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EDITORIAL CONSULTANT Robert Lemire, Box 1870, Deep River, ON, K0J 1P0

ADVERTISING MANAGER Hank Narbonne, 216 Mailey Dr., Carleton Place, ON, K2C 3X9

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**NEWFOUNDLAND
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Sometimes, especially in a specialist dominated society such as BNAPS, we tend to forget how our hobby is looked on by others. Sometimes such perceptions are not particularly flattering. However, recently I have come across philatelic content in some unexpected places. First, there was an short article by Les Harding in the February/March 1997 issue of *The Beaver*, the publication of Canada's National History Society (thanks to Joseph Berkovits for forwarding a copy). "The Philatelic Poets" presents some of the rhyming doggerel that "was an unfortunate part of Canadian philately" around the turn of the century. The article, featuring the literary offerings of Guy W. Green, among others, is adorned with colorful pictures of various BNA stamps (1851-1898).

In an article in the March issue of *Winetidings* (a Canadian wine magazine), "Around the World on Wine Stamps", by Gordon Stimmell, presents a topical overview of stamps depicting grapes and other wine-related subjects. Again, there are full-colour pictures of stamps in a non-philatelic magazine. Sadly, almost of necessity, none of the stamps shown are Canadian, although the author notes the "rare and ugly tax-paid wine duty stamp ... a long strip of blue fancy engraved paper", probably a reference to the black wine strips (Van Dam FWT 19-25). In view of the growing stature of Canadian wines, perhaps Canada Post will soon fill this gap.

In both cases the philatelic material was presented, probably correctly in context, as being interesting "lighter fare." Regardless of editorial intent, aspects of the hobby were set before a mainly non-philatelic audience in a way that might intrigue the casual reader.

The question then arises, is the same aim appropriate for the so-called "Canadian Postal Museum?" Recent press releases from the Canadian Museum of Civilization in Hull tout the June 11 official opening of permanent space for the Postal Museum at the Museum of Civilization. It is not clear how this will differ from recent exhibitions mounted by the same organization. Perhaps I am a bit of a cynic, but the term "permanent" seems to mean different things to different people. The Museum notes "one of the inaugural exhibitions, *Winged Messenger*", presenting "a wide overview of air mail as an important means of communication" is sponsored by Air France, and will be on view until September 30, 1998. This is a reasonably long run to be sure, but hardly a "permanent" exhibit, even if the space allocation is "permanent." A second exhibit, "The Value of Error in Philately", is scheduled to be open to the public from June 12 to October 13, 1997.

Both these exhibits sound like they have the potential to appeal to the general public, but may be of less interest to the person who already is a collector. What I do not see is any mention of access to (or permanent displays of) some of the collections and other material donated to the museum over the years. Perhaps my expectations, that both audiences should be catered to, are too high, or the cost of maintaining the types of exhibits I would like to see exceed the financial resources available. Perhaps I will be pleasantly surprised.

1. Box 1870, Deep River, ON, K0J 1P0, Canada; 1-613-584-1574; 102124.1304@compuserve.com
Letters addressed to the specific author(s) and sent c/o Robert Lemire, Editorial Consultant, *BNA Topics* will be forwarded.

FROM ONE OCEAN TO ANOTHER

Post Gold Rush Letters from Nova Scotia to the United States West Coast

J.J. MacDonald

The Colony of Nova Scotia, settled by Europeans in the very early 17th century, is geographically a peninsula with a long, 7500 kilometre coastline. It juts out into the Continental Shelf and the surrounding ocean had always been rich in fish. Thus the area undoubtedly was visited for centuries before formal settlement and its harbours used as temporary havens by fishers of several nations. There is even some evidence that the Vikings visited these shores 800 years ago.

It is therefore not surprising that Nova Scotians were always intimately connected with the sea. Several names recall and emphasize this connection: the exploits of the racing schooner *Bluenose*; the great Cunard line of sailing vessels; the lonely circumnavigation of the globe by Joshua Slocum in the last century; even the skill and daring of its privateers and run-runners in the 1700 and 1800s. Buried treasure, pirates and ghost ships have always been part of the psyche of the colony. But by far the closest connection with the sea was in the realm of commerce.

Salt fish was transported across the globe, and every cargo imaginable carried everywhere. The author's own great-grandfather lies buried in Buenos Aires having died at that port while the captain of a schooner out of Pictou. It has been calculated that over 50% of all sailing vessels on the world's oceans in the 1840s had had their "bottoms laid" in a Nova Scotia shipyard. The *W. D. Lawrence*, the largest sailing ship ever built, came from a yard in Maitland on the Bay of Fundy. Those great days of activities and prosperity declined rather swiftly in the mid 19th century due to the advent of steam and steel-hulled ships. This is a decline that was not unlike that of recent times with the disastrous collapse of the cod and other fish stocks.

Given this background it is not unusual to find Nova Scotians settled in many ports world wide and to find correspondence to them from 'home'. The gold strike of 1849 in California attracted other Bluenosers who had always loved the glitter and excitement of possible riches since pirate days. Many would-be miners 'went west', to join retired sea captains, trade officers and merchants.

How then did the correspondence go West? What route did it take? The first reference to such is by John T. Pratt [1]. He mistakenly declared that it went overland across the continent and this view was shared by other authorities, including Jephcott, Greene and Young [2]. All were likely misled by the rate structure for such letters at that time. The United States internal postage was always 5¢ per single weight letter if the distance travelled was under 3000 miles but 10¢ if over that distance. Just how these distances were estimated is unclear but it was likely assumed that the West Coast was over 3000 miles although it is not "as the crow flies." Therefore, if after 1860, Nova Scotia postage to the U.S. was the total of the colonial internal rate of 5¢ plus the appropriate U.S. rate of 5¢ or 10¢, and 3d plus 3d, or 6d.

However, the important fact is that distance in the U.S. never had anything at all to do with the rate from Nova Scotia. These postage rates were set by the Legislative Assembly,

following a recommendation by the Post Office Committee, which in turn was advised by the PMG Arthur Woodgate [3.4]. The rates were clearly designated as 6d, later 10¢, to the United States and 9d, later 15¢, to California and Oregon. So the higher U.S. rate to the west coast had nothing at all to do with transcontinental distances and route that this might imply for Nova Scotia letters.

In fact the actual route for all such correspondence was by SEA. Another factor misleading the earlier authors was likely the situation in New Brunswick where the rate from that province actually did decrease after the United States lowered their rate to a uniform 5 cents within the entire nation on July 1, 1863. This change for New Brunswick was effective August 4, 1864, and dropped the total rate from 15¢ to 10¢.

Although there were overland 'trails', notorious or famous depending on your point of view, over which, with great hardship, settlers struggled Westward in the 1840s, there was no organized postal service west of Missouri through the various new territories. Everyone has read of the Oregon Trail, the Sante Fe Trail and the Gile Trail but mail was not carried on these routes on any regular basis, if at all. The Gold Rush required better communications however, and 'express' companies evolved to meet the need. The best remembered and romanced of these was of course the Pony Express, which operated from St. Joseph, Missouri to Sacramento, California, a distance of about 2900 km or 1800 miles. The operating firm was Russell, Majors and Waddell and William "Buffalo Bill" Cody, the most famous rider. It was not financially successful, and only operated for the 18 months from April 1860 to October 1861. The Wells, Fargo and Co., Butterfields and others operated stage-coaches over the various trails westward in the 1860s but the service was irregular and slow. There was a regular mail service from Missouri through Salt Lake City to Placerville, California but it took three weeks or more and was not always secure from western hazards.

A service was set-up, through necessity, by the USPD in the 1840s, where ships on contract to the USPD sailed southward from Boston or New York to Colon on the isthmus of Panama where initially a mule tracked the mailbags overland to Panama City. After 1855 the Panama Railroad took up this task. The Pacific Mail Steam Packet Company then carried the letters northward to San Francisco. The total time to San Francisco was only about 20 days. Even after the transcontinental railroad, the Union Pacific, was completed in 1869, the sea route contract was maintained, most likely because it was cheaper, more secure and not much slower.

Thus, letters for California and Oregon from Nova Scotia went overland via Amherst and St. John to Boston or New York in winter, and across the Bay of Fundy in summer, thence by sea through Panama.

There are very few examples, only two in fact, known in the pence period, i.e., before October 1, 1860, the details of these are:

- A. 1. To Alex MacLean, San Francisco, California rated "Paid 9" in manuscript, mailed at Pictou, October 27, 1854 and backstamped St. John November 1. From notations on the back of the envelope, Mr. Pratt concluded that the letter had been received by MacLean in 34 days, and that MacLean had previously written home on September 15 with the letter received on October 21 or 36 days later. Thus the eastward and westward times were almost identical. This cover was stamped with a Nova Scotia 3d and a 6d.

Figure 1: Cover to James Smith, Gilroy, Santa Clara Co., California from Amherst, JA 31, 1860



Figure 2: From Windsor, N.S. to Hiram H. Scott in San Francisco - one of the nineteen known covers addressed to him over the period 1865 to 1868.



2. To James Smith, Gilroy, Santa Clara Co, California, dated JA 31, 1860, from Amherst, franked with a 3d and a 6d, and carrying the PAID 15¢ cross border mark, (Figure 1).

B. After the change to decimal currency the letters become more plentiful, and 27 can be identified prior to Confederation, with 3 others in the period between July 1, 1867 and April 1, 1868 before the use of Canadian stamps became mandatory. The details, by addressee, are:

1. Edward F. Pease of San Francisco, readdressed to Gardener Valley, and marked FORWARDED, written at Liverpool on February 9, 1863, back stamped San Francisco March 18, 1863. The transit took apparently 37 days. This letter was exhibited at Capex '87.

2. Nineteen letters all written to Hiram H. Scott, Esq., San Francisco from Windsor in the same handwriting. The dates are

- | | | | |
|----------------|-----------------|------------------|----------------|
| a. AP 19, 1865 | f. MR 13, 1866 | k. NO 23, 1866 | p. MY 4, 1867 |
| b. OC 12, 1865 | g. AU 12, 1866 | l. DE 5, 1866 | q. MY 14, 1867 |
| c. JA ?, 1866 | h. AU 18, 1866 | m. JA 15, 1867 * | r. MY 21, 1867 |
| d. JA 22, 1866 | i. OC 6, 1866 * | n. FE 12, 1867 * | s. JU 23, 1867 |
| e. JA 23, 1866 | j. OC 22, 1866 | o. FE 26, 1867 | |

* These were exhibited at CAPEX'96.

All of these letters have the stamps placed in the same manner, side-ways, with the 10¢ in the upper right corner followed by the 5¢ to the left, and with the notation "By Steamer from New York" at the top left (Figure 2). About a third of them bear a St. John, N.B. backstamp. At least one is marked BOS BR PKT, most likely indicating the route whereby this one got to the United States initially.

Figure 3: From Windsor, N.S. Apr. 19, 1865 with a 10¢ stamp only, and marked TOO LATE.



The most unusual however is the very earliest in the list. It is stamped with a 10¢ only, (Figure 3) and bears the handstamp TOO LATE. It obviously is underpaid, but just why can only be guessed.

3. There are seven letters addressed to Fletcher T. Hatfield of Eugene City, Lone County, Oregon (Figure 4), all from Parrsborough and in the same handwriting. The dates are:

a. OC 11, 1864 c. JY 4, 1866 e. JY 24, 1866 g. MY 28, 1867
b. MR 27, 1866 d. JY 10, 1866 f. JY 27, 1866

The first of these was sent to a sailor's home in San Francisco and readdressed to Gardiner, Oregon. Strangely, every one in this set also carries only 10¢ in postage, again underpaid and contrary to regulations.

Figure 4: To Oregon from Parrsborough, also only with a 10¢ stamp.



- C: There are three covers mailed after Confederation but in that period when Nova Scotia stamps were still allowed for postage. All bear the correct amount of 15¢.
- a. A cover dated NO 23, 1867 to F. Richtinger, Drytown, California from Pictou. It is backstamped Amherst.
- b. Another cover to Hiram H. Scott, dated JA 13, 1868.
- c. A letter to John Y. Nelson, addressed to Cisco, Placer Co. California, but readdressed to Crystal Peak, Nevada. (Figure 5). It was mailed at Truro, FE 12, 1868, is backstamped Amherst, and is marked free in manuscript which likely refers to the readdressing.
- D. The correspondence to Mr. Scott continued on into the period when the usage of

Canadian stamps became mandatory (Figure 6). It is also dated at Windsor on MY 16, 1868 and bears the correct Canadian postage to the United States, a 6¢ brown Large Queen.

Figure 5: From Truro, FE 12, 1868. The "Free" likely refers to the readdressing.



Figure 6: To Hiram H. Scott from Windsor, N.S., MY 16, 1868 with correct postage paid by a Canada 6¢ Large Queen.



- E. Correspondence to the West Coast undoubtedly occurred also from the other Maritime colonies, but examples of these are much rarer even than those from Nova Scotia. The author knows of only four from Prince Edward Island and four from New Brunswick. There are undoubtedly others. Those recorded are:

Figure 7: Bedeque, P.E.I. to Sacramento City, posted AP 25, 1859, rated in red 9 pence.



Figure 8: To Charles Loft, Oroville, California, from Charlottetown, JU 12, 1863.



From Prince Edward Island:

1. To Charles C. Gardiner, Sacramento City, California with a Bedeque PAID town mark and rated in manuscript 'paid' written on AP 4, 1857.
2. A similar cover dated AU 25, 1859 (Figure 7).
3. To Charles F. Lott, Oroville, California from Charlottetown, Ju 12, 1863. It carries a 3d and a 6d stamp (Figure 8).
4. To Thomas O'Brian, San Francisco with two 2d stamps dated 13 AP 13, 1869.

From New Brunswick:

1. To Charles H. Randall, Ophir, Butte County, California written at Shediac FE 26, 1856. A 3d and a 6d provide the correct postage. It is stamped Ophir Gold Mining Camp on April 7, hence it took 52 days. It is also readdressed to Sacramento.
2. To James MacKay, Sonora, Taolumne(sp) County, California, NO 2, 1861 bearing three 5¢ stamps, marked ADV and forwarded to Murphy's. It originated at St. George (Figure 9).
3. To William Miller from Richabucto, San Francisco, California. Written at Shediac in 1864. It is marked NOT CALLED FOR. It is stamped with the circular DEAD LETTER OFFICE, NEW BRUNSWICK, De 1, 1864, which likely was applied when the undelivered letter was returned. It carries a 5¢ plus a 10¢ stamp.
4. To Mr. Foster of San Francisco, JY 2, 1861 franked with a 10¢ plus a 5¢ stamp.

Figure 9: To James MacKay, Sonora, Taslumne (sp) County, California, from St. George, N.B., readdressed and advertised.



Very occasionally one finds other interesting covers to the Western Territories of the United States, but addressed to this side of the Rockies and not to the west coast. These obviously did not go by sea. One is shown in Figure 10 and was written at Guysborough, JY 5, 1864 and is back-stamped Antigonish and Amherst. It was addressed to William M. Crowe, Mountain City, Kansas Territory. (Figure 10). Unfortunately, Mr. Crowe had moved on or otherwise expired, thus it was marked "UNCLAIMED" and also "ADVERTISED". It was back-stamped Mountain City, Col. on September first, apparently taking 57 days to get that far. These overland letters are however another story for another time.

One cannot help but be struck by the uncertainty of many of the addresses of the early travellers which, in turn, required the letters to be readdressed and often to end up as undeliverable, as many of the examples given show. That these envelopes survived at all is quite remarkable.

Figure 10: To William M. Crane, Mountain City, Kansas Territory from Guysborough, N.S., JY 5, 1864.



Finally it must be mentioned that this survey reports on covers seen directly by the author or whose picture has appeared in auction catalogues of the past forty years. No such list can be complete; surely many have been missed. The information on P.E.I. and New Brunswick especially is acknowledged to be very sketchy. They are included more for contrast than as a substantial record. If readers know of other examples from any of these colonies, it would be most appreciated if the editor or author could be informed, and the list corrected and extended. Good hunting.

Postscript.

Two recent items, one by Bob Carr [5] and another in correspondence in the Postal History Society of Canada Journal [6], discuss a reverse routing, i.e., that from Victoria, V.I. to Canada East. The latter implies that the Overland Route across the United States in the late 1850's and 1860's was very important. The current author cannot share this view completely. It must be remembered that all of the unrest before and during the U.S. Civil War discouraged the use of this route. Possibly mail from Vancouver Island was often sent *via* this route. The Overland marking that the very few surviving covers bear may apply only to that portion of the journey that went southward to San Francisco as mentioned by Deaville. Very much is yet to be discovered about the whole topic.

References:

- [1] John T. Pratt, B.N.A. Topics, April 1962, p.94.
- [2] C. M. Jephcott, V. G. Greene and J. H. M. Young, New Brunswick and Nova Scotia Postal History, J. N. Sissons Ltd., Toronto, 1962, p. 267.
- [3] GPO Circular # 8, July 11, 1851, RG 24, Vol.57, PANS.
- [4] General Instructions to Way Office Keepers, James Bowes and Son, Halifax, N.S., 1852.
- [5] Robert Carr, PHSC Journal, No.80, p.264-265 (1994).
- [6] Correspondence, author unlisted, PHSC Journal, No.82, p.192-193 (1995).

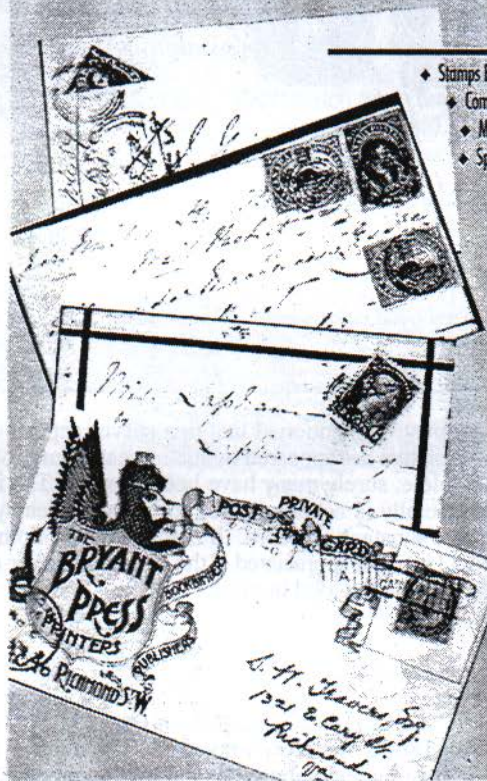
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Stories Behind My Covers

Jack Arnell

29. B.N.A. - France Letters (II)

There were major changes in the postage rates between Great Britain and France, which affected all letters from overseas transiting the former in the second half of the 1850s. In 1854, the French inland rate was reduced to 2 décimes for a single letter and further revision of the Anglo-French Postal Convention from 1 January 1857, by Article 34 reduced the bulk rate on unpaid letters from British Colonies, the United States and other overseas countries by British packets to 1 franc 60 centimes (1s. 4d. Stg.) per 30 grammes or one ounce, making the British charge 4d. Stg. for a single letter. At the same time, Article 35, reduced the bulk rate for letters from Canada *viâ* Halifax to 2 francs 40 centimes – this rate was only in effect for a year and examples are rare.

