained leather and presented to the diplomatic corps stationed in Ottawa. Except for the leather used for binding, these booklets are identical to those of the larger issue.



**Figure 2: Stamps in the Presentation Booklet**



Barraclough [1] indicated that both of these booklets were issued on May 31, 1927. However, the author suggests that this is the date of delivery to the Post Office Department and that the actual presentations were not made before the date of issue of the stamps, June 29, 1927.

#### **References**

- [1] Barraclough, Reg. "An initial listing of the presentation booklets of Canada." *BNA Topics*, Vol. 6, #5 pp. 110-12 (1949).



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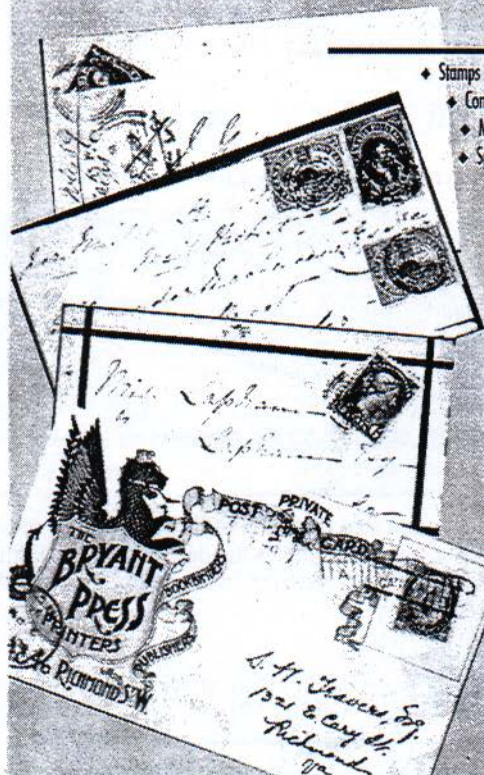
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A modern era has ended – the Greet More rate is no more. The rate offered a reduction in postage for greeting cards during the Christmas season, and (in terms of being paid for by special postage stamps) lasted eleven years.

The idea for the Greet More stamps originated in the Stick 'n Tick labels of 1983 and 1984. The public liked these but found them cumbersome, and in 1985 Canada Post replaced them with a 32¢ stamp, offering a savings of 2¢ off the regular 34¢ letter rate. The stamp had no special marking other than the reduced rate, and was issued as a "Stamp Value Pack" of ten stamps. Use of this stamp and its successors was subject to the following conditions:

the envelope had to have a preprinted matrix on which the sender ticked off the addressee's Postal Code;

the rate was valid only within Canada; and

the rate ended on January 31 each year. After that the stamp was valid for postage, but did not pay a special rate.

(From at least as early as 1992, the stamps were also frequently used on envelopes which had six small boxes in which the sender wrote the addressee's Postal Code.)

The 1986 stamp was lengthened to make room for three black bars whose purpose was to alert the optical reader to the presence of the matrix. Also, the rate was reduced to 5¢ less than the regular letter rate, and the name of the pack was changed to the "Greet More" booklet. In 1987 the stamp was reduced in size and the number of bars was increased to four, a format which it kept through to 1995. The "Greet More" name and the 5¢ reduction in rate also remained unchanged through to 1995.

Based on a phone call to the Philatelic Service, it seems that Canadians were not making enough use of the rate to justify continuing it. So now it is possible to collect a complete rate (not just a rate value between rate changes, but the complete rate) with just eleven covers. This is not enough for a one-frame exhibit, but there are other aspects which could be included - a Greet More stamp plus other postage to make up the regular rate for a non-matrix cover; the same for a regular letter after the Christmas season was over to show the continued use of the stamp after the rate ended for the year; improper usage (e.g., no matrix, matrix not ticked, etc.) and Post Office responses. There are many possibilities.