Figure 1 is an unpaid letter from St. John's, Newfoundland dated 10 August 1864, which was sent to Halifax in a closed bag for London, whence it was carried by the *Cunard Africa* on 19 August and landed at Queenston, Ireland on 28 August. It was backstamped at London on the next day and struck with a boxed 'GB/1^F 60^C' to confirm the British debit on a ½ oz. letter, then sent on to Calais, where it was datestamped with 'ANGL. AMB. CALAIS' on the following day and rated 8 décimes as a 15 gm. letter.

Figure 1: St. John's Newfoundland to France, 1864.



Further modifications to the Convention on 1 January 1858 added more articles. Article 42 replaced the bulk rate of 2 Fr. 40 c. with 2 Fr. for letters direct from British colonies and Canada *via* Great Britain, and Article 44 established a bulk rate of 2 Fr. 62 c. for letters from Canada, the Maritime provinces and Newfoundland *viâ* the United States.

Figure 2: Newfoundland to France July 1866.

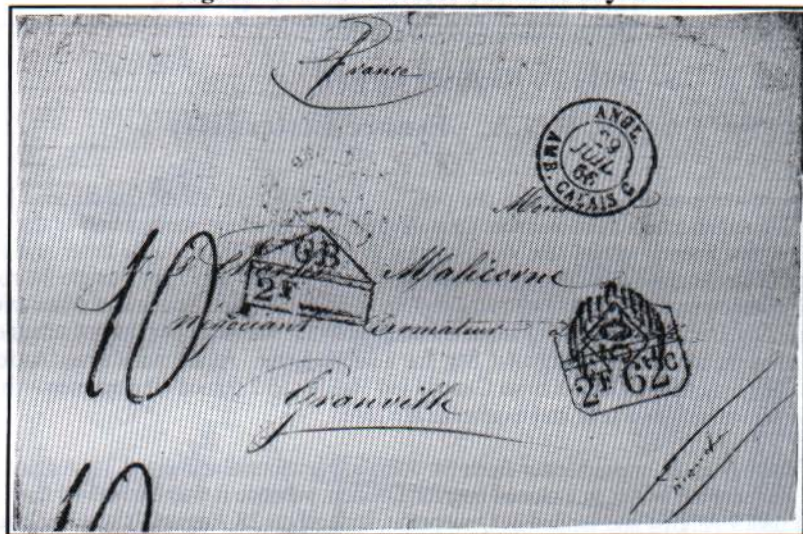


Figure 2 shows another unpaid letter from the French coast of Newfoundland of early July 1866, which was sent to Halifax in a closed bag for London. It was carried by the Cunard *Cuba* from Halifax on 19 July to Queenston on 26 July, and was backstamped at London and incorrectly struck with a framed 'GB/2^F 62^C' on the presumption that it had come through the United States. This error was corrected by cancelling the strike with a barred '50' and replacing it with a framed 'GB/2^F', the correct rate under Article 42. The letter was datestamped at Calais as above and rated 10 décimes postage due.

Figure 3 is an unpaid letter mailed at Paris on 11 February 1867, which was struck with an oval 'FR/2^F' to show the French debit against the bulk rate direct to Canada from Great Britain, then backstamped at London and marked with '1/6' postage due in manuscript. It was carried by the Allan *Peruvian* from Liverpool on 14 February and arrived at Portland, Maine on 27 February, backstamped at Toronto on 1 March, and rated 46 cents postage due.

Figure 4 is a similar unpaid letter from La Rochelle dated 26 August 1867 with the same French rate marking. Backstamped at London on the next day and marked with the '1/-' postage due in manuscript, and put in a closed bag for Montreal, it was carried by the Allan *Austrian* from Liverpool on 29 August direct to Quebec, arriving on 9 September. The letter was backstamped at Montreal later that day and rated 42 cents postage due.

I must admit I cannot explain the British and Canadian charges on these last two letters to my satisfaction, as they do not fit into any of the standard rates of which I am aware.

With the coming of the Universal Postal Union, the special rate markings on unpaid letters were replaced with 'T' in some form of handstamp. An example is shown in Figure 5, which was an unpaid letter mailed at Paris on 31 May 1877 and struck with 'T' in an inverted triangle and rated 10 décimes postage due. It was backstamped at London on the following day, and sent to Quebec in a closed bag, where it was marked with '16' in blue crayon to show 16 cents postage due.

Figure 3: (see text)

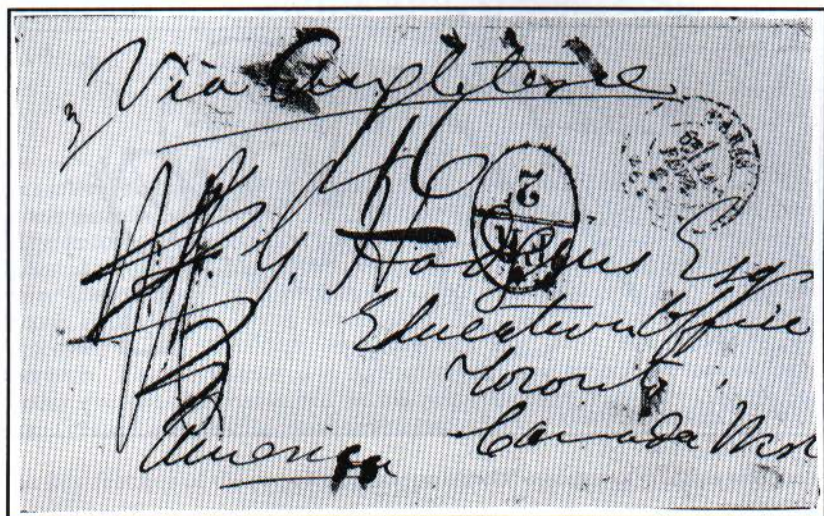


Figure 4: (see text)



Figure 5: Paris to Quebec in 1877 with 'T' postage due marking.



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A Selective History of the Inspection of Weights and Measures in Canada

Christopher D. Ryan

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Preface

This article is an excerpt from a serial which is appearing in the *Canadian Revenue Newsletter*, the newsletter of BNAPS' Revenue Study Group. The first part in the series detailed the history of the independent provincial weights and measures inspection services that operated prior to the introduction of the post-Confederation federal system with its adhesive revenue stamps. The inspection services of New France, Quebec, Lower Canada, Nova Scotia, Prince Edward Island, New Brunswick, Upper Canada, and British Columbia were discussed in turn. Newfoundland was not included due to its late (1949) entry into Confederation. Readers interested in detailed information concerning the pre-Dominion period, other than that contained within the following summary, may refer to the September 1995 issue of the *Canadian Revenue Newsletter*.

The key features of the pre-Dominion, provincial systems of weights and measures were:

- The use of the Wine Gallon (231 cubic inches) for liquids and the Winchester Bushel (2150.42 cubic inches) or French *Minot* for dry substances. The exception to this was British Columbia which had adopted the Imperial Gallon (277.25 cubic inches) and Imperial Bushel (2218 cubic inches).
- The use of the "long" ton of 2240 pounds with its "hundredweight" of 112 pounds. The attendant weights of 56, 28, 14, and 7 pound weights corresponded to 1/2, 1/4, 1/8, and 1/16 of this "hundredweight." Use of the "short" ton of 2000 pounds with its "hundredweight" of 100 pounds and standard weights in multiples of 5 or 10 pounds began in 1859 in Upper and Lower Canada. Nova Scotia and New Brunswick followed in 1864 and 1866 respectively.

With respect to the verification of the weights and measures, the laws required only commercial users to submit their equipment for inspection. None of the statutes required manufacturers of, or dealers in, the measuring apparatus to have their goods verified prior to, or consequent upon, a sale.

In half of the provinces, inspectors were municipal officials. In all of the provinces the fee charged, if one was charged, was very low. With the exception of Nova Scotia, the fees were payable only when the items were verified and marked as correct. In Nova Scotia fees were charged for both accepted and rejected items.

None of the provincial Acts designated the fees received by inspectors as forming part of the provincial revenues. This implies that such monies remained with the inspecting officers as partial or full remuneration for their work. Only the Nova Scotia laws specifically stated that the inspector was to retain the fees collected. Finally, none of the provinces used adhesive revenue stamps as a means of validating certificates, or indicating the fees paid, or accounting for the fees collected.



Figure 1: The nine denominations of the black Weights and Measures stamps as issued in 1876. The 4 mm. red serial numbers are found at the top on the low values and at the centre on the high values. The move from the top to the centre occurred midway through the numbering of the 30¢ value [21]. (Courtesy of E.S.J. van Dam Ltd., reproduced with permission.)

All of the various provincial laws and inspection services remained in place after Confederation in 1867.

The First Years of the Dominion Inspection Service: 1875 through 1881

Introduction

It was not until several years after Confederation that the federal government exercised its prerogatives under the BNA Act to pass new weights and measures legislation for the entire Dominion. The first of these laws was passed by Parliament in 1873, but did not take effect until 1875. As discussed below, these resulted in preparation of the weights and measures stamps illustrated in Figure 1

The provisions of this first Act and the amended Act of 1877 proved to be difficult and expensive to enforce. This led to the suspension of the statutes in 1879 and the complete reorganization of the inspection service. The terms of the new 1879 legislation led to the 1880 issuance of the red, non-denominated weights and measures stamp (van Dam's FWM33) illustrated in Figure 2. This stamp was not intended to represent or account for inspection fees paid but rather to indicate that such fees were not paid.

However, this red stamp had a very short lifetime as its use was terminated in 1881. This termination resulted from the inability of inspecting officers to collect the fees due on certificates bearing this stamp. This inability had led to a significant reduction in the amount of fees collected.

Implementation of Dominion Legislation

A revamping and streamlining of the system of weights and measures in use in Canada and the introduction of a uniform, nationwide inspection service was initiated by the federal government in 1873 with the passage of the first Weights and Measures Act of the new Dominion [1]. Actual implementation of the new law was postponed by the Act itself until new official standards and inspection equipment could be procured. This took some time and it was not until December 18th, 1874, that the new "*Dominion*" standards and units of measurement were proclaimed as law on and after July 1st, 1875 [2].

This marked the nationwide introduction of the Imperial Gallon and Bushel in place of the old Wine, Winchester, and French measures. The new Dominion legislation also continued the use of the "short" ton with its attendant weights of 5, 10, 20, 30, 50, and 60 pounds. The use of non-Dominion standards and units in commercial transactions was to be tolerated only until 1880 and only in cases where a specific contract had been made amongst those concerned [1].

However, the 96 projected divisions of the new inspection service did not begin operations until 1876/78 [3]. The exact dates on which these divisions commenced their



Figure 2: The red, non-denominated stamp as issued in 1880 and discontinued in 1881. (Courtesy of E.S.J. van Dam Ltd., reproduced with permission.)

work, along with a listing of their respective "*Deputy Inspectors*", are detailed in the December 1995 issue of the *Canadian Revenue Newsletter*. Unlike most of their predecessors, these new deputy inspectors were salaried officers of the central government. Rather than keep the fees collected by them, they were required to make monthly remittances to Ottawa of all such monies [1].

With respect to the payment of the inspection fees by the public the Act specified:

"Such fees shall be paid at the time of the inspection, stamping or verification, to the Deputy Inspector, who shall affix to the certificate given by him an adhesive stamp or stamps to the amount of such duty, and shall at the time of affixing the same, write or mark thereon, in such a manner as may be directed by Departmental regulations, the date at which it is affixed; and no certificate shall be valid or avail for any purpose whatsoever, unless the requisite stamps have been duly affixed thereto and cancelled."

and:

"The device on such adhesive stamp shall express the value thereof, that is to say: the sum at which it shall be reckoned in payment of the duty hereby imposed." [1]

While the use of the stamps did not begin until mid-1876, their preparation began about a year earlier. This is indicated by a June 28th, 1875, letter to BABN from the Inland Revenue Department:

"I enclose the card with design for stamps for weights & measures. Either of the Queen's head would do, but I confess to some prejudice in favour of some well designed crown especially in view of the account lately received from your house by which I learn for the first time how costly it is to make a slight alteration in the engraving plates of stamps. The crown would not be necessarily changed and some years hence this might mean a saving of several thousand dollars." [4]

The nine initial denominations of the "Crown" weights and measures stamps are illustrated in Figure 1. The original 1876 instructions to inspectors regarding the use of these stamps read:

L.— O.7. is an indenture with particulars of verification of Weights and Measures, on which are affixed the stamps required to cover the amount of fees charged for verification, with their numbers, &c., as shown on sample sheet, the particulars of test to be carefully entered on the endorsation in duplicate, as shown on back of sample sheet.

M.— O.7B, is the form of indenture for Balances &c., without endorsation.

R.— Regulations as to the supply and use of Weights and Measures stamps in accordance with the provisions of the "Weights and Measures Act," 36 Vic., cap. 47.

Supply of Stamps.— Adhesive stamps will be supplied by the Department on requisition being made by Deputy Inspector of Weights and Measures, who will be careful to make requisition sufficiently in advance to insure having at all times

a supply on hand to meet the demands of his Division.

The stamps for Weights and Measures inspection are of the following denominations

J.1	value	5 cents	J.6	value	50 cents
J.2	"	10 "	J.7	"	\$1.00
J.3	"	15 "	J.8	"	1.50
J.4	"	20 "	J.9	"	2.00
J.5	"	30 "			

T.— Use of Stamps.— After filling up an indenture of verification and after the fees for such verification have been paid, a stamp or stamps, representing the amount of fees chargeable for such verification, will be securely affixed by the Deputy Inspector of W. & M. to the space left blank for that purpose on each indenture of verification, form O.7 or O7B.; each indenture will then be delivered to the party owning the Weights and Measures or Balances.

U.— The cancellation of the stamps is to be effected by the Deputy Inspector of W. & M. immediately after affixing them to the indenture of verification, writing across the blank space in the middle of each stamp his initials and the date as shown in the samples." [5]

An example of a 1878 "Indenture of Verification" for balances (form O.7B) is illustrated in Figure 3. Following the initial 1876 circular, further details regarding the use and stamping of the indentures were given in an October 31st, 1876, circular:

"Instructions as to the Issue of Indentures and Affixing Stamps thereto.

1. An Indenture must be issued for each weigh bridge, platform scale or steelyard, such indenture to include the weights belonging to the scale to which it refers. It is usual for manufacturers of scales to designate them by a progressive number. When this is done, and when such number is engraved or impressed upon an essential part of the apparatus, no other stamp will be necessary, as the progressive number can then be inserted in the indenture and will be a sufficient identification.

2. A separate indenture will also be issued for any set of weights, measures or weighing machine when verified for manufacturers or dealers, or when demanded by the owners; but, when verified for traders, who use the weights, &c., after they are verified, a number of them may be included in the same indenture. Care must always be taken, however, that no more are grouped together than can be represented by the stamps for which there is room on the space set apart for them.

3. It is not necessary (as some Deputy Inspectors have imagined) to apply a stamp for each article. But the total value of the stamps attached to the indentures must exactly represent the fees chargeable on the articles covered by the indenture. This being kept in view, the largest available stamps are to be used.

4. In all cases the state of weights, measures and weighing machines, when first presented for verification, is to be entered in the Registers, and the fees are

Figure 3: A December 3rd, 1878, English-language Indenture of Verification (70% actual size) bearing a 50¢ stamp in payment of the inspection fee for an equal-arm balance with a maximum capacity of 10 pounds (approx. 4½ kg.) This document, issued at Hamilton, Ontario, by Deputy Inspector Henry Sheppard, represents the general type in use prior to the 1879 reorganization of the inspection service.

INDENTURE OF VERIFICATION. No. 104.

Weights and Measures Inspection Office,

Place Hamilton, Date 3 Dec, 1878

The undesignated Balances for Manufacturers use, the property of Gurney & Han, of Hamilton, having been found correct within the limit of error tolerated by the regulations, have been verified, and the Tariff Fees, amounting to \$ —50 paid, as represented by Stamps hereto affixed.

	Number and description of Balances.	Designating Number.	To Weigh from up to ..	Fees according to the Tariff.
<p>On receipt of the Fees due hereon, the stamps will be attached in this space, and must be cancelled by the Deputy Inspector across the white space, the date on which they were cancelled, with his initials, and the date of the indenture will of no value unless stamped with the value of the Fees are at least equal to the larger denomination of the stamps used as money. The smaller stamps are to be used only for small fees, or to make up amounts which can not be made by the larger ones. On no account are the stamps to overlap each other.</p>	<p><i>Equal Arm Balance</i></p>	<p><i>1405</i></p>	<p><i>10 lbs</i></p>	<p><i>—50</i></p>
	Total Fees			<p><i>50</i></p>

Henry Sheppard
Deputy Inspector of W. & M.

then to be collected. If they do not pass for verification, the words "withdrawn for re-adjustment" are to be written opposite, and when the same weights, &c., are again presented, if then found correct, the indenture may — until 30th June, 1877, be issued without additional charge, reference being made to the progressive number under which they were first submitted, by writing such number across the columns which would otherwise be occupied by the denomination of the stamps used.

5. After the 30th June, 1877, the fees must be collected every time the articles are verified, whether they pass or not." [6]

An amendment to the instructions was issued at some unknown time thereafter, on or prior to December 1st, 1876:

Amended Instructions for Stamping Indentures
(Books O.7 and O.7B.)