Speaking of Christmas stamps, there is an error in the November/December Canada's Stamp Details booklet. All values of the 1996 Christmas stamps are described as being on Coated Papers stock, but the selvage on the stamps (both sheets and stamp packs) shows Coated Papers for the 52¢ and 90¢ stamps and Peterborough for the 45¢. The selvage is clearly correct, based on differences in gum colour and paper transparency.

Another apparent error, this time in the September/October Details, is that the Montpetit stamp is listed as five-colour lithography, but the philatelic selvage shows only four colour dots. In the table with this column I've listed the stamp as 4CL to agree with the selvage.

The rest of the following information is from Canada Post's booklet Canada's Stamp Details. Size, perforations, and number of teeth are my own measurements, and are given as (HORIZONTAL) x (VERTICAL). All stamps in the table are commemoratives.

Issue	Literacy	Edouard Monpetit	Winnie the Pooh	Authors	Christmas (SH and SP)
Value	45¢ + 5¢	45¢	4 x 45¢ s-t	5 x 45¢ s-t	45¢, 52¢, 90¢
Issued	9 Sept 96	26 Sept 96	1 Oct 96	10 Oct 96	1 Nov 96
Printer	A-P	A-P	A-P	CBN	45¢: CBN 52¢, 90¢: A-P
Quantity (stamps)	10MM	6MM	SP: 17MM SS: 13MM	12MM	*
Size (mm)	30.5 x 40	36 x 30	40 x 32	30 x N/A	30 x 36
Paper	CP	CP	CP	CP	45¢: P 52¢, 90¢: CP
Process	6CL	4CL	5CL	6CL+1SE	6CL
Pane	10 (SP)	25	16 (SP) 4 (SS)	10 (SP)	*
Tag	FCP	G4S	G4S	FCP	G4S
Gum	PVA	PVA	PVA	PVA	PVA
Perf	13.1 x 12.5	12.2 x 12.7	12.5 x 13.1	13.3 x 13.0	**
Teeth	20 x 25	22 x 19	25 x 21	20 x N/A	**

\* 45¢: SH, 40MM stamps in panes of 50. SP: 7.375MM packs in panes of 10 stamps.  
52¢: SH, 10MM stamps in panes of 50. SP: 1.87MM packs in panes of 5 stamps.  
90¢: SH, 10MM stamps in panes of 50. SP: 1.87MM packs in panes of 5 stamps.

\*\* 45¢ SH and 45¢, 52¢ and 90¢ SP: perforation 13.3 x 13.3, 20 x 24 teeth.  
52¢, 90¢ SH: perforation 12.7 x 12.2, 19 x 22 teeth.

ABBREVIATIONS: 1SE = one colour steel engraving; 4(5, 6)CL = four (five, six) colour lithography; A-P = Ashton-Potter; CBN = Canadian Bank Note Company; CP = Coated Papers; FCP = fluorescent coated paper; G4S = general tagging (four sides); MM = million; N/A = not applicable (depends on how the booklet was cut); P = Peterborough paper; s-t = se-tenant; SH = sheet stamp; SP = stamp pack; SS = souvenir sheet.

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## **On The Fringes**

Christmas has come and gone, and by the time this goes to press we will be well into the New Year. The next few months are usually one of heightened philatelic activity for many people disinclined to venture forth in the frigid temperatures. For members of the Study Groups the period before Christmas and early January appears to have been a bust judging by the number of newsletters that crossed my desk. As there is a lot to get through this time I will get right to business.

---

Since the last Column went to press, one Canadian philately's greatest supporters has passed away and consequently many editors included glowing tributes to Allan Steinhart, the doyen of Canadian Postal History, whose presence will be missed by one and all. Better people than I have written eulogies and obituaries for Allan so I will leave the topic there.