On receipt of the fees due hereon, the stamps will be attached in this space, and must be cancelled by the Deputy Inspector writing across the white space on each, the date on which they were attached, with his initials, and the holder of the certificate will observe that it is of no value unless the stamps mentioned in the text are attached to it. The larger denominations of stamps are to be used as much as possible, the smaller only for small fees, or to make up amounts which can not be made by the larger ones. On no account are the stamps to overlap each other.

The endorse (sic) on form O.7 must in all cases be filled in.

Attach this slip to your book of instructions [7]

An additional "Indenture of Verification" (form O.7c) was added in 1877 to be used exclusively for measures. This left O.7, now renumbered O.7a, to be used solely for weights. However, all of these indentures had a short lifetime as they were soon replaced by a new "Certificate of Inspection" (form O.6 as illustrated in Figure 4). This new form combined all of the three previous indentures into a single document as part of the complete revision of all forms which accompanied the 1879 reorganization of the weights and measures inspection service.

Enforcement Problems Lead to Modifications and Eventual Suspension of the Act

The Act of 1873 required "every trader, manufacturer, carrier, public weigher, gauger, measurer or other person, who . . . offers for sale or uses for any purpose . . . any weight or measure, or weighing machine . . ." to have them inspected within "the time appointed under this Act for the first inspection." [1]. The net effect of this phrasing was to require the immediate inspection of all weights and measures at times and places convenient to the inspecting officer. This applied to items in use as well as all those held in stock by manufacturers and dealers. The inspection of stocks held by the manufacturers and dealers was new to Canada as it was not part of the previous provincial statutes. This new requirement was embodied in the notice that accompanied the first instructions given to the Deputy Inspectors. Included in the instructions themselves was the requirement that all of the owners of the weights, measures, etc. were to present their equipment to the office of the Deputy Inspector:

"As you are now furnished with the Standards for use in your office, you are to proceed at once with the duties of Inspection; you will, therefore, notify the parties who are subject to the law — 36 Vic., cap. 47 — that you are prepared to inspect their Weights, Measures and Balances as they are brought to your office, naming the day on which you desire to have them presented.

These notices should not be issued simultaneously, but in succession, selecting the chief traders for the first and continuing them (sic) to others as may be justified by the progress made. The place named in the notice as the place of

A supply of the blank form of notice to be used is issued herewith. In filling in the blanks you will take care not to notify for inspection more than can be completed within the time available.

When the day named by you is unsuitable to the parties notified, you may make such other appointments, not involving any unreasonable delay, as may be naturally agreed upon, but you are not thereby to prolong or increase the cost of your tour of inspection.

INSPECTION OF WEIGHTS AND MEASURES [8]

Act 36 Vic., Cap. 47

.....1876

To.....

Take notice that on I shall be prepared to inspect and verify the Weights, Measures and Balances used or kept for sale by you, on your presenting them at.....

I beg to direct your attention to the 27th section of the Act above cited, and which, for your convenience is printed with this notice; and to inform you that if after the day above mentioned, you continue to use or sell Weights, Measures or Balances in violation of the provisions of the said Act, proceedings will be taken against you as required by law.

.....
Deputy Inspector of Weights and Measures
Division of

The provision that the owners of weights and measures were required to bring their apparatus to the inspectors proved to be unworkable with respect to stocks held for sale by dealers and manufacturers. It also proved to be cumbersome with regards to the large scales used in certain industries. Thus, the requirement was revoked in these cases by a November 28th, 1876, circular:

“... I am now further to instruct you that in the performance of your duties you are not, until further directed, to insist upon the inspection of Weights and Measures or Weighing Machines that are in the possession of dealers in such articles but not actually unpacked or exposed for sale.

You will notify such dealers in your division of the above order, as may be interested therein, and at the same time inform them that you are to inspect and verify such portion of their stocks as they may from time to time desire.” [9]

In 1877 modifications were made to the Act in order to retroactively sanction the November 1876 directive. In introducing the changes in the House on April 19th, 1877, the Minister of Inland Revenue commented:

By the present law, the necessity of having weights and measures inspected applied universally, and this had given rise to so great an inconvenience that the Government had been obliged to virtually suspend in part the execution of this regulation. For instance, the wholesale dealer was obliged to unpack large cases of weights and measures to have them stamped; and hay and platform scales could only be adjusted when set up; and the operation of the law, obliging wholesale

dealers to have them all stamped and re-verified every year, was considered an injustice which could not be tolerated." [10]

Further in this regard, the "(Third) Report on Weights and Measures," dated March 10th, 1877, noted:

"The twenty-seventh section of the Act is so worded that the dealer in and the importer of weights, measures and weighing machines, as also the manufacturer of such articles is prohibited, not only from selling, but from having in possession any such articles unless they are inspected. This would have occasioned much annoyance and cost if it had been enforced; but, under the instructions of the Minister, the Inspectors were directed (see Appendix IV) not to enforce that part of the law, and it has accordingly remained in abeyance, pending the decision of Parliament as to its amendment." [11]

The amended Act of 1877 was assented to on April 28th and stated:

"Every trader, manufacturer, carrier, public weigher, gauger, measurer, surveyor, or other person, who . . . uses, for any purpose of buying, selling or charging for the carriage of goods . . . any weight or measure, weighing machine which has not been duly inspected and stamped according to this Act . . . shall be guilty of an offense

But the manufacturer or a dealer in weights, measures or weighing-machines, who has in his possession for sale, any weight, measure or weighing-machine, shall not be bound to have the same inspected and stamped according to this Act, so long as the same remain in his manufactory or warehouse

Any trader, not being a manufacturer or dealer in weights, measures, or weighing-machines, having in his possession such weights, measures or weighing-machines unstamped, shall be liable to (a) penalty of fifty dollars . . ." [12]

However, the unforeseen effect of the above and other sections of the 1877 Act was to remove the legislative authority for the inspection of stock sold by manufacturers and dealers. The second of the paragraphs did not explicitly require the inspection of new stock sold while the first paragraph made only those individuals who used weights and measures liable for inspection. Likewise, as manufacturers and dealers were now exempted from all penalties provided for the possession or use of unstamped goods the government could not enforce the implied requirements of the second paragraph.

These gaps in the legislation led to the widespread sale of uninspected items and a transfer of responsibility onto the purchasers of the weights and measures. These events and their attendant problems were discussed in the *Fourth Report on Weights and Measures*, covering the fiscal year ending June 30th, 1877, and dated December 31st, 1877:

"(Weights, measures, and weighing machines) are exempt from inspection so long as they remain in the manufacturer's manufactory, or in the trader's warehouse. But the act of selling them brings them under the operation of the law, and it is not quite clear that they can (not) be lawfully sold until inspected. However that may be, many traders and manufacturers do sell uninspected weights and measures, and it has been found that many so sold are inaccurate and purchasers of them are put to much trouble and expense in consequence. This

difficulty will probably right itself in (the) course of time when the buyers of such articles come to understand the importance of purchasing only reliable articles, and the vendors will gradually fall into the practice of having their goods verified and stamped as an additional recommendation to their customers. [13]

However, it appears that the anticipated, voluntary compliance did not occur. This led to a partial suspension of the Act in November of 1878 and its complete suspension in March of 1879. The "Sixth Report on Weights and Measures," covering the fiscal year 1878/79 and dated December 29th, 1879, noted:

" Suspension of Act in 1878

As the inspection of weights and measures was delayed in 1878, pending proposed alterations in the law, and was not resumed during the fiscal year, any comparison that might be made, either as to the work done or fees collected, would have no value." [14]

In reference to the inspection of weights and measures, the Inland Revenue Report for that same 1878/79 fiscal year noted:

"As during the year important changes were made in the manner of administering this service, and as the work of inspection was stayed during the last six months of the year, it is useless to institute comparisons with the preceding year's transactions." [15]

The partial suspension of the work was achieved by a November 2nd, 1878, circular:

"I am directed by the Hon. the Minister of Inland Revenue to cancel Circular No.171 of the 1st October ults. The said circular is therefore cancelled, and you will govern yourself accordingly." [16]

Circular 171 read:

Your attention is re-directed to Circular No.121 the terms of which you are now to carry out with firmness.

You are to notify forthwith all such parties who have failed to present their Weights and Measures and Weighing Machines for inspection, that if they do not comply with the requirements of the law within one month from the date of such notice, you will be compelled to proceed to their premises and seize (under section 27 of the Weights and Measures Act) all such unstamped Weights and Measures and Weighing Machines as may be found therein . . ." [17]

Circular 121 was issued on August 18th, 1876, and its contents were essentially the same as circular 171. [18] These two circulars appear to refer to the stocks sold by manufacturers and dealers.

The circular which ordered the complete suspension of the inspection work has not yet been discovered. However, the index in a National Archives' ledger containing Inland Revenue circulars and memos from this period contains the following entry:

"Suspend Work. W&M 179." [19]

This entry refers to a circular 179 which evidently ordered the complete suspension of the inspection work. The date of this circular is not specified in the index but examination of nearby circulars in the ledger itself suggests a date of February or March of 1879. Circular 178 was dated February 8th, 1879, while circular 180 was dated March 28th, 1879. A date in the second half of March appears probable as Lussey, as part of a 1986/87 series of articles in *BNA Topics*, gives examples of weights and measures stamps used on February 24th and March 17th of 1879. [20]

The necessary alterations to the legislation were made in a 1879 consolidation of the previous Acts. This consolidation explicitly required the inspection of all weights and measures prior to their removal from a manufacturer or dealer and provided penalties for noncompliance [21,22].

Another major alteration was to eliminate the position of "Deputy Inspector" as part of an amalgamation of the 96 inspection districts into larger divisions. Each of the new divisions was to be supervised by an "*Inspector*" with the help, if required, of one or more "Assistant Inspectors" [21]. The number of inspection offices was thus reduced from 96 to 21 and the number of inspecting officers from 96 to 62. The amalgamations and staff reduction were expressly intended to reduce the excessive expenses of the inspection service [23]. Since its inception its expenses had been almost double the amount of fees collected, specifically:

Fiscal Year	Expenses	Fees Collected
1876/77	\$70,140.74	\$50,375.45
1877/78	\$70,719.68	\$29,838.60 [24]

Several of the old deputy inspectors had collected less than \$100 in fees during 1877/78, as compared to their annual salary of \$500. One officer collected a mere fifty cents and four collected no fees at all [25]. Despite the suspension of the Act in early 1879 all of these deputy inspectors continued to receive their full salary up to June 30th of that year [26].

The new Act officially took effect on July 1st, 1879. However, the new inspectors and their assistants were not appointed until August 14th and did not begin their inspecting work until various times over the remainder of 1879 and even as late as April of 1880. The new districts, their inspecting officers and their operational dates are detailed in the December 1995 issue of the *Canadian Revenue Newsletter*.

The RED STAMP SYSTEM is Introduced

Following the implementation of the Act of 1879 manufacturers were once again required to pay for the initial verification of their goods. Not surprisingly, they complained of the expense involved. In response to these complaints the government provided relief in the form of the "*Red Stamp System*." An example of the non-denominated stamp (van Dam's FWM 33) used under this system is illustrated in Figure 2.

The concerns of the manufacturers along with an overview of the new system were embodied in the Weights and Measures report of 1879/80:

"Several manufacturers made complaints as to the payment of verification fees stating that they had to pay them in advance of the time at which they could collect them from their customers, and that, as a rule, they could not add them to the price of their goods. It was decided to grant the relief the manufacturers asked for. This

was effected by what has been technically known as the "red stamp system." That is, instead of collecting the verification fees from the manufacturer, the certificates are stamped, in red, "Fees unpaid." The articles verified under this arrangement are then allowed to go into use, but when met with in use by the Inspectors, it becomes their duty to reverfy them at once and collect the fees.

It was foreseen that the privilege thus granted would result in the loss of considerable revenue, and that a very large proportion of the fees accruing would never be collected. But it was considered that the main object of the law — the inspection of the articles and the prevention of the use of unjust or fraudulent weights, measures and weighing machines — would be accomplished [27].

The January 6th, 1880, Order in Council which authorized the Red Stamp System specified:

"1st. For the first verification and stamping of weights, measures and weighing machines at the place where they are manufactured, the fees may be paid at once or payment may be postponed, at the option of the manufacturer, on the following conditions:

(a) The article shall bear the name of the maker and a consecutive "shop number" or other marks whereby it may be designated for identification with the certificate of verification;

(b) The verification and stamping may take place before the articles are packed for removal, and at that state of completion at which they are finally adjusted by the manufacturer or at such future time as may be convenient;

(c) If the manufacturer pays the fees at once, the ordinary black stamp expressing the amount of such fees is to be affixed to the certificate of verification, and such certificate must be packed with, or otherwise attached to the article to which it relates so as to accompany it;

(d) If the manufacturer elects to postpone the payment of the fees, a special red stamp is to be attached to the certificate of verification, upon which the amount of fees will not be stated, but the amount will be stated in the certificate as usual. This certificate must also be packed with or attached to the article to which it relates so as to accompany it;

(e) When articles verified and stamped as above provided are packed, the packages containing them must bear on the outside:—

(1) A duplicate of the "shop number," or other mark by which the article contained in it is identified.

(2) The words "fees paid" or "fees unpaid" as the case may be.

3rd. Such articles as are accompanied by a certificate bearing a red stamp, or which are not accompanied by any certificate wherein they are identified, will be subject to re-verification and to the payment of fees on the first occasion on which they are found in use for trade purposes by an Inspector or Inspector's assistant. [28]

The two documents quoted immediately above clearly show that existing examples of the red, non-denominated stamp with manuscript amounts added and/or pre-1880 dates are philatelic fakes. The red stamp did not represent any amount of fees paid but rather that the fees were not paid. Furthermore, the regulations specifically required that the amount not paid was not to be "stated" on the red stamp. Stating the fee on the red stamp would have been a contravention of the Act which decreed that each adhesive stamp was to bear "the sum at which it shall be reckoned in payment of the duty hereby imposed." [21] The red stamp represented nonpayment rather than payment of the "duty."

The January 1880 Order provides no details as to the cancellation used on the red stamps. Unfortunately, the departmental circular to inspectors regarding the Red Stamp System has not yet been found and thus a probable source of information on the cancellation procedures remains to be discovered. However, general regulations required that all weights and measures stamps be cancelled with the date of the stamping and the initials of the inspecting officer. Thus the red stamps were possibly cancelled in a same manner as other weights and measures stamps. The application of a special mark to the red stamps, over and above the usual cancel, is indicated by an April 20th, 1881, internal government report in which Alfred Brunel — the Commissioner of Inland Revenue and chief administrator of the weights and measures inspection service — noted:

"On the 2nd of January 1880 an Order in Council was passed regulating the manner in which Weights & Measures and Weighing Machines manufactured in Canada might be dealt with reference to the inspection and stamping.

Among the provisions of this Order it is provided that "if the manufacturer elects to postpone the payment of fees, a special 'Red Stamp' is to be attached to the certificate of verification upon which the amount of fees will not be stated but the amount will be stated in the certificate as usual. This certificate must also be packed with or attached to the article to which it relates so as to accompany it."

The Red Stamp used bears in pursuance of the provisions of the same Order the words "Fees Unpaid" . . ." [29]

Later in the same report, Brunel again referred to the red stamp as "bearing the words 'fees unpaid'." However, the basic design of the red stamp does not include the words "Fees Unpaid" or other, similar inscription. This generates two possible scenarios:

1. The words "Fees Unpaid" were added by the Inland Revenue Department prior to the shipping of the red stamps to inspectors, or;
2. The words "Fees Unpaid" were added by the inspecting officer at or before the time of the stamp's use.

In the second scenario the added inscription may have formed part of the cancel applied to the stamp. This may have been done either in manuscript or by rubber stamp.

The nonpayment of the verification fees by way of the red stamp system appears, as would be expected, to have been very popular. This popularity proved to be detrimental to the finances of the inspection service. The Weights and Measures report for 1879/80 noted:

"The loss of revenue under this system has been even greater than was foreseen, and there has (sic) been hardly any cases so far in which the fees on the "red

stamp" certificates have been collected. Practically, therefore, both the manufacturer of the articles and his customers have escaped payment. It has thus become necessary to consider whether some other method can be devised, whereby the object aimed at may be attained without loss to the revenue." [27]

Not only did manufacturers benefit from the use of the red stamp but some inspectors mistakenly extended the privilege to dealers as well. The April 20th, 1881, internal report quoted previously also noted:

"Early in the present month it was ascertained that some of the Inspectors were verifying and stamping goods sold by traders and allowing them to be sent out under, what is known in the Department as, the "Red Stamp system," that is, without payment of the fees. This practice is only permissible under the Order above quoted with reference to goods sent out by manufacturers.

On the 5th April a letter was addressed to Inspector Whitton of Montreal asking him whether he had extended the privilege of the "red stamp," fees "unpaid" system to dealers in Weights & Measures in that city to which on the following day he replied that he had and that certain dealers had availed themselves largely of the privilege.

On the 8th April a letter was written to Mr. Whitton informing him that the Order in Council on page 26th of the regulations did not justify him in the course he had adopted in reference to the red stamp system of inspection and that, in future, that system must be entirely confined to the verification of Weights, Measures etc. at the place where they are manufactured [29].

The decline in revenue led to the repeal of the red stamp regulations in May of 1881, effective sometime in June. The solution to the difficulties was mentioned in the Weights and Measures Report for 1880/81:

"Since my last report, regulations have been made, under which the "red stamp system" therein referred to has been done away with. The Order-in-Council and the regulations made thereunder on this subject, will be found at the end of this report. It is believed that by this change a large sum in fees, hitherto lost to the revenues will in future be collected." [30]

The use of the red stamps was revoked by a May 19th, 1881, Order in Council [31]. This Order, along with further instructions regarding the new deferred payment system were sent to inspectors on May 30th, 1881 [32].

Under this deferred payment system the regular fee stamps were used and the inspector kept a record of all items inspected along with the fees due thereon. The manufacturer was then required to make payments at the end of every quarter of all fees accrued during that quarter. Thus, the actual period of deferment varied in length as the delay for each individual item was "granted from the date of verification to the end of the current quarter." [32].

A Final Comment on the Red, Non-Denominated Stamp

It is evident from the foregoing discussion that:

1. A substantial number of the red, non-denominated stamps were used.
2. The stamps so used were inscribed in manuscript or by other means with the words "Fees Unpaid."