---

To hand are the September and December 1996 issues of the *British Columbia Postal History Research Group* Newsletter, which contain as their feature article a two part monograph by Tracy Cooper on the Upper Columbia Navigation and Tramway Company. This was operated by Captain Anderson between 1886 and 1896, servicing the area

between the C.P.R. on the Upper Columbia and the Kootenay mines. This company issued a number of labels or locals without the consent of the Post Office. Examples of these labels on cover are extant today, although in the opinion of Bill Topping most appear to be bogus. Other items of interest include a short piece on Vernon Camp 1915-16, there is also a cautionary piece by Bill Topping on the collecting and purchasing of ship covers cancelled to favour and estimated by some dealers at exorbitant prices. The particular example in this case was a C.N.R. tug *Pentowna* cover. As Bill points out, the *Pentowna* never carried mail! So, buyer beware. Another item deals with the Victoria B.C. flag cancel of August 1901 (see *Maple Leaves* April 1995) and a discussion of who provided the cancelling device. Evidence now shows that the device was made by Edwards & Williams and not Bickerdike as first postulated.

---

Three issues of the *Trans-atlantic Mail Study Group*, August, October and December, have been received. The August edition is taken up with a well illustrated discussion of early Registered covers and Registered/Money letters to and from the United Kingdom with a table of fees and rates from 1837 to 1893. In October various short pieces were included – one on the steamer *Guadalquivir* 1847, more information on freight money and how it was collected, and a maiden voyage *Brittania* cover 1840. The December issue is the first of a series on Soldiers and Sailors preferred rate mail, and is profusely illustrated.

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September, November and January 1997 editions of the *Canadian Military Mail Study Group* have crossed my desk. The September issue contained an article on 'Z' Force in Iceland during World War II, with a call for more information and examples of covers. There is a piece on the Welland Canal Force 1915-1918 by Colin Pomfret. This force was called out to protect the Canal from invasion and sabotage. Ken Ellison illustrates three Union Oil postcards and would like to know of any others. Finally, Dave Whiteley contributed a piece on early World War II internment camps. The November issue is taken up with illustrations of a series of Christmas greeting cards from Canadians serving overseas during both World Wars as contributed by a number of respondents. The January newsletter contains a follow up article by John Frith on the activities of No.1. Special Wireless Group R.C.C.S. whilst stationed in Australia during World War II. Bill Robinson contributed a piece on the R.C.A.F. 's activities in Liberia between 1942-1947 with an example of a cover sent through U.S. Army Postal Services A.P.O. 605. Colin Pomfret sent in a postcard from Pte. Mervyn Simmons who was captured at Ypres in 1915 and subsequently escaped from Celle Lager Z1, August 22nd 1916, making his way safely to Rotterdam from where the card was mailed. Ken Ellison would like information and postcards from Royal Naval vessels which formed part of the escort at Vancouver and Victoria during the Royal Visit in 1939.

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The BNAPS *Air Mail Study Group's* December bulletin contains as its lead article a piece by John H. Bloor on "Yukon Airways and the Whitehorse Star" with a list of subscribers to whom the paper was sent with Yukon Airways semi-officals affixed. There is a discussion of the actual number of papers flown on the flight in question. Then there is a piece on pigeon mail to the Yukon during the Gold Rush period. An article, reprinted from *Scotts Stamp Monthly* with permission of the author, James R. Taylor, records the story of the first airmail flight from Nova Scotia to St. Pierre-Miquelon in 1931. Jerome Jarnick requests any information on a heretofore unknown and unrecorded Post Office Department presentation booklet "First Flight Air Mail Covers Canada." Finally Tom Watkins is searching for answers and information on Canadian Airways semi-offical stamps

used in Central Manitoba, God's Lake (Island Lake) in 1933-34. Tom, it appears, has a cover postmarked later than reported in the standard literature.

---

The November issues of both *The B.N.A. Perforator* and the *Canadian Revenue Newsletter* have been received. The former celebrates its 100th edition and contains a number of short pieces on the early formative days of the study group and concludes with more discussion on the International Harvester perfins, this time the Yorkton, Saskatchewan office. The latter contains a discussion on the precancel of a Belgian Playing Card Company by Christopher Ryan. He follows this up with part 2 of his study of precancels on decks of playing cards.