3. They were possibly cancelled in the same manner as the denominated weights and measures stamps.

The complete absence of any red stamps:

1. Bearing the words "Fees Unpaid";
2. Cancelled in the same manner as other weights and measures stamps with dates in 1880 or 1881;
3. Bearing serial numbers less than 15000 (as noted by Lussey [20]) with the exception of a two, evidently specimen-cancelled examples as reported in the *Canadian Revenue Newsletter* [33];

strongly suggests that no genuinely used red stamps have survived the ravages of time and that all of the red stamps currently known — with but two known exceptions — have originated from remainder stocks held by the Inland Revenue Department after 1881.

It can only be speculated as to what was the fate of the genuinely used red stamps. It is possible that the Inland Revenue Department, by means of an as yet undiscovered circular, had directed their officers to seize and destroy all certificates bearing the red stamp as goods came up for re-verification. However, this is only speculation and the complete absence of genuinely used examples is the major remaining mystery of the red, non-denominated weights and measures stamp.

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OUR VENDORS SPEAK

19 March 1997

Mr W. H. P. Maresch
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Dear Bill,

The results are now in on your sale of my collection of used Canadian stamps and covers, and I must take the opportunity to share my reaction with you and your colleagues at R. Maresch & Son

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From the time of my initial consultation with you and Rick Sheryer, my concerns received your fullest attention. As your work progressed, you kept me fully informed and gave me several opportunities to be involved. The collection could have been spread among several auctions, but instead you recommended a single sale that would highlight my approach, in a catalogue that departed from your normal format. In terms of lotting, layout, and colour illustration, it set new standards, in my opinion. By sale time I was completely satisfied that everything had been done to present the best possible sale, from my perspective and that of the bidders you hoped to attract.

The results, which far exceeded my expectation, confirmed that my selection of R. Maresch & Son had been the right choice. I would not hesitate to direct prospective clients to your firm.

Thank you.

Yours sincerely,

David Roberts

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Allan L. Steinhart

N.B. – New Brunswick or North Britain?

The cover shown on the next page illustrates the confusion which occurred occasionally in the use of the letters N.B. as a final destination. Prior to 1860, it was quite common for Scotland to be referred to as North Britain, and not Scotland. This was no problem until the 1780s when New Brunswick was established in what is now Canada. Although there was a small bit of confusion between Brunswick, New Jersey, and New Brunswick that resulted in some mail not being routed to its proper destination, a much bigger problem occurred when only the initials N.B. were used. In most cases if the destination was a smaller post office or geographic location, it was not readily apparent which N.B. was correct.

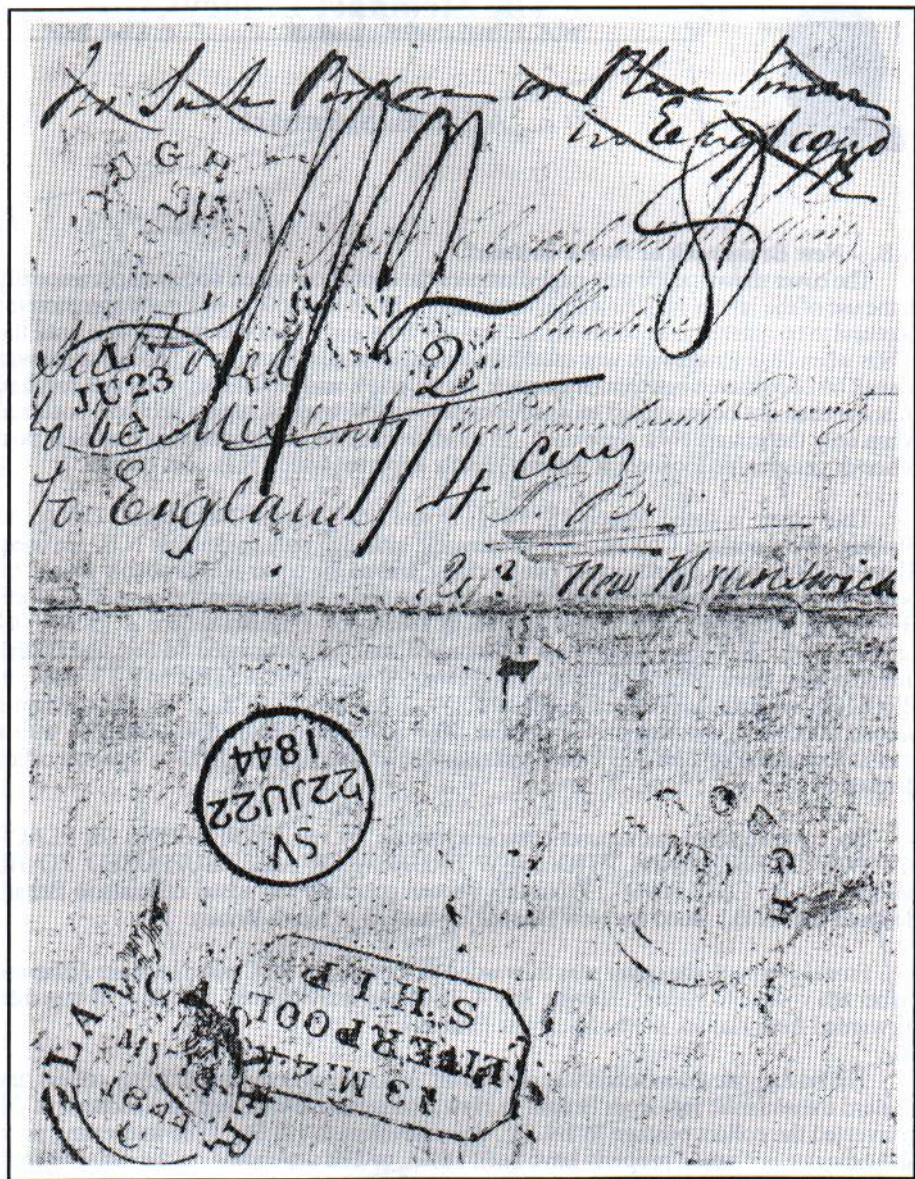
This cover is dated March 18, 1844, from Little Britain, Connecticut, U.S.A., to Shediac, Westmorland County, New Brunswick, although only the initials N.B. are used. There is no American datestamp nor rate marking, and so the cover was probably placed on board an American sailing packet outside the post under the assumption it was for North Britain, or Scotland. The cover arrived in Liverpool, England where a 13 MY 44 LIVERPOOL SHIP letter handstamp was applied, and the cover rated 8d Stg., the British inwards ship letter rate. The cover was forwarded *via* LANCASTER MY 13 1844, to BROUGH where it was datestamped MY 1?. It was held until June 15 1844, when a second BROUGH datestamp was applied. The cover was returned to Liverpool with a transit datestamp of 22JUNE 1844, and received a Liverpool "L JU23 A" packet office datestamp.

The cover received the manuscript superscriptions "NO SUCH PERSONS OR PLACE KNOWN IN ENGLAND", "TRY NEW BRUNSWICK", and "SUPPOSED TO BE MISSENT TO ENGLAND". From this we can conclude the postal officials in Britain deduced the "N.B." stood for New Brunswick instead of North Britain.

From Liverpool, the cover was forwarded to Canada by the Cunard steamer *Hibernia* on her 8th voyage to Halifax, leaving July 4, 1844 and arriving July 15, 1844. It was then forwarded from Halifax to Shediac, New Brunswick.

The 8d Stg. rate from Britain was crossed off, and the cover rerated 1/2 Stg. collect, the Cunard transatlantic rate from Britain to New Brunswick, which, with the addition of 2d, converted the collect postage to 1/4 Cy., the equivalent to 1/2 Stg. The interesting point about the rate is it would properly have been 18 $\frac{3}{4}$ d, or 28d depending on the distance from Connecticut to the border, and about 11d or more from the border to Shediac which would be more than the 1/4 Cy. collected.

Here we have not only a double transatlantic cover but also one that travelled by two different methods, a U.S. sailing packet and a Cunard steamer, this because of the confusion between New Brunswick and North Britain when the N.B. initials only were used in the address.



An Odd Rate Handstamp

The cover shown below is from the small town of Wellington, Upper Canada, manuscript dated March 29, 1847. It was addressed to Collinsville, New York state. Wellington is a small town in Prince Edward County, south of present day Belleville. The cover was prepaid $4\frac{1}{2}^d$ to the border via Kingston and Cape Vincent, NY, and rated 5 cents

US postage to be collected. The unusual feature of the cover is the circular "4½" red handstamp to show the Canadian postage paid. Prior to the standard weight rates which commenced in 1851 (1^d, 3^d, 6^d, etc.) there were almost no Canadian rate handstamps for the 4½^d, 7^d, 9^d, 11^d, etc. rates, except for the Toronto "PAID 7 + 25" and "PAID 9 + 25". Such rate handstamps are nonexistent, or almost nonexistent except for Wellington, U.C. This cover shows the Wellington "4½" handstamp in red. I also know of a second "4½" strike in black on a domestic cover, and of a similar circular "11" handstamp from Wellington. These three strikes are the only ones known to me. Are there other rate handstamps from Wellington?



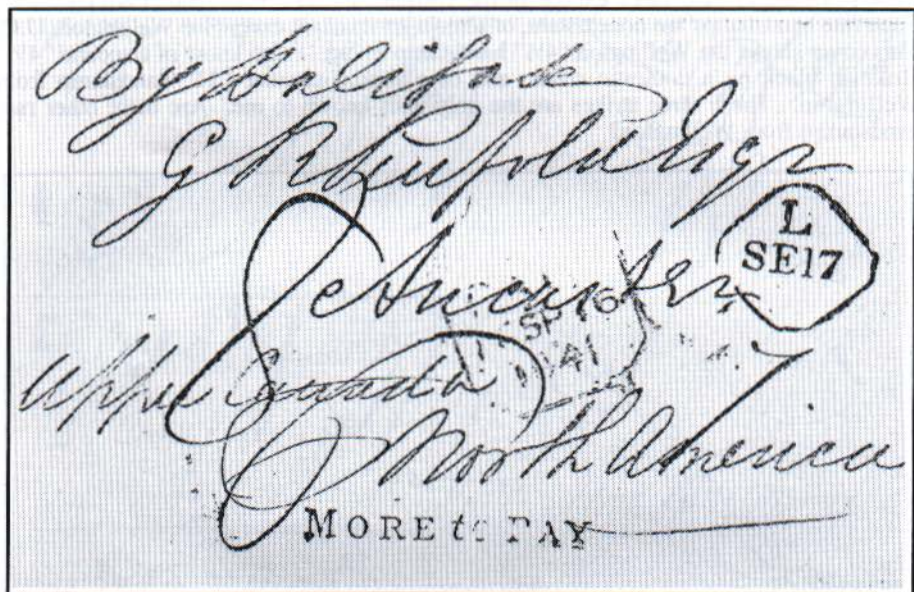
A Ship Letter Rated Inland Packet Letter

The cover shown on the next page is rated in a most unusual way. It is from Steyning, England (near Brighton) to Ancaster, Upper Canada dated September 15, 1841 and was routed "By Halifax". It was carried by the Cunard British steamer *Acadia* on her seventh voyage from Liverpool September 20, 1841, and arrived at Halifax October 2. There are no Canadian datestamps on the cover, but it is assumed that the cover went in a closed bag from Liverpool to Halifax, and then overland to Quebec where the bag was opened, sorted, and sent on from Quebec in a bag or closed bundle for Ancaster.

The rate to Canada by British steamer *via* Halifax, introduced about a year earlier, was 1/2 Stg. or 1/4 Cy. from any place in Britain to any place in Upper and Lower Canada. This could be prepaid fully or partially, or the letter could be sent collect. Partial prepayment could be made of the 1/0 Stg. British internal and sea postage with the 2^d Stg. or 2½^d Cy. colonial or Canadian portion of the postage to be collected on delivery.

The cover was misrated, and shows a most unusual split postage rate. It was prepaid 8^d Stg., the British outwards ship letter rate, allowing the item to be sent by a private steamer or sailing vessel not holding a mail contract. This was the other method of sending mail to Canada from Britain without going outside the post. This was done at Steyning, where there was no ship-letter handstamp. On arrival at Liverpool, a ship-letter handstamp was not applied, and because of the marking "By Halifax" the cover was deemed to be for the Cunard service, and so received a Packet office lozenge "L / SE 17" handstamp, and was

rated 6^d Stg. collect in order to make up the full 1/2 Stg. rate. At Quebec, it is assumed, the cover was rerated "7" for 7^d Cy. collect, the equivalent of 6^d Stg. at the time. This is the only so-rated transatlantic cover I have found so far.



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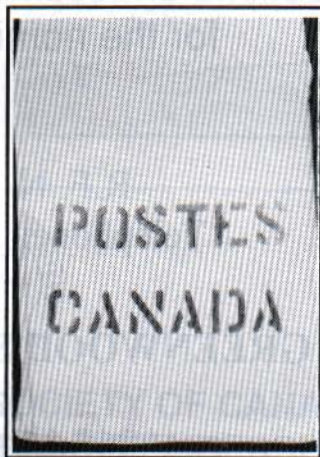
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Presentation Booklets for the 12th Universal Postal Union Congress (Paris - 1947)

Jerome C. Jarnick and Andrew Chung

The delegates to the 12th Congress of the Universal Postal Union met in Paris in the Spring of 1947. This was a significant Congress, the first to be held since the end of World War II, and would establish procedures for the for the exchange of international mails as the world returned to "normalcy". As a gift, to be presented to the delegates to the Congress from the Canadian delegation, the Post Office Department obtained 500 special booklets manufactured for the occasion by the Canadian Bank Note Company at a cost to the Post Office of \$5.20 per booklet. The booklet measures 145 mm x 123 mm, and is bound in dark blue stroller grain processed leather with a blue silk marking cord. The booklet was housed in a miniature white canvas mail bag, produced by the Post Office Department's Equipment and Supply Branch, stenciled "**POSTES CANADA**", in black ink (Figure 1).

**Figure 1: Miniature Mail Bag
Prepared to Contain
the Presentation Booklet**



It was originally planned to emboss "**C.P.O.**" on the front cover and the French equivalent, "**P. du C.**" on the back cover. However, that was later changed, in an effort to keep down the cost of the booklet, to just the word "**CANADA**" embossed in the center of the front cover in gold [1] (Figure 2). Barraclough gives the date of issue as May 1, 1947 [2].

The first page of the booklet is inscribed (Figure 3, top):

**"POST OFFICE DEPARTMENT
CANADA
XIITH CONGRESS
OF
THE UNIVERSAL POSTAL UNION
PARIS
1947"**

Figure 2: The 1947 U.P.U. Presentation Booklet



A following page repeats the inscription in French (Figure 3, bottom).

The remainder of the booklet consists of 26 pages, each having a white satin ribbon pocket stitched to the page and holding a block of four stamps. The stamps are those of the War issue, then in current use (Scott No. 249-51, 255-57, 260-62, CE1, E10, 252, 254, 259, C8, and CE2). The Peace issue was represented in its entirety (Scott 268-73, C9, CE3, and E11). Finally the last page contains a block of four of the 4¢ Alexander Graham Bell commemorative (Scott No. 274). (Figure 4, top). Between each page is an interleaf of "spider web" glassine on which is printed a description of the stamps in English and French. (Figure 4, bottom).

In addition to the booklets procured for the Congress delegates, an additional 50 booklets, without the mail bag, were presented to the Canadian Ambassadors and Ministers abroad. These were very similar to those presented to the Congress delegates, but differed in that they were bound in dark blue watered silk with a blue silk marking cord. The cover is gold stamped "CANADA", as was the delegates booklet. The same stamps are included as were contained in the delegates booklet, but the second page with the French inscription was omitted and the inscriptions on the "spider web" glassine are in English only [2].

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Figure 3: The first two Pages (title pages) of the 1947 U.P.U. Presentation Booklet (in English and French).