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*The Newfie Newsletter* continues its listing of Labrador Post Offices and also contains information by Jerome Jarnick on the Presentation Book prepared for the first post World War II U.P.U. conference held in Paris in the Spring of 1947. There is also some further information relative to Horrace Harrison's query regarding 'railway track obliterated.'

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Newsletters for November and January have been received from the Squared Circle Group, for December from the Fancy cancel Group and from the Slogan Cancel group the issues for September, November and December. The Squared Circle Group's roster project seems to be proceeding satisfactorily with contributions coming in. If you want to get involved drop the editor a line and he will send you project sheets to fill in. Both editions contain articles on early Ottawa Orb daters. The Fancy Cancel bulletin contains an illustrated listing of Masonic fancy cancels compiled by the Dave Lacelle from the contributions of a number of collectors including Dr. Michael Russell who sent in a listing of 346 fancy cancel covers. The three editions of *The Slogan Box* contain a wealth of information on a number of topics including: Government Funding Slogans 1919 (with a check list of devices and post offices), Canadian Slogan Commemorative and Pictorial Hand Stamp Markings, See the Flying Postman at Your Theatre 1928, British Empire Games 1954, Censor Slogans 1960-70 and Royal Winter Fair - Royal Agricultural Winter Fair cancellations. All of the above listings are profusely illustrated and are an invaluable aid to any cover collector whatever his interest. The BNAPS Slogan Cancel Study Group is embarking on a research project to identify and develop a listing for all of Canada's **Hand Stamp** slogan, pictorial and commemorative cancels. These will be listed on an ongoing basis in the *Slogan Box*. Eventually, a handbook of these post marks may be prepared. About 300 hand stamp slogan, commemorative and pictorial cancels were listed in the last issue of the *Slogan Box*. For information on this project contact Steve Friedenthal, 3 Lindbergh Crescent, St. Albert, Alberta, T8N 2S8.

---

For the collectors of modern material the fall and early winter has been a busy period as I have received three editions of the award winning *Corgi Times*, and one issue of the Centennial Definitive group's newsletter. The July-August issue of the former contains news of the appearance of a third sheet of the Scott #1499i 43¢ Christmas 1993 imperforate sheet, a description of a presentation piece given BABNC upon release of the Landscape middle value definitives, some more errors on the environmental issue, the RCMP Presentation cover of 1973 and an article on the "Nonsuch", Scott #482, by John Burnett. The September issue contains a number of interesting items dealing with varieties and/or errors on various issues including artifacts and National Parks, Mammals and Architecture and Edible Berries. There is also an update on the proposed Specialized catalogue of

Elizabethan material, and a discussion of the yellowback issues, which appeared in the Landscape issues of 1972 and the Caricature issues of 1973. The yellowbacks are stamps which viewed from the back appear to be printed on yellow paper and have yellow gum. The question asked is are they fakes or genuine as neither Scott nor Darnell recognize this variety. Robert Hourthan, in attempt to answer this question, sent samples to Richard Gratton a paper expert with a large paper company, who after running many spectrometer type tests concluded that the samples he was provided with had been chemically altered prior to printing. The November-December issue contains the usual diverse notes on the various issues including further discussion on the yellowbacks in which Kasimir Bileski suggests that doctored paper, if that is indeed the case, does not necessarily make the stamp a fake. That can only occur after it is printed. Therefore Bileski states paper is paper and all is collectable. Another major article discusses the ongoing discoveries of errors and varieties in the Edible Berries issue. Space does not allow for full coverage of this topic. I would suggest that those interested contact the editor of *Corgi Times*, John Arn. The Centennial Definitive group's offering contains examples of perforation shifts on copies of the 6¢ Queen Elizabeth black, Plate #2. The rest of the issue is taken up with a discussion by Mike Painter on copies of the 8¢ Library that contains a series of dots across the second row of some panes visible under ten power magnification. Full magnified illustrations are provided.

That's all for this issue. I hope I have not left anything of major importance out. All the best for Easter '97.