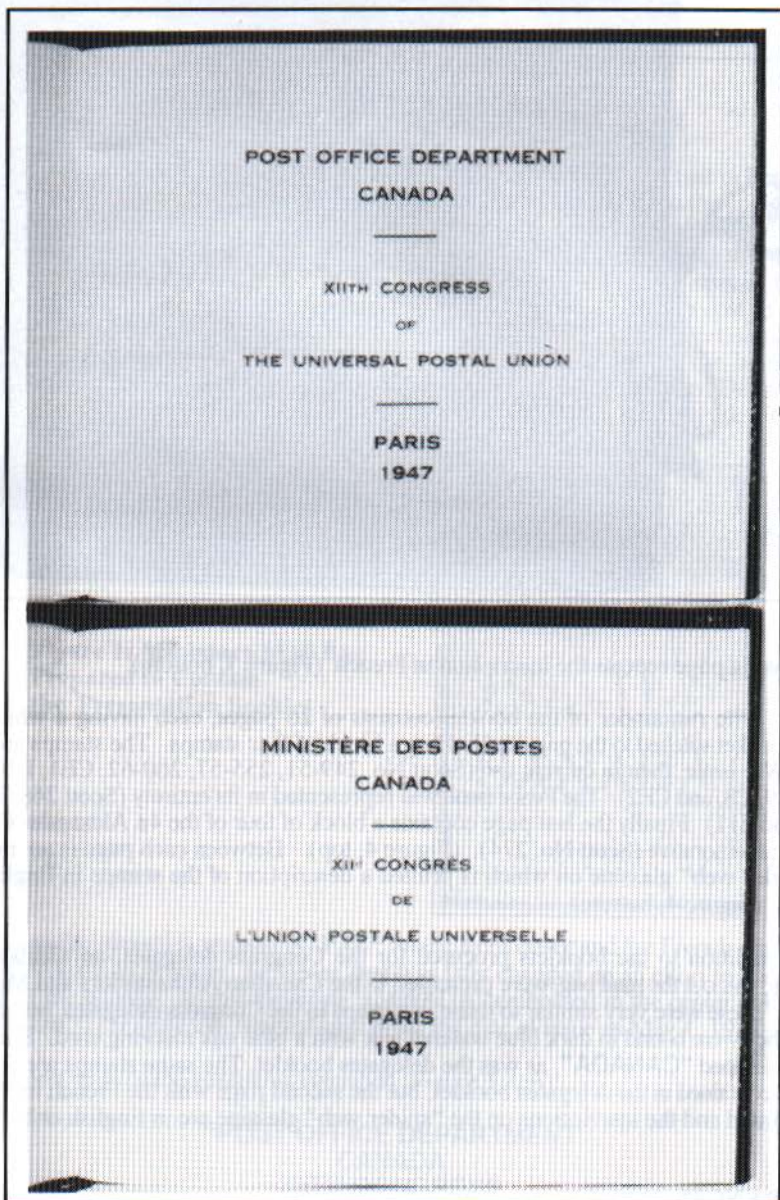
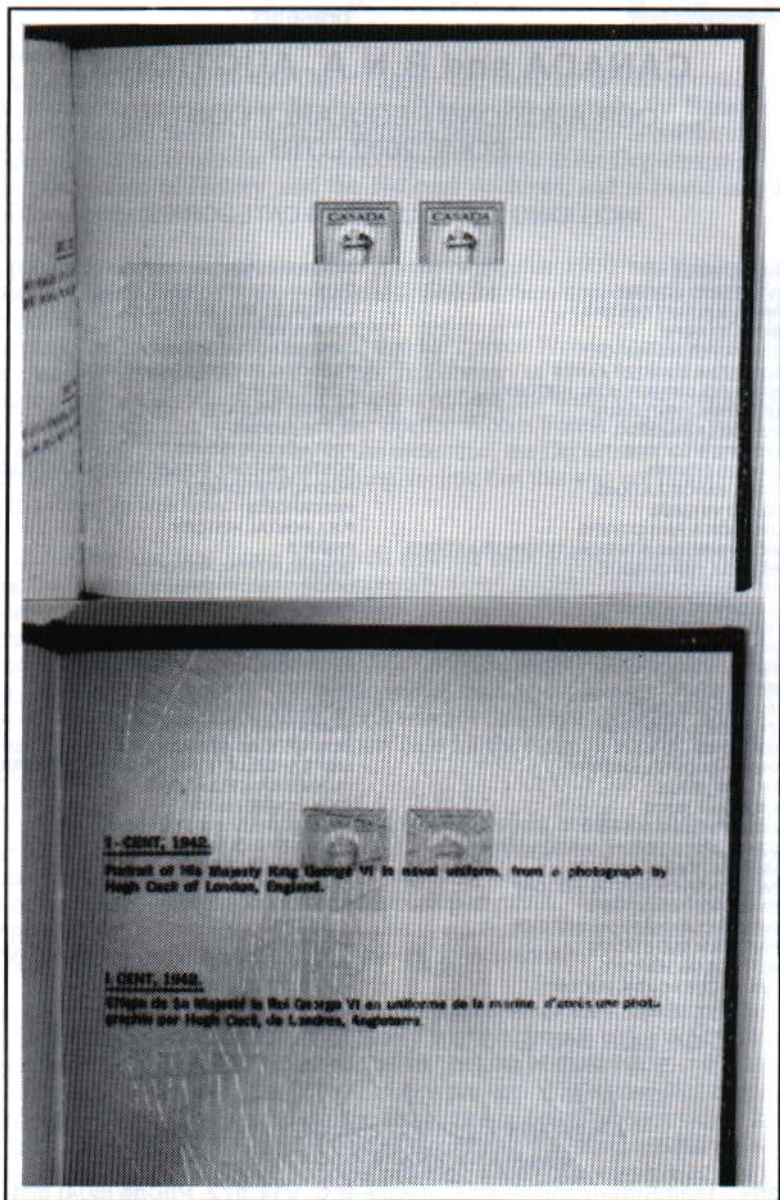


Figure 4: A Page (top) with Silk Holder and Stamps and a "Spider Web" Glassine Interleaf Page with Printed Descriptive Text (bottom) from the 1947 U.P.U Presentation Booklet.





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CINDERELLA MATERIAL
DEAD LETTER OFFICE
DISASTER COVERS
DUPLEX CANCELLATIONS
EDWARD VII ISSUE
EXHIBITION & FAIR COVERS
FANCY, NUMERAL & SPECIALTY CANCELLATIONS
1859 FIRST CENTS ISSUE
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Sewell Camp / Camp Hughes

C. Douglas Sayles

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The Camp History

The location of Camp Sewell/Camp Hughes has been the subject of much (justified) confusion over the years, as has the change of name. For example, the Bailey and Toop handbooks [1] say that Shilo is just the same camp renamed, but this is not the case. I hope this article will end the confusion. It is based upon research in the Department of National Defense Directorate of History, and the National Archives, and is based largely upon original documents [2,3].

Population was growing rapidly in the Canadian west after 1900, and this led inevitably to the need to organize militia companies, and to find for them appropriate space for camps of instruction. In the fall of 1909, Col. S.B. Steele, then DOC MD 10 (District Officer Commanding, Militia District 10), reported that the Spruce Woods Forest Reserve, west of Carberry, was very suitable for such a camp. In February of 1910, he further reported that the Hudson's Bay Co., which owned a section of land just south of the Canadian Pacific Railway (CPR) main line, but north of the Spruce Woods Forest Reserve, was willing to allow a camp to be held on its lands. In the meantime, the Department of the Interior had rejected use of the Reserve for military training, feeling that this was not in keeping with the reason the Reserve was established.

In the event, the first camp at Sewell (named after a former Chief Justice of the Supreme Court) was held in 1910 on CPR property in the neighbourhood of Sewell Station. The local topography was a sandy plain north and south of the CPR line, with a five-mile wide stretch of muskeg starting approximately 1½ miles south of the station. The first camp ran from 21 June to 2 July, 1910, with 154 officers and 1315 other ranks present for training. Camps were held in the same general area in subsequent years through the courtesy of various local landowners. In fact, it was not until June 1916 that the Department of Militia and Defense actually purchased any land for the camp; it was by then the biggest camp in Canada.

In a report dated 30 July, 1915, the Camp Commandant notified Militia Headquarters that the CPR had changed the name of their station from Sewell to Camp Hughes, as a compliment to the Minister of Militia and Defense, Sir Sam Hughes. Militia order #436 of 27 September, 1915, changed the name of the camp to match. Given the available record, and the personality of Sam Hughes, I think one is entitled to some cynicism about whether the CPR and the government made these moves spontaneously.

During 1915 and 1916, the camp operated to train units of the Canadian Expeditionary Force (CEF). According to the record the camp operated from 15 May until 6 November, 1915 and from 29 May until 4 November, 1916. In both of these years, it was the largest camp in Canada, with more than 25,000 troops present. The November closings were necessary because the camp had no winterized accommodation for the troops. In 1916, a strip of land, south of the CPR land and west of the station, was purchased to accommodate the camp lines, and an extensive building program added many buildings and facilities, including a post office and a theatre. On 1 January 1916, a huge area, four ranges by four townships in extent (576 square miles), was separated from MD 10, and designated "Camp Hughes Military District", with District Headquarters at the camp. I have not found any

record of CEF training at Camp Hughes in 1917 or 1918, nor of militia camps of instruction being held.

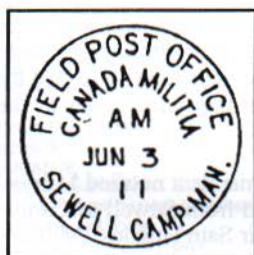
In June of 1921, the Department of the Interior finally transferred 2½ sections (not part of the Reserve) to the militia. By July 1922, the camp was stated to contain 88,320 acres or about 138 square miles.

In 1925 consideration was given to building a road south across the muskeg patch to gain access to lands between Shilo and Omah, lands which were very desirable for artillery training. The cost of building a road across the muskeg proved prohibitive, and the idea was dropped. Dissatisfaction with the lack of a proper area for artillery training remained however, and in 1927 a Board of Officers recommended that the site be abandoned, and a new camp developed in the Shilo area. The following summer, it was decided to proceed with the gradual development of the new camp. Major-General J.H. Elmsley, then DOC MD 10, proposed the name "Camp Shilo" on 25 July, 1928. It seems the name stuck, although it was not officially adopted until 21 November, 1936 (militia order #486).

The Postal History

Sewell was among the first camps to be given a Field Post Office run by the Canadian Postal Corps. A militia hammer for Sewell was proofed 3 June, 1910; the first known usage is 16 June (this predates the opening of the 1910 camp by five days). Although a militia camp was held every year up to 1915, I am unaware of any reports of 1912 usage of this hammer. The Sewell hammer got heavy use in 1915 by the CEF battalions, with the last known usage being on 29 October, 1915.

A second Sewell hammer was proofed in 1915, but only two examples have been reported to date. Both are on registered letters, and we may speculate that the second hammer was reserved for this service.



Sewell Hammer 1
ERD¹: 16 June, 1910
LRD¹: 29 October, 1915

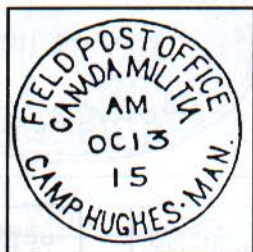


Sewell Hammer 2
ERD: August 1915
LRD: August 1915

The first Camp Hughes hammer was proofed on 13 October, 1915, only two weeks after the official change to the camp name. Although the camp didn't close until 6 November, 1915, no 1915 use of this hammer is known. This fairly common hammer is first seen used on 2 June, 1916, and last seen on 22 October, 1916. Bailey and Toop [1] lists 1930 usage, but I have not seen this – can any reader supply evidence?

1. ERD is the Earliest Reported Date, LRD is the Latest Reported Date

A second hammer was proofed on 8 June, 1916, and first seen used on 17 June, 1916. This is the most common of the Hughes hammers, and differs from the first principally in spelling out "Manitoba" in full. The last known usage is 10 October, 1916.



Hughes Hammer 1
ERD: 2 June 1916
LRD: 22 October 1916



Hughes Hammer 2
ERD: 17 June 1916
LRD: 10 October 1916

Two other hammers were proofed; the dates of proofing are not known. They generally resemble the two hammers above, and are very seldom seen. I would speculate that they were intended as "back up" hammers, or were reserved for registered letters. Of Hammer #3, only a single example is known (it has not been previously reported), and that on a philatelic cover. Five examples of the fourth hammer are reported. The earliest usage is 21 June, 1916, and the latest is 21 September, 1916.



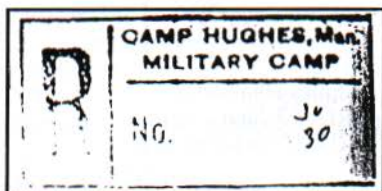
Hughes Hammer 3
ERD:, LRD:
15 August 1916



Hughes Hammer 4
ERD: 21 June 1916
LRD: 21 September 1916

During this period, we also see the mysterious straightline handstamp "Camp Hughes", first reported by Colin Campbell [4]. It is not known if this handstamp is postal in origin, or whether it is a type of orderly room marking. The single example reported so far is on a standard militia O.H.M.S. envelope.

In addition to the large militia hammers, two oval registered hammers were proofed only one week apart in May 1916. Also a box-type registered hammer was proofed in June 1930. These are illustrated on the next page. The proof book also shows roller cancels for both camps: that for Sewell proofed in July 1915, and for Camp Hughes proofed October 1915. I have never seen any of these, and am unaware of any reports; I would welcome reports of any usage.



Hammers Known from Proof Books, but No Examples Reported to Date (hammer illustrations are reproduced by courtesy of Robert A. Lee).

References

- [1] Bailey, W.J., and Toop, E.R., Canadian Military Post Offices, Vol. 1 and 2.
- [2] "Annual Report of the Militia Council", The King's Printer, Ottawa (various, 1909-1914).
- [3] "Militia Orders", The King's Printer, Ottawa (various, 1909-1914).
- [4] Campbell, J.C., Camp Hughes Straight Line Marking, Military Mail Study Group Newsletter, December 1989, pg. 668.

Early Exhibition Covers of British Columbia

Ken V. Ellison

Vancouver Exhibition 1913

At a cost of \$1500, a wharf was erected at the foot of Hastings Park on Burrard Inlet so that boats bringing stock and other exhibits from along the Fraser River could be delivered right onto the grounds. Also, boats bringing people from Victoria and Nanaimo could discharge at the Exhibition Wharf. This wharf was not used half-a-dozen times, as the B.C. Electric Railway was completed to Chilliwack shortly afterwards.

This envelope was used by the Exhibition's H.S. Rolston who was its Secretary-Manager for 14 years.



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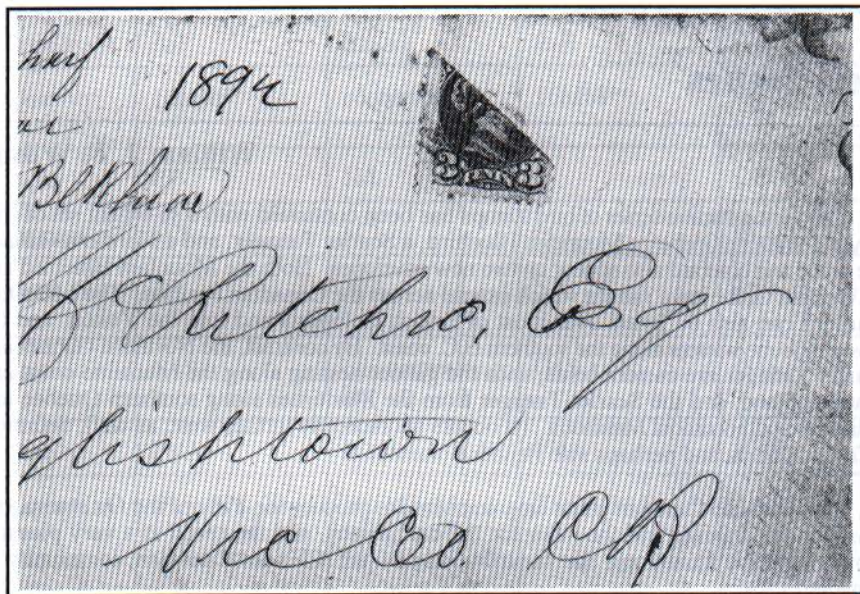
A Non-Philatelic Three Cent Small Queen Bisect

Paying the Two cents Drop Rate

Ronald I. Ribler

After more than 100 years, it appears that a genuine postally necessary bisected three cents Small Queen has risen to the surface. The Canadian Philatelic Expertizing Services Ltd., on Certificate #0697 dated January 21, 1997 stated:

“CANADA. Sc. #41 (BISECT) ‘1888 Small Queen Issue’ 3¢ Vermilion (2/3 BISECT) on cover paying the 2¢ rate, tied by grid cancel. The cover has been reduced at left & bottom. Appears Genuine. (Unofficial usage of a 3¢ Bisect).”



In 1892, Halifax was a small Post Office, far removed from the stamp distribution center. Frequent shortages of stamps created a real need for creative postage such as this. Even if the Post Office had the necessary stamps, it is possible the sender had no other stamps at hand to make the 2¢ rate and elected to cut one of the 3¢ stamps on hand. Until now, no other 3¢ Small Queen has been reported that was not considered a philatelic creation. Henry Hechler created many of the Halifax bisects and the surviving covers bear his handwriting and are in good to excellent states of preservation. This cover has handwriting not similar to Hechler's and is certainly far from pristine in its condition. The barred oval cancellation, and the Englishtown backstamp confirm that it went through the mail stream. The 2¢ drop rate was the correct one. While it might have been possible to make the rate using ½¢ and 1¢ stamps, it is also possible that those values were not available to or in possession of the sender. Will we have to wait another 100 years to find another?



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New Issues

William J. F. Wilson

The very attractive series of bird stamps has been continued with a se-tenant set of four showing Western Grebes, a Mountain Bluebird, a Scarlet Tanager, and a Northern Gannet. The grebe and bluebird also appear on two new envelopes. Both the Mountain Bluebird and the Western Grebe have ranges which extend across the Canadian Prairies. The Mountain Bluebird can also be found over most of British Columbia and into the Yukon, and the Western Grebe winters along the southern B.C. coast. By contrast, the Northern Gannet and Scarlet Tanager are eastern birds, with the gannet nesting along the Maritime coast and Newfoundland, and the Scarlet Tanager from the Maritimes along southern Quebec and Ontario to southernmost Manitoba. (It occurs sporadically further west, as well, definitely as far as Alberta and perhaps into British Columbia.)

Two Chinese-Canadian artists have combined to produce the Year of the Ox stamp, one artist for the drawing and the other for the calligraphy, and the result is a very pleasing commemorative honouring the contributions of the Chinese-Canadian community to Canadian society.

Oriental influence is also clear on the 1997 Masterpieces of Canadian Art stamp, a woodcut print by the Prairie artist Walter Joseph Phillips. Phillips mastered the technique while studying in England under woodcut masters including one of the greatest, Yoshijuro Urushibara. The excellence of the result is clear in his 1930 woodcut, *York Boat on Lake Winnipeg*, depicted on the stamp.

Although there are only three stamp issues for January and February, involving six individual stamps, the Year of the Ox has been released both as a regular sheet stamp and as a souvenir sheet of two stamps. The souvenir sheet is unique in having the shape of a circular arc instead of the standard rectangle. In addition, both the Year of the Ox and the birds have also been issued as uncut press sheets of six panes (\$54 per press sheet) for the bird stamps and twelve souvenir sheets (\$20 per press sheet) for the Year of the Ox. And in addition to these, 1500 of the uncut bird press sheets are signed and numbered by the

artist and the designer, and are available for \$89.95 each. I wonder if anyone who collected the pence issues while they were being released ever had any idea where it would all lead? (But then again, maybe even we don't.)

The bulk 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	Birds (stamps)	Birds (stationery)	Year of the Ox	Art: Phillips
Value	4 x 45¢ s-t	45¢	45¢	90¢
Issued	10 Jan 97	10 Jan 97	07 Jan 97	17 Feb 97
Printer	A-P	Innova	A-P	A-P
Quantity (stamps)	16MM*	continuous	16MM**	6MM
Paper	CP	N/I	P	CP
Process	5CL	5CL	6CL	6CL + 1CF
Pane	20	N/A	SH: 25 SS: 2	16
Tag	G4S	one vertical bar	G4S	G4S
Gum	PVA	N/A	PVA	PVA
Size (mm)	40 x 30.5	No. 8: 165 x 92 No. 10: 242 x 105	27.5 x 40	40 x 48.5
Perf.	12.5 x 13.1	N/A	13.1 x 12.5	12.5 x 13.2
Teeth	25 x 20	N/A	18 x 25	25 x 32

* Includes 10,000 uncut press sheets, each containing six panes of 20 stamps.

** Includes 2MM souvenir sheets (two stamps each), which in turn includes 15M uncut press sheets of 12 souvenir sheets each.

ABBREVIATIONS: 1CF = one colour foil; 5(6)CL = five (six) colour lithography; A-P = Ashton-Potter; CP = Coated Papers; G4S = general tagging (four sides); MM = million; N/A = not applicable; N/I = no information available; P = Peterborough paper; s-t = se-tenant; SH = sheet stamps; SS = souvenir sheet.

COVERS FOR COWS



Since abandoning the creature comforts of city life for the pleasures of the prairies I have found the need for cows to be greater than the need for boxes of covers I have accumulated over the years.

Thus the following sample is offered for your pleasure and purchase. See "Fine Print" for details.

Order by description and I will do my best to find it.

STAMPLESS: PETERBORO 1884 w receiver on front, m/s rated 1/2stg, \$35; 1859: 5c on Enongated "ladies" env, MONTREAL PM JU 22 67 duplex to Ham. \$12; **SMALL QUEENS:** 1871, 1c orgng, QUEBEC JA 31 local, \$8; 1877, 3c, COATCOOK PROV. QUE. double ring oval private order datestamp on yellow env, 2 x 2 fancy adv cc, short @ R not affecting stamp or cxl. \$35; 1877, COBOURG mutilated inner split ring cds 1895 / 77 with town nearly obliterated (believed to be the 3rd strike recorded) on 3c, also 2 x 1c blue p cards with 2 diff COBOURG 1879 & 1880 inner split ring cds cxls for comparison, \$50; 1887, 3c tied smudge cxl, ARDOCH ONT DE 24 87 sp circ free strike both in purple, \$11; 1890, pr 1c TORONTO "1" duplex, local cover, blue cc, \$7; **NUMERALS: IN MEMORY OF OUR BELOVED QUEEN VICTORIA** highly ornate mourning cover with 2-color flag sticker, 2-c red num, Yarmouth MR 6 01 to USA, \$235. **ADMIRALS:** 1912, OTTAWA MAR 31 trial machine on 1c ppc, \$12; 1916, MILTON WEST 2c red w unusual wide bar mute roller on ppc, \$10; 1918, TORONTO Buy Vict Bonds flag 100% strike on 3c brown, 3-color crossed flags cc, \$10; 1919, 2c red on priv pc, Can Cement Co 2-color cc, Mont. BWS slogan, Apr 28, \$9; 1919, MOOSE JAW BWS slogan Dec 15 3c brown, green cc Maple Leaf Hotel, \$8; 1919, SASKATOON, Aug 7 BWS slogan on Western Brooms cc, \$6; **MAP:** TORONTO flag 8, die D, OCT 20, 99, \$10; **EDWARD:** 1904, 2 x 2c + 1c N BAY & S STE MARIE RPO to Switzerland, bs, \$15; 1906, 2c to ARGENTINA, \$10; 1909, 1c on ppc to PANAMA, rcvr on front, \$15; **SCROLL:** 1c + 2c on pc to DENMARK, Wpg, Jul 19, \$17; 1c Toronto local w blue ILLUSTRATED MICKEY MOUSE cc in blue, heavy creasing thru illust, very early MM esp from Canada, \$30; **1935 ISSUE:** 3c w/ THIS MAIL WAS CARRIED BY TRAVELLING LETTER BOX... \$10; **1937 ISSUE:** 3-c multi, Montreal to US Virgin Islands 1942, censored there w/ rubber stamp on brown tape label, fwd back to Mont. with 5-c US postage, \$35. **WAR EFFORT:** 1941, Union Jack & bulldog illust com'l cc cover to Mexico, 3c franking, Ottawa, \$12; 1944 4c on stained env to SIERRA LEONE Aug 21 Simcoe, censored & bs, \$13; 1945, 4c w Vancouver blackout on 2-color crossed flags com'l adv cover MAR 1 HELP THE RED CROSS slogan to US, \$10;

POSTAL STATIONERY: 1882, P-5 type w unusual OSHAWA experimental double ring cds date not readable with cogwheel type insert, \$25; 1893, L-1 used, no selvege, RPO 0-49 MAY 3, \$12; 1897, 2c UPU to England, WAPELLA A(GSSA) AP 9 92, slit toning, \$16; 1944 ARMED FORCES AIR LETTER sheet CHRISTMAS ISSUE 1944, w h/s FROM H.M.C. SHIP EXAMINED BY DB/N 892, FPO cxd DE 7, \$100; **FLAGS:** Pr 1c Nums, tied by TOR EXHIB Die B, full strike, May 31 to multi-color ppc, couple corner bends, \$26; TORONTO EXHIB Die D, on 1c Num on illust cc Grip Printing, 98% strike, \$26; **SQ CIRC:** 1896, DUNNVILLE JU 8 on 3c SQ cover, \$10; 1898 MERRICKVILLE on 1c Num pc, \$12; **HANDSTAMP SLOGANS:** 250th Anniv (biling) LACHINE PQ 4-5-6 September 1926 hs as cachet on 1c Adm cover fr Montreal Postal Station Lachine cds cover. Stuck-in enclosure contains note regarding the cancel, \$16; 1950, GOLDEN JUBILEE INTERIOR EXHIBITION SEPTEMBER 12th - 14th from Armstrong BC, local on 3c pc, \$15; **CENTENNIAL CELEBRATION AUG. 4 - 5 - 6 - 7 1850 - 1950** in red, Chippawa to Niagara Falls, \$11; **MISCELLANEOUS:** POSTAL STRIKE 15 T.E.F.S. private courier label on cover pm Detroit 28 Oct 1975, not listed used, dated 24 X 75 w enclosure explaining, \$25. 1942, US ppc to Canada, 2-c due tied TILLSONBURG, w magenta hs PASSED BY U.S. CENSOR, \$8; 1975 Robertson cc env w 25c JUAN DE FUCA DESPATCH label tied on back to US, \$7; 1979 INSPECTED BY R.C.M.P. SAFE TO HANDLE... in mag, from US, addr to Trudeau, \$13; 1930 PAQUEBOT ST JOHN machine dial w REGISTER ALL LETTERS... slogan, \$12; Undated PERMIT 1/2 Cent Hamilton double ring in blue, addressed "Feel the enclosed sample", \$5; PRISONER OF WAR MAIL FRE (E) cover, PETAWAWA Sp 12, w crowned CANADA INT. OP. CENSORED hs, cover cut at R thru FREE. \$10; 1941, US to Canada 1c pc marked PASSED BY U.S. CENSOR, Returned for Postage, T 1/10 due hs, \$8; CUSTOM HOUSE form pc with National Revenue-TORONTO, Ont. Duty Paid serrated edge magenta hs, OCT 27 1941 franked w 1c 1938 OHMS perfin advising of advertising matter customs payment, \$10; 1931 OHMS pc form from Moose Jaw advising of customs duty to be paid, \$10.



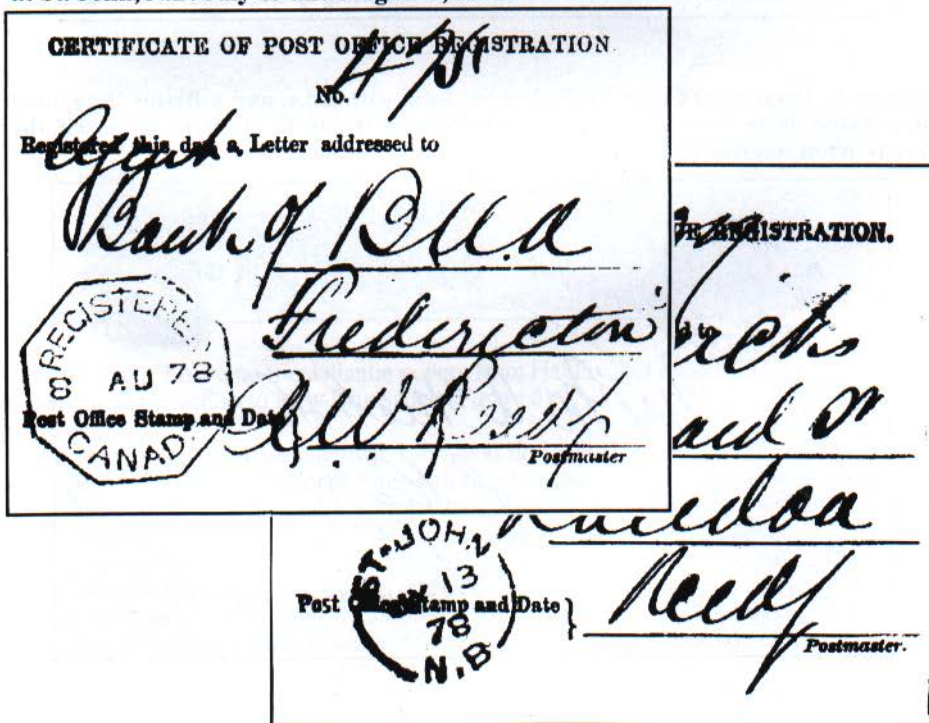
THE FINE PRINT: Payment w order. Prices are in US dollars payable in US dollars, check or M.O. to Jeff Switt. All orders add \$1 postage/handling, over \$50 add \$5 postage & registration. Refunds for sold items or returns made the same. Filled orders over \$150 will have a cow named after you. Dealers/auctioneers add 10% (Except Hank Narbonne, add 20%). Those attending the Fort Worth convention take 5% discount. Jeff Switt, 108 N. Smythe, Bowie, Tx 76230. ALL ITEMS RETURNABLE FOR PURCHASE PRICE. If you don't see it I probably don't got it, but send a want list anyway.

Canada's Octagonal Registered Date Stamps Without Town Name

Horace W. Harrison

These oddly shaped registry markings were apparently issued to post offices where transatlantic mails were made up about the time that Canada was admitted to the Universal Postal Union on August 1, 1878. In an earlier article [1] I provided a summary of known covers bearing these markings, and presented some preliminary conclusions. The present article, based upon covers in my collection, presents more details of how and where these markings were used [2-6], and poses further questions. In pre-confederation days, transatlantic mails were made up at Quebec, Montreal, Kingston, Toronto, and Hamilton. At the time of confederation for postal affairs (April, 1868), it is postulated that Halifax, St. John, and Ottawa were added, as was Charlottetown when P.E.I. joined. It may well be that Kingston was eliminated in the 22 years between the establishment of Canadian Packet service to Europe and entry to the U.P.U. I say this because I have never seen a cover which could have gone into a closed bag at Kingston; but then I have never seen one which could have gone into a closed bag at Montreal. Surely, the Post Office Department provided a closed bag for the U.K. at Montreal, the commercial center of the Dominion until well after the Second World War.

Figure 1: Two Certificates of Post Office Registration for Registered Letters Posted at St. John, N.B. July 13 and August 8, 1878.



The earliest usage of the Octagonal Registered Date Stamp known to me is on a registry receipt from St. John, N. B. and is dated 8 August, 1878 (see Figure 1). A similar receipt for July 13, 1878 is shown to prove that the 8 August receipt is from St. John, as shown by the signature of the postmaster, or his clerk, one A.W. Reed Jr., on both receipts.

Figure 2: Registered Cover from St. John, N.B., Mailed Within the Province October 1, 1878, and Postmarked with both Circular and Octagonal Registered Date Stamps.



Figure 3: Registered Cover Mailed at St. John with c.d.s. and a Blank Octagonal Registered Date Stamp into which the Postmaster at Fredericton Inserted the Fredericton Registered Letter No. 561.



At St. John it soon became the custom to use the Octagonal Registered date stamp without the date inserted, thus making it a purely registry marking. Figure 3 shows a cover so sent from St. John on July 29, 1881 to Fredericton, and assigned Registered Letter No. 1816, struck through at the top center. Upon arrival at Fredericton, the letter was assigned Letter Bill No. 561 and this number was inserted in the blank octagonal registry mark which had been applied at St. John.

At St. John, it was also customary to utilize the Octagonal Registered Date Stamp without the date inserted as a transit registry mark. The cover shown in Figure 4 was mailed at Fredericton September 13, 1881, and went through St. John on its way to Vermillion, Ohio, receiving the Octagonal Registered Date Stamp without the date inserted on the front as well as the St. John c.d.s. as a backstamp. The octagonal registry marking without town name or date was also used at St. John for interprovincial mail as shown by the cover in Figure 5 dated by c.d.s. on August 29, 1883. I do not, as yet, have any St. John covers used on transatlantic mail, although I am sure that such exist.

Figure 4: The Octagonal Registered Date Stamp, Without Town Name and Without the Date Inserted, Used as a Transit Registry Mark at St. John September 13, 1881 on a Letter from Fredericton to the United States.



Similarly, I have no transatlantic covers from Halifax, but can illustrate usage within Nova Scotia as well as to New Brunswick (Figure 6).

It seems likely that Charlottetown, P.E.I. was designated as a place where transatlantic mail was to be placed in closed hags before admission to the Dominion, and that this situation continued after the islanders agreed to join, perhaps as one of the conditions for the union. Over the many years that I have been collecting Canadian registered mail, only one post-Confederation cover from P.E.I. has come my way. It is franked with 2¢ and 3¢ Small Queen stamps paying the 5¢ postage, and a 5¢ registered letter stamp from Plate I paying the registry fee. It was mailed at Charlottetown on April 23, 1879 and received the town c.d.s. plus the Octagonal Registered Date Stamp without any date inserted. However, it also bears a backstamp of Halifax, N.S. for April 25, a Friday, and was carried on the Allan Line's *Hibernian* which departed the next day and arrived in Liverpool on Sunday, May 4.

The letter was obviously in a closed bag for London as it bears a red registered London frontstamp of Monday, the 5th, as well as the final backstamp of the same date at Plymouth.

Figure 5: Interprovincial Usage of the Octagonal Registered Date Stamp, Without Date Inserted, at St. John AU 29, 83.



Figure 6: Interprovincial Usage at Halifax as a Registry Mark With Date of JU 30, 80 Inserted.



The two black frontstamps appear to be in the same shade of black, and the shade is somewhat different from that of the Halifax backstamp. Thus, it is unlikely that the octagonal marking was applied at Halifax, but more evidence is needed before a definite conclusion can be reached. I have assigned an Octagonal Registered Date Stamp to Charlottetown on a tentative basis, subject to further information.

Figure 7: Charlottetown P.E.I., AP 23. 79 to Plymouth, England via Halifax and London, U.K., Received on MY 5, 79.



I have but one transatlantic cover which entered a closed bag for Liverpool at Quebec on February 17, 1879 and was destined for Germany. Regrettably, some much earlier owner removed the four 1¢ Small Queens from the 1¢ postal stationery envelope. The cover went into a closed bag for London on 17 February! 1879 and arrived in London on 3 March, a day too early to have crossed in the Allan Line's *Sardinian* which arrived in Liverpool on the 4th. Evidently there was excellent mail service between London and Germany, since the cover is backstamped at Alt Kischau on 5-3-79. There is also a "Crown over Registered" frontstamp, but I am somewhat puzzled as to where this was applied. It appears to be in a completely different shade of red from the oval London registered date stamp.

With the establishment of Ottawa as the capital of the Dominion, surely a closed bag for the U.K. must have been provided just for the official mail alone. Figure 8 shows a cover mailed by a private party at Ottawa on September 29, 1885 to Galway, Ireland. It got to Liverpool on the 10th of October, Dublin on the 11th and delivery was attempted from the Oranmore Post Office on the 13th. Marked "Not Known" in manuscript, this registered letter ended up in the Dead Letter Office in Canada on December 1, 1885, and was not disposed of by that facility until August 13, 1886. Close examination discloses that both the postage and registry stamps were cancelled by the Crown obliterator in use at the Legislative Post Office in Ottawa.

I have two different usages of the Octagonal Registered Date Stamp at Toronto. The first is a letter originating in Toronto addressed to Cambridge, England November 21, 1879. Carried on the *Polynesian* which departed Halifax on Saturday, November 22, it arrived in the closed bag for London on December 2, and was delivered the next day in Cambridge. The cover (with a very faint Octagonal Registered Date Stamp) is franked by a 5¢ Small

Figure 8: Ottawa Crown Cancelled Cover with the Rectangular Registered Date Stamp and the Octagonal Registered Date Stamp, Both Used at Ottawa September 29, 1885, Addressed to Galway, Ireland and Sent in the Closed Bag for Liverpool.



Queen and a 5¢ registered letter stamp. The second cover is similarly franked, but it originated in Stratford, Ont on a Wednesday, December 8, 1880, and was sent to Toronto where it was placed in the closed bag for London, U.K. which was carried in *Moravian* from Halifax, departing December 11 and arriving at Liverpool on Sunday, December 20. Mail from the closed bag was processed in London the next day and the letter was delivered in Tunbridge Wells that same afternoon – all for 10¢ (unadjusted for inflation).

The westernmost point at which a closed bag for the United Kingdom was made up was Hamilton, Ontario. My earliest Octagonal Registered Date Stamp without town name from this office is dated 9 April, 1879, and is backstamped on an underpaid missive from the Bank of Montreal, London, Ontario branch to Colchester, Essex, U.K. Mailed on March 29, the letter was sent to Hamilton for enclosure in the bag for London, U.K. At Hamilton, some efficient postal clerk determined that the letter weighed over ½ ounce (and therefore underpaid by 5¢), and stamped it “INSUFFICIENTLY PAID.” It was sent to the Dead Letter Office where it was received on April 1. The next day the D.L.O. returned the letter to the Bank of Montreal at London, Ont. The Bank eventually added 5¢ more postage and remailed the letter on April 9. This time it went into the closed bag for the U. K. which was dispatched on the Allan Line’s *Caspian* from Halifax on the 12th, arriving in Liverpool on the 22nd. The letter reached London the same day and was delivered in Colchester that afternoon.