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## Readers Speak

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

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Sir,

Having a handstamped black proof of the New Brunswick 12½¢ of 1860 I ordered the late Norman Boyd's "Specimen Overprints of BNA" from the BNAPS and learned that such overprints were rare. Mine appears identical to that shown on illustrations 6,7 and 9 on pages 40 and 41 (handstamps on 5 and 8 are much shorter, and that on 5 is without serifs).

Boyd thought that the use of this ABNCo. produced handstamp was introduced by the local postal officials in 1863 and '64. However, also in my collection are 1862 Nicaraguan and 1864 Mexican proofs bearing this handstamp. These Latin-American proofs came from the same ABNCo. engraver's heirs who provided me with the essay for the 13¢ of the 1865 Newfoundland issue I wrote about in 1994.

It would appear that this handstamp was applied to the BNA issues by the ABNCo. in NY and as early as 1860.

Despite the good offices of Charlie Livermore, someone with knowledge of these specimen overprints hasn't been found. If anyone has information re this handstamp please contact me through the Editor.

Thank you, sincerely,

Norman C. Seastedt

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Sir,

In the 1996 Fourth Quarter issue of *BNA Topics* Bill Robinson in his RPO Cowcatcher article bemoans the lack of international judges knowledgeable in the intricacies of Canadian Postal History.

As Secretary to the Jury at CAPEX '96 it is not my intention to come to the defence of CAPEX '96's jury, although it is very tempting. Rather, I would like to discuss the lack of replacement judges with a sound knowledge in Canadian philately. It is not only postal history which suffers but all aspects of Canadian collecting and exhibiting.

Since I took over the Judging Programme chairmanship in 1991, there have been four Canadian National judges accredited at the international level. One in 1992, Ralph Mitchener who qualified in literature, one in 1995 and two at CAPEX '96. None of the three could be said to be specialized in Canadian traditional or postal history philately. On the national scene, since that date, there have been 18 judges accredited. Only five can be said to be knowledgeable enough on Canadian material. Two of the same five can be said to possess a solid grounding in both traditional philately and postal history. The remainder's primary philatelic interests lay elsewhere.

The statistics above indicate a dearth of deep expertise of Canadian philately in our Canadian judging fraternity. It will become more acute when the older judges are no longer available to provide that knowledge base on a jury.

I urge the readers of *BNA Topics* to contact me (at P.O. Box 2788, Station D, Ottawa, ON, Canada K1P 5W8), if they are Canadian – or my counterpart at the American Philatelic Society (John Hotchner, P.O. Box 1125, Falls Church, VA 22041-0125, USA) if they are American, to enroll in the judges accreditation program if they feel qualified. If, like Bill Robinson, they care, then they should be part of the solution.

Sincerely yours,

Charles J. G. Verge

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**Editor's Note:** *In the January-February 1997 issue of the Collectors Club Philatelist, pp 45-56 there is an interesting article, relevant to the discussion on judging of rare specialist material for "condition and rarity" (R. P. Odenweller, "The F.I.P Judging Criteria, Part 2").*

---

Sir:

The BNAPS Slogan Cancel Study Group is embarking on a research project to identify and develop a listing for all of Canada's **Hand-stamp** slogan, pictorial and commemorative cancels. These will be listed on an ongoing basis in the "Slogan Box" newsletter of the BNAPS Slogan Cancel Study Group. Eventually, we may prepare a handbook of these post marks.

If you have such hand stamps, we would appreciate a photocopy for our listing.

Please send photocopies to:

Steve Friedenthal  
Chair, Slogan Cancel Study Group  
3 Lindbergh Crescent  
St. Albert, Alberta T8N 2S8  
Canada.

---

Sir:

A word of warning to collectors of modern Canada. I was recently shown and informed by a local dealer that there is a considerable amount of Elizabethan Canadian material, coming out of Europe and Germany in particular, which has been regummed. Unless one was on the look out for it the regumming on examples I have been shown would not be noticed. However, close examination under a bright light reveals brush strokes and often foreign matter stuck within the gum during the regumming process.

David Whiteley

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(continued from page 2)

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