The second cover entering the Hamilton closed bag arrived too late on Friday, January 29th, 1881 for enclosure in the closed bag to be carried to Liverpool on *Sarmatian*, so it was held over until Monday when the new closed bag was initiated. At that time the Octagonal Registered Date Stamp of 31 January 1881 was applied, and the bag went off to Liverpool on the *Circassian* on Saturday, February 5, arriving in Liverpool on the 14th. I am unsure as to where the “Crown over Registered” in red at top center was applied, but I lean toward London, U.K. as the only other London marking is an oval black date stamp which reads “REGISTERED, W.C.D.O.; 7/ FE 14 81 (Figure 9).

Figure 9: A Glorious Four-Color Franking on a Cover that Just Missed the Boat, Arriving One Week Late.



The third cover entering the closed bag at Hamilton originated in British Columbia at a town which neglected to use its circular date stamp, cancelling the postage stamps with a bulls eye and the registered letter stamp with a pen.

Figure 10: Twenty Four Days from Victoria, B.C. to Liverpool in 1882-3, Closed Bag All the Way, with a Bag Switch at Hamilton.



This cover went first to Victoria where it was put into a closed bag for Hamilton, going by sea down the coast to San Francisco, by rail across the United States into Canada at Windsor, and on to Hamilton, arriving on January 8, 1883. The journey took twelve days, as the letter left Victoria on December 27, 1882. It was then out of one closed bag and into another, for the Oval Registered Date Stamp reading at bottom "HAMILTON CANADA"

and dated January 8, 1883 was applied as a backstamp and the Octagonal Registered Date Stamp without town name was applied as a frontstamp. Having been sorted to the closed bag for Liverpool at Hamilton, the bag was dispatched by some vessel other than an Allan Line steamer, arriving in Liverpool early on Saturday, January 20th and at Penrith late that same day. It has been suggested by some postmark enthusiasts in western Canada that this cover originated in Kamloops, based upon usage of the target cancel. However, the actual point of mailing really is of little interest as long as we know from the backstamp that the cover was in Victoria on December 27, 1882 (Figure 10).

References:

- [1] Harrison, H.W., "Octagonal Registered Date Stamps without Town Names", Maple Leaves, Vol. 23, 308-311 (1994).
- [2] Arfken, G.B., "Canada and the Universal Postal Union", Unitrade Press, Toronto, 1992 (ISBN 0-919801-90-0).
- [3] Arfken, G.B., "Canada's Small Queen Era, 1870-1897", Vincent Graves Greene Foundation, Toronto, 1989.
- [4] MacKenzie, K.S., "The Canadian Ocean Mail Clerk, 1860-1867," National Postal Museum, Ottawa (ISBN 0-919882-04-8(E)).
- [5] Arnell, J.C., "Atlantic Mails", The National Postal Museum, Ottawa, 1980 (ISBN 0-919882-07-2).
- [6] Hubbard, W. and Winter, R.F., "North Atlantic Mail Sailings, 1840-75", U.S. Philatelic Classics Society, Inc., 1988 (ISBN 0-9593548-4-0).

Appendix A

Strikes from the "Registration Proof Strikes of the Maritimes" and "Registration Proof Strikes of Ontario", edited by J. Paul Hughes, published by Robert A. Lee Philatelist Ltd., Kelowna, B.C., Canada



New Brunswick
page 43



Ontario
page 202

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Announcement – B.N.A.P.S. Exhibits Series.

BNAPS has started the long-term project of publishing photocopied books of selected exhibits from BNAPEX and some other shows. The first four books in the series are now available. All four books so far are of copies of postal history exhibits. Some pages copy well and others –with dark envelopes or faint cancels – do not. Ken has worked hard to correct the darkness for optimal copying.

No. 1. W. G. Robinson, Canadian Participation in the Anglo-Boer War, 1899-1902. 1996; 83 pages; plastic bound. Prices delivered: in Canada C\$13, in the U.S.A. US\$11, overseas C\$20.

No. 2. H. W. Harrison, Early Express Company Operations in Canada Competing with the Post Office Department in Quebec and Ontario. 1997; 46 pages; plastic bound. Prices delivered: in Canada C\$8, in the U.S.A. US\$6, overseas C\$15.

No. 3. R. V. C. Carr, British Columbia Express Covers from 1858 to 1900. 1997; 100 pages; plastic bound. Prices delivered: in Canada C\$12, in the U.S.A. US\$9, overseas C\$19.

No. 4. K. G. Scrimgeour, Dr. Robert Bell of the Geological Survey of Canada, 114 pages, plastic bound. Prices delivered: in Canada C\$13, in the U.S. US\$11, overseas C\$20.

Published by the British North America Philatelic Society Ltd., and available from Ken V. Ellison, 14600 Middlebench Road, Oyama, B.C., Canada V4V 2C3. Prepaid orders only; make cheques or money orders payable to "Ken V. Ellison."

Bill Robinson's Boer War exhibit has mail to and from Canadians who served in South Africa. The exhibit, organized by contingent, has examples of the postmarks and special envelopes used, and illustrates the routes on which the mails were carried.

Horace Harrison's express mail exhibit has stamps, covers, and related collateral material from 1851 on. It describes mail carried by the precursors of American Express, Canadian Express, and Dominion Express, with emphasis on showing how the work of the early companies was related to the railways.

Bob Carr's B. C. express covers provide an excellent look at how the express companies carried the majority of mail to, from, and in the colonies of Vancouver Island and British Columbia. Covers carried by all the pre-confederation express companies and many post-confederation companies are illustrated.

Gray Scrimgeour's thematic exhibit contains postal history artifacts related to the career of explorer Robert Bell. Covers, receipts, and letters from 1857 to 1911 are shown. Bell worked for the GSC from 1857 to 1908, when the Survey did a lot of exploration. There are items from many of Bell's expeditions to the Canadian north and west.

This series of books will be of use to all members. It makes it possible for those who cannot always get to BNAPEX to see and study some outstanding collections. It also shows different models of exhibiting, which will be a help in mounting your own collection for exhibit.



Lew
Ludlow's

RPO Cowcatcher

William G. Robinson

Registration Markings

We do not often receive reports of new registered R.P.O. listings, or of new hammers, but lately there has been a spate of them. Horace Harrison and Harry Lussey have reported a second hammer for RG-1, the boxed "REGISTERED / B. & L.H.R." The first hammer, with "B. & L.H.R." 24 mm long, is now known from June 24, 1869 to December 1, 1879. The second hammer, with "B. & L.H.R." 32 mm long, has now been reported from October 2, 1875 to April 5, 1878.

We have also received examples of more recent registration markings – some in manuscript – applied to covers registered by the Railway mail clerks on a train. Horace Harrison reported two items, the first (Fig. 1) a manuscript "P.O.T. ESTON / R 7729" mailed on W-140, the Saskatoon & Eston R.P.O., train 27, August 9, 1946. This was addressed to Mrs. R.P. Lang, Montreal, and is probably philatelic. The second marking (Fig. 2) is a normal registration box, but with no office of origin, and Original No. 34, mailed on train 4, October 19, 1948, with O-60, Capreol & Armstrong Stn. R.P.O.. This appears to be a commercial usage. These will be allotted Ludlow Numbers RG-66 and RG-67, respectively. (Editor's Note: The pictures shown below are very dark, as they are from photocopies selected to display the markings, not the stamps.)

Figure 1: A Cover Showing a Registered Letter (14¢ rate) Mailed on a Train. The Letter is marked with an RPO Cancel (Saskatoon & Eston) and has a Manuscript Registration Box.

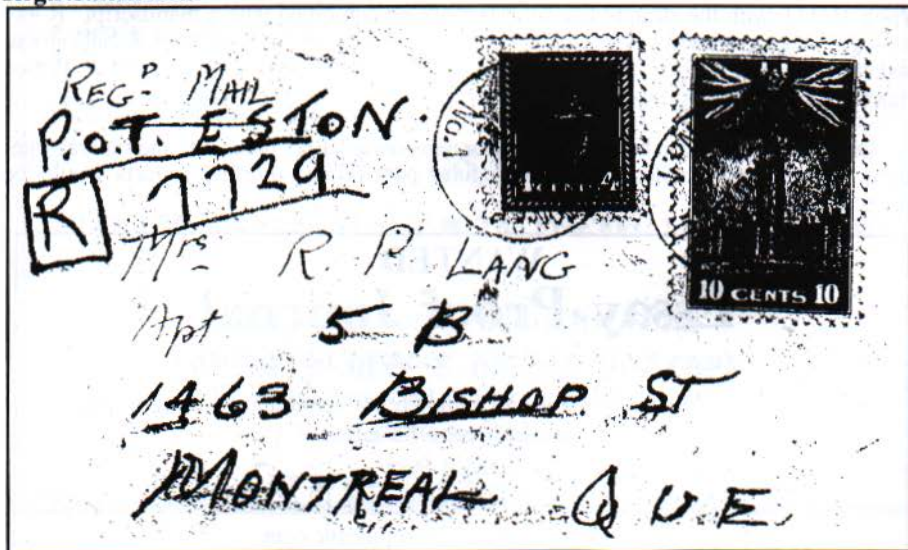
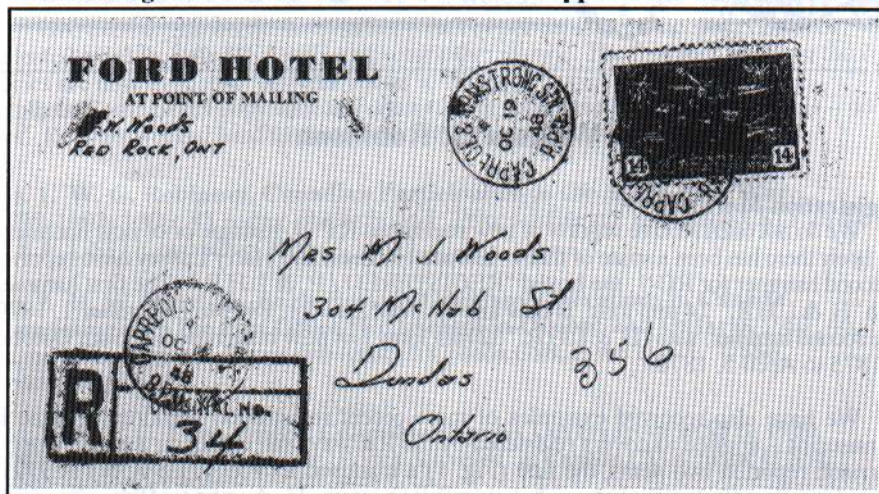


Figure 2: A Registered RPO Cover (Capreol and Armstrong Stn.) with a Blank Registration Box. An RPO Strike was Applied over the Blank Box.



John Watson, an R.P.O. Study Group member in England, has reported another registered marking used with the London & Clinton R.P.O., No. O-142. This reads "R / L & C / 604" in manuscript, train 604, October 18, 1945. It has been assigned Ludlow No. RG-58A, and complements a previous report of a manuscript "R / Lon & Clint / 604", also train 604 and dated one day previously (RG-58). Both these covers were addressed to C. C. Barnes, and are obviously philatelic. It is interesting the Lang address above is 1463 Bishop St. Montreal, while the Barnes covers are addressed to 1452 Bishop St. – any connection?

On the same subject, Jim Miller reports a commercial cover from the Fort Frances & Wpeg. R.P.O. with the straight line O-71B marking combined with a manuscript "R #1" (RG-62). Other manuscript examples have been reported from the Kamloops & Saskatoon, Saskatoon & Drumheller, Prince Albert & North Battleford, Prince George & Prince Rupert, Bonnyville & Edmonton, and Montreal, Smith Falls & Toronto runs.

Obviously there had to be some system for registering letters handed to the railway mail clerks, rather than handled through a regular post office. Further reports would be appreciated.

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David Whiteley

Vice-President for Study Groups: Douglas Lingard, 2425 Blackstone Cr., Ottawa, ON K1B 4H3

Study Group Reporter: David Whiteley, Apt. 605, 77 Edmonton St., Winnipeg, MB R3C 4H8

Study Groups

Admirals: Bill Longley, 155 Hillcrest Ave., #1203, Mississauga, ON L5B 3Z2

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

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

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

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

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

Military Mail: Bill Bailey, #5 - 8191 Francis Rd, Richmond, BC V6Y 1A5

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

Philatelic Literature: Paul M. Burega, 16 Aldgate Cres., Nepean, ON K2J 2G4

Postal Stationery: Steven Whitcombe, 334 Old York Road, New Cumberland, PA 17070-3135

Re-Entries: undergoing reorganization; for further information contact Douglas Lingard, 2425 Blackstone Cr., Ottawa, ON K1B 4H3

Revenues: Bill Rockett, 540 Overlook Ave., Willow Grove, PA 19090

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

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

Large and Small Queens: Ron Ribler, P.O. Box 22911, Fort Lauderdale, FL 33335

Squared Circles: Jack Gordon, 2364 Gallant Fox Ct., Reston, VA 20191-2611

Transatlantic Mail: Malcolm Montgomery, 76 Glen Eyre Road, Bassett, Southampton SO2 3NL
England

On The Fringes

Easter is upon us and philatelists will be thinking of spring excepting those who live in the frigid prairie provinces, where winter is still upon us. The coming of spring means that there will be many calls on our spare time: houses, gardens and other outdoor activities will take up much of our time, and stamps will be put away for rainy days. From a collector's and columnist's perspective the winter has been a busy one, with lots of activity and lots of newsletters.

Two editions of the *Newfie Newsletter* are to hand, November/December '96 and January/February '97. Both editions contain a continuation of Kevin O'Reilly's listing of Labrador Postmarks. There is an interesting article on the Newfoundland 1920 2¢ on 30¢ slate (Scott #127) by Norris Dyer, who poses a number of interesting questions on the printing of the overprint and earliest and latest postmarks. There is also a nice illustration of a 1925 British Empire Exhibition Cover from the late C. Francis Rowe, a long time member of the study group. Then are a number of very short pieces covering various topics including a piece from the Douglas Campbell collection illustrating the Trinity Paid Handstamp 1851-64, a question about a postcard from the APEX International Air Post Exhibition - London 1934, an example of a St. John's Money Order canceller used to cancel a postcard to France (1907). Horace Harrison illustrates a 2¢ U.P.U postal stationery reply

card half, sent from St. John's to Halifax September 1, 1930, with a further meter 2¢ handstamp added. Horace would like to know why the extra 2¢ for a U.P.U. postcard? Two further items include a 1972 St John's BNAPS Exhibition cover and a short piece on printings of the 1¢ 1903 Newfoundland pre-stamped postcards.

The *BNA PERFORATOR* for January '97 contains its first "auction only" format with 380 lots offered for sale, however by the time this reaches you the sale will be over, as the closing date was March 7th. A late arrival is the Flag cancel group's newsletter *The Flag Pole* for June 1996. Although much of the news has been reported elsewhere, there are still interesting articles on various types flag cancels on Jubilees and also on the ENLIST NOW flag cancel used during the Second World War. The January edition of the same journal with its new editor, Michael Rixon, has arrived (welcome Mike). In an article by Geoff Newman, this edition contains further information on the Bickerdike machines used in Montreal July - August 1897. There is also an update on the ENLIST NOW flags using illustrations from Cecil Coutts book. Doug Lingard contributes an article entitled "Why was the Montreal Type 8 Die II Obliterator Replaced." Possible explanations are discussed. *The Slogan Box* for January/February '97 is taken up with a long article on the OBSERVE SUNDAY/OBSERVEZ LE DIMANCHE slogan cancel used between 1929-1969. Doug Lingard reports the discovery of an unreported 1939 slogan which reads NEWMARKET/OLD BOYS REUNION/JUNE - - - - -. This slogan is on a commercial cover with a Newmarket June 31st 1939 date stamp. Another rare slogan reported by Doug Lingard is also illustrated. This is the CANADIAN GOODS/ ARE BEST slogan used as early as 1925. Steve Friedenthal closes out the newsletter with an update of slogan, commemorative and pictorial hand stamps.

It is with pleasure that I report two newsletters from the rejuvenated Large Queen/Small Queen group under the Banner "*CONFEDERATION*." The January edition starts off in great style with an illustration of a "Mystery Cross Border Cover!" sold at Christie's Ishikawa Sale in 1993 for \$5,980. The letter in question is double franked the correct overseas rate to England with both Canadian and American stamps. The question posed: was this a genuine cross border cover? From the replies published in the March newsletter the overwhelming consensus to date, for a variety of reasons, is no, and that Christie's description of the cover was in error. The consensus is that this letter was either carried across the border by the sender and posted in the United States, or was carried by favour to Boston where it was posted, as these would be the only two reasons for the presence of the American stamps. Roy Sass then contributes a piece which he calls his favourite cover. This I believe could be a subject on which to build a regular feature as I am sure we all have favourite covers. The January edition closes with a question and answer column. John Hillson contributed a number of items to the March edition. One provides comments on a 6¢ Small Queen die proof which was offered for auction by Firby on Feb.6 1997, and which John believes for a number of reasons to be a fake. John also agrees with the general consensus on the cross border cover. There is a short piece by Guenter Jansen entitled "So What's a Half-Cent Stamp Good For, Anyway, along with an illustration of a printed commercial flyer stamped with a half-cent stamp sent as a bulk mailing in 1881.

The R.P.O. Cowcatcher for January '97 contains a number of Newfoundland views and a piece by Don Wilson illustrating the Newfoundland Railway mail steamers *S.S. Bruce* and *S.S. Prospero* circa 1910. Also reported is a new clerk strike - Geo Chattaway working on the Chatham & Walkerville Rwy., 3/26/13. Also a strike of the Moose Jaw & Empress R.P.O. with clerk M.T. Reid. There is also an article by Ross Grey on the Type 5 rubber

stamp postmarks used between 1919 - 1922. These were intended for internal Post Office usage and not as transit markings on cancellations on mail. Ross suggests that the potential for finding further examples of this type and of other private clerk handstamps is better than average.

Chris Ryan continues to contribute interesting items, writing on both federal liquor stamps and "The use of Tickets as an Accounting Aid for Provincial Sales Taxes" in the January edition of the *Canadian Revenue Newsletter*. In the February newsletter of *The Centennial Group* can be found a number of items listing new finds. Mike Painter discusses the origin of double perforating on some values of the 6¢ Centennial and the 8¢ slate. Leopold Beaudet contributed an article on the Guillotine Variety on the Centennial definitive 6¢ Orange, perf. 10, untagged. Dave Whalley discusses the closed eye variety on the 2¢ Totem Pole (Scott #455) in which he states he has discovered a ninth position to add to the eight already listed in Darnell (#513). In the *Corgi Times* for January/February '97 Leopold Beaudet contributed a long article on "Fake Perforations on Elizabethan Stamps," in which he concludes that the mis-perfed examples discussed by Joseph Monteiro in an earlier edition are, in reality, fakes, and should be treated as such. If not fakes, then these items are at least of very dubious origin. John Jamieson reports a major "Missing Gold Error" which was discovered in British Columbia on the Chinese-Canadian Year of the Ox souvenir sheets. John Arn is still not satisfied that the new judging criteria as recommended by the BNAPS judging committee satisfies all the concerns raised by collectors of modern material, but urges the membership to give the new format a chance and submit entries at St. John's. It is reported that the Harris catalogues should be ready by the end of March or April at the latest. There are a number of short items contributed by the membership on such topics as "Interrupted Mail", by John Burnett; "Opal Booklet Vending Machine Envelopes" assembled by John Hillmer, "Red Postage Dues on Border Crossing Mail," and finally a piece by John Aitken on bulk mailings and parcels with an analysis of rates. Finally, from the *Military Study Group* newsletter for March '97 come a number of short pieces including Type 2 Censor Survey (Great War) by Colin Pomfret, an HMCS Levis II cover by David Whiteley with an analysis and commentary by Wilf Whitehouse, and an article on Vimy Ridge, the 80th anniversary, with examples of the 1936 unveiling-of-the-memorial souvenir cover. The balance of the journal is taken up with auction lots for the upcoming April 11th sale.

Well as the deadline is fast approaching I must close now. I hope to see many of you at St. John's in August. Wishing one and all a good and fruitful summer.



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NEW BOOKS

"Transatlantic Mail To And From British North America From The Early Days to U.P.U.," by J. C. Arnell, **Handbook #4, Transatlantic Mail Study Group BNAPS (1996).** Published by the author; ISBN 0-919854-16-8. Pp. 113, 8-1/2" x 11", soft cover. Available from the BNAPS Book Department, \$30.00 plus postage and handling.

Jack Arnell has produced a book that summarizes and updates the field of transatlantic BNA mails. He describes the book as a review for collectors with a general interest in the subject or for those considering starting a collection of transatlantic mail. The book tells the story of the mails by describing the development and often demise of the shipping companies that carried the mail. The 10-chapter book is organized chronologically, with early chapters on favour mail, ship letters, Falmouth packets, and ferriage, respectively. The chapters on steamship mail include mail carriage by pioneer steamers and by British, U.S., and Canadian mail-contract steamers. The discussion covers mail from the 18th century until the Universal Postal Union's Berne Treaty took effect in 1875.

Transatlantic mail is one of the most complex areas of BNA postal history, so don't expect a low-level coverage here. This book teaches by example, using over 100 covers from Jack's collection. A beginning student can use each figure as an exercise, to test comprehension of the adjacent text. For complete analysis of your own covers, you'll need detailed information about the many rates and markings and lists of the sailing dates of individual ships. These data are given for each cover Arnell shows, but are not fully presented in this book; they are available by having Jack's *The Atlantic Mails*, his Handbook #1, Montgomery's rate book, and the Hubbard and Winter listing.

This book tells a complicated story. It isn't easy reading, and the flow isn't helped by a few typos and some missing verbs. It is worth the effort, though, because it contains a great deal of intellectual meat. To make this book more of a primer, a chart presenting the major events and rate changes would have helped, as would a brief index. Another helpful inclusion would have been a glossary of major definitions – such as packet (p. 1), ship letter (p. 17), freight money (pp. 2 and 47), and closed mails (p. 67); the reader can highlight these and similar terms with a marker, but that marks up the book and doesn't collect the terms. Chapter 1 (Introduction) provides a good summary of the book. The text has no references but there is a selected bibliography on the inside back cover.

The page layout, the printing, and the reproduction of figures are excellent. Whether you are a beginner or an advanced collector of transatlantic mail, you will want this book. It presents an overall view of the field and includes some material that is in books that are now out of print and difficult to obtain.

Gray Scrimgeour

"Hubbard the Forgotten Boeing Aviator" by Jim (James A.) Brown. Published by Peanut Butter Publishing, Seattle, 1996; ISBN 0-89716-651-5. Pp. 234, soft cover. Available from the publisher (226 2nd Ave. W., Seattle, WA 98119, U.S.A.), U.S. \$19.95 to U.S. addresses, (\$24.95 +7%GST to Canada) both plus U.S. \$3.00 postage and handling.

Most people have heard of the Boeing Company and its founder, Bill Boeing, but very few people have heard of Eddie Hubbard, the man behind the early development of the Boeing Company, as well as Boeing Air Transport which became United Air Lines. The title, *Hubbard, the Forgotten Boeing Aviator*, sums up the story of Eddie Hubbard, an orphan from San Francisco who achieved the American dream by becoming vice-president of the Boeing Company. At the same time he was, in part, responsible for the development of the modern air mail system in the United States.

Jim Brown traces the career of Edward (Eddie) Hubbard from the time of Hubbard's arrival in Seattle, in 1907, at the age of 18, until his untimely death in Salt Lake City on December 18, 1928 following an operation for a stomach ulcer. Hubbard's career had many highlights. He and Bill Boeing made the first air mail flight between Seattle and Victoria (1919). He established the first U.S. international air mail route (FAM 2) between Seattle and Victoria (1920). He assisted in development of Boeing Air Transport (1927). He made a submission to the U.S. Post Office that resulted in Boeing Air Transport winning the mail contract for the Chicago to San Francisco (CAM 18) air mail service, and suggested Boeing Co. Build the 40-B mail-passenger plane for use on the route (1927).

The book is written in a conversational style with many interesting anecdotes and asides that provide an informative story of the development of aviation in western North America. An index, a chronology and detail on the planes make it easy to locate pertinent details. The book is also profusely illustrated with pictures, and illustrations of newspaper clippings and documents. Unfortunately, these have been reduced to the point, particularly in the case of the documents, that they are almost unreadable. There is sufficient white space at the end of many chapters that the illustrations could have been enlarged without affecting the length of the book.

For those interested in the development of air mail or the evolution of aviation in the western United States, this book is a must. No other source provides the depth of information on the early development of flying in the Pacific North West that is found in this 230 page book.

W. Topping

"The Canadian Posted Letter Guide, The Classic Period, 1851-1902" by Charles G. Firby and Victor L. Willson. Published by Charles G. Firby Publications, Waterford, MI, 1996; ISBN 0-9652431-0-9. Pp. 128, soft cover, spiral bound. Available from the BNAPS Book Department, CANS24.75, and from various dealers.

Charles Firby and Victor Wilson have teamed up to produce a pricing guide for Canadian covers used between 1851 and 1902. They should be commended for doing so, especially since cover collecting has now become so popular. Their publication provides a guide to the value of over 1750 covers with frankings and usages that were used during this period. It retails for \$22.95 Canadian or \$17.25 US and is widely available.

This 6 by 9 inch 128 page soft covered publication uses good quality glossy paper and is spiral bound, which means that it is easy to use and stays open easily. As well, it is one of the first attempts at using colour in an affordable priced publication. More than 80 covers are photographed in colour and these fill more than 20 of the 128 pages.

The Foreword and introductory parts of the publication are very important reading for

catalogue users. The authors describe the differences between Very Fine, Fine and Average condition covers, provide some basic definitions and describe how to use the catalogue. Prices are in Canadian dollars and are intended to be the retail prices a collector can expect to pay for an item, if it can be located. The authors indicate that the catalogue is intended to be used as a guide and that no warranty is given for prices, nor are they the authors' buy or sell prices. As well, the authors are seeking photocopies of covers showing rates, not appearing in their catalogue.

Overall, this reviewer found the catalogue to be very useful. Several years ago, he was fortunate enough to purchase a F/VF 6¢ drop letter registered Small Queen cover, i.e., a registered cover mailed locally in the early 1890s to a person in a small town that did not have letter carrier service. The cover had a one cent Small Queen and a five cent registered letter stamp and was picked up by the recipient at the post office where it was mailed. The dealer had it priced at the Unitrade F2 stamp "on cover price" of \$40. However, I had never seen the F2 used with a 1¢ Small Queen to pay the 6¢ drop registered rate and spent a whole evening trying to determine its value by looking through old auction catalogues, hoping to find a similar item (without any success, I should add). If this catalogue had been available then, I would have saved a night's work and discovered that the Firby/Wilson catalogue values such a usage at \$450 in Fine and \$600 in Very Fine condition. Although these are only catalogue values, and I would not necessarily expect to obtain these prices for that cover, it does show the relative difference between a common F2/3¢ Small Queen cover and the very scarce F2/1¢ Small Queen pairing used on cover.

This catalogue shows many other similar situations, whereby the usage appears to be common but is actually very scarce. The most striking example is probably the two items on the back cover. Both were used in 1867, both are franked with the 10¢ Prince Albert stamp and both are registered. Yet, one is valued at \$50 and the other at \$21,000. Even though the Unitrade Specialized and the Scott Classic Specialized catalogues provide "on cover prices", they are normally for the most common usages and not for the many different usages covered in this catalogue.

Although this reviewer highly recommends this publication, he does have a few suggestions the authors might wish to consider for a second edition, when it is time to publish one. The authors appear to have included only "officially" sanctioned usages, yet, one sometimes finds usages contrary to Post Office policy. For instance, one occasionally finds 2¢ Small Queens used in the 1880s to pay the 2¢ domestic registration rate and the 5¢ F2 registered letter stamp paying the 2¢ registration and the domestic postage rate. Even though these kinds of usages were not in accord with post office policy, they do exist and readers would find it useful if these usages had been priced as well (the catalogue could indicate that such usages were contrary to post office policy).

Another improvement could be made regarding the coloured photographs of the more than 80 attractive covers that are included in the publication. Rather than have so many coloured photographs, which do add considerable eye appeal to the publication, it might be preferable to provide some description for each cover, including why it was selected for inclusion in the catalogue. These descriptions, if they indicate the important features of each cover, would add educational value to the catalogue. As well, the authors could price the ones photographed, and indicate if the covers were considered to be in Average, Fine or Very Fine condition. If necessary, they could explain why any are priced at more or less than the values shown in the catalogue. This kind of information would help readers to better understand how experts, such as Firby and Wilson, price covers. Also, on page 22, there are 14 nice Pence Issue covers crammed on to one page. They do not seem to add

much to the publication, but cause it to look more like an auction catalogue than the informative pricing guide catalogue that it is.

The authors sometimes provide prices for only one category of stamped cover, i.e., Average, Fine or Very Fine condition. This may be due to the fact that they are only aware of examples in the condition that is being listed. It would probably be more useful to consistently provide relative prices for all three categories and if necessary, use a different style of type to inform readers that none in that particular condition is known to the authors. Examples unknown to the authors may indeed exist. Also, it appears that, in some cases, the stampless cover values may have been moved in error to the Average Condition Column. For example, on page 25, the catalogue shows a \$30 value in the Average column opposite the 5 CENT SINGLE DOMESTIC LETTER RATE heading, when the \$30 should probably be shown under the stampless column.

Even though there is the potential for making some improvements, this is a highly recommended publication. The authors should be encouraged to complete the remaining volumes of this series of pricing guides, since many of us are eagerly awaiting them.

D.W. Lingard

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Readers Speak

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

Sir;

I write to offer a few comments on the postage rate explanations in the George Arfken/Charles Firby article 'Canadian Pence Franked Covers to Germany', *Topics*, No. 3, 8-12 (1996).

The cover in Figure 1 from Montreal to Hamburg had 1s. 6d. Cy. (1s. 4d. Stg.) prepaid, and it was noted that there is a red '4.' This latter was considered a credit to the United States. As the letter was carried by the U.S. contract packet *Baltic*, the U.S. credit would have been 25 cents (including the 2d Stg. transit charge from Canada) for carrying the latter to Liverpool, not 4d. I would suggest that this '4' was applied, probably in London, to show the postage credited against the cost of carrying the letter from London to Hamburg.

The unpaid letter in Figure 2, also from Montreal to Hamburg does not have a U.S. 21 cents marking, as this letter would have gone through the U.S. in a closed bag. Rather, it is a British manuscript '2/-' (2s. 0d. Stg.) postage due, suggesting to me that the letter was probably double weight.

I suspect that the letter in Figure 3 was also a double, but that it was struck originally with a '1' handstamp to show a credit beyond London. When it was recognized as a double, an additional '2½' Cy. was added and the credit raised to '2.'

Dr. J.C (Jack) Arnell

Sir;

In *BNA Topics*, Vol. 53, No. 4, Vic Willson wrote a superbly interesting article on Canadian Letters to the American West in the 19th Century - Part 1. A couple clarifications and corrections follow.

Vic writes that the 9d rate to the west coast began June 30 (1851). This should be April 6. He states that a pence-issue franked and a stampless cover are known to exist, perhaps to the exclusion of others. One more is illustrated in Boggs, page 81, Fig 40 - a double weight rated cover to San Diego.

Gray Scrimgeour provided me information about a lot in the Stuart Johnstone sale by Sissons in 1972, "11 covers to or from John V. Woolsey" one being "JA 28 1859 Paid Quebec Paid 9 rated '11' to California." (I have no explanation for the '11' rating.)

Figure 1: Quebec City to San Francisco, 1859



Figure 2: San Francisco
Back Stamp



Another example came into my possession through an act of philatelic weaselry committed on my friend and postal history dealer Hank Narbonne. In his transatlantic/cross-border stampless section was the cover illustrated in Figure 1 at a price in keeping with ordinary cross-border covers. Posted at Quebec FE 1 1859, *via* Montreal the next day, a SAN FRANCISCO ADVERTISED MAR 11 1859 backstamp (Figure 2) confirms its arrival.

This then adds three covers to the two mentioned by Vic. With the relative abundance of covers known between England and California I would think it likely more will turn up.

Jeff Switt

Sir,

In the January-February issue of *BNA Topics* (Vol. 43, No. 1) pg. 38, Bob Bayes requested information on "Initialed Admirals", Admiral stamps initialled (script in fine black ink) G.P. I have reviewed a number of subsequent issues of *BNA Topics* (alas, my collection of *Topics* is incomplete), but found no response to the question. I wondered if any information was found and published. I would appreciate any information on the subject.

Art Halpert

Sir,

Vol. 54, No. 1 of *Topics* arrived today, and I noted your comment on page 4 regarding the CAPEX judging in our specialties – as well as Charles Verge's letter to the Editor on the same subject.

Mr. Verge should be commended for his remarks, and for the energy and ability which he contributes to managing the judging program of the R.P.S.C. The National level program works well, and we have a reasonable supply of such judges, knowledgeable in B.N.A. specialties – although a number will be retiring over the next few years. We are critically short of such expertise at the International level. To become an International Apprentice Judge, one must first achieve an International vermeil medal, and then obtain an Apprentice vacancy at a forthcoming International exhibition. Here we have two factors working against anyone trying to qualify in the B.N.A. Traditional or Postal History area.

First – without knowledgeable International judges in the specialty, it is most difficult to obtain an International vermeil award. In my own case, it took ten years and five world exhibitions before a South African juror at SINGAPORE '95 recognized what he saw, and my Boer War exhibit received a vermeil award. As far as I know, this was the first such award to a Canadian exhibitor for a Canadian military mail exhibit. A similar exhibit from a member of BNAPS in South Africa has received Vermeil and Large Vermeil medals in 1995 and 1996.

Second – even with the vermeil medal prerequisite, it is most difficult to obtain a vacancy as an Apprentice Juror. Canada is fortunate to obtain one such vacancy per year. Mr. Verge mentions four Canadians who qualified since 1991. Two of these were in Philatelic Literature (one of these persons has since died), one had a primary interest in Revenues and the fourth in Irish traditional philately and postal history – hardly a recognition of the need expressed by Verge for judges with a solid grounding in Canadian traditional philately and postal history. Similarly, the single Canadian apprentice for PACIFIC 97 has a thematic background.

We have a "Catch 22" situation here – without knowledgeable judges it is most difficult to obtain a vermeil award, particularly in Canadian postal history. Then, even when this medal is obtained, national and international politics make it extremely difficult to obtain one of the Apprentice vacancies; and we can't produce judges for areas in which Mr. Verge recognizes they are urgently required. Personally, in September 1995, I requested a vacancy for CAPEX '96 (too late, as the two slots for the host country were already awarded) or PACIFIC 97 (but the one vacancy for that had also been awarded). I hope there may be a vacancy at ISRAEL '98 or, if not, at ILSAPEX '98 in Johannesburg. I'll keep trying, but it is most frustrating and time consuming.

Remember that all costs for travel, meals and accommodation are borne by the apprentice. These are not too onerous at CAPEX or PACIFIC, but how many potential jurors (i.e., those who have already obtained Vermeil or better International awards) are sufficiently interested, dedicated or affluent to apprentice at a distant show? In my experience, there are not many.

Up to the National level we control the production and use of judges. Beyond that we are at the mercy of International quotas and requirements. Thankfully, BNAPS stands outside this International theatre, and the panel of judges accredited in the past few years is extremely knowledgeable.

I wonder if conditions will change in the future?

William G. Robinson (Past-President)

Sir,

Illustrated is a post card, posted at Kimmel Park Camp June 14, 1919 from a Canadian soldier, addressed to Strathcona Alta, with a receiving mark of "General Delivery Strathcona Postal Station Edmonton Ala. (sic)" dated 6 JUL 1919. The provincial designation in this marking is a variation of the usual "Alta." abbreviation. My original inquiry was to find out if such a variety had been noted by Alberta collectors, and if a corrected version was subsequently known. Further investigation turned up some additional questions.



My notes of General Delivery markings from the microfilms of the Pritchard and Andrews proof strike books list a similar handstamp "proofed" July 30, 1919, but I don't know if I overlooked this spelling anomaly. This example is dated 24 days prior to the "proof" strike. In "A Checklist of Alberta Post Offices" by Robinson and Topping, Strathcona is listed as closing, or changing name to Strathcona Postal Station, on September 1, 1919, nearly two months after the date on this postmark.

Questions:

1. Has this spelling variation been previously noted and a subsequent correction issued?
2. Why would a postmark be issued with a new office name nearly two months prior to the official name change?
3. Is the listing in the above reference book correct?

Jeff Switt

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